



PORT SZCZECIN-ŚWINOUJŚCIE



PORTS OF SZCZECIN-ŚWINOUJŚCIE

Place of many possibilities

31.03.2022

PORT SZCZECIN-ŚWINOUJŚCIE AS A TRANSPORT NODE



Regular shipping connections:

- DK 5/week
- DE 3/week
- FI 2/week
- GB 5/week
- IE 2/week
- NL 2/week
- NO 5/week
- PT 2/week
- PT 2/week
- RU 1/week
- SE 78/week

- Element of TEN-T network in Baltic-Adriatic Corridor
- Connection with the European highway system by the German A11 and A20 highways
- Connection with southern Poland, Czech Republic and Slovakia by the national road no 3 (E-65)
- Favourable railway connections with the entire Poland as well as with Western and Southern Europe by railway lines E-59, CE-59
- Accessibility to the inland waterway system by the Odra river
- Influence on: western Poland, eastern Germany, Czech Republic, Slovakia, Hungary and Austria

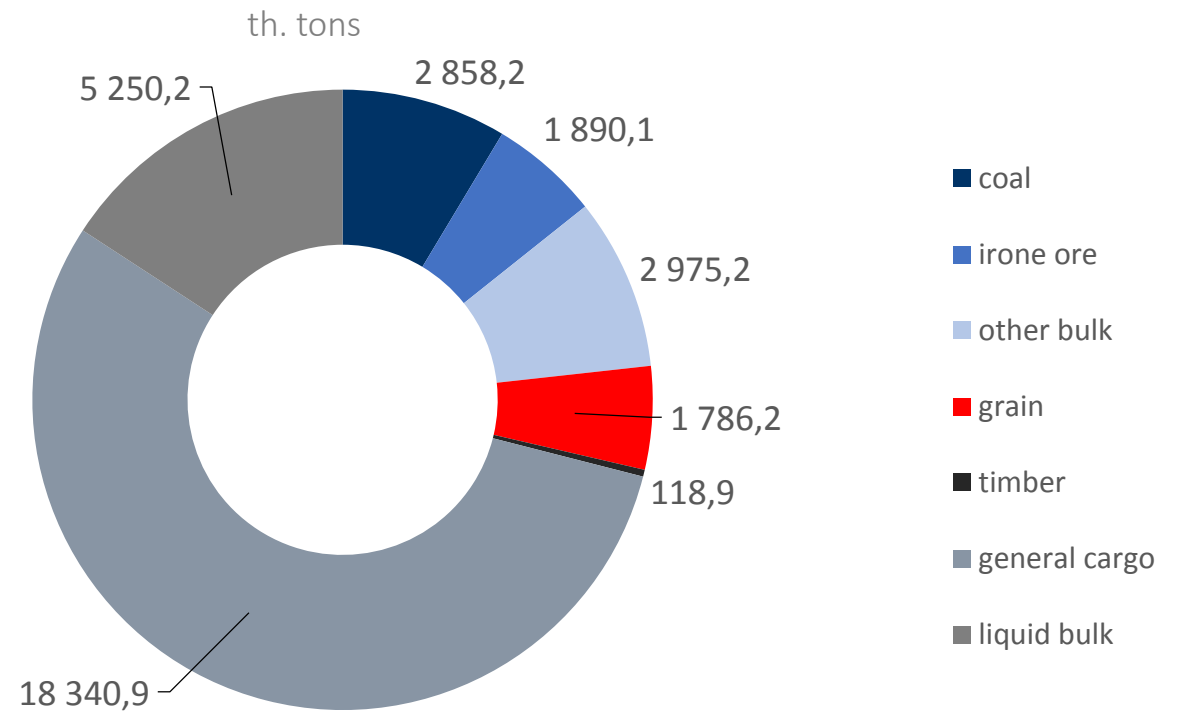
Strategic location:
the first port complex after vessel's entry
through the Danish Straits
= saving travel time by sea



UNIVERSAL PORTS

for every cargo

1. Polish port in ro-ro
1. Polish port in iron ore handling
1. European granite blocks distribution centre
2. Polish sea ports
9. Ferry port in the Baltic Sea Region



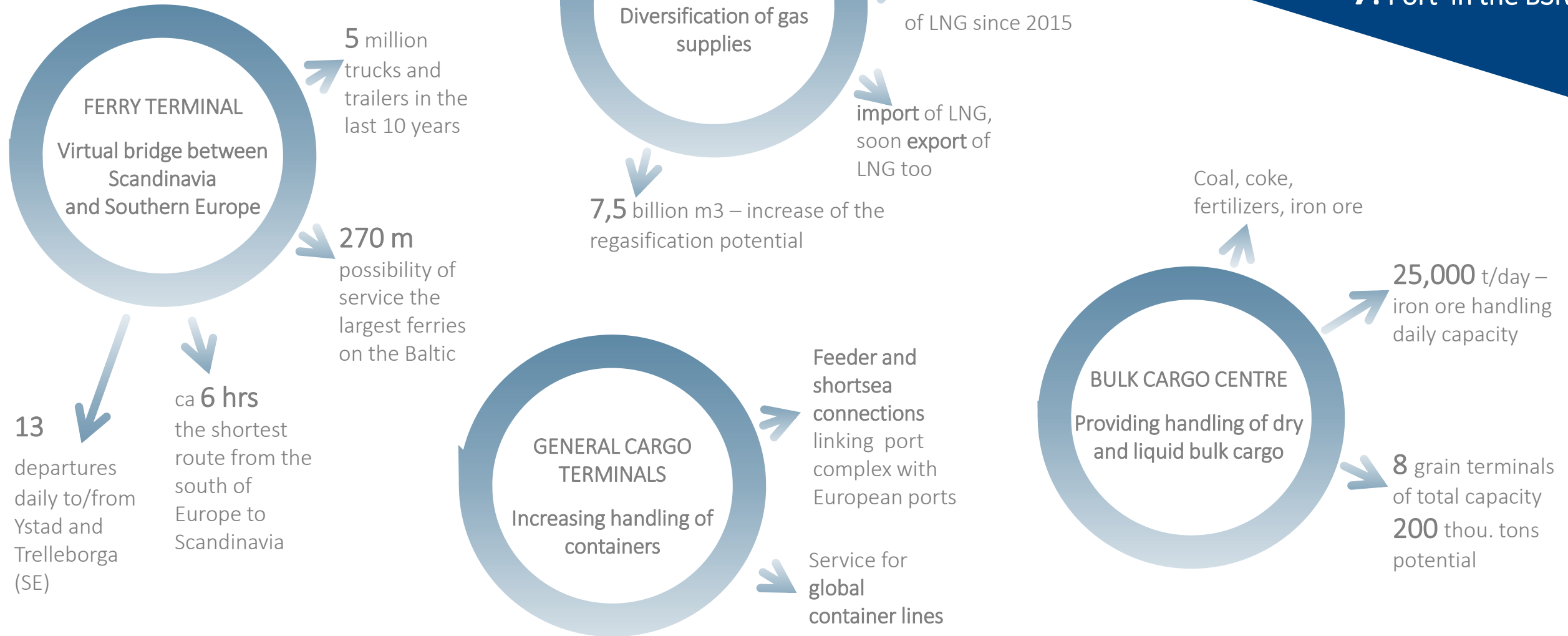
33,2 mln tons

in 2021

33.2 mln tons in 2021:

FOR EVERY CARGO

Universal port complex

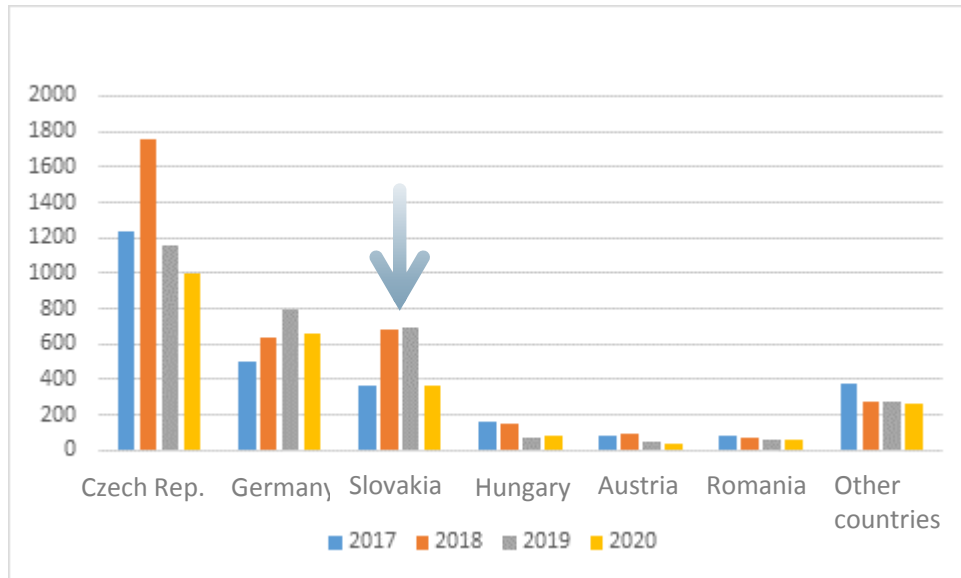


2. Polish sea ports

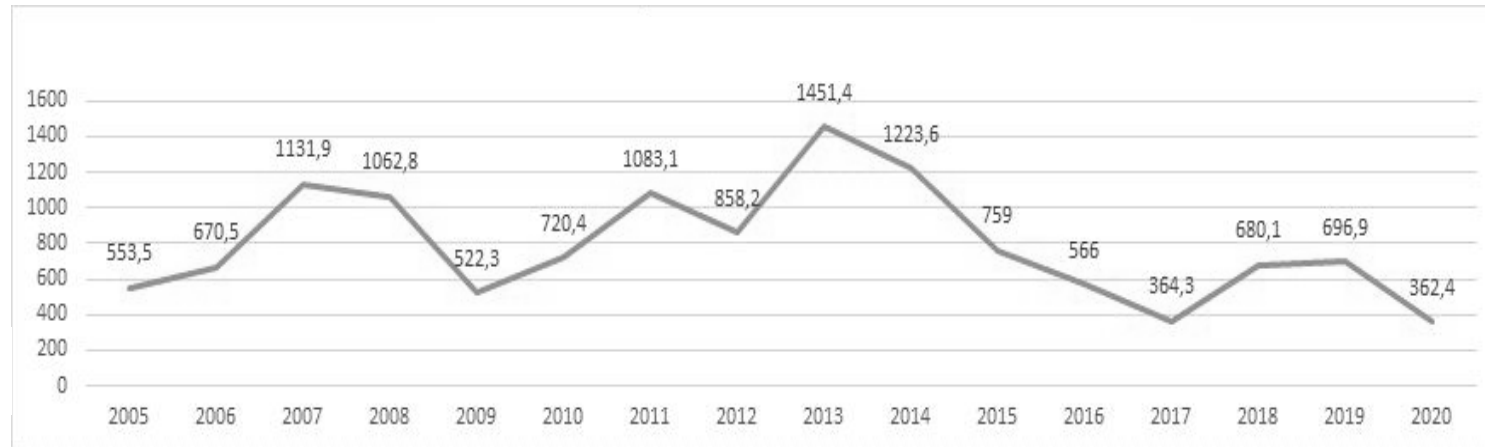
7. Port in the BSR

UNIVERSAL PORTS

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



thou. tones



Slovak transit via ports of Szczecin-Świnoujście

UNIVERSAL PORTS

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



mainly **DRY BULK CARGO**



mainly **RO-RO and GENERAL CARGO**

MARKET CONDITIONS

development of maritime trade exchange served by sea

increase in the share of intermodal transport

development of modern port-related industry

growing importance of distribution and logistics services

demand for larger parameters of vessels

Increase of containerisation

environmental friendly solutions

increased demand for storage areas



THE LARGEST INVESTOR IN THE REGION:

Investments in the port of Świnoujście

1. Building of the quay for the export of LNG
2. Deepwater Container Terminal
3. Adjusting of ferry terminal in Świnoujście to handle intermodal transport

2021-2027



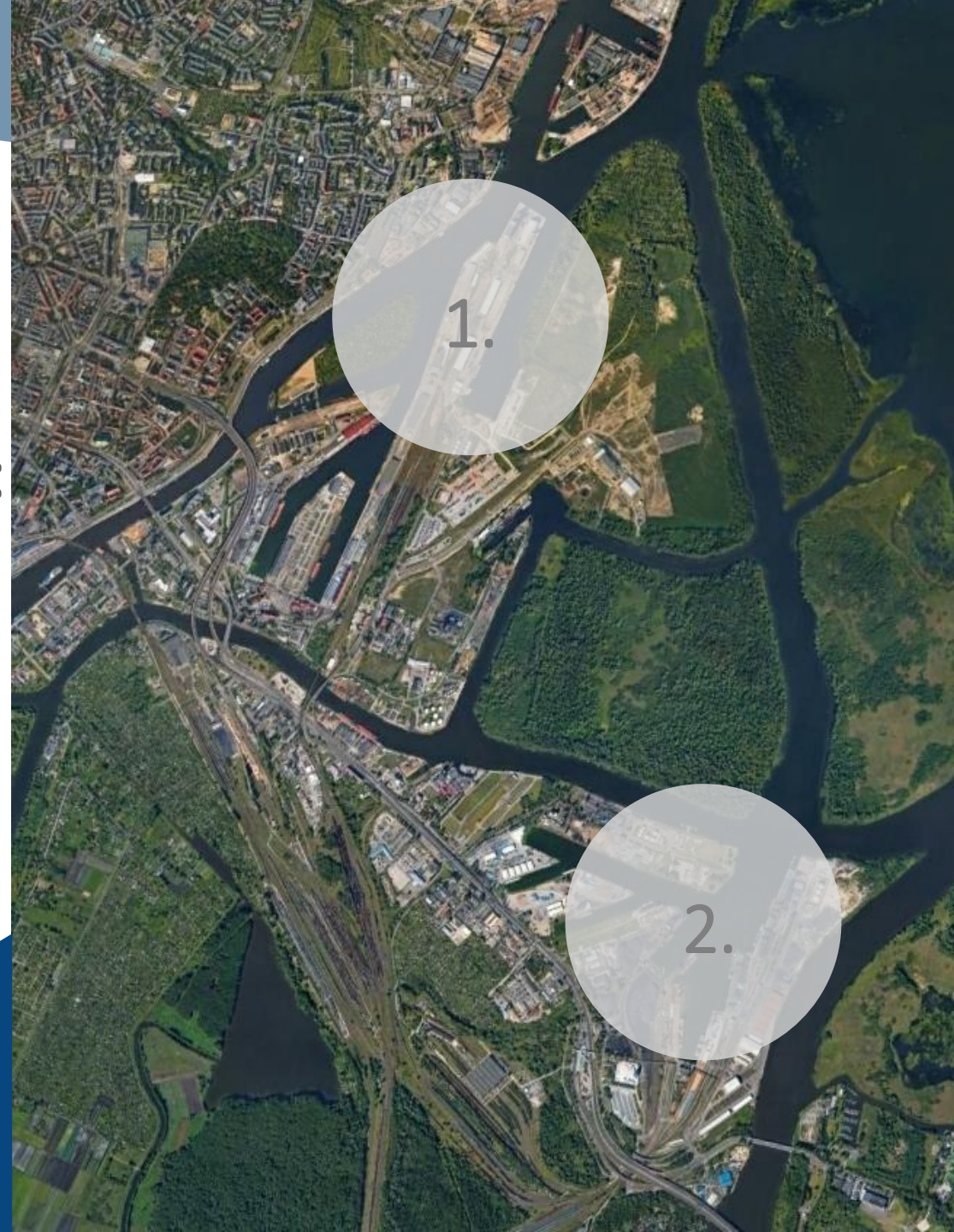
THE LARGEST INVESTOR IN THE REGION:

Improvement of the access to the port from the watersite (12.5m)

1. Improvement of the access to the port in the general cargo handling area (Dębicki Canal)
2. Improvement of the access to the port in the bulk cargo handling area (Kaszubski Basin)

The main goal of both investments is the modernization of the existing quays to obtain a technical depth of 12.5 m and a loading capacity of 40 kN /m².

2021-2023



THE LARGEST INVESTOR IN THE REGION:

Deepwater Container Terminal

Conditions for the implementation of the project:

Necessary access infrastructure on the water side:

- protective breakwater
- the approaching and entry channel to the port 17m
- turntable
- port basin

Necessary access infrastructure from the land side:

- road access
- railway access
- technical infrastructure

Location of Świnoujście at the Baltic Sea just behind the Danish Straits and the location in relation to the Czech Republic, Slovakia and Hungary: it will be the fastest and the cheapest option for transport of containers to/from Central Europe

Additional advantage: the Odra Waterway

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



1 300 m
length of a quay

2021-2025/26

THE LARGEST INVESTOR IN THE REGION:

Adjusting of the ferry terminal to service intermodal transport

- ca 6hrs of sailing: shortest route from Southern Europe countries to Scandinavia
- the shortest time of service after modernization of rail and road infrastructure
- virtual bridge between Scandinavia and Southern Europe
- 4 shipowners offering 13 arrivals/ departures per day to/from Ystad and Trelleborg (SE)
- up to 270m - possibility of service largest ferries
- green port



The key element of the investment:

- connection of existing 2 quays into **1 ferry stand** with a technical depth of 12.5m
- construction of **parking places** for 200 trailers with an area of approx. about 15.000m³

2021-2023

OSTRÓW GRABOWSKI

Szczecin

- Perfect communication through new road and rail access.
- The following utilities are connected to the border of the container terminal: electricity, water, sewage.
- Close proximity to the ready-to-lease infrastructure for the logistics center.

Western part - Stage 1

- Stage I includes development of four investment plots, in the western part of the peninsula, with a total area of 35.2 ha, as back-up facilities for the Debicki Channel, which will be deepened to 12.5 m and widened to 200 m. Preparation of storage yards, parking areas and car parks with specified load-bearing capacities will remain the responsibility of future operators.



AT PRESENT

Present infrastructure:

- Fińskie Quay - designed for handling containerised general cargo,
- Norweskie Quay - under construction, with a projected technical depth of 12.5m and a total length of 300m (extension of both the berthing line of the Finnish quay and the rail system for container cranes).

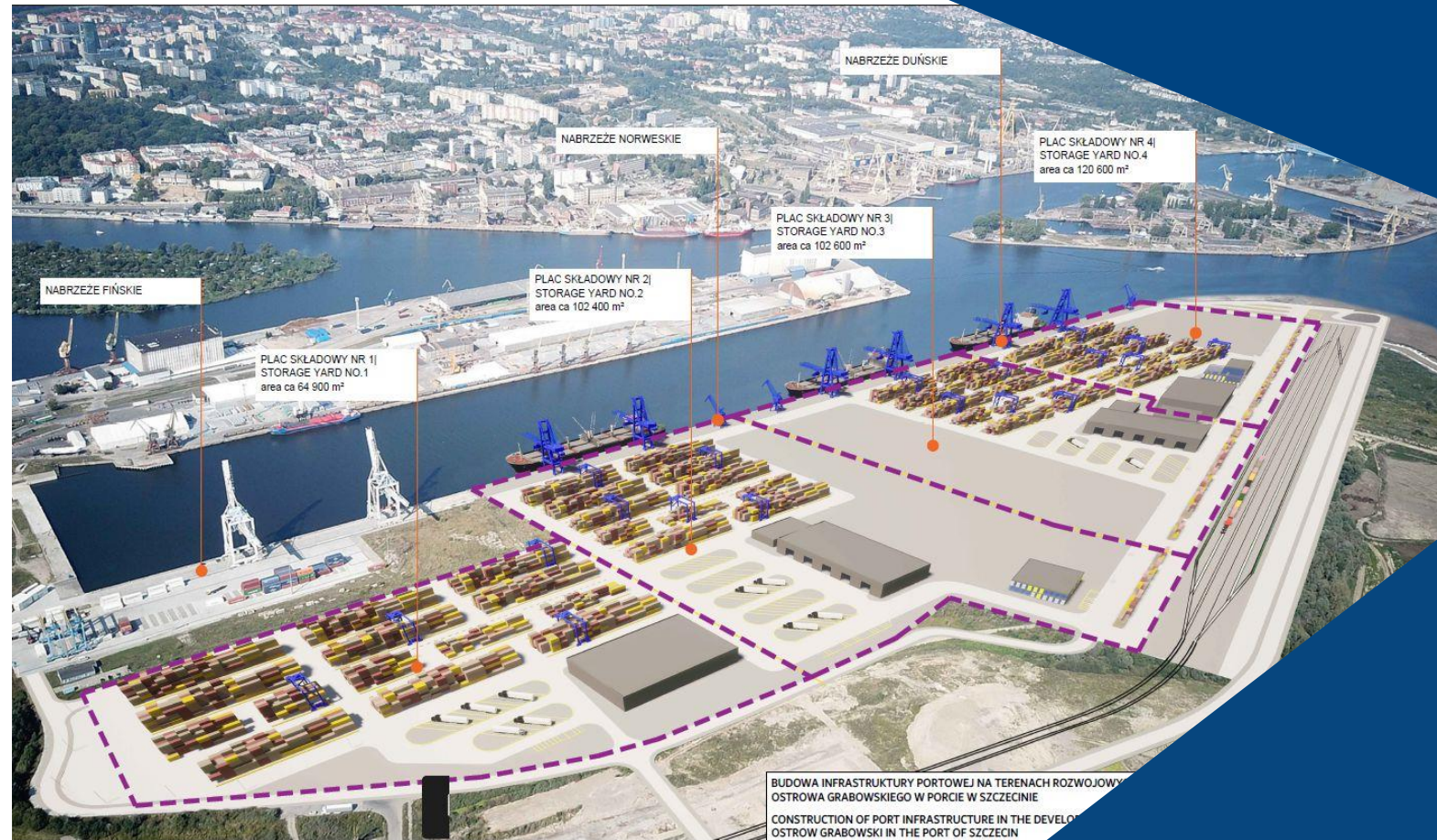
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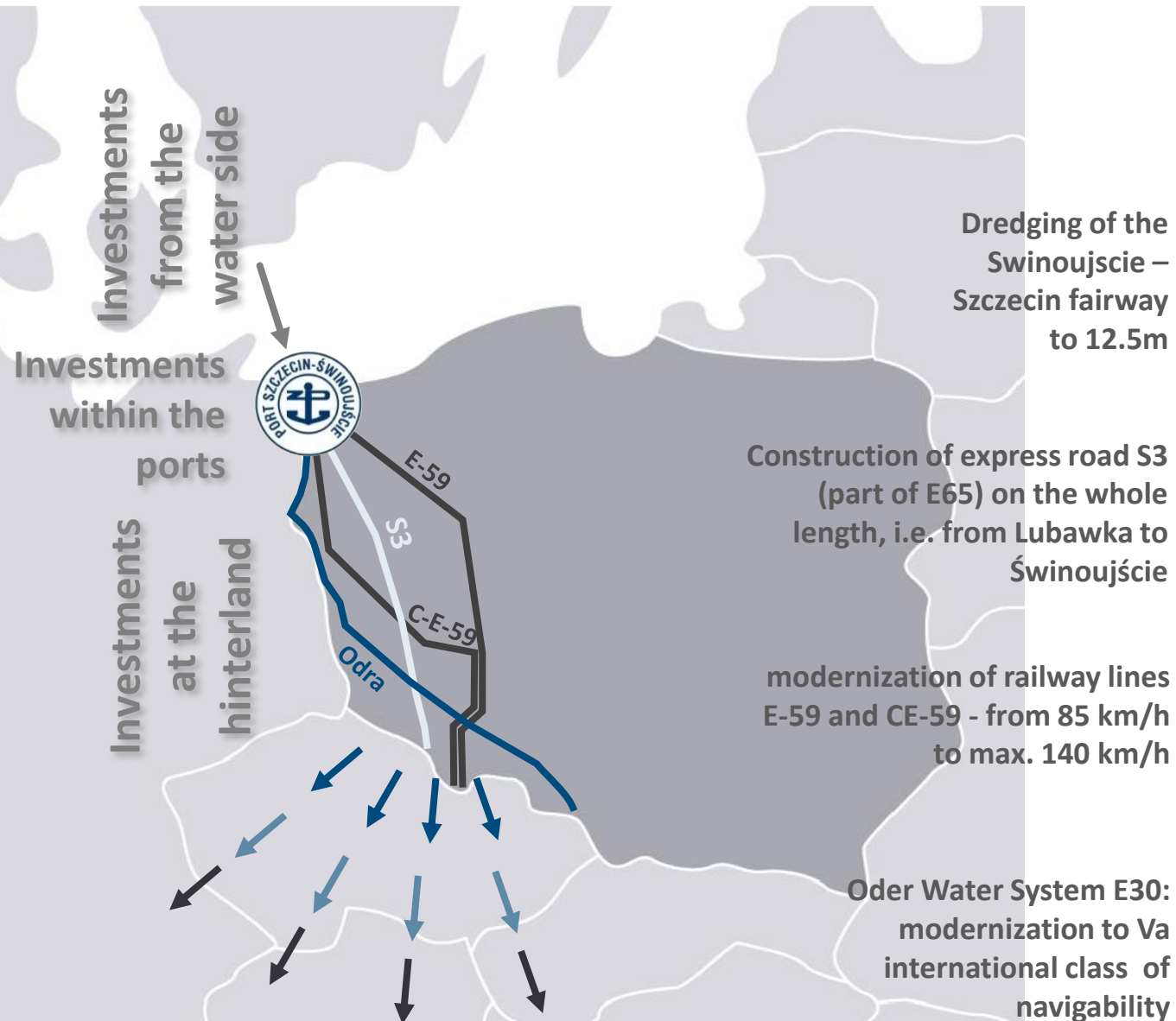
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2021-2027

IMPROVEMENT OF ACCESS TO THE PORTS



- 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

from 2023:

- shorter transit times,
- lower costs,
- increased safety,
- decrease of environmental pollution,
- less formalities

after 2023:

- adjustment of infrastructure to handle intermodal traffic between southern Europe and Świnoujście (Scandinavia),
- higher average speeds,
- shorter travel times,
- lower costs

- economical and ecological transport;
- lower costs;
- greater reliability

Thank you for your attention



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