



PORT SZCZECIN-ŚWINOUJŚCIE

**Ports of Szczecin-Świnoujście:
wide range of possibilities
for Slovak business**



Ports of many opportunities

Bratislava 15.03.2023



PORT SZCZECIN-ŚWINOUJŚCIE

Basic information:

2 ports – 1 port authority

Total quays' length:

15.4km

Max depth:

Świnoujście - 14.5m

Loa 270m, B 50m, D 13.5m

Szczecin - 10.5m

12.5m (2024)

- Loa 215m, B 31, D 9,15m

- Loa 220-240, B >32m, D >11m (2024)

Handling potential:

52.5 mln ton

Universal ports



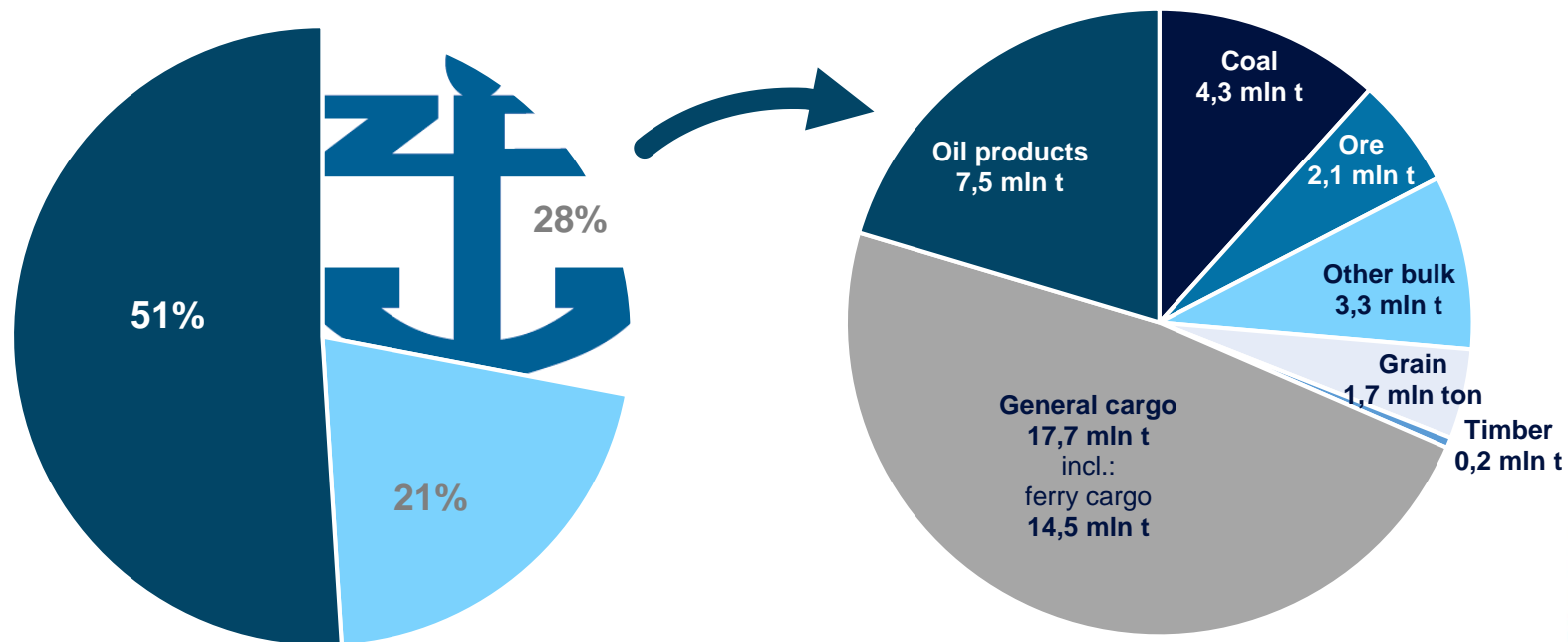


PORT SZCZECIN-ŚWINOUJŚCIE

Turnover 2022

2. Polish sea port

6. Baltic sea port



⚓ Szczecin-Świnoujście ■ Gdynia ■ Gdańsk

Total in 2022:

36.8 million tons

- the best annual result in history of SŚPA (+10,8%)

Coal: +50,8% (2022/2021)

Ore: +11,4% (2022/2021)

Other bulk: +11,2% (2022/2021)

Oil products: +42,5% (2022/2021)

LNG: +54,6% (2022/2021)

Less ships but more GT total (+4,6%)



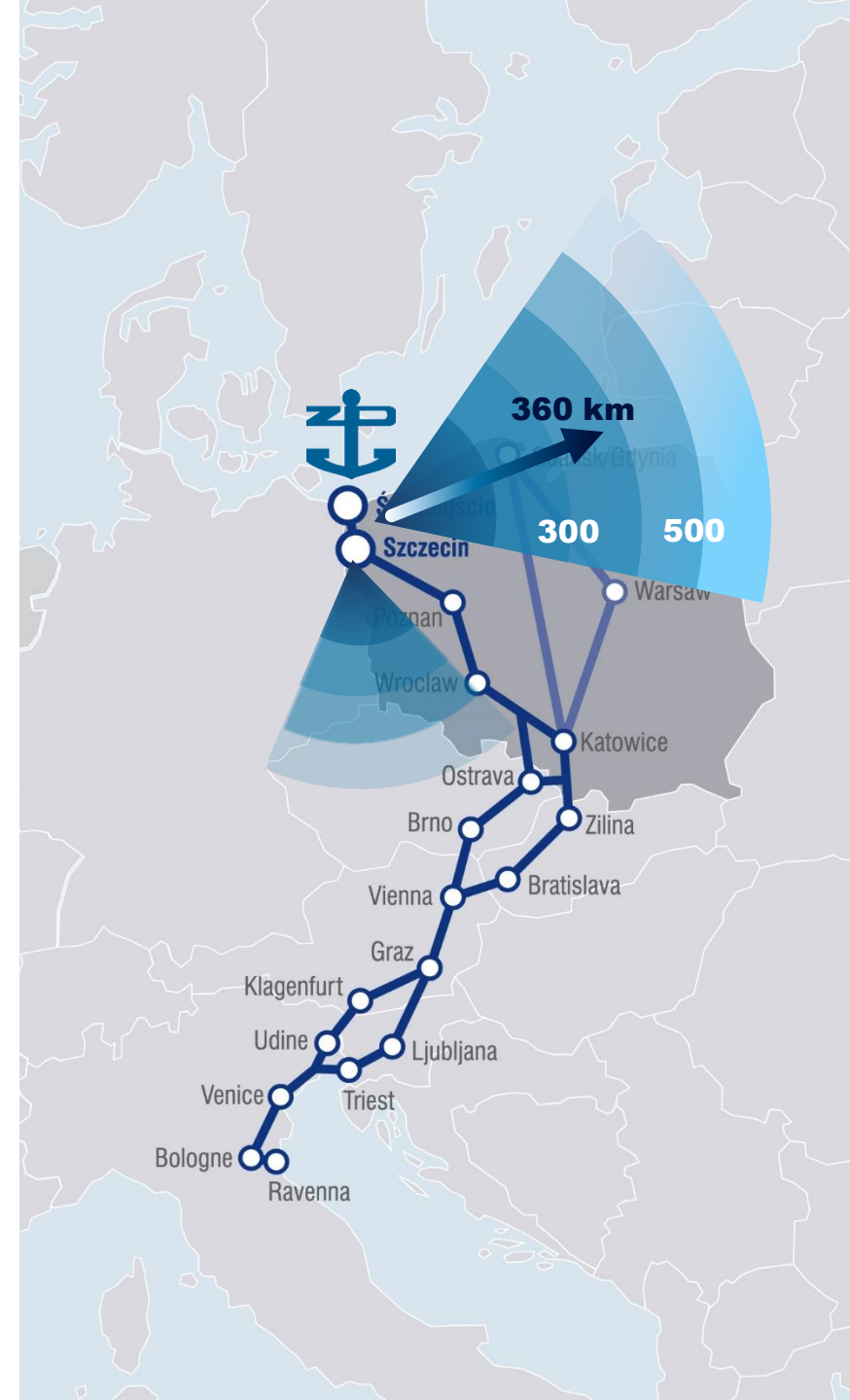


PORT SZCZECIN-ŚWINOUJŚCIE

Why Szczecin-Świnoujście

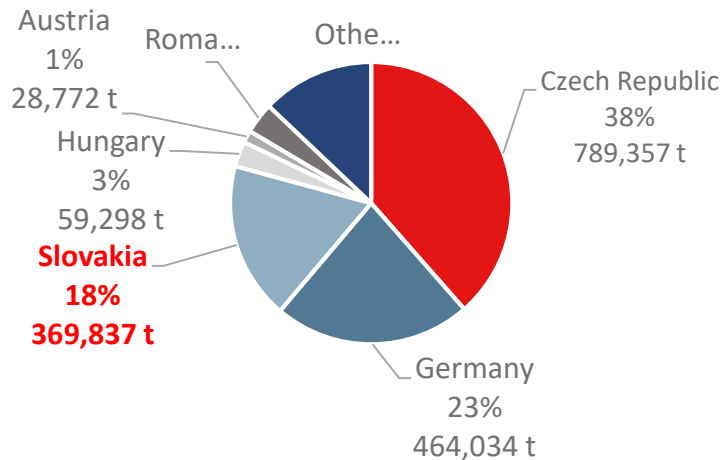
➤ Strategic location

- Proximity to the Danish Straits = shortening the route of an ocean-going vessel entering the Baltic Sea (Kiel – Świnoujście: 188 NM = 19 hrs)
 - cross point for W/E. N/S trade routes
 - Connecting region of the Baltic Sea with the Black Sea, the Adriatic Sea and the Mediterranean Sea run through the territory of Poland
- bridge connecting, among others, the area of Central Europe through the Baltic Sea with the Atlantic
- Excellent transit location for the hinterland of Central and Eastern Europe
 - Hinterland of the port complex: the most industrialized regions of Poland, with a high population and significant purchasing power - i.e. having the ability to generate sustainable flows of containerized cargo in import and export fm/to western and southern part of Poland, including a significant part of Silesia, eastern and south-eastern part of Germany, central and southern European countries: Czech Republic, Slovakia, partly Austria, Hungary
- **Universality of the offer** (ferry terminal, general cargo, bulk cargo, intermodal, LNG, containers)
- **Seaferty reasons** - The maximum distance from the eastern border and the Kaliningrad Oblast,



Traditional transit centre for cargo flows to/from Slovakia & Czech Rep.

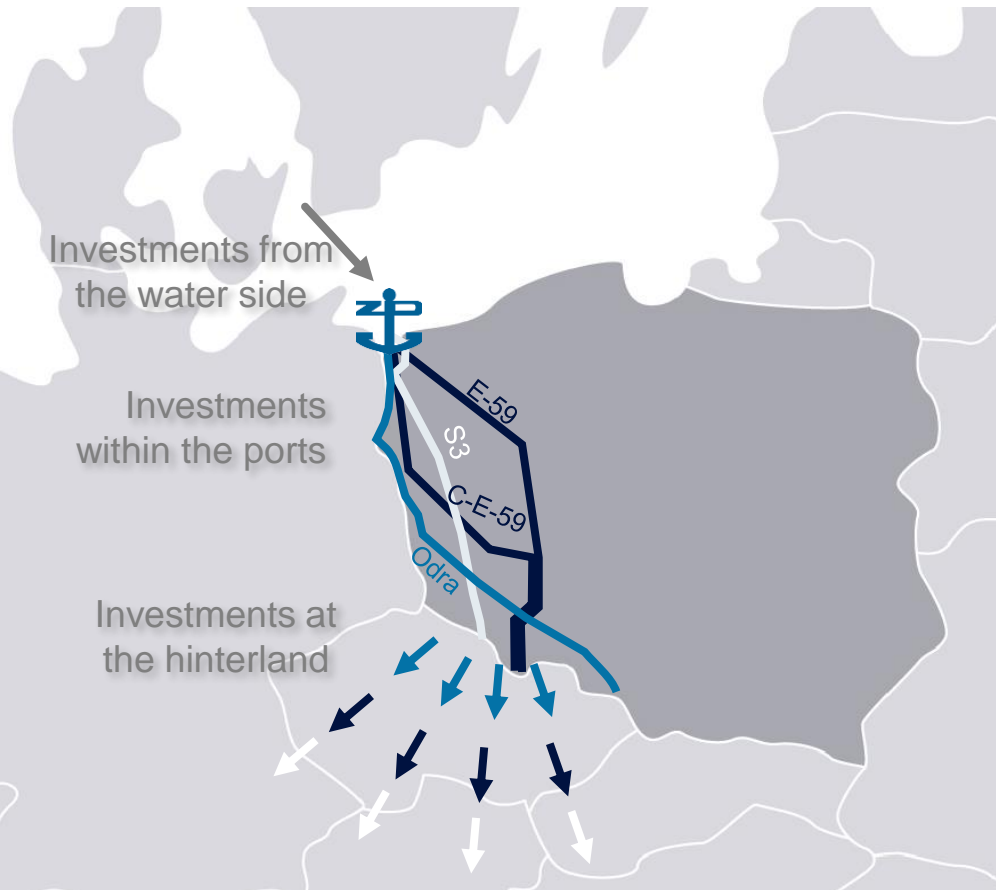
- Connection to the European motorway system via the A11 and A20 motorways
- Connection with southern Poland, the Czech Republic and Slovakia by national road No. 3 (E-65)
- Advantageous rail connections with the hinterland as well as western and southern Europe via the E-59, CE-59 railway lines
- Accessibility to inland navigation on the Oder river
- Nearest seaports - only **490 km** from Prague and **750 km** from Bratislava



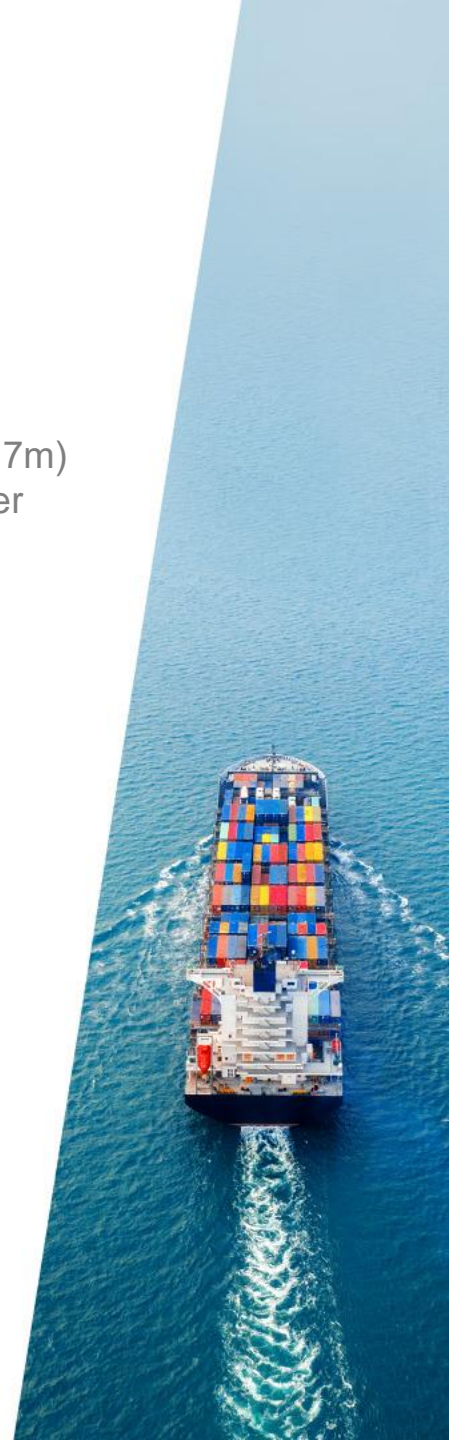
Total – over 2 mio tons



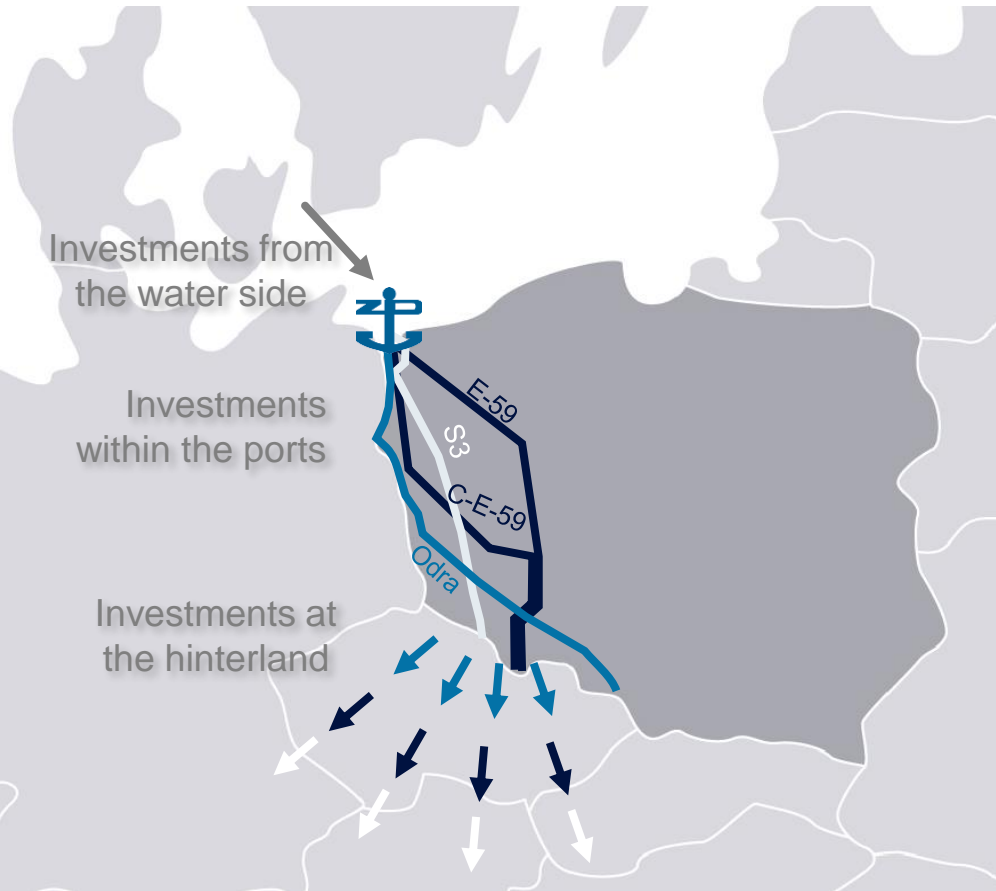
Improvement of access to the ports



- Deepening of the Świnoujście-Szczecin fairway:
 - current approach to Świnoujście 14,5m (target 17m)
 - larger vessels (length up to 220/240m, width over 32m, draft over 11m,
 - access for vessels of approx. 40,000DWT (at present 20,000DWT),
 - lower transport costs
 - shorter ship service time, lower port costs
- Construction of express road S3 (part of E65) on the whole length, i.e. from Lubawka to Świnoujście:
 - end of 2023
- Modernization of railway lines E-59 and CE-59
 - from 85 km/h to max. 140 km/h
 - end of 2023
- Oder Water System E30
 - modernization to Va international class of navigability
 - economical and ecological transport;
 - lower costs
 - greater reliability



Improvement of access to the ports



**Expenditures in the port and access infrastructure in 2014-2020:
~ 4 billion PLN**

- Deepening of the Świnoujście-Szczecin fairway:
1 billion 936 mln PLN
- Improvement of rail access to ports in Szczecin and Świnoujście:
662 mln 258 th. PLN
- Investments of PA relating to the port infrastructure:
1 billion 312 mln PLN



Port investments create synergy



LNG TERMINAL: diversification of gas supply

- 13 m tons LNG from 2015
- import of LNG, soon export of LNG
- end of 2023 increase of regasification potential

DEEPWATER CONTAINER TERMINAL

- target transshipment of 1.5 million TEU with a transshipment capacity of approx. 2.0 million TEU
- 1,3 km of quays
- 2021-2025/2026

FERRY TERMINAL: virtual bridge between Scandinavia and Southern Europe

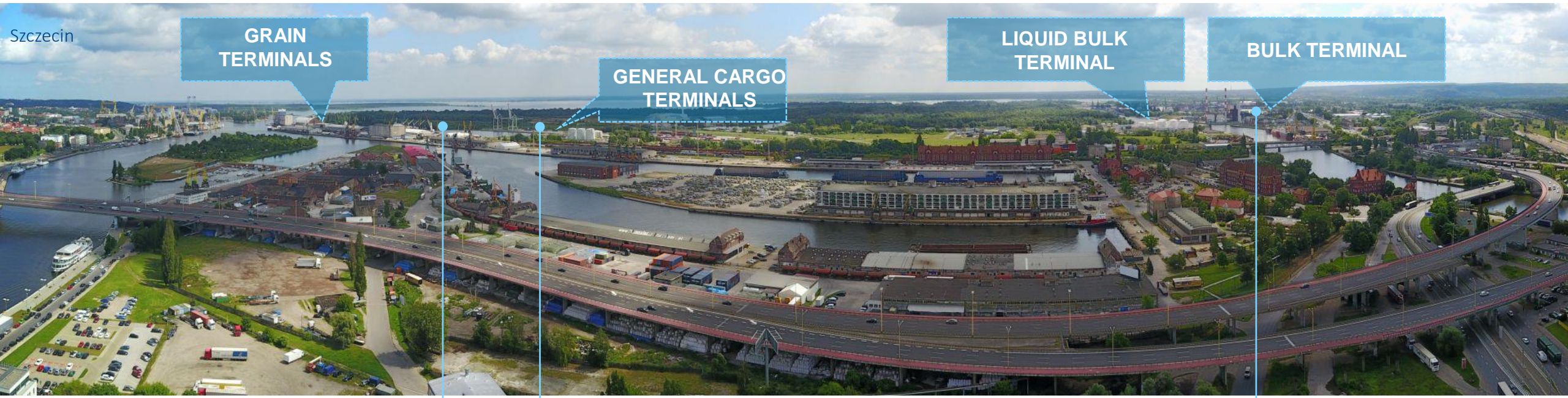
- 13 calls per day to/from Ystad & Trelleborg (SE)
- ca. 6 hours of sailing – the shortest route from South of Europe to Scandinavia
- 5 m trucks & trailers within 10 years
- 270 m – possibility to accept the largest ferries on Baltic Sea
- end of 2023: Handling of intermodal transport

INSTALLATION TERMINAL

- Quays with a length of 485 m
- Bearing capacity of quays 5t/m²,
- Bearing capacity of the assembly and loading area for towers 50t/m²
- Terminal handling capacity - 80 OWT/year
- Commissioning 2024/2025



Port investments create synergy



GRAIN
TERMINALS

GENERAL CARGO
TERMINALS

LIQUID BULK
TERMINAL

BULK TERMINAL

OSTRÓW GRABOWSKI

- development of 4 investment plots, in western part of the peninsula with a total area of 35.2 ha yards with cubature objects - on the side of the investor / operator.
- until 2027

DEVELOPMENT OF DEBICKI CHANNEL

- Construction of a new Norwegian quay, which is an extension of the line of the existing Finskie quay (container terminal)
- Reconstruction of the existing Czeskie and Słowackie quays along with the modernization of the technical infrastructure in the hinterland of the quays.
- 2021-2023

DEVELOPMENT OF KASZUBSKI BASIN

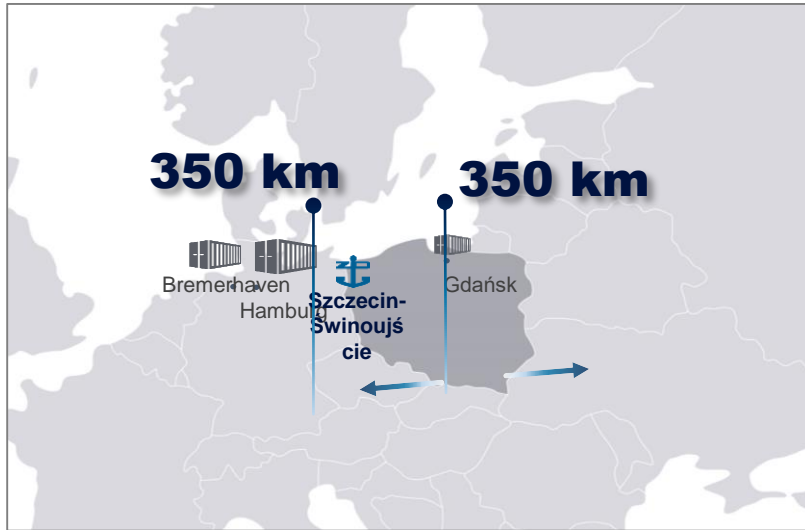
- The main objective is to modernize the existing quays to obtain a technical depth of 12.5 m and a load capacity of 40 kN/m²
- 2021-2023

Deepwater container terminal

target transshipment of **1.5 million TEU**
with a transshipment capacity of approx. **2.0 million TEU**



Container terminal – why Świnoujście?

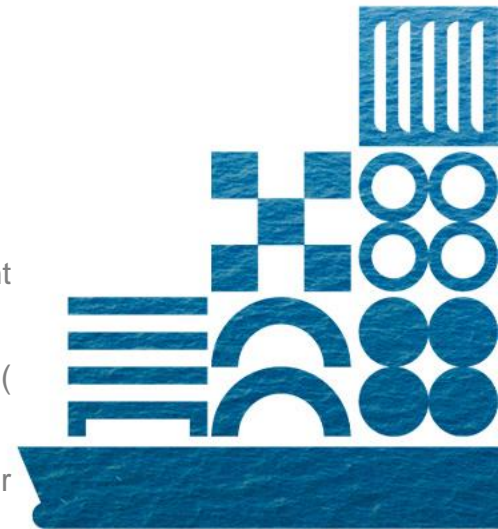


The nearest container hubs are: Hamburg, Bremerhaven and Gdansk

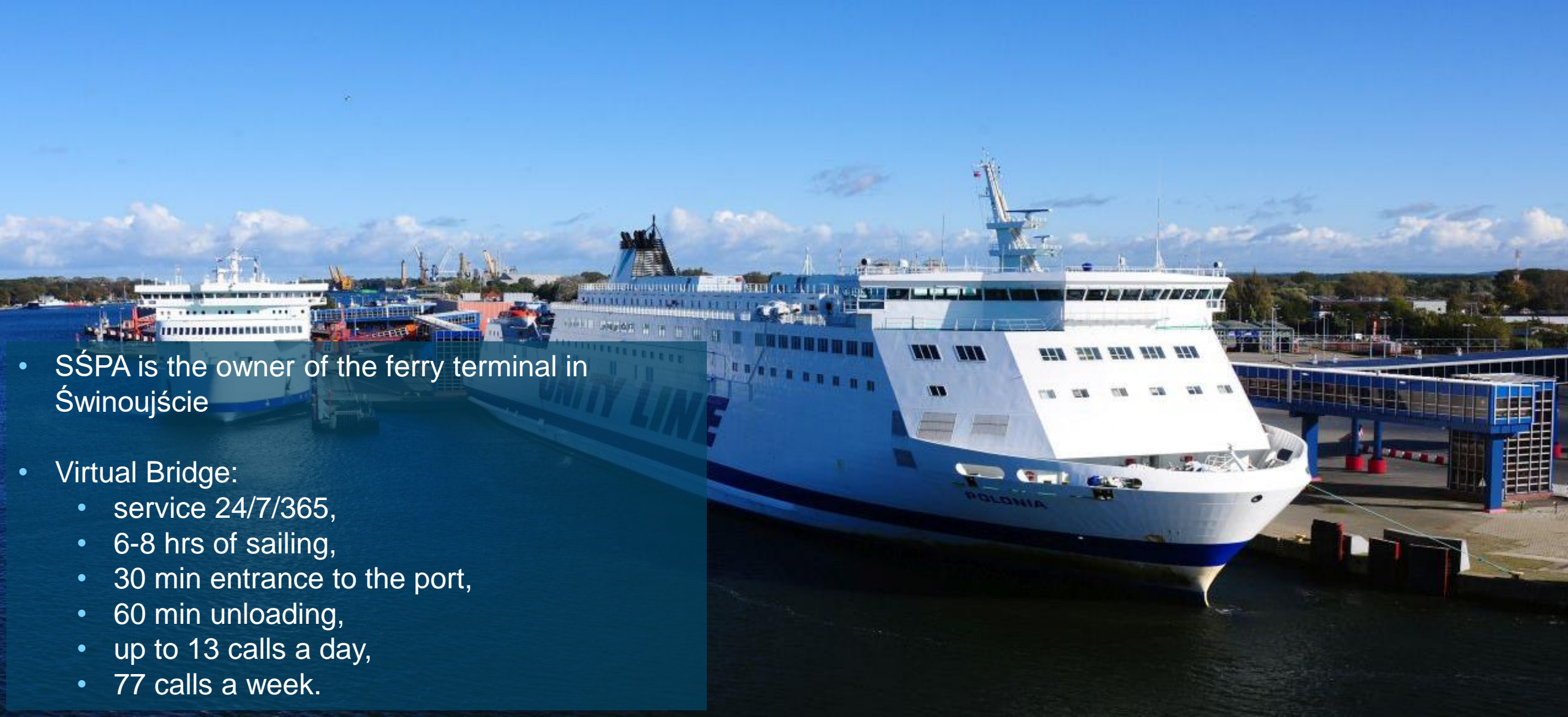


Although the region is a large one with a relatively large number of ports, those are mainly smaller ports, offering connections made by feeder or intra-regional vessels.

- Gap of abt 700 km between deepwater container terminals
- Due to the convenient location , the market development potential of deepwater container terminal in Świnoujście will include
 - transshipment hub for Baltic Sea ports
 - containers to/from own undisputable hinterland of ports of Szczecin and Świnoujście
- Location of the port in a direct vicinity of the Danish Straits at the entrance to the Baltic Sea makes it an excellent place for transshipment services between mother ships and baltic feeder vessels
- Hinterland's catchment area of port of Świnoujście includes industrial and well populated areas in Western Poland, Eastern Germany (including Berlin agglomeration), and Central European Countries : Czech Republic, Slovakia, Austria and Hungary
- Świnoujście as a sea port, but also an inland port - it enables the use of access to the Oder Waterway and its transport potential, after revitalization it guarantees using barges and other inland water fleet units,



Adjusting of the ferry terminal to service intermodal transport



- SŚPA is the owner of the ferry terminal in Świnoujście
- Virtual Bridge:
 - service 24/7/365,
 - 6-8 hrs of sailing,
 - 30 min entrance to the port,
 - 60 min unloading,
 - up to 13 calls a day,
 - 77 calls a week.

Adjusting of the ferry terminal to service intermodal transport



The key element of the investment:

- connection of existing 2 quays into 1 ferry stand with a technical depth of 12.5m and length of 294m
- construction of parking places for abt 80 trailers
- infrastructure & suprastructure for intermodal cargo handling

The end of the investment: 4Q2023



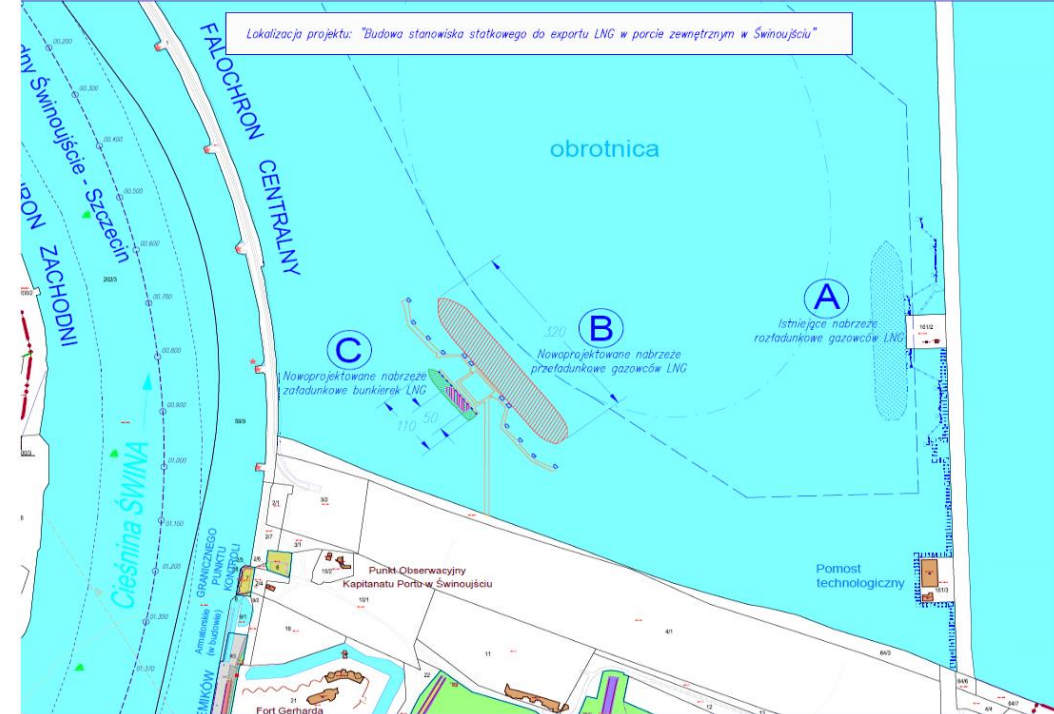
Extension of the sea part of the LNG regasification terminal in Świnoujście - hydrotechnical part ("design and build" project)

Construction of a ship berth enabling the loading of liquefied natural gas at the outer port in Świnoujście will significantly increase the functionality of the LNG terminal. The existing infrastructure for the LNG import does not allow for export loading onto conventional vessels, and is also not adapted to the handling of small LNG vessels (barges, bunkers and feeders).

In order to create universal conditions for **re-export and bunkering of LNG** in Świnoujście, it is necessary to build an additional dolphin quay with two ship berths, which will enable the reloading / loading of vessels with capacities corresponding to market needs (from several dozen to about 220 thousand m³ - from LNG bunkers to Qflex units, possible of handling vsls fm 50 upto 320 m).

Constriction of 3-rd tank will increase regasification possibility to 8 bn m³.

Planned completion date - the end of 2023





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Ďakujem za pozornost'