

**SARDEGNA EXPRESS.  
SHIPPING COMPANY LTD  
C.R.N.-C.95419-M.B.Regisrtry.2020  
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Milan..March.2023.

## CALAIS – TILBURY MARITIME LINE PRESENTATION

To intercept cargoes of goods entering and leaving England from central and southern Europe from the interports of Orbassano - Domodossola - Perpignan - Macon, destined for the small, medium and large food distribution sector and for various industrial, agricultural, food manufacturing entities in transiting the port of Calais with destination England, two will be the ro/ro/pax sister ships which will be used in continuous rotation for the Calais – Tilbury line. together they have a total capacity of 404 passengers. 137 cabins with 2/4/6 beds 3,700 ml for unaccompanied cargo. for a total of 185 Tir but it will also be possible to load 20 "40" containers. All the transport of goods from France to England can be carried out in Direct Intermodal mode. Ship - Train - (Road first and last mile).

## LOGISTICS

To support the procurement of goods and provide seaborne logistical support to the commercial transport of unaccompanied and accompanied goods in transit through the ports of Calais (FR) and Tilbury (UK) and pass the port of Dover which suffers from congestion fatigue and to have an alternative to the mobility of goods in transit in and out of England, we will intervene by creating a continuous maritime line by positioning two naval units that will touch the ports of Calais and Tilbury on a return journey. Based on the times of sea and river navigation, the times of loading/unloading and mooring and unmooring of the vessels in question, it will be possible to make two/three round trips a day between the ports of Calais – Tilbury.

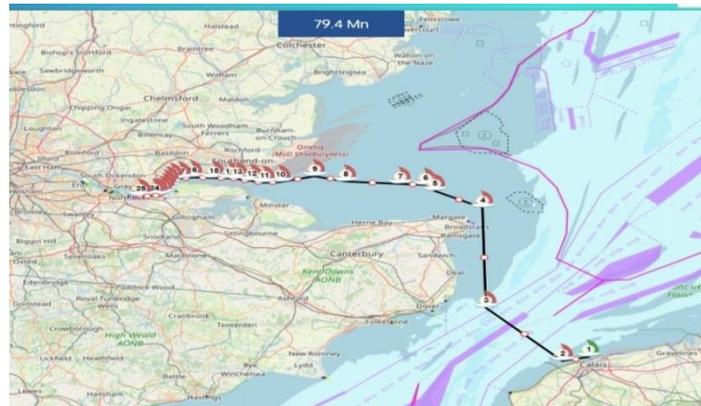
## CALAIS-TILBURY ROUTE

Total nautical miles port to port 80.Mn

Estimated navigation time : about 5h 24m cruising at 17 knots

Total time spent in the port for loading/unloading the ship about 2h30 m.

\*Note : The sailing time has been estimated at 17 knots, the route has been calculated from the departure quay to the arrival quay from (Poto a Porto ), taking into consideration the pilotage for the entry and exit of the narrow channel of the Thames , evaluating the weather conditions and any waiting times for loading/unloading and mooring/unmooring operations which could involve a certain waiting time. However, the entire journey under normal operating conditions must not exceed 6/7 hours.



### CALAIS – TILBURY DEPARTURE TIME / ARRIVAL TIME (LOCAL TIME)

	<b>Tilbury</b>	<b>Tilbury</b>	<b>Calais</b>	<b>Calais</b>
	Arrival	Departure	Arrival	Departure
Monday				22:00
Tuesday	06:00	09:00	18:00	22:00
Wednesday	06:00	09:00	18:00	22:00
Thursday	06:00	09:00	18:00	22:00
Friday	06:00	09:00	18:00	22:00
Saturday	06:00	09:00	18:00	
Sunday				

There will be two ro/ro/pax sister ships which will be used in continuous rotation for the Calais – Tilbury line. Departure of 1st ship from Calais at 22:00 pm. Departure of the 2nd vessel from Calais at 06:00 am. Together the two vessels have a total capacity of 404 passengers and drivers. 137 cabins with 1/2/4/6 berths of 3,700 ml for unaccompanied cargo. for a total of 185 trucks, they have 70 plug-ins on board.

#### TYOLOGY TWIN SHIPS GREIFSWALD & KAUNAS



The two twin ro/ro ships together have a total capacity of 404 passengers. 137 cabins with 1/2/4/8 berths 3,700 ml for unaccompanied cargo. for a total of 185 Tir. 70 Plug-ins. \*In addition to the main deck the ship can carry 54 standard Russian railway cars (car length 14.73 m, railway gauge 1520 mm) on deck if the port terminal is equipped with a two-line railway bridge. will be able to embark and disembark railway carriages.

M/V GREIFSWALD RO-PAX/Railway Ferry \*



<b><u>Ship's Name</u></b>	<u>"GREIFSWALD"</u>
<b><u>Ship's type</u></b>	<u>Ro-Ro Passenger Ship</u>
<b><u>Date of building</u></b>	<u>1988/ Converted to Ro-Pax in 1994</u>
<b><u>Builder</u></b>	<u>VEB Mathias-Thesen-Werft, Wismar, Germany</u>
<b><u>Crew</u></b>	<u>44</u>
<b><u>Number of passengers</u></b>	<u>156</u>
<b><u>Port of Registry</u></b>	<u>Panama</u>
<b><u>Flag</u></b>	<u>Republic of Panama</u>
<b><u>Class Register</u></b>	<u>DNV</u>
<b><u>Class No</u></b>	<u>8311912</u>
<b><u>Class Notation</u></b>	<u>100 A5 E2 Passenger ship Ro-Ro ship Railway Ferry SOLAS-II-2, REG.19 IW</u>





Main deck	5,45/4,0 m height 3 650 m <sup>2</sup>
Weather deck	5,65/4,5 m height 3 640 m <sup>2</sup>



## PASSENGER ACCOMMODATION CABIN FOTO

Total number of passengers` seats: 156 CABINS` DESCRIPTION	NUMBER OF CABINS
«Senior Suite», 2 rooms (outside, with shower and WC; double bed in bedroom + couch in meeting room, fridge, TV)	1
3-person cabin "Standart" (outside, with shower and WC, 2 lower beds + couch)	5
2-person cabin "Standart" (outside with shower and WC, bunk bed)	30
2-berth cabin "Standart" (inside(without porthole) with shower and toilet, bunk bed)	12
4-berth cabin standard "Standart" Outside, with shower and WC, two bunk beds.	7
4-berth cabin standard "Standart" Inside with shower and WC (also is possible to add a rollaway bed)	2
6-berth cabin standard "Standart" Outside, with shower and WC, two bunk beds (also is possible to add a rollaway bed)	2

Senior Suite

3-berth outside cabin



3-berth outside cabin



4-berth outside cabin



2-berth outside cabin



M/V KAUNAS RO-PAX/Railway Ferry \*



### LOADING PLAN

1,700 lane meters. Socket 24 current plugs 380 W

93 main bridge vehicles 43 weather bridge 50 Trucks and trailers

99 main bridge means 49 weather bridge 50 ( Wagon Wagons ) 14.72 ml

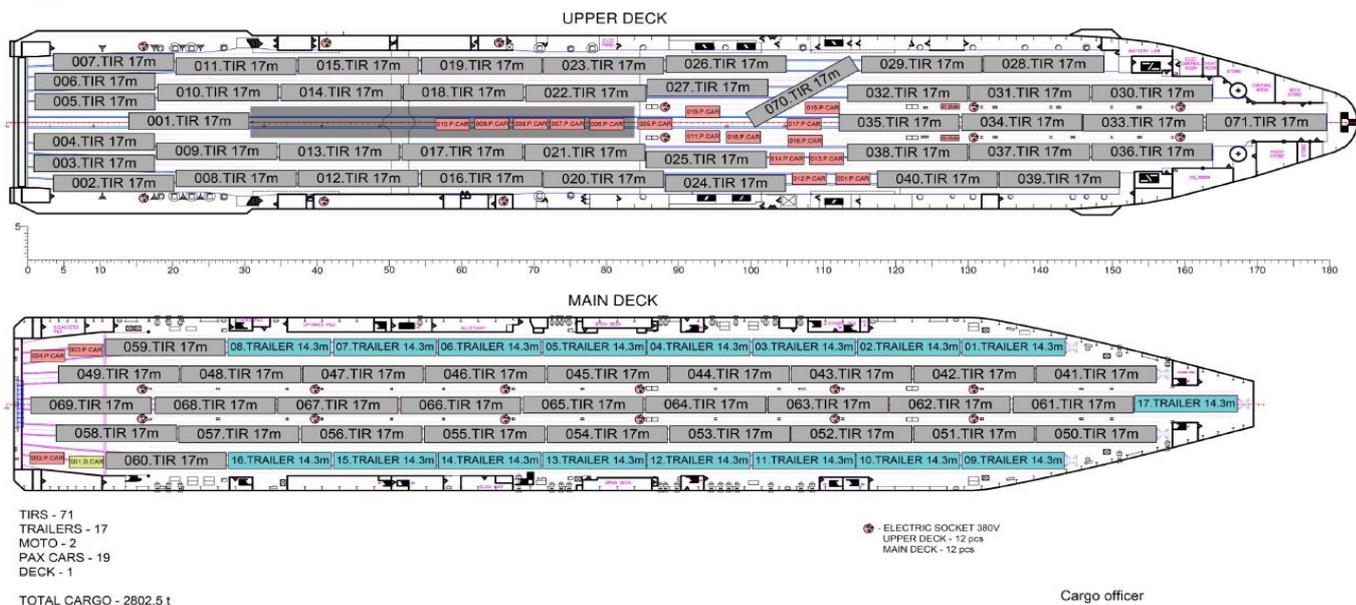
Loading plan dated 17/5/2021. Total heavy vehicles loaded 88 units

1 upper floor 71 trucks + 17 cars

2 main deck trailers 17+ 3 cars + 2 motorbikes

m/v «GREIFSWALD»  
 Date: 17.05.2021  
 Voyage: № 41 Chernomorsk - Karasu

### CARGO PLAN



### VEHICLE EMBARKATION COSTS

- Auto SW : 1,70 ML Q.li.6.Calais - Tilbury € 300. round trip
- Shield : 2.59 ML 8 Q.li. Calais - Tilbury € 350. round trip
- Van: 3.03 ML 10 Q.li. Calais - Tilbury € 400. round trip
- Van: 4.20 ML 10 Q.li. Calais - Tilbury € 450. round trip
- Engine F.1: 6.20 ML Q.li.25. Calais - Tilbury € 550. round trip
- Motor F.2: 8.00 ML Q.li.90. Calais - Tilbury € 650. round trip
- Pile : 13.60 ML 240 Q.li. Calais - Tilbury € 750. round trip
- Road train: 16.5 ML 240 Q.li Calais - Tilbury € 950. round trip
- Road train: 14.5 ML 240 Q.li. Calais - Tilbury € 850. round trip
- Road train: 13,60 ML Q.li.240. Calais - Tilbury € 750. round trip

The costs include round trip embarkation and disembarkation, 1 meal voucher for lunch or dinner only for night crossings and a bed in a 2/4/6-person room. Further discounts can be obtained on the basis of continuity contracts from 10/15/ 20 monthly trips. Costs are exempt from 18% Maltese VAT Costs are expressed in Euros but calculated with sterling exchange rates. Calculate the BAF From 1 January 2019, the BAF will only change when the price of MGO oil per ton changes between 10 euro intervals. The MGO BAF levels are based on the average price of MGO oil and the EUR/USD rate measured from the 20th of a given month to the 20th of the following month. MGO Cost 0.1% MGO, EUR/ton approx. 782.82. Boarding costs may vary upwards or remain established based on the cost of fuel.

## PORT OF CALAIS FRANCE



## PORT OF TILBURY ENGLAND



## CALAIS – TILBURY LINE POSITIONING COSTS

The total positioning and launch costs of the Calais –Tilbury – Calais line are estimated at approximately 2/3 million euro. Costs include: Hire of two naval units. M/V Greifswald and M/V Kaunas Railway Ferry. Vessel Movement and Positioning. Departure continuous cabotage line from Calais – Tilbury – Calais. Shipping agency rights Port berthing and mooring rights on the ports of

Calais –Tilbury. Authorization for loading and unloading on ports. Costs for ., Pilots, Mooring, Tugboats. Fuel costs, diesel oil for generators shipping agency fees on the ports of Calais and Tilbury. Crew Personnel and Total Vessel Management for the first 12 months of service. The positioning and launch costs of the Calais – Tilbury line are amortized over the first 6 months of the year.

Line positioning costs may change downwards during the final planning of the lines and according to the agreements stipulated between the charterer of the vessels and the owner of the same vessels. The support and collaboration between the charterers, the owners of the vessels and the correspondent of the shipments of goods or users of the maritime transport service will be a success factor for the Calais –Tilbury line project.

Cordial greetings.

Mr. Varrcciu Giuseppe.

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