

MAY VOLUME REPORT: FREIGHT UP 31% FOLLOWING LOCKDOWNS IN 2020

DFDS reports monthly ferry volumes for freight and passengers to provide additional insight into the development of volume trends in DFDS' European route network.

DFDS ferry volumes

		May			LTM*	
Freight	2020	2021	Change	2019-20	2020-21	Change
Lane metres, '000	2,782	3,650	31.2%	39,540	43,125	9.1%
Passenger	2020	2021	Change	2019-20	2020-21	Change
Passengers, '000	48	35	-27.3%	4,122	989	-76.0%

*Last twelve months

Ferry – freight: Total volumes in May 2021 were 31.2% above 2020. Net adjustments for structural route changes reduced growth 3.2 ppt to 28.0%.

The extraordinary volume growth in May 2021 vs 2020 reflected a recovery from the significant volume reductions in May 2020 caused by Covid-19 related lockdowns. Volumes in May 2021 were 7.4% above May 2019 adjusted for structural route changes.

Volumes were above May 2019 in each of the four business units mainly carrying freight, i.e. North Sea, Baltic Sea, Channel and Mediterranean. Trading between the EU and the UK continued to be robust.

Ferry – passenger: The total number of passengers in May 2021 was 27.3% below 2020 reflecting the continued tight travel restrictions.

DFDS' ferry routes enable trade and travel in and around Europe. Click here to see a map of the entire network.

The June volume report is expected to be published on 12 July 2021.

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About DFDS

DFDS provides ferry and transport services in and around Europe, generating annual revenues of DKK 17bn.

To over 10,000 freight customers, we deliver high reliability through ferry & port terminal services and transport & logistics solutions.

For five million passengers, we provide safe overnight and short sea ferry services.

Our 8,000 employees are located on ferries, terminals and in offices across 20 countries. DFDS was founded in 1866, is headquartered in Copenhagen, and listed on Nasdaq Copenhagen.

Disclaimer

The statements about the future in this announcement contain an element of risk and uncertainty which means that actual developments may diverge significantly.