The objective of this project is to upgrade the existing rail ferry link between the ports of Trelleborg (Sweden) and Sassnitz (Germany) in order to increase the share of rail and intermodal transport on the Swedish-German corridor in particular and the Sweden-Central Europe/Italy corridor.

Improving the existing rail ferry service by offering more capacity, more efficiency, faster handling in the ports and more flexibility due to the option of a sixth departure (in peak demand periods only), will help it compete with alternative and less sustainable routes on this transport corridor.

Improving the infrastructure in the ports will enable operation on a sufficient volume base combining rail and intermodal transport. In Trelleborg, the port will be able to efficiently service more than one rail/road/intermodal ferry route. In Sassnitz, the new infrastructure and equipment will enable the port to load, unload and store intermodal transport units (e.g. unaccompanied trailers).

The Königslinie route is currently served by two vessels operated by Scandlines AB and Scandlines GmbH. The sailing schedule (in 2007/2008) is 5 departures per day and per direction. Together, the two vessels have a total capacity of 2,262 lane metres - including 1,419 lane meters for train wagons and 843 lane metres for intermodal units, trucks and cars. The vessels, which are 19 and 26 years old, make the crossing in 3 h 45 min - 4 h, and approximately 60 minutes is spent at the port to unload and reload before departing again.

From the current 1.7 million tons transported in rail wagons on the ferry route between Sassnitz and Trelleborg (81% of the total 2.1 million tons on the ferry line in 2008), the project aims to increase the volumes to 3 million tons of rail and intermodal transport by 2018. (Out of a total 3.7 million tons estimated to use the ferry line in 2018, rail will represent 72% of the cargo and intermodal 15%). The long term expectations for the Sassnitz-Trelleborg line are 3.9 million tons of

The Member States involved are Sweden and Germany.

The implementation schedule is as follows:
- **Start date:** January 2008
- **End date:** December 2013

The beneficiaries are:
- Port of Trelleborg
- Port of Sassnitz
- Scandlines AB
- Scandlines GmbH

The total project cost covered by this Decision is **€50,349,000**. The EU contribution is **€10,200,000**, representing **20.26%** of the total project cost.

Additional information and contact details are available on the European Commission, DG TREN, Trans-European Transport Network Executive Agency (TEN-T EA), and the websites of the beneficiary ports and Scandlines.
combined rail and intermodal transport by 2028 (71% and 12% respectively of the total 4.7 million tons).

The overall corresponding modal shift is 1.4 billion ton km per year in 2018 and 2.1 billion ton km per year in 2028. On a cumulated basis, the modal shift is estimated at 21.6 billion ton-km by 2028 (15 years) and 32.6 billion ton km by 2033 (20 years).

To reach this long-term goal, the Action aims to achieve the following objectives:

1) Increase the total capacity of the two vessels.

2) Reduce the port handling time (the time the ferries stay in the port for discharging and loading).

3) Create more flexibility and higher capacity by increasing the number of daily departures from 5 to 6 per direction in peak times (days) and to some extent regularly in the long run if there is sufficient demand and utilisation rate.

4) Improve the performance and efficiency of the ports and shipping lines: the ports of Trelleborg and Sassnitz will be able to better utilise the existing infrastructure by handling increased cargo volumes and loading/unloading operations at a faster pace. The port of Sassnitz will be able to handle intermodal units (unaccompanied trailers). The lines would be able to increase the competitiveness of the service mix including a high share of rail wagons on the line.

5) Improve the environmental performance on this corridor in general due to an increased share of rail and intermodal transport. The Königslinie service itself will be more environmentally friendly in terms of fuel consumption and CO2 emissions.

6) Optimise service quality and efficiency thanks to an integrated information management system as well as improved internal organisation and processes.

7) Elaborate a marketing strategy and an operational door-to-door concept (including “mixed trains” combining conventional rail wagons with unaccompanied trailers on rail) with a view to developing existing and new markets for the Königslinie Motorway of the Sea.

The project consists of the following activities:

**Activity 1 - Two improved rail ferries**

The aim of this activity is to replace the two ageing railway ferries on the Trelleborg-Sassnitz link. The replacing vessels will be modern ro-ro/passenger (Ro-Pax) ferries for short international voyages intended for carriage of passengers, trailers, lorries and private cars, but in particular trains. These ferries will provide an increased fixed capacity compared to the current situation, more flexibility, more efficiency for the ports and lines by reduced handling times, a better environmental performance at sea, at the ports and in the hinterlands - due to efficiency gains and an increased share of rail and intermodal transport.

**Activity 2 - Reconstruction and adaptation of berths in the ports**

The aim of this activity is to adapt the berths to enable them to service the new high-quality Königslinie service. This includes building new ramps and adapting existing ones for faster loading and unloading of the vessels.

**Activity 3 - Extensions and improvements of port terminals**

In Trelleborg: (i) Improving the rail connection of the ferry berths to enable double shunting of rail wagons (ii) Pavement works to prepare connection and operational area for intermodal units handling and temporary storage (waiting area before loading and after unloading of the vessel) (iii) Extension of intermodal terminal to help contribute to increasing the share of intermodal transport.

In Sassnitz: (i) Adaptation of railway tracks in the marshalling yard to operate the replacing ferries and perform double shunting of rail wagons (ii) Reconstruction of asphalt roads, gravel paths and areas for handling unaccompanied trailers. This activity is to support handling of unaccompanied trailers, increase the quality of port infrastructure and share of intermodal transport.

**Activity 4 - Automatic mooring stations for vessels**
Automatic mooring stations for vessels will be acquired by the Ports of Trelleborg and Sassnitz, allowing for faster and safer mooring process.

**Activity 5 - Joint studies (IT and EDP studies and pilot, market and fast handling studies)**

The study on IT and EDP aims to identify and evaluate the suitable measures, which can help increase the management and operational quality of the overall service. These measures will be relevant for planning, execution, controlling and reporting. The study will further support the integration of external partners such as important intermodal and rail transport operators (customers) and possibly intermodal terminals in the hinterland (external partners).

The market and fast handling studies will enhance the market and operational foundations for the development of the project. The market study will elaborate and update the existing market assumptions and fundamentals of the service, whilst the fast handling study will focus on procedures and technical requirements to improve the handling processes in the ports.

**Activity 6 - Improvement of service quality based on IT support**

The rationale of this activity is to develop and implement service quality and management improvements through - among other parallel activities - the deployment of IT solutions. Findings from the IT and EDP studies will form the basis for this activity.

**Activity 7 - Start up activities: temporary deployment of a 3rd ship**

Scandlines AB and GmbH jointly operate the line Sassnitz-Trelleborg. Together, they are looking at introducing an additional third vessel to attract and consolidate cargo flows on this route. The aim is that by the end of 2013, an increased service capacity will have attracted an adequate transport demand.

**Activity 8 - Support measures in the ports (acquisition of tug masters, reach stackers and overhauling of two cranes)**

This is a support for offering adequate and sufficient handling equipment for increasing the share of intermodal transport. The tug masters will be used by the ports for handling un-accompanied trailers to/from the vessel, waiting /pre-storage areas and the extended intermodal terminal. The two portal cranes will be used for handling un-accompanied trailers in the intermodal terminal re-conditioned area and transhipment to rail. The reach stackers will be used to load unaccompanied trailers on rail.