

PORT OF  
**YSTAD**



The Ferry Gateway to

**Bornholm  
Poland**



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# Location



Ystad is located in the southernmost part of Sweden, and in the south-westerly area of the Baltic Sea.

Port of Ystad is geographically a logic gateway to the nearby Island of Bornholm, which belongs to Denmark, and to Central Europe via Świnoujście in Poland and Sassnitz in Germany.

The distance from the centre of Copenhagen to Ystad, via the Öresund Bridge is less than 100km, via the E65 motorway. The same motorway connects in Malmö (60km) with the other Swedish and Scandinavian highway network.

Ystad's railway station is located next to the ferry terminal. Connections to Denmark, Sweden and even Norway go via Malmö Central.





# Ferry Routes



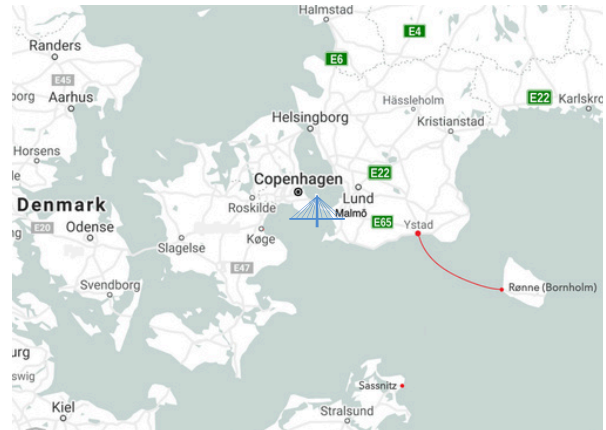


# Bornholm - Ystad

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 and 5. 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)







VARSOVIA

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www.enterprise.com.pl

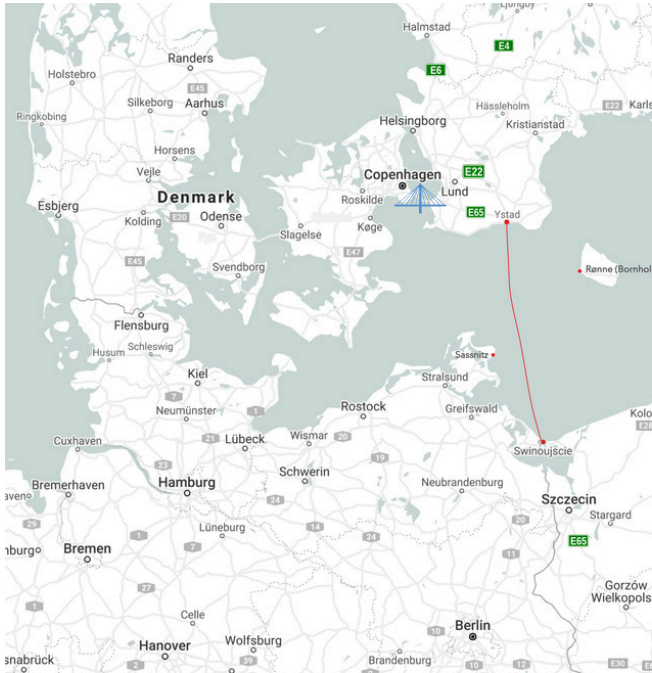
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# Świnoujście – Ystad

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.







**GREEN BALTIC**



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









# UNITY LINE

- Operator: Unity Line
- Ships: RoPax SKANIA and POLONIA, RoRo trainferry GALILEUSZ (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





Access the [Interactive Map](#)







# 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 RoPax vessels, two new ferry berths of 250m have been created. 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)
- "YES" – Ystad upgrading Efficiency and Safety of port logistic (€1.8m)







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.





# Growth and Potential

Let's look at the statistics for the first eight months of 2025. The Port of Ystad reports growth in both Polish and Danish ferry traffic, despite fewer ship calls.

The rail connection between Ystad and Świnoujście is also back in operation and performing well, with potential for further growth.

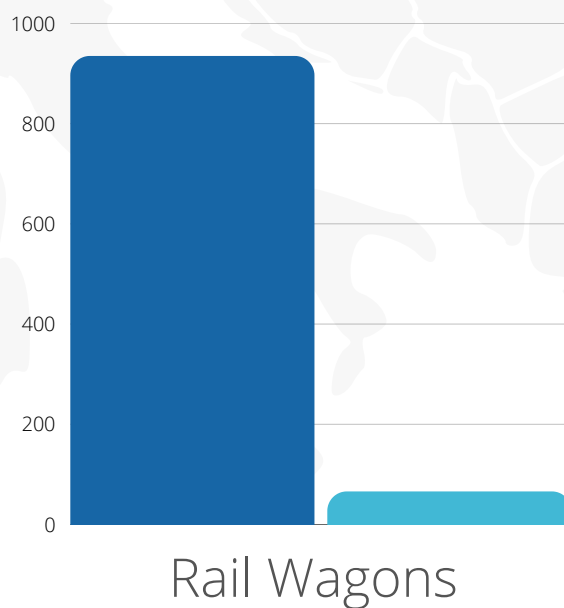
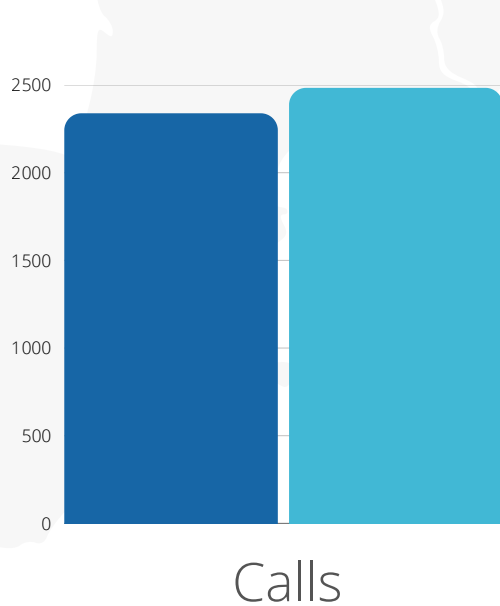
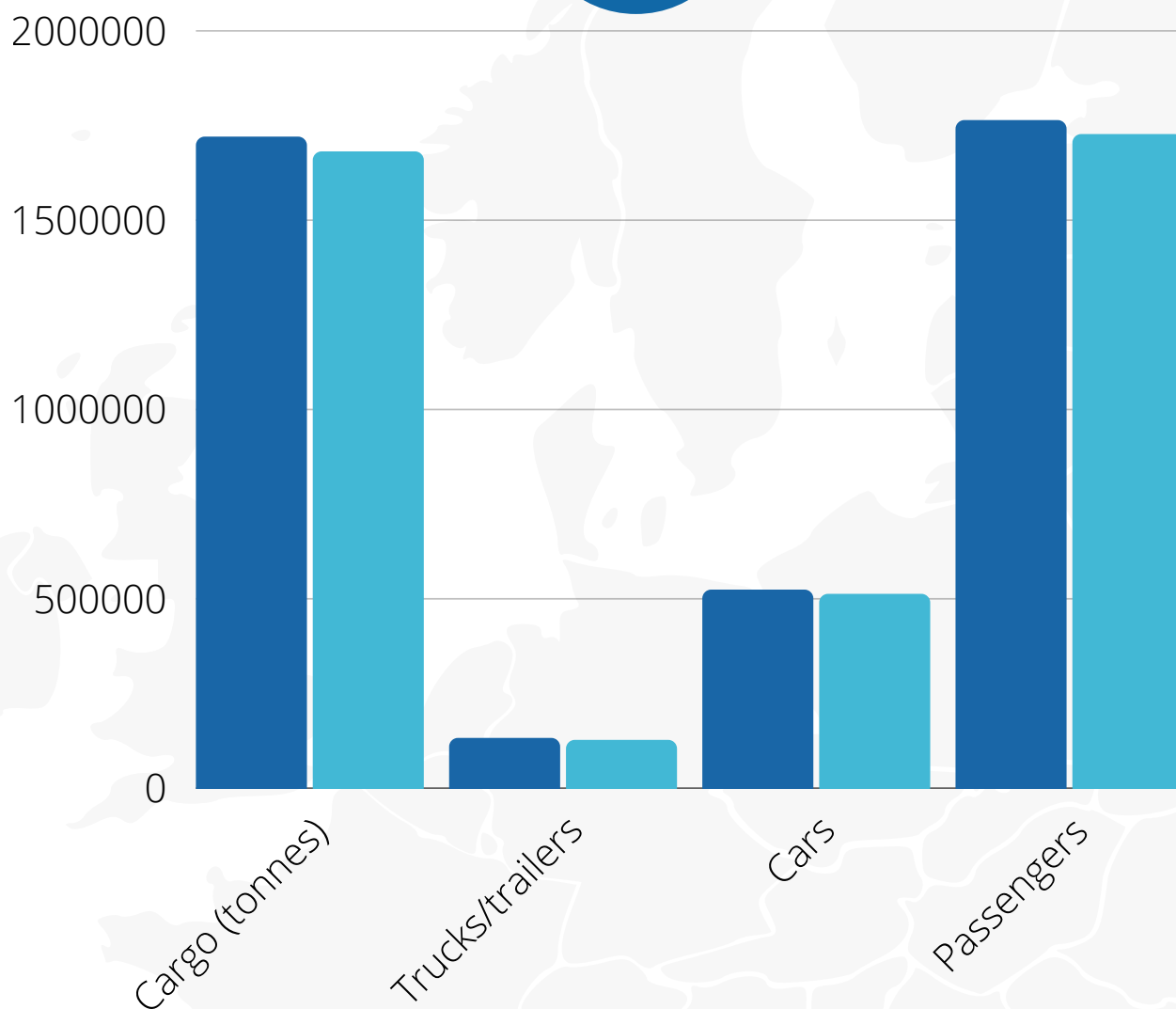




January - August

2025

2024





# Rail: every day, 365 days



*"All year round, the rail ferry Polonia links the Swedish and Polish rail networks."*

*Björn Boström, CEO*



# Cruise Destination Ystad



The Port of Ystad is the perfect gateway for cruise guests. The town and its surroundings are packed with history, culture, and natural beauty waiting to be explored.

With its easy, short approach and smooth access in and out of the Baltic Sea, Ystad combines convenience with authentic Scandinavian charm – a destination that leaves a lasting impression.





# Contacts



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