



PORT SZCZECIN-ŚWINOUJŚCIE

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



Ports of many opportunities

Gdańsk, 18.05.2023





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

2. Polish sea port

6. Baltic sea port

Total in 2022:

**36.8 million tons**

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

LNG: +54,6%

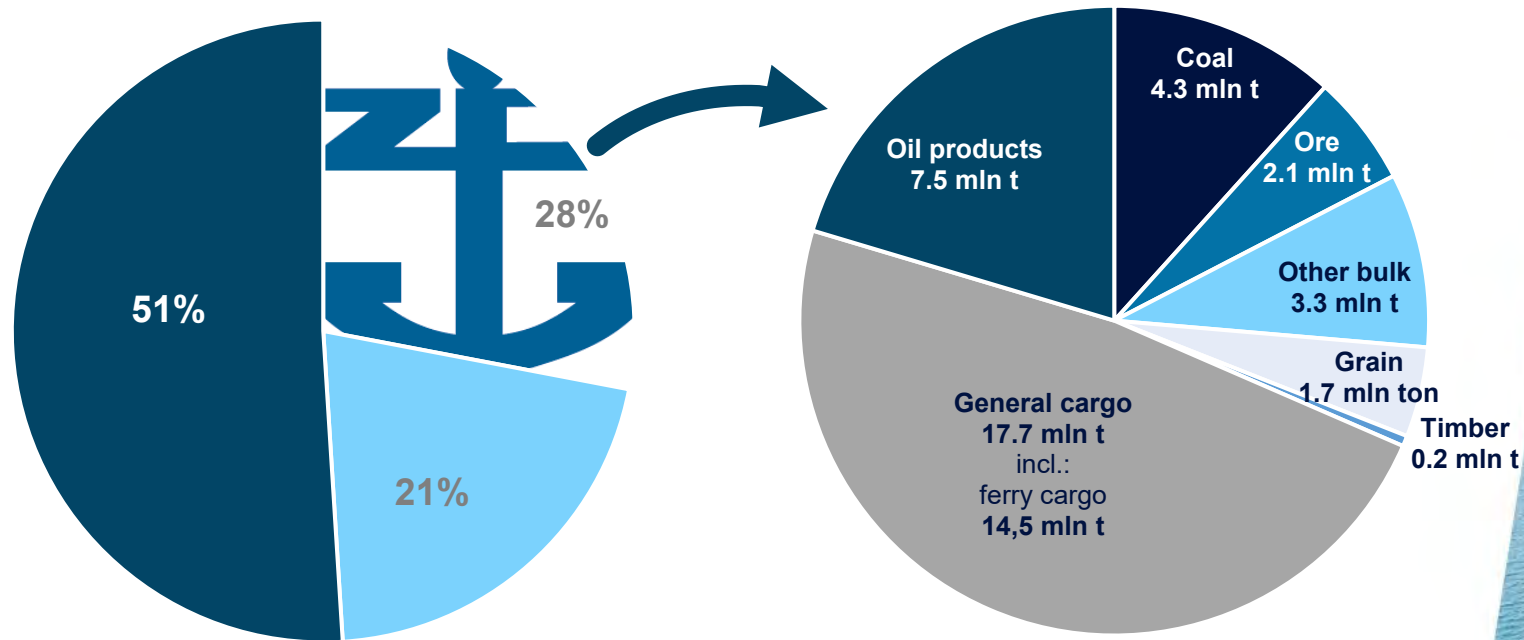
Coal: +50,8%

Oil products: +42,5%

Ore: +11,4%

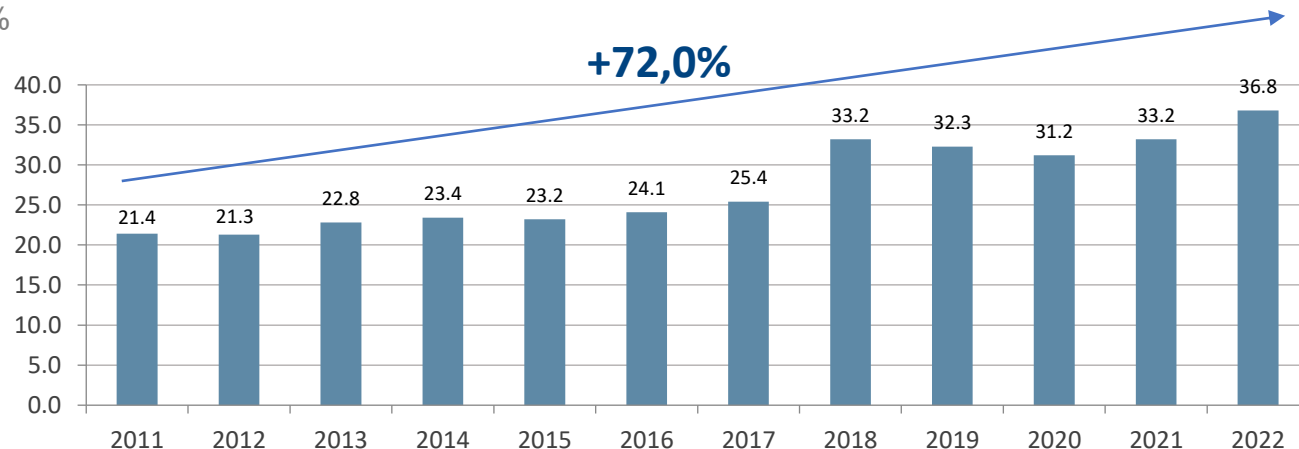
Other bulk: +11,2%

# Turnover 2022



⚓ Szczecin-Świnoujście    ■ Gdynia    ■ Gdańsk

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



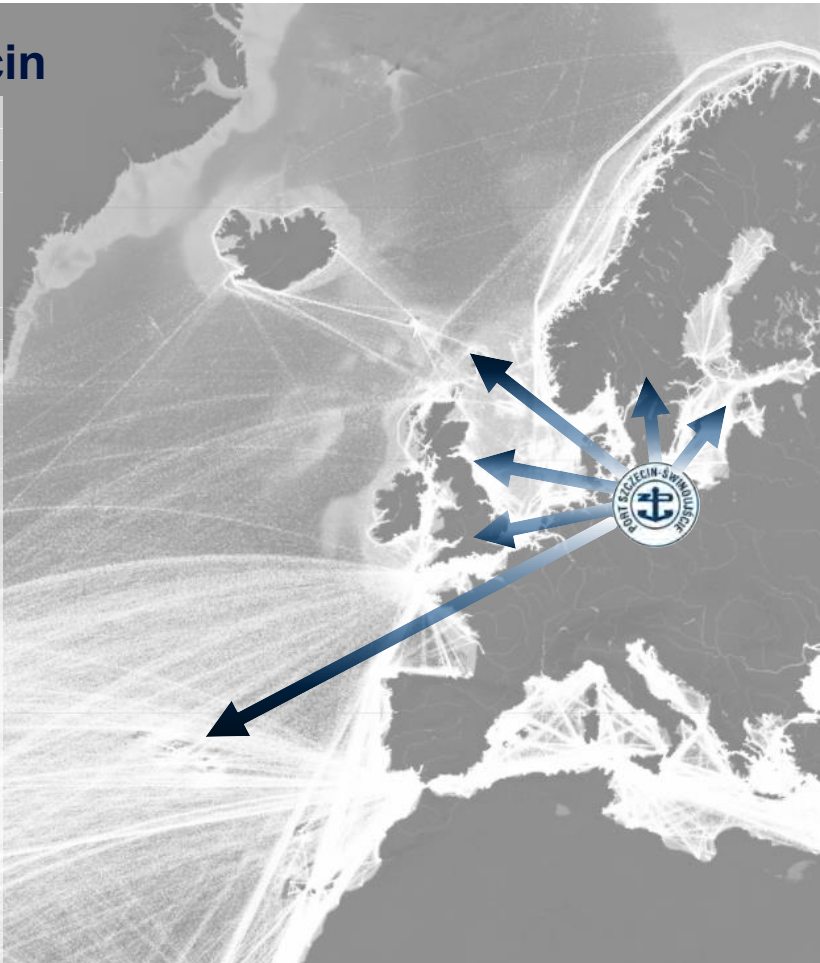


# Connected from water and land site

<b>Denmark</b>	Vejle, Frederica	AtoB@Shipping AB
<b>Denmark</b>	Aarhus	Unifeeder
<b>Estonia</b>	Tallin	Unifeeder
<b>Finland</b>	Raaha, Turku	AtoB@Shipping AB
<b>Finland</b>	Pietersaari	UPM-Kymmene Oyj Logistics
<b>Germany</b>	Bremerhaven	Unifeeder
<b>Germany</b>	Hamburg	Unifeeder
<b>Great Britain</b>	Immingham	Unifeeder
<b>Great Britain</b>	Teesport	Unifeeder
<b>Great Britain</b>	Flixborough	Fast Lines
<b>Great Britain</b>	Goole	Fast Lines
<b>Great Britain</b>	Howdendyke	Fast Lines
<b>Great Britain</b>	London	Fast Lines
<b>Great Britain</b>	Seaham	Fast Lines
<b>Ireland</b>	Belfast	Fast Lines
<b>Ireland</b>	Drogheda	Fast Lines
<b>Lithuania</b>	Kalipeda	Unifeeder
<b>Netherlands</b>	Vlissingen	UPM-Kymmene Oyj Logistics
<b>Sweden</b>	Halsingborg	Unifeeder

## Szczecin

General cargo	1 /week
Containers	1/week
Containers	1/week
General cargo	1/ week
General cargo	Depending on volume of cargo
Containers	1/week
Containers	1/week
Containers	1 /week
Containers	1 /week
General cargo	3 /month
General cargo	Depending on volume of cargo
General cargo	Depending on volume of cargo
General cargo	Depending on volume of cargo
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General cargo	Depending on volume of cargo
Containers	1/week
General cargo	Depending on volume of cargo
Containers	1/week



## Świnoujście

<b>Denmark</b>	Danish Ports	Silver Sea	General cargo/containers	1-2/week
<b>Denmark</b>	Hundested	Norwest Ship Management	General cargo/container /project cargo	1/ week
<b>Finland</b>	Finnish ports	Silver Sea	General cargo/containers	2 / month
<b>Norway</b>	Ports of Northern and Western Norway, ports of Oslofjord	Silver Sea	General cargo/containers	1-2/week
<b>Norway</b>	Norwegian ports	Norwest Ship Management	General cargo/container /project cargo	1/ week
<b>Sweden</b>	Swedish Ports	Silver Sea	General cargo/containers	1/week
<b>Sweden</b>	Trelleborg	TT-Line	Passenger/Car ferry	1-2/day
<b>Sweden</b>	Ystad	Polferries	Passenger/Car ferry	2-3/day
<b>Sweden</b>	Ystad	Euroafrica	Train/Car ferry	1/ day
<b>Sweden</b>	Trelleborg	Euroafrica	Passenger/Car ferry	2/ day
<b>Sweden</b>	Ystad	Unity Line	Passenger/Car ferry	2/ day
<b>Sweden</b>	Trelleborg	Unity Line	Passenger/Car ferry	2/day



PORT SZCZECIN-ŚWINOUJŚCIE

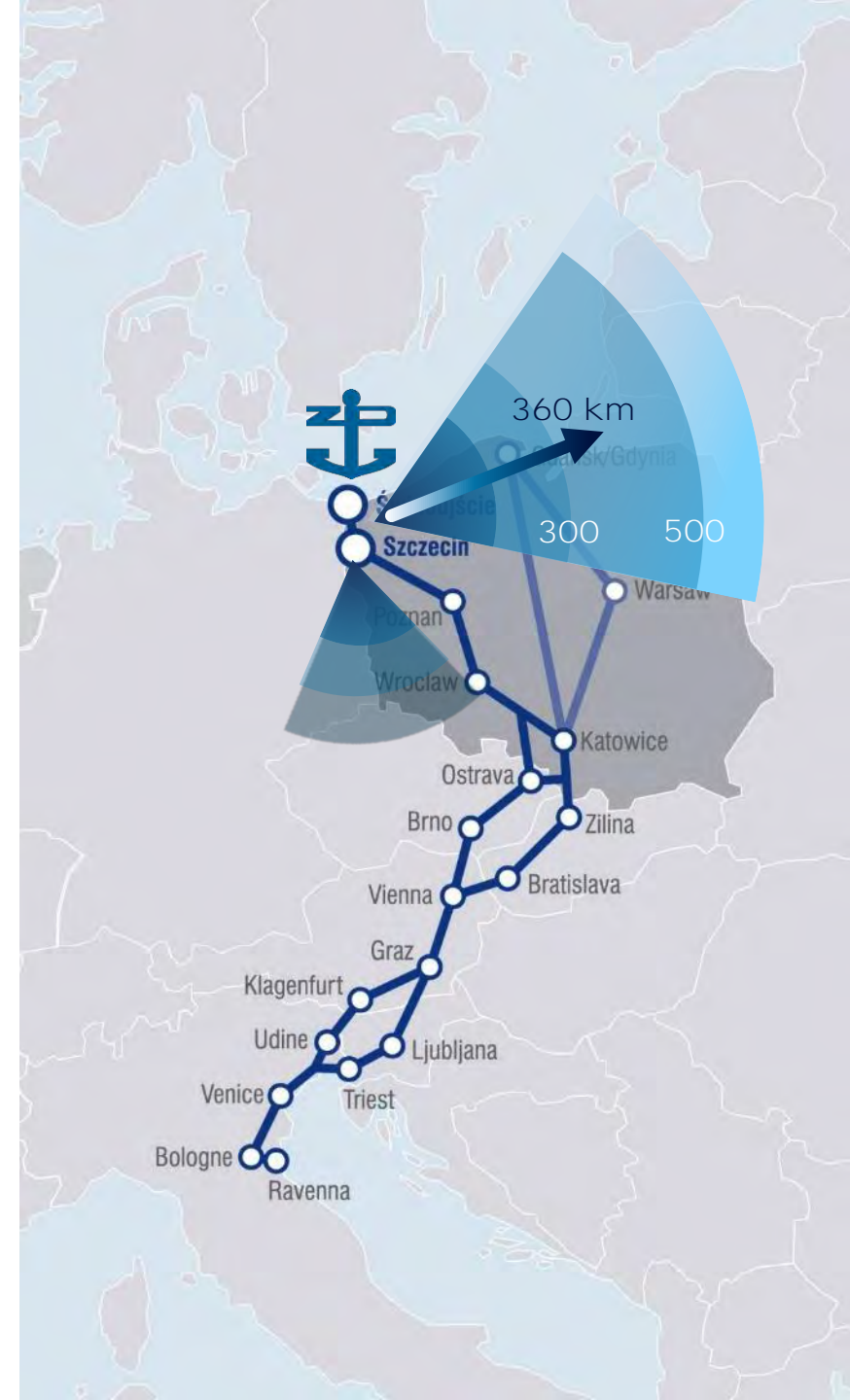
# Why Szczecin-Świnoujście

## ➤ Strategic location

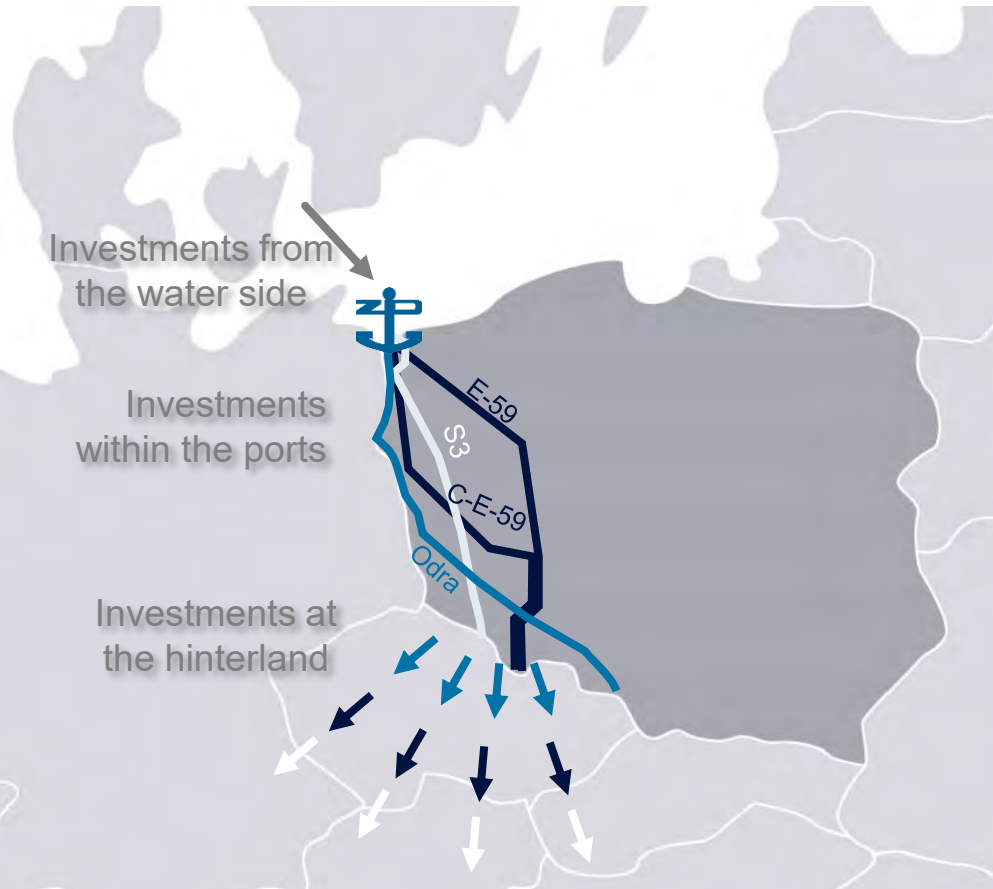
- Proximity to the Danish Straits = shortening the route of an ocean-going vessel entering the Baltic Sea (Kiel – Świnoujście: 188 NM = 19 hrs)
- cross point for W/E. N/S trade routes
- Connecting region of the Baltic Sea with the Black Sea, the Adriatic Sea and the Mediterranean Sea run through the 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)

➤ **Seafety reasons** - The maximum distance from the eastern border and the Kaliningrad Area,



# Improvement of access to the ports



## ➤ Investments from sea side

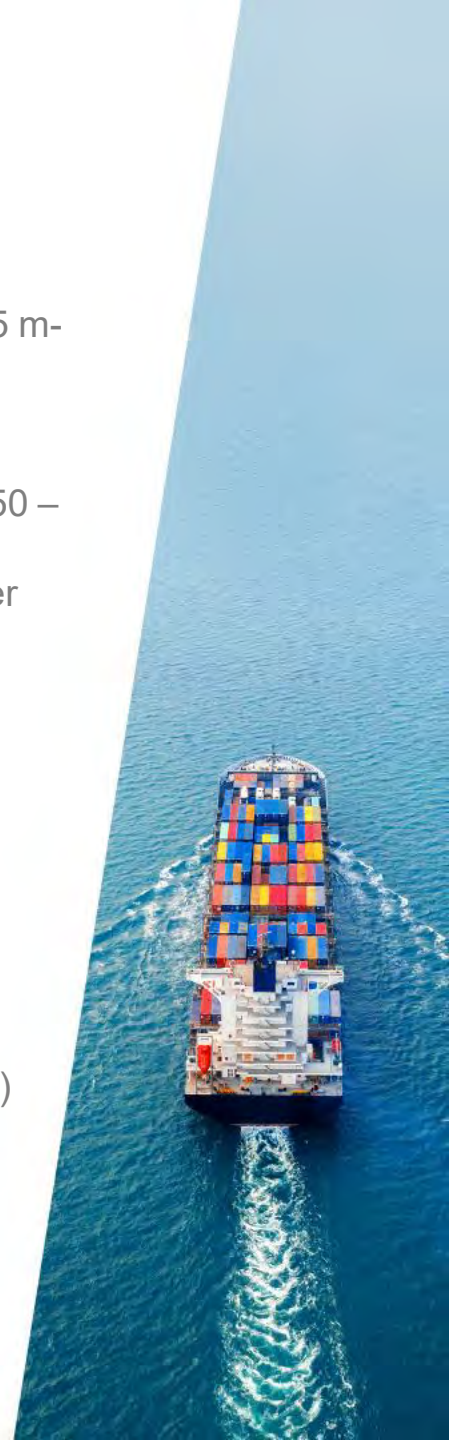
- Planning of dredging sea approach to Świnoujście port (14,5 m-target 17m)

## ➤ Investment within the ports:

- Deepening of the Świnoujście-Szczecin fairway (2022) (10,50 – 12,5 m)
  - 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
- Last mile road/rail investments

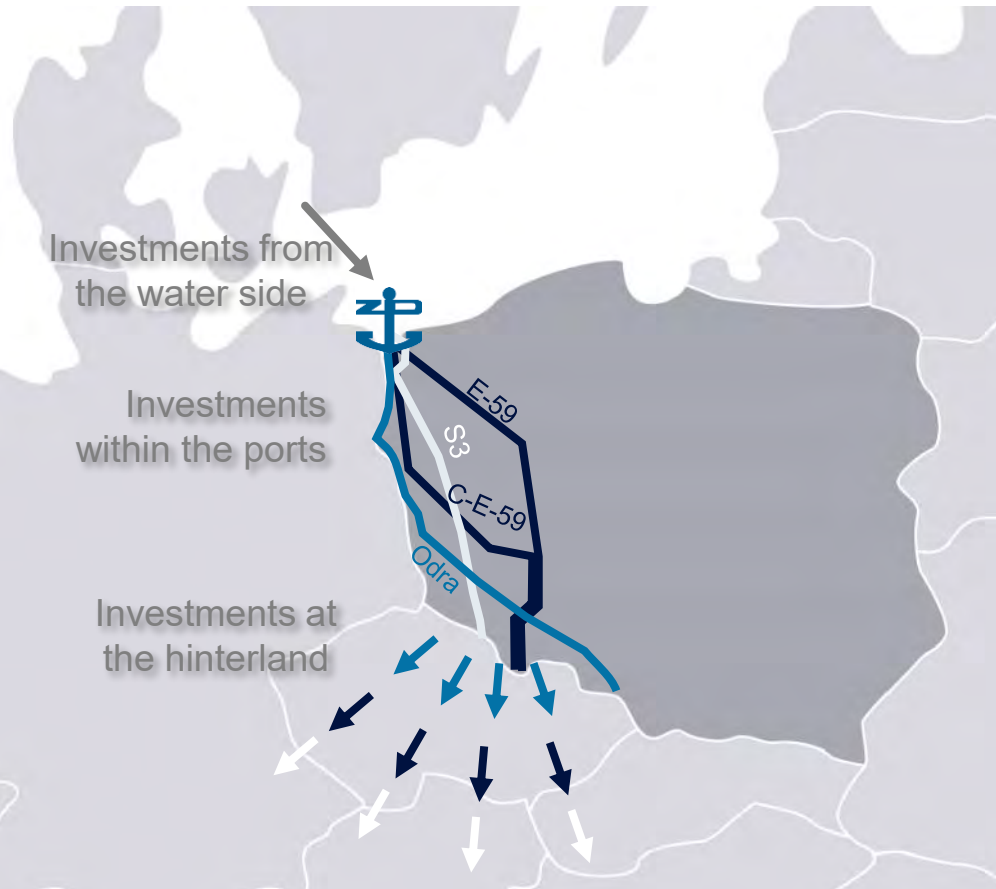
## ➤ Investments at the hinterland:

- 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 (end of 2023)
  - from 85 km/h to max. 140 km/h
- Oder Water System E30
  - modernization to Va international class of navigability





# Improvement of access to the ports



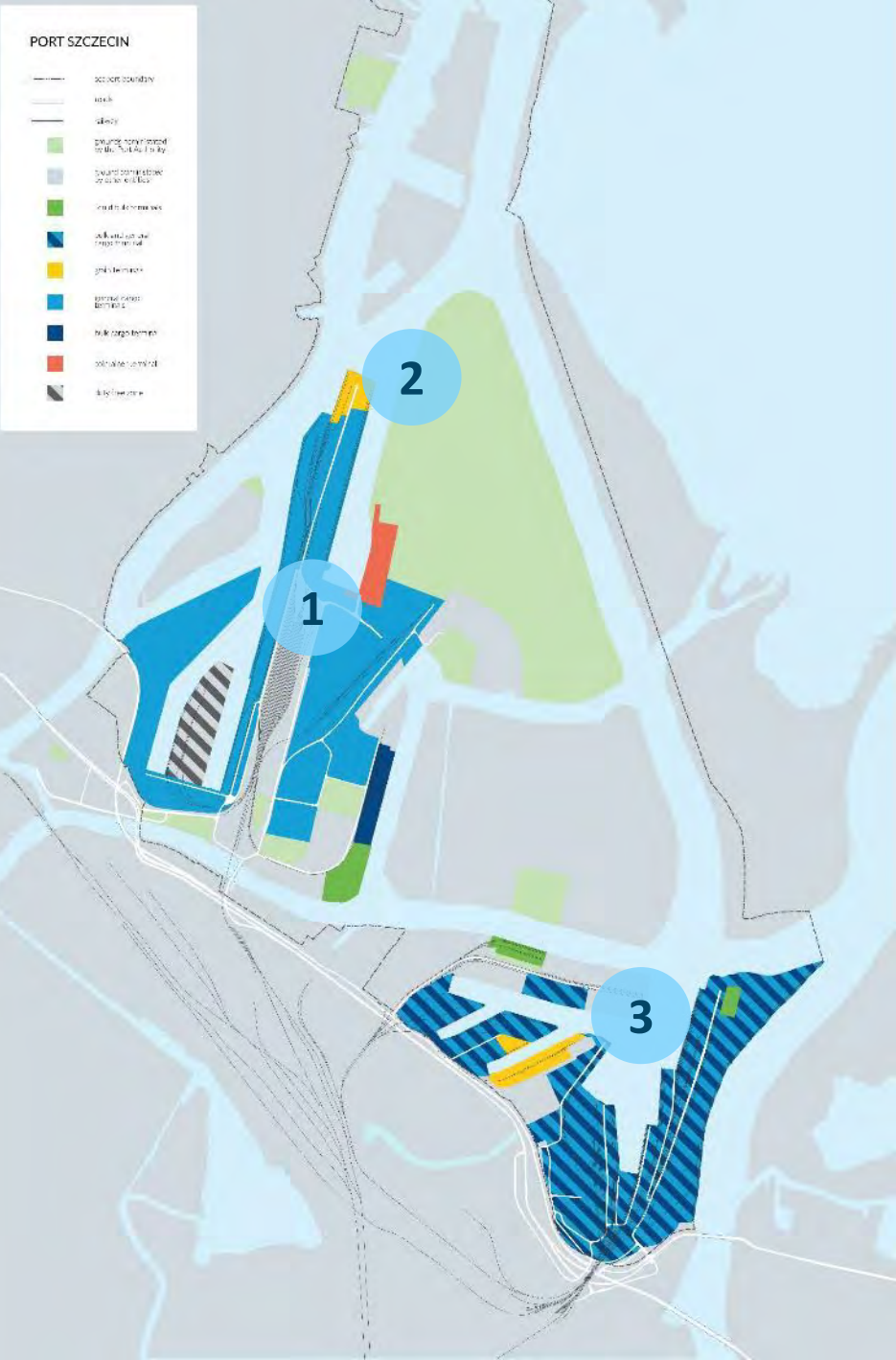
**Expenditures in the port and access infrastructure in 2014-2020:  
~ 850 M. EUR**

- Deepening of the Świnoujście-Szczecin fairway:  
**421 M. Eur**
- Improvement of rail access to ports in Szczecin and Świnoujście:  
**145 M. Eur**
- Investments of PA relating to the port infrastructure:  
**285 m. Eur**



# Universal port complex

## Port of **Szczecin**



1

### GENERAL CARGO AREA

- feeder and shortsea connections linking port complex with European ports
- service for global container lines
- handling and storage of containers, steel products, nonferrous metals, paper and wood pulp, project & oversized cargo, granite blocks
- duty free zone

2

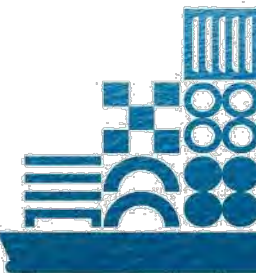
### GRAIN TERMINALS

- In total 6 grain silos in Szczecin with total storage capacity of 145.000 t, including
- one of the largest elevators on the Polish coast with storage capacity of 50 000 t capacity and flat storage silo with the capacity of 45 000 t
- Panamax size vessels

3

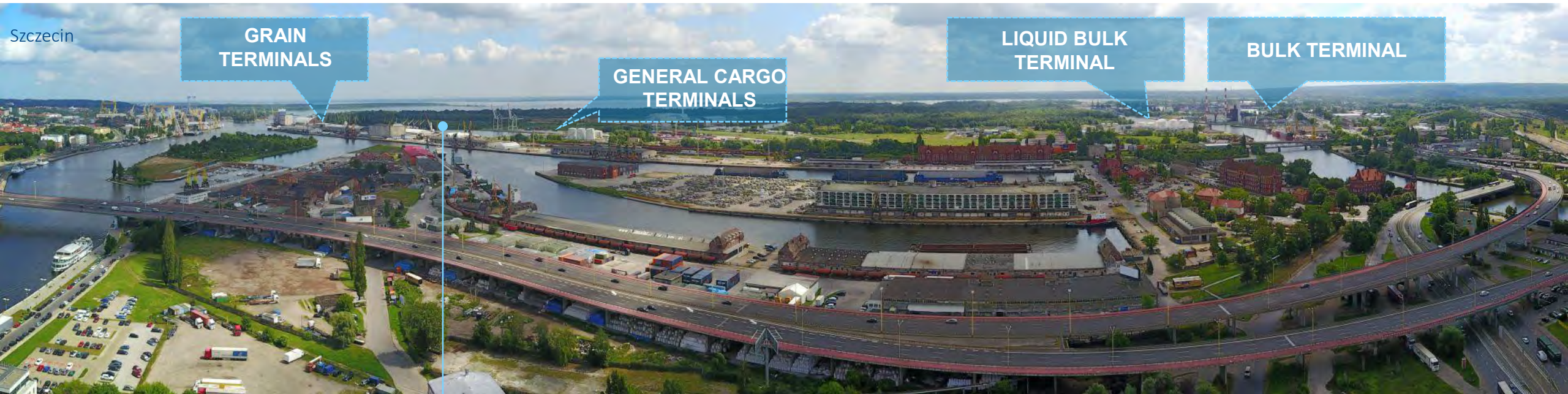
### BULK CARGO CENTRE

- Over 3 km of multipurpose quays
- Services for coal, coke, fertilizers, iron ore, pig iron, liquid products
- The annual turnover of cargoes is about 4 .5 million tons
- The largest storage areas and 60 000 m<sup>2</sup> in warehouses in the port of Szczecin





# Port investments create synergy



## OSTRÓW GRABOWSKI

- development of 4 investment plots, in western part of the peninsula with a total area of 45 ha
- yards with cubature objects - on the side of the investor / operator.
- until 2027



# Ostrów Grabowski

Total investments plots abt 100 ha

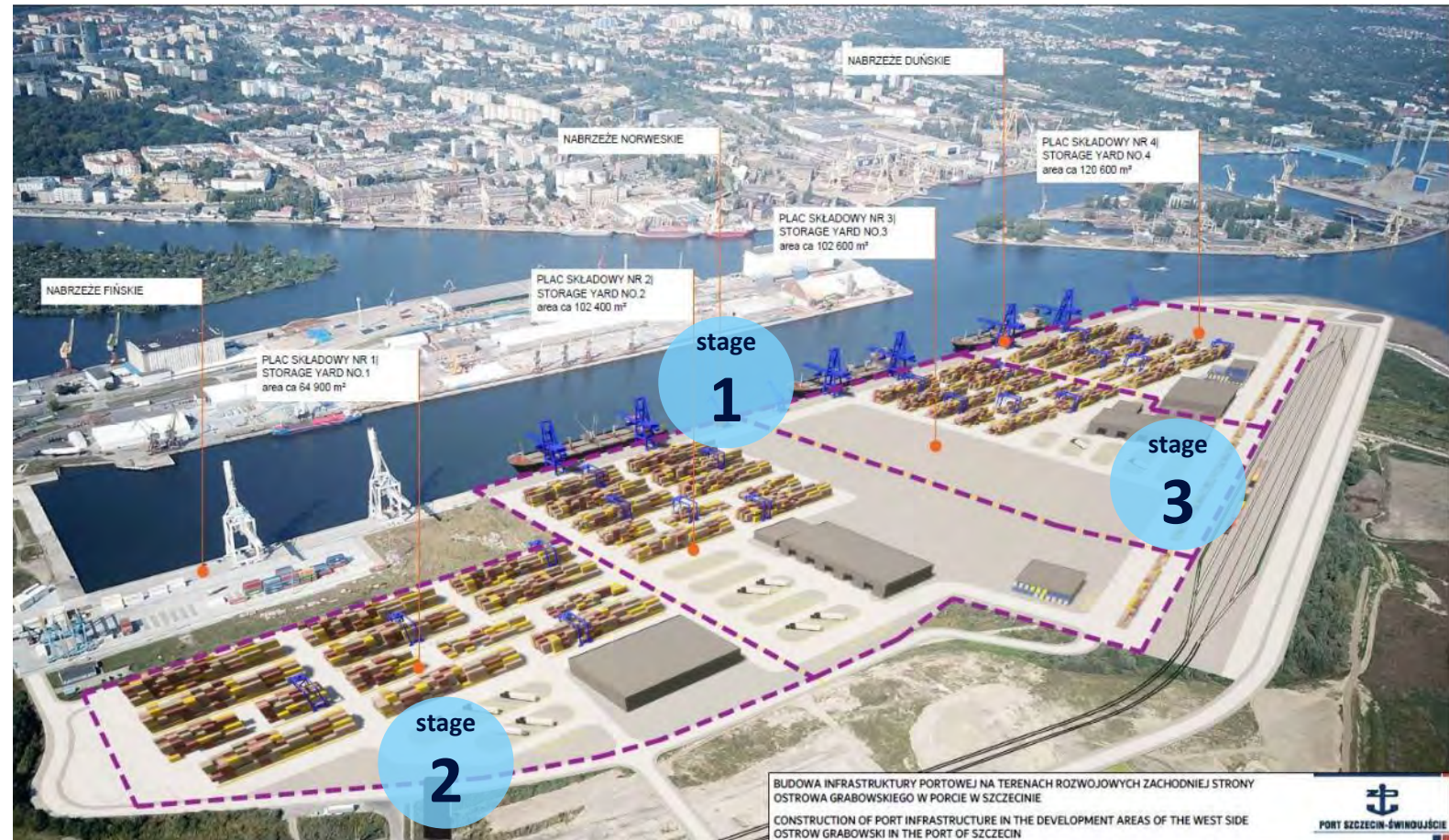
2022-2027/2030 Stage 1

## Western part

4 investment plots, in the western part of the peninsula with a total area of 45 hectares, Debicki channel deepened up to 12,5 m and widened to 200m.

2030-2035 Stage 2

2040-2050 Stage 3





# Improved access to the port of Szczecin in the area of the bulk cargo (Kaszubski Basin - 1) and general cargo (Dębicki Canal - 2)

The project is co-financed by the European Union from the Cohesion Fund under the Operational Program Infrastructure and Environment 2014-2020.

Time of investment: start - October 2020, completion – 3Q of 2024.

Progress of investment: approx. 70%







# Universal port complex

## Port of Świnoujście

1

### LNG TERMINAL: diversification of gas supply

- 13 m tons LNG from 2015
- import/export/bunkering
- end of 2023: development of capacity

2

### BULK CARGO TERMINAL

- 1. Polish port in iron ore handling
- 12 m. t - annual transshipment capacity
- 250.000 m<sup>2</sup> - total storage space
- coal, coke, ore, fertilizers, grain and feeds, biomass, biofuels, forest products, liquid cargo

3

### INTERMODAL FERRY TERMINAL

- 13 calls per day to/from Ystad & Trelleborg (SE)
- 6-8 hrs of sailing – the shortest route from South of Europe to Scandinavia
- 15 m. tons of yearly handling
- 5 m trucks & trailers within 10 years
- 270 m – possibility to accept the largest ferries on Baltic Sea
- 4Q of 2023: handling of intermodal transport

4

### GENERAL CARGO TERMINAL

- 53 ha
- 14.000 m<sup>2</sup> of cold storage, 27.000 m<sup>2</sup> of warehousing, over 300.000 m<sup>2</sup> of open storage
- duty free zone





# Port investments create synergy



## DEEPWATER CONTAINER TERMINAL

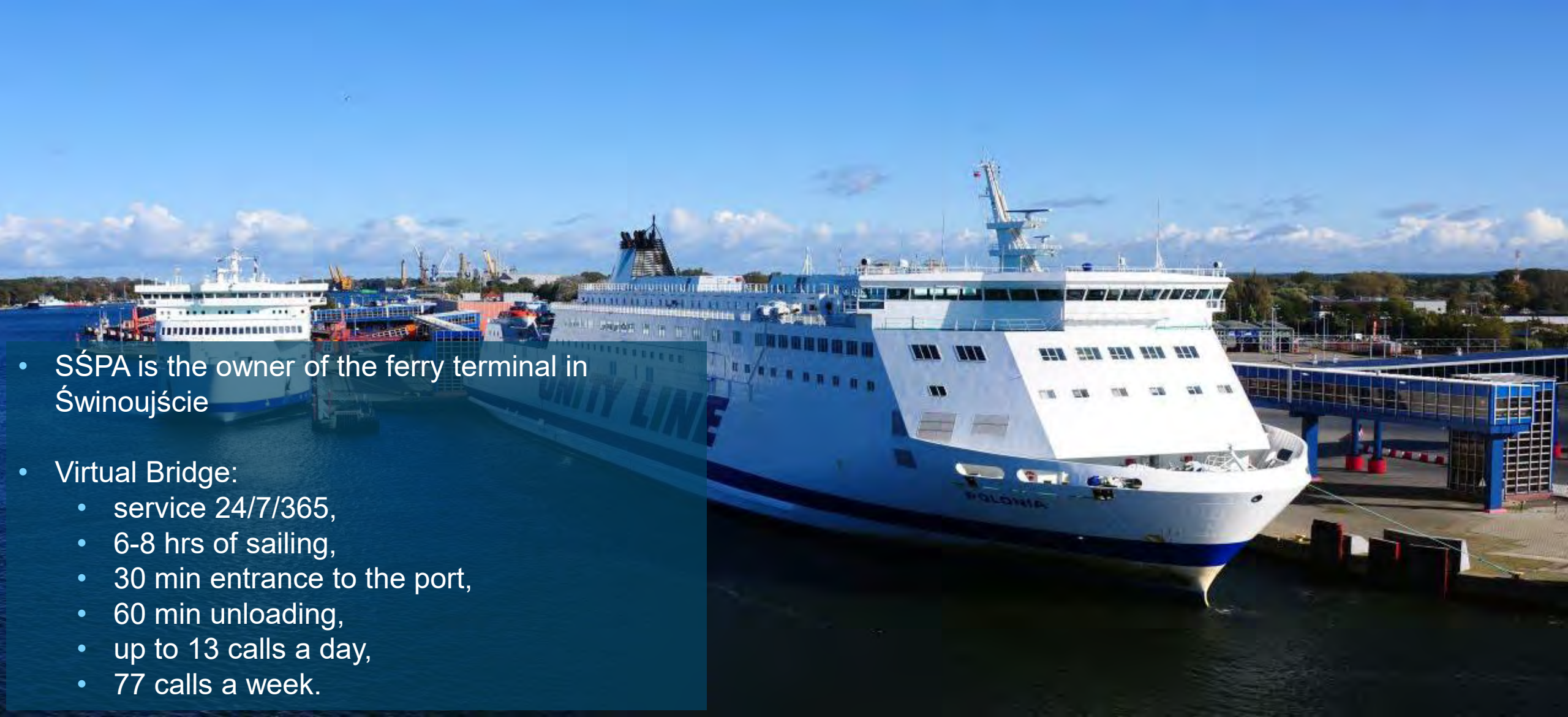
- target transshipment of 1.5 million TEU with a transshipment capacity of approx. 2.0 million TEU
- 1,3 km of quays
- 2021-2025/2026

## OFFSHORE WIND TURBINE INSTALLATION TERMINAL

- Quays with a length of 485 m
- Bearing capacity of quays 5t/m<sup>2</sup>,
- Bearing capacity of the assembly and loading area for towers 50t/m<sup>2</sup>
- Terminal handling capacity - 80 OWT/ year
- Commissioning 2024/2025



# 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 200 trailers with an area of approx. about 15.000m<sup>3</sup>
- infrastructure & suprastructure for intermodal cargo handling

The end of the investment: 4.Q2023





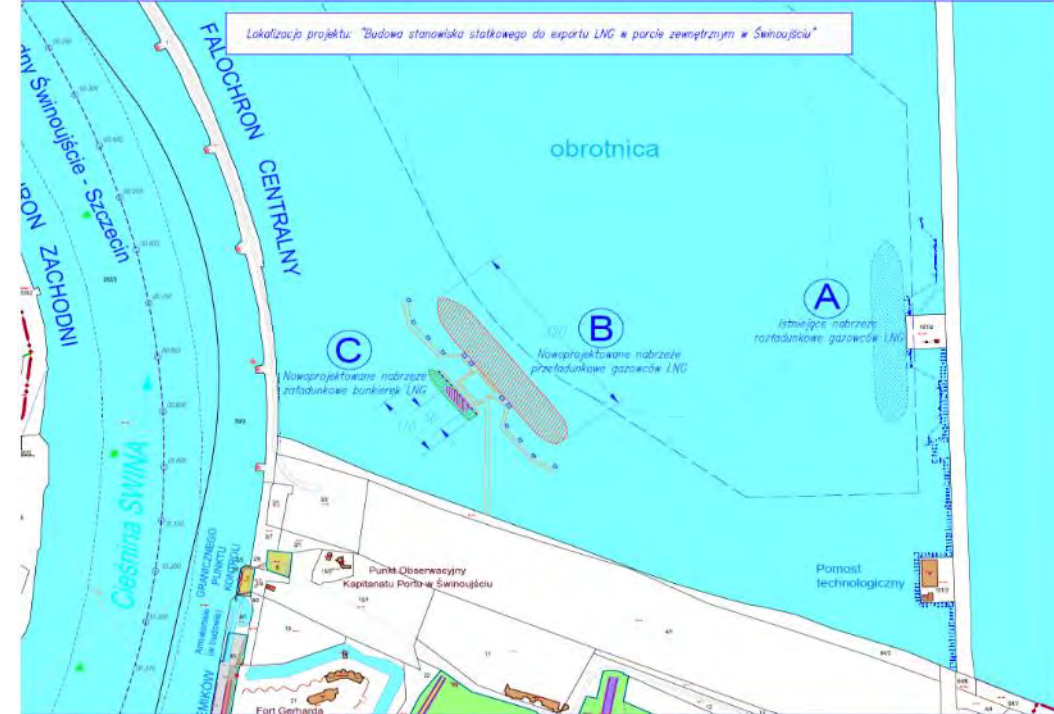
# Extension of the sea part of the LNG regasification terminal in Świnoujście - hydrotechnical part ("design and build" project)

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 m<sup>3</sup> - from LNG bunkers to Qflex units).

Construction of 3-rd tank will increase regasification potential.

**Planned completion date - the end of 2023**





# Offshore wind turbine installation terminal



## Parameters:

- Quays with a length of 485 m
- Technical depth at the quay and approach channel  $H_t=12.5$  m
- Approach channel width of 140 m
- Bearing capacity of quays  $5t/m^2$ ,
- Bearing capacity of the assembly and loading area for towers  $50t/m^2$
- Terminal handling capacity - 80 OWT / year
- Commissioning 2024/2025



# Deepwater container terminal

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

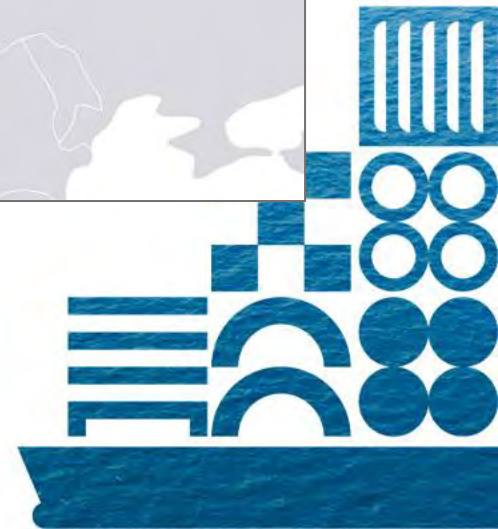




# Container terminal – why Świnoujście?



- gap of abt 700 km between deepwater container terminals
- reducing the risk of congestion
- better use of the Polish transport infrastructure (roads, railway lines) for servicing the country's hinterland and transit to the countries of Central and Eastern Europe
- 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,
- the deepwater container terminal in Świnoujście will increase the transport accessibility of the facilities in the conventional western transport corridor of the TEN-T core network between Scandinavia and the countries of Central and Central Europe







PORT SZCZECIN-ŚWINOUJŚCIE

Thank you for your attention