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KEEPING OUR ISLANDS CONNECTED & SUPPLIED

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CONDOR FERRIES CONTINGENCY PLANNING 2018/19





INTRODUCTION

MAINTENANCE AND CONTINGENCY PLANNING

All ships need regular maintenance as well as re-certification (similar to an MOT), to ensure they are able to sail safely and legally. This can only be done in dry dock.

- Condor's high speed craft have to be dry docked every year, and this has historically been done in the winter months, usually between January and March
- Commodore Clipper is dry docked once every two years, and Commodore Goodwill must be dry docked at least once every 5 years. Historically both conventional ships have been docked in the autumn, every other year. We re-fit Commodore Goodwill every two years, to maintain high levels of reliability.

We plan so that only one ship is out of service at a time.

When scheduling maintenance we have to consider:

- The need to avoid peak holiday travel periods - key island events, school holidays and half terms

- The importance of maintaining freight supplies at key times, such as potato season and the run-up to Christmas
- Likely prevailing weather conditions
- Dry dock availability
- Availability of suitable charter ships

WHAT'S DIFFERENT THIS YEAR?

For a number of years, we have published our long term plans for fleet maintenance. We think this will help our customers, and the wider communities in Jersey and Guernsey, to plan their travel needs.

As well as outlining our routine ship maintenance, this plan also takes into account the need to install new equipment and update systems to comply with changes in maritime regulation.

We normally dry dock one of our high speed ferries before and the other after Christmas.



CONTINGENCY PLANS

We plan our maintenance period at the same time as our schedules to minimise the impact they have on our freight customers and passengers. This can mean that we make changes to our usual timetables and/or charter a freight ship to reduce further any impact on customers.

But we also have plans in place to deal with short notice disruption, either because of weather or technical issues.

Contingency plans don't mean having a ship on permanent standby, that's just not practical or viable. Instead we have a **range of plans** to cover as many scenarios as possible.

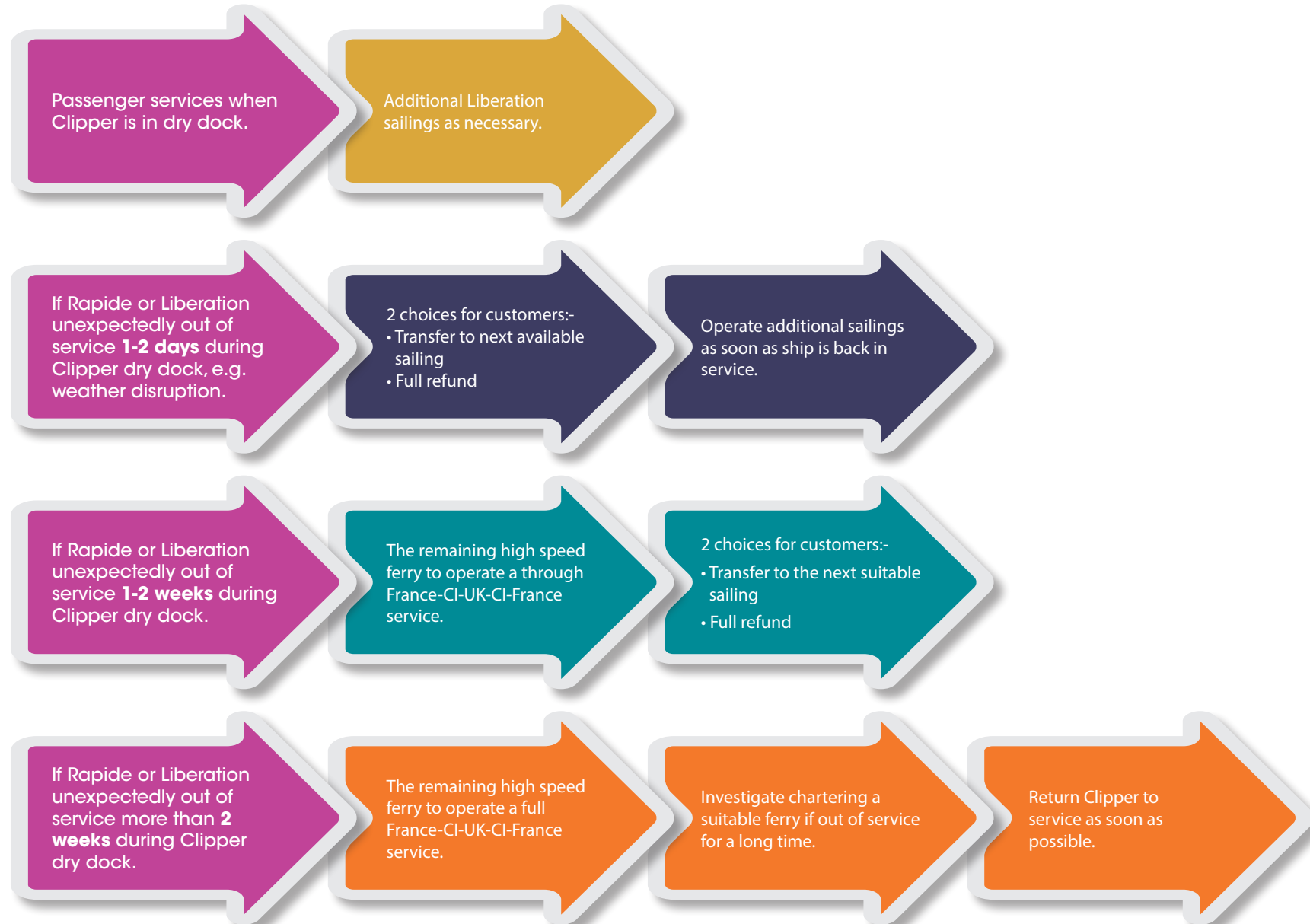
When deciding which contingency to put in place, these are some of the things we have to consider:

- How long the bad weather will last/how long the repair will take
- The time of year, and therefore the balance of priorities between tourist and freight business, and between the Islands, UK and France
- The weather forecast
- Tides
- Freight volumes
- Passenger volumes
- Crew hours
- Special events in the Islands
- Other legislative compliance
- Maintenance schedule

This document is produced in good faith and sets out options for service modifications during maintenance and other periods. Actual plans may be adjusted to meet specific requirement.

CONVENTIONAL SHIP DRY DOCK CONTINGENCY PLAN

When Goodwill or Clipper are in dry dock a suitable vessel will be chartered to maintain a seamless freight service. Passenger services will continue to operate when Goodwill is in dry dock.



HIGH SPEED FERRY DRY DOCK CONTINGENCY PLAN

When one high speed ferry is in dry dock, the other will operate a special timetable serving UK-Channel Islands-France. Below are the arrangements when one high speed ferry is in dry dock and another is unexpectedly out of service.

