

Top Automotive RoRo Ports in Europe 2024

EU - UK - Turkey

FY 2024 Update

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- Port of Koper
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 - Port of Tarragona
 - Rostock Port
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- Port of Sheerness, Port of Ravenna, Wilhelmshafen, Haropa Port, Bristol Port, Autoport, UECC, Cuxhaven, Port of Barcelona



Types of RoRo

High & Heavy

New Cars & Vans

New Trucks & Used Trucks

Used Cars & Vans

Other

Focus of this report is
on
New Passenger Cars
(PCs) and Light
Commercial Vehicles
(LCVs)

REPORT AIM: This report aims to 'Update' the data for Full Year 2024 at the **Top RoRo Ports in Europe for New PCs & LCVs, providing a clear comparison with volumes moved in 2023.**

Data

ANNUAL VOLUME: This report will list the Top RoRo Ports in Europe by Volume of New Passenger Cars & Light Commercial Vehicles handled by the Port. This report has now been updated with Full Year 2024 volumes.

Discussion

Detailed Discussions with Specific RoRo Ports, Operators & Shipping Lines in Europe

Ports & RoRo Terminals in Europe, RoRo Carrier Lines

Port of Koper

Port Yarimca

Port of Tarragona

Rostock Port

Port of Dunkirk-CEVA Terminal

Port of Antwerp-Bruges-Sallaum Terminal

Finnlines

Updates from:

Port of Sheerness (London Medway)

Haropa Port

Bristol Port

Autoport

Port of Ravenna –Grimaldi Lines

Wilhelmshaven

UECC

Cuxhaven

Port of Barcelona



Port Data

Top RoRo Ports by Volume
Top RoRo Ports by Port Calls

Top New Car RoRo Ports in Europe (EU + UK + Turkey)

Port	FY 2023	FY 2024	% Change
Antwerp-Bruges	3,560,660	3,226,000	-9.40
Bremerhaven	1,740,000	1,370,560	-21.23
Emden	1,301,177	1,248,651	-4.04
Koper	916,728	884,666	-3.50
Barcelona	818,575	747,866	-8.64
Port of Vigo	647,312	648,966	0.26
Bristol	650,000	595,000	-8.46
Valencia	643,151	579,401	-9.91
Port of Livorno	467,312	485,190	3.83
Immingham	369,972	408,621	10.45
PORT YARIMCA	396,448	406,983	2.66
Southampton	403,261	388,849	-3.57
Cuxhaven	337,192	384,000	13.88

Port	FY 2023	FY 2024	% Change
Autoport	344,000	365,066	6.12
Ford Otosan Yenikoy	311,104	322,879	3.78
Medway (Sheerness)	212,436	316,926	49.19
Grimsby	296,138	297,994	0.63
Haropa (Le Havre)	257,987	272,563	5.65
Göthenburg	269,346	257,000	-4.58
Piraeus	317,301	247,600	-21.97
Tarragona	218,322	217,795	-0.24
Port of Marseille Fos	209,483	192,390	-8.16
Rostock	32,000	122,000	281.25
Port of Nantes / Saint-Nazaire	118,000	100,300	-15.00
Wilhelmshaven	60,000	100,000	66.67
Wallhamn	102,384	71,797	-29.87

Is your port missing? Send us your data.



Detailed Discussions

Port of Koper

Port Yarimca

Port of Tarragona

CEVA Terminal-Port of Dunkirk

Sallaum Terminal-Port of Antwerp-Bruges

Finnlines



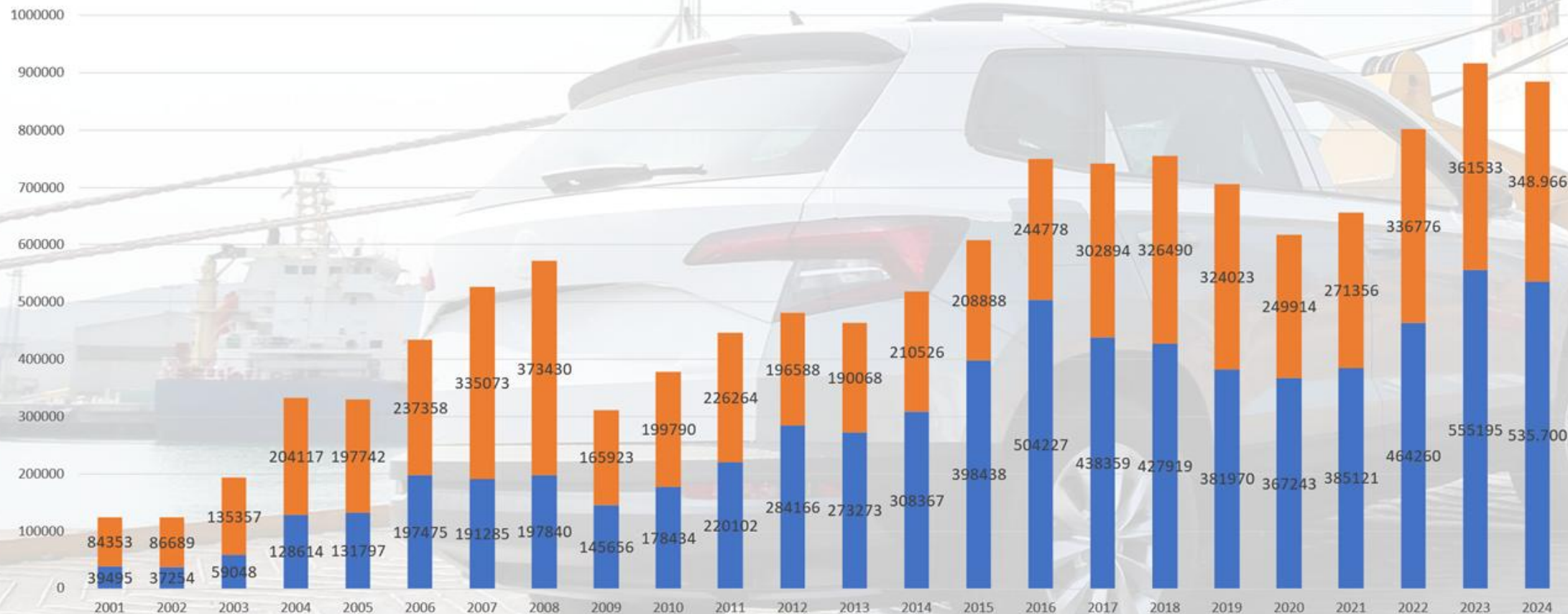
Port of Koper

Slovenia

CAR & RO-RO THROUGHPUT

IMPORT EXPORT

Throughput in 2024: **884.666** units



In conversation with Zoran Curic, Managing Director, Frikus



Zoran Ćurić,
Managing Director,
FRIKUS
Špedicija d.o.o.

- **The Port of Koper has become one of the main gateways to the EU - with volume in the last 10 years rising from just over 600k in 2015 to over 884K in 2024. What is the main reason for this increase in volume of cars moved at the port?**
- With the growth of various production plants, factories and engineering projects around Central Europe, especially in the last decade, the logistic sector followed the economic growth of these countries, which are in many cases relying on overseas supply of raw materials or finished products, such as cars.
- Port of Koper has prepared itself to those changes with investments, especially on port infrastructure and superstructure, and developed efficient hinterland connections. This way, the requirements of our customers who were expecting higher productivity, ability to handle bigger volumes and faster procedures have been met.
- Due to the market situation, in recent years there has been a shift of certain flows from Northern European ports to Southern European ports. Last, but not least, the Port of Koper has built good relationships with customers, based on trust and flexibility toward their needs.

PORT OVERVIEW

288 ha
of port area

3.300 m
quay length, 26 berths

10 – 18 m
sea depth range

38 km of rail tracks
70 km of roads

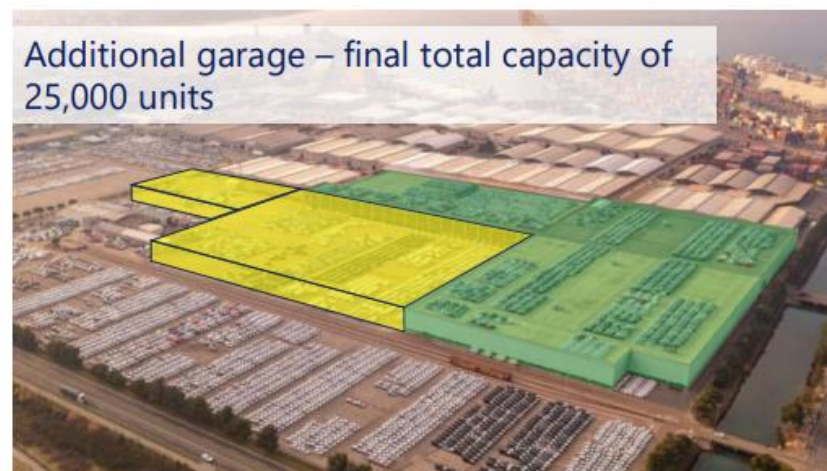
12 specialized
terminals

In conversation with Zoran Curic, Managing Director, Frikus ...cont'd



- **Of the total volume of cars moved at the Port of Koper, the volume of exports is around 60%. This is quite different to other European ports which are seeing a growth in imports. Please could you explain why Port of Koper has a high export volume?**
- Slovenia lies on the crossroads of important cargo flows, which are also recognized as EU's key transport corridors. With the growth of various production plants and factories in Central Europe, especially in the last 15 years, there was a need for logistic solutions for oversea shipping. Koper has been the export gateway for many European-based factories, whether European or Asian. These volumes are mostly going to the Mediterranean, to China and South-East Asia.
- **Which markets are the export volumes going to? And which brands are these?**
- One flow of exports is directed to various Mediterranean countries of general production from CEE region and some German factories; the other major flow are exports to Asia mostly EU production of premium brands.
- **Meanwhile Port of Koper has also witnessed an increase in imports, from just over 208K in 2015 to almost 350K in 2025. What is the main reason for this?**
- A portion of imports originates in Asia, for example in China, South Korea and Japan, while the other is more short-sea related, so mostly Mediterranean countries (Turkey, Spain).

MAJOR INVESTMENTS ON THE CAR & RO-RO TERMINAL



In conversation with Zoran Curic, Managing Director, Frikus ... cont'd



- **Is the Port of Koper planning any new expansions? If so, please share how this will increase capacity at the port?**
 - The first major investment, which is being finalized in the current month, is the new plot for about 4,000 units on the eastern part of the port.
 - Another major project is the extension of the garage, which will bring an additional 11,500 parking lots (to the existing 13,600 in the garage). The project is expected to be finished at the end 2027 / early 2028.
 - On top of that, the Port is also planning a new RoRo berth in basin no. 3. The design of the berth is currently underway; completion is expected in 2027.
 - Worth mentioning are also some digitalization projects. A significant step was made in 2024 in the Car & RoRo terminal, when we introduced a fully paperless procedure for trucks and trains. All documents for this segment of operations are now available exclusively in digital form.
- **Does Port of Koper see any transshipment volumes?**
 - Transshipment volumes represent only a small percentage but are increasing. With new storage capacities Port of Koper could become a hub for the flows originating in the Far East to be distributed towards Mediterranean countries.
- **Anything else?**
 - The Slovenian government is building a 2nd rail track, connecting the Port of Koper with the hinterland, that is planned to be finished in 2026.

NEW RAILWAY LINE KOPER – DIVAČA IN 2026



PORT YARIMCA

Turkey



In conversation with PORT YARIMCA



Gokalp Sozen,
General Manager,
Port Yarimca



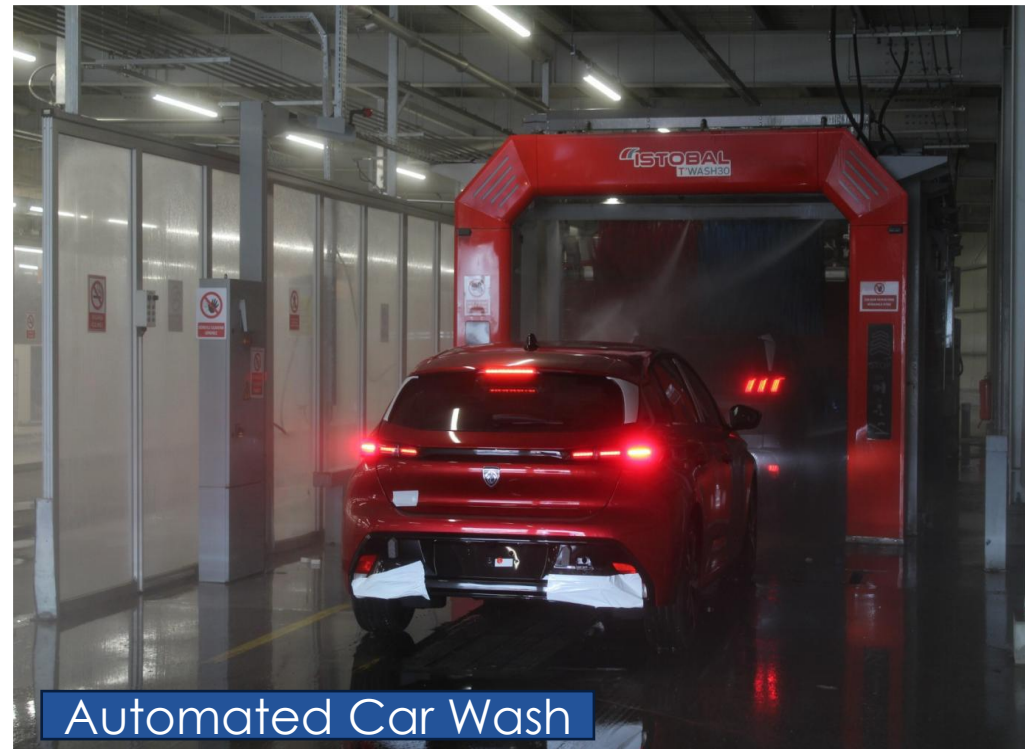
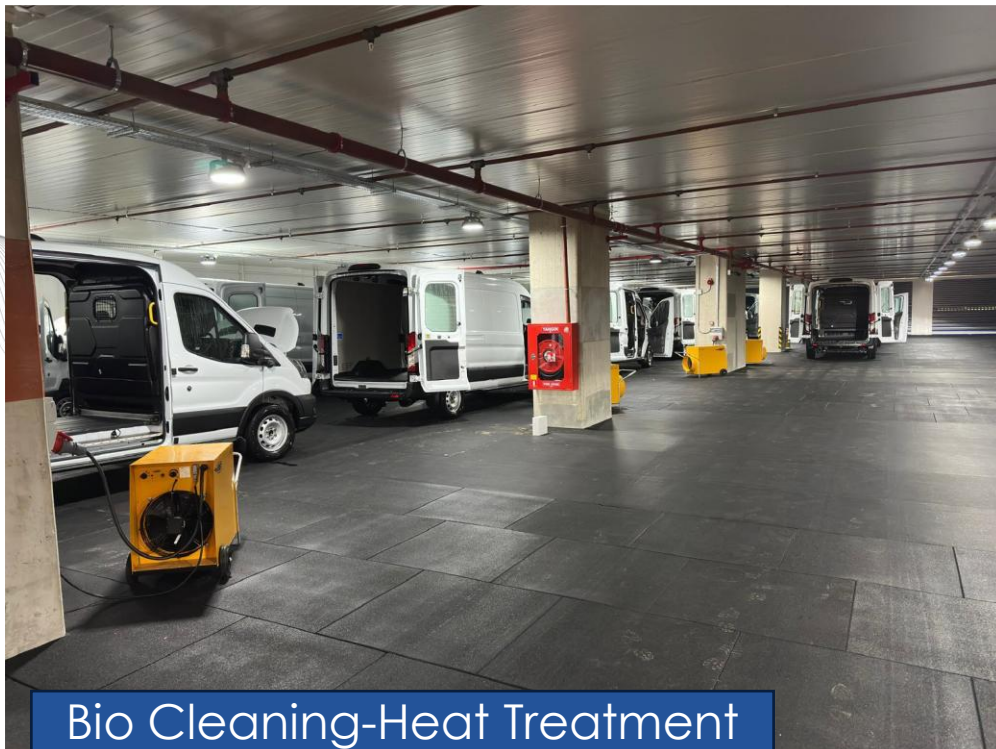
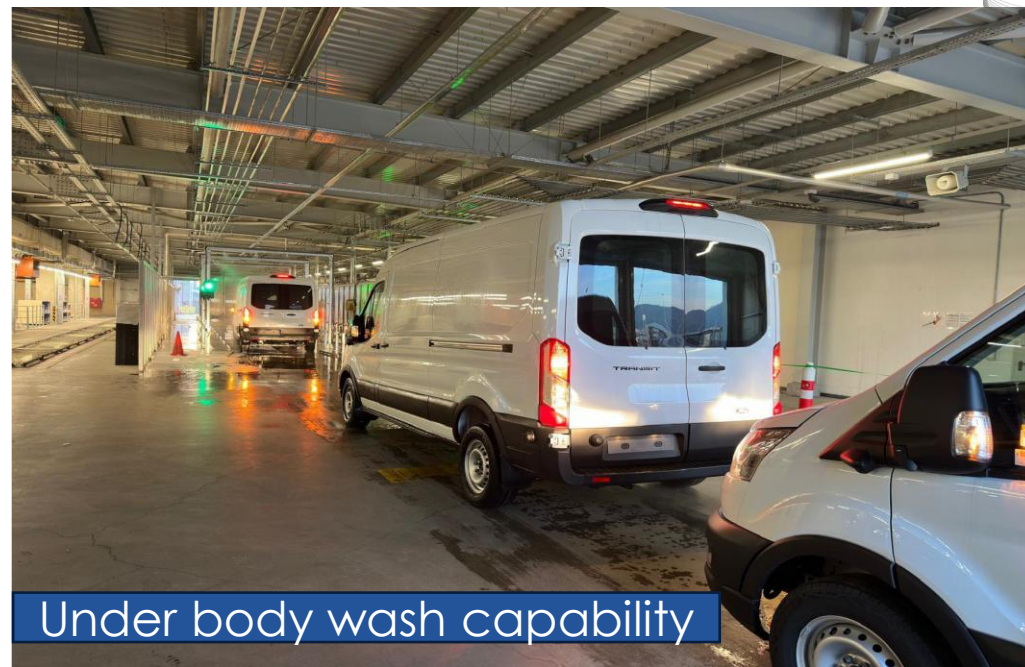
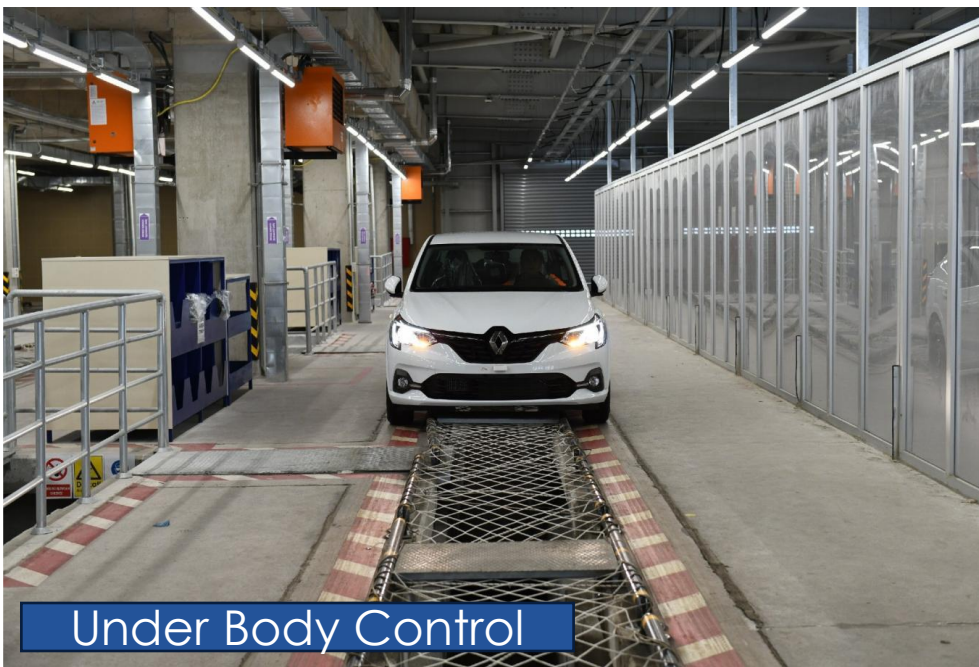
Furkan Atar,
Business
Development
Manager,
Port Yarimca

- **Where is PORT YARIMCA positioned in Turkey, and why is this port location relevant to the trade in finished vehicles?**
- PORT YARIMCA, a joint venture of OYAK and NYK, is located in Izmit Bay, Kocaeli, within Turkey's Marmara Region.
- The Marmara Region hosts the majority of Turkey's automotive manufacturing, and over 70% of finished vehicle exports are handled via Izmit Bay RoRo terminals.
- PORT YARIMCA lies within the hinterland of these key OEMs, making it a strategic hub for finished vehicle logistics.
- It operates as a dedicated RoRo terminal, handling both exports and imports, and aims to serve as a transshipment hub for global destinations.
- **What is the capacity of Port Yarimca ?**
- PORT YARIMCA has the highest vehicle handling capacity in Turkey, with 780,000 units annually and 20,000 vehicle storage slots.

In conversation with PORT YARIMCA



- **What facilities for FVL does the port offer?**
- PORT YARIMCA has the highest vehicle handling capacity in Turkey, with 780,000 units annually and 20,000 vehicle storage slots. It offers specialized services for the automotive industry, including:
 - Multi-storey car park with the highest capacity among Turkish Ro-Ro terminals
 - Pre-Delivery Inspection (PDI) facility
 - Automated car wash systems with underbody washing
 - Bio-cleaning services including heat treatment
 - Bonded Warehouse for CBU units
 - The terminal ensures high safety and quality standards aligned with global best practices.
- **Are there plans to expand the vehicle storage capacity at the Port?**
- As a newly established RoRo terminal, PORT YARIMCA has experienced rapid growth within four years and holds a strong market share.
- With its high handling capacity, the terminal is positioned to achieve the highest throughput in Turkey. Strategic plans are in place to further expand capacity in response to increasing demand.



In conversation with PORT YARIMCA



- **Does PORT YARIMCA receive all vehicles by RoRo ships such as PCTCs—or does a volume also arrive in containers?**
- PORT YARIMCA is the only dedicated RoRo terminal in Turkey and receives all vehicles exclusively via Ro-Ro vessels.
- **Similarly does PORT YARIMCA export vehicles only in RoRo ships, or also in containers?**
- All vehicle exports from PORT YARIMCA are carried out via RoRo vessels. Additionally, a milestone project was launched enabling ferry transport of export vehicles from an OEM plant to the terminal—offering a cost-effective and environmentally friendly logistics solution.
- **What are the key trade routes that use PORT YARIMCA for the transport of finished vehicles?**
- With its wide customer base and diverse RoRo line services, PORT YARIMCA serves global markets, particularly the EU, US, Australia, and New Zealand.
- **Anything else you would like to share with us?**
- Built on the deep expertise of OYAK and NYK, PORT YARIMCA is shaping the future of automotive logistics in Turkey by delivering tailor-made RoRo solutions through strategic foresight, operational excellence, and a strong commitment to global standards.



PORT YARIMCA– Storage & Multi Storey Car Park



PORT YARIMCA– Berth & Storage

Port of Tarragona

Spain



In conversation with Port of Tarragona



Pau Morales,
Commercial
Coordinator,
Port of
Tarragona

- According to the data, Port of Tarragona experiences a 56.19% jump in RoRo volume in 2023 (compared to 2022), and in 2024 the jump was 3.93% (compared to 2023). Please could you share the reasons for the huge jump in 2023, and the continuing increase in volume in 2024?
- The reason is that by 2022 we did not account for land traffic in our official statistics. The jump in that case wasn't that big. 2023 however, saw an increase in transshipment traffic that was residual until then.
- **What do you mean by 'land traffic'?**
- This is traffic by rail coming directly from factories inland (either Spanish or European, the latter is more common). These vehicles are stored in the compound inside the port and are later distributed by road (mainly) or rail to the retailers or other compounds.
- **Of the volume of RoRo, 44% is imported volume—does this arrive from China, Turkey or other EU countries?**
- The main countries of origin are, in order: South Korea, Slovenia, Turkey and, yes, China. In 2025 China is increasing in volume. We'll see if it overtakes Turkey as an origin of the cargoes which could probably be



Port of Tarragona –protective net above cars

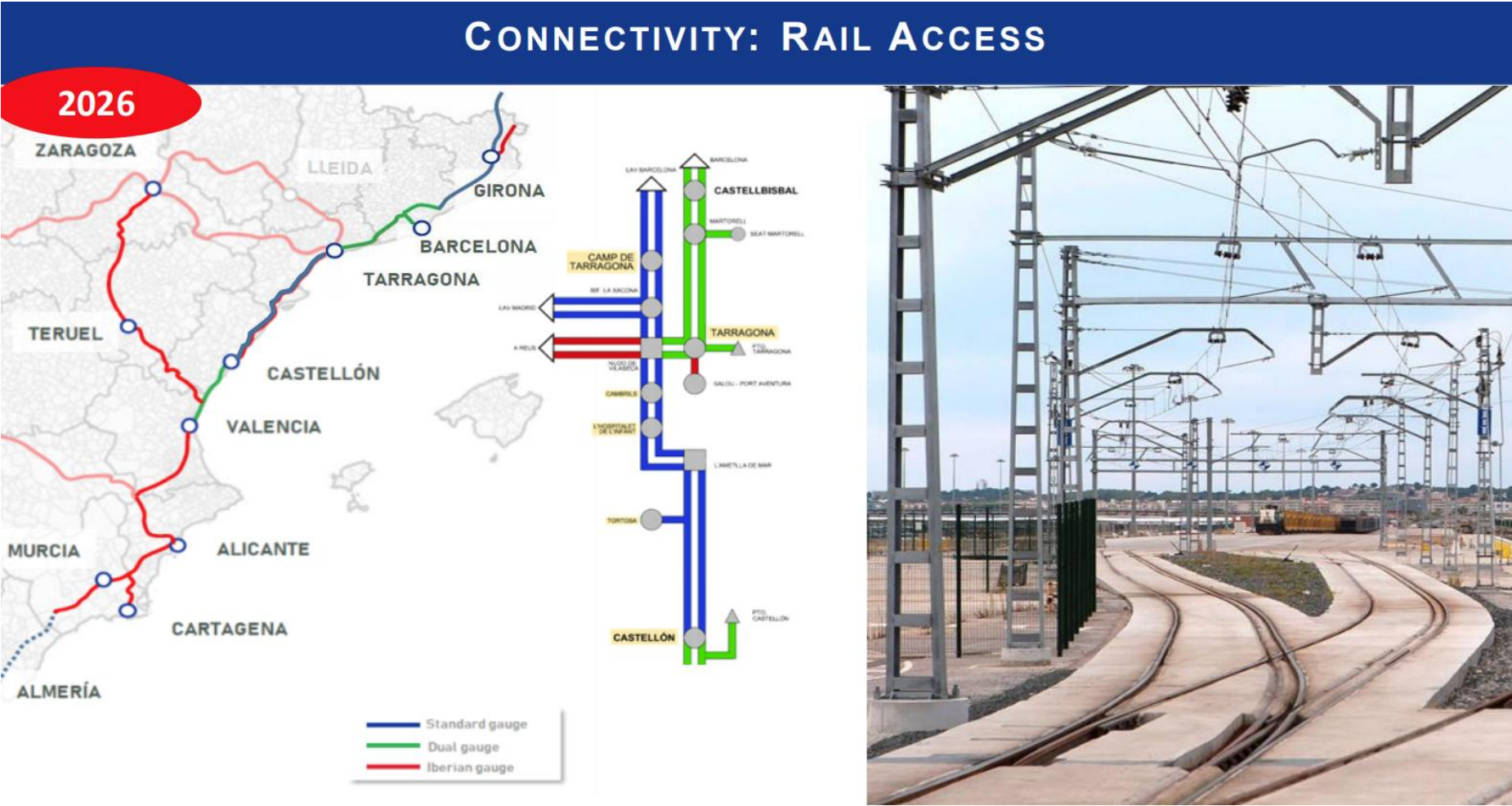


Port of Tarragona – multi-modal

In conversation with Port of Tarragona

- **Of the total volume in 2024, 30% is attributed to land traffic—is this arriving from OEM bases in Spain? Has this seen an increase in 2024?**
- Yes, we have quite a volume in land traffic due to having a CEVA compound inside the port. The volumes for land traffic come from Spanish OEMs distributing to the rest of the peninsula but there is also a considerable input from central Europe, also destined for the Iberian market.
- **Please share details about your rail operations?**
- Regarding rail (and not only), currently we are operating between 3-4 trains per day in a 3 tracks area (Cantabria terminal) dedicated to rail traffic, with its adjacent public buffer area. The arrival of the European (aka Standard or UIC) gauge to Tarragona, scheduled for next year will be a game changer for us, there is an increasing interest to use Tarragona as entry/departure/distribution port for the European traffic.

In conversation with Port of Tarragona



In conversation with Port of Tarragona

Please share the facilities for FVL at the Port of Tarragona:

- **Up to 976,655 m² of dedicated area**
- 2 PDIs in the port
- Terminal area 530,000 m²
- FPR area 250,000 m²
- Storage capacity 47,000 vehicles
- Hail net protection for 16,200 vehicles
- 5 Ro-Ro ramps
- 12–16 m max draft permissible
- Pre-Delivery Inspection area
- Rail connection
- Paint and body workshop
- Surveillance system
- Authorized Economic Operator Full (AEOF)
- Customs warehouse authorization (DA)





Rostock Port

Germany

In conversation with Port of Rostock



Daniel
Krampikowski,
Head of Sales,
Rostock Port

- **Rostock Port has witnessed a 281% jump in volume! Why has there been such an increase in RoRo traffic to the Port of Rostock?**
- First of all, the investment decision of Autolink and the opening of their new and first terminal in Germany – in Rostock. The terminal's perfect location at the Southern Baltic Sea enables customers to shorten sea and land transport, thus saving time and emissions. Autolink's commitment to the port of Rostock brought the opportunity of a broader portfolio within the RoRo traffic flows of the port. But the increase of the volumes of newly manufactured cars is as well a result of the combination of the Autolink terminal and the already existing ferry and RoRo-network of the port of Rostock. Customers are able to ship newly manufactured cars with designated services with car carriers, and also with the established ferry and RoRo services directly to Denmark, Sweden and Finland.



In conversation with Port of Rostock



- **Has Port of Rostock invested in any new and expanded infrastructure?**
- ROSTOCK PORT as the owner of the infrastructure and landlord of the port is constantly investing in the maintenance of the existing and building new infrastructure. As a preparatory construction measure, ROSTOCK PORT has invested in the necessary track infrastructure for the car terminal together with DB InfraGo and made the site ready for construction before the concession was awarded. During the last years we built new RoRo ramps, which are now being used for the car shipments. But we invested as well in the extension of RoRo berths and widening of a RoRo ramp. At the moment, we are developing a new area within the port area to extend the ferry and RoRo terminal.
- **Please share details of the RoRo Terminal and infrastructure at the Port of Rostock?**
- Rostock is a multipurpose port with a focus on shortsea and ferry / RoRo traffic. Our infrastructure is clustered in different piers for the different commodities. The ferry and RoRo terminal has twelve berths with ramps. The focus is on passenger traffic, accompanied and unaccompanied freight units as well as car imports and exports. Last year approx. 520,000 freight units were handled in the port of Rostock. There are direct ferry and RoRo services between Rostock and Gedser in Denmark, Trelleborg in Sweden and Hanko, Rauma and Kotka in Finland. Within that terminal the rail terminal for intermodal traffic is located. Construction work is currently in progress to extend the track length of the intermodal terminal and thus to increase the capacity. The Autolink Terminal is very close to the ferry and RoRo terminal, equipped with rail infrastructure and has a direct access to the berths.



CEVA Terminal

Port of Dunkirk
France

In conversation with CEVA @ Port of Dunkirk



Mert Kalyon,
Head of
Global Business
Development,
FVL,
CEVA Logistics

- **Please give us an overview of the new CEVA facility at the Port of Dunkirk?**
- CEVA continues to invest in logistics and port terminals with the support of our parent company CMA CGM. Dunkirk is the newest FVL port terminal where we started operations in 2024.
- **What is the capacity at the port terminal?**
- The first phase of our Dunkirk facility is currently operational. We have 100,000vhs* as of today. And 200,000vhs -> over the next 2.5 to 3 years, with the opening of an additional 10-hectare storage area.
- **Which are the main OEMs using this terminal?**
- Groupe Renault
- **Do you have a majority volume of exports? Or imports?**
- Today the actual situation is 60% Export & 40% Import, but this ratio can change in the future depending to the market conditions

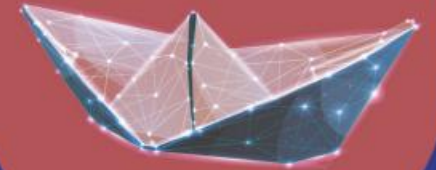
In conversation with CEVA @ Port of Dunkirk



- **Why did CEVA decide to form a partnership to open a RoRo Terminal at Dunkirk?**
- CEVA continues to invest in logistics with the support of our parent company CMA CGM and is enlarging its presence and footprint on port terminals. Dunkirk is a strategic location that offers a real alternative to the Belgian ports and to avoid any port congestions. This location is currently used by major car manufacturer customers as an entry and exit port to Europe. The Dunkirk facility is in the first phase of the 10-hectare platform which is currently operational with around 4,000 vehicle spaces. Over the next 2.5 to 3 years, we are planning to open an additional 10-hectare storage area (approx. +5,000 vhs).
- **Anything else?**
- CEVA's aim is to fluidify export and import traffic for car manufacturers, helping them to minimize any risk of port congestion, strikes and operational blockages. The CEVA FVL team and its staff in Dunkirk have significant know-how in automotive logistics, and the team looks forward to developing this facility for the benefit of OEMs.

Dunkerque Port Update

- The logistics players based in Dunkirk are also supporting the structuring and consolidation of the electric mobility sector. **PSA BPD**, which inaugurated a 22,000 m² warehouse on the DLI zone in June 2023 to meet the growing demand from the electric battery industry, is currently working with the main regional actors in the sector.
- The **CEVA LOGISTICS** terminal for finished vehicle logistics, located on SRD's industrial brownfield site at the East Port, has been operational since November 2024 and covers an area of 10 hectares. It offers car manufacturers in the Hauts-de-France region a reliable, competitive, intra-regional logistics solution for exporting their vehicles by sea
- The construction of a 600 m² workshop will enable on-site preparation operations, including washing, engraving, plate fitting and other detailing and mechanical services to be carried out on 50,000 vehicles per year. A paint shop, using local skilled labour, is also planned, as well as the installation of electric charging stations and a service station.
- Lastly, 2024 saw the start-up of a new logistics and handling activity for vehicles at the East Port of Dunkirk. 20 car carrier calls were made in the first 9 months of operation.



Sallaum Terminal

Port of Antwerp-Bruges



In conversation with Sallaum Lines



David Van Ballaert,
Managing Director,
Sallaum Lines Belgium

- **Sallaum Lines Terminal has outlined an ambitious expansion plan at the Port of Antwerp. Please could you share details?**
 - We are currently in the midst of a €20 million investment phase at the Port of Antwerp. Our primary focus is on the import and export of new OEM vehicles. As part of this initiative, we have significantly expanded our capacity by constructing a new multi-level car park and fully upgrading our Vehicle Processing Center (VPC).
- **So, when will the multi-storey car park and the VPC be ready?**
 - Both facilities are already completed and have been fully operational for the past two months.
- **What is the capacity of the new multi-storey car park?**
 - The newly constructed car park can accommodate an additional 3,500 vehicles.
- **And on the terminal, is there parking facility?**
 - Yes, absolutely. Since we operate as a RoRo terminal, we have extensive on-site parking. In total, the terminal can handle between 12,000 to 15,000 vehicles at any given time.



In conversation with Sallaum Lines



- **Is your capacity currently full?**
- At the moment, we still have available capacity. However, we anticipate reaching full capacity soon, as we are expecting significant volumes of cargo in the coming period.
- **In 2024, how many cars were moved at your terminal?**
- 2024 was a year of major renovation works for us, so our volume was relatively moderate, with around 100,000 vehicles processed. Now that the upgrades are complete, we are on track to handle much more.
- **And what sort of volume are you expecting in 2025?**
- We anticipate at least doubling our volume in 2025.
- **Just to understand, how many cars did you move in 2023 at the Sallaum Terminal?**
- In 2023, we handled approximately 150,000 vehicles at the terminal.
- **And this year, is your volume mainly imports or exports?**
- Currently, our operations are about 60% exports and 40% imports. However, this balance is shifting. Historically, our focus was heavily on exports, but we have now expanded our operations to include a growing share of imports, and we expect this trend to continue.

In conversation with Sallaum Lines



- **So, which markets were you exporting to?**
- Our primary export destinations have been in Africa. However, we have recently expanded our services to include routes to the United States as well.
- **That's quite interesting, given the current tariff scenario that you recently expanded to the US routes?**
- The expansion to the U.S. market took place before the latest tariff measures were introduced.
- **So, where are your import volumes coming from?**
- Our import volumes are primarily coming from China.



Finnlines

Finland



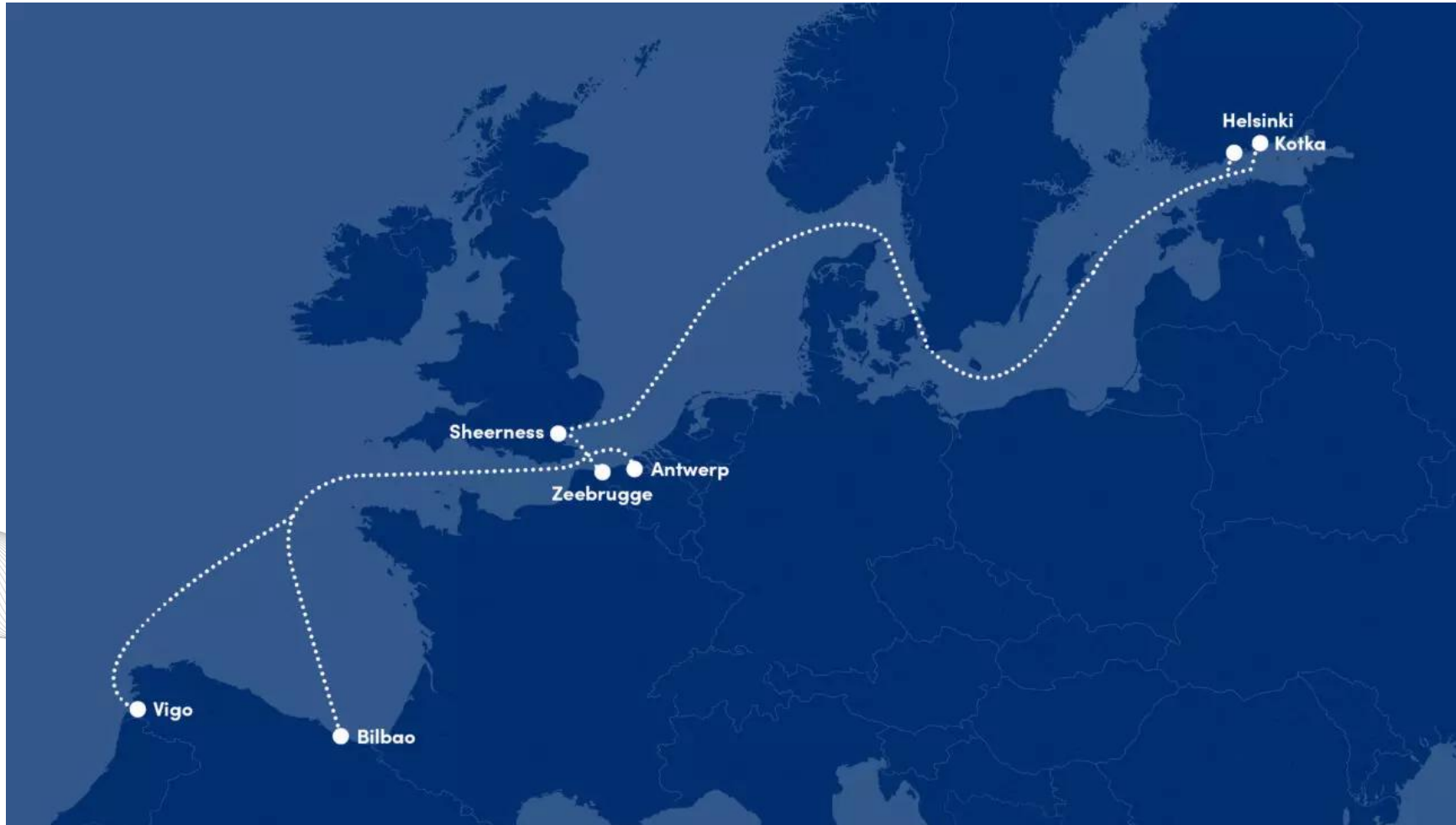
In conversation with Finnlines



Blasco Majorana,
Line Manager.
Finnlines Plc

- **Finnlines has introduced a number of new vessels—please could you update us on the latest RoRo vessels added to your fleet?**
- Our latest RoRo vessels, the Finneco-class, were introduced in the summer of 2022. These three state-of-the-art ships represent a significant advancement in enhancing the competitiveness of our European service network and improving economies of scale.
- Each Finneco vessel is 238 metres long and can transport over 5,800 lane metres of rolling cargo, equivalent to approximately 400 trailers. The decks are designed to accommodate a wide range of cargo types, including containers, automotive units, breakbulk, and project cargo.
- **Finnlines is based in Helsinki, please explain the main routes that you operate for RoRo services and any new routes?**
- Finnlines offers 170 weekly departures to various destinations across Europe. Our services include both RoRo and RoPax connections in the Baltic Sea, the North Sea, and the Bay of Biscay.
- With respect to new connections, we are happy to announce the addition of the Port of Gdynia, Poland, to our North Sea network. This new connection, launching by the end of June, will broaden our service offering and improve shipping options for customers transporting goods between key European regions.

New direct shipping service to Sheerness



Key Features of the New Service

Direct access to the UK and beyond. This new service provides a direct shipping route from Finland to Sheerness, ideally located to serve the Greater London area. From Sheerness, further links to Belgium and Spain extend the reach, offering efficient access to key markets across Europe.

Strategic location of Sheerness port Our Sheerness terminal, London Medway, is a modern, multipurpose facility with ample space for cargo handling and distribution. Its proximity to London, the UK's largest commercial hub, makes it an ideal gateway for businesses seeking to expand in this critical region.

Positioned at the mouth of the Thames Estuary, the terminal provides easy access to Northern Europe and is well-connected to major motorways such as the M2, M20, and M25, enabling seamless integration with the UK's road network.

In conversation with Finnlines

- **Has Finnlines introduced a new service linked to the UK and other destinations such as Ireland and Spain?**
- Yes, in September last year, our North Sea service expanded to include the Port of Sheerness (London Medway). Operated by our three Finneco-class hybrid vessels, this service now connects Finland and Poland with the UK, and further extends to Belgium, Spain, and Ireland. It offers shorter transit times, increased cargo capacity, and greater flexibility.
- Through Zeebrugge and Antwerp, our customers also gain access to the full Finnlines and Grimaldi Group network, opening up business opportunities to West Africa, South America, the East Coast of the United States, the Mediterranean, and even the Middle and Far East.
- **Finnlines has deployed a number of RoRo vessels on the Finland-UK route - why has the company decided to do this??**
- Finnlines has been connecting Finland and the UK for decades, providing essential infrastructure that supports trade and adds value to local communities.
- The deployment of our latest Finneco-class RoRo vessels on this route reflects our ongoing commitment to delivering seamless and sustainable transport solutions. The UK holds a strategic position in the North Sea market and plays a key role in Finnlines' network. To further strengthen this network, we have also introduced a RoRo connection with Poland.



Introducing Finnlines' hybrid ro-ros

Finneco trio

In conversation with Finnlines

- **Please could you share the OEMs you mainly work with?**
- Given the extensive scope of our network, we collaborate with all major OEMs, either directly or through our parent company, the Grimaldi Group, for whom we provide feeder services in the Baltic region. Some of the key partners we work with include Stellantis, the Volkswagen Group, Renault, SAIC Motor, and BYD, among others.
- **Does Finnlines have any other new route plans? Any further new development plans?**
- Finnlines' network continues to grow in response to evolving market demands. In recent years, we have launched several new services, including a RoRo connection between Zeebrugge and Rosslare in Ireland, and a RoPax service between Świnoujście in Poland and Malmö in Sweden. In September, we introduced a new route to Sheerness in the UK and, most recently, we expanded our network to include Gdynia.
- In parallel with our network expansion, our fleet has also grown. We have introduced three newly built RoRo vessels and two RoPax vessels. Furthermore, we have recently signed a contract for the construction of three additional RoPax vessels, which will be deployed to strengthen the connection between Helsinki and Travemünde in Germany.
- We never stand still, so stay tuned for more exciting service developments to come!



Quick Updates

Comments & Changes

We ask ports, terminals & shipping lines why there are changes?

Port of Sheerness (London Medway)

Port of Sheerness (otherwise called London Medway) has witnessed a significant increase of 49% in new car RoRo - we look at why.

Peel Ports Group has officially unveiled its new £30m RoRo (Roll-on, Roll-off) berth at London Medway on 12 June. The new berth and pontoon will cater for RoRo vessels arriving at the port.

The development will also support the continued growth of the port operator's customers such as **Volkswagen** and **CEVA**, who use London Medway as the primary location for their southern UK operations.

The port plays a crucial role in driving supply chains across the country, particularly for the automotive industry, with 300,000 vehicles being processed at the site each year.

The new berth is one of several investments made at the port with more expected in coming years, such as a new rail connection

Finnlines launched its freight service in September 2024, with further connections available to Belgium, Spain, and Ireland, which will be operated with three hybrid RoRo vessels.

CEVA Logistics, operates a 76-acre site at Sheerness. Vehicle demand sees seasonal peaks, typically around March and September when new registrations become available. During these months, CEVA experiences significant increases in the volume of vehicles arriving at the Sheerness site. Total capacity at the CEVA compound at Sheerness is 19,200 cars.



Port of Ravenna

In conversation with Filippo Rizzi Ariani, Commercial Manager, Grimaldi Group.

Why is the Port of Ravenna seeing an increase in deep sea vessel calls?

Geographically Ravenna represents an interesting gateway for Italian imports/exports as it is well connected to the main Italian road and rail corridors and to North Italy/Southern Europe economic areas.

Please could you share an overview of Grimaldi operations at the Port of Ravenna?

The Grimaldi Group has, for decades, been connecting Ravenna to the East Med (Turkey, Israel, Egypt and other countries) through a regular RoRo multipurpose weekly service along the Adriatic corridor.

This allowed a great capillarity to Italian imports while assisting OEMs export flows from Turkey and Serbia.

In addition to this RoRo multipurpose service, the Grimaldi Group operates a regular Motorways of the Sea (MoS) network. Looking at the Grimaldi Group experience the port is well equipped to serve both ferries and car-carrier operations, in this case for both short-sea and deep-sea business ranges.



Please share details of the Grimaldi Group's new development in Ravenna?

Grimaldi has recently been awarded a new concession in the Port of Ravenna for inland terminal areas to support its RoRo traffic used by its Motorways of the Sea with the target to improve service regularity and capacity. Grimaldi Group owns and operates 140K m² berth areas + 100K m² inland areas in Ravenna.

Please share any further updates regarding Grimaldi expansions at RoRo ports in Europe?

The Group manages over 20 ports and port terminals in North Europe, the Mediterranean and Africa. Recently its terminal in Antwerp improved further the capacity of its multilevel storing parking, hitting a global a capacity of 2 mil m².

With a total surface of 6.4 Mil m², 3 multilevel car parks (+1 under development) and a total investment of over €300m the Group is largely recognized as a leader in RoRo terminal operations in Europe.

Wilhelmshaven

In 2024, Wilhelmshaven handled 100,000 cars marking a significant 66.7% year on year increase. Please could you comment on why there was this huge increase?

Kai Wenhold, General Manager, Port Logistics: "The strong increase in vehicle imports through Wilhelmshaven is the result of several strategic developments we have faced over the past two years. Since 2023, MOSOLF has significantly expanded its presence in Wilhelmshaven, supported by investments in additional storage capacity and long-term logistics agreements.

We have established a direct RoRo connection between China and Wilhelmshaven with a well-known RoRo operator. The excellent local co-operation and infrastructure make Wilhelmshaven an increasingly important hub for automotive logistics in Europe."



HAROPA Port

From the data, Le Havre has seen a 5.6% jump in volume in 2024 compared to 2023.

What is the reason for this?

Bruno Peisey, Head of Automotive, HAROPA Port: "Most probably turnover was better due to a return to a normal situation considering trucking companies."

Also, due to some spot operations with BYD and SAIC Motor."



Bristol Port

Please share the latest updates on your developments and expansion plans at Bristol Port?

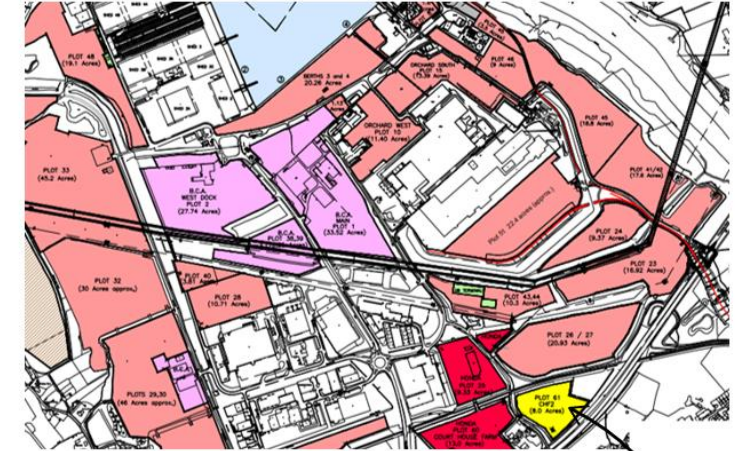
Brain Steeds, Head of Automotive, Bristol Port: "In terms of updates, we've been using a *First Mover* to recover immobilised vehicles.

This has proven particularly useful to lift heavy and long wheelbase EVs which cannot be towed due to AWD / electronic handbrake systems.

We have also expanded port capacity by a further 1,600 spaces and this compound has had effectively 98-100% capacity utilisation since Day 1."

Investments in 2024: Court House Farm 2

- Multi-million-pound investment
- Development of 8 acres [3.2 hectares] to provide an additional 1,600 spaces in Royal Portbury Dock
- Operational by February 2025
- Fully tarmacked site



July



November



Today



CHF 2



First Mover:

- Remote-controlled EV robot which recovers immobilised vehicles
- Capable of lifting vehicles up to 3,500kg and can operate in low decks and on ramps
- Several deployments with dozens of units recovered already

Autoport

Please share details regarding Autoport's expansion project in Turkey:

Bilgin Isler, General Manager, Autoport Terminal Operators S.A: "We would like to highlight an ongoing expansion project at our port, which aims to increase capacity and enhance operational efficiency in the RoRo sector.

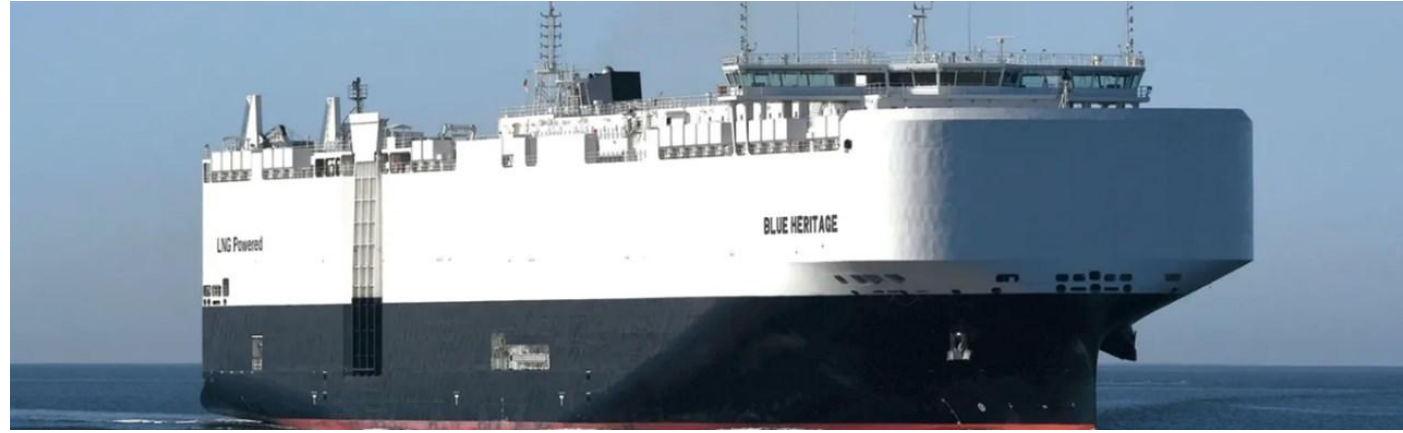
This development underlines our commitment to supporting growing demand and maintaining high service standards."

- Timeline:** The expansion project is planned for completion in the fourth quarter of 2027.
- Capacity Increase:** Upon completion, our total annual capacity will increase by approximately 1.1 million CEU. This growth will be supported by additional yard space, infrastructure upgrades, and the optimization of internal traffic flow within the terminal.
- Client Scope:** The expansion is not dedicated to a specific OEM, but rather planned in response to the general and sustained demand for space from several key clients and across the sector.
- Digital Optimization:** As part of the project, we are making significant investments in digital systems to optimize yard operations and reduce turnaround times. This initiative aligns with our broader goal of increasing operational efficiency and enhancing service quality.
- Infrastructure Enhancements:** As part of the quay modernization efforts, a dedicated Ro-Ro ramp is being constructed at the berth. This infrastructure will enable efficient stern-to-berth operations for ferry-type vessels equipped with stern ramps.
- Sustainability Contribution:** The new stern-to-shore ramp will facilitate the transport of export vehicles produced by nearby OEMs directly to Autoport via sea, rather than by road. By promoting short-sea shipping as a cleaner and more sustainable alternative, we aim to reduce reliance on road transport, lower CO₂ emissions, and support a greener, more efficient logistics ecosystem

Please share details of why UECC is expanding capacity on its North-South route?

“We are expanding our fleet with operation of an additional eco-friendly PCTC that will enhance cargo-carrying capacity and flexibility for our clients on this major route, while further reducing the carbon footprint of their logistics,” says UECC COO **Per Christian Mørk**.

“The addition of the Blue Heritage will increase to seven the number of UECC vessels traversing this busy route, which means we will be able to offer a sailing frequency of 4.5 days from Turkey to Northern Europe.” he adds.



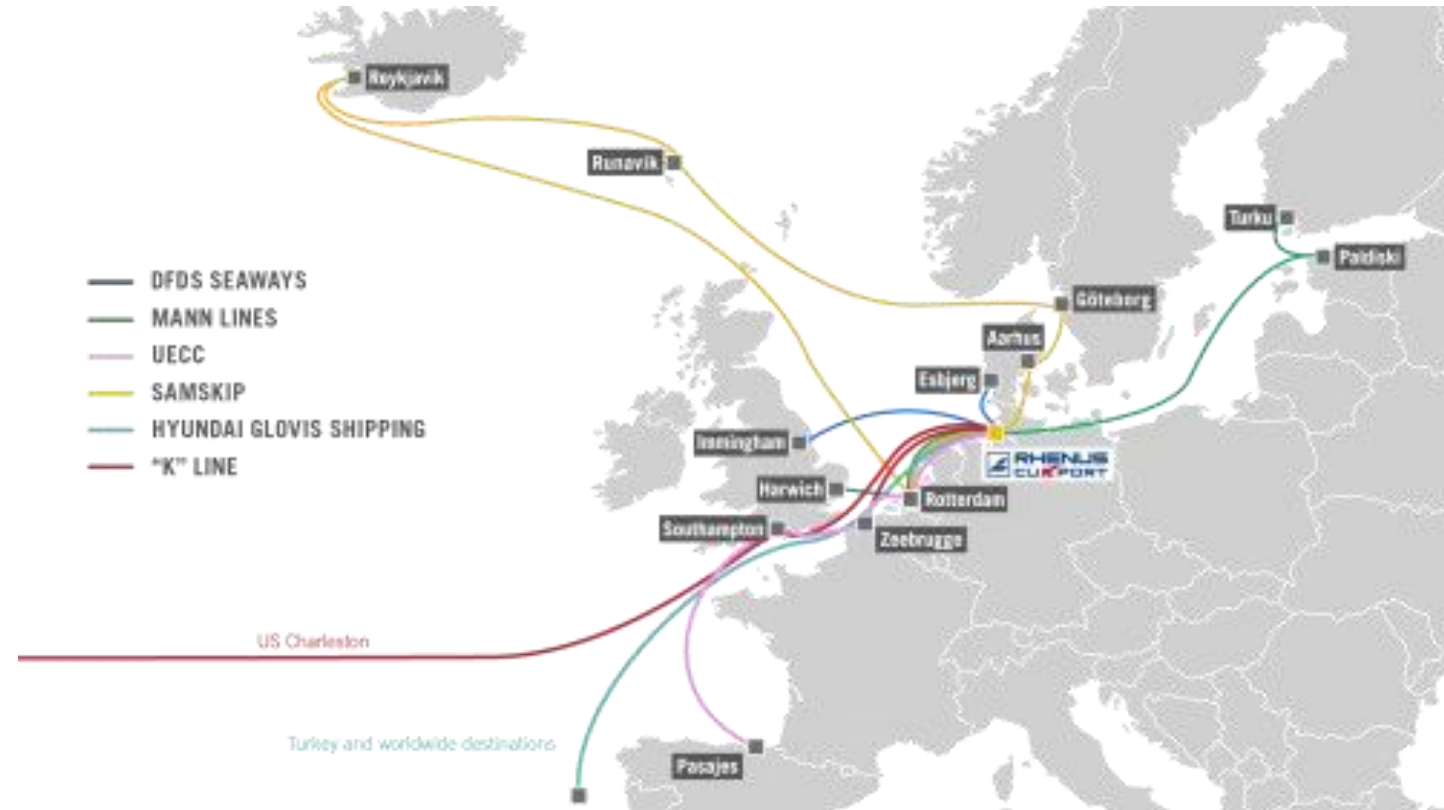
“She has been added due to growing volume flows both ex-Turkey to North Continent and vice versa. She will most likely operate on: Flushing, Zeebrugge, Cuxhaven, Vigo, Yarimca, Efesan, Autoport and back to Flushing,” adds **Jørgen Lindgaard**, Head of Business Planning & Sustainability at UECC.

Cuxhaven

Cuxhaven has witnessed a 13.9% year on year increase in RoRo volume, and a 933% jump in deep sea vessel calls—please could you explain the reasons?

Oliver Fuhljahn, Business Development - Automobile Logistics, Cuxhaven: “Yes, and the volume will be higher this year!

We started deep-sea calls with K-Line and GLOVIS. In 2024 K-Line started a weekly service with BMW imports from the US. Then we started receiving Hyundai imports from Turkey with GLOVIS. This year we have started receiving Volkswagen imports from Turkey, mainly with UECC. So, every 4 days there is a vessel coming from Turkey!”





Port of Barcelona

Container volume of cars arriving to Port of Barcelona has increased by 133% year on year—please could you give us a comment about this?

Anna Listeri, Automotive & RoRo Manager, Commercial, Port of Barcelona: “Due to the lack of capacity of car carrier vessels from China, some OEMs producing in China started exporting their vehicles in containers. Figures in the Port of Barcelona show an increase of this tendency starting from 2022 until May 2025, but we expect this trend to change and start declining soon due to the introduction of new capacity in the market. Some OEMs have already confirmed that they will switch back to the car carrier vessels during 2025.

Note that 90% of all the vehicles arriving to Barcelona in container are coming from China.”



