KLAIPEDA – SWINOUSTJE
RO-RO SHIPPING LINE CONDITIONS

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MAIN CONDITIONS FOR THE CLEAN RO-RO SHIPPING

- New SOx regulations for the Baltic Sea
- Ships fuel prices
- Environmental impact by the traditional ships fuel
- Limit of the traditional fuel
- Big traffic flows between Lithuania and Berlin, Brandenburg and Szczecin regions
POSSIBLE TRANSPORT CORRIDORS

- Shore transport corridors use partly Via Baltica:
  - Via Elblag, Szczecin
  - Via Warsaw, Poznan
  - Via Warsaw, Wroclaw, Zelona Gora

- Use Motorway of the Sea: Kaunas – Klaipeda – Swinoujstje- Szczecin - Berlin
TYPICAL WAY 958 km
MoS CORRIDOR

Motorway of the Sea: Kaunas – Klaipeda – Swinoujscie – Szczecin – Berlin

Part-financed by the European Union
(European Regional Development Fund)
KAUNAS – KLAIPEDA, 210 km
SWINOUSTJE – BERLIN, 236 km
TRAVEL TIME

• Kaunas – Berlin 958/50 + 8 = 28 h
• Kaunas – Klaipeda 210/70 = 3 h
• Klaipeda – Swinoustje 268/16 + 2 = 19 h
• Swinoustje – Berlin 236/60 = 4 h
• Kaunas – Klaipeda – Swinoustje – Berlin – 26 h
• Difference in distance by road 958 – 210 – 236 = 512 km
TRAVEL COSTS

• 1 km by road – 0,8 EUR
• Kaunas – Berlin – 958 x 0,8 = 766 EUR
• Kaunas – Klaipeda – 210 x 0,8 = 168 EUR
• Swinoujstje – Berlin – 236 x 0,8 = 180 EUR
• Possible Ferry ticket price: 766 – 168 – 180 + (512 x 35/100 x 1,2)/2 = 526 EUR
CARGO FLOW

• Total Via Baltica – 12 million t per year
• Berlin, Brandenburg, Szczecin region – about 20 %.
• In trucks about 134000 trucks per year
• Distribution during first 5 years:
  – 1 year about 20 %
  – 2 year about 40 %
  – 3 year about 60 %
  – 4 year about 80 %
  – 5 year about 90 %
REQUEST CAPACITY ON RO-RO FERRY

• 1 year – 3 calls/week – 85 lories per voyage (1400 m loading line)

• 2 year – 3 calls/week - 170 lories per voyage (2700 m loading line)

• 3 year – 6 calls/week – 128 lories per voyage (2100 m loading line)

• 4 year – 6 calls/week – 172 lories per voyage (2800 m loading line)

• 5 year – 6 calls/week – 193 lories per voyage (3000 m loading line)
LNG TERMINAL IN SWINOUSTJE
CONCLUSIONS

• Klaipeda – Swinoujstje direction for Ro-Ro shipping is interesting and have good potential possibilities

• Environmental impact decrees is one of the main goals in shipping and it oriented to use new types of fuel like LNG.

• Development of the small scale LNG supply terminals in port assist in future implement Ro-Ro and Ro-Pax ships on many Ro-Ro shipping lines.