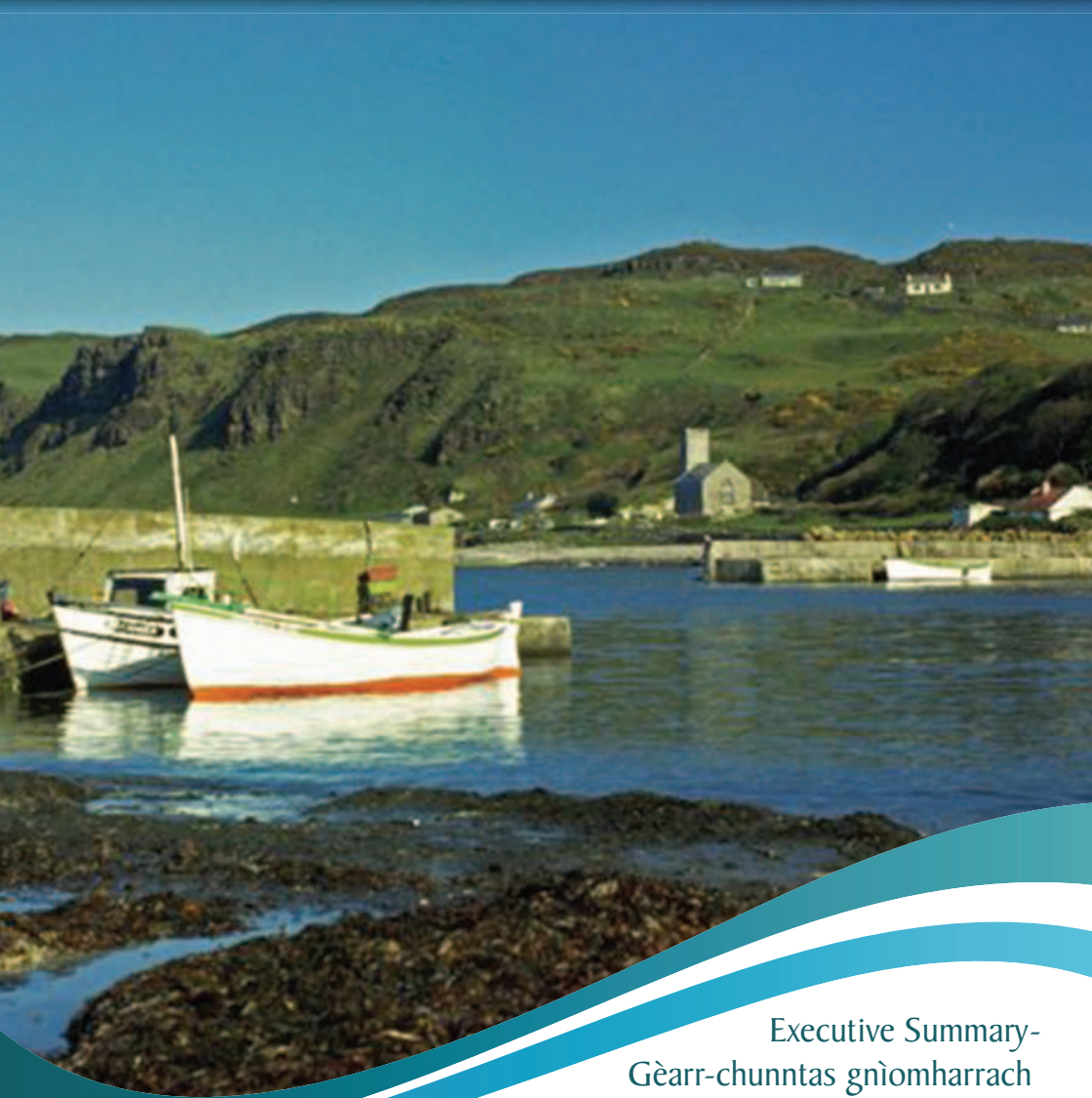


Small Ferries Project- Pròiseact nan Aisigean Beaga

Outline Business Case-Dealbh-Malairt

English-Gaelic



Executive Summary-
Gèarr-chunntas gnìomharrach
2010



European Union
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Contents

1.1	Introduction	page 4
1.2	Small Ferries Project Aim and Objectives	page 4
1.3	Scope of the Project	page 5
1.4	Strategic Context and Current Position	page 6
1.5	Assessment of Need	page 7
1.6	Identification of Options	page 8
1.7	Qualitative Assessment of Options	page 10
1.8	Quantitative Assessment of Options	page 11
1.9	Key Risks	page 12
1.10	Preferred Option	page 13
1.11	Conclusion	page 14
	Gaelic Translation	page 16

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1.1 Introduction

The Small Ferries Project (SFP) is a unique study to establish how best to design, build and procure a replacement fleet of small ferries which will be used to deliver “lifeline” ferry services serving remote communities off the Scottish and Irish coastlines. Supporting these island communities is consistent with European Union (EU) policy and the policies of Scotland, Northern Ireland and Ireland.

The project is being taken forward through a partnership between Caledonian Maritime Assets Ltd (CMAL) in Scotland, the Department for Regional Development (DRD) in Northern Ireland and the Department of Community, Equality and Gaeltacht Affairs (DCEGA) in Ireland (together the ‘SFP Partners’). The project is part-financed by the European Union’s European Regional Development Fund through the INTERREG IVA Cross-border Programme managed by the Special EU Programmes Body.

1.2 Small Ferries Project Aim and Objectives

The overall aim of the Small Ferries Project is to develop a Strategic Plan which influences policy makers in the procurement of replacement ferry vessels to allow continued delivery of lifeline services. The vessels currently used to deliver the services are either approaching or exceed their target replacement age of 25 years, and whilst they are safe to operate, they are likely to be less reliable and appropriate for use in the future.

Key components of this Strategic Plan are the development of a common vessel design and a cross border collaborative approach to procuring replacement ferries which can be used by each region to deliver investment in new vessels and, potentially, associated improvements in harbour infrastructure by 2015.

The objectives of the Small Ferries Project are therefore:

- To achieve economies of scale in vessel procurement through appropriate cross border collaboration;
- To share expertise in researching new vessel technologies and innovative funding mechanisms; and
- To avail of flexibilities in later operation and maintenance of the fleet.



1.3 Scope of the Project

Ferries serving eight routes are being examined by the Project, although it is also anticipated that the outcomes will have wider reach and benefit for other routes in the three regions and further afield. The routes are listed below and set out on the map opposite:

- Ailt an Chorráin to Leadbh Gharbh
- An Bun Beag/Machaire Rabhartaigh to Toraigh¹
- Ballycastle to Rathlin
- Tarbert to Portavadie
- Gigha to Tayinloan
- Oban to Lismore
- Tobermory to Kilchoan
- Sconser to Raasay



1. Originally intended to examine Alt an Chorráin to Toraigh cargo route. This was replaced by Bun Beag/Machaire Rabhartaigh to Toraigh passenger and cargo route by agreement during the initial stages of the Project.

1.4 Strategic Context and Current Position



Across all three Governments, there is a strong policy commitment to continuing support for our remote island communities. Common themes run through the approach to improving the level of public service offered to these communities on a sustainable and cost effective basis, and to promote economic development in these areas. Key to this is the provision of reliable, convenient and affordable ferry services.

In order to deliver these lifeline services, the eight routes identified above are all subject to Public Service Contracts. Under these arrangements, the provision of vessels by the operator is a requirement of the operating concessions awarded by both the Northern Irish and Irish Governments. In Scotland the vessels are owned by CMAL, a public corporation 100% owned by the Scottish Government, and provided to the ferry operator on a bareboat charter basis.

The approach to ferry provision, across all three jurisdictions, when combined with public sector budget constraints, has not encouraged the required level of investment in vessels over recent years. As a result, the roll-on/roll-off (“ro ro”) ferries currently providing these lifeline services are between 23 and 37 years old and are approaching or beyond the target replacement age of 25 years. The age and condition of the ferries leads to increasing maintenance issues with lifecycle maintenance undertaken on a “make do and mend” basis which is neither efficient nor physically tenable over the long term. Ultimately, the age of the fleet increases the risk associated with a major failure and a future cessation of service on each route for safety, legislative or reliability reasons.

Furthermore, the scarcity of new or second hand small ro-ro ferry vessels in the market places operators, who hold such vessels, at an advantage in bidding for ferry service contracts. All three authorities take the view that public ownership of the vessels designed specifically for ferry routes should promote competitive tension in bids for operating contracts and help to reduce subsidy costs.

The harbour infrastructure currently supporting the services also forms part of the Project. On a case by case basis, the existing harbour facilities have been assessed and any required improvements have been identified. In certain instances the infrastructure is considered to be inappropriate or inadequate in nature and requires upgrading to accommodate new vessels.

1.5 Assessment of Need

Across the three jurisdictions, the ferry services at the heart of this business case provide “lifeline” connections and allow the island communities to access basic public services. These “lifeline” ferry services play a key role in supporting the economic and social vitality of the remote island and rural communities that they serve.

Future demand for the services has been established by the SFP Partners through a forecasting exercise carried out by MVA Consultancy (MVA). They forecast future passenger, vehicle and freight demand for each of the eight routes considered within the scope of this business case to establish the case for investment. Following the MVA work, it is assumed that demand for the lifeline ferry services will grow at a range of between 1-3.5% per annum. On this basis, and in light of the age of existing ferries, the SFP partners are developing a replacement vessel procurement strategy.

Building on the MVA demand work, Deltamarin Ltd were commissioned to develop concept vessel designs based on Statement of Requirements provided by the SFP Partners (drawing on the MVA forecast demand), the sea and harbour conditions of the routes concerned and the latest international and EU vessel design regulations. Although it was recognised that more than one size of vessel was required, a key component of Deltamarin’s work was to explore areas of commonality between the vessels both in hull form and equipment fit. As a result of this workstream, four concept vessel designs were produced as follows:

Vessel Design	Car Capacity	Passenger Capacity	Routes
Type B	23	150	Routes within Scotland (excluding Oban to Lismore)
Type C (Variant of B)	12	96	Ailt an Chorráin to Leadbh Gharbh, Árainn Mhór and Oban to Lismore
Type D (Passenger only)	n/a	100	Machaire Rabhartaigh to Toraigh
Type E (Variant of B)	6	150	Ballycastle to Rathlin Island

In parallel, the SFP Partners reviewed the existing harbour infrastructure to assess current condition, and to consider the requirements of the replacement vessels. Halcrow undertook this technical review and developed plans for appropriate modifications and improvements to the harbours which will support the introduction of the new ferries. This work highlighted the need for an estimated investment of £7.5m across the eight routes.



1.6 Identification of Options

Having established the need to invest in replacement ferries and harbour infrastructure, the SFP partners needed to develop a procurement strategy to deliver these assets in line with the objectives of the Project. This requires identifying the approach that offers the best value for money for each party by leveraging the deliverable benefit from the collaborative approach and maximising the economies of scale achievable through joint procurement. Two fundamental questions needed to be addressed:

- i) Who is best placed to procure the assets?
- ii) How should the transaction be structured?

In order to identify the optimum solution, the SFP team developed a matrix of options which responded to the questions of “who” and “how”. From this matrix a short list of potential options emerged as follows;

Option	Title	Description
1	Status Quo	No replacement of vessels. Vessels provided by operator in NI and Ireland. Vessels provided by CMAL in Scotland.
2a	Separate Procurement - Traditional Funding	Replacement vessels are procured & owned individually by each SFP Partner. Option 2b considers the possibility of CMAL becoming a Public Interest Company (PIC).
2b	Separate Procurement - CMAL as PIC	
3a	Joint Procurement, separate contracts - Traditional Funding	Replacement vessels are procured jointly but owned individually by the SFP Partners. The joint procurement may be facilitated by a sharing of expertise. The vessels may be traditionally funded, or procured under an operating lease or a combination of the two (the temporary ownership model).
3b	Joint Procurement, separate contracts - Temporary Ownership	
3c	Joint Procurement, separate contracts - Operating Lease	
4a	Lead Authority - Traditional Funding	Replacement vessels are procured jointly but owned individually by the SFP Partners. The tender and build stages are managed by a Lead Authority (CMAL) which has the relevant market knowledge and expertise. A Partnership Agreement is put in place to manage the contractual arrangements between the SFP Partners. The vessels are traditionally funded by each SFP Partner.
4b (i)	Lead Authority - CMAL as PIC, with remit to own vessels and lease to other Governments	CMAL is appointed to acquire and manage vessels on behalf of the three SFP Partners and to make them available for use in each jurisdiction via a bareboat charter. Under this option CMAL, structured as a PIC, leases the vessels from a private leasing company. A Partnership Agreement is put in place to manage the contractual arrangements between the SFP Partners.

1.6 Identification of Options (cont.)

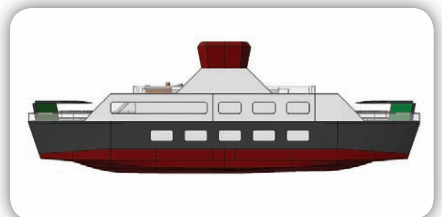
Option	Title	Description
4b (ii)	Lead Authority - CMAL as PIC, without remit to own vessels and lease to other Governments (i.e. same impact as Option 4a for NI and Ireland)	CMAL, as a PIC, is appointed to acquire vessels on behalf of the three SFP Partners, but is only responsible for the ongoing management of vessels in Scotland. The vessels for Northern Ireland and Ireland are traditionally funded and are owned by the Governments. The vessels for Scotland are leased by CMAL from a private leasing company. A Partnership Agreement is put in place to manage the contractual arrangements between the SFP Partners.

Public Private Partnership (PPP) and Joint Venture (JV) options were also considered but were not shortlisted. The PPP option does not fit strategically or operationally with the required allocation of risk and duration of the operating contracts for ferry services. The JV company option is administratively cumbersome and results in additional set-up costs. It would effectively duplicate CMAL's role in Scotland, and it does not appear to offer any benefits that cannot be delivered through other shortlisted options.

The potential to procure second hand vessels for one or more of the routes was explored with sector experts including specialist ship brokerage and maritime funders. These discussions confirmed that the second hand market for ro-ro ferries suitable for sea crossings of this nature is very limited and illiquid. The difficult sea conditions and resulting stability restrictions under the Stockholm Agreement restrict the type of vessel that could be used to deliver these services, and on the rare occasion that such a vessel becomes available on the second hand market, the vessel is usually approaching or at the end of its useful life and public sector procurement does not facilitate the quick response required to purchase the vessel.

The provision of ro-ro vessels by operators is included in the Status Quo option for Northern Ireland and Ireland only. This is because the provision of vessels by operators suppresses competition and creates a barrier to market entry by new operators as a result of the restricted availability of suitable seagoing vessels as described above. The mismatch of concession length (circa 6 years) and asset life (circa 25 years) also discourages potential operators from procuring new vessels, as witnessed by previous tendering exercises in Northern Ireland and Ireland. In Scotland, CMAL was established to provide the vessels for use on Scottish ferry routes and therefore this role is assumed to continue.

The shortlisted options listed in the table above were subject to detailed qualitative and quantitative assessment as follows.



1.7 Qualitative Assessment of Options

The non monetary cost and benefits of the options were assessed by considering each option's contribution to the transport and value for money objectives of the Project, as outlined below.

Transport Objectives	Value for Money Objectives
<ul style="list-style-type: none"> • Environment • Safety • Economy • Integration • Accessibility and Social Inclusion 	<ul style="list-style-type: none"> • Partnership • Affordability • Competition • Control • Viability • Achievability

The overall ranking of the options against the transport and value for money objectives is as follows:

Transport Objectives	Transport Objectives	VfM Objectives
1 - Status quo	9	5
2a - Separate procurement, traditional funding	1	8
2b - Separate procurement, CMAL as PIC	1	9
3a - Joint procurement, separate contracts, traditional funding	1	4
3b - Joint procurement, separate contracts, temporary ownership	1	5
3c - Joint procurement, separate contracts, operating lease	1	3
4a - Lead authority, traditional funding	1	2
4b(i) - Lead authority, CMAL as PIC (able to lease to NI and Ireland)	1	1
4b(ii) - Lead authority, CMAL as PIC (unable to lease to NI and Ireland)	1	7

The Status Quo option does not deliver the transport objectives described above as it does not include the replacement of vessels and is therefore not viable or sustainable over the 25 year appraisal period. All of the "do something" options involve the replacement of vessels through different procurement and funding routes and therefore meet the transport objectives.

The "Lead Authority" options 4a and 4b(i) provide the greatest contribution to the VFM objectives. They provide significant benefits in terms of:

- **Partnership** - a fully collaborative approach to the provision of new vessels for lifeline ferry services by sharing knowledge, skills and experience across the 3 jurisdictions to deliver improved value for money in vessel procurement, build, operation and asset management;
- **Competition** - attracting strong competition for routes when they are re-tendered by minimising the barriers to market entry by new operators by making available to operators the vessels that they will use to operate the service;

1.7 Qualitative Assessment of Options (cont.)

- **Control** - Government retaining an appropriate level of control over the quality and availability of vessels used to operate the routes in order to ensure that appropriate standards of ferry service are maintained; and
- **Viability** - a viable organisational and contractual structure for the provision of vessels and the delivery of lifeline ferry services.

Option 4b(i) also provides significant affordability benefits in terms of minimising the capital cost to each region and the impact on each region's capital and current/resource budgets for ferry services in any single year. The achievability of this option is, however, uncertain as it is dependent on CMAL becoming a PIC and securing off balance sheet budgeting treatment for government.

Conversely, Option 4a is very achievable (it does not require any change to organisational structures), but is less affordable as it involves capital funding of vessels in the traditional way.

Overall, the qualitative assessment shows that, in purely qualitative terms, Option 4b(i) is preferred followed by Options 4a, 3c and then 3a.

1.8 Quantitative Assessment of Options

In order to assess the whole life costs of the shortlisted options over a 25 year period, the estimated costs of capital, maintenance and operations have been modelled, alongside the forecast revenue stream. To facilitate comparison between the options, the resulting cashflows have been discounted back to a Net Present Value (NPV) using a real discount rate of 3.5%.

The table below sets out the NPVs of the "do something" options, and the variances to the lowest cost "do something" option. It also provides for comparison purposes a notional NPV for the Status Quo option to show the current costs of service delivery. It is important to note in this context that the Status Quo option does not include the replacement of the existing vessels (which are either approaching or exceed their target replacement age or 25 years) and is therefore not viable or sustainable over the 25 year appraisal period.

Option	Option Description	NPV (£m)	Variance (£m)	Variance %	Rank
2a	Separate procurement, traditional funding	99.5	2.2	2%	3
2b	Separate procurement, CMAL as PIC	104.9	7.6	8%	8
3a	Joint procurement, separate contracts, traditional funding	97.3	n/a	n/a	1
3b	Joint procurement, separate contracts, temporary ownership	102.9	5.6	6%	6
3c	Joint procurement, separate contracts, operating lease	102.5	5.2	5%	4

1.8 Quantitative Assessment of Options (cont.)

Option	Option Description	NPV (£m)	Variance (£m)	Variance %	Rank
4a	Lead authority, traditional funding	97.3	n/a	n/a	1
4b (i)	Lead Authority, CMAL - PIC (able to act for NI & Ireland)	104.9	7.6	8%	7
4b (ii)	Lead Authority, CMAL - PIC (unable to act for NI & Ireland)	102.6	5.3	5%	5
1	Status Quo (for comparison only)	71.8	-	-	-

As can be seen from the table above, Options 3a and 4a offer the lowest cost “do something” options with a net present cost of £97.3m. These options assume traditional funding of new vessels. At the other end of the spectrum, Option 2b is the most expensive option with a net present cost of £104.9m. This option does not offer the financial benefits of joint procurement and, with CMAL as a PIC, results in the highest financing costs for new vessels in Scotland.

1.9 Key Risks

A number of the short listed options are predicated on certain fundamental assumptions regarding their structure and procurement route. These assumptions lie outside the control of the SFP Partners and impact on the achievability and desirability of the options in question. The assumptions have been highlighted as exogenous risk factors within the Business Case and the main factors are summarised below.

- **Future accounting treatment of operating leases** - the International Accounting Standards Board are considering the accounting treatment of operating leases and assuming the recommendations set out in their Exposure Draft (September 2010) are implemented, the concept of an off balance sheet operating lease will cease to exist from 2013. In these circumstances, whilst leasing will remain a funding option, Options 3b and 3c will lose the advantage of tax efficiency and an off balance sheet budgeting treatment for government.
- **Future status of CMAL as PIC** - Options 4b(i), 4b(ii) and 2b are based on the assumption that Scottish Government decides that the future for CMAL lies as a Public Interest Company. Furthermore, the options assume that the new PIC entity obtains an off balance sheet classification and has the capability to raise funds from the private sector debt market to invest in ferries and harbour infrastructure. The future status of CMAL is currently under review as part of a parallel workstream outside the remit of the SFP and a decision on this matter is anticipated in Autumn 2010. If CMAL becomes a PIC, Option 2b would replace Option 2a and Option 4b(i) or 4b(ii) would replace Option 4a at the appropriate time.

1.9 Key Risks (cont.)

- **Scottish Government policy on role of CMAL** - if CMAL becomes a PIC, the Scottish Government will need to consider the remit of CMAL including whether its activities are limited to Scottish operations and vessels, or whether it will be permitted to act for a wider market such as procuring and “owning” vessels which are leased to other jurisdictions. Option 4b(i) assumes that the PIC can act as procurement agent and longer term asset manager for all three jurisdictions in the SFP, whereas Option 4b(ii) assumes that the role of the PIC is limited to Scottish operations and vessels.

For these reasons the achievability of Options 2b, 3b, 3c, 4b(i) and 4b(ii) is currently uncertain.

1.10 Preferred Option

The preferred option must balance the financial and non financial option assessment, and take due cognisance of the deliverability of each option given the key risks highlighted above.

In summary the Business Case concludes that Option 4a is the preferred option. This option is the lowest cost “do something” option (in NPV terms) and is ranked second in terms of its contribution (in non-monetary terms) to the project objectives.

As described within this Executive Summary, Option 4a provides significant benefits including:

- a fully collaborative approach to the provision of new vessels for lifeline ferry services, with CMAL acting as lead procurement agent on behalf of the three jurisdictions and a sharing of knowledge, skills and experience by the SFP Partners to deliver improved value for money in vessel procurement, build, operation and asset management. This includes potential collaboration during the operational phase in the provision of relief vessels, the maintenance and servicing of vessels, the management of spares and training of crews;
- attracting strong competition for routes when they are re-tendered by minimising the barriers to market entry by new operators in Northern Ireland and Ireland by making available to operators the vessels that they will use to operate the service;
- Government retaining an appropriate level of control over the quality and availability of vessels used to operate the routes in each jurisdiction in order to ensure that appropriate standards of ferry service are maintained; and
- a viable organisational and contractual structure for the provision of vessels and the delivery of lifeline ferry services.

1.10 Preferred Option (cont.)

Option 4a is a very achievable option as it does not require any change to organisational structures and is not subject to the risks and uncertainties associated with operating leases or PIC structures as described above. Governed by a partnering agreement, CMAL would undertake the tendering process to procure the replacement ferries and the three governments would retain oversight roles such as consultation and review. It is envisaged that CMAL would enter into a single contract with a vessel manufacturer and oversee the delivery of the vessels. This allows all parties to benefit from their asset management and procurement expertise, as well as accessing the economies of scale associated with the bundled procurement.

Back to back contracts would be put in place with the Northern Irish and Irish Governments, so that each jurisdiction retains the risks and responsibilities for their own vessels. On delivery of the vessels, ownership of the ferries would sit with the respective Governments and CMAL. Funding arrangements are assumed to follow a traditional capital funding route for Northern Ireland and Ireland, with Scotland utilising the existing voted loan facility.

The main risk to the delivery of Option 4a is the availability of capital funding to invest in replacement vessels. This risk may be reduced if capital funding can be secured from EU Programmes such as the INTERREG IVA Cross-border Programme to co-finance the collaborative procurement of new vessels for lifeline ferry services in the three jurisdictions.

1.11 Conclusion

The primary purpose of the Small Ferries Project is to influence policy makers in Scotland, Northern Ireland and Ireland by demonstrating the benefits of common vessel design and a collaborative cross border approach to procuring replacement ferries to service remote island communities off the Scottish and Irish coastlines.

The ro-ro ferries currently providing these lifeline services are either approaching or beyond their target replacement age of 25 years, and the age of the vessels increases the risk of a major failure and a future cessation of service on each route for safety, legislative or reliability reasons.

This business case considers a range of procurement and funding options for replacing these vessels and concludes that:

- a collaborative approach to vessel design, procurement and build is likely to deliver significant capital savings - potentially in the region of 15% of the vessel capital cost;
- CMAL should act as lead procuring authority on behalf of the three jurisdictions, to facilitate a sharing of knowledge, skills and experience by the SFP Partners to deliver improved value for money throughout the procurement, build and operational stages;

I.II Conclusion (cont.)

- a traditional capital funding solution is likely to be the lowest cost, most viable, sustainable and deliverable method of securing investment in new vessels, taking into account the unsuitability of PPP/PFI contracts to this market and the proposed changes internationally to the accounting treatment of operating leases;
- the procurement of new ferries is the only secure method of delivering replacement vessels for these essential services. The second hand market for ro-ro ferries suitable for sea crossings of this nature is very limited and on the rare occasion that such a vessel becomes available, the vessel is usually approaching or at the end of its useful life and public sector procurement does not facilitate the quick response required to purchase the vessel. The alternative option of requiring operators to provide ro-ro vessels suppresses competition and creates a barrier to market entry for new operators as a result of the restricted availability of suitable seagoing vessels and the mismatch of concession length (circa 6 years) and asset life (circa 25 years), which discourages investment;
- making vessels available for use by operators should encourage stronger competition for routes when they are re-tendered, and should allow Government to retain an appropriate level of control over the quality and availability of vessels used to operate the routes and to ensure that appropriate standards of ferry service are maintained; and
- the SFP Partners should approach EU Programmes such as the INTERREG IVA Cross-border Programme to seek co-financing for the collaborative procurement of new vessels for the lifeline ferry services in the three jurisdictions covered by the Project.

Clàr-innse

1.1	Roimh-ràdh	page 17
1.2	Amasan Pròiseact nan Aiseagan Beaga	page 17
1.3	Leud a' Phròiseact	page 18
1.4	Suidheachadh roi-innleachdail agus an t-suidheachadh an dràsta	page 19
1.5	Measadh de na tha a dhìth	page 20
1.6	Na roghinn	page 21
1.7	Measadh nan Roghainn	page 23
1.8	Measadh nan Roghainn	page 24
1.9	Cunnartan mòra	page 25
1.10	An roghainn as fheàrr	page 26
1.11	Co-dhùnadh	page 27

Fios cudthromach

Chaidh an aithris seo a deasachadh le Grant Thornton UK LLP (“GTUK LLP”) airson cleachdadh Stòras Mara Cailleannach Eta ann an Alba, Roinn Leasachaidh Sgìrean ann an Èirinn a Tuath agus Roinn Coimhearsnachd, Cothromachd agus Gnothaichean Gaeltacht ann an Èirinn (an ceannaiche) a-mhàin, mar a tha air a chuir air chèill nar cùmhnant. Cha ghabh GTUK LLP, a bhuill, chom-pàirtichean, luchd-obrach agus gnìomhaichean uallach sam bith do dhuine sam bith a bhàrrachd a leughas no a chì ann an dòigh sam bith na th’anns an aithris seo cho fad’s a thèid leotha le lagh an R.A. Cha bhidh GTUK LLP dualtach airson milleadh, cosgaisean no call sam bith a dh’èireas bho duine sam bith a bhàrrachd a nì rud sam bith mar thoradh den aithris a leughadh. Chan eilear an dùil gur e adhbhar na h-aithris seo comhairle sam bith a thoirt do dhuine sam bith a bhàrrachd agus cha bu choir dha na daoine sin earbsa a chuir ann airson sin. Tha duine sam bith a bhàrrachd a chuireas earbsa san aithris, airson adhbhar sam bith ga dhèanamh air an ceann fhèin. Cha ghabh Grant Thornton UK LLP uallach sam bith ma thèid an aithris seo atharrachadh ann an dòigh sam bith gun chead sgrìobhte bho Grant Thornton UK LLP. Bu chòir comhairle phrofessionta a shireadh airson staid àiridh sam bith.

1.1 Roimh-ràdh

Se sgrùdadh àraid a tha ann am Pròiseact nan Aiseagan Beaga (PAB) airson na dòighean as fheàrr obrachadh a-mach air ciamar a thèid cabhlach ùir de aiseagan beaga a theid an cleachdadh airson seiribheisean chudthromach gu coimhearsnachdan iomallach air oir-thìr Alba agus Èirinn an dealbhachadh, an togail agus an ceannach. Tha a' toirt taic do na coimhearsnachdan sin co-chòrdail le poileasaidh Aonadh na h-Eorpa (AE) agus poileasaidhean na h-Alba, Èirinn a Tuath agus Èirinn.

Tha a' phròiseact a' dol air adhart tro co-chomann eadar Stòras Mara Cailleanach Earr (SMCE) ann an Alba, Roinn Leasachaidh Sgìrean (RLS) ann an Èirinn a Tuath agus Roinn Coimhearsnachd, Cothromachd agus Gnòthaichean Gaeltacht (RCCGG) ann an Èirinn (còmhla na com-pàirtichean SFP). Tha a' phròiseact air a maoinachadh ann am pàirt le Stòr Leasachaidh Sgìrean na h-Eorpa aig Aonadh na h-Eorpa tro INTERREG IVA prògram eadar-nàiseanta air a' stiùradh le Buidheann Phrògraman Àirid an AU.

1.2 Amasan Pròiseact nan Aiseagan Beaga

Se amas Pròiseact nan Aiseagan Beaga plana a chruthachadh a bheir buaidh air luchd-poileasaidh aig a bheil uallach airson aiseagan a' lorg airson seiribheisean chudthromach an cumail a' dol. Tha na soitheachan a thathar gan cleachdadh an-dràsta a' streap ri, no air aois 25 bliadhna a' ruighinn. Fhads a tha iad sàbhailte an cleachdadh fhathast, chan eil iad cho buailteach a bhith seasmhach agus earbsach anns an àm ri teachd.

Mar phàirtean bunaiteach den phlana seo thathar ag iarraidh cruth coitcheann a dhealbhadh agus dòigh chumanta a lorg air aiseagan ùra a cheannach, a ghabhas an cleachdadh anns gach sgìre airson tasgadh fhaotainn airson soitheachan ùra agus, 's dòcha, airson leasachaidhean ri calaichean ro 2015 cuideachd.

Mar sin, se amasan Pròiseact nan Aiseagan Beaga:

- Luach an airgead fhaighinn le ceannach soitheachan ùra tro bhith ag obair còmhla thairis air crìochan;
- A bhith ag iomlaid eòlas ann an rannsachadh teicneòlas ùr agus dòighean ùra maoinachaidh; agus
- A bhith a' dèanamh feum de sùbailteachd ann an ruith agus cumail suas a' chabhlach.



1.3 Leud a' Phròiseact

Tha a' Phròiseact a' sgrùdadh aiseagan air ochd slighean, ach thathar am beachd gum bidh buanachdan nas farsaiginn ann airson na slighean eile anns na sgìrean. Tha na slighean ann an liosta gu h-ìosal agus air a mhapa mu choinneamh.

- Alt an Chorrain gu Leab Gharbh Àrainn Mhòr
- An Bun Beag/Machaire Rabhartaigh gu Torraig¹
- Ballycastle gu Rathlin
- An Tairbeart gu Port a' Mhadaidh
- Giogha gu Taigh an Lòin
- An t-Òban gu Lios Mòr
- Tobar Mhoire gu Cille Chòmhain
- Sgonnsar gu Ratharsair



1. Bha seo anns a' chiad àite dol a' choinhead air an t-slighe bathair eadar Alt a' nChorrain gu Torraig. Chaidh aontachadh an t-slighe luchd-siubhail agus bathair eadar Bun Beag/Machaire Rabhairtaigh agus Torraig tràth anns a' Phròiseact.

I.4 Suidheachadh roi-innleachdail agus an t-suidheachadh an dràsta



Thairis air na trì riaghaltasan tha beachd làidir gun fheum taic a chumail ri ar coimhearsnachdan eileanach iomallach. Tha beachdan chumanta ann air na dòighean air ìre sheirebheis phoblach a thogail anns na coimhearsnachdan sin a tha seasmhach agus airidh air an airgead, agus air leasachadh eaconamach a bhrosnachadh. Tha seirbheasan aiseag a tha earbsach, goireasach agus aig prìs chothromach air leth cudthromach airson seo.

Airson na seirebheisean seo a thagradh tha na slighean gu h-àrd uile a' tighinn fo Chùmhnantan Seirbheis Poballach. Fo na cùmhnantan seo feumaidh an gnìomhaiche na h-aiseagan a thabhann ann an Èirinn a Tuath agus ann an Èirinn. Ann an Alba is ann le SMCE a tha na h-aiseagan, comann phoballach 100% fo smachd Riaghaltas na h-Alba agus air am fasdach don gnìomhaiche.

Chan eil an dòigh anns a bheil aiseagan air a bhith air an ceannach thairis air na trì dùthchanan, an cuide ri lùghdachadh ann an airgead anns an roinn phoballach, air gu leòr airgead a' lorg airson aiseagan ùra anns na bliadhnaichean mu dheireadh. Mar sin, than a h-aiseagan ro-ro a tha an dràsta a tabhann na seirbheisean chudromach sin eadar 23 agus 37 bliadhna a dh'aois agus tha iad a' streap ri, no nas sinne na an 25 bliadhna a bhathar an dùil a bhiodh iad ann an seirbheis airson. Leis an aois sin tha mòran obair-càiridh ri dhèanamh orra agus chan eil seo idir èifeachdach no seasmhach thairis air ùine fhada. Aig a' cheann thall, tha aois a' chabhlaich ga dhèanamh nas coltaiche gum bidh trioblaid mhòr ann agus gun tèid stad a chuir air aiseagan a thaobh sàbhailteachd, lagh no earbsachd nan aiseagan.

A bhàrrachd air sin, chan eil cus aisgean beaga ro-ro ri lorg anns a mhargaid agus tha làmh an uachdar gu mòr aig gnìomhaichean aig a bheil aiseagan mar sin nuair a thig e gu bhith a' tairgse airson cùmhnantan sheirbheis. Tha na trì h-ùghdarrasan den bheachd gum bu choir do shealbh phoballach air an dealbh airson slighean àirid air cuideachadh ann a bhith a' tairgse airson cùmhnantan agus gun lùghdaich iad cosgaisean còmhnaidh.

Tha goireasan cala cuideachd nam pàirt den Phròiseact. Tha measadh air a bhith air a dhèanamh de gach cala agus tha leasachadh sam bith air a bheil feum air an clàradh. Ann an cuid de shuidheachaidhean chan eil na goireasan math gu leòr agus feumar an leasachadh airson na h-aiseagan ùra.

1.5 Measadh de na tha a dh'ìth

Anns na trì dùthchanan tha na seirbheasan aiseag a' toirt seachad ceangalaichean air leth cudthromach agus tha iad a' toirt seireibheisean bhunaiteach phoballach do na coimhearsnachdan eileanach. Tha na h-aiseagan seo air leth cudthromach airson beatha eaconamach agus sòisealta nan coimhearsnachdan.

Tha MVA Consultancy air coimhead air adhart ris an iarratas a bhios ann airson na seirbheasan seo anns an àm ri teachd. Tha iad air measadh a dhèanamh air na h-ochd slighean anns an aithisg seo airson taic a thoirt dhan t-argamaid airson maoineachadh. A rèir an obair seo, thathar an dùil gum fàs an iarratas airson na seirbheasan seo eadar 1-3.5% gach bliadhna. Is ann air sgàths an obair seo, agus aois a' chabhlaich a tha na com-pàirtichean SFP ag iarraidh plana a chuir ri chèile airson aiseagan ùra a cheannach.

A togail air an obair aig MVA, chaidh iarraidh air Deltamarin Ltd bun-bheachd a thoirt seachad air aiseagan a dhealbhadh stèidhichte air Aithisg Fheumalachdan a thug na com-pàirtichean SFP seachad (a' togail bho obair MVA), a' chuan air am biodh iad a' seòladh, staid nan calaichean agus riaghailtean dealbhachaidh eadar-nàiseanta agus an AU. Ged a bha e follaiseach gum biodh feum air bàrrachd na aon mheudachd de bhàta, bha aig Deltamarin ri rudan choitcheann a thaobh cruth slige agus acainn. As a seo, thàinig ceithir dhealbhan de dh'aiseagan mar a' leanas:

Cruth na h-aiseag	Càraichean	Luchd-siubhail	Slighean
Cruth B	23	150	Slighean ann an Alba (ach an t-Òban gu Lios Mòr)
Cruth C (coltach ri B)	12	96	Alt an Chorrain gu Leab Gharbh, Àrainn Mhor agus an t-Òban gu Lios Mòr
Cruth D (luchd-siubhail a-mhàin)	Ní bhaineann sé le hábhar	100	Machaire Rabhartaigh gu Toraigh
Cruth E (coltach ri B)	6	150	Ballycastle gu Eilean Rathlin

An cuide ri seo, ghabh na com-pàirtichean SFP sùil air na goireasan cala airson measadh a dhèanamh air an staid an dràsta, agus airson beachdachadh air na dh'fheumas aiseagan ùra. 'S iad Halcrow a rinn am measadh teicnigeach seo agus rinn iad planaichean airson an leasachadh a dh'fheumas a dheanamh airson na h-aiseagan ùra. Sheall an obair seo gum bidh feum air maoineachadh luach £7.5m thairis air na h-ochd slighean.



1.6 Na roghinn

An dèidh dearbhadh gu bheil feum air aisgean agus goireasan cala ùr, b'fheudar dha na com-pàirtichean SFP dòigh a' lorg air na h-amasan aca a choileanadh taobh a-staigh a' Phròiseact. Feumaidh seo an dòigh a' lorg le luach an airgead as fheàrr airson gach buidheann le bhith ag obair agus a' ceannach còmhla. Bha dà cheist bhunaiteach a dh'fheumadh am freagairt.

- i) Cò bu chòir an ceannach a dhèanamh?
- ii) Ciamar a bu chòir a dhèanamh?

Airson an dòigh as fheàrr a' lorg chruthaich na com-pàirtichean SFP modal a fhreagradh na ceistean "co" agus "ciamar". Bhon mhodal seo nochd na dòighean a leanas.

Roghainn	Tiotal	Iomradh
1	Status Quo	Na h-aisgean a chumail mar a tha iad. Air an toirt seachad leis an Riaghaltas ann an Èirinn a Tuath agus Èirinn, le SMCE ann an Alba.
2a	Ceannach air leth - Maoineachadh Tradiseanta	Aiseagan ùra air an ceannach agus air an cumail le gach com-pàirtiche SFP leotha fhèin.
2b	Ceannach air leth - SMCE mar CMP	2b a' beachdachadh air SMCE a' dol na Chompanaidh math a' Phoball (CMP)
3a	Ceannach còmhla, cùmhnantan fa-leth - Maoineachadh Tradiseanta	Aiseagan ùra air an ceannach còmhla ach air an cumail fa-leth le gach com-pàirtiche. Dh'fhaodar eòlas iomlaid. Dh'fhaodar maoinachadh tradiseanta a' chleachdadh air neo an ceannach fo mhàl no measgachadh de na dhà. (sealbh sealach)
3b	Ceannach còmhla, cùmhnantan fa-leth - Sealbh Sealach	
3c	Ceannach còmhla, cùmhnantan fa-leth - gnìomhachd air mhàl	
4a	Ùghdarras stiùiridh - Maoineachadh Tradiseanta	Aiseagan ùra air an ceannach còmhla ach air an cumail fa-leth le gach com-pàirtiche. Tha an tairigse agus an togail air an stiùradh le SMCE aig a tha an t-eòlas bunaiteach. Tha aontachadh air a chuir air dòigh airson na cùmhnantan eadar na com-pàirtichean a rian. Tha gach com-pàirtiche a' cleachdadh maoinachadh tradiseanta.
4b (i)	Ùghdarras stiùiridh SMCE mar CMP le cead sealbh a bhith aca air aiseagan agus an cuir air màl gu riaghaltasan.	Tha SMCE a' ceannach agus a ruith aisgean air leth na trì com-pàirtichean agus gan dèanamh ri fhaotainn anns gach dùthaich tro bhann sgrìobhte. Bidh SMCE mar CMP a' gabhail na h-aiseagan air màl bho chompanaidh phrìobhaideach. Tha aontachadh air a chuir air dòigh airson na cùmhnantan eadar na com-pàirtichean a rian. Tha gach com-pàirtiche a' cleachdadh maoinachadh tradiseanta.

1.6 Na roghinn (lean)

Roghainn	Tìotal	Iomradh
4b (ii)	Ùghdarras stiùiridh SMCE mar CMP gun chead sealbh a bhidh aca air aiseagan agus an cuir air màl gu riaghaltasan.	Tha SMCE a' ceannach agus a ruith aiseagan air leth na trì com-pàirtichean ach chan eil aca ach uallach airson a bhi a' ruith aiseagan ann an Alba. Tha na h-aiseagan airson Èirinn a Tuath agus Èirinn air am maoinichadh gu tradiseanta agus tha seilbh aig na Riaghaltasan orra. Tha na h-aiseagan airson Alba air an gabhail air màl bho chompanaidh phrìobhaideach. Tha aontachadh air a chuir air dòigh airson na cùmhnantan eadar na com-pàirtichean a rian. Tha gach com-pàirtiche a' cleachdadh maoinichadh tradiseanta.

Chaidh beachdachadh cuideachd air Com-pàirteachas Prìobhaideach Poballach (CPP) agus Roghainn Co-dhùirig ach cha deach an cuir air an liosta. Chan eil an roghainn CPP freagarrach arison na cùmhnantan. Tha an Roghainn Co-dhùirig doirbh obrachadh agus cosgail. Chan eil buanachdan ann nach fhaighear bho na roghainn air an liosta.

Choimead sinn cuideachd air bàtaichean cleachdte fhaighinn airson cuid de na slighean le eòlaichean. Thuir na h-eòlaichean nach eil gu leòr aiseagan rim faighinn a tha freagarrach. Feumar soitheachan a tha seasmhach ri droch mhuir agus leis na bacaidhean a tha ann fo Aonadh Stockholm cha nochd aiseagan freagarrach air a mhargaid tric gu leòr airson an roghainn seo a dhèanamh comasach.

Tha an roghainn airson gnìomhaichean aiseagan ro-ro a thoirt seachad anns an Status Quo airson Èirinn a Tuath agus Èirinn a-mhàin. Tha seo air sgàths gu bheil an roghainn seo a' cuir bacadh air co-fhairpis agus a' cuir bacadh air gnìomhaichean ùra air sgàths gu bheil e cho doirbh soitheachan freagarrach fhaighinn. Tha e cuideachd a cuir stad air gnìomhaichean bho bhidh a' ceannach aiseagan ùra mar a chaidh fhaicinn ann an tairgsean ann an Èirinn agus Èirinn a Tuath. Ann an Alba bha SMCE air a' stèidheachadh airson aiseagan a thoirt seachad airson slighean-mara na h-Alba agus mar sin thathar an dùil gun cùm sin a' dol.

Bha na roghainn air an liosta gu h-àrd air an sgrùdadh agus am measadh mar a leanas.



1.7 Measadh nan Roghainn

Chaidh measadh a dhèanamh air cosgais gach roghainn, le airgead air a chuir gu aon taobh, le bhith a' beachdachadh air na bha gach roghainn a tabhart gu amasan chòmhdaile agus amasan luach an airgead a' Phròiseact mar a chithear gu h-ìosal.

Amasan Chòmhdaile	Amasan Luach an Airgead
<ul style="list-style-type: none"> • Àrainneachd • Sàbhailteachd • Eaconamaidh • Aonachadh • Cothromachd agus Gabhail a-staigh sòisealta 	<ul style="list-style-type: none"> • Com-pàirteachas • Cosgais • Co-fhairpis • Smachd • Seasmhachd • Coileantachd

Seo mar a sheas na roghainn an aghaidh a chèile a thaobh amasan chòmhdaile agus luach an airgead.

Roghainn	Amasan Chòmhdaile	Amasan Luach an Airgead
1 - Status quo	9	5
2a - Ceannach air leth - Maoineachadh Tradiseanta	1	8
2b - Ceannach air leth - SMCE mar CMP	1	9
3a - Ceannach còmhla, cùmhnantan fa-leth - Maoineachadh Tradiseanta	1	4
3b - Ceannach còmhla, cùmhnantan fa-leth - Sealbh Sealach	1	5
3c - Ceannach còmhla, cùmhnantan fa-leth - gnìomhachd air mhàl	1	3
4a - Ùghdarras stiùiridh - Maoineachadh Tradiseanta	1	2
4b(i) - Ùghdarras stiùiridh SMCE mar CMP le cead sealbh a bhith aca air aiseagan agus an cuir air màl gu riaghaltasan	1	1
4b(ii) - Ùghdarras stiùiridh SMCE mar CMP gun chead sealbh a bhith aca air aiseagan agus an cuir air màl gu riaghaltasan	1	7

Chan eil an Status Quo a' coileanadh na h-amasan chòmhdaile oir chan eil e a' toirt seachd aiseagan ùra agus mar sin chan eil e seasmhach thairis air 25 bliadhna. Tha a h-uile roghainn eile ann an dòigh air choireigin a' toirt seachd aiseagan ùra agus mar sin tha iad a' coileanadh na h-amasan chòmhdaile aca.

Tha roghainn 4a agus 4b (i) a' coileanadh amasan luach an airgead nas fheàrr na càch. Tha buanachdan ann a thaobh:

- **Com-pàirteachas** - Obair gu buileach còmhla airson aiseagan a cheannach airson na slighean cudthromach le bhith ag iomlaid eòlas agus sgilean thairis air na trì dùthchannan airson barrachd luach fhaighinn as an airgead ann an ceannach, togail ruith agus stiùradh;
- **Co-fhairpis** - A' tàladh co-fhairpis làidir airson slighean nuair a tha iad air an tairgse le bhith a' tabhann aiseagan ùra do ghnìomhaichean ùra a chleachdas iad airson an seirbheis a thabhann;

1.7 Measadh nan Roghainn (lean)

- **Smachd** - Riaghaltas a' cumail smachd cheart air na h-aiseagan a tha air an cleachdadh air na slighean airson dèanamh cinnteach gu bheil na seireibheisean cho math 'sa bu chòir; agus
- **Seasmhachd** - Structur seasmhach a thaobh rianachd agus cùmhnantan airson aiseagan agus seireibheisean.

Tha roghainn 4 b (i) cuideachd a' lùghdachadh a' chosgais air gach sgìre ann am bliadhna. Chan eil e cinnteach ge-ta an gabh an roghainn seo a dhèanamh oir that e a' crochadh air SMCE a' dol na chompanaidh CMP.

Air an làimh eile gabhaidh roghainn 4 b(ii) a dhèanamh gu math nas fhasa (chan fheum atharrachadh tighinn air structuran) ach cosgaidh e bàrrachd leis an dòigh maoineachadh tradiseanta.

Tha am measadh a' sealltainn gur e roghainn 4b (i) as fhèarr le roghainn 4a 3c agus 3a a' tighinn as a dhèidh.

1.8 Measadh nan Roghainn

Airson na cosgaisean an sàs anns na roghainn air an liosta a mheasadh thairis air 25 bliadhna tha modalan air a bhì air an dèanamh de phrìomh chosgaisean, cosgaisean càraidh agus iomairt an cois na thathar an dùil a thig a-staigh de dh'airgead. Airson coimeas a dhèanamh tha NPV air a dhèanamh le lùghdachadh de 3.5%.

Tha a' chlàr gu h-ìosal a' sealltainn an NPV aig gach roghainn ach roghainn a h-aon. Chan eil an Status Quo air a chunntadh air sgàths nach eil e seasmhach thairis air 25 bliadhna.

Roghainn	Iomradh	NPV (£m)	Seachranachd (£m)	Seachranachd %	Rangú
2a	Ceannach air leth - Maoineachadh Tradiseanta	99.5	2.3	2%	3
2b	Ceannach air leth – SMCE mar CMP	104.9	7.6	8%	8
3a	Ceannach còmhla, cùmhnantan fa-leth - Maoineachadh Tradiseanta	97.3	n/a	n/a	1
3b	Ceannach còmhla, cùmhnantan fa-leth - Sealbh Sealach	102.9	5.6	6%	6
3c	Ceannach còmhla, cùmhnantan fa-leth - gnìomhachd air mhàl	102.5	5.3	5%	4
4a	Ùghdarras stiùiridh - Maoineachadh Tradiseanta	97.3	n/a	n/a	1
4b (i)	Ùghdarras stiùiridh SMCE mar CMP le cead sealbh a bhidh aca air aiseagan agus an cuir air màl gu riaghaltasan	104.9	7.6	8%	7

1.8 Measadh nan Roghainn (lean)

Roghainn	Iomradh	NPV (£m)	Seachranachd (£m)	Seachranachd %	Rangú
4b (ii)	Ùghdarras stiùiridh SMCE mar CMP gun chead sealbh a bhith aca air aiseagan agus an cuir air màl gu riaghaltasan	102.6	5.3	5%	5
I	Status Quo (airson coimeas a-mhàin)	71.8	-	-	-

Mar a chithear bhon chlàr gu h-àrd, is iad roghainn 4a agus 3a as saoire le cosgais £97.3m. Tha na roghainn seo a' cleachdadh maoineachadh tradiseanta airson aiseagan ùra. Aig a' cheann eile se roghainn 2b as daoire le cosgais £104.9m. Air sgàths a' chosgais seo chan eil an roghainn seo freagarrach.

1.9 Cunnartan mòra

Tha cuid de na roghainn air am fàisneachd air barailtean bunaiteach àraid a thaobh an structur agus an dògh a thachras an ceannach. Chan eil smachd aig na com-pàirtichean SFP air na barailtean sin agus bidh buaidh aca air na thèid a dhèanamh. Tha na cunnartan air an gear-cunntas gu h-ìosal.

- **Làimhseachadh de chunntasachd air màl-ruith anns an àm ri teachd** - Tha bòrd eadar-nàiseanta chunntasachd a' beachdachadh air mar a tha cunntasachd air a dhèanamh a thaobh màl-ruith agus ma thèid na molaidhean aca a leantainn cha bhi a leithid a rud ri màl-ruith den t-seòrsa seo ann bho 2013. Ma thachras seo caillidh roghainn 3b agus 3c buanachd a thaobh cìsean.
- **Inbhe SMCE mar CMP** - Tha roghainn 4b (i), 4b (ii) agus 2b stèidhichte air a bhàrail gun cùm Riaghaltas na h-Alba SMCE mar chompanaidh phoballach . A bhàrachd air sin tha na roghainn ag obair bhon bhàrail gum bidh a chead aig a' chompanaidh ùir CMP airgead a thoil bhon roinn phrìobhaideach airson aiseagan agus leasachaidh chaidhean a mhaoineachadh. Tha inbhe SMCE an-dràsta fo sgrùdadh agus thathar am beachd gum bidh co-dhùnadh ann mu seo san Fhoghar 2010. Ma thèid SMCE na CMP rachadh roghainn 2b an àite 2a agus 4b (i) no rachadh 4b (ii) an àite 4a aig àm fhreagarrach.
- **Poileasaidh Riaghaltas na h-Alba air dreuchd SMCE** - Ma thèid SMCE na CMP feumaidh Riaghaltas na h-Alba beachdachadh air dreuchd SMCE agus am bu chòir dha coimhead an dèidh gnothaichean Albanach a-mhàin, no am faod e obair airson margaid nas farsaiginn. Tha roghainn 4b (i) stèidhichte air a bhàrail gum fhaod an CMP aiseagan a cheannach agus stiùradh a dhèanamh thairis air na trì dùthchanan. Tha roghainn 4b (ii) den bheachd gum fheum e cumail ri gnothaichean Albanach.

1.10 An roghainn as fheàrr

Feumaidh an roghainn as fheàrr cothromachd a' lorg eadar gnothaichean an airgead agus gnothaichean eile agus cuideachd beachdachadh gu dlùth air cho coltach sa tha e gun tèid aige a bhì air a choileanadh.

Tha argamaid a' ghnìomhachais den bheachd gur e roghainn 4a an roghainn as fheàrr. A rèir NPV se seo an roghainn leis a' chosgais as isle agus tha e a' tighinn anns an dara àite a thaobh amasan a' phròiseact a choileanadh.

Tha buanachdan mòra ann le roghainn 4a nam measg:

- Obrachadh còmhla a thaobh aiseagan ùra a cheannach airson slighean air leth cudthromach le SMCE ga stiùradh air leth na trì dùthchannan agus ag iomlaid eòlas agus sgilean eadar na com-pàirtichean SPF airson luach an airgead fhaighinn ann an ceannach, togail, ruith agus stiùradh. Tha seo a' toirt a-staigh obair còmhla ann an obair càraidh, trèanadh agus ma tha feum air bàtaichean a bh'arrachd.
- A' tàladh co-fhairpis làidir airson slighean nuair a tha iad air an tairigse le bhì a' dèanamh a' ghnòthaich cho furasta sa ghabhas airson gnìomhaichean ùra ann an Èirinn a Tuath agus Èirinn.
- Riaghaltas a' cumail smachd cheart air na h-aiseagan airson dèanamh cinnteach gu bheil an t-seirbheis cho math agus is urrainn dha a bhidh; agus
- Structur seasmhach a thaobh rianachd agus cùmhnantan airson ceannach aiseagan agus seirbheisean aiseag a thabhann.

Gabhaidh roghainn 4a a dhèanamh oir chan fheum atharrachadh tighinn air structuran rianachd agus chan eil uidhir cunnart na luib a thaobh ruith-màl no CMP. Air a riaghladh le aontachadh com-pàirteachaidh ghabhadh SMCE as làimh an iomairt tairigse airson aiseagan ùra fhaighinn agus chùm madh na trì Riaghaltasan sùil air a ghnòthach. Thathar am beachd gun dreachadh SMCE an sàs ann an cùmhnant singilte le luchd-togail nan aiseag agus gun stiùradh iad libhrigeadh nan aiseag. Tha seo a' leigeal leis gach buidheann buanachd fhaighinn bhon t-eòlas a thaca, agus cuideachd airgead a shàbhaladh.

Biodh cùmhnantan air an cuir an gnìomh le Riaghaltasan Èirinn a Tuath agus Èirinn airson gun cumadh gach dùthaich na dleasdanasan agus cunnart sam bith airson na h-aiseagan aca fhèin. Is ann leis na Riaghaltasan agus le SMCE a bhios na h-aiseagan nuair a tha iad deiseal. Thathar an dùil gun cleachd Èirinn a Tuath agus Èirinn moineachadh tradiseanta agus gun cùm Alba a' cleachdadh an goireas iasad a tha ann mar tha.

Se a' chunnart as motha a tha an sàs ann an roghainn 4a duilgheadasan sam bith a bhios ann le prìomh mhaoineachadh airson aiseagan ùra. Dh'fhaodadh an cunnart seo a' lùghdachadh nan dreachadh maoinachadh a shireadh bho phrògraman AU mar program eadar-nàiseanta INTERREG IVA.

I.II Co-dhùnadh

Se prìomh amas Phròiseact nan Aiseagan Beaga buaidh a thoirt air luchd-poileasaidh ann an Alba, Èirinn a Tuath agus Èirinn le sealltain dhaibh na buanachdan a tha ann bho bhith ag obair còmhla a thaobh dealbhachadh agus ceannach aiseagan airson seirbheis a thoirt do choimhearsnachdan iomallach, eileanach far chostaidhean Alba agus Èirinn.

Tha na h-aiseagan an drasta a tabhann nan seireibheisean sin a' sreap ri no air ceann am beatha obrach a' ruighinn aig aois 25 bliadhna, agus tha aois a' chabhlach ga dhèanamh nas coltach gum bidh duligheadasan mòra ann anns an àm ri teachd a thaobh sàbhailteachd, lagh agus seasmhachd.

Tha an t-argamaid gnìomhachais a beachdachadh air iomadh dòigh ceannach agus maoinachadh airson aiseagan ùra fhaighinn agus a' tighinn gun cho-dhùnadh:

- Thèid airgead mòr a shàbhaladh tro bhith ag obair còmhla a thobh dealbhachadh, ceannach agus togail aiseagan. Dh'fhaodar suas ri 15% a shàbhaladh.
- Bu chòir do SMCE gnothaich a cheannaich a' stiùireadh air leth na trì dùthchannan agus iomlaid a dhèanamh air eòlas agus sgilean airson luach an airgead fhaighinn tron ghnothach air fad.
- Se maoinachadh tradiseanta an dòigh as fheàrr leis cho mi-fhreagarrach sa tha cùmhnantan CPP anns a' mhargaid seo.
- Feumar aiseagan ùra an ceannach airson na seireibheisean seo. Chan eil gu leòr aiseagan cleachde air a mhargaid a bhiodh freagarrachd airson na slighean seo. Cha ghabh aiseagan cleachde an ceannach luath gu leor co-dhiù. Feumar dèanamh cinnteach cuideachd nach eil bacaidhean ann airson gnìomhaichean ùra a tha airson tairigse airson na slighean a' ruith.
- Ma tha na h-aiseagan ann ri thoirt gu na gnìomhaichean bheir seo piseach air a cho-fhairpis airson tairigsean, agus leigeidh seo leis an Rìghaltas smachd a chumail air a ghnothach agus dèanamh cinnteach gu bheil an seirbheis cho math agus is urrainn dha a bhith.
- Bu chòir do na com-pàirtichean SFP feuchainn ri maoinachadh fhaighinn bho Prògraman an AU mar program eadar-nàiseanta INERREG IVA airson na seiribheisean aiseag cudthromach anns na trì dùthchannan anns a Phròiseact.

