

Public Summary

8.1. Annex A: Public summary

Task T2.2 'Analysis ferry market' has been created with the main goal to create the initial ferry platforms and their scaling ranges, taking into consideration the population of relevant vessels that match the initial classification determined in sub-task T2.1.4. and those that are extracted from the ferry database. The second goal has been to create the initial corresponding suits of functional modulus and scaling ranges..

The ferries extracted from the database have been analysed and the definition of initial ferry platforms has been based on the possible car capacity, geometrical scalability of the ferry hulls and BV rules boundaries relating the size of the ferry and gross tonnage.

To define initial corresponding suits of functional modules and scaling ranges system engineering theories have been used implementing an RFLP process approach to the ship design and building processes. The newly formed initial double-ended road ferry platforms are 'Open ferry platform', 'Semi-closed ferry platform' and 'Closed ferry platform'. Their scalability is presented in the flexibility of the predefined database of the hull modules which can match quite every client requirement within the boundaries set this deliverable. Secondly, from this point and further, the focus of the WP2 is only on a single deck car/truck carrying 'Semi-closed ferry platform'.

The requirements for the ferry platforms are divided into the two main divisions. The first set of requirements is oriented to meet the class and authority's requirements, and the second one to meet the operational profile, i.e. the client's functional requirements. From both branches a scope of six functional modules has been formed together with a description which one may be scaled using conventional modularization and which one using parametrical modularization, and why.

Initial ferry platforms and initial functional modules have been developed, both of which have been described and clear guidance to the scalability has been provided, as a base for the following development of the logical and physical domains of ferries systems and functional modules.

For further analysis, it is recommended that amended initial e-ferry classification to the car capacity of 120 cars and SOLAS compliance are included as well.

The research, investigation, and deliberation that have been performed during realization of the task T2.2, led to a realization that initial ferry platforms and scaling ranges largely match initial ferry classification determined in sub-task T2.1.4. A large variety of possible sailing areas and ranges requires a closer approach of the modularization to the parametrical approach.



Name of responsible partner: Damen Shipyards Gorinchem (Location Damen Shipyards Bergum)

Name of responsible person: Slobodan Brkic

Contact info (e-mail address etc.): slobodan.brkic@damen.com , mob. +31 6 831 28 180



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