

GERMANY

Port of Rostock opens upgraded tracks: 'reduces need for train splitting'

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Image: © Port of Rostock

The German Port of Rostock has reopened five rail tracks. They underwent a length upgrade from 600 to 680 metres. This should contribute to improved operational efficiency in the port.

The reopening took place on 1 September, with the port itself, Euroports Germany, Rostock Trimodal, stakeholders and construction companies attending. Construction works took 14 months and finished in July 2026, the Port of Rostock says.

As a result of the upgrade, train operators can now handle longer trains on the five tracks. Two gantry cranes serve the facility. The increased track length “significantly reduces the need for time-consuming train splitting”, the port explains. It also creates an opportunity to increase the number of weekly departures, according to Rostock Port GmbH Managing Director Gernot Tesch.



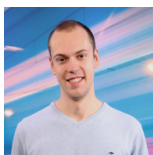
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Ferry and RoRo traffic

Rostock Trimodal, the terminal operator, has facilitated transshipment at the site for two decades, writes the port. It started with a single train connection to Verona, Italy, but that has expanded significantly over time. As a result of the growth of ferry and RoRo traffic, up to 44 combined transport trains operate weekly. The port [handled](#) a total of 16.85 million tonnes of ferry and RoRo freight in 2025.

Destinations (and origins) include Verona (19) and Padua (6) in Italy, Bratislava (5) in Slovakia, Oradea (2) in Romania, and Karlsruhe (3), Dresden (5), Herne (3) and Halle (1) in Germany.

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