

Who's Who?

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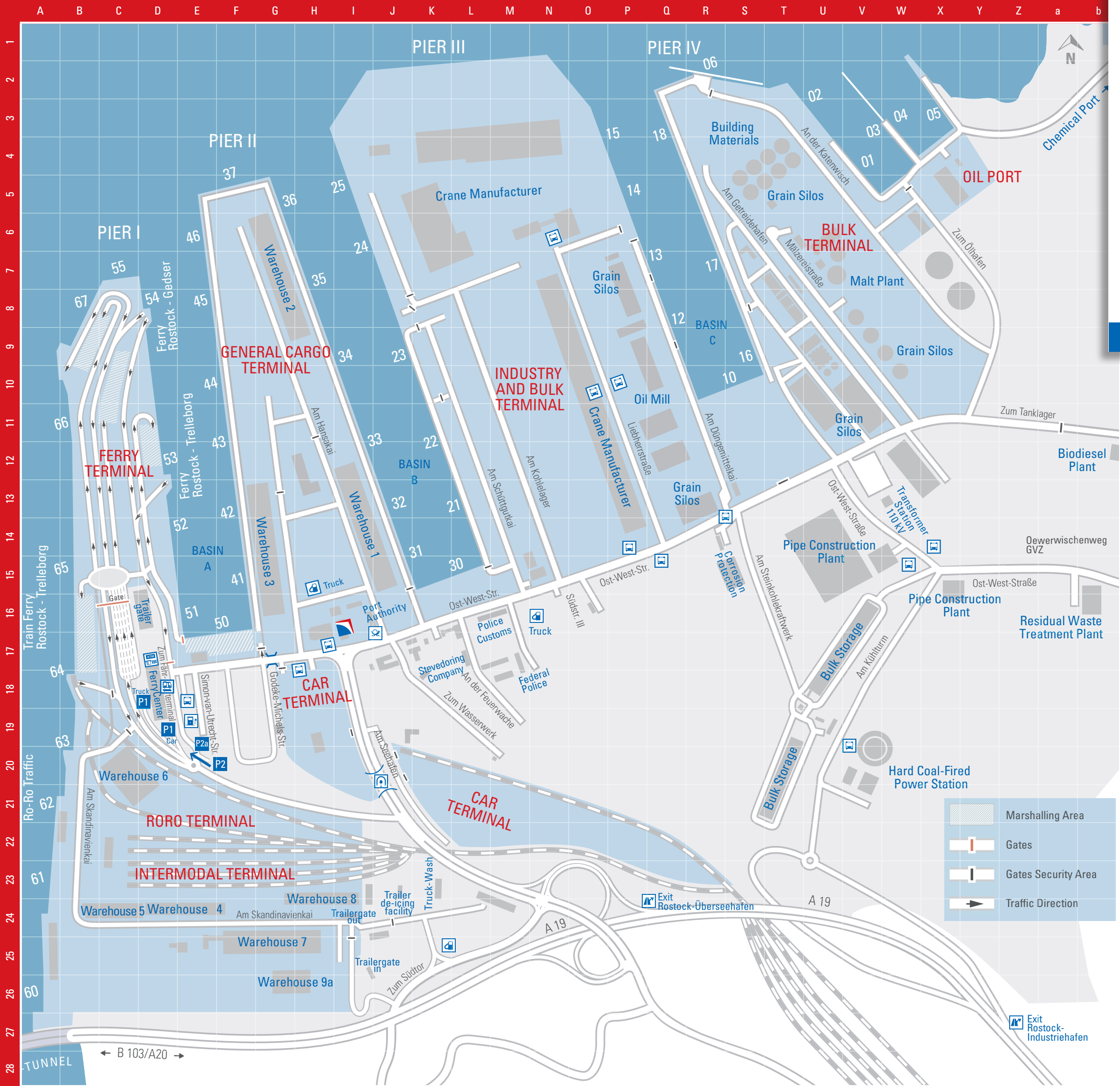
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André Voß Erdbau und Transport GmbH	+49 381 128310	18147 Rostock Liesingraben 6	Kombiverkehr GmbH & Co. KG	+49 381 6662222	C 22
Autolink Germany GmbH	+49 381 252719-0	H 18/19/20	K+S Minerals and Agriculture GmbH	+49 3841 250177	23966 Wismar Kopenhagener Str. 1
Baltic Lloyd Schifffahrt-Spedition-Logistik GmbH	+49 381 6661390	J 24/25	Meerpahl & Meyer GmbH	+49 381 6700284	M 16
Danpower New Energy GmbH	+49 381 666916400	b 16	Menzell Döhle Shipping GmbH	+49 40 37007210	20457 Hamburg Alter Wall 55
DIM Industrieservice Nord GmbH	+49 381 600660	H 13	Parken & Meer	+49 381 66096959	18069 Rostock Handelsstraße 3
EEW Special Pipe Constructions GmbH	+49 381 817160	W 15	Pilots Transportation Service Mecklenburg-Vorpommern	+49 381 2067320	18119 Rostock An der See 14
Entsorgo Containerdienst Rostock	0800 44 93 900	12049 Berlin Schillerpromenade 39	Pilot's Brotherhood Wismar – Rostock – Stralsund	+49 381 2060380	18119 Rostock An der See 14
Euroports Bulk Terminal Rostock GmbH	+49 381 6662570	N 15	Plant Protection Office	+49 381 6700584	I 18
Euroports Düngemittel Dienstleistung Rostock GmbH	+49 381 6662580	S 13	Port Authority	+49 381 3818710	I 16
Euroports Ferry Stevedoring Rostock GmbH	+49 381 6662300	C 20	Port Customs Office Stralsund, ZA Rostock-Seehafen	+49 381 666720	M 16
Euroports General Cargo Terminal GmbH	+49 381 6662520	I 16	Port Office of Health	+49 381 3818750	I 16
Euroports Germany GmbH & Co. KG	+49 381 6662150	I 16	Power Oil Rostock GmbH	+49 381 2087090	P 7
Euroports Getreide Service Rostock GmbH	+49 381 6662580	T 8	PWL Port Service GmbH & Co.KG	+49 381 2016111	18069 Rostock Fischerweg 408
Euroports Papier- Lager- und Umschlaggesellschaft mbH	+49 381 6662300	C 20	ROSTOCK PORT GmbH	+49 381 350-0	I 16/17
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Who's who

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Port Map



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ROSTOCK PORT

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ROSTOCK PORT

Opening new horizons

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Overseas Port
at a glance
2026



www.rostock-port.de/en/



ROSTOCK PORT



■ Ferry connections
■ RoRo connections
■ Intermodal network



OVERSEAS PORT

The economic center of Rostock

C CARGO HANDLING COMPANIES

		☎	✉
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A ANNUAL FIGURES 2021 - 2025

CARGO TURNOVER	2021	2022	2023	2024	2025
in million tonnes					
General cargo	0,7	0,6	0,8	0,7	0,7
Bulk cargo	6,9	7,2	5,7	5,0	5,9
Liquid cargo	3,1	3,5	7,9	7,9	7,9
Ferry and RoRo cargo	18,0	17,7	16,5	16,5	16,8
Total cargo turnover	28,7	29,0	30,9	30,1	31,3

SHIP CLEARANCES	2021	2022	2023	2024	2025
Total ship clearances	7,551	7,663	7,461	7,580	7,580
There of ferries	5,733	5,958	5,657	5,857	5,850

ROSTOCK – DENMARK	2021	2022	2023	2024	2025
(Ferry traffic)					
Port calls	3,126	3,213	3,245	3,176	3,198
Passengers	943,530	1,572,700	1,668,000	1,664,500	1,677,300
Cars/Camper	240,000	375,100	393,220	390,400	396,400
Trucks	158,000	164,750	150,550	157,410	158,800
Buses	2,730	6,680	7,580	7,850	8,043
Cargo total [t]	4,110,600	4,526,500	4,218,000	4,420,500	4,422,100

ROSTOCK – SWEDEN	2021	2022	2023	2024	2025
(Ferry traffic)					
Port calls	2,217	2,453	2,131	2,177	2,182
Passengers	751,900	926,800	871,200	898,900	925,600
Cars/Camper	200,600	260,400	238,640	246,450	255,550
Trucks	246,600	242,800	220,050	216,340	229,280
Buses	570	790	760	673	790
Railway carriages	27,100	18,117	26,820	21,768	20,028
Cargo total [t]	11,305,600	11,012,900	10,358,400	9,959,150	9,854,300

ROSTOCK – FINLAND	2021	2022	2023	2024	2025
(RoRo traffic)					
Port calls	390	292	281	354	306
Passengers	2,520	2,270	2,120	1,550	2,000
Cars/Camper	10,540	10,200	15,800	11,150	7,750
Trucks	2,480	2,190	2,020	1,460	1,900
Buses	0	0	0	10	9
Cargo total [t]	2,555,700	2,136,200	1,907,400	2,022,800	2,449,100

AREA

With an area of 750 hectares, the Port of Rostock is the largest German Baltic Sea port. In order to exploit the regional economic potential of the port location, growth within the port area is also necessary. The optimised use of existing port areas always takes priority over external port expansion. The planning and provision of land are the responsibility of the Office for Regional Planning and State Planning for the Rostock region and the Office for Urban Development, Urban Planning and Economy of the Hanseatic and University City of Rostock.

B

BERTHS

49 berths are available along a total of eleven kilometres of quay. 40 of these may be used for the handling of seaborne goods. 27 of the berths are specialised as follows: ferries (5), RoRo vessels (6), coal (2), grain (3), fertiliser (1), liquids (6), chemicals (1), heavy goods (3). In order to handle ships with a length of up to 220 or 250 metres respectively, berths 62 and 63 at the RoRo terminal were modified. The renovation of the transverse quay in Harbour Basin A and the construction of two 37-metre-wide ramps will enable RoRo vessels of up to 250 metres in length to berth and handle cargo here.

BULK GOODS

BERTHS 21-24

The terminal is specialised in the handling of dry and grabbable bulk goods. Around 72,000 square metres are available for storing these goods. Additional storage areas exist in the second and third rows. At berths 23 and 24, up to 20,000 tonnes of coal can be unloaded daily. Bridge cranes are used to unload sea gravel, limestone, grit and peat (berth 22). The centre of Pier III is a storage area for 300,000 tonnes of hard coal. Conveyor belts guarantee the supply of the neighbouring 500 MW hard coal power plant. At berth 21, a processing plant for sea gravel and storage areas for building materials, agricultural products, fertilisers and other bulk goods are located. Handling is carried out using a mobile harbour crane with a lifting capacity of up to 84 tonnes. In order to further increase handling capacity, a fully electrically powered gantry crane with a maximum lifting capacity of up to 124 tonnes has been in use since summer 2023.

BUSINESS DIRECTORY

Contact details for many port-based companies and authorities can be found at

www.rostock-port.de/en/business-directory



C

CAR TERMINAL

The approach taken by ROSTOCK PORT to broaden its range of services by establishing a port terminal for car handling has proven to have a stabilising effect on ferry and RoRo traffic. The import and export of new vehicles increased significantly, particularly due to the establishment of the automotive logistics company Autolink, rising from 122,000 vehicles in 2024 to 132,000 vehicles last year.

CEMENT HANDLING

BERTH 35

At berth 35, Euroports Terminals Rostock GmbH loads cement directly for export. A total of around 225,000 tonnes of cement was handled last year.

CHEMICAL PORT

BERTH 7

It is situated east of the oil port and serves as the operational port for a fertiliser producer. The berth is connected to the plant and its tank farm by two pipelines. These are used for the import of liquid ammonia and the export of the finished product, liquid urea fertiliser (AHL). Please see "Fertiliser Quay".

CONSERVATION AND ENVIRONMENTAL PROTECTION

The operation of a port is associated with emissions. ROSTOCK PORT works closely with the companies located at the port to minimise these emissions. A proactive environmental policy aims to ensure that port operations are compatible with the needs of local residents and ecosystems. One of the most demanding and comprehensive compensation measures in the history of ROSTOCK PORT was successfully completed in October 2020 with the issuing of the recognition order for the upgrading of the Diedrichshäger Moor wetland area by the local nature protection authority, the Rostock Office for Urban Green Spaces, Nature Protection and Landscape Conservation. Since 2014, ROSTOCK PORT has invested three million euros in the improvement of this wetland area. This project represents an exemplary compensation measure and demonstrates how the economic interests of the port and industrial location of Rostock can be reconciled with the requirements of environmental and nature protection while complying with all legal regulations. In 2014, in addition to the already existing quality management system DIN EN ISO 9001:2015, ROSTOCK PORT GmbH also received certification for the environmental management system DIN EN ISO 14001:2015. The certificates are valid until 2026, after which recertification will take place.

CONTAINER HANDLING

BERTHS 37, 43 - 46

Containers can also be handled at several terminals in the Overseas Port of Rostock. At the general cargo terminal of the handling company Euro-ports GmbH, containers are loaded using mobile harbour cranes. In addition, the units can be transported via the close-knit intermodal network with 49 weekly train connections and frequent ferry and RoRo services to Denmark, Sweden and Finland, with up to 20 departures per day. The Overseas Port of Rostock therefore functions not only as a trans-shipment point, but also as a collection and distribution centre for Northern and Continental Europe. To this end, services for packing and reloading containers, as well as customs clearance, are offered on site. In addition, partners operate a container depot directly in the port in order to respond flexibly to demand.

CRUISE PORT

BERTHS P1 - P6, P7, P8

Rostock-Warnemünde is one of the most important German cruise ports. Three berths with a water depth of up to ten metres are available in Warnemünde, allowing ships with a maximum draught of nine metres to be accommodated. Both the Warnemünde Cruise Center at berth P7 and the terminal building at berth P8 offer cruise guests a high level of service and are designed for passenger turnarounds of up to 3,000 persons each. Furthermore, two cruise ships can be supplied simultaneously with shore power of up to 20 MVA from renewable sources at berths P7 and P8. Since 2012, it has also been possible to receive ships' wastewater from cruise vessels at all three berths, which is then pumped into the public sewage system of the Hanseatic and University City of Rostock.



www.rostock-port.de/en/ship-traffic/cruise-shipping/arrivals

D

DRAUGHT

Berth	Permitted draught [m]	Berth	Permitted draught [m]	Berth	Permitted draught [m]
01	5.30	30	7.50	61	10.00
02	5.30	31	9.00	62	7.50
03	13.00	32	9.00	63	10.00
04	11.60	33	9.20	64	8.10
05	11.00	34	9.20	65	6.70
06	13.00	35	8.85	66	8.60
07	9.30	36	8.40	67	7.80
10	8.80	37	8.40		
12	10.35	41	8.80		
13	13.00	42	8.80		
14	13.00	43	9.30		
15	10.80	44	9.30		
16	10.35	45	9.30		
17	13.00	46	9.00		
18	13.00	50	8.20		
18 N	4.50	51	8.85	Warnemünde	
21	10.10	52	8.85	1 - 5	7.00
22	10.10	53	9.30	6	5.00
23	13.00	54	9.00	7	9.00
24	13.00	55	6.00	8	9.00
25	10.00	60	10.00	8A	7.80

E

EMPLOYEES

About 6,000 people currently work in the Overseas Port area. Around 150 companies are located at the port and are involved in production, storage and cargo handling, or provide services for the shipping, transport, cargo and goods handling industries. The number of people either directly or indirectly employed is around 20,000. The largest employers at the port are:

- EEW Special Pipe Constructions GmbH
- Euroports Germany GmbH & Co. KG and subsidiary companies
- Gesamthafenbetriebsgesellschaft Rostock mbH
- Getreide AG / Power Oil Rostock GmbH
- Grosstanklager Ölhafen Rostock GmbH
- Liebherr-Rostock GmbH
- Krebs Korrosionsschutz GmbH
- ROSTOCK PORT GmbH

ENERGY PORT

In order to ensure sustainability and to establish the Overseas Port as a hub for green energy sources, ROSTOCK PORT continues to work on a multitude of projects together with various partners. The preconditions for implementing the Energy Port concept, which focuses on the import of green energy sources and the generation of green hydrogen, are excellent.

www.energyport-rostock.de/en/



EU-FUNDED PROJECTS

ROSTOCK PORT is currently working on the following projects:■

- **ACCESSMILE** – Development of an online tool on the website <https://intermodal-rostock.de/en/> for bundling regional demand volumes in combined transport and for networking with offers from combined transport operators.
- **Rail-IT-MoS** – Development of port and rail infrastructure as well as digital solutions to strengthen and expand ferry traffic between Rostock and Trelleborg. Project end: April 12, 2026
- **HARBOUR** – Expansion of the track facilities at the existing multimodal terminal in Rostock for a train length of 680 metres and creation of new storage areas for increasing multimodal freight volumes on the Rostock-Hanko maritime transport link. Project end: 2026

www.rostock-port.de/en/sustainability/project



F

FERRY TERMINAL

BERTHS 53, 54, 64, 66, 67

The ferry terminal contains five berths. Berth 64 is equipped for the clearance of railway wagons. An overpass leads directly from the ferry terminal to the A19/A20 motorways. The terminal for intermodal traffic is located in the immediate vicinity of the ferry terminal. Rostock offers ferry connections to and from:

Gedser / Scandlines up to 10 x daily

Klaipeda / TT-Line (via Trelleborg) 1 x weekly

Trelleborg / Stena Line (railway ferry) 3 x daily

Trelleborg / TT-Line 3 x daily

FERTILIZER QUAY

BERTHS 7, 12

The terminal is used for the storage and export of fertilisers from the nearby fertiliser plant. Loading is carried out via a ship loader at berth 12 (up to 600 tonnes per hour). The products are transported via a 700-metre conveyor belt system from two 20,000-tonne storage sheds and a connected wagon unloading station with two reception points.

G

GENERAL CARGO HANDLING

BERTHS 16, 31-46

Pier II, with an open storage area of 110,000 square metres and 63,000 square metres of covered storage space, is the centre of general cargo handling. Handled products include malts, oilseed products and project cargo. However, the appearance of Pier II is mainly characterised by the handling of wind turbines. By using two mobile harbour cranes in tandem, it is possible to load goods weighing almost 300 tonnes. Two additional cranes are available at berth 16 for loading and discharging and can be equipped with hooks or grabs as required. Sheet metal and pipes for EEW Special Pipe Constructions GmbH are also handled here, among other goods.

GRAIN TERMINAL

BERTHS 13, 16-18

The Overseas Port of Rostock is Germany's largest grain export port. Three ship loaders with a capacity of up to 1,200 tonnes per hour are available for the export of grain, feedstuffs, malt and oilseeds. For the discharging of ships, two unloaders with a capacity of up to 300 tonnes per hour each are used. Two additional cranes are available at berth 16 for loading and unloading (see general cargo handling). A conveyor belt system facilitates the movement of grain from the silos to the ships. The total grain storage capacity is 691,000 tonnes.

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H

HEAVY CARGO HANDLING

BERTHS 10, 15, 25

With berths 10, 15 and 25, the port provides three berths for handling particularly large and heavy cargo. Civil engineering works to upgrade the surfaces in the area of berth 15 at port basin C for heavy loads were completed in the second quarter of 2019. A special quay with heavy-duty tracks for a crane operated by Liebherr-Rostock GmbH, with a lifting capacity of up to 1,600 tonnes, was commissioned there in 2019. This not only enhances the port's capabilities for handling extremely heavy project cargo, but also increases the site's attractiveness for companies involved in the production and assembly of heavy goods.

To make optimal use of this new potential, the "Rostock High & Heavy" working group was established.



I

INDUSTRIAL COMPANIES

Numerous industrial companies have established operations at the port in recent years, including a malt producer, a crane manufacturer, a building materials trader, several waste management companies, an oil mill, a biodiesel producer, a large-pipe manufacturer and a specialist provider of corrosion protection services.

INFRASTRUCTURE

Goods are transported via the A19 and A20 motorways, by rail, or through the Rostock–Schwedt and Rostock–Böhlen pipelines. Railway tracks, a terminal for combined freight transport, and a marshalling yard upstream of the port offer excellent conditions for rail transport handling. From the port station, electrified railway lines lead to the hinterland via the north–south corridor through Magdeburg and Berlin and the western corridor via Hamburg and Lehtre. Around one-fifth of all goods handled at the port are transported by rail.

INTERMODAL TRAFFIC

The terminal, which covers an area of approximately 80,000 square metres, has five tracks the length of a block train and is served by two gantry cranes, each with a lifting capacity of 45 tonnes. In addition, the five tracks are being extended to a craneable block train length of 680 metres. Rostock's great advantage is its available track capacity in the port, which also allows for the flexible development of additional transshipment capacity at short notice. Contrary to market developments in other rail freight segments, the transshipment of intermodal units remained at a stable level. The terminal operator Rostock Trimodal (RTM) moved around 110,000 loading units in 2025. Currently, 49 intermodal trains run weekly to and from Verona (19) and Padua (8) in Italy, Bratislava (5) in Slovakia, Oradea (2) in Romania, and Dresden (5), Herne (6), Halle (1) and Karlsruhe (3) in Germany. By expanding further intermodal capacity, ROSTOCK PORT is making a significant contribution to strengthening the ferry and RoRo network and reducing CO₂ emissions from traffic passing through the Port of Rostock.

In addition to the extension of the track system, another key construction project is the expansion of the crane runway beam for the gantry cranes.

www.intermodal-rostock.de/en/



INVESTMENT

Since 1990, ROSTOCK PORT GmbH, with the support of the Hanseatic and University City of Rostock and the federal state of Mecklenburg–Western Pomerania, has invested more than 700 million euros in port infrastructure. Following investments of around 33 million euros in 2025, investments totalling 60 million euros are planned for this year.

L

LINER SERVICES

To and from Rostock:
Hanko / Finnlines 4 x weekly
Kotka / Transfennica 1 x weekly
Rauma / UPM 1 x weekly

M

MALT PRODUCTION

One of the most modern malthouses in Europe is located at the grain terminal. The company's own 10,000-tonne silo and the additional connection to the port's silo facilities guarantee the rapid receipt of brewer's barley and the equally rapid dispatch of goods by rail, road or sea.

MARITIME INDUSTRIAL PARK

In November 2004, one of the most comprehensive development projects at the Overseas Port since its opening in 1960 was completed. Within just 21 months, a new 25-hectare site was created for use as "Maritime Industrial Park I". In 2003, Liebherr began construction of its facility here and started production in 2005. In December 2004, Rostock Port GmbH began developing "Maritime Industrial Park II". This site covers a total area of 35 hectares. In 2008, EEW Special Pipe Constructions began producing mega pipes with lengths of up to 120 metres, diameters of up to 12 metres and unit weights of up to 2,500 tonnes. Between 2008 and 2012, "Maritime Industrial Park III" was developed with a total capital expenditure of 63.5 million euros. It comprises nine properties with a total area of approximately 52 hectares. The most important project was the northern extension of Pier II, covering approximately twelve hectares. This was completed in 2012. In parallel, a new berth for the handling of heavy cargo (berth 15) was built on the eastern side of Pier III from January 2011. Since the beginning of the project in 2003, Rostock Port has invested 88 million euros in the development of Pier III.

N

NAUTICAL CONDITIONS

Rostock is the only deep-water universal port on the German Baltic Sea coast and offers excellent nautical conditions. The port's sheltered location at the mouth of the River Warnow, where it flows into the Baltic Sea, the straightforward access channel from the sea – only 3.5 nautical miles long – and a water depth of 16.5 metres in the sea channel allow vessels of up to 330 metres in length, 45 metres in beam and, in future, with a draught of up to 15 metres to access the port.

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OIL HARBOUR

BERTHS 01-06