

---

## 13 ROSTOCK FERRY TERMINAL

### 13.1 THE KEY ISSUES ADDRESSED BY THIS CASE STUDY

The case of Rostock is an example of a harbour where non-motorised passengers largely have been left to their own devices. As the majority of passengers travel by car or bus, no investments have been made to improve conditions for other modes, leading to further decline. An attempt to amend the current situation has been made by creating a shuttle bus link between the ferry terminal at the harbour and the city centre.

### 13.2 GENERAL DESCRIPTION OF THE CASE STUDY

The Port of Rostock is important for passenger transport between Scandinavia, Russia, the Baltic Countries and Germany, while the port also contains all traditional port functions. With the exception of the ferry to Gedser in Denmark the frequency of the ferries are relatively low.

Port of Rostock is owned by the Federal State of Mecklenburg-Western Pomerania and the Hanseatic City of Rostock. Being the largest port in the state of Mecklenburg-Western Pomerania, the state co-operates with the city of Rostock to continue to develop the Port of Rostock, e.g. on foresight studies, infrastructure development and maintenance.

With more than two million passengers annually Rostock is one of the busiest ferry ports in the Baltic Sea, but as the number of foot passenger crossing the southern Baltic Sea by ferry has declined during the last decades the major source of revenues – in relation to passenger traffic – for the ferry operators and the port is from passengers with a private car. As a consequence the infrastructure and services at the port are aimed at these target groups only. The share of passengers travelling by foot is only about 10%, thus no investments are made in creating attractive conditions for these passengers, leading to a vicious circle of decline.<sup>49</sup>

The ferry port is well connected to the European highway network; the E55 links directly to the pier, and as all ferries accommodate buses and cars there are no interconnection issues related to these modes. The closest airport (Rostock-Laage) is situated about 40km from the Port of Rostock, offering a limited number of destinations, mainly within Europe. Three daily buses connect the airport to Rostock Hauptbahnhof.<sup>50</sup>

Long distance train connections to and from Rostock are via Rostock Hauptbahnhof, located about 12 kilometres from the ferry terminal. There is no direct and convenient connection between the ferry terminal and Rostock Hauptbahnhof. From the point of view of a non-motorised passenger the quality of the interchanges between the ferries and other modes of transport in Rostock cannot be considered optimal. The S-bahn station (Seehafen Nord) closest to ferry terminal is located about 1.5 km from the ferry terminal (Figure 13-1). Alternatively, it is possible to get to the city by local buses departing directly from the passenger terminal at the port, but none of those goes directly to Rostock Hauptbahnhof, necessitating at least one extra interchange.

---

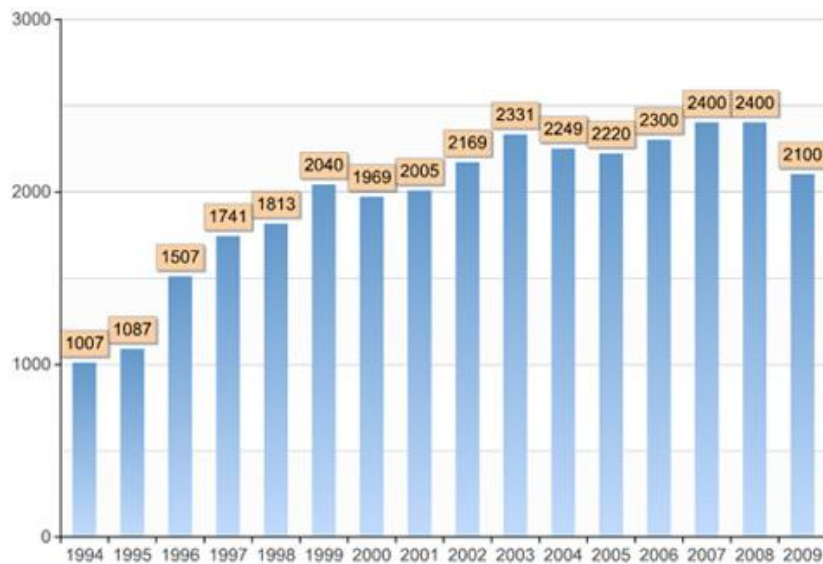
<sup>49</sup> <http://www.interfaceproject.eu/service/downloads.html> (Andreas Schubert, Hanseatic City of Rostock (LB): General Overview)

<sup>50</sup> [http://en.wikipedia.org/wiki/Rostock-Laage\\_Airport](http://en.wikipedia.org/wiki/Rostock-Laage_Airport)



**Figure 13-1 The ferry terminal, Seehafen Nord and the Hauptbahnhof**

The number of passengers has been more or less stable since 2002, the drop in 2009 is in line with the general trend under the financial crisis (see Figure 13-2).



**Figure 13-2 Number of ferry passengers in thousands, 1994 - 2009<sup>51</sup>**

Figure 13-3 shows the passenger trends for the individual ferry routes. Today 75% of the passengers travelling to and from Rostock use the Rostock-Gedser link. The Rostock-Trelleborg link has seen a

<sup>51</sup> [http://www.rostock-port.de/en/rostock\\_port/key\\_facts\\_figures/statistics.html](http://www.rostock-port.de/en/rostock_port/key_facts_figures/statistics.html)

decline in the number of passengers but is still the second busiest route with 17% of the passenger traffic. As of January 16<sup>th</sup> 2010 Scandlines closed the Rostock- Ventspils (Latvia) link, in favour of a new link between Travmünde and Ventspils.

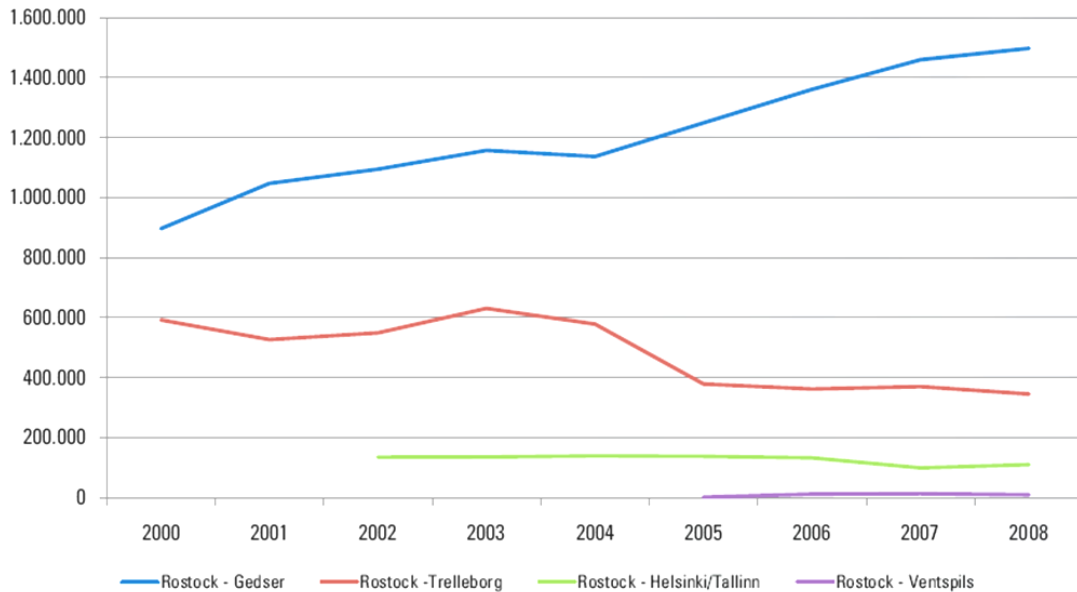


Figure 13-3 Development in passenger traffic for the destinations, 2000-2008<sup>52</sup>

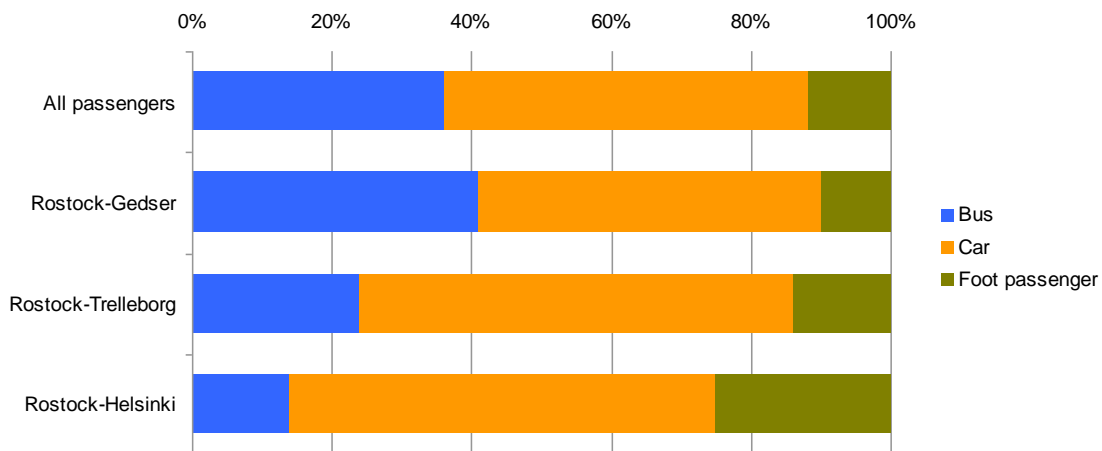


Figure 13-4 Port of Rostock: Modal split – Ferry passengers by mode of transport. Total<sup>53</sup> and individual ferry links<sup>54</sup> (truck and bus drivers not included) 2009

Figure 13-4 shows that even though the Port of Rostock handles 2.1 million passengers a year (2009), only around 12% (252,000) of these are foot passengers. On average about 700 foot passengers arrive and depart every day. As not all ferries depart every day, there is a certain degree of variation in the number of departures during the week, but on average the port handles 16 ferries a day. This means that at on average about 20 passengers on foot arrive and depart with each ferry.

The route to Helsinki has the highest share of foot passengers, with about 30 arriving and departing with each ferry. The busiest link (Rostock-Gedser) has around 25 passengers arriving and departing with each ferry.

<sup>52</sup> Andrej Vatterrott; Interface: The Rostock case: Port Development and Strategy

<sup>53</sup> From Figure 13-3 and Figure 13-4.

<sup>54</sup> Andrej Vatterrott; Interface: The Rostock case: Port Development and Strategy

2009 is the only year for which the modal split is available, but as Figure 13-5 shows the increase in the number of passengers has been larger than the increase in the number of cars suggesting either an increase in the number of passengers per car or an increasing number of foot passengers.

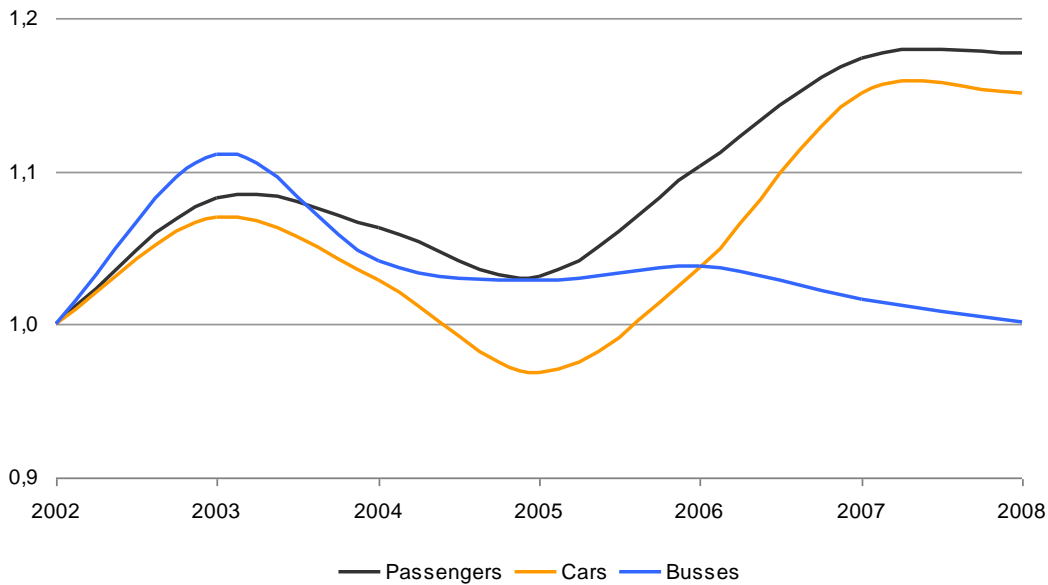


Figure 13-5 Development in number of passengers. Totals for the two lines Rostock-Gedser and Rostock-Trelleborg. Indexed, 2002 = 1<sup>55</sup>

### 13.3 SPECIFIC CHARACTERISTICS OF THE CASE STUDY

#### 13.3.1 Modes and Infrastructure Involved

Five ferry routes operate out of the port of Rostock, with 114 weekly departures – an average of 16 departures a day. Most ferries depart between 06:00 and midnight. Foot passengers are transferred from the berth to the passenger terminal at the port by a shuttle bus from where they can either transfer to the centre of Rostock by bus, or walk to the S-bahn station Seehafen Nord (see Figure 13-6 for overview of the ferry pier).

Table 13-1 The five ferry lines departing from Rostock, and their frequencies and crossing times<sup>56</sup>

Operator	Destination	Departures	Crossing time
 <b>Finnlines</b>	Helsinki, Finland, via Gdynia, Poland	3 weekly	14 hours
 <b>Scandlines</b>	Gedser, Denmark	10 daily	1 hour 45 minutes
 <b>Scandlines</b>	Trelleborg, Sweden	20 weekly	6 hours
 <b>TALLINK SILJA LINE</b>	Helsinki, Finland	4 weekly	26 hours
 <b>TT-Line</b>	Trelleborg, Sweden	21 weekly	5 hours 30 minutes

<sup>55</sup> Statistics from; [http://www.rostock-port.de/fileadmin/media/pdf/printmaterialien\\_eng/Rostock-Port\\_07\\_E.pdf](http://www.rostock-port.de/fileadmin/media/pdf/printmaterialien_eng/Rostock-Port_07_E.pdf) and [http://www.rostock-port.de/fileadmin/media/pdf/presse\\_eng/PR\\_2009\\_01\\_09\\_new-year-press-release.pdf](http://www.rostock-port.de/fileadmin/media/pdf/presse_eng/PR_2009_01_09_new-year-press-release.pdf)

<sup>56</sup> Number of departures and crossing times from the web pages of the providers; <https://online.finnlines.fi/bokning/en/instructions.asp>; <http://www.scandlines.de/en/main.htm>; <http://www.tallinksilja.com/en/schedules/helRos>; <http://www.ttline.com/en-gb/United-Kingdom/TimetableTariffs/>



Figure 13-6 Port capacity<sup>57</sup>

### 13.3.2 Stakeholders Involved

Being the largest port in the state of Mecklenburg-Western Pomerania there are quite a few stakeholders involved regarding interconnections. The stakeholders are:

- **The Federal State of Mecklenburg-Western Pomerania** and the **Hanseatic City of Rostock** own the port of Rostock via a joint company; Hafen-Entwicklungsgesellschaft Rostock mbH.
- **Deutsche Bahn AG** is the national railway operator in Germany and operates the S-bahn, through a subcompany DB Net it also owns and maintains the railway tracks.
- **Rostocker Straßenbahn AG** operates the trams and buses in Rostock.
- **Verkehrsverbund Warnow** is a co-operation between nine public transport operators in the region and co-ordinates timetables and marketing.
- **Finnlines, Scandlines, Tallink** and **TT-Line** all use the facilities in the port.

### 13.3.3 Current Cohesiveness of Multi-modal Networks

The ferry port is well connected to the European highway network; the E55 links directly to the pier. For passengers travelling by bus and car the quality of the interconnection is good.

<sup>57</sup> [http://www.rostock-port.de/Berths\\_and\\_Drafts.37.0.html](http://www.rostock-port.de/Berths_and_Drafts.37.0.html)

The interconnection between the ferry services and the land-based modes of transport for foot passengers however is quite poor. The main issue is the distance between the passenger terminal and the connecting trains, which means that passengers not travelling by car or bus will have to walk about 1.5 km with their luggage to the S-Bahn station Seehafen Nord. At the same time the S-Bahn runs at a low frequency, departing only once an hour from 05:00 to 22:00<sup>58</sup>.

Local buses depart about twice an hour from the passenger terminal and go to the city, but none of these links directly to neither the city centre nor to the Hauptbahnhof.

Non-motorised passengers therefore have to either walk a considerable distance and possibly wait for quite some time for the S-Bahn, or change their means of transport at least three times to get to any of the main destinations in Rostock.

The low frequency of departure (one train and two buses an hour) and the quality of interconnection options means that Rostock is not an attractive destination for non-motorised passengers. Thus the poor interconnections offered to this passenger segment are likely to have a negative impact on the number of passengers choosing to travel to Rostock.

## 13.4 SOLUTIONS ALREADY ENVISAGED

### 13.4.1 Shuttle Bus from the Port to the City Centre

With the closure of the direct Copenhagen-Berlin train service in 1995 the ferry link to Gedser in Denmark was moved from Warnemünde to Rostock. At that time no plans were made for improving the interconnection options for non-motorised passengers at the new port location. The relocation resulted in a noticeable decrease in the number of ferry passengers travelling by foot. The result is the current state, where the number of foot passengers averages about 12% of the passengers arriving/departing. Thus the financial feasibility for improving the conditions for non-motorised passengers in the current situation is not high. The aim of the shuttle bus service trial is to increase the attractiveness of the ferry for foot passengers, and to increase the number of foot passengers travelling to and from Rostock.

To amend the problems described and improve the interconnection options for ferry passengers travelling by foot a number of basic improvements in the service quality and transport infrastructure are necessary. INTERFACE, an initiative under the *South Baltic Cross-border Co-operation Programme 2007-2013*<sup>59</sup> is working to revitalise non-car cross-border passenger traffic and to make this a comfortable, cheap and environmentally-friendly option by improving the interconnections between passenger transport modes, facilitating cross-border passenger information and testing the viability of additional shuttle services.<sup>60</sup> In a partnership between the Federal State of Mecklenburg-Western Pomerania, the city of Rostock, the port, Vehrsverbund Warnow, Scandlines, TT Line and Stena Line, a shuttle bus link connecting the passenger terminal with the city centre and the Hauptbahnhof is planned.

<sup>58</sup> [http://www.tallinksilja.com/NR/rdonlyres/885032AB-9FB3-4844-B08A-58DFECE11C1C/0/Zugverbindungen\\_Rostock.pdf](http://www.tallinksilja.com/NR/rdonlyres/885032AB-9FB3-4844-B08A-58DFECE11C1C/0/Zugverbindungen_Rostock.pdf)

<sup>59</sup> Portfolio of the South Baltic projects: Part 1 ([http://en.southbaltic.eu/files/?id\\_plik=1518](http://en.southbaltic.eu/files/?id_plik=1518))

<sup>60</sup> [http://www.rostock-port.de/en/news/deitalview/article/interface\\_in\\_a\\_nutshell/1.html](http://www.rostock-port.de/en/news/deitalview/article/interface_in_a_nutshell/1.html)



**Figure 13-7 Advertisement for the new port / central station shuttle bus<sup>61</sup>**

The shuttle bus will save foot passengers at least 20 minutes of travelling and waiting time. It will run during a trial period proposed to start on May 1<sup>st</sup> 2011 and most likely running until the end of December 2011.<sup>62</sup> The opening of the shuttle bus link will coincide with the summer tourist season and its operating period will cover several events in the city and will end with the Christmas market in December. After the trial period ends, the project will be evaluated for possible continuation in 2012. On the Danish side a similar shuttle service will be in place between Gedser and Nykøbing, which is located 25km away and is the closest town with a train station.

A joint ticketing scheme will be in place with one ticket valid for the ferry and the buses on both sides. Tickets can be purchased online, as well as on board the buses. Further initiatives include joint passenger information, joint marketing and increasing awareness of the improved interchange options on both sides<sup>63</sup>.

The project aims to improve the interconnection between the ferries and the public transportation system by<sup>64</sup>:

- harmonising timetables;
- establishing an intermodal passenger web-based information system;
- creating new ticketing options; An intermodal combination-ticket (bus-ferry-bus);
- investments in service improvements (in ports and in the hinterland);
- green book for ports; and
- cross-border tourism and event packages + promotion activities.

#### 13.4.2 Overview of Current Interchange Options

Today three different options for interconnection between the ferry terminal and city centre exist (the examples give are for a trip departing from the Lange Straße tram stop, close to most major sights in the city). All options involve at least two interchanges (see the options depicted in figure 13-6, travel times and the associated interchanges are shown in Table 13-2).

<sup>61</sup> <http://www.interfaceproject.eu/service/downloads.html> (Andreas Schubert, HRO (LB): Communication and Dissemination)

<sup>62</sup> <http://www.interfaceproject.eu/service/downloads.html> (Nico Falke, VVW: Status feasibility study on busshuttle Rostock City- Rostock- port/ Gedser port- Nykøbing)

<sup>63</sup> <http://www.interfaceproject.eu/service/downloads.html> (Björn Gabler, PLANCO: INTERFACE - with special focus on axis Rostock-Gedser)

<sup>64</sup> <http://www.interfaceproject.eu/service/downloads.html> (Andreas Schubert, Hanseatic City of Rostock (LB): General Overview).

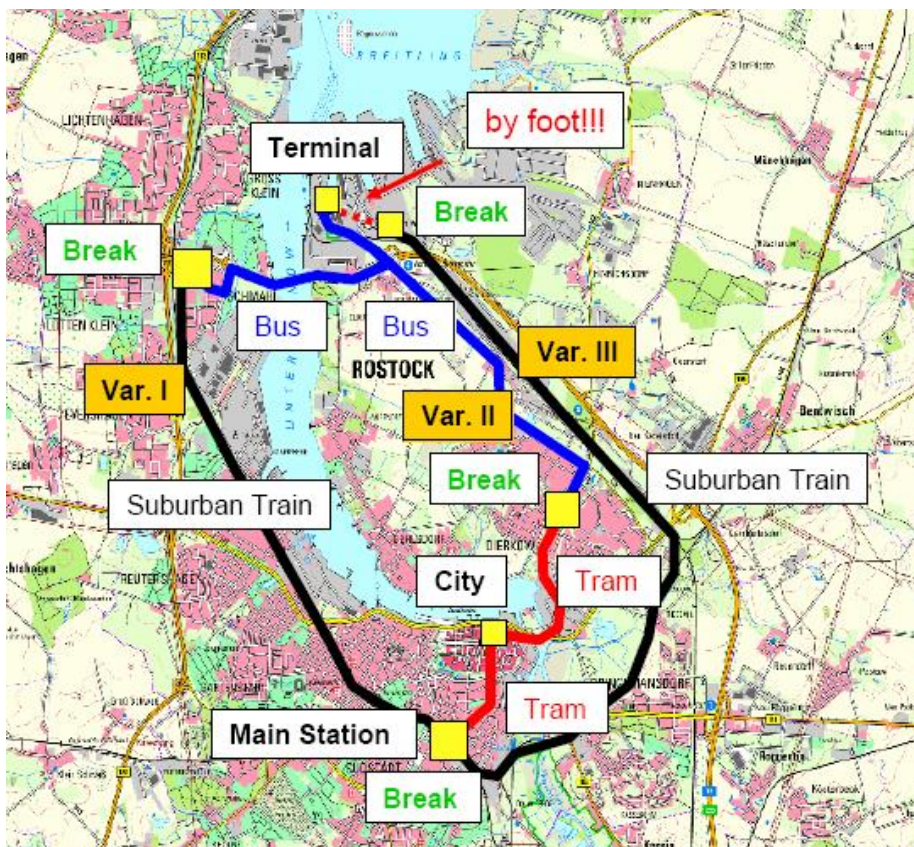
- **Option I** with waiting times of about 20 minutes at the interchange points (named *breaks* in the figure).
- **Option II** with waiting times of about 7 minutes at the interchange points (named *breaks* in the map).
- **Option III** (the S-Bahn - named *suburban train* in the map in Figure 13-8), with a 20 minute walk to the passenger terminal.

Note: Var 1 = Option 1, Var 2 = Option 2, Var 3 = Option 3

Even though they differ in the number of interchanges, the overall travel times are very similar, but as the train only runs once an hour, and the buses twice, the optimal solution is entirely dependent upon the time of departure.

**Table 13-2 Current options for travelling between the city centre and the passenger terminal. Modes of transport and the associated travel times<sup>65</sup>**

Option I Time (min)		Option II Time (min)		Option III Time (min)	
Tram	8	Tram	12	Tram	9
Walking/Waiting	6	Waiting	7	Walking/Waiting	5
S-bahn	13	Bus	27	S-bahn	18
Waiting	13			Walking	20
Bus	11				
<b>Total time</b>	<b>51</b>		<b>46</b>		<b>52</b>



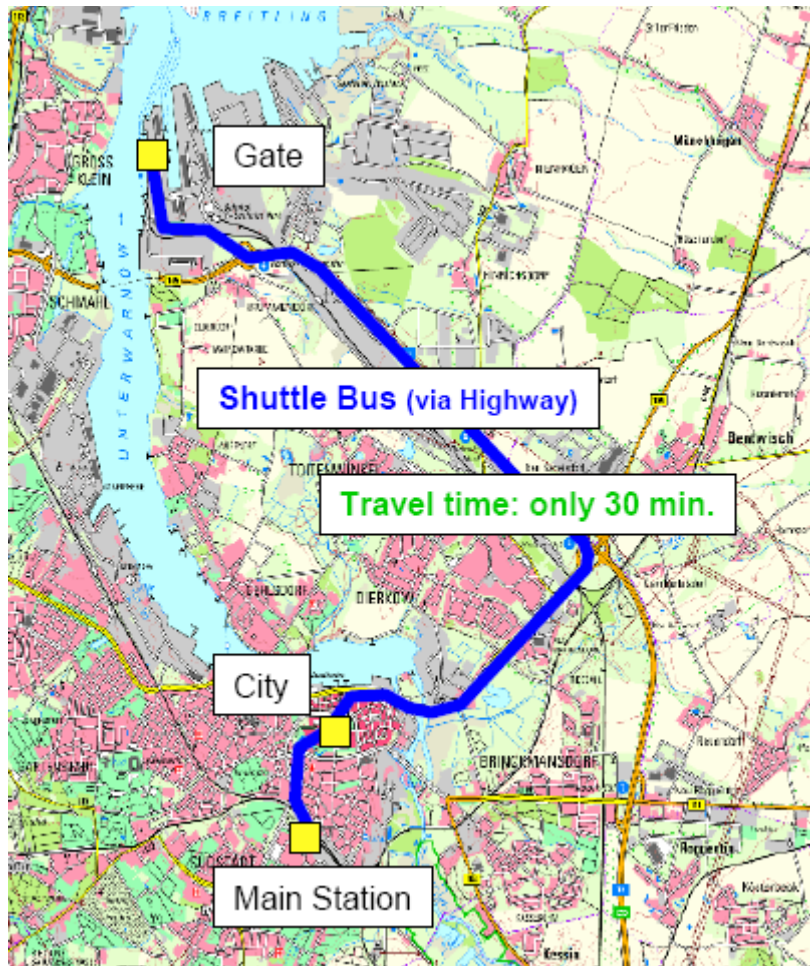
Note: Var. 1 = Option 1, Var. 2 = Option2, Var 3. = Option 3

**Figure 13-8 Current interconnection options between the ferry terminal and the city/central train station<sup>66</sup>**

<sup>65</sup> <http://www.interfaceproject.eu/service/downloads.html> (Günther Gladisch, VVW: Rostock Case- from Traffic Oerators perspective)



The timetables of the new shuttle bus and the ferries will be co-ordinated to reduce transfer times for foot passengers. In the first stage only the Rostock – Gedser ferry timings will be co-ordinated with the shuttle bus. Later also the Rostock – Trelleborg line will also be co-ordinated with the shuttle bus.



**Figure 13-9 New shuttle bus option between the ferry terminal and the City and Central train station<sup>67</sup>**

The shuttle bus link will run between the port and the Hauptbahnhof, stopping only at the city centre. Ferry passengers arriving at Rostock can then stay in the city or continue their journey to other parts of Germany.

### 13.5 POTENTIAL SOLUTIONS

Besides the shuttle bus trial described above other options exist that either complement or are alternatives to the shuttle bus.

From an environmental point of view a shuttle bus travelling all the way to the centre of Rostock is hardly the optimal solution as it only adds to the general congestion; a more efficient way to improve the interconnections between the ferry port and the Hauptbahnhof would be to establish a new train station directly at the ferry terminal, or less ambitiously to extend the current shuttles running from the berths to the passenger terminal all the way to the Seehafen Nord S-Bahn station. Both options should be implemented in conjunction with an increase in the number of S-Bahn departures, preferably timed to minimise the waiting time.

<sup>66</sup> <http://www.interfaceproject.eu/service/downloads.html> (Günther Gladisch, VVW: Rostock Case- from Traffic Operators perspective)

<sup>67</sup> <http://www.interfaceproject.eu/service/downloads.html>

To increase the awareness of the public transportation options combined ferry/shuttle/train tickets, should be offered in co-operation with the ferry operators.

### **13.6 SUMMARY OF CONCLUSIONS**

The case of the port of Rostock demonstrates how the lack of focus on the interconnections for certain groups of travellers has led to a situation with unsatisfactory interchange options, making Rostock an unattractive destination for non-motorised travellers. The introduction of a dedicated shuttle bus link goes some way towards amending the situation.