Motorways of the Sea Klaipeda - Karlshamn

Key Words:
Access to transport networks, infrastructure and nodes, Freight consolidation and transhipment, Implementation of low emission technologies, Business to business (B2B) solutions, cooperation, Business to customer (B2C) solutions (e.g. e-commerce, last mile delivery), Value added services, development (or extension) of services, Interoperability and standardisation: vehicles, equipment, loading units, infra-structure.

Benefits

• Increasing the loading/unloading speed of containers to vessels, through the purchase and operation of a new crane in Karlshamn,
• Reducing waiting/transit times at the Karlshamn ro-ro terminal,
• Increasing the efficiency and capacity for trains in Karlshamn through the development of a new shunting yard and electrification of rail
• Doubling the container handling capacity by building a new combined terminal,

Success factors

At the Port of Karlshamn: The new crane is in operation, The quay has been strengthened, The capacity at the ferry terminal has increased, The new shunting yard is constructed and in operation, The new combined terminal is constructed and in operation, The rail track to the port is renovated and electrified (The port of Karlshamn)
At Klaipeda Seaport: The new hydraulic ramp

Supported strategic targets

Ideal utilisation of infrastructure. Competitive logistics and transport system; Increased efficiency /productivity of Logistics processes, Increased company profitability, Increased competitiveness and quality; Limited climate change; Reduced emissions.

Description

The objective of the action is to increase the share of intermodal transport in the South-East/South-West Baltic Motorways of the Sea link through Klaipėda and Karlshamn. The main goal of the project is to invest in order to increase the capacities and effectiveness of the Klaipėda and Karlshamn ports by transporting more cargo by sea and in this way to decrease traffic on roads. MoS activities in Karlshamn are building a new Shunting yard, building a new Combi Terminal, renovating the port’s rail track, investments in a new crane with higher container capacity, a new reach stacker, and a new entrance to the ro-ro terminal.

Starting point/objectives/motivation:

To establish a regular, frequent and more efficient maritime link for the goods transportation between Lithuania and Sweden in the frame of development the EWTC in Southern part of the BSR

Solution

DFDS Seaways, has already increased, as from May 2009, the capacity of the link by 21%. At the same time, the implementation of the Action will considerably improve and enhance the capacity of unitised rail goods handling on the Swedish side, as well as providing infra-structure investment in Karlshamn. The current (2009) intermodal share of the corridor is 18% - with the aim to reach 56% in 2015 and ultimately 71% in 2023.
This route provides services between Lithuania and southern Sweden and is operated by two Ro-Pax vessels with daily sailings in each direction leaving Klaipeda at 21:00 and leaving Karlshamn at 19:00.
The cargo mix on this route includes all kinds of Ro-Ro cargo with the service being particularly well suited for driver-accompanied vehicles, and on this route DFDS Seaways has specific expertise in the handling of paper reels.
From Karlshamn in Southern Sweden there is quick access to many important industrial centres and from Klaipeda (in Lithuania) there is easy access to the Southern and Central Baltic States as well as Russia.
Hazardous cargo. Customers are required to contact local agency before shipment to make sure cargo can be handled in the port of Karlshamn / Klaipeda. Shipment of the IMO/IMDG classes is subject to prior approval from the line.
Investments within the project Motorways of the Seas "Klaipėda–Karlshamn" will increase the transportation volumes in the Baltic Sea region – more cargo will be transported by sea and in this way there will decrease traffic on roads as well as air pollution and noise. Besides, those investments will make a catalysing effect on regional economics, i.e. the economic benefit will be significantly greater than the sum of investments there. The planned social and economic influence of this project will be seen via increased port capacities – and will allow saving the funds of regional companies and their time and there will also increase the attractiveness of the region for the companies intending to start business in those regions. This Project will significantly improve regional communication and their attainability.

More information:

Motorways of the Sea projects in the Baltic Sea Area Klaipėda-Karlshamn link (TEN-T), 2008

As the Karlshamn – Klaipėda connection (Lorry/Tr. Units) annual turnover increases up to 5-15 percent and route includes all kinds of Ro-Ro cargo services. The MoS Karlshamn – Klaipėda is a part of global East – West transport corridor, based on Maritime, railway and inland transport, improving the access to all markets in Europe and Asia.

Transport mode or supply chain elements

The MoS concept aims at introducing new intermodal maritime-based logistics chains in Europe. These chains will be more sustainable and commercially more efficient, than road-only transport.

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