



Port of Trelleborg

The Port of Trelleborg, located on the southern coast of Sweden, is Scandinavia's largest RoRo port and one of the most important ferry and logistics hubs in the Baltic Sea region. Trelleborg is particularly known for its intensive ferry connections with Germany (Rostock and Travemünde) and Poland (Świnoujście), making it a crucial link for trailer transport, intermodal logistics and supply chains between Sweden and Central Europe.

In recent years, the port has undergone major expansion and modernization with the development of a new eastern port area designed to handle larger vessels and growing freight volumes. Trailer transport remains the dominant segment, supported by increasing use of intermodal solutions connecting ferry services with rail networks in Sweden and Europe.

Traffic with Poland continues to play a particularly important role for the port. Routes to Świnoujście, operated by ferry companies such as TT-Line and the Polish operator Polska, represent a vital corridor for trade between Sweden and Central and Eastern Europe. After a period of weaker volumes in parts of 2024 and early 2025,



CEO Malin Collin

the Polish market has recently shown signs of recovery, supported by fleet investments and adjustments in ferry capacity. RoPax spoke with the CEO of Trelleborg Hamn AB, Malin Collin.

RoPax: Let's start with the overall performance. How did your port develop in 2025?

Malin Collin: In total, we saw a slight increase of about 1% compared to 2024, so overall a positive development. However, the performance varied across segments. Trailer volumes remained at the same level as in 2024, while we observed a modest improvement in line with the gradual recovery of the Swedish economy.

“We've had a strong start. February and March were particularly strong, so overall we are clearly ahead of last year's figures.”

RoPax: Can you break that down for us?

Malin Collin: Cargo performed well and showed growth, which was the main driver behind the overall increase. Passenger traffic, on the other hand, declined slightly. One of the key reasons was that a major operator was no longer active for part of the year. The connection to Sassnitz in Germany was closed in 2024.

RoPax: How did the year start for you in 2026?

Malin Collin: We've had a strong start. January was somewhat weaker, but still above last year. February and March were particularly strong, so overall we are clearly ahead of last year's figures. The growth will continue but we had also a shifting effect due to the dock period of Finnlines vessels.

RoPax: What are the main drivers behind this positive trend?

Malin Collin: There are several factors behind this positive trend. We have seen stable and strong volumes on the routes to Germany, which have continued to perform well. In addition, volumes on the routes to and from Poland have recovered compared to last year, when they were under pressure. This is a positive development, as it supports our ambition to strengthen our position as a logistics hub for all destinations that connects i Trelleborg.

RoPax: Speaking of Poland, how do you assess developments there?

Malin Collin: The Polish market has been weaker compared to previous years, but we are now seeing gradual improvement. There are also structural changes and new capacity entering the market, which will influence competition going forward.

RoPax: Do you expect further growth there?

Malin Collin: Yes, but cautiously. It depends on how operators adjust capacity and how demand develops. There is potential, but also strong competition.

In the upcoming months, we will see a shift as the new large RoPax ferry Unity Jantar is deployed to Ystad, while Mazovia will serve Trelleborg. While this change will increase passenger capacity and still meet the current demand for cargo capacity, it is of course disappointing for us that Unity Jantar will not remain in Trelleborg—particularly as it is a newly built, modern and more environmentally efficient vessel. We currently have three vessels from Polska calling the port.

INTERMODAL MORE CAPACITY DEMAND**RoPax: Let's talk about intermodal transport. How has that segment developed?**

Malin Collin: Intermodal volumes have been relatively stable compared to 2024. We are slightly below 50,000 units, while our long-term target is to at least double this volume.

RoPax: What is limiting growth?

Malin Collin: Mainly infrastructure constraints. We've had several disruptions in both Sweden and Germany, including construction works and temporary closures. These interruptions directly impact volumes, as lost flows are difficult to recover.

RoPax: Is there enough rail capacity overall?

Malin Collin: In principle, yes. The challenge is not only capacity but also reliability and redundancy. For example, we still depend on single-track connection between Malmö and Trelleborg, which makes the system vulnerable.

RoPax: Are there plans to expand your capacity?

Intermodal transport growth

Malin Collin: Yes. We are working closely with the Swedish Transport Administration (Trafikvaerket) on long-term infrastructure expansion. At the same time, we are evaluating shorter-term solutions on our own land to increase capacity more quickly. The project to expand on the area of Trafikvaerket needs more time.

RoPax: What kind of timeframe are we talking about?

Malin Collin: Large infrastructure projects take many years. Some developments may take a decade or more, so we need a short-term solution to support growth in the upcoming years.

EAST GATE IN PLANNING**RoPax: In the last years you have increased your port heavily to accommodate the new bigger RoPax ferries. What are the next steps? Are you planning also to install more double deck ramps for the Polish operators?**

Malin Collin: The east entrance of the port is currently in the planning phase. The first phase of construction involves parts of the eastern access route and will begin later this year. The route is expected to be operational next year, initially designated for use by the fire brigade as an evacuation route. The next phase involves developing a new truck centre, including check-in facilities, parking areas, and supporting infrastructure. Construction will commence once the municipality has reached

a key milestone in the timeline for the ring road around Trelleborg, ensuring that the eastern access route can be opened safely and reliably.

According to the current timeline, the facility is expected to be operational by 2031.

At present, there are no plans to construct additional double ramps for Polska.

RoPax: You are also investing in logistics facilities. Can you elaborate?

Malin Collin: Yes, we have secured a large warehouse area of around 20,000 square meters near the railway and future check-in area. This is a strategic location for the port to strengthen our logistics offering and prepare for future demand.

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RoPax: Is the idea to develop a logistics hub?

Malin Collin: Exactly. The goal is to combine port operations, rail connectivity, and warehousing to create a more integrated logistics hub.

RoPax: How do you see competition evolving in the ferry market?

Malin Collin: Competition is intensifying. We see new vessels, capacity adjustments, and strategic shifts by operators. This will put pressure on pricing and efficiency, especially in the Baltic region.

RoPax: Will this affect your port directly?

Malin Collin: Inevitably, yes. Changes in network structures or capacity deployment can shift volumes between ports. We need to remain flexible and competitive.

RoPax: Finally, what are the key challenges ahead?

Malin Collin: Infrastructure remains the biggest challenge, both rail and road. In addition, regulatory pressure, such as environmental requirements and emissions trading, will impact on the entire industry. At the same time, we see opportunities in intermodal growth and logistics integration.

RoPax: Thank you for your insights.



New RoPax Jantar Unity in Trelleborg