

**Agenda Item 5.3:                      Disturbance by high-speed ferries**

**Secretariat's Update**

**Submitted by:                      The 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)**

1. At its 6th Meeting in April 1999, the Advisory Committee asked the Secretariat to continue monitoring information on high-speed ferries and their potential impact on small cetaceans (cf. AC 6 Report, p.3, point 4). 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 (Annex 1).

Since a number of Parties and Range States did not respond to the Secretariat's request for information, this compilation does not cover the whole of the Agreement area. Moreover, as the information received by the Secretariat was less comprehensive than in the previous year, it is difficult to make out any trends in the development of high-speed ferry routes in the Baltic and North Seas. However, even this incomplete compilation of data clearly highlights the "hot spots" described in the Secretariat's report for 1999, the English Channel, the Irish Sea and the Kattegat and Belt Seas. In addition, a high concentration of high-speed ferry routes is also evident for the Sound, an area not conspicuous in last year's report.

2. In response to the Secretariat's request for information on high-speed ferry connections, several Parties and Range States raised the issue of the exact definition of "high-speed ferries" used by ASCOBANS in monitoring these craft. However, no formal (technical) definition appears to have been agreed on. Rather, ASCOBANS conducts its surveys on the basis of a "pragmatic" definition according to which the term high-speed ferries encompasses all catamaran and trimaran ferries and hydrofoils. In the interest of greater clarity and precision, a technical definition might be agreed.

3. No new scientific studies on the interaction of high-speed ferries and small cetaceans in the ASCOBANS area have come to the attention of the Secretariat. Possible effects of such ferries on sperm whales are however being studied extensively by Dr Michel André of the University of Las Palmas de Gran Canaria, Spain. The abstract by Dr André (Doc. 10), sent to the German periodical GEO to prepare the publication of the short article attached as Annex to Doc. 10, contains a synthesis of the research conducted so far on the problem of collisions between fast ferries and cetaceans in the Canary Islands. According to Dr André, this is part of one of the papers to be published in the European Commission book: "Underwater Acoustics", Vol.5 (Title of the article: "Fast-ferries and acoustic pollution on cetaceans"), due to be published this year (probably in June) Another paper, titled: "Rhythmic dimension in the echolocation click trains of sperm whales: a possible function of identification and communication" will be in the next issue of the JMBA (Journal of the Marine Biology Association), 80:1, pp.165-172.

André, has agreed to provide the ASCOBANS Secretariat with a number of papers currently being prepared as soon as they appear in print.

## Overview of High-Speed Ferry routes in the ASCOBANS area and adjacent waters in 1999

Name/type of craft	Route (return)	Round trips/day	Speed (kph/knots)	Capacity (passengers/cars)	Size/tonnage	Engine power
<b>Baltic Sea</b>						
"Boomerang" HSC	Swinoujscie ⇄ Malmö	1	40 knots	700/175	GRT 5419	23 000 kW
MS Salten /LIRM	Nexø ⇄ Kolbrzeg/Ustka		32 knots	200	-	640 kW
<b>Sound (Öresund)</b>						
Felix / 100A5 HSC-B <i>now discontinued</i>	Dragør ⇄ Limhamn		54 knots	672/156	1250 ton	6000 kW
Svalan / 1A1-R45 Light Craft	Copenhagen ⇄ Landskrona		35 knots	271	399 BRT	2000 kW
Pilen /OUSC Delfinen /SGXN Tjelden /JXGS	Copenhagen ⇄ Malmø		32-34 knots	300 170 202	332 BRT 188 BRT -	2040 1955 -
Kraka Viking /OZEQ	Kastrup ⇄ Malmø		36 knots	180	438 BRT	2000 kW
Løberen /OUTZ	Copenhagen ⇄ Malmø		35 knots	255	424 BRT	2000 kW
Springeren / SC1Y/1A1-R45-EO Light craft	Dragør ⇄ Malmø		35 knots	252	424 BRT	2000 kW
<b>Kattegat and Belt Sea</b>						
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	Göteborg ⇄ Frederikshavn		40 knots	900/210	450 ton	44 000 HK
Super Sea Cat One Monohull MDV 1200	Gothenburg ⇄ Frederikshaven	3	38 knots	800/175	GRT 4662	27 500 kW
<b>Skagerrak</b>						
Silvia Ana L / DNV, 1A1 HSLC Car ferry	Hirshals ⇄ Kristiansand		40 knots	1036/238	1846 ton	46 100 HK

Name/type of craft	Route (return)	Round trips/day	Speed (kph/knots)	Capacity (passengers/cars)	Size/tonnage	Engine power
<b>English Channel</b>						
Hover Speed Great Britain Wave piercer catamaran	Folkestone ⇄ Boulogne	4	36 knots	577/88	GRT 3003	17 160 kW
Superstar Express Austal 82 m	Portsmouth ⇄ Cherbourg	2-3	36/38 knots	170	340 tonnes DDWT	26 000 kW
Red Jet 1 Red Jet 2 Red Jet 3	Southampton ⇄ West Cowes	18 max.	34 knots	138 138 190	168 GRT 168 GRT 213 GRT	2 x MTU 1360 kW 2 x MTU 1360 kW 2 x MTU 1360 kW
Our Lady Pamela Catamaran	Portsmouth ⇄ Ryde (IoW)	16	29 knots	410	313 GT	2860 kW
Our Lady Patricia Catamaran	Portsmouth ⇄ Ryde (IoW)	16	29 knots	410	313 GT	2860 kW
Rapide Wave piercer catamaran	Dover ⇄ Ostend	3	37 knots	654/140	GRT 4112	22 000 kW
Diamant Wave piercer catamaran	Dover ⇄ Ostend	3	37 knots	654/140	GRT 4112	22 000 kW
Atlantic II Wave piercer catamaran	Dover ⇄ Calais	2	36 knots	450/88	GRT 3003	17 160 kW
Super Sea Cat Two	Newhaven ⇄ Dieppe	3	38 knots	674/148	GRT 4662	27 500 kW
<b>Irish Sea</b>						
"Jetliner" High Speed Monohull	Larne ⇄ Cairnryan	6 summer/ 5 winter	31 knots	577/130	GT 4563	4 x 7300 HP
Super Sea Cat Three	Liverpool ⇄ Dublin	2	38 knots	800/175	GRT 4662	27 500 kW
Sea Cat Scotland Wave piercer catamaran	Belfast ⇄ Stranraer and Froom	5	35 knots	450/84	GRT 3003	17 160 kW
Sea Cat Danmark	Belfast ⇄ Heysham	2	35 knots	600/84	GRT 3003	17 160 kW
Sea Cat Isle of Man Wave piercer catamaran	Douglas (IoM) ⇄ Liverpool	2	35 knots	600/84	GRT 3003	17 160 kW
Stena Explorer High speed service	Holyhead ⇄ Dun Loaghaire	4	40 knots	1500	19638 GT	2 x 21 200 kW + 2 x 13 700 kW
Stena Explorer High speed service	Stranraer ⇄ Belfast	4	40 knots	1500	19638 GT	2 x 21 200 kW + 2 x 13 700 kW
Stena Lynx III	Fishguard ⇄ Rosslare	3	38 knots	670	4113 GT	22 000 kW
Dublin Swift High speed catamaran	Holyhead ⇄ Dublin	4	38 knots	800/200	400 tonnes Dwt	28 800 kW