

Agenda Item 6.6: Disturbance by high-speed ferries

Secretariat's update

Submitted by: Secretariat



ASCOBANS

NOTE:
IN THE INTERESTS OF ECONOMY, DELEGATES ARE KINDLY REMINDED TO BRING THEIR OWN COPIES OF THESE DOCUMENTS TO THE MEETING

High-Speed Ferries (Secretariat's Update)

At its 7th Meeting in March 2000, the Advisory Committee asked the Secretariat to continue monitoring information on high-speed ferries and their potential impact on small cetaceans (cf. AC7 Report, P. 8). The AC agreed that the following definition of high-speed ferries should be used: *All types of vessels (including hovercraft) capable of travelling at speeds in excess of 30 knots*. The data on high-speed ferry connections submitted by Parties and Range States in response to the Secretariat's questionnaire are compiled in the attached table.

As in previous years, a number of Parties and Range States did not respond to the Secretariat's request for information. Therefore this compilation once again does not cover the whole of the Agreement area. However, since Finland reported for the first time, this overview provides a clearer picture of the situation in the Baltic than the Secretariat's update for 1999.

It is evident that the "hot spots" described in the 1999 report - the English Channel, the Irish Sea and the Sound - remain heavily frequented.

Overall, there appears to be an increase in the number of high-speed vessels in operation. Thus, the number reported for the English Channel has risen from eleven to 19, for the Sound from eight to nine. The number of vessels reported for the Baltic has risen dramatically from two to 15, since Finland's report for 2000 was its first. Even disregarding these Finnish vessels, however, the number has increased by five.

It is also noteworthy that the data given for speed, capacity, size/tonnage and engine power of certain vessels vary from year to year and depending on the country reporting.

Overview of High-Speed Ferry routes in the ASCOBANS area and adjacent waters in 2000

Name/type of craft	Route (return)	Round trips/day	Speed (kph/knots)	Capacity (passengers/cars)	Size/tonnage	Engine power
Baltic Sea						
"Boomerang" HSC	Swinoujscie ⇔ Malmö	1	36 knots	700/175	GRT 5419	24 000 kW
MS Salten /LIRM	Nexø ⇔ Kolobrzeg/Ustka		32 knots	200	-	640 kW
HANSA JET/BALTIC JET	Copenhagen ⇔ Warnemünde		36 knots	341		
Villum Clausen / 1A1 HSLC R2 / A EO ICS NAUT	Rønne ⇔ Ystad		50 knots	1000/186	1383 tons	38 000 kW
Bombi Bitt / SEKX / W 86	Alling ⇔ Simrishamn		26 knots (36?)		181 tons	
Tallink Express 1 / catamaran	Helsinki ⇔ Tallinn	3	40 knots	245		
Tallink Autoexpress/catamaran	Helsinki ⇔ Tallinn	3	36 knots	560/100		
Nordic Jet/catamaran (DnV 1A1 HSLC Car Ferry A, R2 E0 IMO High Speed Craft Regulation (1994) Category B	Helsinki ⇔ Tallinn	3	36 knots	430/55	120 tons	2 x 7 200 kW
Baltic Jet/catamaran (DnV 1A1 HSLC Car Ferry A, R2 E0 IMO High Speed Craft Regulation (1994) Category B	Helsinki ⇔ Tallinn	3	36 knots	430/55	120 tons	2 x 7 200 kW
SuperSeaCatFour/catamaran	Helsinki ⇔ Tallinn	4	38 (max. 42) knots	750/164		
Jaanika /hydrofoil (2 x MTU)	Helsinki ⇔ Tallinn	3	38 knots	190		2 x 2 200 kW
Laura/hydrofoil (2 x MTU)	Helsinki ⇔ Tallinn	4	38 knots	190		2 x 2 200 kW
Finnjet	Summer: Helsinki ⇔ Tallinn Winter: Helsinki ⇔ Rostock	0.5	30.5/16.8 knots	1781/395		55 000 kW/11
HSC Gotland	Nynässhamn ⇔ Visby				5632 (GT)	28 300 kW

Sound (Öresund)						
SAUD / PV2400 / SKLE	Malmö ⇔ Copenhagen		26 knots		106 tons	
Svalan / 1A1-R45 Light Craft	Copenhagen ⇔ Landskrona		35 knots	271	399 BRT	2 000 kW
Pilen /OUSC Delfinen /SGXN Tjelden /JXGS	Copenhagen ⇔ Malmö		32-34 knots	300 170 202	332 BRT 188 BRT -	2 040 1 955 -
Kraka Viking /OZEQ Sifka Viking	Kastrup ⇔ Malmö		36 knots	180	438 BRT	2 000 kW
Løberen /OUTZ	Copenhagen ⇔ Malmö		35 knots	255	424 BRT	2 000 kW
Springeren / SCYI/1A1- R45-EO Light craft	Dragør ⇔ Malmö		35 knots	252	424 BRT	2 000 kW
Kattegat and Belt Sea						
Cat Link IV /Incat 046	Århus ⇔ Odden		42-44 knots			
Mai and Mie Mols SWATH type	Odden ⇔ Æbeltoft		45-48 knots	450/120	984 ton	16 860 HK
Stena Line / HSS 900	Gothenburg ⇔ Frederikshavn		40 knots	900/210	450 ton	44 000 HK
Stena Carisma	Gothenburg ⇔ Frederikshavn				8631 (GT)	3 600 kW
Skagerrak						
Silvia Ana L / DNV, 1A1 HSLC Car ferry	Hirtshals ⇔ Kristiansand		40 knots	1036/238	1846 ton	46 100 HK
English Channel						
P&O Catalonia	Portsmouth ⇔ Cherbourg	2-3	40/42 knots	900/250	5902 GRT	4 x 7 200 kW
Red Jet 1 Red Jet 2 Red Jet 3	Southampton ⇔ West Cowes	33 max.	34 knots	138 138 190	168 GRT 168 GRT 213 GRT	2 x MTU 1 360 kW 2 x MTU 1 360 kW 2 x MTU 1 500 kW
Superseacat 1 monohull	Dover ⇔ Ostende	3 (av) 1.5*	36 knots 38 knots*	700 750/150*	4600 GRT	27 500 kW
Superseacat 2 monohull	Dover ⇔ Ostende	3 (av) 1.5*	36 knots 38 knots*	700 750/150*	4600 GRT	27 500 kW
Superseacat 3 monohull	Dover ⇔ Calais	3 (av) 1.5*	36 knots 38 knots*	700 750/150*	4600 GRT	27 500 kW
Seacat Danmar	Dover ⇔ Calais	6 (av)	35 knots	500/85	3003 GRT	17 160 kW

* second figure reported by Belgium

Seacat Diamant	Newhaven ⇄ Dieppe	2	35 knots	700/170	GRT 4112	22 000 kW
Hoverspeed 2 x Incat 74m	Dover ⇄ Calais Folkestone ⇄ Boulogne	4 each (av)	33 knots	600/80	600 t	20 000 HP
Hoverspeed I2 x Incat 81m	Dover ⇄ Ostende Dover ⇄ Ostende ⇄ Calais	4 each (av)	34 knots	800/120	1000 t	20 000 HP
Condor Express 86m wavepiercing catamaran	Weymouth ⇄ Channel Is. ⇄ Poole	2	38 knots	750/185	5007 gross	28 320 kW
Condor Vitesse 86m wavepiercing catamaran	Poole ⇄ Cherbourg ⇄ Poole ⇄ St Malo ⇄ Channel Is. ⇄ Poole	2	38 knots	750/185	5007 gross	28 320 kW
Condor 9 49m Catamaran	St Malo ⇄ Jersey	2	30 knots	450/0	752 gross	6 728 kW
Fastcat "Shanklin"	Portsmouth ⇄ Ryde	19 (approx)	34 knots	361	173 t	4 000 kW
Fastcat Ryde	Portsmouth ⇄ Ryde	19 (approx)	34knots	361	173 t	4 000 kW
"Freedom 90" AP1-88/100S Hovercraft	Ryde ⇄ Portsmouth	28 (average total for all 3 vessels)	45 knots (max)	98	44.2 t	Propulsion 2 x 823 BHP Lift 2 x 525 BHP
"Double-O-Seven" AP1-88/100 S Hovercraft	Ryde ⇄ Portsmouth		45 knots (max)	98	44.2 t	Propulsion 2 x 823 BHP Lift 2 x 525 BHP
"Idun Viking" AP1-88/100 S Hovercraft	Ryde ⇄ Portsmouth		45 knots (max)	98	44.2 t	Propulsion 2 x 823 BHP Lift 2 x 525 BHP
Irish Sea						
Hover Speed Great Britain	Belfast ⇄ Heysham	1	35 knots	500/85	GRT 3003	17 160 kW
Seacat Rapide	Liverpool ⇄ Dublin	2	35 knots	700/170	GRT 4112	22 000 kW
Sea Cat Isle of Man 74m Wave piercer catamaran	Douglas (IoM) ⇄ Liverpool Douglas ⇄ Heysham Douglas ⇄ Belfast Douglas ⇄ Dublin	1 - 3	35 knots	516/80	3003 GRT	17 160 kW
Sea Cat Scotland catamaran	Belfast ⇄ Troon	3	35 knots	500/85	3003 GRT	17 160 kW
Sea Cat Isle of Man catamaran	Douglas ⇄ Dublin ⇄ Heysham	2	35 knots	500/85	3003 GRT	17 160 kW
P&O Stena Line HSS 1500	Holyhead ⇄ Dun Loaghaire	4	40 knots	1500/375	19638 GRT	2 x 21 200 kW 2 x 13 700 kW
P&O Stena Line HSS 1500	Stranraer ⇄ Belfast	4	40 knots	1500/375	19638 GRT	2 x 21 200 kW 2 x 13 700 kW
Incat 81m	Fishguard ⇄ Rosslare	2 - 3	37 knots	627/140	4113 GRT	4 x 5 500 kW
Jonathan Swift Austal 86m	Holyhead ⇄ Dublin	3	38 knots	780/200	5987 GRT	60 000 HP