

PORT OF  
**YSTAD**

A large white ferry ship with a red roof and multiple decks is docked at a pier. In the foreground, a Swedish flag (blue and yellow) is flying from a pole. The ship has a blue hull and a white superstructure. The water is blue and the sky is blue with white clouds.

The Ferry Gateway to  
**Bornholm  
Poland  
Germany**



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# Location





# Ferry Routes



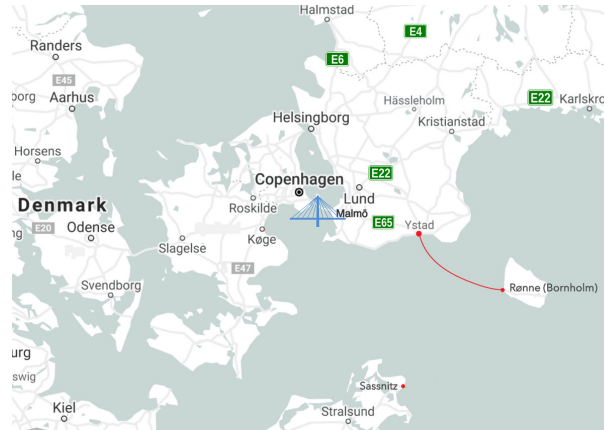


# Bornholm - Ystad

Some decades ago, the Danish island of Bornholm was linked to its mother country via conventional ferries that sailed from the centre of Copenhagen. This terminal was moved to Køge, in connection with the opening of the Öresund Bridge.

The bridge, in combination with high-speed catamaran ferries, made Ystad very attractive. Danish travellers could now easily drive by car or train to Ystad and take the fast ferry.

In less than 1h45 they would arrive in Rønne, Bornholm. By conventional ferry from Køge, this takes 5h30 to 6h30 depending on time of day.



## BORNHOLMSLINJEN

- Operator: Bornholmslinjen (Molslinjen)
- Ships: High-speed catamarans EXPRESS 1, EXPRESS 2 and MAX. Occasionally, in high traffic situations, conventional ferries POVL ANKER and HAMMERSHUS also service the route.
- Crossing time: 80 minutes (Rønne – Køge (1h drive south of Copenhagen) takes 5h30-6h30)
- Route profile: lifeline, holidays, business
- Website: [www.bornholmslinjen.com](http://www.bornholmslinjen.com)





# Sassnitz (Rügen) - Ystad

The fast ferry route started in 2020 and opened up new possibilities for holidaymakers as well as business people with need of a shortcut to and from the continent. The respective ferry ports are attractive destinations for day trips. The city of Sassnitz on the island of Rügen is a superb old town to visit. Rügen is also known for its famous white cliffs.

Ystad is known as the "Hollywood of Sweden". The historical buildings, a modern film studio and crime series as "Wallander" have given Ystad its movie reputation.



- Operator: FRS Baltic
- Ship: high-speed catamaran SKÅNE JET
- Crossing time: only 2.5 hours (seasonal only)
- Route profile: passenger, holiday, business
- Website: [www.frs-baltic.com](http://www.frs-baltic.com)

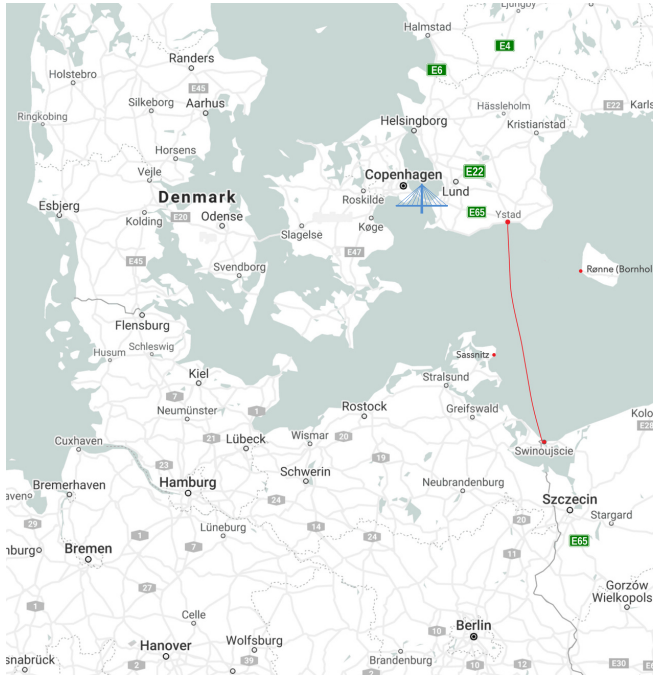




# Świnoujście – Ystad

European route E65 begins in Malmö, Sweden and ends in Chania, Greece.

This main European corridor is about 4,400 km in length. The maritime part is the ferrylink between Ystad and Świnoujście.





- Operator: Polferries
- Ships: ropax ferries MAZOVIA, CRACOVIA and BALTIVA
- Crossing time: 6h30 - 7h30
- Website: [polferries.com](http://polferries.com)





# UNITY LINE

- Operator: Unity Line
- Ships: ropax SKANIA and POLONIA, ro-ro trainferry JAN SNIADIECKI (freight only)
- Crossing time: 6h30 - 7h30
- Website: [unityline.eu](http://unityline.eu)







### **Facilities inner basin**

- One HSC berth | length 110 m | depth 7.2 m
- One Rail/Ro/Pax berth | length 170 m | depth 7.2 m
- Two Ro/Pax berths length | 200 m | depth 7.2 m
- One Ro/Ro berth | length 200 m | depth 7.2 m
- One conventional quay | length 200 m | depth 7.2m

### **Outer harbour**

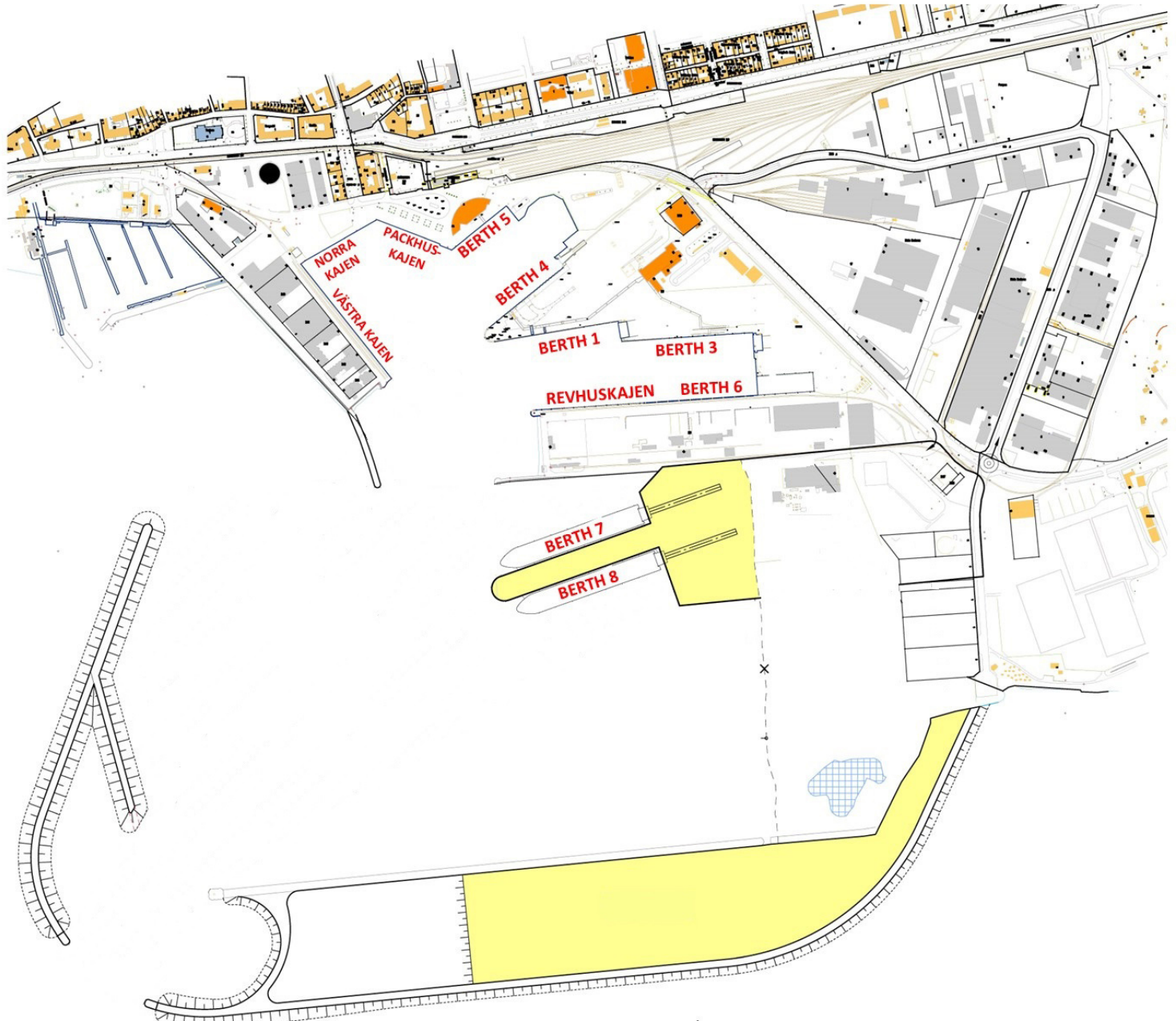
- Two Ro/Pax berths | length 250 m | depth 9.0 m

### **General information**

- The depth in the outer harbour is 9.5 m and in the inner basin 7.2 m
- The port crane has a capacity of up to 40 tons
- The port has other equipment as trucks, terminal tractors, passenger terminals...
- In each berth we can offer connection to OSP, both 50Hz as well as 60Hz



# Port Facilities





# Development

"To meet the growing needs, major projects were planned to increase the port's capacity and security"

Björn Boström, CEO Port of Ystad





# NEW RORO BERTHS, DEEPER FAIRWAY

It is obvious: roro and ropax ferries will become longer, larger and they will have a larger capacity.

To accommodate the new generation of ro-pax vessels, two new ferry berths of 250m have now been opened. These berths are located in the avant port between the original port and the outer breakwater. The depth in the avant port is now 9.5m and in the new berths 9.0m

Dredging will allow ships with a deeper draft of around 8.5m.

The dredging of the fairway gives an environmental advantage. Larger vessels, per tonne of goods transported, are more cost-effective to utilise compared to smaller ones. Same for fuel efficiency per tonne of goods transported: it means that emissions are reduced overall when the same amount of goods is transported by fewer, but larger ferries.



**Co-financed by the Connecting Europe  
Facility of the European Union**





# EU Project

The maritime project on the Swinoujscie - Ystad link is one of the selected projects in an EU initiative that aims to invest in a sustainable and innovative transport industry.

Europe partially funded two projects:

- Cargo capacity upgrade and LNG bunkering for the Świnoujście–Ystad maritime link (€34.8m)
- [Link to website European Commission](#)
- "YES" – Ystad upgrading Efficiency and Safety of port logistic (€1.8m)
- [Link to website European Commission](#)







High Voltage Shore Connection 50 & 60 Hertz

## E65

Port of Ystad is connected by the E65 2+1 and 2+2 highway, to connect with the E6/E20 and national roads 13 and 19, going north to intercept with the E4 and E22 respectively.



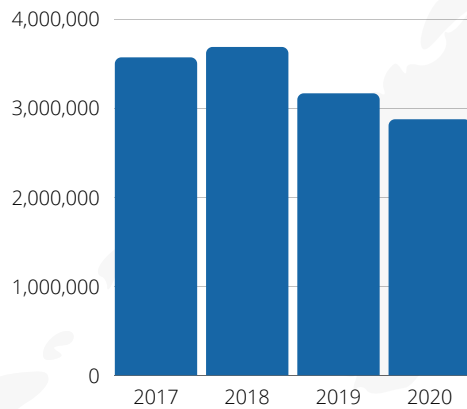


Photo: Port of Ystad in 2016, before the start of the works

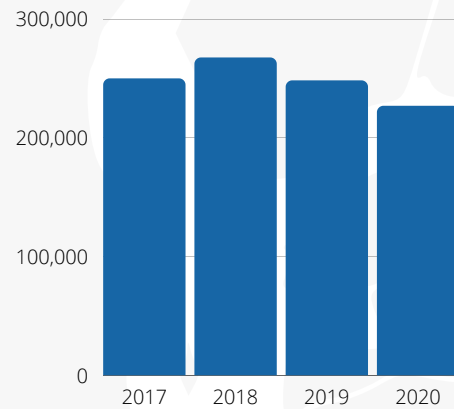




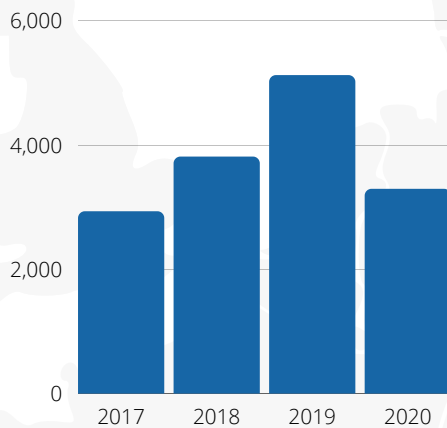
# Statistics



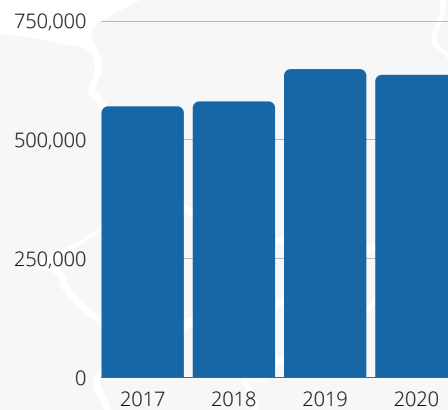
Goods (tonnes)



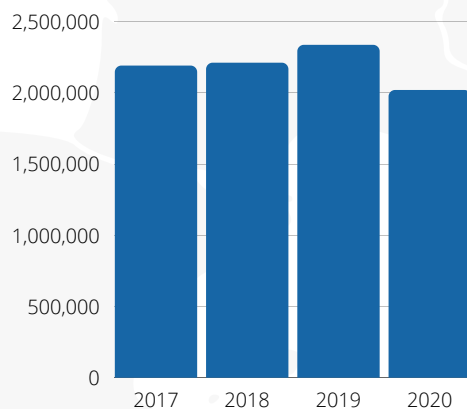
Trucks & Trailers



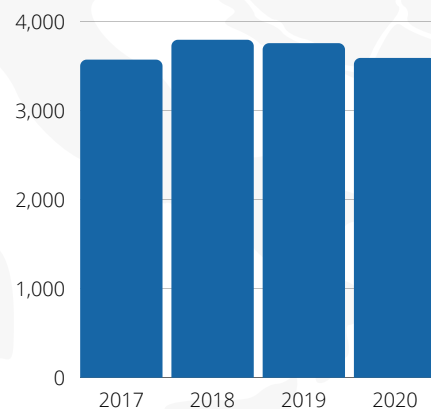
Buses



Cars



Passengers



Ship Calls

Remark: The covid-19 pandemic has influenced the 2020 results





# Hanseatic Heritage

**YSTAD STARTED TO BECOME A PORT IN THE 13TH CENTURY, BECAUSE OF ITS EXCELLENT LOCATION ON THE SOUTHERNMOST COAST OF SWEDEN.**

Actually, at that time Ystad was still a part of Denmark. The bay and the (now covered) river Vassån offered shelter to fishing boats. Ystad joined the famous Hanseatic League in the 14th century.

The best-known export products were oxen and grain. Ystad, together with all of Scania (the actual Swedish county Skåne), was transferred from Denmark to Sweden following the Treaty of Roskilde in 1658.

During the 17th century, the postal service between Ystad and Stralsund started, a traffic that continued for about 200 years. During this period, the city got a serious boost as foreign trade increased.

With the arrival of the first steamships, Ystad became the first port to have a liner service with the continent in 1868 (to Stralsund). Two years before, in 1866, Ystad had a railway connection.





A special mention has to be made about the influence of Napoleon Bonaparte on the town of Ystad.. When the British Government decided for a naval blockade of the French coasts (1806), Napoleon issued a large-scale embargo against British trade, known as the Continental System. It forbade the import of British goods into any European allied countries. The official result was that all connections with Britain were to be cut, even the mail.

Napoleon could not have full control of the coasts and thus England gained power over the North Sea and the Baltic Sea. In combination with Sweden's high tariffs smuggling goods such as coffee, cocoa and rice become a highly profitable business. Local Entrepreneurs became so powerful that none of Ystad's customs officials would dare to show too much curiosity about the import and export business. Many of Ystad's fine buildings are a heritage of this period.

After World War II, ferry services to Poland and to the Danish island of Bornholm were opened. The ferry traffic is now the most important activity for Ystad.



# Contacts



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