



PORT SZCZECIN-ŚWINOUJŚCIE

Development plans for new terminals in the Port of Szczecin  
and expansions of the Port of Świnoujście

28.09.2022

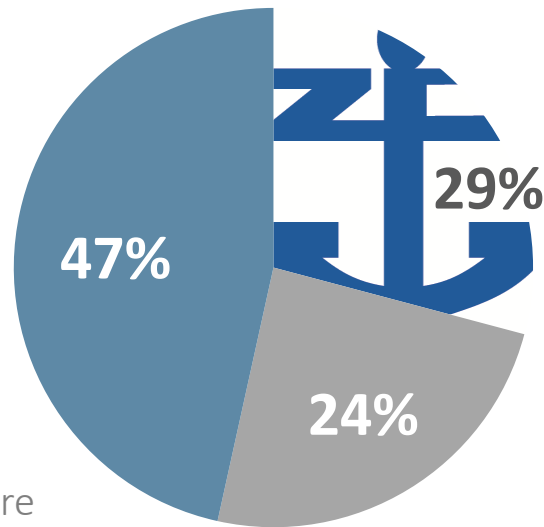


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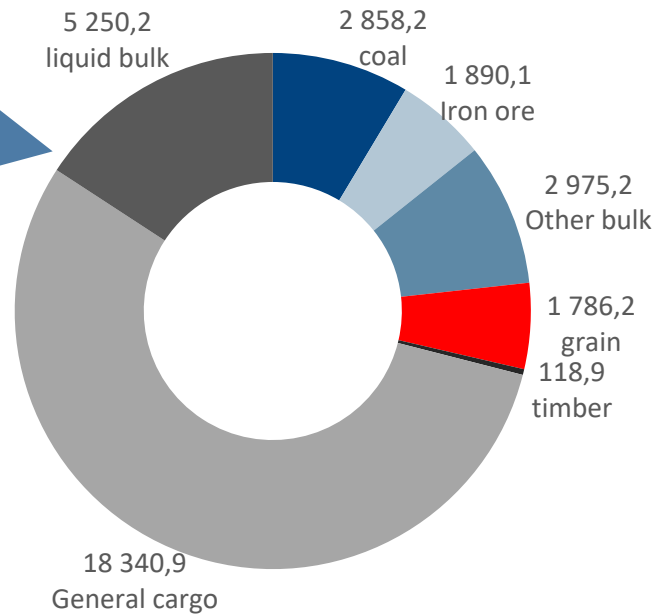
## UNIVERSAL PORTS

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 port
- 9. Ferry port in the Baltic Sea Region



⚓ Szczecin & Świnoujście    ■ Gdynia    ■ Gdańsk



thou. tons

- coal
- iron ore
- other bulk
- grain
- timber
- general cargo
- liquid bulk

Total 2021: **33,2** mio. tons

## Development of port – main determinants:

- Market conditions and demands
- Long-term strategic port development plans
- Location of port
- City spatial development plans
- Port access (water and land side)
- Character of port (universal or specialistic)





## MARKET CONDITIONS – main factors

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

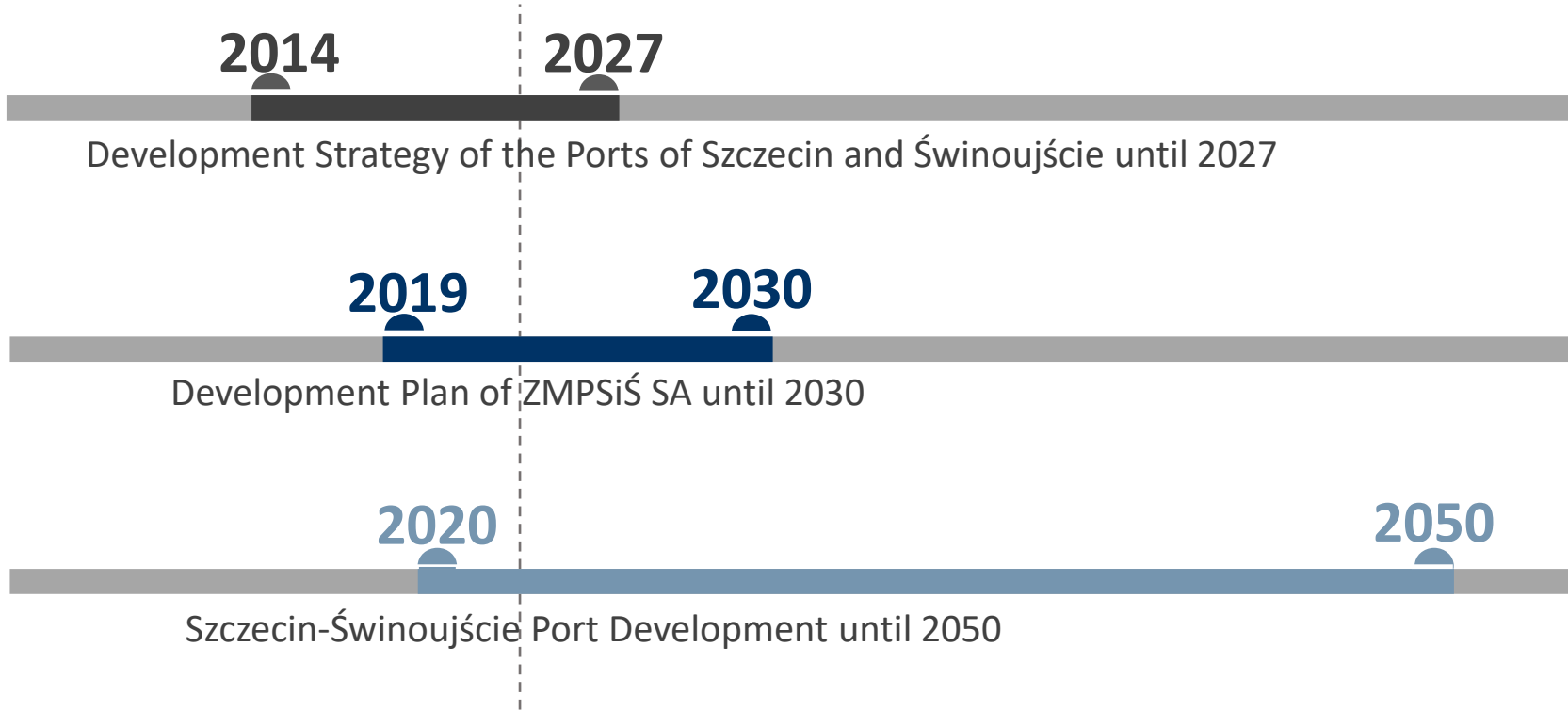
Increase of  
**containerisation**

**environmental**  
friendly solutions

increased  
demand for  
**storage** areas



# STRATEGIC DOCUMENTS



mission

Creating conditions supporting the development of ports of Szczecin and Świnoujście as the most universal port complex in the South Baltic Sea.

# STRATEGIC LOCATION



## Regular shipping connections:

- DK 3/week
- DE 1/week
- FI 2/week
- GB 1-2/week
- IE 2/month
- NL 1/week
- NO 3/week
- SE 78/week

At the entrance to the Baltic Sea  
short route fm Danish straits and  
Kiel Canal (less than 20 hrs)

- 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



## ACCESS CONDITIONS FROM THE SEA SITE

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

Copenhagen-Malmö – Świnoujście:

130 NM = **13** hrs

Copenhagen-Malmö – Szczecin:

163 NM = **16** hrs

Copenhagen-Malmö – Gdynia/Gdańsk:

270 NM = **1** day **3** hrs

Kiel – Świnoujście:

188 NM = **19** hrs

Kiel – Szczecin:

221 NM = **22** hrs

Kiel – Gdynia/Gdańsk:

**344** NM = **1** day **10** hrs



# SPATIAL DEVELOPMENT PLANS

## Świnoujście


The local spatial development plan for the port in Świnoujście **does not impose** any restrictions on the location and implementation of infrastructure and supra-structural investments within the administrative boundaries of seaports.


Only the implementation of road and rail connections for the new terminals in the external port in Świnoujście will require changes to the local spatial development plan.

## Szczecin

The currently valid spatial development plan for the area of **general cargo** handling in the port of Szczecin provides for the area of the Old Town and Łasztownia as **dominant city-port functions**, which means that it will not be possible to implement new transshipment and storage investments in this area. Present port activity can be maintained as long as it is justified by economic reasons.

The local spatial development plan for the area of **bulk cargo** handling in Szczecin **does not impose** any restrictions on infra- and suprastructural investments within the administrative boundaries of the seaports.

  
Area of present port activity (terminals)

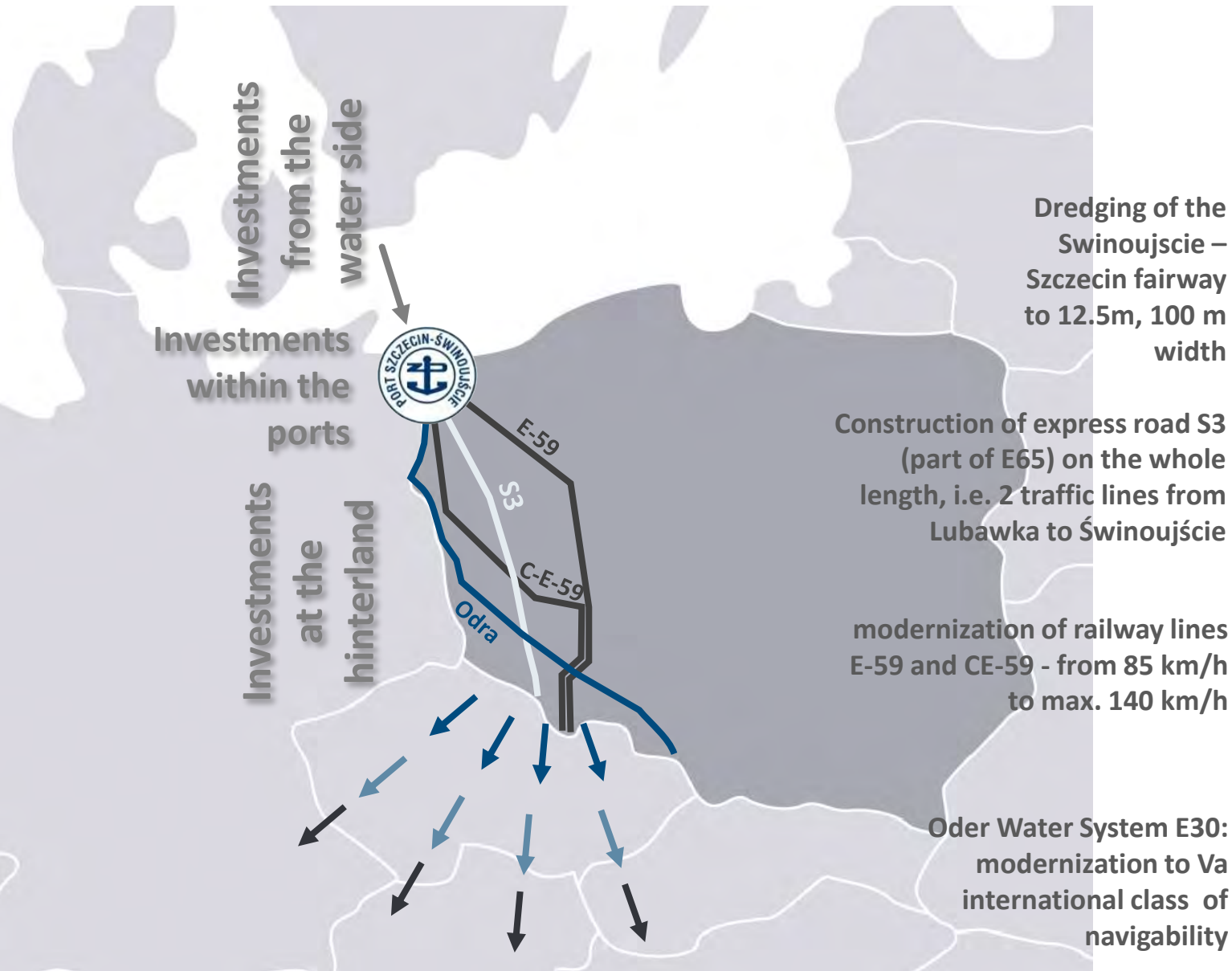
  
Spatial development plan for Starówka

  
Development areas





# IMPROVEMENT OF ACCESS TO THE PORTS



- Current approach to Świnoujście 14,5 m (target – 17m)
- larger vessels (length up to 220/240m, width over 32m, draft over 11m,
- access for vessels of approx. cargo 40,000 (at present 20,000),
- 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

**33.2 mln tons in 2021:**

## FOR EVERY CARGO

Universal port complex

### FERRY TERMINAL

Virtual bridge between Scandinavia and Southern Europe

5 million trucks and trailers in the last 10 years

270 m possibility of service the largest ferries on the Baltic

ca 6 hrs the shortest route from the south of Europe to Scandinavia

13 departures daily to/from Ystad and Trelleborga (SE)

LNG TERMINAL  
Diversification of gas supplies

12.2 mln t of LNG since 2015

import of LNG, soon export of LNG too

7,5 billion m<sup>3</sup> – increase of the regasification potential

GENERAL CARGO TERMINALS  
Increasing handling of containers

Feeder and shortsea connections linking port complex with European ports

Service for global container lines

BULK CARGO CENTRE  
Providing handling of dry and liquid bulk cargo

Coal, coke, fertilizers, iron ore

25,000 t/day – iron ore handling daily capacity

8 grain terminals of total capacity 200 thou. tons potential

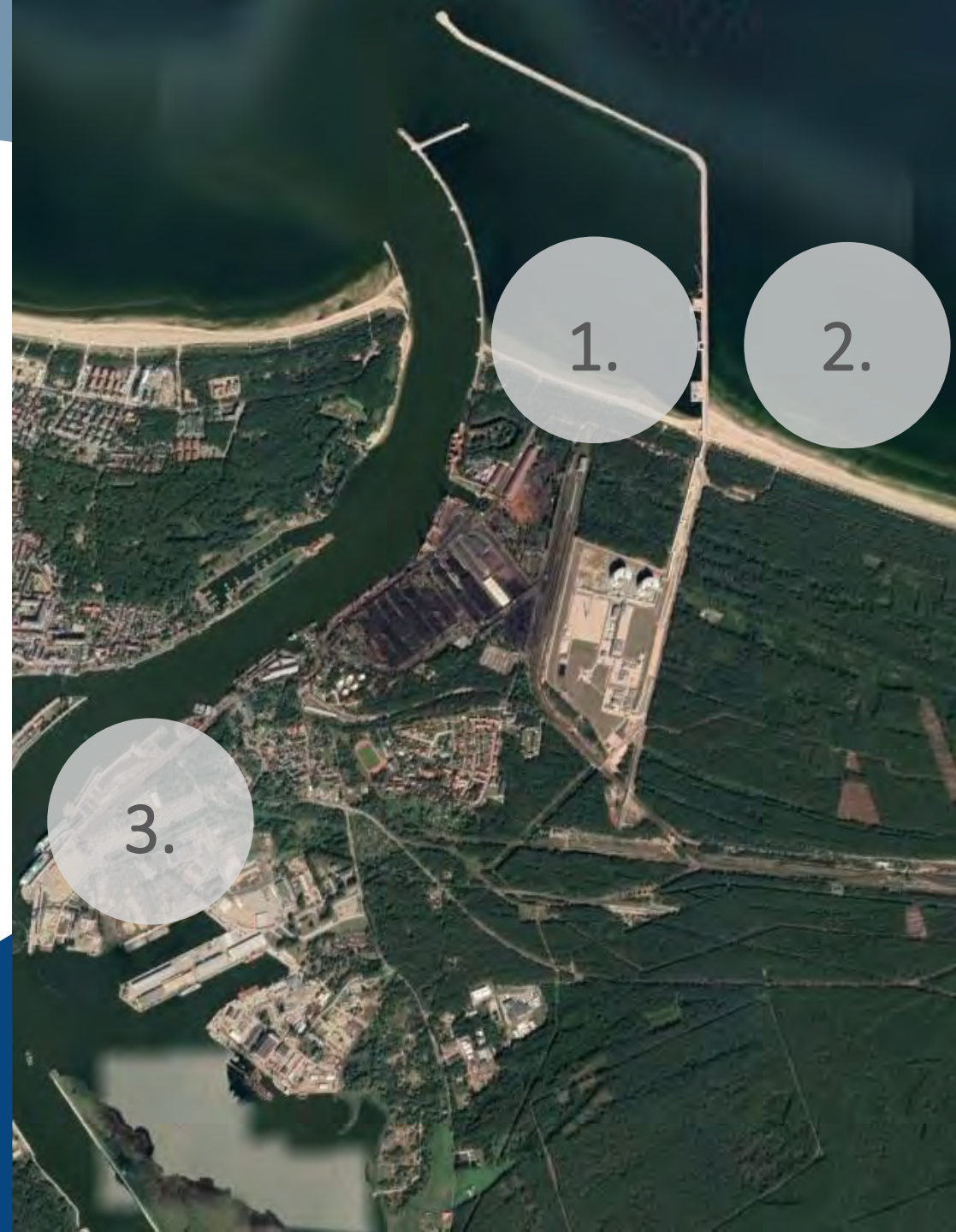
2. Polish sea ports

7. Port in the BSR

## The main investments in the port of Świnoujście:

1. Extension of LNG Terminal - 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





# Deepwater Container Terminal in Świnoujście

- The ability to handle container traffic to/from the Czech Republic, Slovakia and Hungary
- 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



# Deepwater Container Terminal in Świnoujście

## 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
- Turning circle
- port basin

### Necessary access infrastructure from the land side:

- road access (S3 – part of E 65)
- railway access (from the existing railway line No. 401 (C-59, C-E 59),
- technical infrastructure

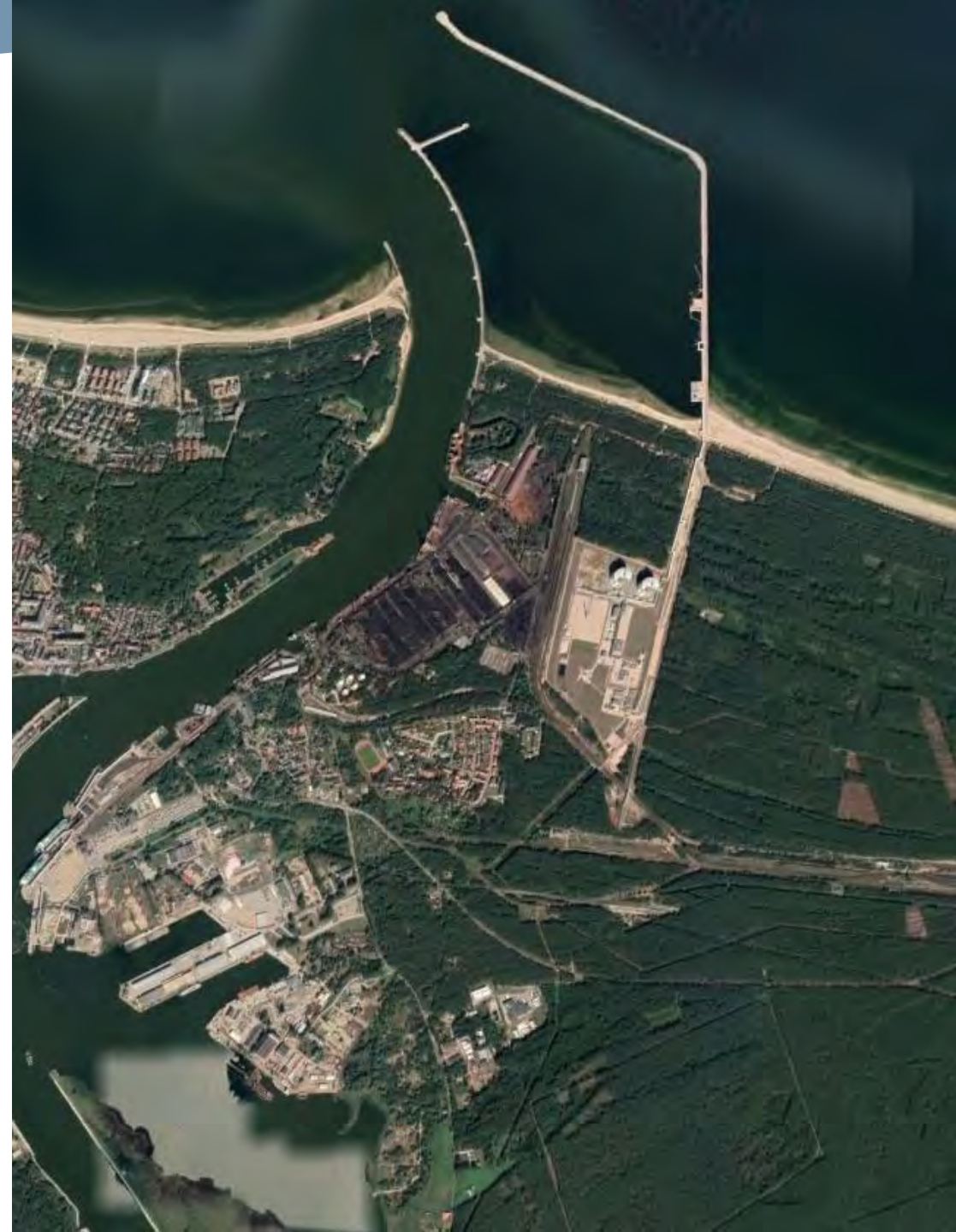




# The Ferry Terminal in Świnoujście

adjusting the terminal to serve intermodal transport

1. ZMPSiŚ SA is the owner of the ferry terminal in Świnoujście
2. Shortest route from Southern Europe countries to Scandinavia (6 hrs of passage via Baltic)
2. Virtual Bridge:
  - 24/7/365 service,
  - journey 6-8 hours,
  - 30 minutes entry to the port,
  - 60 min unloading,
  - up to 12 connections a day,
  - 77 calls per week,
  - Over 2.100 vehicles and 1400 pax per day
3. 4 shipowners offer up to 12 sailings a day from Świnoujście
4. 77 sailings a week to the ports of Sweden (Ystad and Trelleborg):  
Weekly: TT-Line – 12 calls, Polferries – 19 calls, Unity Line – 46 calls





# The Ferry Terminal in Świnoujście

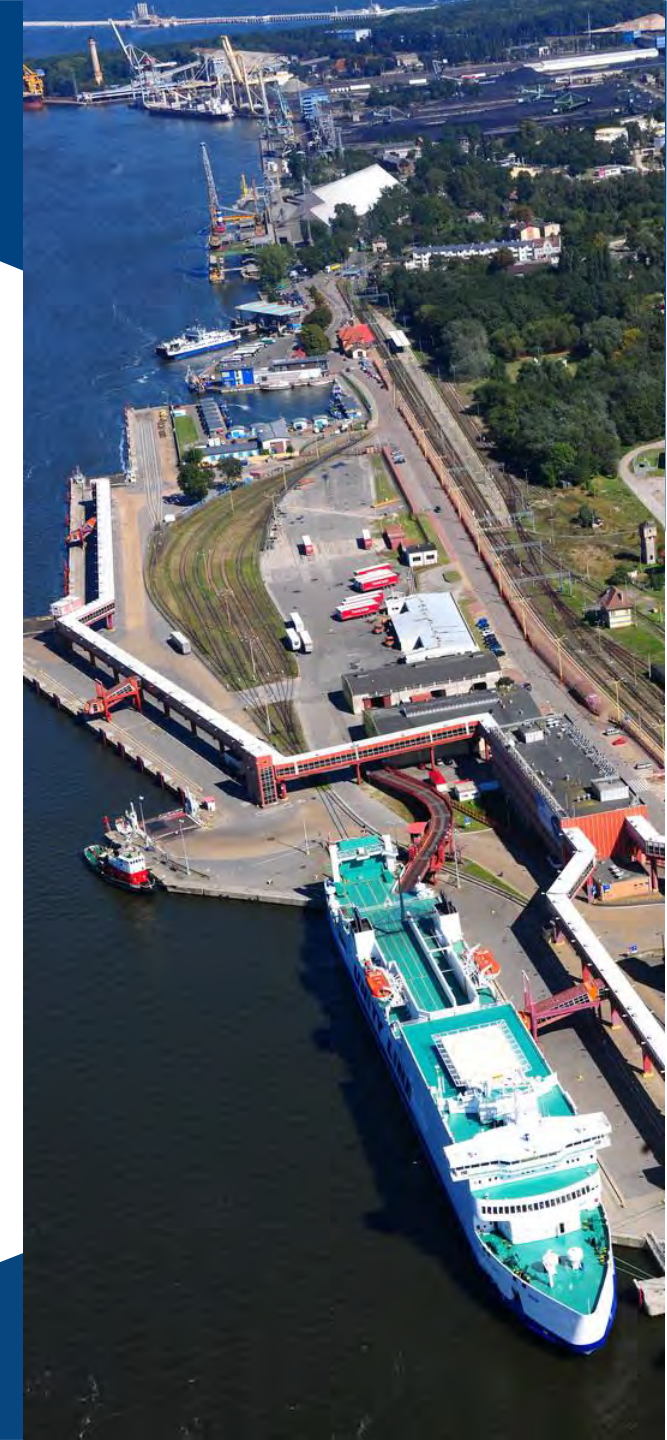
## adjusting the terminal to serve intermodal transport

Project implemented under CEF "Connecting Europe" - Priority Axis - MAP Call 2014, F04 Specific Call for Cohesion Funds, Action: Priority 6: (F04) Motorways of the Sea (MoS).

The investment is part of a project to improve and optimize logistics chains between Scandinavia and Southern Europe, including Baltic-Adriatic transport corridor. The project is a continuation of the cooperation under the "Motorway of the Sea" with the Port of Trelleborg, which started in 2014.

Investment has started 19.09.2019

Planned finish May 2023 (investment advancement for today – abt 80%)



# The Ferry Terminal in Świnoujście

## adjusting the terminal to serve intermodal transport

### Purpose of the investment:

- intermodal transport service,
- the handling of part of the naturally intermodal traffic flow towards Świnoujście,
- enabling the service of the **largest ferries with a length of up to 270 m** and passenger ships of similar parameters

### The scope of the investment:

- **connecting of site No. 5 and 6**, modernization. Now total length of approx. 294 m; technical depth  $H_t = 12.5$  m and permissible depth  $H_p = 13.0$  m), new ramp – width of 35 m and load capacity of 180 t ,
- construction of the necessary technical infrastructure along with the construction of parking yards for trailers,
- expansion of the track system, building the flyover connecting the parking yards and constituting a new entrance to the ferry terminal from the north,
- the installation of the passenger sleeve will enable collision-free movement of passengers,
- the construction of a flyover over the Świnoujście railway station will connect the facilities with the terminal area.

### Superstructure purchases:

- 4 truck tractors
- 2 reach stackers for transporting and reloading containers at the terminal
- 4 roll-trailers

2019 - 2022



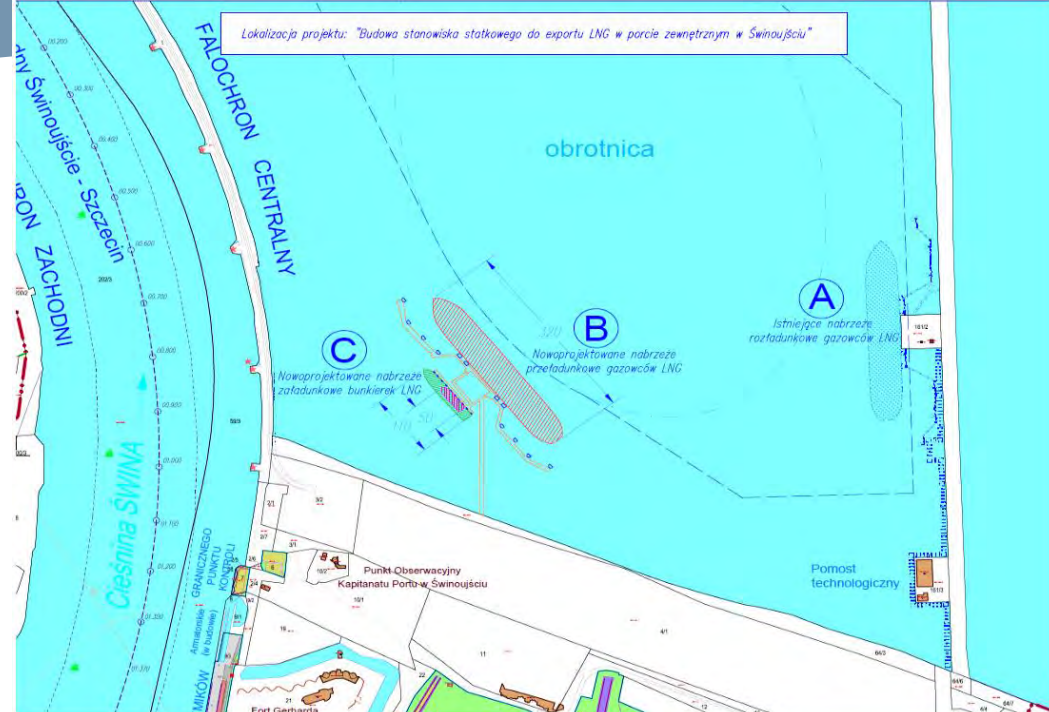
# Extension of the sea part of the LNG regasification terminal in Świnoujście - hydrotechnical part ("design and build" project)

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).

Constriction od 3-rd tank will increase regasification possibility to 8 bn m<sup>3</sup>.

**Planned completion date - the end of 2023** – investment advance abt 70%)



**2022: 2 tanks, regasification capacity: 5 bn m<sup>3</sup>**  
**2023: 3 tanks, regasification capacity: 8 bn m<sup>3</sup>**

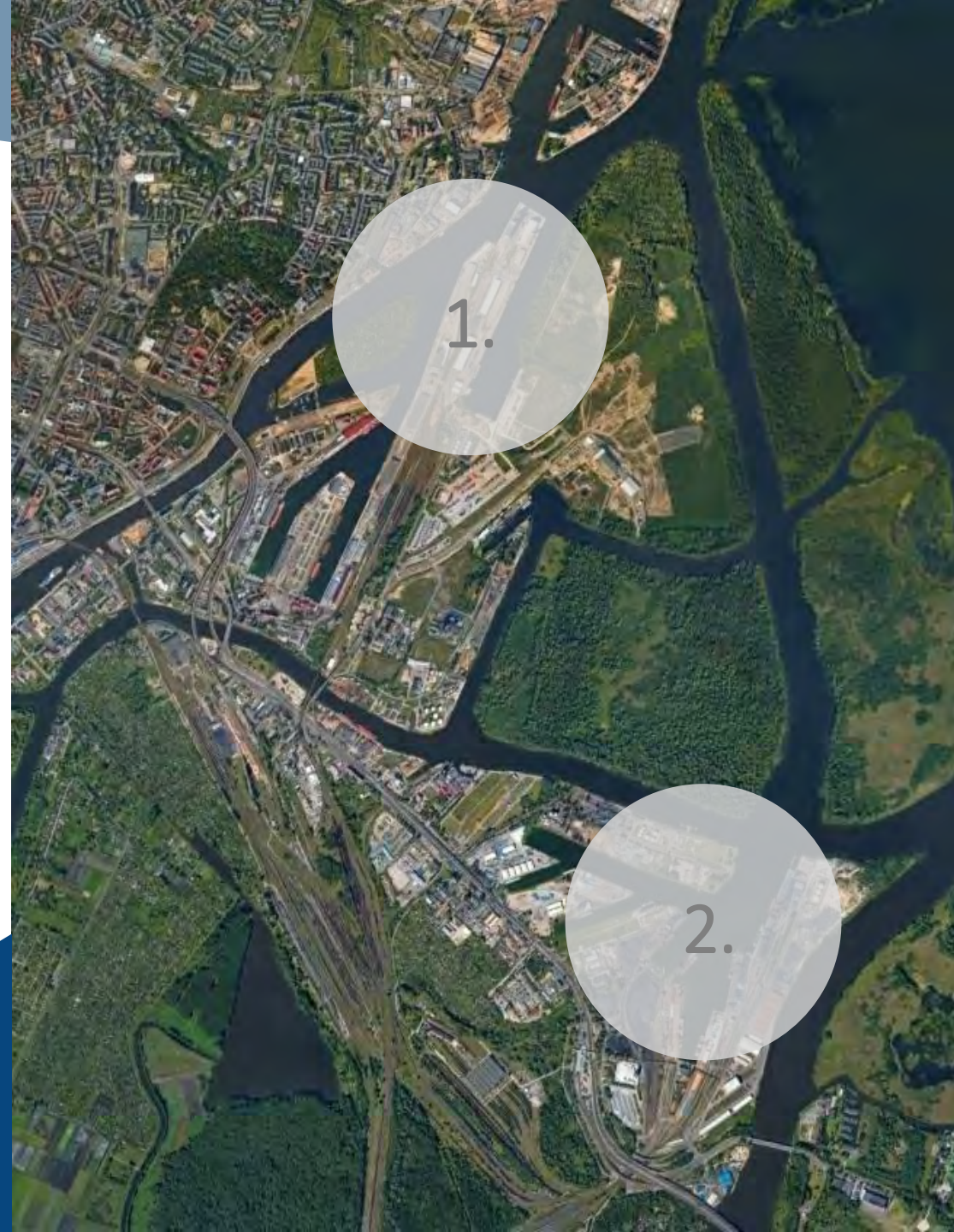


## The main investments in the port of Szczecin:

1. Improvement of the access to the port in the general cargo handling area (Dębicki Canal), new quays
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 /m<sup>2</sup>.

2021-2023





## SZCZECIN - Improvement of the access to the port in the general cargo handling area (Dębicki Canal), new quays

- deepening the Dębicki Channel to a technical depth of 12.5m and to 200m width
- rebuild the existing quays: Słowackie and Czeskie quays, with a total length of more than 1 km, in order to achieve the technical depth of 12.5 m and to increase the load capacity of the quays to 40 kN/m<sup>2</sup>;
- construction of a new 300 m long Norweskie quay as an extension of the existing Fińskie quay; shore development Duńskie quay - with a length of 779 m (on the extension of the designed Nb. Norweskie), total 1300 m
- rebuilding of the existing eastern spoil disposal field on Ostrów Grabowski Island,
- rebuilding and construction of the necessary technical infrastructure of the quays,



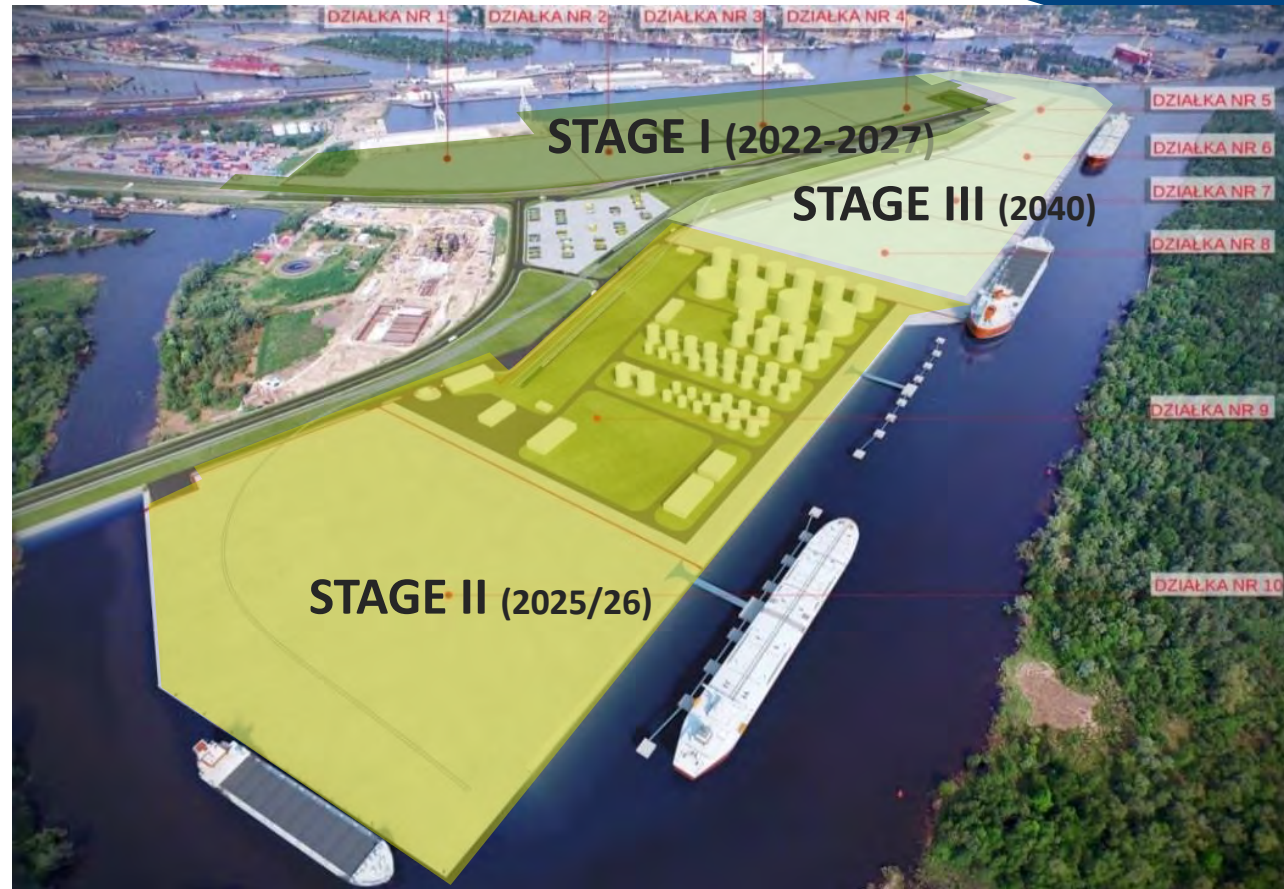


# Further development of this area

## Ostrów Grabowski

The largest area for future investment in the port of Szczecin. Thanks to its convenient location in the center of the port, it allows for the establishment of port-related industries.

- More than 100 ha of available plots.
- Possibility of long-term lease of the land on preferential terms.
- Opportunity to build your own terminals and develop the port industry.
- Provided access to the site from the water and land and technical infrastructure.
- Cooperation of SSSA with the investor at all stages of the investment



### Designation of the land:

Industrial and storage areas, warehouses and storage yards with a production function. manufacturing. Permitted function Services related to production and logistics. Transshipment and storage quays.

2021-2027



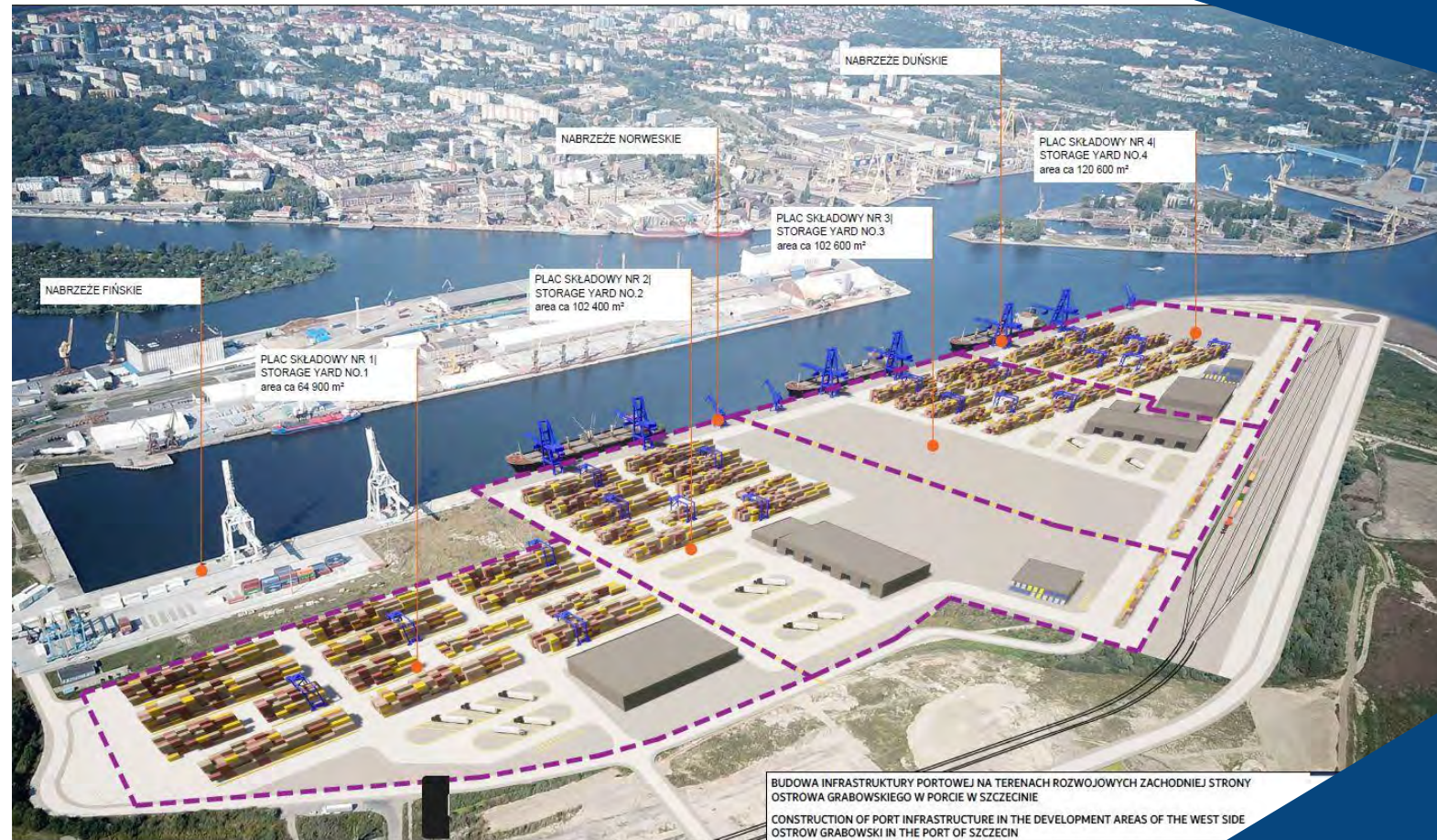
# Further development of this area

## Ostrów Grabowski

- 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 4 investment plots, in the western part of the peninsula, with a total area of 45 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.



ZMPSiŚ has just published an announcement in which it invites those interested in the lease of land located in the port of Szczecin on the Ostrów Grabowski Peninsula to submit expressions of interest in the development and maintenance of new investment areas

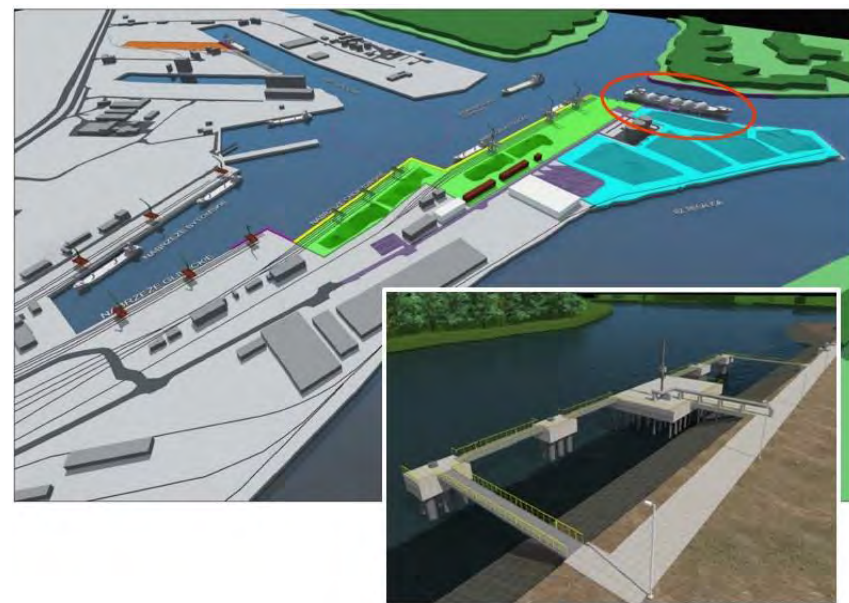
2021-2027



## SZCZECIN - Improvement of the access to the port in the bulk cargo handling area (Kaszubski Basin)

The main goal of the investment is to:

- modernise the existing wharfs Katowickie, Chorzowskie, Chorzowskie-Uskok and Gliwickie-Uskok with a technical depth of 12.5m
- build a quay (with a dredge construction or a conventional quay) at Dąbrowieckie quay





# Further development of this area Katowicki Peninsula

- The available area is approx. 8 ha
- The area is intended for a terminal for liquid chemical products
- Dąbrowieckie Quay (dolphins) - under construction
- Railway access (750 m long train)
- Road access
- Access from the water side: turntable + channel deepening to 12.5m.



2021-2027



Thank you for your attention



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