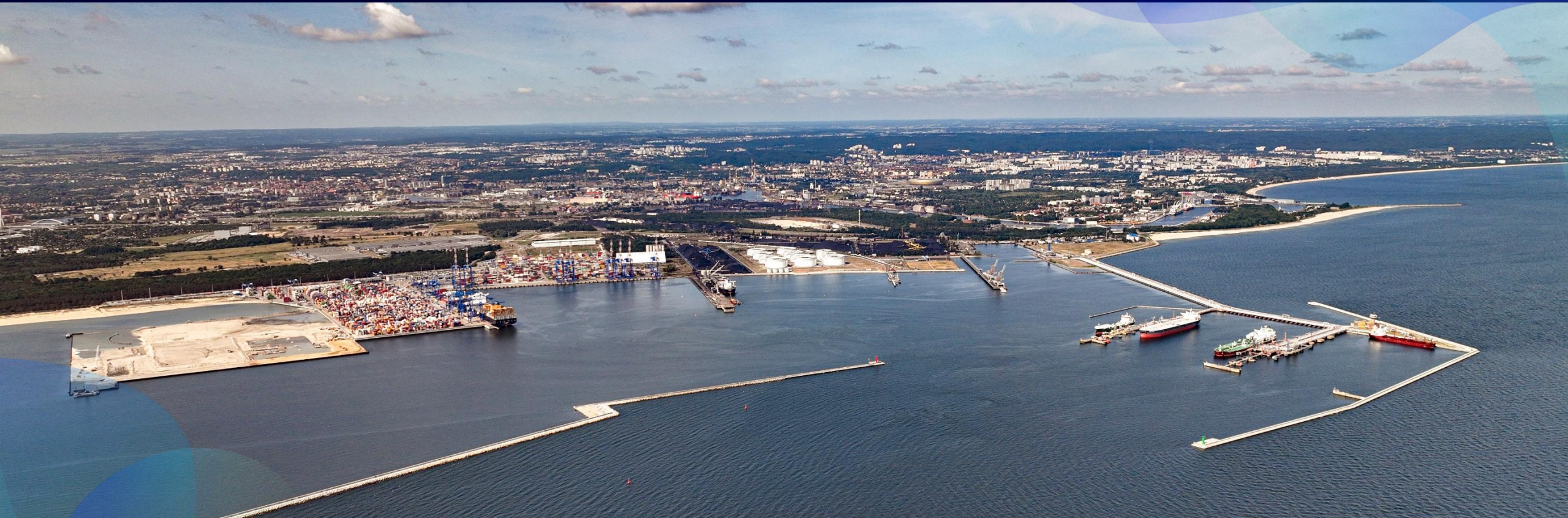




**PORT  
GDAŃSK**



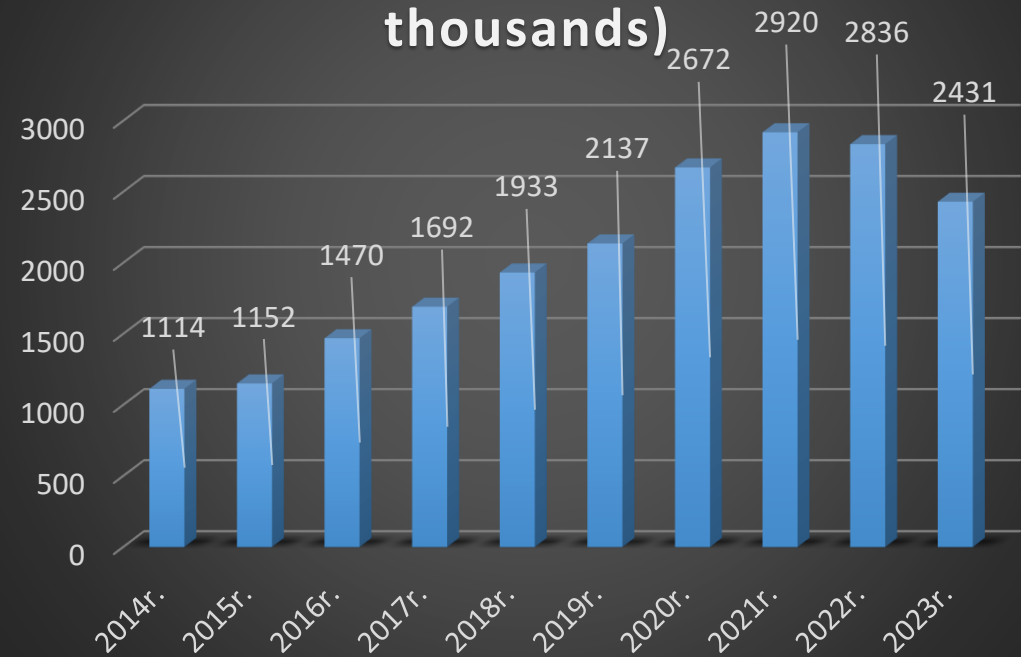
**The fastest growing  
Port in Europe**



# RAIL INTERMODAL TRANSPORT

- Rail intermodal transport has recorded year-on-year increases until 2021. They were developing even despite the restrictions caused by the coronavirus pandemic in 2020-2021.
- In 2022, two factors contributed to the slowdown in intermodal transport - uncertain the geopolitical situation related to the war in Ukraine and the increase in operating costs and energy prices.
- In 2023, over 2.43 million TEU were transported. Compared to 2022 this is a decrease of 405 thousand. TEU (14.3%). The year 2023 was the second year in a row when a decline was recorded.

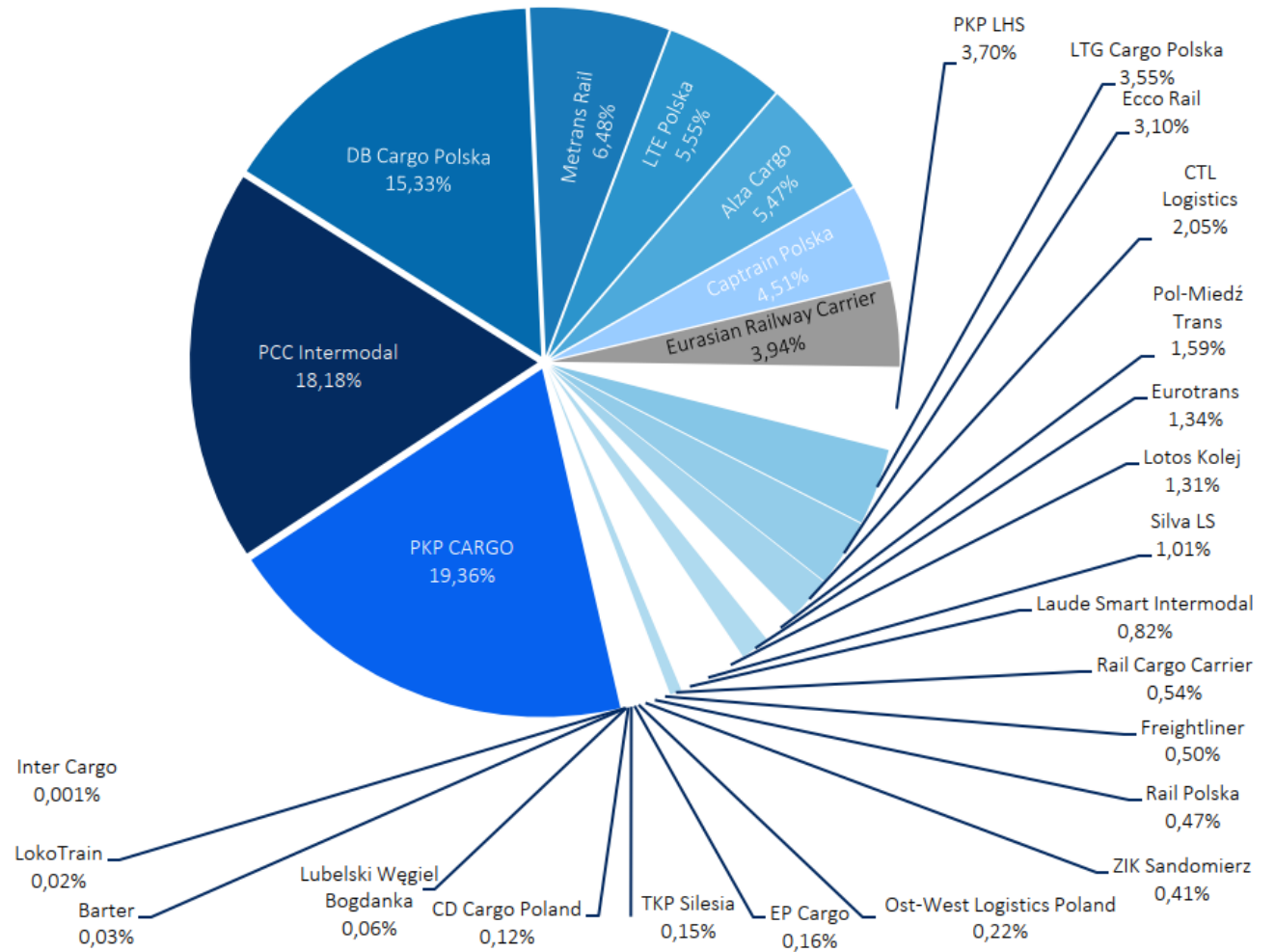
## Number of TEUs transported by rail in Poland in 2014-2023 (in thousands)



Source: UTK

# INTERMODAL OPERATORS MARKET SHARE

- In 2023, PKP Cargo transported the largest number of TEUs, achieving a market share of over 19%.
- The second place on the market was achieved by PCC Intermodal with a share of over 18%.
- In third place is DB Cargo with a share of 15.3%.
- In 2023, intermodal rail transport was carried out by 29 licensed carriers, during when there were 23 of them in 2022. It is worth noting that over the decade the number of carriers who provide services in the intermodal transport segment, increased from 10 to 29 entities, i.e. almost three times.



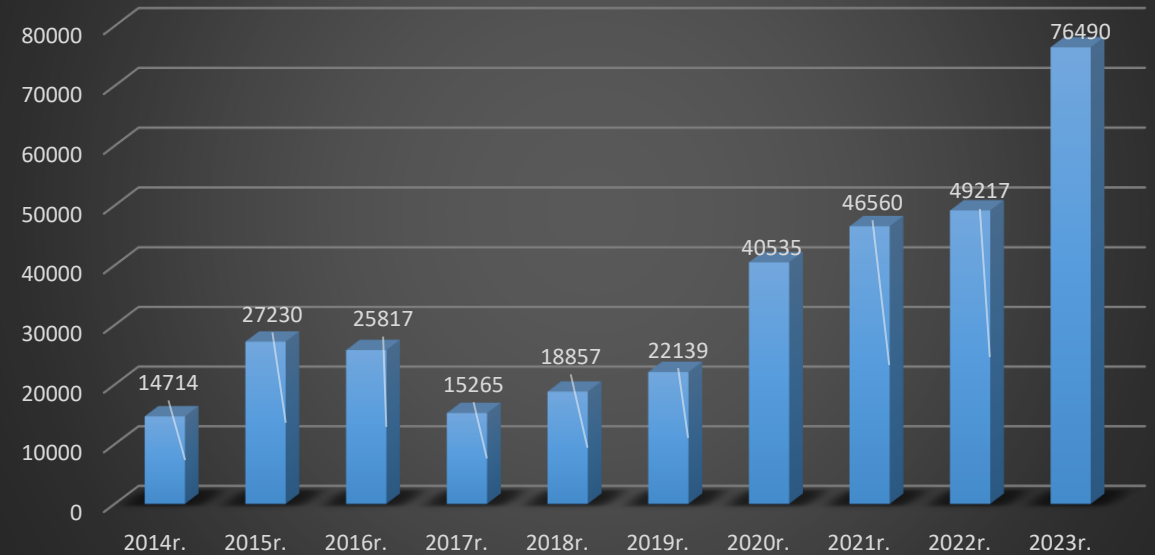
Source: UTK



# RAIL INTERMODAL TRANSPORT SEMI-TRAILERS / SWAP BODIES

- Intermodal sector in Poland is dominated by containers. Their share in the total number of units at the end of 2023 was 94%. As in previous years, the most transported containers were 20- and 40-foot units.
- Semi-trailers and truck trailers accounted for 4.8% of the units used, and swap bodies 0.7%. In Poland, the number of semi-trailers and truck trailers transported by rail is small compared to the number of transported containers. In 2023, **76,490 units** were transported. However, the number of semi-trailers and truck trailers transported by rail in 2023 compared to 2022 increased by over 55%.
- In other countries, such as Germany or Switzerland, transporting semi-trailers by train is more popular. **In Germany, according to Eurostat data, semi-trailers constitute approximately 20% of all transported units. The number of trailers transported by rail is 16 times higher than in Poland.**

Rail intermodal transport 2014-2023  
Semi-trailers / Swap bodies (in units)



Source: UTK



# INTERMODAL TRANSPORT POLISH SEAPORTS

- Polish seaports are part of global supply chains handling the largest container ships. In 2023, Polish sea ports transhipped nearly 3 million TEU. This means a slight decrease (by 0.1 million TEU) compared to 2022. However, 2021 was record-breaking in terms of transshipment. Transshipment then reached the level of nearly 3.2 million TEU. The largest volume of containers was handled by the ports in Gdańsk (2.05 million TEU) and Gdynia (0.87 million TEU). Ports in Szczecin and Świnoujście handled a total of less than 0.1 million TEU.
- The Port of Gdansk recorded a decline of approximately 1% and it was the smallest decline among the results of all Polish container ports. A decrease was also recorded in Gdynia, where 4.4% (40.5 thousand) TEUs less were handled than in 2022. The largest decrease was in the Port of Szczecin-Świnoujście (-10% compared to 2022, which represented transshipments by over 7 thousand TEU less).





# BALTIC HUB 3

A member of  PSA group

- The new terminal – Baltic Hub 3 with an additional annual capacity of 1.5 million TEU
- New quay: length 717 m long, depth 18 m
- New storage yards: 36 ha
- 7 STS cranes to handle the largest container ships
- 20 RMG automated cranes
- Investment value: EUR 450 million
- Completion date: 2025

