



Jantar Unity

Unique Designed RoPax

The RoPax ferry Jantar Unity is one of the newest and most modern vessels operating on the Baltic Sea and marks an important step in the renewal of the Polish ferry fleet. The ship entered service on 20 January 2026 on the route between Świnoujście in Poland and the Swedish ports of Trelleborg and Ystad. Built at the Remontowa Shipyard in Gdańsk, it is the first RoPax ferry fully constructed in Poland for the new founded ferry operator Polisca arising from the cooperation of Unity Line and Polferries in more than 40 years.

The vessel was built by Remontowa Shipbuilding based on a design by Remontowa Marine Design and Consulting. Construction began in October 2022, the keel was laid in December 2022, and the ship was launched from the building dock in October 2023. After extensive outfitting and testing, sea trials were carried out in September 2025. The vessel was delivered to Unity Line, part of the Polish Maritime Shipping (PŻM) Group, on 17 December

2025 and christened in Szczecin on 17 January 2026 – the first official ship christening in the port in two decades. A few days later the ferry started its commercial service with its maiden voyage from Świnoujście to Trelleborg.

In the first weeks, the crew had to get acquainted with the ship, so that only one round trip per day was offered with long port stays for loading and unloading. Actually, only the main deck is used for the loading and unloading process, the upper loading deck could also be used as a drive-thru via external ramps to shorten the port stay times. It is planned, when the sister ship “Bursztyn Unity” joins the traffic in 2027, to load and unload on both levels.

HUGE CAPACITY

With a length of 195.6 meters and a beam of 32.2 meters, “Jantar Unity” is designed for efficient transport of both freight and passengers. The ship offers about 4,100 lane meters of cargo capacity, allowing

transport of around 270 trucks and trailers. There are four decks available for the rolling freight. The ferry can accommodate up to 400 passengers and around 50 crew members. Passenger facilities include nearly 200 cabins, among them are two deluxe cabins and four accessible cabins, as well as 75 comfortable pullman seating. At the passenger deck is a cafeteria restaurant located together with one bar and a shop and a family area with playroom, offering a level of comfort like modern cruise ferries.

The ferry has nine decks and is equipped with modern bridge technology, including large touchscreen navigation systems and joystick controls that allow precise maneuvering. The bridge equipment was designed by the supplier Enamor. Enamor uses different manufactures and integrates them into one system. Radar and ECDIS system are based on JRC, the gyro system and integrated bridge navigation is based on Raytheon Anschütz and software steering by Wärtsilä and parts of Transas.

The cockpit design of the bridge control station is very modern and not classic, designed with metal consoles with integrated screens, but open with huge flat screens mounted on the floor and controlled by joysticks. The nice thing about it is that the officer on duty has a direct view of the bow area from his seat. Safety was a central aspect of the design. The vessel meets the Safe Return to Port requirements and has redundant systems to ensure that critical operations can continue even in the event of technical failures. Above the main bridge is the second bridge for the safe return to port operation.

Propulsion is based on a diesel-gas electric system using four Wärtsilä dual-fuel engines that can operate on liquefied natural gas (LNG) or marine diesel. The electricity generated by these engines powers two electric propulsion motors connected to ABB azimuth pods at the stern, while two bow thrusters support maneuvering in port. The vessel has a service speed of about 14 knots and can reach a maximum speed of around 19 knots.

A hybrid battery system supports propulsion and onboard energy management. The battery can supply additional power during peak demand, particularly during harbor maneuvers, helping to reduce fuel consumption and emissions. The ferry complies with the strict IMO Tier III emission standards, and the use of LNG can reduce CO₂ emissions by approximately 25 percent compared with conventional propulsion systems. The ship is prepared for the use of shore power.

MADE IN POLAND

Overall, “Jantar Unity” represents a significant technological achievement for the Polish shipbuilding industry and strengthens ferry connections between Poland and Sweden with a modern, efficient and environmentally advanced RoPax vessel. The vessel itself was constructed at the Remontowa Shipbuilding yard in Gdańsk, one of the most important shipbuilding facilities in Poland. The shipyard employs around 3,500 people, all working under regular employment contracts. According to representatives of the project, the continuation and restructuring of the shipyard’s business model – supported by the Polish Ministry of Infrastructure – played an important role in securing the future of the yard and enabling projects such as “Jantar Unity” to be completed. The construction of the ferry involved many specialists. In total, around 10,000 people participated directly or indirectly in the project, including engineers, designers, shipyard workers and sub-contractors. The exact cost of the investment has not been officially disclosed, but according to statements by representatives



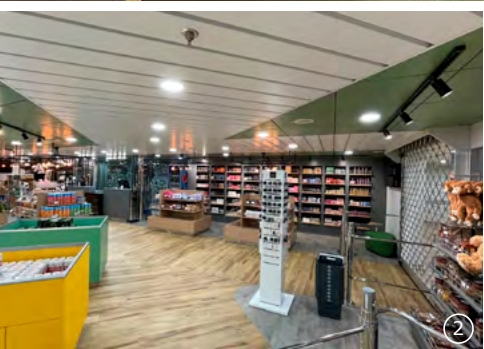
Bridge, in port of Swinoujscie

of Unity Line, the total investment is estimated to be around PLN 400 million that are approx 95 Mio Euro. A total of 3 ferries has been ordered, two for Unity Line and a third for Polferries, all of which are to be operated under the new name Polska. The Polish state supported the project with over 300 million euros, or almost fully subsidized it, to secure jobs at the shipyards and to provide the shipping company with support to compete in the international market.

The project faced several challenges during its development. However, according to Paweł Pluto-Prądkowski, Managing Director of Unity Line Limited, the successful completion of the ferry is the result of long-term effort rather than coincidence. Over the past decade the transport market between Poland and Sweden has grown steadily, while competition and environmental requirements have increased significantly. The new vessel therefore represents an important



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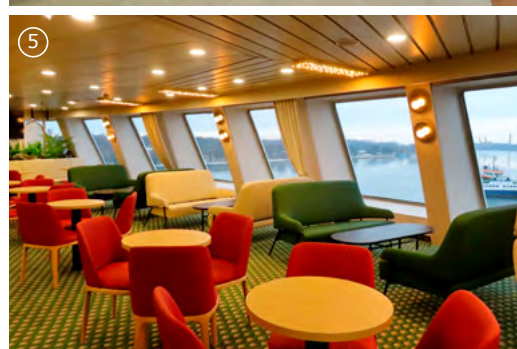
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step in modernizing the fleet and responding to stricter environmental regulations as well as growing market expectations. The last new vessel previously introduced by Unity Line was rail ferry “Polonia”, delivered about 30 years earlier.

Although “Jantar Unity” was designed and built entirely in Poland for a Polish shipowner, the ferry operates under the Cypriot flag. This reflects the economic realities of international shipping, where many operators register vessels in countries offering more competitive regulatory and tax frameworks. According to representatives of the Polish government, this practice allows shipping companies to remain competitive in international markets and offer lower freight and transport rates.

At the same time, the Polish government has indicated that it aims to create conditions that could eventually encourage shipowners to return vessels to the Polish flag. Measures being discussed include reforms to seafarers’ social insurance, new support legislation for shipping companies, and a tax system based on tonnage tax rather than conventional corporate taxation. These steps are intended to reduce operating costs and make the Polish flag more attractive for international shipping companies.

HARD COMPETITION

Due to competition from four shipping companies in the rapidly growing freight market between Sweden and the continent, it will be challenging for the new Polish shipping company. The fleet will consist of three efficient RoPax ferries, while some older vessels must remain in operation to maintain all routes. With the opening of the Gdansk–Karlshamn route, “Skania” and “Copernicus” will serve the line. Because of ETS costs and European green fuel regulations, economic success will depend on operating low-emission ships with high freight capacity. In addition, global freight customers increasingly prefer shipping companies that can offer integrated services across Europe. Therefore, Polska is considering entering the German Swedish market by opening a route from Rostock to Trelleborg or Ystad. Shipping companies like Finnlines and Stena will continue to expand their capacities, and TT Line also sails today with its modern ships from Poland to Sweden with the lowest emissions.

- 1 Port of Trelleborg
- 2 Board shop
- 3 Cafeteria
- 4 Bridge
- 5-7 Bar
- 8 Play room