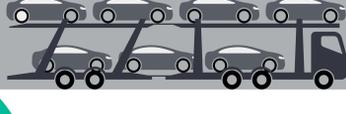


Behind the scenes at a Wallenius Wilhelmsen RoRo terminal

Arrival by truck (1).

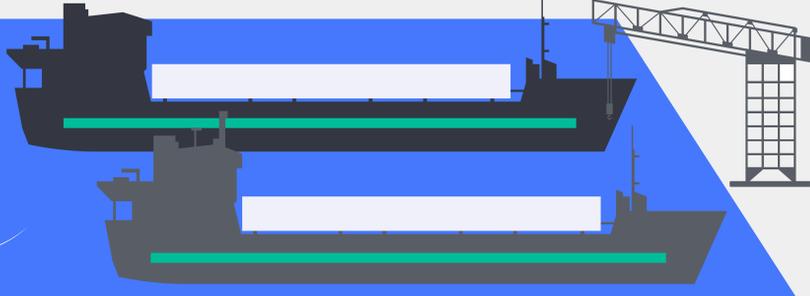


There are a variety of ways your exporting product can enter a RoRo terminal:

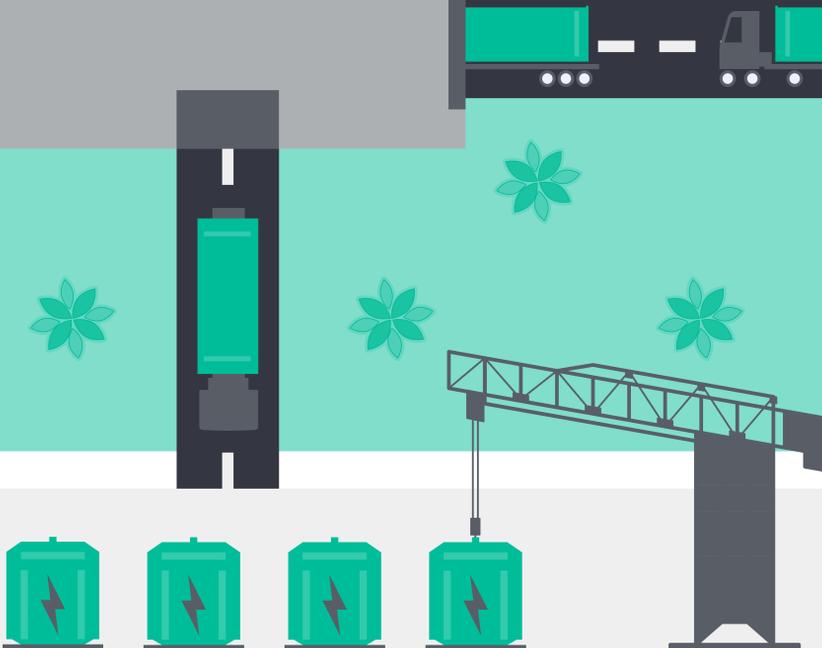
Arrival by rail (2).



Arrival by waterway (3).

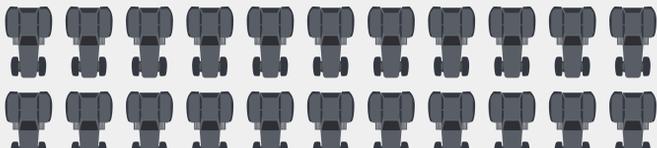


Terminal staff unload breakbulk products (4) using cranes or forklift trucks.



Did you know, a typical deep-sea RoRo terminal has a large footprint – our Mid-Atlantic terminal at Baltimore features two 65,000 square foot storage sheds.

Our terminals are capable of processing hundreds of cars and machines every day. In fact, there can be as many as 160,000 vehicles on a terminal at any one time (5).



All products are carefully checked and scanned as they move through the terminal.

A series of checks takes place, including damage checks. Scanning ensures that customers have visibility of the cargo as it moves through the terminal (6).



Did you know, our terminals can handle pretty much any size of product, up to several hundred tonnes in weight?

We have dedicated facilities at our terminals to prepare cars and machines for the destination market.

Our processing centres (7) provide services including pre-delivery inspection, accessorisation and modification, repairs and rectifications, and temporary storage.



Terminal staff carry out visual inspections to ensure all cargo is clean before it is loaded onto a vessel (8).

Oceania-bound products that haven't been BMSB-treated prior to arrival can be treated at our terminal facilities (9).



Products can be temporarily stored if necessary while awaiting loading onto a vessel (10).



Loading a vessel is no easy feat and requires careful forward planning.

An average 80 stevedores are involved in discharging and loading a vessel, with most operations starting at 6am and lasting until around 10pm (11) spread over several shifts.

