



INTERFERRY
Electrifying the Ferry Industry
Pacific Ports Conference 2025



Mike Corrigan
Chief Executive Officer

About Interferry



- Ferry industry trade association (not-for-profit.)
- Funded by 280+ members in 40 countries globally.
- Represents Pax, RoPax + RoRo ferry owners/operators + industry suppliers.
- Areas of focus: regulatory representation, sharing best practices, networking + safety.

2024-2025 Interferry Board of Directors





INTERFERRY
ONSHORE POWER SUPPLY



Onshore Power Supply

- Ferry operators leading the charge to electrification
- Routes up to 3 hours can now be fully electric
- OPS – used for decades for “Cold Ironing”



Interferry Shore Power event at European Shipping Summit
19 March 2025 – Brussels, Belgium

OPS Challenges

- Getting power to the ports and terminals
- Standardized connection technology
- Pricing methodology – operation and capital
- Rapid charging



Interferry Shore Power event at European Shipping Summit
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Electrifying Ferries



Buquebus – China Zorrilla – 40 MWh

Largest battery system installed onboard a ship – four times as big as the previous largest installation.
Aluminum-constructed vessel. 130m in overall length. 2100 passengers/crew and 225 cars.



ABC is an Australian public broadcast service. >

THE BATTERIES

Electrifying Ferries

Uber Boat by Thames Clippers
10,483 followers
3mo • 🌐

A very royal wave 🙌🇬🇧

Today, we were honoured to welcome The King aboard Uber Boat by Thames Clippers.

As we look forward to launching the UK's first fully electric ferry, His Majesty took a battery-powered journey through London on Mars Clipper, our newest hybrid passenger vessel.

Accompanied by our CEO, [Sean Collins](#), The King learnt about the future of sustainable travel and heard about our vision for greener journeys on the Thames while enjoying some of the city's most spectacular views.

For full press release visit <https://bit.ly/4jOf1Sg>



Uber Boat by Thames Clippers

The UK's first fully electric cross-river passenger ferry.

The 150-passenger ferry, with capacity for 100 bicycles.

Roll-on/roll-off design that enables automated docking on both sides.

Electrifying Ferries



Viking Line – Helios

Proposed completion for 2030.

195m in overall length. 2000 passengers and crew and 650 vehicles.

Battery capacity of approximately 85–100 megawatt hours (MWh).



INTERFERRY
BEV FIRE SAFETY

The logo consists of two wavy blue lines above the company name. The word 'INTERFERRY' is in a bold, italicized, sans-serif font, with 'INTER' in black and 'FERRY' in blue. Below it, the words 'BEV FIRE SAFETY' are in a similar bold, italicized, black sans-serif font.

Battery Electric Vehicles

Fire Safety



B.C. Ferries will no longer allow tow trucks with non-operational EVs on board

Ferry authority cites safety risk associated with transporting potentially damaged electric vehicle batteries



[Akshay Kulkarni](#) · CBC News · Posted: Jun 30, 2025 5:22 PM PDT | Last Updated: June 30



B.C.'s ferry authority says it's updating its policies to align with a decade-old Transport Canada regulation around transporting defective and damaged lithium-ion batteries. (Justine Boulin/CBC)

Battery Electric Vehicles

Fire Safety Pamphlet



- 1** Are BEVs more likely to catch fire than ICEVs on ferries?
No, BEVs are not inherently more prone to fires than ICEVs. In fact, statistically, BEV fires are currently less frequent. Both types of vehicles share common fire causes like arson, hot brakes, and electrical faults.
- 2** Do BEV fires burn hotter than ICEV fires?
BEV fires have a different progression than ICEVs which can affect the strategy for manual firefighting; however, the ferry's drencher system is dimensioned to contain fires in all types of vehicles allowed to be carried onboard.
- 3** How do BEV fires differ from ICEV fires?
If the battery is not affected, the fire load is lower in a BEV since there is no liquid fuel present. If the battery is affected, BEVs might have jet flames due to battery pressurization. However, liquid fuel from ICEVs can create pool fires which are hypothetically more likely to spread fires on the car deck. Regardless, ferry fire suppression systems are dimensioned to contain all types of fires on the car deck.
- 4** Are BEV fires harder to extinguish?
While a thermal runaway in a BEV battery can be difficult to extinguish completely, early intervention with water will contain the situation and prevent the fire from spreading until the ferry reaches port.
- 5** Do BEV fires produce more toxic fumes than ICEV fires?
All vehicle fires produce toxic smoke. BEV fires can release hydrogen fluoride gas, which is more toxic than some ICEV fire emissions, but proper protective equipment is essential in any vehicle fire.
- 6** Is it safe to charge a BEV on-board?
Yes. Overcharging a battery cell can be dangerous, but a Li-ion battery pack in a car has a Battery Management System that will prevent the cells from overcharging.
- 7** Can BEVs be stored close to each other?
A BEV is not more likely to catch fire if it's adjacent to another vehicle that is on fire, so there is no reason to separate BEVs on the car deck. In the event that a BEV does catch fire, it is unlikely that the battery would be affected until late in the fire progression, and the drenchers will contain the fire.



Battery Electric Vehicles

Partners in Fire Safety



https://lashfire.eu/videos/

LASH FIRE

News Project CFIS 2023 LASH FIRE results Videos For media Contact

LASH FIRE EV Firefighting Film – Introduction

Introduction of the EV Firefighting training series. Movie #01.

LASH FIRE EV Firefighting Film – Protection suits

How should you be protected when manually working with fires onboard? Movie #02.

LASH FIRE EV Firefighting Film – First response

How should you act when it comes to a fire ignition onboard? Movie #03.

LASH FIRE EV Firefighting Film – Fire fighting methods

What methods is best to use when extinguishing a fire onboard? Movie #04.

LASH FIRE EV Firefighting Film – Manual firefighting of gas vehicles

What to consider when it comes to manual firefighting of gas vehicles? Movie #05.

LASH FIRE EV Firefighting Film – Post fire

When a fire is extinguished, what to do? Movie #06.



INTERFERRY

Improving Safety in the Developing World



FerrySafe

2024 Activities



Africa Ferry Safety Seminar

(Co-Hosted with IMO)

16 +17 April 2024

Dar Es Salaam, Tanzania



Africa Ferry Safety Workshop

(Follow-up Workshop)

30 October 2024

Marrakech, Morocco



FerrySafe

2025 and Beyond



Lagos Regional Safety Seminar
25 June 2025 – Lagos, Nigeria

- Co hosting seminars with IMO and MOWCA.
 - Lagos Regional Safety Conference (June 2025)
 - AAMA Conference in Monrovia, Liberia (October 2025)
- Develop a global ferry accident database.
- Build a mentoring program to connect developing world operators with our members to encourage, facilitate and expedite the journey of building world-class safety management systems.
- Work collaboratively with organizations with common safety goals like Lagos State Waterways Authority(LASWA)



INTERFERRY 2025



CONNECTIONS • SORRENTO, ITALY • OCT 4-8



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