Integrated Central Klaipeda seaport terminal

Key Words:
Access to transport networks, infrastructure and nodes, Freight consolidation and transhipment, Implementation of low emission technologies, IT-technologies and solutions (for management and administration), Business to business (B2B) solutions, cooperation., Value added services, development (or extension) of services, Interoperability and standardisation: vehicles, equipment, loading units, infrastructure; Service quality and sustainability agreements

Description
Central Klaipeda Terminal is Klaipeda’s Sea Port newly built terminal. The main aim of this terminal is to attract new RoRo, RoPax, ConRo shipping lines to Klaipeda seaport. A new integrated (passenger and cargo) terminal in Klaipėda seaport. The new embankments and piers (quay no. 80 length - 297,76m, depth - 10m, pier no. 80a: length - 177,3 m, depth - 12,5m and pier no. 81a: length - 212,4 m, depth - 12,5 m) it is able to berth three vessels at one time, overall 6-9 ships per day. The new terminal, situated in the central part of the port, cover approximately 18 ha. It will enable to double the amount of Ro-Ro cargo passing through the port (up to ~ 6 million tonnes of cargo)

Benefits
- Economic benefits - Improves the cargo handling speed as well as improves trade potential between countries and increases the potential trade between EU member states and third countries;
- Environmental benefits, expressed in CO2 or CO2 equivalent due to new adjustable ramps; Relatively reduces the emission per transported ton of goods; The territory of terminal before the construction was excavated contaminated soil.

Starting point/objectives/motivation:
The terminal provides new opportunities for Klaipeda and shipping companies and also for the shippers, as well as all of our guests and the citizens of the state

Solution
- Used Klaipeda seaport reserve territory (as it was mainly polluted soil territory);
- Existing KLASCO Ferry Terminal in Klaipeda has reached the limits of it capacity (the overall working capacity was 80 – 90 %);
- The accessibility of Central Klaipeda terminal – it is directly connected to E85 (do not need to cross Klaipeda city centre)

Success factors
- Adjustable ramps which join to the vessels when they arrive at a harbour or on the shore, it reduce emissions and shortens loading/discharging time app. 30 %.
- Well-developed passenger infrastructure at Klaipeda Seaport.
- Intermodal services:

Supported strategic targets
Ideal utilisation of infrastructure. Competitive logistics and transport system; Increased amenity value; Highest safety and security; Increased efficiency/productivity of Logistics processes, Increased company profitability, Increased competitiveness and quality; Limited climate change; Reduced emissions.
WHY CENTRAL KLAIPEDA TERMINAL?
1. Modern, newly built terminal meets the requirements of every client.
2. Has 2 Ro-Ro adjustable hydraulic ramps, and 1 fixed, for faster loading/unloading.
3. Berths allow to operate 3 ships at the same time.
4. Warehouse ~ 3500 sq.m. with loading ramp, provides direct load into wagons.
5. Has straight exit to highway Klaipėda-Winús-Minsk also is connected with 3 block trains from Klaipėda: Merkurijus – to Belarus, to Moscow; Saule – to Kazakhstan; China; Viking train – to Kyiv (Ukraine).
6. Terminal has modern Ro-Ro and warehouse handling equipment.
7. Secure – 80 security cameras, which observe terminal territory 24/7.
8. Located in the city center.

More information:
http://www.ckt.lt/?lang=en

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