



Baltic Container Terminal (BCT) Gdynia, Poland



International Container
Terminal Services Inc.



Bratislava, 31st of March 2022

ICTSI worldwide operations



BCT Gdynia from above



MEDITERRANEAN SHIPPING COMPANY



We take it personally



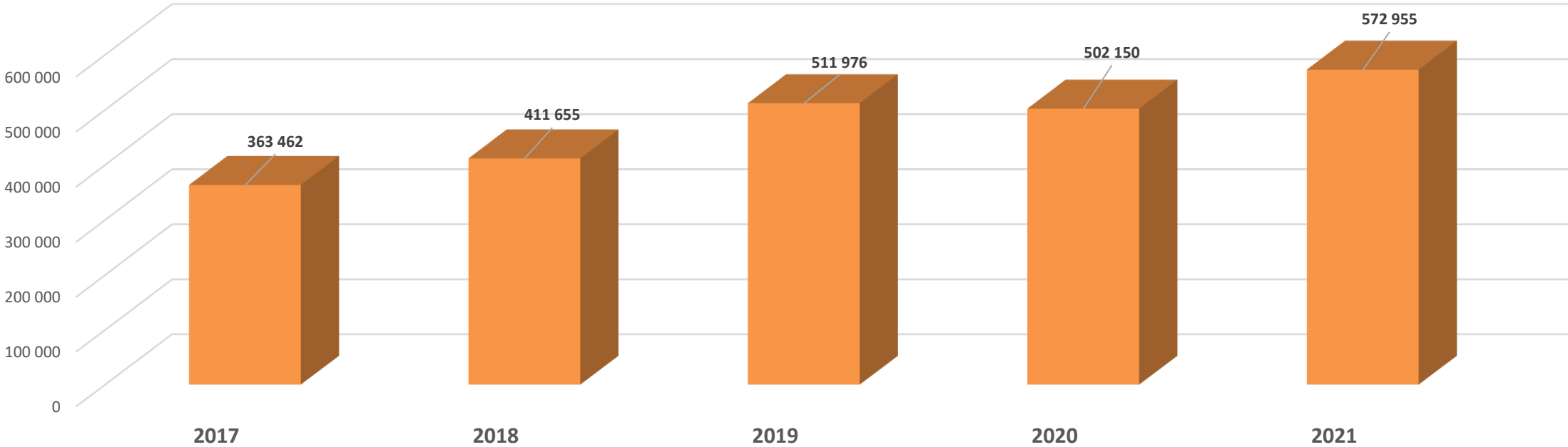
EVERGREEN



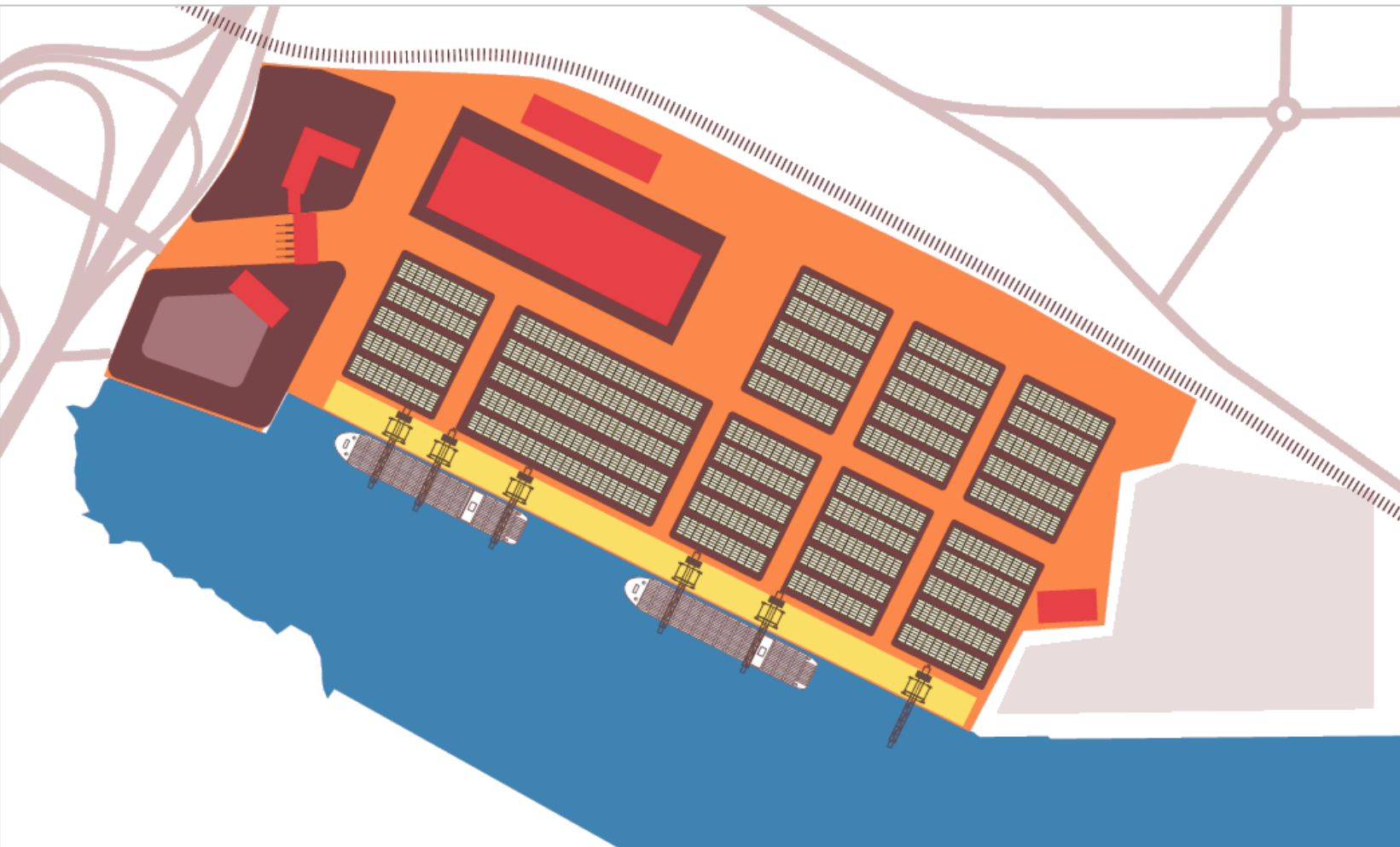
YANG MING MARINE TRANSPORT CORP.



BCT performance (TEU)



Facilities & Terminal Layout



Infrastructure

- 800 Berth Length (m)
- 12.7 Draft Alongside (m)
- 60 Terminal Area (ha)
- 30 Container Yard (ha)
- 2 Closed Customs Warehouse
- 680 Reefer Plugs
- 3 Intermodal Rail Track (670 m each)
- 24,800 in container slots (nominate TEU)

Super Structure

- 6 Quay Cranes (4 x 19 rows, 2 x 17 rows wide)
- 20 Rubber Tired Gantries
- 2 Rail Mounted Gantry Cranes
- 3 Reachstackers
- 2 Mobile Harbor Cranes
- 38 Terminal Tractors

Annual Capacity: 1,000,000 TEU

Facilities & Terminal Layout

Terminal Features

Terminal Warehouse / CFS



- ▶ Total warehouse capacity 21.290 sq m
- ▶ Bonded warehouse

Gates



- ▶ Total 8 Gates: 4 entry and 4 exit fully-automated
- ▶ Direct access to A1 motorway (towards south of Poland and Central European countries) via connecting roads: Estakada Kwiatkowskiego and S6 Tricity Bypass
- ▶ 35 min. gate-turn-around time
- ▶ No queues at the gate

Customs Facilities



- ▶ 'One Stop Shop' – on-site state controlled bodies such as Customs, Sanitary and Veterinary
- ▶ On-site stationary customs scanner – the only one in Port of Gdynia



Rail-Intermodal Capabilities:

BCT is the *only* terminal that can accommodate full length train in Gdynia.

CAPACITY

- 450 TEUs daily rail capacity
- 500.000 TEUS annual rail capacity
- 3 tracks / 670 meters / 34 rail cars / 3 TEUs each
- Handling of various intermodal units: containers, tanks, road trailers, swap bodies
- Currently up to 35% of BCT's total throughput is through rail

OPERATIONS

- 2 Rail Mounted Gantries for loading/unloading
- Full train length / 670 meters avoids extra operations such as additional handling or re-working of the train
- Direct connection to railroad C-E 65 (connecting South Poland and Central European countries within VI Pan-European Transport Corridor)

ADVANTAGE

- Fast and efficient rail operations
- Minimum 8 weekly block trains to various destinations plus additional on demand
- Land-site operations further supported by a high berth productivity on the quay ie. 30+ Moves Per Hour Per Crane

BCT Value Proposition

1 Strategic Location

Gdynia is located within the Baltic-Adriatic Corridor (corridor VI), one of the most important trans-European road and railway axes recognized by the European Union. It connects the Baltic with the Adriatic Sea, through industrialized areas between Southern Poland (Upper Silesia), Vienna and Bratislava, the Eastern Alpine region and Northern Italy. **BCT is recognized as a main export sea gateway to the Polish economy.**

2 Performance

BCT's 24/7 ice-free port operations with top class performance, skilled personnel and 40 years of industry experience contributes to the terminal's average quay crane productivity of 32 mph.

3 Investment Program

BCT's performance have been upscaled **by new handling equipment** (both sea and landside), a rebuilt intermodal terminal with **new rail siding, storage areas, and state of the art IT systems.** The last stage of this ambitious program was valued at USD 68 milion.

4 Regulations

Customer friendly regulations and **excellent** collaboration with Polish State entities making BCT the terminal of choice for blue chip companies such as IKEA

