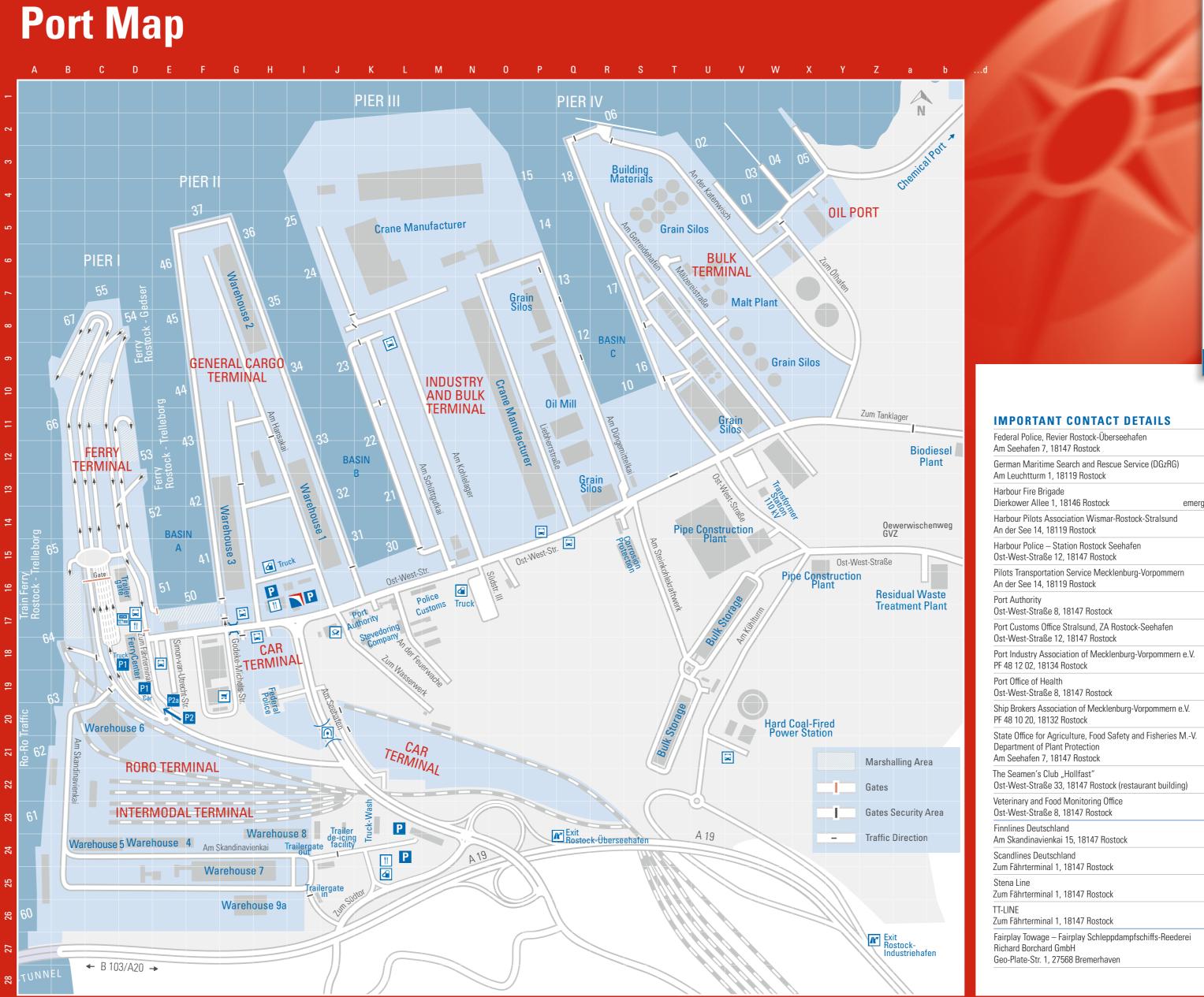
Who's Who?

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

AHLMANN-ZERSSEN GmbH	+49 381	6733333	F 18
André Voß Erdbau und Transport GmbH	+49 381	128310	18147 Bentwisch Liepengraben 6
Baltic Lloyd Schiffahrt-Spedition- Logistik GmbH	+49 381	6661390	J 24/25
EEW Special Pipe Constructions GmbH	+49 381	817160	W 15
Entsorgo Containerdienst Rostock	0800 44	93 900	Schillerpromenade 39 12049 Berlin
Euroports Bulk Terminal Rostock GmbH	+49 381	6662570	N 15
Euroports Düngemittel Dienstleistung Rostock GmbH	+49 381	6662580	S 13
Euroports Ferry Stevedoring Rostock GmbH	+49 381	6662300	C 20
Euroports General Cargo Terminal GmbH	+49 381	6662520	l 16
Euroports Germany GmbH & Co. KG	+49 381	6662150	l 16
Euroports Getreide Service Rostock GmbH	+49 381	6662580	T 8
Euroports Papier- Lager- und Umschlaggesellschaft mbH	+49 381	6662300	C 20
Euroports Terminals Rostock GmbH	+49 381	66620	l 16
Fairplay Schleppdampfschiffs- Reederei Richard Borchard GmbH	+49 381	5483135	27568 Bremerhaven Geo-Plate-Str. 1
Federal Maritime and Hydrographic Agency	+49 381	45635	18057 Rostock Neptunallee 5
Federal Police Rostock	+49 381	673010	H 19/20
Fischer Spezialtransporte GmbH	+49 381	66670672	F 18
Frachtcontor Junge & Co. GmbH	+49 381	6691790	F 25
German Maritime Search and Rescue Association (DGzRG)	+49 381	51409	18119 Rostock- Warnemünde Am Leuchtturm 1
German Seamans Mission Rostock e. V.	+49 381	6700431	H 17
Gesamthafenbetriebsgesellschaft Rostock mbH	+49 381	6662240	N 15
Getreide AG	+49 381	2087090	P 7
Grosstanklager — Ölhafen Rostock GmbH	+49 381	648100	18146 Rostock - Oewerwischenweg 1
Harbour Fire Brigade	+49 381	3813700	18146 Rostock Dierkower Allee 1
Harbour Police Station Rostock-Seehafen	+49 381	377290	M 16
KARPACK GmbH	+49 381	6691360	K 18
Kloska Rostock GmbH	+49 381	670490	18069 Rostock Zum Kühlhaus 5
Kombiverkehr GmbH & Co. KG	+49 381	6662222	C 22

K+S Minerals and Agriculture GmbH	+49 384	1 250177	23966 Wismar Kopenhagener Str. 1
Linertally HRO Ladungskontrollgesellschaft mbH	+49 381	6700434	H 12
Meerpahl & Meyer GmbH	+49 381	6700284	L 16
Menzell Döhle Shipping GmbH	+49 40 3	37007210	20457 Hamburg Alter Wall 55
Parken & Meer	+49 381	66096959	18069 Rostock Handelsstraße 3
Park & Cruise Parken	+49 431	9810	F 18
Pilots Transportation Service Mecklenburg-Vorpommern	+49 381	2067320	18119 Rostock- Warnemünde An der See 14
Pilot's Brotherhood Wismar – Rostock – Stralsund	+49 381	2060380	18119 Rostock- Warnemünde An der See 14
Plant Protection Office	+49 381	6700584	H 19/20
Port Authority	+49 381	3818710	K 17
Port Customs Office Stralsund, ZA Rostock-Seehafen	+49 381	666720	M 16
Port Industry Association of Mecklenburg-Vorpommern e.V.	+49 381	3505900	l 17/18
Port Office of Health	+49 381	3818750	K 17
Power Oil Rostock GmbH	+49 381	2087090	P 7
PWL Port Service GmbH & Co.KG	+49 381	2016111	18069 Rostock Fischerweg 408
Rostocker Zement Umschlagsgesellschaft mbH	+49 381	6730042	L 16
Rostock Trimodal GmbH	+49 381	6662200	C 22
Sartori & Berger GmbH & Co. KG	+49 381	838999723	18146 Rostock Große Rampe 2
Scandlines Deutschland GmbH	+49 381	77887766	D 18
ScanRo GmbH	+49 381	666139230	G 25
Schenker Deutschland AG	+49 381	44436444	H 24
Schlie Hydraulik-Service GmbH	+49 381	609070	18147 Rostock - Neu Hinrichsdorf Am Liepengraben 7a
Schultz Baltimar Shipping GmbH	+49 381	6707646	S 4
SK Schiffahrtskontor GmbH	+49 381	403150	18055 Rostock Kröpeliner Str. 10
Stena Line GmbH & Co.KG	+49 431	9099	D 18
Stromkontor Rostock GmbH		3504800	K 18
Vattenfall Europe New Energy Ecopower GmbH		666916400	c 16
Veolia Umweltservice Nord GmbH, NL EVG	+49 381	6733011	b 15/16
Veterinary and Food Monitoring Office	+49 381	6700645	K 17
Viterra Rostock GmbH	+49 381	60067815	b 12
Warnowquerung GmbH & Co.KG	+49 381	6372231	27





Overseas Port at a glance 2024



Publisher: ROSTOCK PORT GmbH Corporate Communications Ost-West-Straße 32 D - 18147 Rostock Phone: +49 381 350-5020 presse@rostock-port.de www.rostock-port.de

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Opening new horizons

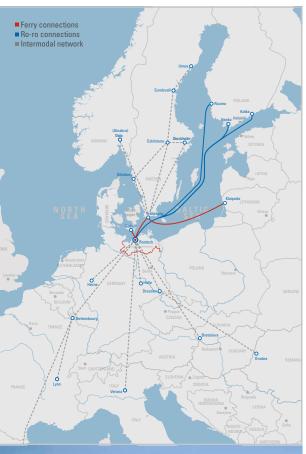
IMPORTANT CONTACT DETAILS	D	2	\bowtie
Federal Police, Revier Rostock-Überseehafen Am Seehafen 7, 18147 Rostock	+49 381 67301-0		bpolr.rostock-ueh@polizei.bu
German Maritime Search and Rescue Service (DGzRG) Am Leuchtturm 1, 18119 Rostock	+49 381 51409		infozentrum-mv@seenotrette
Harbour Fire Brigade Dierkower Allee 1, 18146 Rostock eme	+49 381 381-3700 ergency call 112		
Harbour Pilots Association Wismar-Rostock-Stralsund An der See 14, 18119 Rostock	+49 381 2060-380	2060-301	info@rostockpilot.de
Harbour Police – Station Rostock Seehafen Ost-West-Straße 12, 18147 Rostock	+49 381 37729-0	37729-226	wspst-seehafen@lwspa-mv.
Pilots Transportation Service Mecklenburg-Vorpommern An der See 14, 18119 Rostock	+49 381 20673-0		info@lotsbetrieb-mv.de
Port Authority Ost-West-Straße 8, 18147 Rostock	+49 381 381-8710		port.authority@rostock.de
Port Customs Office Stralsund, ZA Rostock-Seehafen Ost-West-Straße 12, 18147 Rostock	+49 381 666 72-0	666 72-50	poststelle.za-rostock@zoll.b
Port Industry Association of Mecklenburg-Vorpommern e.V. PF 48 12 02, 18134 Rostock	+49 381 350-5900	350-5905	lhmv@rostock-port.de
Port Office of Health Ost-West-Straße 8, 18147 Rostock	+49 381 381-8750	381-9554	ga.hafenarzt@rostock.de
Ship Brokers Association of Mecklenburg-Vorpommern e.V. PF 48 10 20, 18132 Rostock	+49 381 67300-13	67300-44	michael.ott@rzu-gmbh.de
State Office for Agriculture, Food Safety and Fisheries MV. Department of Plant Protection Am Seehafen 7, 18147 Rostock	+49 381 6700584	3753673	es-rostock@lallf.mvnet.de
The Seamen's Club "Hollfast" Ost-West-Straße 33, 18147 Rostock (restaurant building)	+49 381 6700-431	6700-432	rostock@seemannsmission.
Veterinary and Food Monitoring Office Ost-West-Straße 8, 18147 Rostock	+49 381 381-8740	381-8745	
Finnlines Deutschland Am Skandinavienkai 15, 18147 Rostock	+49 451 1507 -200 -443		sales.de@finnlines.com
Scandlines Deutschland Zum Fährterminal 1, 18147 Rostock	+49 381 77887766		buchung.deutschland@scand
Stena Line Zum Fährterminal 1, 18147 Rostock	+49 431 9099		info.de@stenaline.com
TT-LINE Zum Fährterminal 1, 18147 Rostock	+49 180 6666 600		buchung@ttline.com
Fairplay Towage – Fairplay Schleppdampfschiffs-Reederei Richard Borchard GmbH Geo-Plate-Str. 1, 27568 Bremerhaven	+49 381 548-3135		einsatzleitunghro@fairplay-te



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-towage.com	





ANNUAL FIGURES 2019 - 2023

CANGO I UNIVUVEN					
in million tons	2019	2020	2021	2022	2023
General cargo	0.6	0.6	0.7	0.6	0.8
Bulk cargo	5.9	6.8	6.9	7.2	5.7
Liquid cargo	3.0	2.4	3.1	3.5	7.9
Ferry and ro-ro cargo	16.2	15.3	18.0	17.7	16.5
Total cargo turnover	25.7	25.1	28.7	29.0	30.9
SHIP CLEARANCES	2019	2020	2021	2022	2023
Total ship clearances	7,744	7,573	7,551	7,663	7,461
Thoro of forrios	6 1 9 1	5 672	E 722	E 0E0	5 6 5 7

ROSTOCK – DENMARK

Ferry traffic)	2019	2020	2021	2022	2023
ort calls	3,383	3,103	3,126	3,213	3,245
assengers	1,681,800	771,760	943,530	1,572,700	1,668,000
ars/Camper	363,080	188,730	240,000	375,100	393,220
rucks	146,830	143,280	158,000	164,750	150,550
uses	11,020	2,380	2,730	6,680	7,580
argo total [t]	4,138,400	3,706,000	4,110,600	4,526,500	4,218,000

ROSTOCK – SWEDEN

(Ferry traffic)	2019	2020	2021	2022	2023
Port calls	2,384	2,187	2,217	2,453	2,131
Passengers	834,440	593,440	751,900	926,800	871,200
Cars/Camper	220,250	149,920	200,600	260,400	238,640
Trucks	230,330	221,640	246,600	242,800	220,050
Buses	1,050	430	570	790	760
Railway carriages	18,388	19,205	27,100	18,117	26,820
Cargo total [t]	9,599,700	9,275,600	11,305,800	11,012,900	10,358,400

KUSTUCK – FINLAND					
(Ro-ro traffic)	2019	2020	2021	2022	2023
Port calls	414	380	390	292	281
Passengers	2,700	2,540	2,520	2,270	2,120
Cars/Camper	5,500	3,840	10,540	10,200	15,800
Trucks	2,650	2,520	2,480	2,190	2,020
Buses	0	0	0	0	0
Cargo total [t]	2,461,500	2,286,000	2,555,700	2,136,200	1,907,400

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 rowth 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 lostock

BERTHS

49 berths are available along a total of eleven kilometres of quay. 40 of hese may be used for the handling of seaborne goods. 7 of the berths are specialized as follows

erries (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, spectively 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

OVERSEAS PORT

The economic center of Rostock

At berths 21 to 24, four cranes with a lifting capacity of up to 1,500 tons per hour are available for handling building materials, fertilizers, gypsum, peat and ore. Berths 23 and 24 are mainly used to handle coal. Up to 20,000

BERTHS 21-24

tons of hard coal can be discharged daily. A storage area with a capacity of 300,000 tons and a conveyor belt guarantee the supply of the neighboring 500 MW hard coal power plant.

BUSINESS DIRECTORY

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

C			
CARGO HANDLING COMPANIES		S	
Baltic Lloyd GmbH	+49 381	666139-0	office@balticlloyd.com
Euroports Germany GmbH & Co. KG	+49 381	6662-150	info@euroports.com
Euroports Terminals Rostock GmbH	+49 381	6662-0	info@euroports.com
Euroports Bulk Terminal Rostock GmbH	+49 381	6662-570	btr-terminal@euroports.com
Euroports Düngemittel Dienstleistung Rostock GmbH	+49 381	6662-580	mail.gsr@euroports.com
Euroports Ferry Stevedoring Rostock GmbH	+49 381	6662-300	fsr-service@euroports.com
Euroports General Cargo Terminal GmbH	+49 381	6662-520	gct.disposition@euroports.com
Euroports Getreide Service Rostock GmbH	+49 381	6662-580	mail.gsr@euroports.com
Euroports Papier- Lager- und Umschlaggesellschaft mbH	+49 381	6662-300	plu-service@euroports.com
Gesamthafenbetriebsgesellschaft Rostock mbH	+49 381	6662-240	ghb-info@portofrostock.de
Grosstanklager-Ölhafen Rostock GmbH	+49 381	648-0	goer@portofrostock.de
Rostock Trimodal GmbH	+49 381	6662-200	rtm@euroports.com
Getreide AG	+49 381	208709-0	rostock@getreide-ag.de
Karpack GmbH	+49 381	67076-900	info@karpack.de
Power Oil Rostock GmbH	+49 381	208709-0	info@power-oil.de
Rostocker Zementumschlagsgesellschaft mbH	+49 381	673-0042	info@rzu-gmbh.de
Sartori & Berger GmbH & Co. KG	+49 381	8389997-0	rostock@sartori-berger.de
Stena Line GmbH & Co. KG	+49 381	20355291	stevedores@stenaline.com



CAR TERMINAL

With the completion of the underpass under the street "Am Seehafen" in July 2021 and the associated area network in the southern port area, a milestone was reached for the commissioning of a car terminal. Two highcapacity sidings for the terminal area were also completed. The operator of the logistics terminal invested in two double-decker loading ramps at the end of the tracks and a bridge for cars crossing "Ost-West-Strasse" to berth 50.

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 quav"

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 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 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 transhipment, 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 s Port of Rostock is an ideal transport hub to collect and distribute containers to northern and continental Europe.

CRUISE PORT

Rostock-Warnemünde is one of the most important German cruise ports. Three berths are available in Warnemünde with a water depth of up to ten metres, which allows to accommodate ships with a maximum draft of nine metres. The Warnemünde Cruise Center at berth P7 provides cruise passengers with a high level of service and is equipped to handle a passenger turnaround of more than 2,500 people per day. In order to improve the quality and safety of cruise shipping in Warnemünde the federal state of Mecklenburg-Vorpommern, the Hanseatic and University City of Rostock and ROSTOCK PORT invested in an additional terminal building at berth P8. The building, with a length of 186 metres and a width of 30 metres, was opened in 2020. At the same time, a shore power system was built to supply ships at berths P7 and P8 which was officially commissioned in 2021. 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

DRAFT

BERTH 7

BERTH 43

BERTHS P1 - P6, P7, P8

Berth	Permitted draft [m]	Berth	Permitted draft [m]	Berth	Permitted draft [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	Wa	rnemünde
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

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: 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-MCCtec 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

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

Berth 12 is equipped with a ship loader (up to 600 tons per hour) for the loading of calcium ammonnium nitrate (CAN) and/or nitrate fertilizer (solids berth 12 or liquids berth 7) from the nearby fertilizer plant. The products are brought in via a 700 metres conveyor belt system from two 30,000 tons storage sheds with an attached wagon loading station.

GENERAL CARGO HANDLING

Pier II is the heart of the 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. Since mid-2019 it is possible to load goods weighing almost 300 tons by using two mobile harbour cranes in tandem. 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 EEW 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, feed and oil seeds. For discharging of ships one unloader with a capacity of up to 300 tons per hour is used. 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.

otorago oupdoity of grain it			
CONTACTS		S	\bowtie
Ceravis GmbH	+49 385	6430-0	ceravis-mvp@ceravis.de
Euroports Getreide Service Rostock GmbH	+49 381	6662-580	mail.gsr@euroports.com
Getreide AG	+49 381	208709-0	rostock@getreide-ag.de
Getreideterminal Rostock GmbH	+49 381	669187-122	info@gt-rostock.com
Hauptgenossenschaft Nord AG	+49 381	673436-0	info@hagekiel.de
Rostocker Getreide- Lagerhaus GmbH	+49 381	670779-0	

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

NDUSTRIAL COMPANIES

Numerous industrial companies have opened operations at the port or nearby in the last several years including a crane manufacturer, malt producer, a rader 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 erlin-Rostock, the coastal motorway A20, by rail or via the pipelines Rostock-Schwedt and Rostock-Böhlen. 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 interland 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 or additional handling capabilities to be developed even at short notice. Increased energy and train path prices as well as a difficult economic environment resulted in a decline in throughput last year. The company Rostock rimodal, who operates the cargo handling of intermodal units at Rostock Overseas Port, moved 115,000 units in 2023 and thus twelve percent less. here are currently 45 intermodal trains per week operating to and from Veona (19) in Italy, Bratislava (6) in Slovakia, Bettembourg (4) in Luxembourg, Dradea (2) in Romania, Dresden (6), Herne (7) and Halle (1) in Germany. With the expansion of further intermodal capacities, ROSTOCK PORT fulfills 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 years 2024 and 2025 will for a start be fully dedicated to the urgently necessary track extension at Rostock Trimodal.

INVESTMENT

BERTHS 53, 54, 64, 66, 67

BERTHS 7, 12

BERTHS 31-46, 16

BERTHS 13, 16-18

BERTHS 10, 15, 25

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 2023 ROSTOCK PORT GmbH invested 20 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.

LINER SERVICES

To and from Rostock:	
Hanko/Finnlines	3 x weekly
Kotka/Transfennica	1 x weekly
Rauma/UPM	1 x weekly

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 EEW Special Pipe Construction began its production of mega pipes with a length of up to 120 metres and a diameter of up to 10 metres.

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 extention 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.

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 14.5 metres allow vessels of up to 330 metres in length, 45 metres in beam and with a draft of 13 metres to access the port. The deepening of the sea canal to 16.5 metres started in October 2022 and will further improve the port's performance. The end of the dredging work is planned for this year

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 100,000 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 Böhlen 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-Ölhafen 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.

OIL MILL

Since 2006 one of Germany's largest oil mills, located at Pier III, processes up to one million tons of rape seed to whole-corn rape meal and rape oil for the production of biodiesel and edible oil. A large part of the raw material comes from farms in Mecklenburg-Vorpommern.

PAPER HANDLING

Rostock is an important paper trans-shipment centre for Germany. Austria. France, the Czech Republic and southern Europe. Handling of paper, cellulose and chipboards declined slightly from 378,000 tonnes to 362,000 tonnes. Since March 2015, Rostock has been the exclusive transhipment 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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Port captain	+49 381	381-8710	port.authority@rostock.de
Ship registration office UKW-Kanal 10	+49 381	381-8700	port.authority@rostock.de
Seafarer's office	+49 381	381-8720	seemannsamt@rostock.de

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)

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-LAAGE (AIRPORT)

The airport Rostock-Laage is located approximately 40 kilometres from the port on the A19 motorway. It serves as an airport for regular line connections, holiday flights, general aviation and cargo. www.rostock-airport.de

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

- Administration, development and maintenance of port
- infrastructure
- Leasing of property and buildings to businesses locating in the industrial
- Provision of services and utilities Sales/Customer service/Acquisition

BERTHS 01-06

The company maintains a policy of competitive neutrality with respect to all companies already working at the port site or who are interested in settling there. ROSTOCK PORT is operator of the Overseas Port, operator of the Warnemünde cruise terminal and shareholder of the company acting as operator of the terminal for intermodal traffic as well. CONTACTS

OUNIAOTO		\$	
Management	+49 381 3	350 4000/1	management@rostock-port.de
Port construction department	+49 381	350 5100	hafenbau@rostock-port.de
Human resources/	+49 381	350 4100	personal@rostock-port.de

Legal matters		
Finance department	+49 381	350 5500 finance@rostock-port.de
Real estate department	+49 381	350 5400 immobilien@rostock-port.de
Port logistics department	+49 381	350 5200 dispo@rostock-port.de
Corporate communications/ Cruise shipping	+49 381	350 5020 info@rostock-port.de
Strategic development	+49 381	350 5050 entwicklung@rostock-port.de
Sales/Customer service/ Acquisition	+49 381	350 5230 sales@rostock-port.de
Port security	+49 381	350 3500 port.security@rostock-port.de
Dispatcher/Port operation outside of business hours	+49 381	350 5080 dispatcher@rostock-port.de 350 3251 opft01@rostock-port.de

PROVISION OF LAND

he demand for areas close to the quays remains high. It is therefore necessary to intensify the provision of port-related areas, especially with view to the diverse opportunities of the energy transition. The municipal and regional planning authorities are working on the process of drawing up a new preliminary municipal development planning - "land zoning" and/or redrawing the "future plan" of the Hanseatic and University City of Rostock - as well as of the regional planning. Together with the afore-mentioned partners, the Rostock Chamber of Commerce and the Economic Development Corporation Rostock Business, ROSTOCK PORT has worked out a communication strategy to be presented in various decision-making bodies of the city as well as at the port panel. Its contents are to be implemented over the next few years.

ROSTOCK A popular destination



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ERVICES	C
onference center	+49,381,350-5210, k matschu

Conference center	+49 381	350-5210	k.matschulla@rostock-port.de
Post office	+49 381	350-5280	k.tolkemit@rostock-port.de
Copy center	+49 381	350-5212	empfang@rostock-port.de
Port restaurant/catering	+49 381	350-5270	f.jakob@rostock-port.de
Money exchange – ATM 24 hours			

STORAGE FACILITIES

00,000 m ² 20,000 m ² 15,000 m ² 5,000 m ² 00,000 m ³ 91,000 t	open storage for general cargo open storage for bulk cargo covered storage for general cargo covered storage for bulk cargo tank storage grain silos
91,000 t	grain silos

SUSTAINABILITY REPORT

ROSTOCK PORT GmbH has published its second sustainability report for the business years 2020 to 2022. In the report they describe, among other things, how ecological, social and commercial aspects are incorporated into and inform the management of the company. Especially with regard to the ecological issues there is a differentiation of the tasks and activities of ROSTOCK PORT as the infrastructure and port operator and the port with its variety of different companies, which is often perceived by the public as one overall location. In compiling the report, ROSTOCK PORT followed the so-called Global Reporting Initiative. Sustainable management is an absolute precondition in order to remain competitive in the decades to come and to proactively shape transformation processes.



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