

THE SURVEY OF UK SHORT SEA FREIGHT RORO AND LOLO CAPACITY MAY 2016 - FERRY SERVICE DETAILS

Port	Service Operator	Line Ref.	Agent	Terminal	Service destination	Service Type	Sector	Sailings /week	Vessels	Capacity	NOTES (including volume indication)
NEWHAVEN	DFDS Seaways	154	DFDS Seaways	No. 1 RoRo Berth (Passenger quay)	DIEPPE	ROPAX	FS	14	COTE D'ALBATRE, SEVEN SISTERS	92,479	The first of 2 new vessels (Cote D'Albatre) entered service in April 2006, replacing the Sardinia Vera. A second newbuilding (Seven Sisters) entered service in October 2006. Transmanche operations were taken over by the Louis Dreyfus Group on 3rd March 2007, but continued to operate under the Transmanche Ferries brand and subsequently taken over by DFDS Seaways. Service now operating same two vessels with extended service contract. One additional daily summer sailing, to meet customer demand, from 1/5 to 31/10 will add 19,471 units, 27% to route capacity
PORTSMOUTH	Brittany Ferries Freight	155	Brittany Ferries UK Ltd	Continental Ferry Port	CAEN	PAX	FS	20	MONT ST.MICHEL, NORMANDIE	147,238	Mont St. Michel entered service in December 2002. Standard service pattern is three sailings per day with two vessels (Mont St Michel and Normandie) operating in tandem, just 2 sailings on a Wednesday in Summer peak period, Friday otherwise. No change over the last 24 months
PORTSMOUTH	Brittany Ferries Freight	156	Brittany Ferries UK Ltd	Continental Ferry Port	ST.MALO	PAX	FS	6	BRETAGNE / PONT AVEN	19,595	Bretagne replaced by Pont Aven during the Winter period (mid-November to mid-March) for 6 sailings per week. Pont Aven also used on Cork / Roscoff service once per week during Summer. Base schedule now 6 sailings per week sailing at 20.15 from Portsmouth with Bretagne (7 during school Summer holidays). Average of just 5 sailings per week (with Pont Aven in December/January) during mid-September to March
PORTSMOUTH	Brittany Ferries Freight	157	Brittany Ferries UK Ltd	Continental Ferry Port	CHERBOURG	PAX	FS				The route is now only served during the Summer months (May-September) by a passenger only High Speed craft (Normandie Express) that can also carry light commercial vans. A passenger/freight service was originally introduced in 2004 with the Barfleure making two daily round trips to Cherbourg from Portsmouth and Poole. The Cap Finistere was temporarily employed on the route for 3 round trips per week until March 2011 when it was transferred to Spanish services
PORTSMOUTH	Brittany Ferries Freight	158	Brittany Ferries UK Ltd	Continental Ferry Port	SANTANDER	PAX	FS	3	PONT AVEN / CAP FINISTERE / BAIE DE SEINE	25,646	Service capacity has increased from being a 2-vessel/2-round trip per week service to a 3-vessel/3 round trip per week service with the addition of a Saturday sailing from Portsmouth on the Baie de Seine. Other sailings on Tuesday (Pont Aven) and Friday (Cap Finistere) from Portsmouth. Extra sailing with Ropax Baie de Seine has added 12,822 units, 100% to route freight capacity
PORTSMOUTH	Brittany Ferries Freight	159	Brittany Ferries UK Ltd	Continental Ferry Port	BILBAO	PAX	FS	3	CAP FINISTERE / BAIE DE SEINE	27,389	New service from March 2011 initially providing capacity for 14,568 units. Brittany Ferries now operate 6 sailings per week between Portsmouth and Spain; 3 to Santander and 3 to Bilbao (up from 4 sailings per week) - Portsmouth/Bilbao; Tuesday (Baie de Seine) and Wednesday & Sunday (Cap Finistere). Route capacity increased by 12,821 units, 88%
PORTSMOUTH	Brittany Ferries Freight	160	Brittany Ferries UK Ltd	Continental Ferry Port	LE HAVRE	ROPAX	FS	7	BAIE DE SEINE / ETRETAT	87,702	Daily service started when DFDS Seaways ceased operating on the route. Etretat (ex Norman Voyager) sails 6 round trips per week with the Baie de Seine (ex Sirena Seaways) slotting in for one round trip each week, departing Portsmouth on Thursdays. New service has added capacity for 87,702 units on the Western Channel, replacing the capacity previously employed by DFDS Seaways on the route
PORTSMOUTH	DFDS Seaways (ex LD Lines)	161	DFDS Seaways	Continental Ferry Port	LE HAVRE	PAX	FS				Daily service started up after closure of P&O Ferries' Le Havre service in October 2005 and operated unchanged until September 2008 when first the Norman Voyager and then the Cote d'Albatre were deployed to run alongside the Norman Spirit, before it was moved off the route to leave just a daily service. The new Norman Leader was due to be introduced onto the route in May 2011 but instead the Norman Voyager was returned to the route. DFDS Seaways took over the service from LD Lines in 2012 but announced its closure at the end of 2014 leading to a loss of capacity for 87,360 units on this Channel route
SOUTHAMPTON	X-Press Feeders	162	X-Press Container Line	DP World Southampton (Berth 203/204)	BELFAST / DUBLIN / CORK	LOLO	IS	4	CONMAR GULF, HERCULES J, ATLANTIC COMET, FRANCOPI	53,109	Now four different vessels (previously three) on independent weekly round trip schedules serving Southampton. Hercules J and Francorp provide feeder capacity for Ireland and the Continent, while the Conmar Gulf links with Belfast and also provides coastal feeder connections to Liverpool and Greenock. In addition the Atlantic Comet is employed on a weekly round trip from Southampton to Dublin and Greenock, before returning to Southampton. Further links to the Baltic, Iberia and the Mediterranean, from Cork and Dublin are available via Rotterdam
SOUTHAMPTON	X-Press Feeders	163	X-Press Container Line	DP World Southampton (Berth 203/204)	ROTTERDAM	LOLO	CO	2	HERCULES J, FRANCOPI	32,205	Two vessels (now the Hercules J and Francorp) on independent weekly round trip schedules serving Southampton. Hercules J and Francorp provide feeder and intra European capacity via Rotterdam for the UK and Ireland. Deep sea transhipment from and to the Baltic, Iberia and Mediterranean via Rotterdam
SOUTHAMPTON	CMA-CGM	164	CMA-CGM	DP World Southampton (Berth 203/204)	DUBLIN / CORK / BELFAST	LOLO	IS	1	NICOLAS DELMAS, WINDHOEK	10,932	Two separate CMA-CGM services, with two vessels on different weekly round trips has now been combined into one service with two vessels on 2-week round trips incorporating Antwerp, Southampton, Liverpool, Dublin, Belfast, Greenock, Cork, Le Havre and Antwerp. Previously one vessel (Merwedijk) operated Le Havre, Liverpool, Dublin, Cork, Le Havre (Cork replacing Belfast in schedule in 2013) with flexibility to add calls upon inducement, on a 7-day rotation (Liverpool/Ireland capacity 12,220 units). Given the continued circular nature of the schedule assume most of capacity is for movements between the UK & Ireland and Continent v.v. Say 1/3 of capacity for each of UK / Ireland, Continent / UK and Ireland / Continent markets, with some capacity for UK domestic feeder capacity to and from Southampton
SOUTHAMPTON	CMA-CGM	165	CMA-CGM	DP World Southampton (Berth 203/204)	ANTWERP / LE HAVRE	LOLO	FS			10,932	Assume one third of capacity for UK / Continent feeder, split between 3 UK ports. Capacity for 12,220 units on previous weekly service with Merwedijk (705 teu) for Liverpool/Le Havre connection. CMA-CGM also feed containers to Hamburg on CMA-CGM's deep sea mother vessels calling Southampton, Felixstowe, Tilbury and London Gateway
POOLE	Brittany Ferries Freight	166	Brittany Ferries UK Ltd	RoRo Terminal	CHERBOURG	ROPAX	FS	7	BARFLEUR	44,877	The freight oriented Cotentin was dedicated to the Poole/Cherbourg and Poole/Santander routes but the returning Barfleure (from charter with DFDS) is now dedicated to a daily Poole / Cherbourg service, replacing the Cotentin. Extended drydocking and refit programme during January to March period means no service during this period
POOLE	Brittany Ferries Freight	167	Brittany Ferries UK Ltd	RoRo Terminal	BILBAO	RORO	FS	2	PELICAN	20,800	Freight only service started at beginning of February 2016 with vessel on charter from Compagnie Maritime Nantes. New service has added capacity for 20,800 units to UK/Spain route capacity
POOLE	LD Lines	168	LD Lines (port AFerry2 (sales and bookings)	RoRo Terminal	SANTANDER	ROPAX	FS				New service started up on Sunday November 3rd 2013. Sailing from Poole to Santander on Tuesday and Saturday, with a 26 hour crossing time. This LD Lines service employing the Norman Asturias added capacity for 24,960 units to the Channel market for freight aiming to by-pass the long road journey through France. The weekend round trip allows hauliers to by-pass the weekend HGV driving ban in France but it closed down early in 2014
POOLE	LD Lines	169	LD Lines (port AFerry2 (sales and bookings)	RoRo Terminal	GIJON	ROPAX	FS				A second new service was scheduled to start from 5th January 2014 leading to the full utilisation of the Norman Asturias (with sister vessel Scintu also deployed). The new service briefly added capacity for a further 12,480 units to the Channel freight market aiming to by-pass the long road journey through France but it closed down when the Santander service stopped