

**Agenda Item 5.4.1: High-speed ferries**

**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 7<sup>th</sup> 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.

Unfortunately, the number of Parties and Range States to report has dropped from seven in 2001 to five this year. Consequently, this compilation once again does not cover the whole of the Agreement area and the information received for certain other regions is likely to be incomplete. Thus, in this year's report, the number of vessels operating in the Sound, one of the hotspots of previous years, has dropped to only two\*, only one is reported for the Kattegat and Belt Seas (as compared to four in 2001), and none for the Skagerrak. On the other hand, the number of fast ferry lines reported for the German North Sea has jumped from zero to 12, since Germany submitted data for the first time this year. A comparison between this year's report and those of previous years is therefore likely to be of limited use. It seems clear, however, that the overall number of high-speed vessels operating in the Agreement area has not decreased, and has possibly increased.

Once again the Secretariat noted that in some cases 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.

\* This may be partly attributable to the opening of the Sound Bridge.

## Overview of High-Speed Ferry routes in the ASCOBANS area and adjacent waters in 2001

Name/type of craft	Route (return)	Round trips/day	Speed (kph/knots)	Capacity (passengers/cars)	Size/tonnage	Engine power
<b>Baltic Sea</b>						
Tallink Express 1 / catamaran	Helsinki ⇄ Tallinn	3	40 knots	245		
Tallink Autoexpress 1/catamaran	Helsinki ⇄ Tallinn	3	36 knots	586/150		
Tallink Autoexpress 2 / catamaran	Helsinki ⇄ Tallinn	3	39.5 knots	600/172		
Nordic Jet / catamaran	Helsinki ⇄ Tallinn	3	36 knots	430/55	120 tons	2 x 7 200 kW
Baltic Jet / catamaran	Helsinki ⇄ Tallinn	3	36 knots	430/55	120 tons	2 x 7 200 kW
Super Sea Cat Four / catamaran	Helsinki ⇄ Tallinn	4	38 (max. 42) knots	750/164		
Jaanika / hydrofoil	Helsinki ⇄ Tallinn	3	38 knots	190		2 x 2 200 kW
Laura / hydrofoil	Helsinki ⇄ Tallinn	4	38 knots	190		2 x 2 200 kW
Super Seacat Four	Helsinki ⇄ Tallinn	4	37 knots	680/140	100m Monohul	6 800 kW
Finnjet / ship	Summer: Helsinki ⇄ Tallinn ⇄ Rostock Winter: Helsinki ⇄ Tallinn	0.5	30.5/16.8 knots	1781/395		55 000 kW/11
HSC Gotland	Nynäshamn ⇄ Visby	1-3 (15 Mar - 24 Dec only)	35 knots max	700 GT	5632 GT	28 300 kW
Delphin	Rostock ⇄ Trelleborg	2 (June - August: 3)	36 knots	600	-	24 000 kW
Superfast VII	Rostock ⇄ Hanko	1 (since May 2001)	30 knots	626	30 285 GRT	46 080 HP
Superfast VIII		30 knots	626	30 285 GRT	46 080 HP	
Svalan	Malmö ⇄ Copenhagen	12	33 knots	271	424 GT	4 000 kW
Sjöbjörnen	Malmö ⇄ Copenhagen	12	31 knots	282	478 GT	3998 kW

<b>Kattegat and Belt Sea</b>						
Stena Carisma	Gothenburg ⇄ Frederikshavn	2	36 knots max.	900	8631 GT	36 000 kW
<b>North Sea</b>						
Cat No. 1	Sylt ⇄ Helgoland	1 (30 days/year, Mar-Sep)	40 knots	432	-	12 633 HP
Cat No. 1	Amrum ⇄ Helgoland	1 (31 days/year, Mar-Sep)	40 knots	432	-	12 633 HP
Cat No. 1	Langeoog ⇄ Helgoland	1 (17 days/year, Mar-Oct)	40 knots	432	-	12 633 HP
Cat No. 1	Norderney ⇄ Helgoland	1 (60 days/year, Mar-Oct)	40 knots	432	-	12 633 HP
Cat No. 1	Norddeich ⇄ Norderney ⇄ Helgoland	1 (4 days/year, Jun-Sep)	40 knots	432	-	12 633 HP
Cat No. 1	Hooksiel ⇄ Helgoland	1 (on 58 days/year, Mar-Oct)	40 knots	432	-	12 633 HP
Cat No. 1	Hooksiel ⇄ Sylt	1 on 2 days/year (18 Aug + 19 Sep)	40 knots	432	-	12 633 HP
Hanse Jet II	Hamburg-Wedel ⇄ Cuxhaven ⇄ Helgoland	1 (28 Mar - 27 Oct only)	36 knots	342	-	6 600 HP
M/S Vargoy	Hamburg ⇄ Cuxhaven ⇄ Helgoland	1 (29 Mar - 27 Oct only)	36 knots	230	-	5 400 kW
M/S Vargoy	Helgoland ⇄ Cuxhaven	1 (29 Mar - 27 Oct only)	36 knots	230	-	5 400 kW

M/S Nordlicht	Emden ⇄ Borkum	2 (27 Feb - 17 Mar)	38 knots	272	-	5 548 HP
M/S Polarstern		3 (18 Mar - 27 Oct)				
<b>English Channel</b>						
P&O European Ferries Catalonia	Portsmouth ⇄ Cherbourg	3	36 knots	868/200	5902 GRT	28 800 kW
Red Jet 1	Southampton ⇄ West Cowes	3/18	36 knots	138	168 GRT	1 360 kW
Red Jet 2		18/3		138	168 GRT	1 360 kW
Red Jet 3		16		190	213 GRT	1 500 kW
Super Seacat One	Dover ⇄ Ostende	3	37 knots	680/140	100m Monohul	27 500 kW
Seacat Danmark	Dover ⇄ Calais	5	35 knots	450/82	71m Wavepiercer	3000 kW
Seacat France	Dover ⇄ Calais	5	30 knots	420/78	74m Wavepiercer	3000 kW
Seacat Diamant	Dover ⇄ Ostende*	4	35 knots	600/126	81m Wavepiercer	5000 kW
Hoverspeed GB	Dover ⇄ Calais	5	35 knots	650/82	71m Wavepiercer	3000 kW
Condor Express	UK ⇄ Channel Islands	2/day (summer) 2/week (winter)	40 knots	752/185	5005 GRT	28 320 kW
Condor Vitesse	UK ⇄ Cherbourg UK ⇄ St Malo	1 summer only 1 summer only	40 knots	752/185	5007 GRT	28 320 kW
Condor Ten	St Malo ⇄ Channel Islands	1 Spring/Autumn 2 Summer	32 knots	574/85	3175 GRT	16 200 kW

\* According to Belgian report two round trips pr day during holiday season. No high-speed ferry traffic on this route during the winter of 2001/2002 (until Easter 2002), nor mid-April to end of May 2002. Continuation of this ferry line in the future uncertain.

Island Express	Ryde ⇄ Portsmouth	together up to 34 round trips	45 knots	98	LOA 25.4m Breadth 11.2m MAUW 44250kg	2 x prop engines @ 820 bhp each. 2 x lift engines @ 525 bhp each
Freedom 90	Ryde ⇄ Portsmouth		45 knots	98	LOA 25.4m Breadth 11.2m MAUW 44250kg	2 x prop engines @ 820 bhp each. 2 x lift engines @ 525 bhp each
Double-O-Seven	Ryde ⇄ Portsmouth		45 knots	98	LOA 24.5m Breadth 11.2m MAUW 41000kg	2 x prop engines @ 525 bhp each. 2 x lift engines @ 525 bhp each
Idun Viking	Ryde ⇄ Portsmouth		45 knots	98	LOA 24.5m Breadth 11.2m MAUW 41000kg	2 x prop engines @ 525 bhp each. 2 x lift engines @ 525 bhp each
Fastcat Shanklin	Portsmouth ⇄ Ryde	12	34 knots	360	482 gt	4 000 kW
Fastcat Ryde	Portsmouth ⇄ Ryde	21	34 knots	360	478 gt	4 000 kW
<b>Irish Sea</b>						
Seacat Rapide	Liverpool ⇄ Dublin	2	35 knots	600/126	81m Wavepiercer	5 000 kW
Super Seacat Three	Heysham ⇄ Belfast	2	37 knots	680/140	100m Monohul	6 800 kW
Sea Cat Scotland catamaran	Belfast ⇄ Troon	4	35 knots	450/82	71m Wavepiercer	3 000 kW
Sea Cat Isle of Man catamaran	Douglas ⇄ Liverpool Douglas ⇄ Heysham Douglas ⇄ Belfast Douglas ⇄ Dublin	up to 3	35 knots	516/80	3003 GRT x 4	3790 kW
Stena Line Ltd. HSS 1500	Holyhead ⇄ Dun Loaghaire	3/4	40 knots	1500/375	19638 GRT	2 x 21 200 kW 2 x 13 700 kW
Stena Line Ltd. HSS 1500	Stranraer ⇄ Belfast	5	40 knots	1500/375	19638 GRT	2 x 21 200 kW 2 x 13 700 kW
Stena Line Ltd. Incat 81m	Fishguard ⇄ Rosslare	2/3	37 knots	627/140	4113 GRT	4 x 5 500 kW
Irish Ferries Jonathan Swift	Dublin ⇄ Holyhead	3	40 knots	768/200	1769 tonnes	40 000 HP