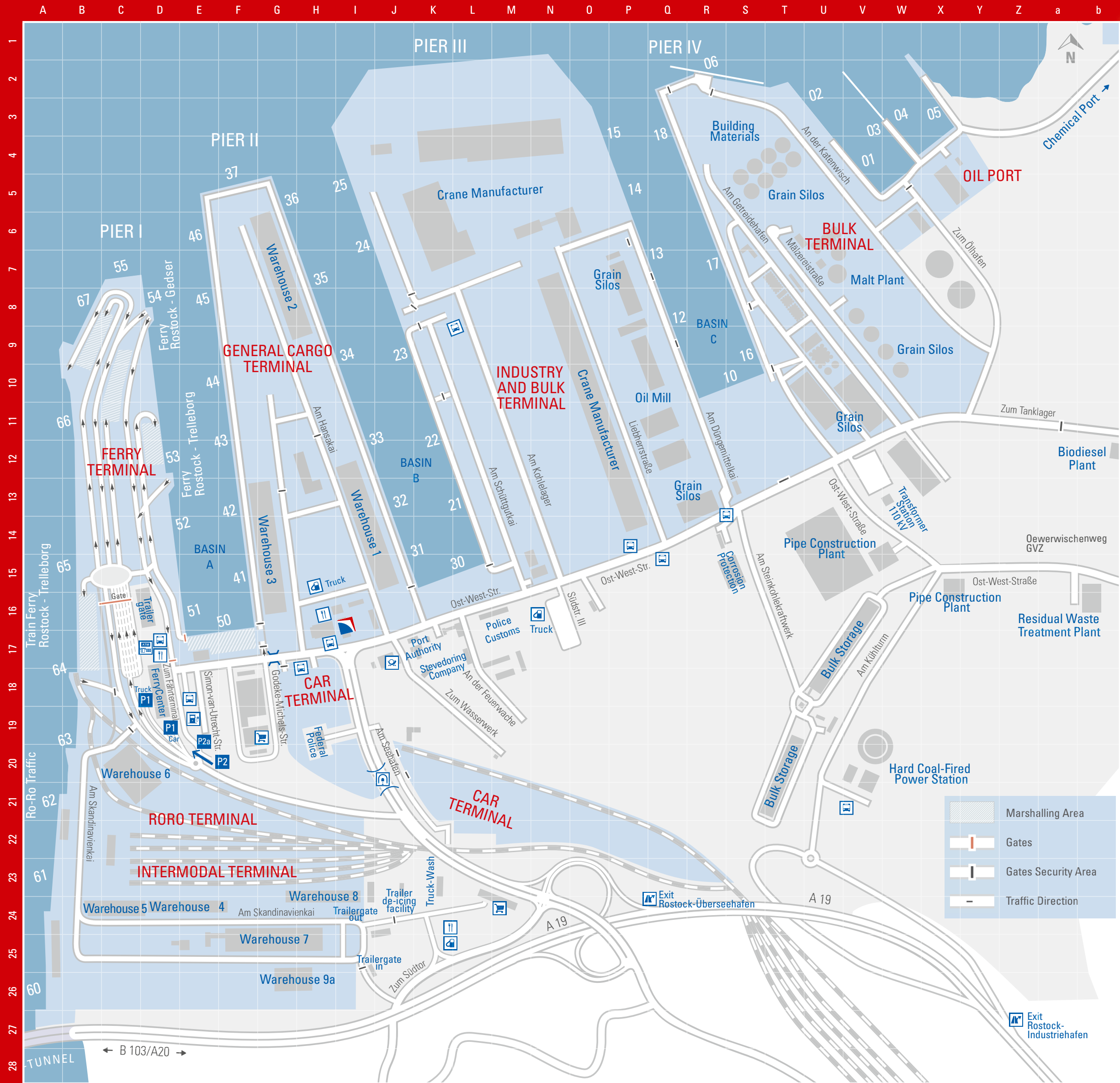


Who´s Who?

For further company information look at the „Business Directory“ on www.rostock-port.de

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Autolink Germany GmbH	+49 381 252719-0	H 17/18	Meerpahl & Meyer GmbH	+49 381 6700284	L 16
Baltic Lloyd Schifffahrt-Spedition-Logistik GmbH	+49 381 6661390	J 24/25	Menzell Döhle Shipping GmbH	+49 40 37007210	20457 Hamburg Alter Wall 55
EEW Special Pipe Constructions GmbH	+49 381 817160	W 15	Parken & Meer	+49 381 66096959	18069 Rostock Handelsstraße 3
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Euroports Bulk Terminal Rostock GmbH	+49 381 6662570	N 15	Pilot's Brotherhood Wismar – Rostock – Stralsund	+49 381 2060380	18119 Rostock Warnmünde An der See 14
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Euroports Ferry Stevedoring Rostock GmbH	+49 381 6662300	C 20	Port Authority	+49 381 3818710	K 17
Euroports General Cargo Terminal GmbH	+49 381 6662520	I 16	Port Customs Office Stralsund, ZA Rostock-Seehafen	+49 381 666720	M 16
Euroports Germany GmbH & Co. KG	+49 381 6662150	I 16	Port Office of Health	+49 381 3818750	K 17
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Port Map



Overseas Port
at a glance
2025



ROSTOCK
PORT

www.rostock-port.de



ROSTOCK
PORT



Who's who

Scan QR-code and watch always
our business directory online.

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ROSTOCK PORT

Opening new horizons



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■ Ferry connections
■ Ro-ro connections
■ Intermodal network



OVERSEAS PORT

The economic center of Rostock

C

CARGO HANDLING COMPANIES

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A

ANNUAL FIGURES 2020 - 2024

CARGO TURNOVER	2020	2021	2022	2023	2024
in million tons					
General cargo	0,6	0,7	0,6	0,8	0,7
Bulk cargo	6,8	6,9	7,2	5,7	5,0
Liquid cargo	2,4	3,1	3,5	7,9	7,9
Ferry and ro-ro cargo	15,3	18,0	17,7	16,5	16,5
Total cargo turnover	25,1	28,7	29,0	30,9	30,1
SHIP CLEARANCES	2020	2021	2022	2023	2024
Total ship clearances	7,573	7,551	7,663	7,461	7,580
There of ferries	5,672	5,733	5,958	5,657	5,857
ROSTOCK – DENMARK	2020	2021	2022	2023	2024
(Ferry traffic)					
Port calls	3,103	3,126	3,213	3,245	3,176
Passengers	771,760	943,530	1,572,700	1,668,000	1,664,500
Cars/Camper	188,730	240,000	375,100	393,220	390,400
Trucks	143,280	158,000	164,750	150,550	157,410
Trucks	2,380	2,730	6,680	7,580	7,850
Cargo total [t]	3,706,000	4,110,600	4,526,500	4,218,000	4,420,500
ROSTOCK – SWEDEN	2020	2021	2022	2023	2024
(Ferry traffic)					
Port calls	2,187	2,217	2,453	2,131	2,177
Passengers	593,440	751,900	926,800	871,200	898,900
Cars/Camper	149,920	200,600	260,400	238,640	246,450
Trucks	221,640	246,600	242,800	220,050	216,340
Buses	430	570	790	760	673
Railway carriages	19,205	27,100	18,117	26,820	21,768
Cargo total [t]	9,275,600	11,305,800	11,012,900	10,358,400	9,959,150
ROSTOCK – FINLAND	2020	2021	2022	2023	2024
(Ro-ro traffic)					
Port calls	380	390	292	281	354
Passengers	2,540	2,520	2,270	2,120	1,550
Cars/Camper	3,840	10,540	10,200	15,800	11,150
Trucks	2,520	2,480	2,190	2,020	1,480
Buses	0	0	0	0	10
Cargo total [t]	2,286,000	2,555,700	2,136,200	1,907,400	2,022,800

AREA

With an area of 750 hectares Rostock is the largest German Baltic Sea port. In order to exploit the regional economic potential of the port location, growth in the port area is also necessary. The optimized use of existing port areas has always priority over an external port expansion. Planning of the provision of land is in 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 specialized as follows: ferries (5), ro-ro vessels (6), coal (2), grain (3), fertilizer (1), liquids (6), chemicals (1), heavy goods (3). In order to be able to handle ships with a length of up to 220 or 250 metres, respectively berths 62 and 63 at the ro-ro terminal were modified. By renewing the transverse quay at port basin A in the area of berth 50 and the construction of two 37 metres wide ramps it is possible for ro-ro vessels with a length of up to 250 metres to load and unload here.

BULK GOODS

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

BUSINESS DIRECTORY

On www.rostock-port.de many port based companies and authorities with their contact details are listed.



C

CAR TERMINAL

The approach of ROSTOCK PORT to widen its range by establishing a port terminal for car handling has proven to have a stabilising effect for ferry and ro-ro traffic. The import and export of new cars increased especially by the establishment of the automotive logistics company Autolink, from 32,000 to more than 122,000 vehicles last year.

CEMENT HANDLING

At berth 35, Euroports Terminals Rostock GmbH loads cement directly for export. A total of around 222,000 tons of cement were handled last year.

CHEMICAL PORT

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

CONSERVATION AND ENVIRONMENTAL PROTECTION

The operation of the port is linked with emissions. ROSTOCK PORT works closely together with the companies established at the port to minimize the emissions. A pro-active environmental policy is to make the port operation compatible with 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 Diedrichsh ger 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 invested three million Euro in the improvement of this wetland area. The improvement is an exemplary compensation measure that has shown 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 ROSTOCK PORT GmbH received additional to the already existing quality management system DIN EN ISO 9001:2015 the certification for the environmental management system DIN EN ISO 14001:2015. The certificates are valid until 2026, thereafter a recertification will take place.

CONTAINER HANDLING

Container can also be handled at several terminals in the Overseas Port of Rostock. At the general cargo terminal of the handling company Euroports Germany containers are loaded by mobile harbour cranes. In addition, the units can be transported on the close-meshed intermodal network with more than 40 weekly train connections as well as the closely scheduled ferry and ro-ro connections to Denmark, Sweden and Finland with up to 20 departures per day. The Overseas Port of Rostock not only acts as a place transshipment, but also as a collection and distribution center. For this purpose, services for packing and reloading of containers and for customs clearance are offered at the site. In addition, partners operate a container depot directly in the port to be able to react flexibly to demand. Therefore the Overseas Port of Rostock is an ideal transport hub to collect and distribute containers to northern and continental Europe.

CRUISE PORT

Rostock-Warnem nde is one of the most important German cruise ports. Three berths are available in Warnem nde with a water depth of up to ten metres, which allows to accommodate ships with a maximum draft of nine metres. Both the Warnem nde 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 is possible to receive ship's waste water from cruise vessels at all three berths which is then pumped into the public sewage system of the Hanseatic and University City of Rostock.

D

DRAFT	Permitted draft [m]	Permitted draft [m]	Permitted draft [m]
01	5.30	30	7.50
02	5.30	31	9.00
03	13.00	32	9.00
04	11.60	33	9.20
05	11.00	34	9.20
06	13.00	35	8.85
07	9.30	36	8.40
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
21	10.10	52	8.85
22	10.10	53	9.30
23	13.00	54	9.00
24	13.00	55	6.00
25	10.00	60	10.00

E

EMPLOYEES

About 6,000 people currently work in the Overseas Port area. There are around 150 companies located at the port that 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: ■ EEV Special Pipe Constructions GmbH ■ Euroports Germany GmbH & Co. KG and subsidiary companies ■ Gesamthafenbetriebsgesellschaft Rostock mbH ■ Getreide AG / Power Oil Rostock GmbH ■ Grosstanklager  lhafen 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. Preconditions for the implementation of the energy port concept, which focuses on the import of green sources of energy and on the generation of green hydrogen, are excellent. Further information: energyport-rostock.de/en/

EU-FUNDED PROJECTS

ROSTOCK PORT is engaged in the following projects: ■ **Blue Supply Chains** – CO₂ reduction during ship demurrage with focus on shore power systems and strengthening of the rail ferry connection in intermodal transport between Germany and Sweden as an alternative to the mainland route via Denmark ■ **ACCESSMILE** – Development of a tool on the homepage „www.intermodal-rostock.de“ regarding the merging of regional demand volumes in intermodal transport and offers provided by intermodal transport operators ■ **Rail-IT-MoS** – Development of port and rail infrastructure as well as digital solutions to strengthen and expand trade between northern and continental Europe

F

FERRY TERMINAL

The ferry terminal contains five berths. Berth 64 is equipped for the clearance of railway carriages. An overpass leads directly from the ferry terminal to the motorway A19/A20. The terminal for intermodal traffic is in the direct 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

The terminal is used for the storage and export of fertilizers from the nearby fertilizer plant. Loading is carried out via a ship loader at berth 12 (up to 600 tons per hour). The products are brought in via a 700 metres conveyor belt system from two 20,000 tons storage sheds and a connected wagon unloading station with two acceptance points.

G

GENERAL CARGO HANDLING

Pier II, with an open storage area of 110,000 square meters and 63,000 square meters of covered storage space, is the centre of general cargo handling. Handled products are metals, forest products and project cargo. But the scenery of Pier II is mainly characterised by handling of wind turbines. By using two mobile harbour cranes in tandem it is possible to load goods weighing almost 300 tons. There are also two cranes available at berth 16 for loading and discharging that may be equipped with hooks or grabs as required. The sheet metal and pipes for EEV Special Pipe Construction GmbH are also handled here, among other things.

GRAIN TERMINAL

The Overseas Port of Rostock is Germany's largest grain export port. Three ship loaders with a capacity of up to 1,200 tons per hour are available for the export of grain, feeding stuff, malt and oil seeds. For discharging of ships two unloader with a capacity of up to 300 tons 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 storage capacity of grain is 691,000 tons.

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H

HEAVY CARGO HANDLING

With berths 10, 15 and 25 the port offers three berths for handling of particularly large and heavy goods. Civil engineering work to upgrade the surfaces in the area of berth 15 at port basin C for heavy loads has been completed in the second quarter of 2019. A special quay with heavy-duty tracks for a crane of the company Liebherr with lifting capacity of up to 1,600 tons was put into operation here mid of last year. This will improve not only the possibilities for handling extremely heavy project cargo, but also the site's attractiveness for further settlements of companies for the production and assembly of heavy goods. In order to be able to optimally use this new potential, the working group „Rostock High & Heavy“ was founded.

I

INDUSTRIAL COMPANIES

Numerous industrial companies have opened operations at the port or nearby in the last several years including a crane manufacturer, malt producer, a trader of building materials, several waste management companies, an oil mill, a biodiesel plant and a producer of large pipes.

INFRASTRUCTURE

The transport of goods to and from the port occurs via the motorway A19 Berlin-Rostock, the coastal motorway A20, by rail or via the pipelines Rostock-Schwedt and Rostock-B hlen. The port offers optimal conditions for the processing of railroad cargo with its terminal for intermodal traffic and railroad track system as well as the marshalling yard just outside the port grounds. From the marshalling yard, electrified track sections lead into the hinterland via Magdeburg or Berlin. About one-fifth of all goods handled at the port are transported by rail.

INTERMODAL TRAFFIC

The terminal, which is approximately 80,000 square metres in size offers five full-train tracks served by two gantry cranes with up to 45 tons lifting capacity each. By redesigning the track area, an additional option was created for handling trains of up to 720 metres in length. The big advantage of Rostock are the available railway track capacities at the port which allow for additional handling capabilities to be developed even at short notice. Increased energy and train path prices, a difficult economic environment and construction projects in the near and distant hinterland resulted in a decline in throughput last year. The company Rostock Trimodal, who operates the cargo handling of intermodal units at Rostock Overseas Port, moved 112,000 units in 2024 and thus three percent less. There are currently 47 intermodal trains per week operating to and from Verona (21) in Italy, Bratislava (5) in Slovakia, Bettenbourg (3) in Luxembourg, Oradea (2) in Romania, Dresden (5), Herne (8), Halle (1) and Karlsruhe (4) in Germany. With the expansion of further intermodal capacities, ROSTOCK PORT fulfils a significant contribution to strengthening the ferry and ro-ro network and to reduce the CO₂ emissions of traffic running through the port of Rostock. The year 2025 will be dominated by the urgently needed track extension from 600 to 680 metres. Further information: <https://intermodal-rostock.de/en/>



INVESTMENT

Since 1990 ROSTOCK PORT invested more than 700 million Euro into the port infrastructure with support of the Hanseatic and University City of Rostock, Federal State of Mecklenburg-Vorpommern and European Union. In 2024 ROSTOCK PORT GmbH invested almost 18 million Euro in upgrading the infrastructure and further improving the processes at the port. For this year, ROSTOCK PORT plans on more than 50 million Euro of investment.

L

LINER SERVICES

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

M

MALT PRODUCTION

One of the most modern malthouses of Europe is located at the grain terminal. The company's own 10,000-tons-silo and the additional connection to the silo facilities of the port guarantee the rapid receipt of brewer's barley and likewise, the rapid dispatching of goods with train, truck or ship.

MARITIME INDUSTRIAL PARK

In November 2004, one of the most comprehensive development projects at the Overseas Port since its opening in 1960 was completed. In only 21 months, a new 25 hectare area was created, to be used as the "Maritime Industrial Park I". In 2003 the Liebherr company began the construction of its facility here and started production in 2005. In December 2004, ROSTOCK PORT GmbH began developing the "Maritime Industrial Park II". This site encompasses a total area of 35 hectares. In 2008 the company EEV Special Pipe Construction began its production of mega pipes with a length of up to 120 metres, and a diameter of up to 12 metres and unit weights of up to 2,500 tons.

Between 2008 and 2012 the "Maritime Industrial Park III" with a total capital expenditure of 63.5 million Euro was developed. This includes nine properties with a total area of approx. 52 hectares. The most important project was the northern extension of Pier III with approx. twelve hectares. This was completed in 2012. In line with this a new berth for handling of heavy goods (berth 15) was built at the eastern side of Pier III from January 2011. Since the beginning in 2003 ROSTOCK PORT invested 88 million Euro into this project at Pier III.

N

NAUTICAL CONDITIONS

Rostock has the only deep water universal port on the German Baltic Sea coast. It offers excellent nautical conditions. The protected location of the port where the Warnow river flows into the Baltic Sea, the uncomplicated access way from sea, only 3.6 sea miles long, as well as a water depth of the sea canal of 16.5 metres allow vessels of up to 330 metres in length, 45 metres in beam and with a draft of in future 15 metres to access the port.

O

OIL HARBOUR

Six berths with a handling capacity of up to 6,000 tons per hour are available for tankers with a load of up to 90,000 tons. Tanks with a total volume of 700,000 cubic metres are available on site for storage. The oil harbour is connected to the chemical sites in Leuna and Schwedt via a pipeline and to B hlen via a product line. It also has seven loading and unloading tracks for processing tank wagons and a fully automatic tank truck filling platform with seven loading lanes. The oil port is operated by the company Grosstanklager- lhafen Rostock GmbH, a service provider for all mineral oil companies moving cargo through Rostock. The oil port is also the location of a biodiesel plant with an annual capacity of 200,000 tons.

O

OIL MILL

On Pier III, the largest oil mill in northeastern Europe processes up to a million tons of rapeseed into high-quality oils for food production and environmentally friendly fuels and lubricants. Valuable by-products in the processing process also include lecithin and protein components for animal feed.

P

PAPER HANDLING

Rostock is an important paper trans-shipment centre for Germany, Austria, France, the Czech Republic and southern Europe. Handling of paper and forestry products increased by 16,000 to 378,000 tons. Since March 2015, Rostock has been the exclusive transshipment port of the Finnish paper company UPM in the southern Baltic Sea.

PILOTS AND TUGS

Experienced pilots and high-power tugs are available around the clock for vessels using the port. For ships exceeding 100 metres in length, 15 metres in width or a draft of 7.5 metres pilotage is compulsory. Compulsory pilotage: - for all tankers (oil, chemical and gas) - for vessels from 100 metres length or 15 metres beam or 7.5 metres draft

PORT AUTHORITY

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Seafarer's office	+49 381 381-8720	seemannsamt@rostock.de

Q

QUAY-SIDE WAREHOUSES

There are nine quay-side warehouses at the port. Six warehouses and two shed roofs with a total storage area of approx. 56,000 square metres are located in the vicinity of the ro-ro terminal and terminal for intermodal traffic and are used primarily for the storage of paper/cellulose and other forest products (see "Cargo handling companies"). Three warehouses with a total capacity of 63,000 square metres are located on Pier II (general cargo) and are used for steel products and other general or bulk cargo and paper. (see Euroports General Cargo Terminal GmbH)

R

RAILWAY FACILITIES

A rail marshalling yard with approximately 180 kilometres of track length is located just outside of the port. In April 2023 Deutsche Bahn began its renovation. By 2030 Mecklenburg-Vorpommerns largest marshalling yard will be made fit for the future for over 300 million Euro. Additionally, the port grounds themselves contain 54 kilometres of tracks with direct access to the reloading points and cargo facilities. In coordination with Deutsche Bahn, ROSTOCK PORT has started the refurbishment of railway and switching facilities at the ferry and ro-ro terminal. The implementation is planned in four construction phases until the end of 2025 under the subsidy programme „Rail-IT-MoS“. The electrified double-track railway line from Rostock to Berlin was upgraded for a travel time of just under two hours and for block trains in freight transport for total train lengths of up to 720 metres and a wheel load of 25 tons.

ROSTOCK PORT GmbH

The federal state of Mecklenburg-Vorpommern and the Hanseatic and University City of Rostock are the owners of the port of Rostock. Their interests are attended to by the company ROSTOCK PORT.

Its main tasks are:

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