



# Baltic Container Terminal (BCT) Gdynia, Poland



International Container  
Terminal Services Inc.

Creating an efficient regional transportation hub in  
recognising the Baltic region as an important economic zone

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# 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 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 state controlled entities making BCT the terminal of choice for blue chip companies such as IKEA



# 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)
- 1 On-dock depot (operated by REF-CON)
- 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**

# ICTSI worldwide operations



# Waterside access

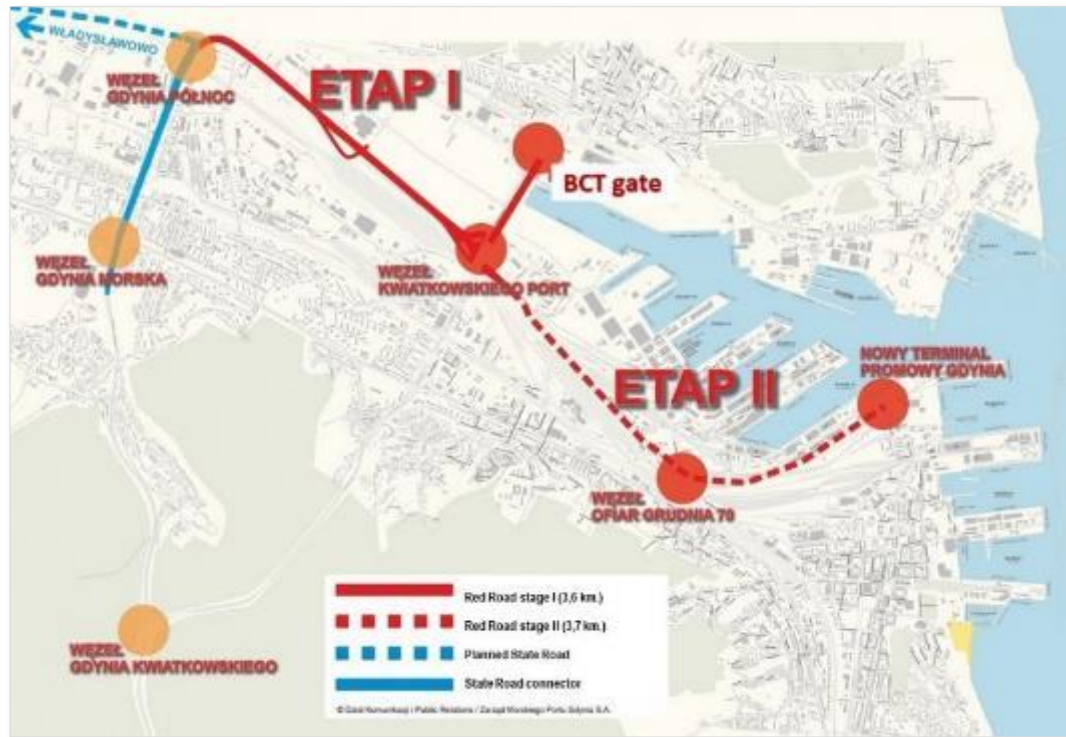
## Navigation:

- ▶ Deeper fairway to port of Gdynia
- ▶ Wider entrance to port
- ▶ Enlarged turning basin
- ▶ Dredging the main port channel to 16.0 m
- ▶ Berths reconstruction to 15.5 m draught



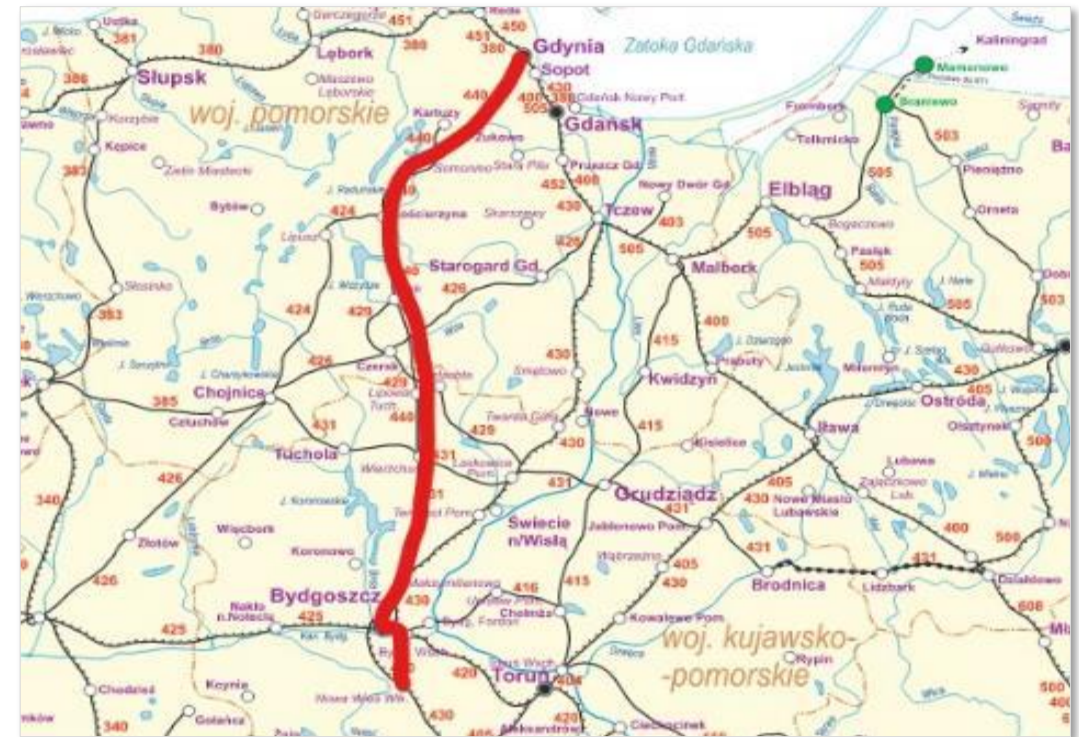
# Hinterland access

## New Road Access



New planned access road to the Port of Gdynia (Red Road) will omit current, bottlenecked access road Estakada Kwiatkowskiego.

## New Rail Access (201) [work in progress]



Present upgrade of additional rail line # 201 (former Coal Line) which will bypass the current rail connection crossing urban areas of Gdańsk, Sopot, and Gdynia. The target completion date is 2023.

# Terminal investment

## BERTH CAPACITY:

- ↗ 4 new STS with 19-rows each
- ↗ New RTGs, reachstackers, straddle carriers
- ↗ Truck gates automation system
- ↗ Container positioning system



## INTERMODAL CONNECTIVITY:

- ↗ Newly installed rail siding: 3 tracks x 670 meters
- ↗ New RMGs with productivities of over 30 mph
- ↗ Capable to serving up to 50 trains per week
- ↗ Rail capacity up to 500,000 TEU per year

# What gives container terminal a chance to become a hub?

- ✈️ Capability of accommodating and handling large container vessels from ocean routes
- ✈️ Transshipment point for large container vessels
- ✈️ Easy access both from sea and landside
- ✈️ Capable multimodal terminal
- ✈️ Efficient complementary logistics services located nearby.

