



Port infrastructure projects as a key priority of the development strategy

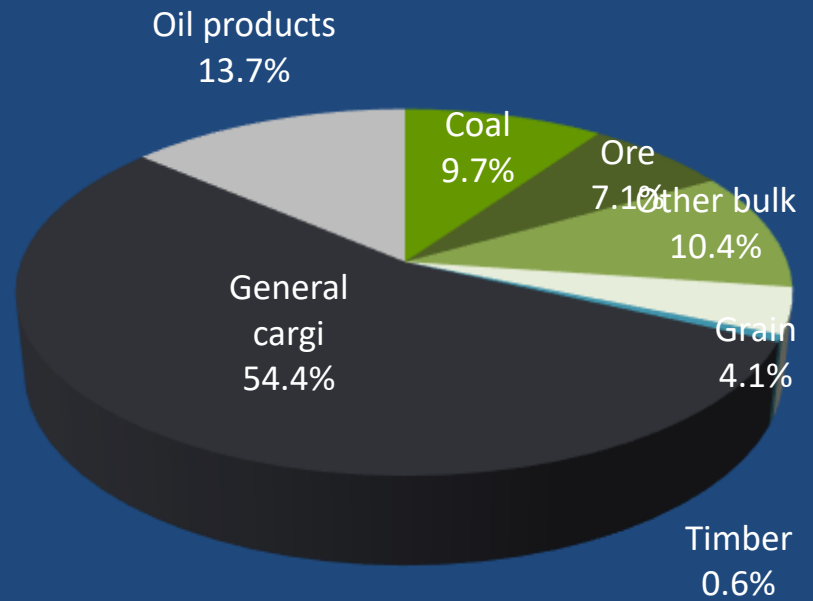


PORT SZCZECIN-ŚWINOUJŚCIE



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31,2 mio.tones in 2020

- 2. Polish port
- 1. Polish port in ro-ro
- 1. Polish port in iron ore handling
- 9. Ferry port in BSR
- 1. European granite blocks distribution centre

Market factors affecting the Szczecin-Świnoujście ports

development
of maritime
trade exchange
delivered 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

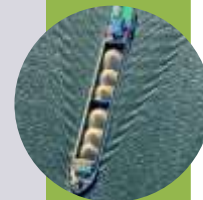
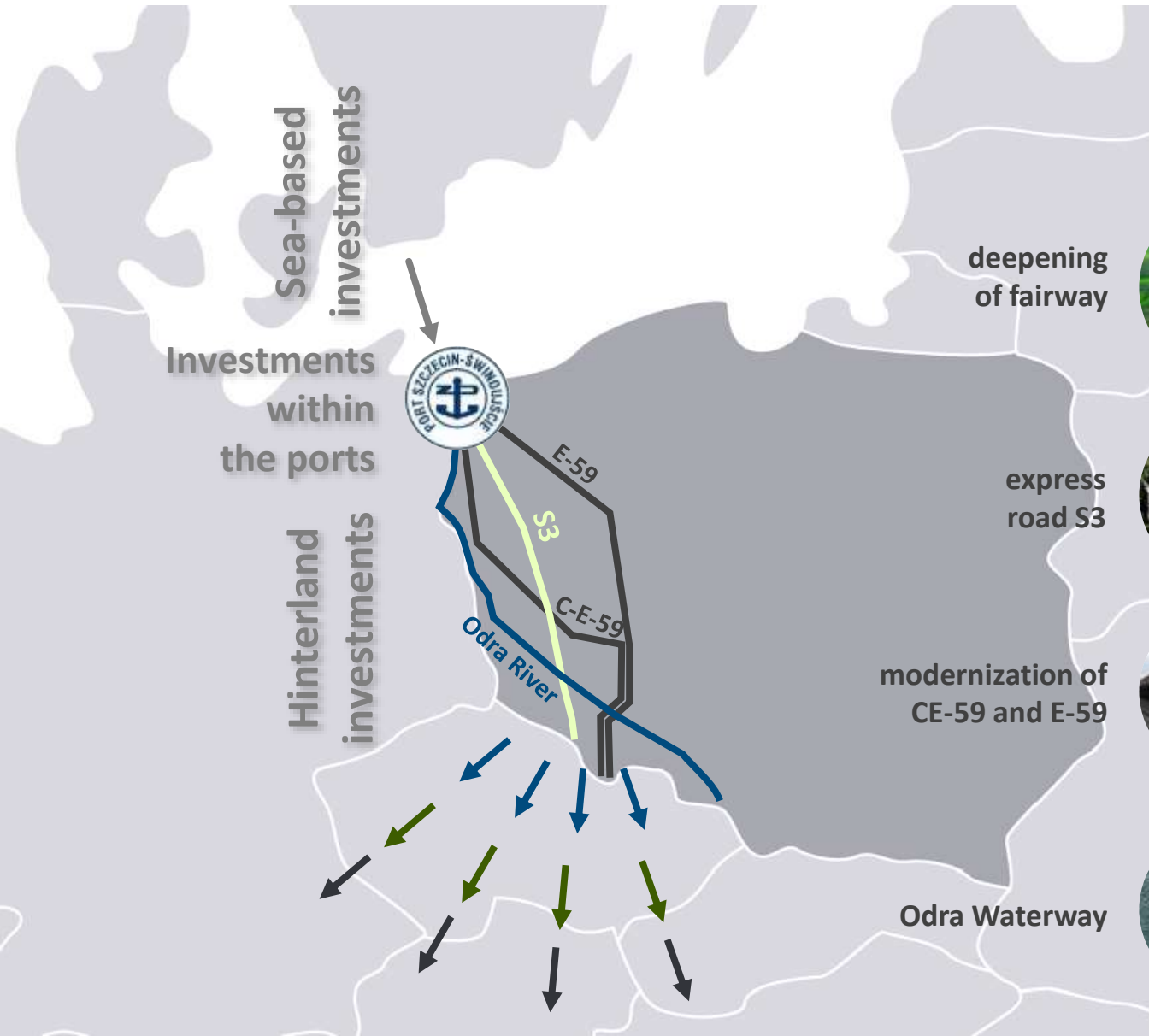
ecological
friendly
solutions

increased
demand for
storage areas

increase of the
share of
containerised
goods



Improving access to the port Szczecin-Świnoujście



- 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,
- higher average speeds,
- shorter travel times,
- lower costs

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

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Improvement of access to the port of Szczecin in the general cargo area



2017-2023

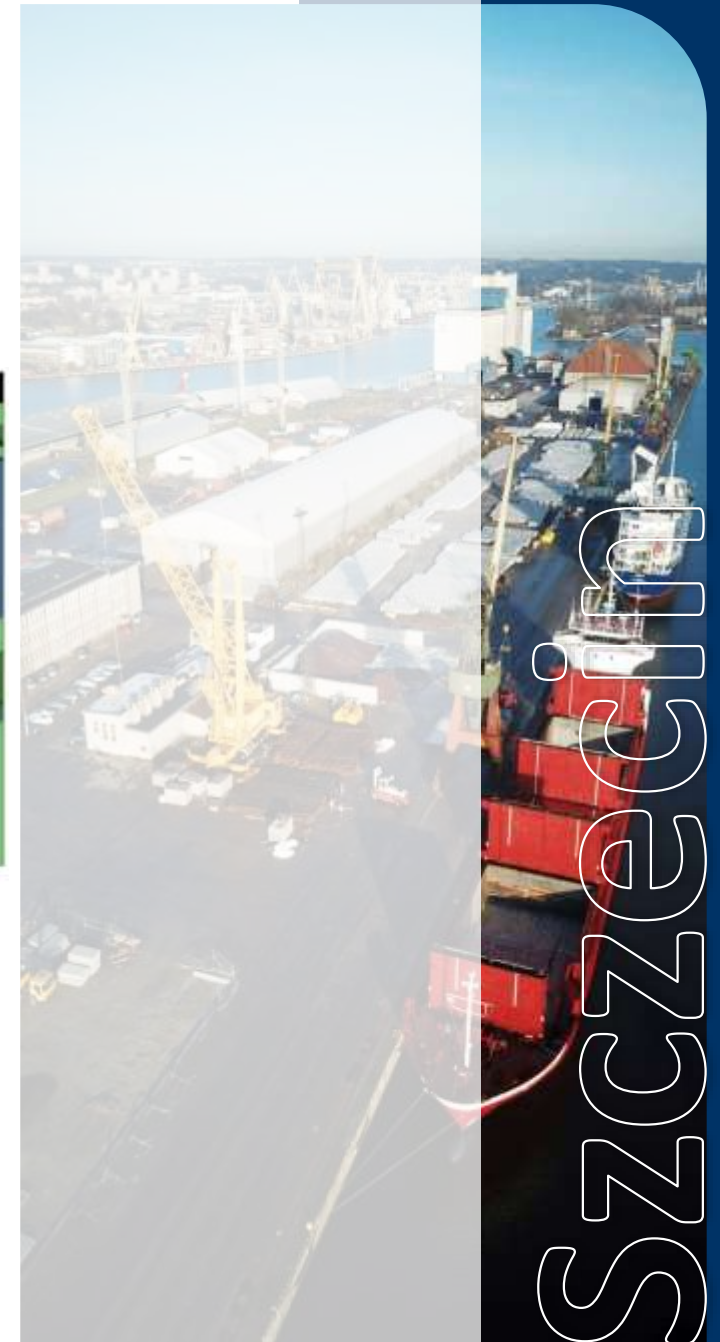
Stage of realization:
construction works



Improvement of access to the port of Szczecin in the bulk cargo area



Stage of realization:
construction works



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Adjusting of ferry terminal in Świnoujście to handle intermodal transport



Excellent **offer for southern Europe** countries:

- ca **6hrs of sailing**: shortest route from V4 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**



Enlargement of intermodal potential of the ferry terminal in Świnoujście



2022-2027

Stage of realization:

- pre-design documentation prepared
- navigational analysis performed



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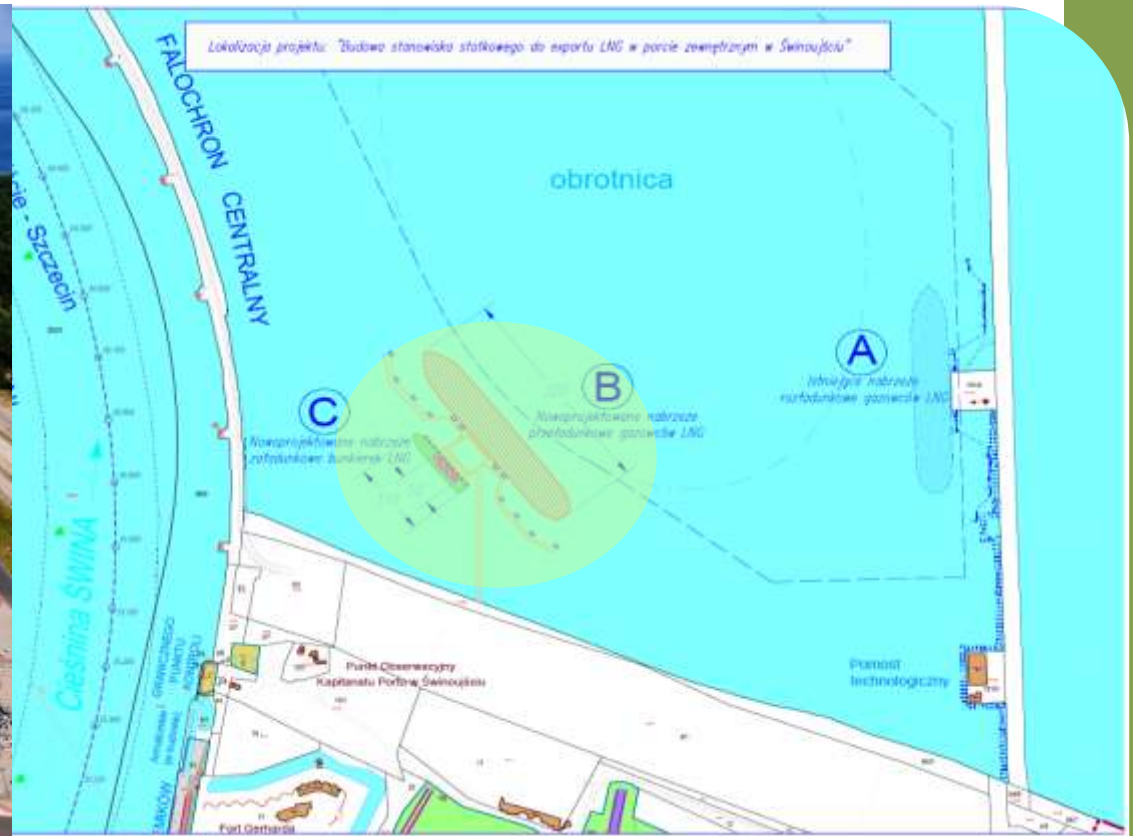
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Building of the quay for the export of LNG in Świnoujście



- Dolphin-type quays connected by a transshipment platform, enabling the operation of LNG tankers
- Service of **large vessels, type Qflex**, total length $L_c \leq 320\text{m}$ and load capacity up to approx. $220,000 \text{ m}^3$
- Service of **smaller tankers** with a length in the range of $45\text{m} \div 110\text{m}$ and capacity up to $7,500\text{m}^3$, including **barges and bunkers**
- At present **import of LNG, export of LNG** – soon
- From 5 billion m^3 to **7,5 billion m^3** - increasing of regasification possibilities

Construction of terminal dedicated to installations and service of the sea wind farms in Świnoujście



2022-2026

Implementation status:

- pre-design documentation prepared
- navigational analysis performed



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The largest investor in the Westpomerania Region: deepwater container terminal in the outer port of Świnoujście



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

1.300 m
length of a quay

- 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



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Deepwater universal terminal in the outer port of Świnoujście

2028-2032



Uniwersalny terminal

Development of Ostrów Grabowski in Szczecin



- Over **140 ha** of land available for future investors
- The possibility of a long-term lease of land on preferential terms
- The possibility of building new terminals and development of the port related industry
- Provided access to the land from the water and land site, as well as technical infrastructure
- Cooperation between the Port Authority and the investor at all stages of the investment.



Development of Ostrów Grabowski in Szczecin



- Modern quays with the potential to handle all kind of cargo
- Possibility of service the largest vessels entering Szczecin
- Western part: general cargo terminals
- Eastern part: possibility of adapting the infrastructure to the individual demands of the investor



We are open **for next challenges**

**Innovations in private sphere
of ports operations**

New services

New technologies

Entrance to new markets

Environmental innovations

Thank you for your attention

In the
center of Europe



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