

RHEG

Proposal to Fjord Line for a Harwich to Hirtshals Ferry Service

21/05/2016



Image - George Moore

The Case for a new UK to Scandinavia Ferry Connection

We are a public group called Reopen Harwich to Esbjerg Ferry (RHEG) with almost 2,000 supporters on our online petition [See get involved page at <http://www.rheg.eu>]

This is a short report which describes a travel situation, similar cases, and puts forward the views and ideas of our group. We hope that you will carefully consider the information and opportunity.

We want a passenger ferry service established between Hirtshals and Harwich because we want to travel direct from the UK to Scandinavia with our cars without traipsing through France, Belgium, Holland and Germany to get there. Some people refer to this route as 'the long way round'. It has led to much longer and more dangerous road journeys, more congestion on European roads and more pollution close to highly populated areas. We have tried flying and renting cars and don't like the experience, due to the highly stressful experience that short haul flights present. There are also passengers living in Europe who suffer from illnesses such as claustrophobia, who are unable to use either air travel or "The Long Way Round" through Europe, and are therefore cut off from the British Isles. There is currently no direct way for passengers to travel between Scandinavia and the UK by sea.

Many people have accepted DFDS' argument that the North Sea route closures made by DFDS were because of competition from budget airlines, the Channel tunnel, high fuel prices and new sulphur emission regulations. Recently, DFDS seem to have developed their business to the detriment of the Scandinavian and British travelling public.

Historical background

The Lauritzen family from Denmark is responsible for the Lauritzen Foundation – which supports, among other things, Danish shipping. The Lauritzen Foundation owns a 42.8 percent stake in DFDS which has recently channelled a lot of their resources into their new short sea crossings like Dover to Calais in the English Channel at the expense of investment in their much longer passenger service from Harwich to Esbjerg – leading to its closure. How did this situation occur?

The Danish English Channel obsession started with Ole Lauritzen, son of the Danish ship-owner J. Lauritzen, with his company Olau Line. Olau Line started running a regular ferry service from Sheerness to Vlissingen in Holland in 1974. However, Ole Lauritzen was intent on starting a service to a French port. Olau Line even chartered a DFDS ferry operating under the name Olau Dana in 1975. Olau Line was also interested in using Ramsgate as a port and in 1977 a direct service from Dunkirk to Sheerness was started but soon failed because of objections by French dockers to Danish crews working on the ferries. This was the beginning of the end of Ole Lauritzen's control of Olau Line. He eventually sold his stake in Olau to TT Line of Germany in 1979.

Six years after Ole Lauritzen's attempt to secure one of the most strategic English Channel routes, Maersk, well known as one of the biggest container shipping businesses, entered the North Sea ferry market when it acquired Norfolk Line in 1985. Norfolk Line then expanded its ferry division in 2000 with the start of a Dover to Dunkirk route. Maersk sold Norfolk Line to DFDS in late 2009 in return for a stake in DFDS. DFDS later set up a new division called DFDS Seaways France New Channel Company A/S in 2012 in a partnership with the French shipping company LD Lines. In September 2013 Maersk sold its 31.3% stake in DFDS and finally, DFDS closed the Harwich to Esbjerg service in September 2014.

Passenger Numbers on Harwich to Esbjerg

Year	Total Number of Passengers	Average % Difference per year
1902	16,700	-
1966	90,000	-
1974	189,000	up 9.7%
1980	300,000	up 8.0%
1999	200,000	down 2.1%
2014	80,000	down 5.9%

The Dana Sirena (with 610 passengers) was employed on the route from 2003 and it is easy to see in the table that the volume of passenger traffic fell at around this time. The previous ferry Dana Anglia (with 1249 passengers) was used until 2002 and had vastly more passenger capacity. Previous to this the Dana Regina (with 1064 passengers) partnered with the Dana Anglia on the route providing a daily service until October 1983. No wonder the volume of passenger traffic went down. DFDS removed two large passenger ferries from this route and replaced them with a ferry that had half the passenger capacity of the Anglia.

Passenger Numbers on DFDS Newcastle to Amsterdam

Year	Total Number of Passengers	Average % Difference per annum
2010	552,500	-
2011	560,000	Up 1.4%
2015	580,000	up 0.9%

DFDS enjoyed a record year on its Newcastle to Amsterdam service in 2015, carrying more than 580,000 passengers. Sister ships, the Princess Seaways (with 1320 passengers) and the King Seaways (also with 1320 passengers), provide daily sailings on the route. Passenger numbers hit record highs last summer, with almost 70,000 people using the service in August alone.

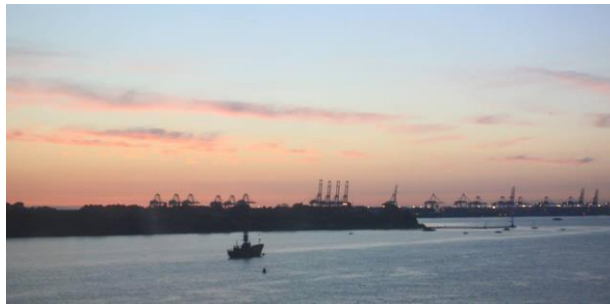


Photo by Petronella Clark

Sulphur regulations

"DFDS is to terminate its Harwich-Esbjerg service, citing the impending low sulphur regulations which will add some £2M annually to the ropax SIRENA SEAWAY's bunker bill."

(from World Cargo News Online, June 2014)

The main reason given by DFDS for the closure of their DK to UK route was an increase in the size of the Sulphur Emission Control Area, which increased the companies' fuel costs which led to DFDS closing its marginal routes. Interestingly, after their vessel the Sirena Seaways left the Harwich to Esbjerg route, it was renamed the Baie De Seine and fitted with new gas-filters to meet European regulations before being chartered by Brittany Ferries and is currently running on a service from Portsmouth to Bilbao/Santander/Le Harve. Ironically DFDS claimed that the vessel would be too expensive to fit scrubbers to.

Was DFDS justified in going after short English Channel routes?

In 2015, Dover-Calais remained the busiest international short sea route, handling 47 per cent of all international short sea passengers, but declined by 9 per cent to 9.8 million compared with the previous year.

The volume of international short sea passengers on the Dover- Dunkirk route increased by 27 per cent from 2.5 million in 2014 to 3.2 million in 2015.

(from The Department for Transport Provisional Sea Passenger Statistics for 2015)

The Channel Tunnel versus International Short Sea Journeys

In 2015, the number of international short sea passengers decreased by 1 per cent to 21.0 million, compared to 2014. This follows a brief period of growth in 2012-2014 of 1.6 million passengers, and a longer period of decline in 1995-2012 of 14.6 million passengers. In 2015, the number of passengers travelling via the Channel Tunnel decreased by 1 per cent to 20.9 million. This is marginally fewer than the number of sea passengers.

Since opening in 1994, the trends in the number of passengers travelling via the Channel Tunnel and by sea have steadily converged. The volume of Channel Tunnel passengers exceeded the volume of passengers on international short sea journeys in 2012. However, sea passengers have outnumbered Channel Tunnel passengers by a small margin in the years since then.

(from The Department for Transport Provisional Sea Passenger Statistics for 2015)

An example of another long North Sea ferry service

The route between Rosyth and Zeebrugge is today a freight-only service operated by DFDS. It is the only direct ferry route between Scotland and Continental Europe (approximately 480 miles). The current service replaced a passenger and freight service that was initially operated by Superfast Ferries between May 2002 and September 2008, and then by Norfolk Line from 18 May 2009 until 15 December 2010. Whilst car traffic, particularly in the summer months, proved relatively good, concern mounted that there were insufficient lorries and other freight traffic to make the service viable in the long term. The service was reduced to three times per week in 2005 and Superfast IX transferred to the Baltic Sea. The decision to axe the route caused considerable political disquiet in Scotland. The Scottish Government sought to encourage a new operator to take over the route. In late 2008 Norfolk Line announced that it would restart the route in May 2009, again using a thrice-weekly overnight service (but extended to 20 hours, rather than the previous 17 hours, to reduce fuel consumption). On 20 August 2010 it was announced that the passenger service would end on 15 December 2010, although the freight-only service resumed shortly thereafter.

A market opportunity

The Rosyth to Zeebrugge project was built on a catchment market/area that consisted of two populations, Scotland - 5.3 mil. and Belgium, Holland and Germany - over 100 mil. This seems terribly unbalanced compared to the Harwich to Hirtshals route where England has - 54.8 mil. and Scandinavia - 27 mil. (five times bigger than Scotland).

One only has to look at the English Channel operator Brittany Ferries to see an example of a company that has gone from success to success in spite of competition from the Channel Tunnel, budget airlines, high fuel prices and new sulphur emission regulations in recent years. Of specific interest to supporters of a new UK to Scandinavia link are the routes that Brittany Ferries run from the south coast of the UK to Spain. For instance, the Plymouth to Santander crossing is done in as little as 20 hours and Portsmouth to Santander in 24 hours.

These figures show passenger numbers across all Brittany Ferries' routes until September in the year shown.

Year	Total Number of Passengers	%Difference
2012-2013	2,378,119	-
2013-2014	2,433,588	up 2.3%
2014-2015	2,567,298	up 5.2%

RHEG believe a new route from the hub port of Hirtshals to Harwich could be a great success. The distance from Hirtshals to Harwich is near enough the same as Brittany ferries' route from Plymouth to Santander (around 520 miles). Their routes to Spain from the UK have experienced good growth using modern, fast and large vessels, some capable of more than 28 knots. Using Hirtshals as a hub, a market of more than 5 countries would be connected. The combined population of Denmark, Finland, Iceland, Norway, Sweden, the Faroe Islands, Greenland and Åland totalled more than 27 million in 2015. The UK has a total of 64.8 million people.

Beneficiaries and benefits of a Harwich to Hirtshals service

- Scandinavians, British and Irish people
- All shipping lines operating out of Hirtshals
- Stena Line's Frederikshavn to Gothenburg route
- Mols-Linien and their Aarhus and Ebeltoft to Odden routes for travellers going to Copenhagen
- Bus companies like Linie 888 which could connect Hirtshals to Copenhagen
- Employment in North Jutland and East Anglia
- The tourism and travel industry in Great Britain and Scandinavia
- The port of Hirtshals
- More relaxing trip for people
- Easier to take animals to Europe
- Less pollution from cars going the 'long way round'

Onward travel destinations and transit times from Hirtshals

The onward journeys from Hirtshals by road / road and ferry to Copenhagen about 5 hrs, Oslo and Gothenburg by road and ferry about 5.5 hours. Other destinations are Iceland, the Faroe Islands, Bergen and Stavanger operated by a range of different operators including Fjord Line. Other operators at the port include Color Line, Nor Line, Smyril Line. We believe that, the route from Hirtshals will improve revenue for Fjord Line, due to added passengers on other routes, and we believe that this will make travelling to Denmark more efficient due to there being less cars on the road. The map below shows the possible connections that can be made.



Timetable visualization for a Harwich to Hirtshals service

Crossing time: 21 hours. Port time: 4 hours. Vessel capable of up to 25/26 knots.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Harwich	Hirtshals	Harwich	Hirtshals	Harwich	Hirtshals	Hirtshals
Arr. 08:00	Arr. 10:00	Arr. 10:00	Arr. 14:00	Arr. 14:00	Arr. 16:00	
Dep. 12:00	Dep. 14:00	Dep. 16:00	Dep. 18:00	Dep. 18:00		Dep. 12:00

The investment and financing of a UK to Scandinavia project

We imagine that initially, a RoPax vessel similar to Athena Seaways or Patria Seaways would be appropriate. In order to operate the timetable shown above, we estimate the vessel would need to have a top speed of 25/26 knots and cruise at 22/23 knots. After an evaluation period, a decision could be made on ordering a purpose-built vessel. A new vessel using LNG technology, which Fjord line innovated with, would help satisfy the criteria needed to secure more EU funding and could receive support through the [Innovation and Networks Executive Agency \(INEA\)](#) using programmes such as [Trans-European Networks \(TEN\)](#), [TEN-T](#) and [Marco Polo](#) 'Motorways of the Seas'. The European Investment Bank (EIB) could also be used to help finance the project, support fleet expansion and sustainable sea transport. Use of facilities in Harwich would have to be negotiated but we believe there is ample existing space and infrastructure to start a service.

Port investment would not be needed in either ports (Harwich & Hirtshals) due to the fact active ferry services operate here on a daily basis. We believe the current Fjord Line check-in areas could be used due to the fact that Fjord Line operate almost all of their services from Hirtshals with the exception of the domestic Norwegian service.



Photo by Maj-Britt 'Maggie' Jaskowicz

Removal of passenger infrastructure in Esbjerg

Recently a RHEG supporter Go Jodfrey, visited the Port of Esbjerg. Upon his visit he noted that the passenger infrastructure has been dismantled, leaving only freight orientated infrastructure. It was noted that Esbjerg port is awaiting new proposals with regards to ferry services between the UK and Denmark.

If it was ever agreed that a ferry service would operate from Esbjerg to any destination, it could be difficult to rebuild the passenger infrastructure, especially when all the boarding walkway foundation bases have been broken up.

The fact that the passenger gangways have been removed leads us to the fact that Hirtshals is the only port which can now take passenger vessels, and why it is the best port to operate a service to the United Kingdom.



A DFDS freight vessel in the port of Esbjerg with all the passenger gangways removed. Photo by Go Jodfrey.

Facilities which are required:

- A small kids play area
- A small onboard shop
- A restaurant serving breakfast, dinner and maybe lunch
- Family cabins with enough space for a family of 5
- Easy access cabins
- Outside deck areas
- Simple cafe
- Pet Friendly Cabins
- Somewhere to charge portable devices
- WIFI facilities
- Access for foot passengers

Re-establishing a North Sea ferry route does not require a large cruise ferry, but simply a smaller ro-pax vessel. By listening to customers' demands the operator can allow the route to be profitable, because as the old saying goes 'The Customer is always right'.

RHEG wishes for this route to reconnect with traditional North Sea ferry service values, which have been ditched by many operators, causing the demise for so many routes on the North Sea. Core values include, the ferry being a ferry, that takes cars, and transports passengers as well as freight, not a mini cruise ferry that is far more expensive and unnecessary.

Advertising for the route

Advertising investment may be necessary to begin with, however this can be done at a relatively low cost, due to the fact that social media campaigns can be highly effective at the fraction of the price of TV advertisements. Social media campaigns include co-creation marketing such as the use of hashtags where people share their photos with their friends. This creates a knock on effect where other people see these experiences and want to try the route for themselves. Many airlines use this, such as KLM who use '#KLMMAKESMEHAPPY' which shows the world that KLM are helping the customers, causing other people to envy the hashtag user. This can be used on various social media sites such as Instagram, Facebook and Twitter.

Fjord Line could also advertise in Asia to attract tourism more Eastern tourism to Denmark and England. This example has been used by DFDS on the Oslo Cruise <http://www.dfdsconnects.com/27000-koreans-travelled-dfds/>. To do this they partnered with many Asian tourist offices which boosted the travel on the route. the 27,000 (amount of Asian tourists on Copenhagen to Oslo in 2015) number would have accounted for just over a quarter of the former Harwich to Esbjerg's passenger number throughout 2013-2014. Other advertising methods that could be used would be a competition such as one that is only activated when the passenger is on the ship. Examples of this would be 'Book the Harwich to Hirtshals ferry for your chance to win a free voucher at the onboard shop'. This would make people want to book the route because they would want to have the chance to boost their holiday funds, and spend more money onboard depending on the promotions conditions.



Photo by George Moore

Post Brexit

On June 23rd, the British people took the decision to vote for British exit from the European Union. Although this result may be unfavorable for businesses due to economic uncertainty, however RHEG is completely committed to ensuring a service can be operated from Harwich to Hirtshals can be operated post Brexit.

Although the benefits are often kept quiet by politicians, it is time for us all to accept the result, and it is in Europe's best interest to continue investment programs in Britain. Britain will not exit the European Union until 2018 at the very latest, meaning the British economy will be stable by this point.

RHEG is confident, that duty free sales will be reinstated by the time Britain exits from the European union. By ensuring that duty free sales are reinstated, the next operator of the route will be able to reverse the effects of the scrapping of duty free sales, allowing more money to be spent by customers onboard the vessels.

Continuing on this, RHEG also believes that by exiting the European Union, the next operator of this route will be able to be more free on how they carry out their port operations. While Britain remains in the European Union, it is bound to European export rules, which it will not be bound to, once Britain leaves the European Union.

This shows that investors should not be scared by the fact that Britain has left the European Union. The excuse of 'un-stability' should not be used as an excuse to hide from Britain. Britain now has a new prime minister, and we will all now become brexeters, because Brexit means Brexit and now is not the time for investors to stop investing.

Supporters' memories / opinions

My memories include having the same waiter every year until I was about 7 years old, he remembered how I liked my porridge with butter and always made me feel special. I also remember how our car had to be lifted into the hold, and being so relieved when it came off safe and sound.

- Sonia Hempel

We took our camper van to Denmark and Northern Germany on several occasions in the past. We liked the fact that one could get to Northern Germany via Denmark without a huge drive, in a civilized manner overnight on the Dana Sirena. We have not been to Denmark or Northern Germany since DFDS closed the service down.

- Nic Nic

We usually rent a summerhouse so we need all sorts of stuff for our stay there that we couldn't have in a suitcase. We therefore cross via Harwich-Hoek van Holland these days but would prefer to cross via Harwich-Esbjerg. However, prices must be competitive and certainly not above £1,000 return for 2 people and a car which was the cost last time I tried to book.

- Ulla Shirt

My husband managed to celebrate 40 years of sailing with DFDS, I didn't. We live in East Jutland and would be delighted with a ferry from anywhere in Denmark to Harwich.

- Christine Andersen

I, like a lot of my friends travel to the UK from Sweden with our dogs. I know I speak for a large number here. So maybe some small exercise area for the dogs. Other than that just being able to skip the loong drive.

- Jennifer Hofsö

I have been extremely fortunate to have experienced a traditional service from a bygone era and would be prepared to try something new.

- Dom O'Brien

My family and I had been using the boat regularly since the 60's as my mother came from that area, we travelled on it at least twice a year. Now we have all grown up we have been using it more and more frequently - at the very least twice a year. It was a wonderful service that we miss all the time, my elderly father now has to take the long drive from the hook to get to our home at least twice a year and it is really not safe for him to be doing so, it is greatly missed and we would regularly use if it returned into schedule.

- Tarah Bennett

I think it is quite amazing in this day and age of travelling, that Denmark, is without a Ferry link from the UK. If you want to travel by car your only option is Hook/Dover or Calais and a very long drive North.

- Lone Raaby Howell

I can't fly for health reasons. So every year we took the car. First from Gothenburg then when that closed, from Esbjerg. Last time our car broke down 50 km from Harwich. And guess what, the only country in Europe we couldn't get a hire car on our insurance: the UK! So it's still there! As the Ferry was taken from us. I used to work for DFDS as a guide and transfer guide back in 1991-92. Never in my wildest dreams (nightmares!) could I see this scenario. UK distancing itself from Scandinavia. It is just awful! So this summer we have to take our wreck of a car (insurance company did not offer a new one!) on the Long and dangerous Journey to UK. With a child with NP diagnosis. Who loves boats and hates car travel.

- Magdalena Våpnargård

We have relatives in UK and have always used the ferry. The ferry trip was relaxing and was a part of the holiday. We are not able to fly and therefore rely totally on a functioning ferry connection. Since we live in a part of Sweden where we won't be able to use our car without dubbed winter tires taking the ferry from Hoek is not even possible in the winter months. ANY ferry crossing from Scandinavia would be such a blessing for us. So please Fjord Line/ BritishScandinavian help us. Esbjerg would be preferred but Hirtshals or even Hansholm would work for the majority of potential passengers.

- Erik Kall

Relatives in Denmark, just got back after driving to Rotterdam from Aarhus. Overnight ferry to Hull. Any ferry to Denmark from the UK would be a godsend. We go four or five times a year.

- Chris Murphy

My first trip to the UK was with the Winston Churchill. Later, but most important was the Dana Regina, a beautiful ship with wonderful service. Since then Sirena, and between us, in the family and friends, we must have used the crossing more than 200 times. Our children both went to study in the UK, we visited of course, friends have been here numerous times to visit us and my English brother-in-law, who lives in Hjørring, so yes, we still absolutely need a ferry from DK to UK, because no one wants to do the long drive to Holland or France. We have also travelled with Color Line whilst that was running, and have also been to the UK with up to 40 MG-cars with the Danish MG Car Club. The closure of the route is a stupidity!

- Hasse M. Pedersen

We need desperately a ferry from Denmark to the UK I just cannot understand in this day and age there isn't one now.

- Lionel Alberts

I need a route that involves less road travel and less trauma for my dog on our route to Sweden

- Máire Ní Dhonnchadha

I was hoping to go to a classic car show in Billund (Legoland) which is only a short distance from Esbjerg. How short-sighted is this for families with youngsters to visit a major tourist attraction.

- Tony Gould

Relatives in the north German Friesian islands. Always, always took the car & ferry when I was younger (will have to tap up Mum for pics). Now have to fly to Hamburg or Bremen, then to train station, then 3-4-hour train ride. We have a family reunion to which I can't take my family. I have a 12 month old (who is not a good traveler) & a 5-year-old, the ferry would mean I could take all their things & they're not cooped up in a plane & then on a train. We were going to go for 2 weeks with the promise of the Regina Line. Now I'm going on my own for 3 days instead. Very upsetting as it would make so much difference & wonderful, exiting childhood memories.

- Claire Jackman

I and some friends are getting older and the drive through from France and Holland is now becoming a major issue and will shortly result in no visits to Sweden as flying is not really an option when you are travelling for 2 – 6 months away. The entertainment and buffet meals with our children and later with our Grandchildren was always a highlight which we all miss. Now our Children, Grandchildren and their friends will miss those fun trips.

- The Hewitt's, their family & Friends.

I'd love this to be re-opened so my family who are afraid of flying could come visit me in Sweden and I could go visit them via boat n car instead of flying

- Tanya Rundberg

My parents are in their seventies and did the trip to Copenhagen via Dunkirk last year. Needless to say, it wasn't an easy drive and they are not going to drive to Denmark again unless a direct service opens. I don't think we should be putting people in situations like this. Something has definitely gone wrong.

- Michael Hill

Having a home and relatives in Denmark. It is far more convenient and logical to move sometimes large amounts by road rather than by air. It is also ecological to move a lot of cars by ferry than by roads in Europe

- Else Patten

Another long drive for us in July to reach Hirtshals for the Smyril Line ferry to the Faroes. Since Norrona ceased links with the UK we have shipped the car out from Immingham with Eimskip and flown to meet it or gone via Esbjerg. More recently with Stena Line to the Hook followed by a 750-mile drive, hardly conducive to saving the planet. Let's hope something will come from this as Regina Line is a lost cause.

- James Drennan

Great to read all memories and see snapshots from trips across the North Sea! Me and my brother practically grew up on the all the Swedish Lloyd, Tor Line and DFDS ferries; I was a few months old when boarding for the first time.... ever since 2006, when the Gothenburg to Newcastle lifeline was cut off by DFDS, we have seriously wished for a new ferry service between the UK and Scandinavia. This is on our wants list: welcoming passengers and pets, by foot or in approved vehicle, sailing at least twice a week to and from Esbjerg/Hirtshals or other suitable Danish port, with minimum operation during summer/early autumn periods, if a year round service isn't feasible. With accessible facilities for all ages, minimum three star standard cabins and with a user-friendly booking system plus staffed helpline by phone! And a ship with built-in stabilizers for any less experienced sea legs!!

- Paul Hisingson

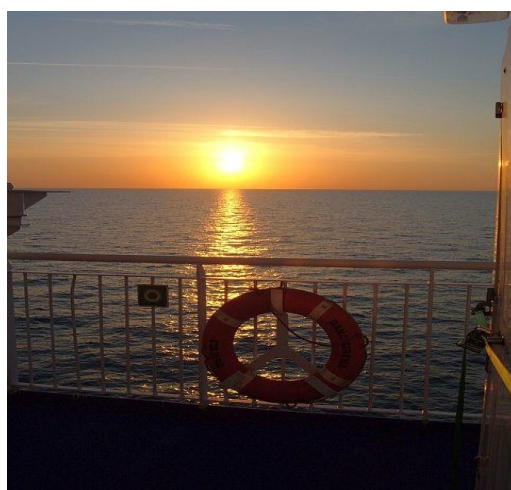


Photo by Paul Hisingson

I used the DFDS ferry route for the first time in 1985, and used it constantly for all the years I have lived in Denmark until it closed. DFDS' claimed explanations for closing the route were clearly just a smokescreen for a cold-blooded, poorly-judged business decision, totally devoid of CSR (Corporate Social Responsibility), designed to satisfy DFDS' shareholders at the expense of their customers. DFDS made no serious attempt over the years to advertise what could have been an increasingly profitable route, particularly in relation to the enormous increase in interest in Denmark within the UK, or modernize it to cater for a changing and potentially expanding passenger segment.

The removal of the passenger facilities at Esbjerg, if done by DFDS, was an act of willful destruction, designed to make it virtually impossible for another shipping line to re-open the route. If done by the port of Esbjerg, it was an act of absolute stupidity. The obvious solution initially was to try to get Stena Line to regularly alternate between the Hook of Holland and Esbjerg with one of their two ferries on the route, i.e. Hook of Holland – Harwich – Esbjerg – Harwich – Hook of Holland, perhaps three times a week. The removal of the facilities has deliberately made this virtually impossible.

I, too, am unable to travel by air due to illness, and because I am acutely aware of the noise and exhaust pollution and infrastructure costs I would be inflicting on the inhabitants of the countries through which I would have to drive, the road journey to the Hook of Holland from East Jutland is simply impossible on ethical grounds. I did it once last year, out of necessity, but could never do it again, so I have essentially been rendered a prisoner in Denmark by DFDS' closure of the route.

I can only hope that another shipping line will show more interest in their customers' welfare, and a greater awareness of a good business opportunity, than DFDS. I will quite possibly live for another thirty years, and my family and I would be guaranteed customers twice a year or more for any company running a route to Harwich. I am sure this applies to almost all former passengers. A route from Hirtshals to Harwich is therefore a brilliant opportunity for a shipping line to profit from the huge gap in the market so stupidly left by DFDS. Harwich gives easy access to the entire UK, due to the A14/M1 link, specifically built to facilitate access to and from the ports of Harwich and Felixstowe. I can certainly guarantee that I would use such a service as often as possible, in part just to support the route, and I will never use any of DFDS' other services whatsoever, as my response to the way DFDS have treated incredibly loyal, long-term customers.

- David Slater MA

A massive thank you for your contributions and support in this venture.

With thanks to:

George Moore

Michael Hill

Dom O'Brien

Jennifer Hofsö

Ulla Shirt

Nic Nic

Sonia Hempel

Christine Andersen

Maj-Britt 'Maggie' Jaskowicz

Petronella Clark

Tarah Bennett

Lone Raaby Howell

Magdalena Våpnargård

Erik Kall

Chris Murphy

Hasse M. Pedersen

Lionel Alberts

Máire Ní Dhonnchadha

Tony Gould

Claire Jackman

The Hewitt's, their family & Friends

Tanya Rundberg

Paul Hisingson

Else Patten

James Drennan

David Slater MA

