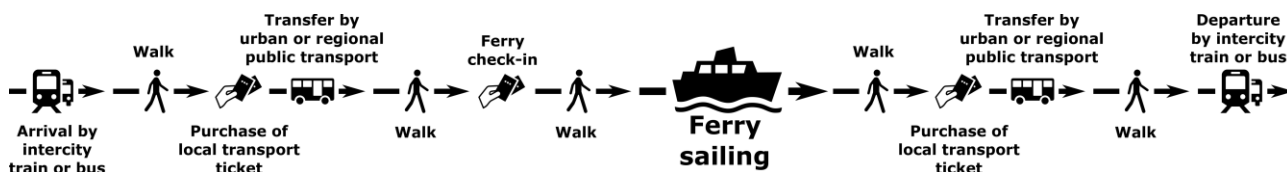


Seamless Ferry Shuttle

An idea how to make ferrys more usable for foot passengers as a part of sustainable journey chains instead of air travel

1. Frequent obstacles for travellers using ferries as foot passengers

Passengers who avoid air travel by a combination of train or bus and ferry usually experience a quite exhausting journey chain:



In some cases the situation is a bit easier, e.g. if the ferry port is in walkable distance from the train station or if passengers are brought by a bus from the check-in directly onto the car deck of the ferry. On the other hand, there are also some cases of extraordinary obstacles:

- Some ferry services do not take foot passengers at all because of unsuitable port infrastructure
- Some ferry terminals are located in suburbs or rural villages with very poor public transport connections to more relevant train or bus stations

2. Proposed Solution



Check-in for foot passengers is provided not only at the port, but also at the most relevant train or bus station of the city or region. After check-in, passengers take a shuttle bus from this station directly to the car deck of the ferry, arriving next to the elevator or escalator. The ticket for the shuttle is an optional part of the ferry ticket.

Compared to the current state, this means much less walking distance and no need to become familiar with timetables, bus stop locations and ticketing of the local public transport provider.

3. Detailed options

Concerning the “remote” check-in there are two options:

- a) The ferry operator could set up an additional check-in facility at the station, e.g. a kiosk in front of the station or some premises within the station building, to be used for sales and promotion too
- b) The check-in could be done by the bus driver, similar to ticket sale by the driver as common in regional bus transport

Punched cards or other physical cabin keys would probably require more complicated logistics than programmable RFID cards or printed QR codes.

Concerning luggage handling and bus fleet logistics there are three options:

- a) At both ends of the ferry route there are separate buses, most likely to be operated by some local bus company. Passengers take their entire luggage with them to their cabin or seat on the ferry.
- b) The bus is sailing together with the passengers on the ferry. Thus, passengers can leave a part of their luggage on the bus, but the bus is dead weight on the ferry and idle most of the time.
- c) As a compromise between a) and b) there could be separate buses on both ends of the route, but a luggage trailer sailing together with the passengers on the ferry.

4. Promotion

In order to make this solution known amongst potential passengers, a common label similar to “Park & Ride” or “Air-Rail” could be helpful, furthermore an integration of the whole bus-ferry-bus chain into timetabling and ticketing systems of the railway and long-distance bus industry.