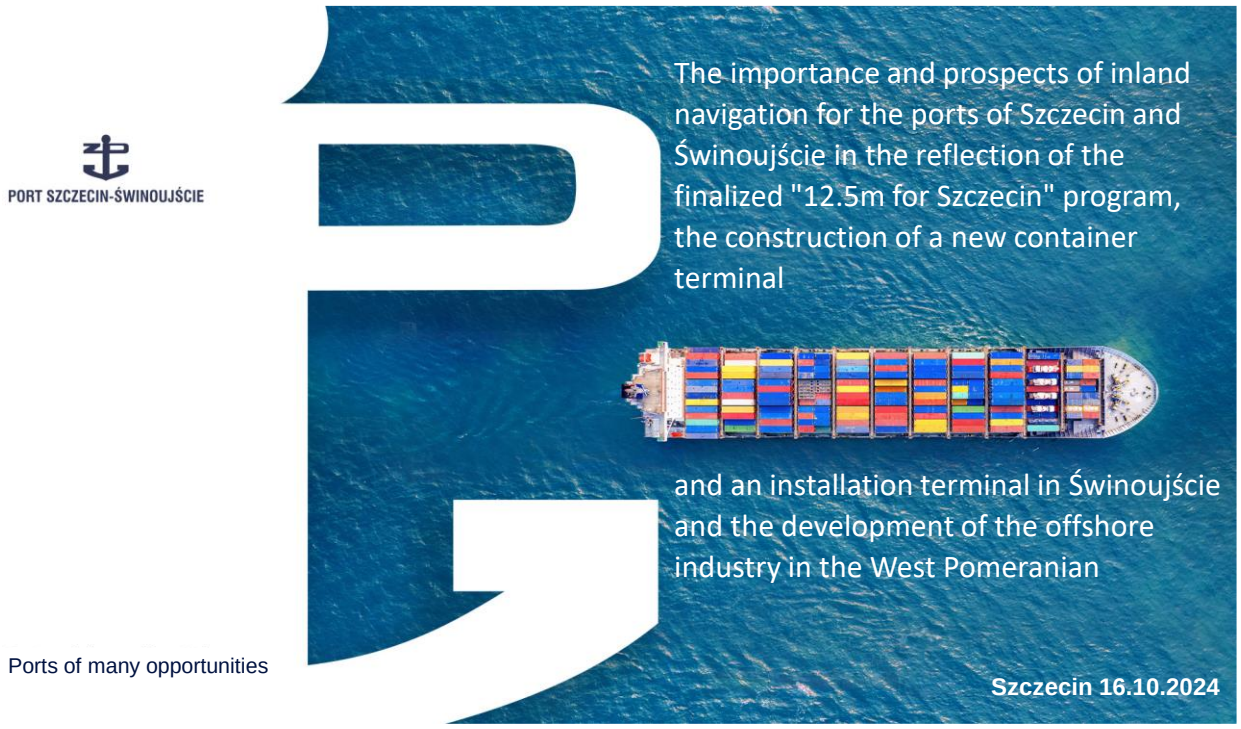
(8)

IMPORTANCE AND PROSPECTS OF INLAND NAVIGATION FOR HE PORTS OF SZCZECIN AND SWINOUJSCIE IN THE REFLECTION OF THE „12,5 M – PROGRAM“ + CONSTRUCTION OF A NEW CONTAINER TERMINAL AND AN INSTALLATION TERMINAL IN SWINOUJSCIE + DEVELOPMENT OF HE OFFSHORE INDUSTRY IN THE WEST POMERANIAN VOIVODESHIP

Rafal Zahorski - Szczecin



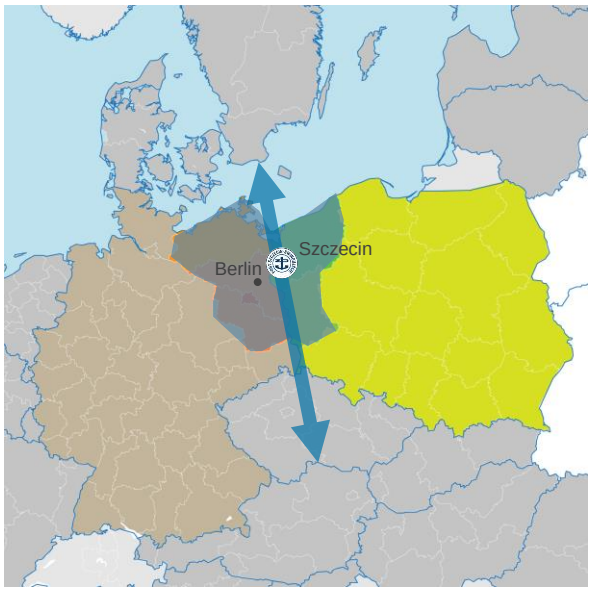
PORT SZCZECIN-ŚWINOUJŚCIE

Basic information

2 ports	**65 km by „sea” and 125 by road or railways**
1 port authority	
Total quays’ length:	15.4 km
Max depth:	
Świnoujście	14.5 m
Szczecin	10.5 m / 12.5 m (2024)
Water port areas:	21,586,322 m2
Land port areas:	18,364,065 m2
Handling potential:	52.5 mln ton

PORT SZCZECIN-ŚWINOUJŚCIE

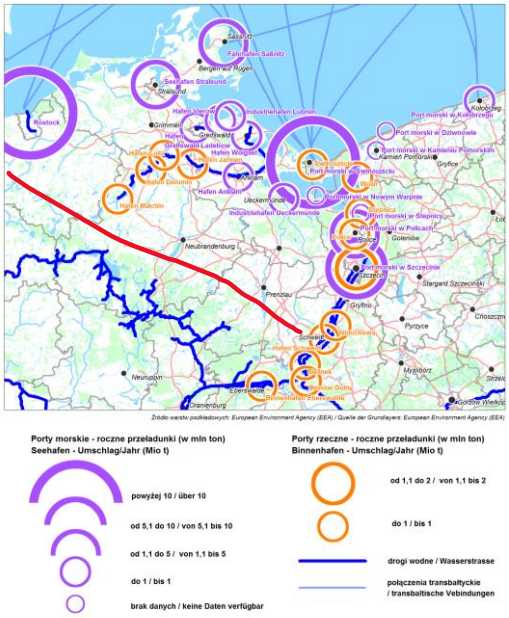
Cross-border regions (1)



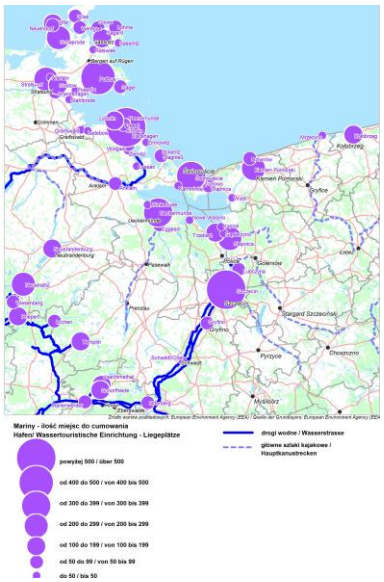
PORT SZCZECIN-ŚWINOUJŚCIE

Cross-border regions (2)

Sea ports and inland ports

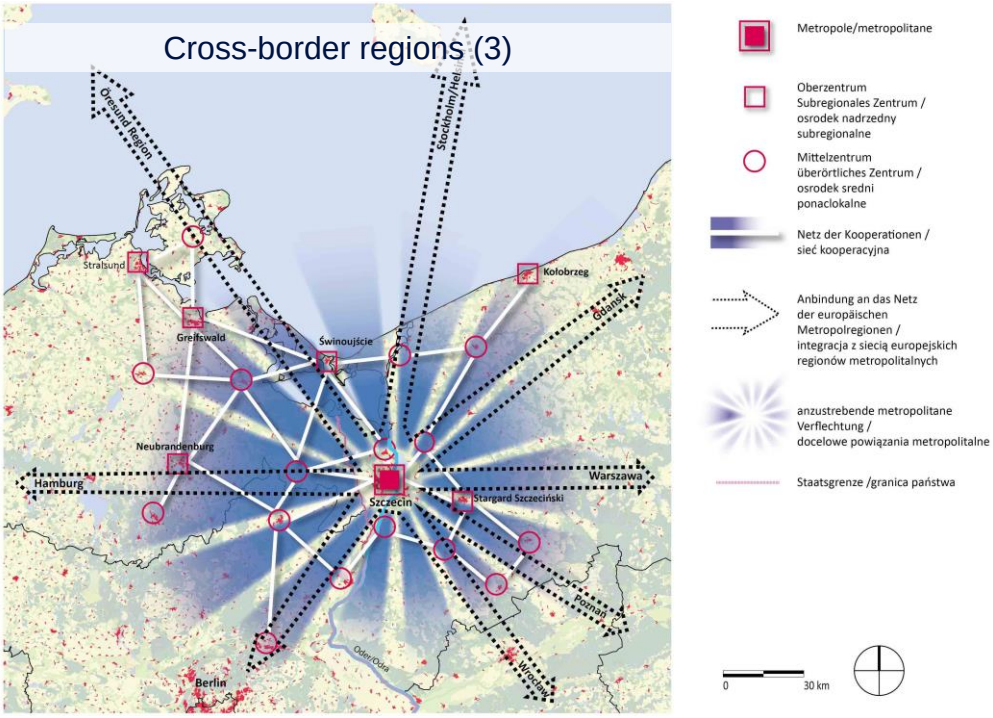


Tourist harbours



PORT SZCZECIN-ŚWINOUJŚCIE

Cross-border regions (3)



PORT SZCZECIN-ŚWINOUJŚCIE

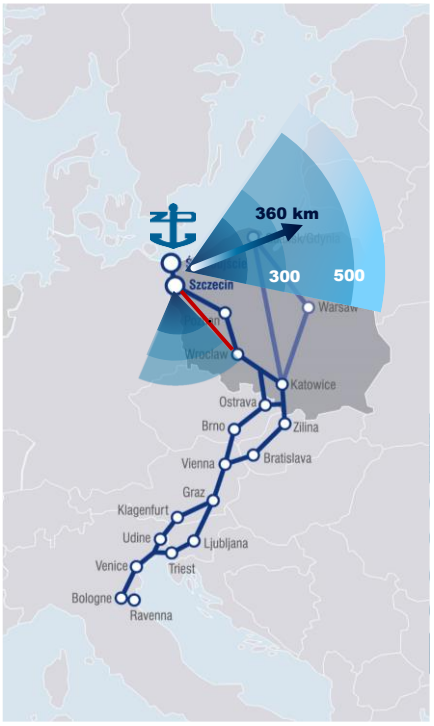
Why Szczecin-Świnoujście

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
- Ports in TEN-T
- 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 from/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

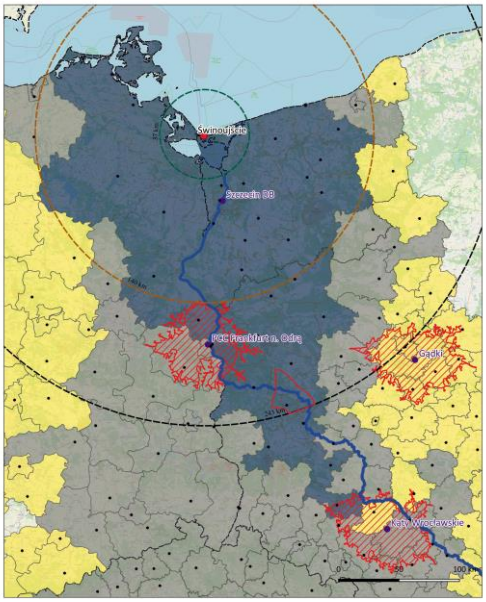
Universality of the offer: ferry terminal, general cargo, bulk cargo, intermodal, LNG, containers (total 35.3 mio. tons in 2023)

Seafety reasons: the maximum distance from the eastern border and the Kaliningrad Area



PORT SZCZECIN-ŚWINOUJŚCIE

Practical hinterland of the port Szczecin-Świnoujście



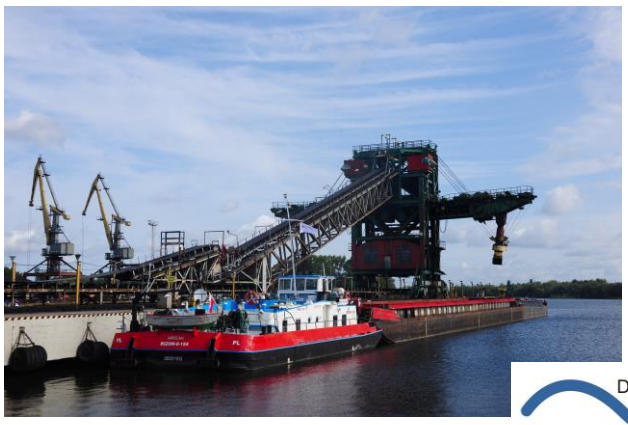
Distances from Świnoujście

- 37 km
- 140 km
- 243 km

- Capitals of regions
- Existing Intermodal terminals
- Existing intermodal terminals
- Areas of direct impact of competitive intermodal terminals
- Undisputed hinterland of Sz-Ś Port
- Disputed hinterland of Sz-Ś Port
- Undisputed hinterland of competitive ports

PORT SZCZECIN-ŚWINOUJŚCIE

New access parametres - 12,5m

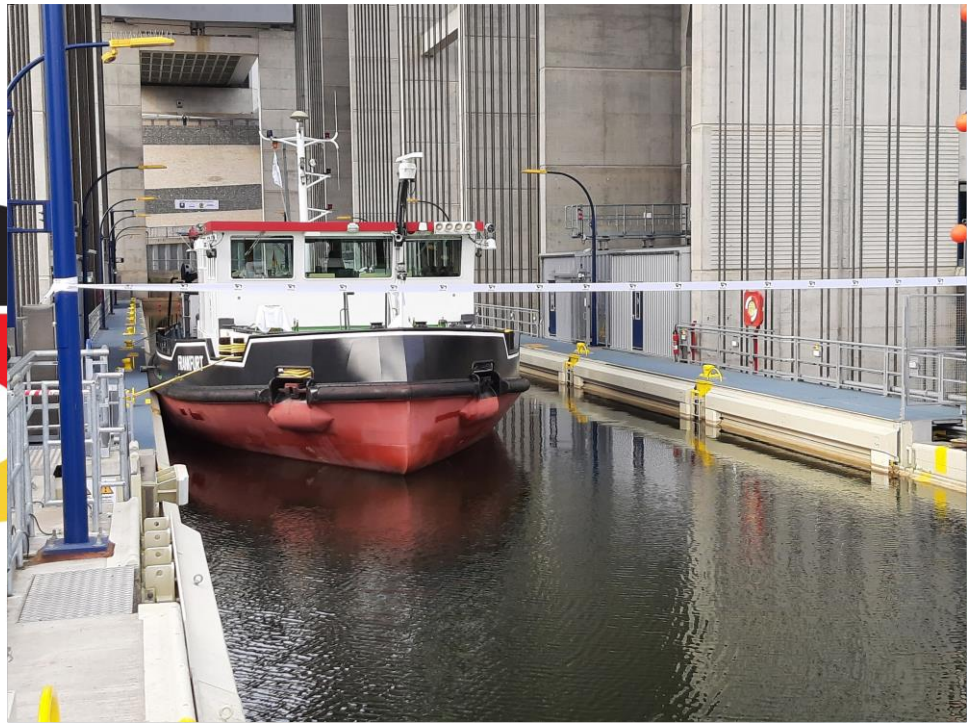


Dla Szczecina

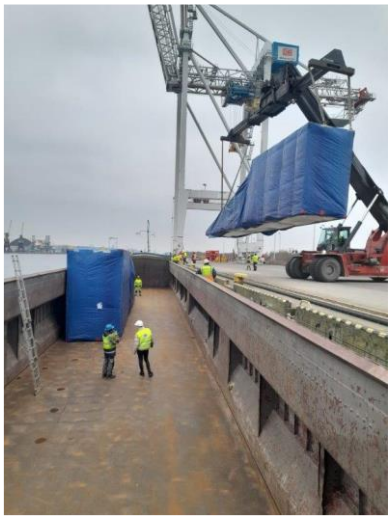
12,5 m

PORT SZCZECIN-ŚWINOUJŚCIE

Berlin -



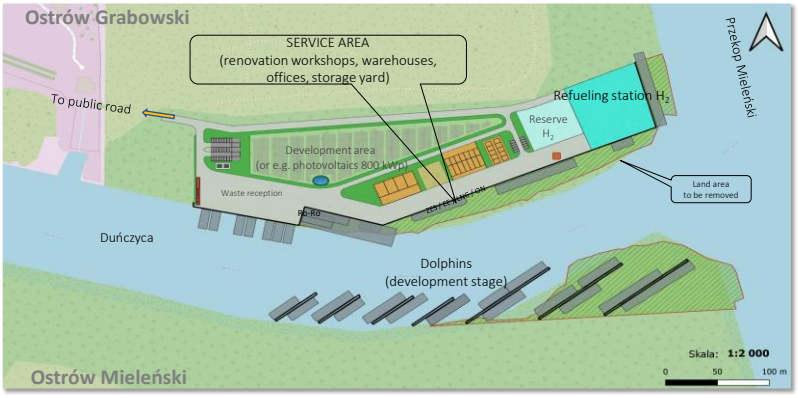
Services for inland shipping transport in Szczecin-Świnoujście port complex

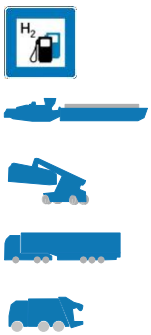



Source: Navigar

Adaptation of the Szczecin-Świnoujście ports to the requirements of sustainable development

Green terminal





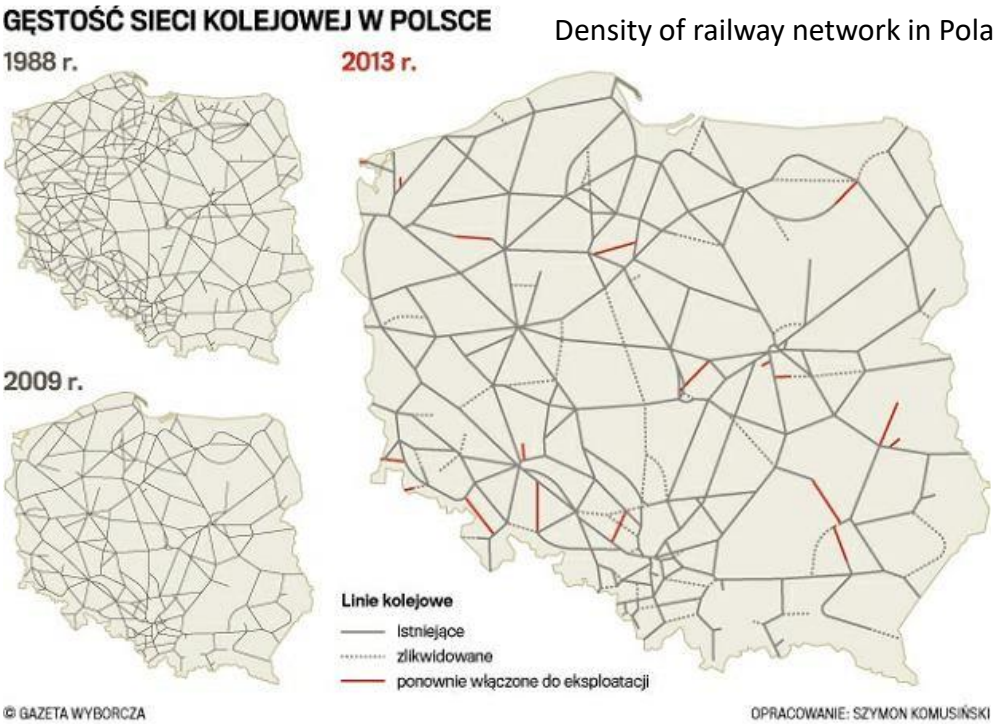
Construction of the Green Terminal is planned in Ostrów Grabowski in the port of Szczecin.

It is intended to be a parking/service terminal for inland vessels, but also equipped with infrastructure enabling the servicing of land vehicles (mainly trucks and reloading equipment - mobile station) and vessels using alternative fuels.

The terminal will mainly perform the following functions:

- Parking and servicing areas for inland navigation vessels;
- A place of supply of traditional and alternative fuels, vessels, trucks, reloading equipment

Density of railway network in Poland



CE-59 in Base Extended TEN-T:

Full electrifiocation 100% Axle load at least 22,5 tons

Length of trains at least 740 m Speed at least 100 km/h

Thanks to the new parameters of train length, the efficiency of rail transport will increase.

We intend to ensure that the majority of containers leave both container terminals and both intermodal ones by rail (development of intermodal transport).

It is also assumed that sea-class barges will be able to transport containers from Swinoujscie to Szczecin and Berlin

PORT SZCZECIN-ŚWINOUJŚCIE

Current possibilities

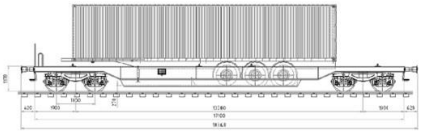
Present state

Max length – only 630 m

Parameters of intermodal train (**630 m**):
- Locomotive (ET41) total length – **31,86 m**;
- Wagon – total length **18,34 m.** (1 wagon – 1 lorry).
- Then train: **locomotive + 32 wagons**

Parameters of intermodal train (**750 m**):
- Locomotive (ET41) total length – **31,86 m**;
- Wagon – total length **18,34 m.** (1 wagon – 1 lorry).
- Then train: **locomotive + 39 wagons**

Target state

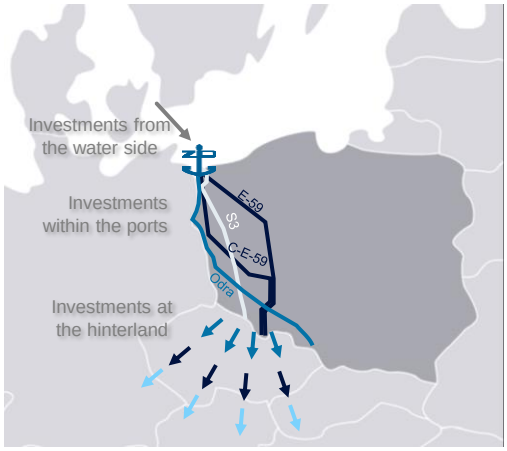


CE-59 in Basic Extended TEN-N:
- min. 740 m
- min. 100 km/h
- min. 22,5 tons per axle

7 wagons more for each train

PORT SZCZECIN-ŚWINOUJŚCIE

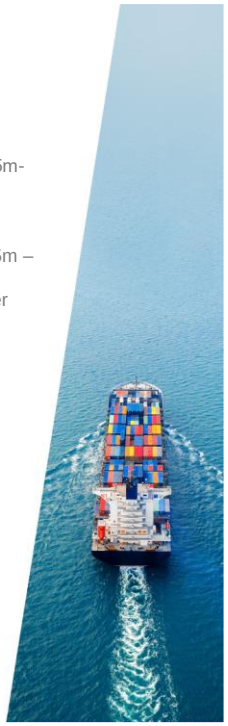
Connected from water and land site



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

Investment within the ports:
- Deepening of the Świnoujście-Szczecin fairway (2024) (10,5m – 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/train investments

Investments at the hinterland:
- Construction of express road S3 (part of E65) on the whole length, i.e. from Lubawka to Świnoujście
- Modernization of railway lines E-59 and CE-59
  - from 85 km/h to max. 140 km/h
- Oder Water System E30
  - modernization to Va international class of navigability



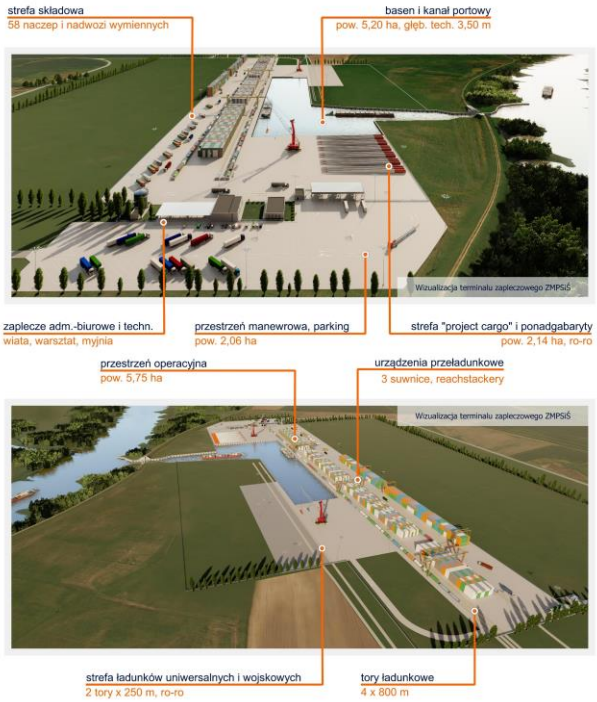
Trimodal hinterland terminal

- region of Czerwieńsk / Zielona Góra

Annual handling capacity until 2044: 380 thousand TEU and 210 thousand tons of non-containerized general cargo and project cargo

- freight forwarding and logistics services;
- reloading and storage of cargo, especially intermodal transport;
- services dedicated to road, rail and water transport means;
- services for regular rail and river connections (rail and barge shuttles) to/from terminals in the ports of Szczecin and Świnoujście, which will be operationally treated as the internal connections within the port complex;
- Services for regular rail and river connections to intermodal terminals in Poland and abroad;
- transport services in the direct hinterland of the trimodal terminal.

Trimodal hinterland terminal for Szczecin and Swinoujscie Ports



Development of offshore hub in the region

Offshore wind turbine installation terminal

Parameters:

Stage I

- 2 quays with a length of 495 m
- Technical depth at the quay and approach channel Ht=12.5 m
- Approach channel width of 140 m
- Bearing capacity of quay „1”: 50kN/m2
- Bearing capacity of quay „2”: 500kN/m2
- Bearing capacity of the assembly and loading area for towers 50t/m2
- Terminal handling capacity - 80 OWT / year

Commissioning 2025

Rzeczpospolita Polska

Dofinansowane przez Unię Europejską

Development of offshore hub in the region

Offshore wind turbine installation terminal

Stage II

Construction of next quay for the initial assembly of towers in the port of Świnoujście is one of the priorities of the Port of Świnoujście, included in the company's investment plan. Development areas with an area of approximately 26 ha remain to be used for this purpose, which, together with the installation terminal currently under construction as part of the first stage, creates approximately 46 ha of a completely new quality of port services.

- 2 quays with a length of 538 m
- Technical depth at the quay and approach channel Ht=12.5 m
- Bearing capacity of quay „3”: 500kN/m2
- Bearing capacity of the assembly and loading area for towers 50t/m2
- Ro-ro ramp width 35m with bearing capacity of 25kN
- Terminal handling capacity: +80 OWT / year

Term of completion: 2024-2026/2027

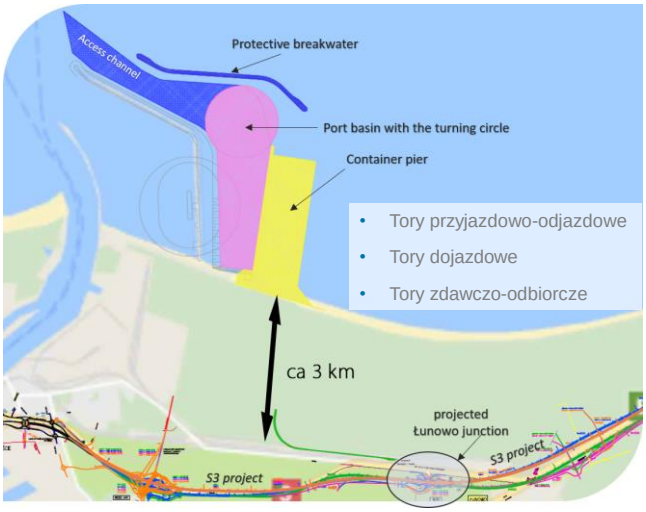
PORT SZCZECIN-ŚWINOUJŚCIE

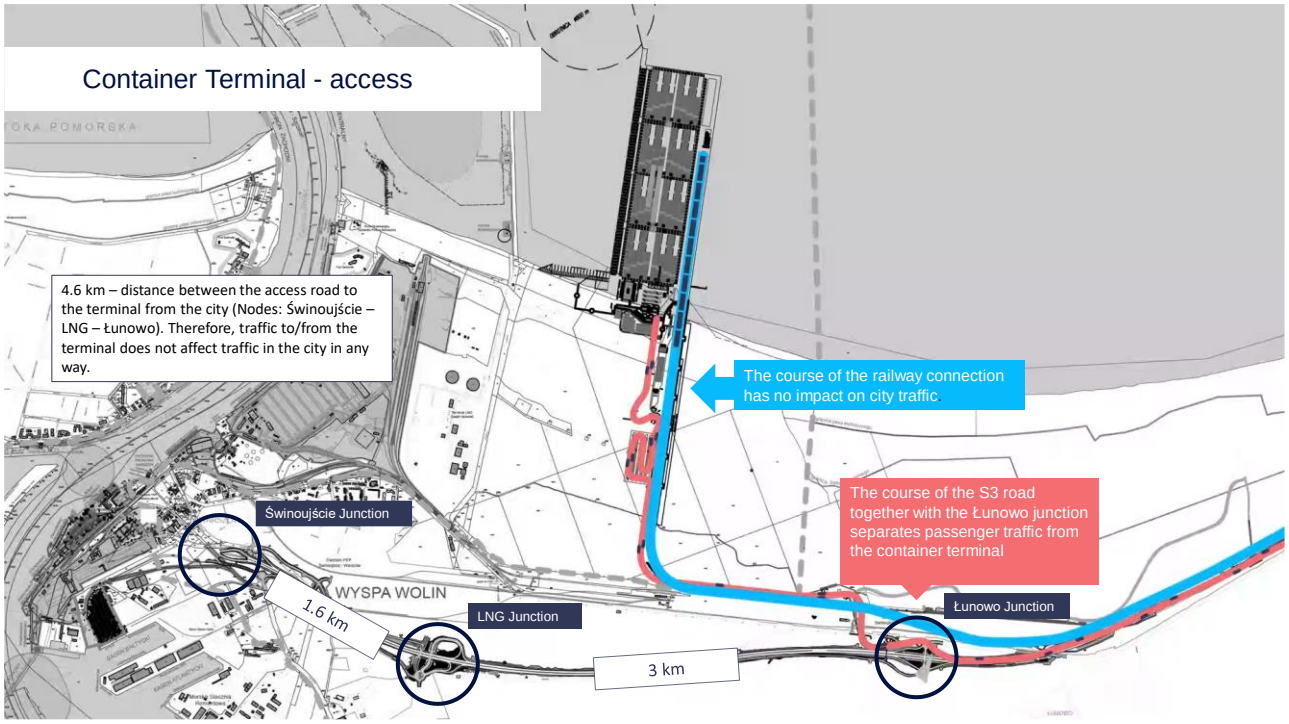
Deep Water Container Terminal in Świnoujście

Deep Water Container Terminal in Świnoujście

Deep Water Container Terminal in Świnoujście

2023-2028/29



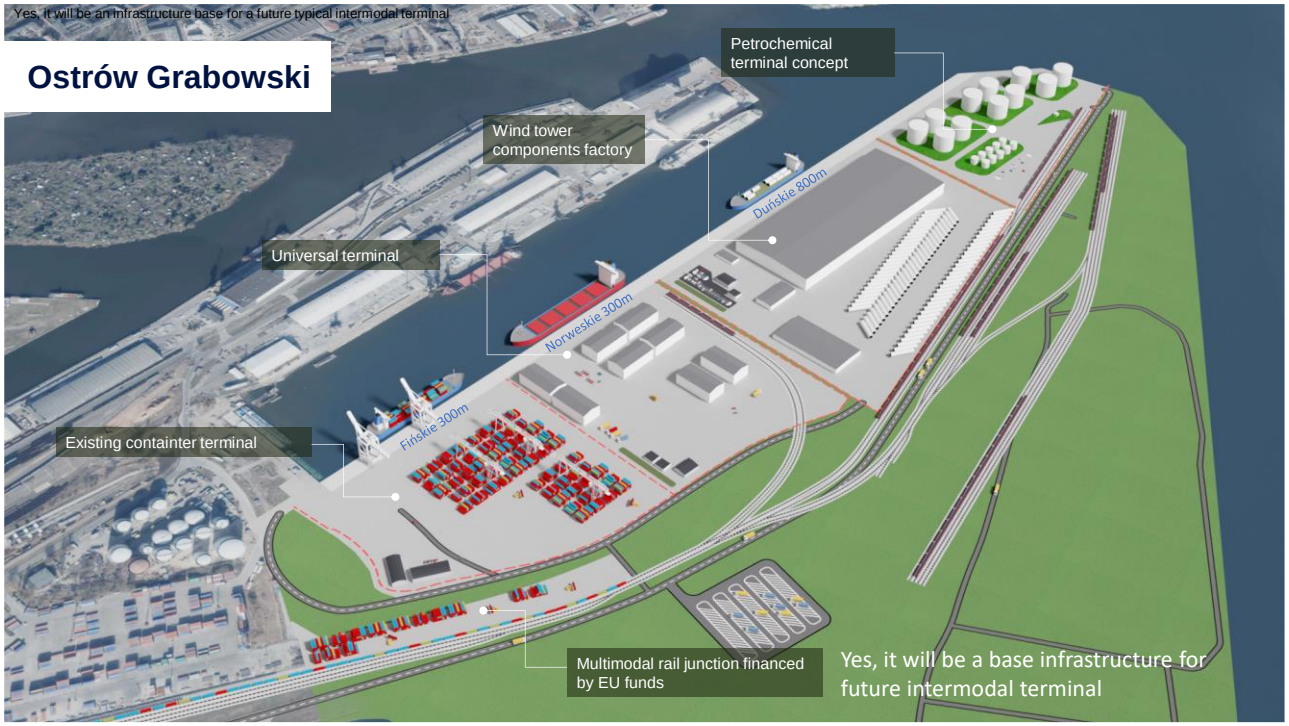


Intermodal Terminal on Ostrow Grabowski - port Szczecin

The main goal of the project is to build new and modernize the existing port infrastructure in the vicinity of the container terminal in Szczecin, enabling the increase in the use of the port area for dual-use purposes.

Specific objectives:

- increasing synergies between defense needs and TEN-T with the overall objective of improving military mobility across the EU.
- increasing geographical balance and potential civil protection benefits.
- increasing the availability of the port of Szczecin and Świnoujście in the TEN-T core network.

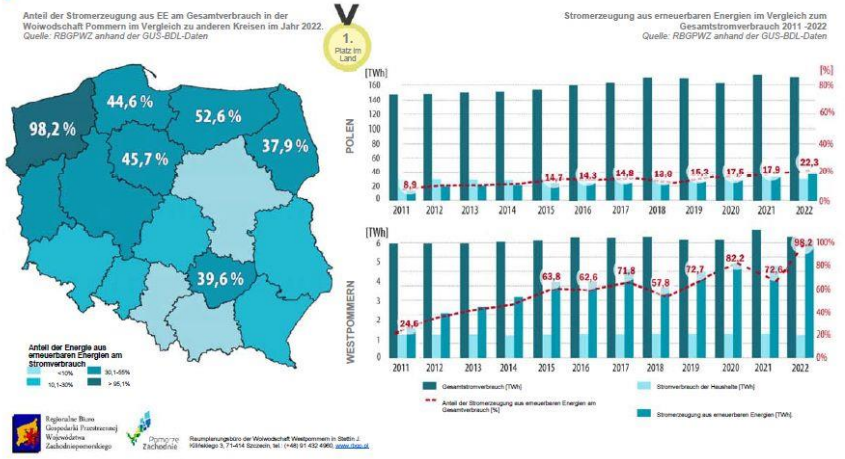


PORT SZCZECIN-ŚWINOUJŚCIE

Energy performance sheet for the West Pomerania (1)

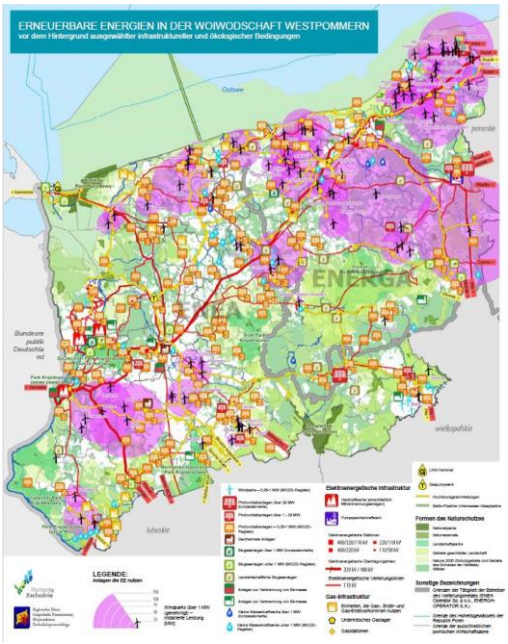
EE-STROMERZEUGUNG UND ANTEIL AM GESAMTVERBRAUCH

Die Woiwodschaft Westpommern ist ein Leader im Bereich der erneuerbaren Energien. Die Region produzierte 2022 erneut die größte Menge an Strom aus erneuerbaren Energien im Land. Die Produktion im Jahr 2022 betrug **6,100 GWh** (Polen 37,671 GWh), was **16,2 %** der Landproduktion entspricht. Der Energieverbrauch war mit 6,210 GWh (Polen 169,260 GWh) etwas niedriger als im Jahr 2022, was nur 3,7 % des Landverbrauchs entspricht. Angesichts dieser Angaben produziert die **Woiwodschaft Westpommern bereits heute fast so viel erneuerbare Energie (98,2 %, der Landdurchschnitt liegt bei 22,3 %) wie sie insgesamt verbraucht, was bedeutet, dass die Erzeugung erneuerbarer Energien mit ihrem stetig wachsenden Produktionspotenzial den Stromverbrauch in der Woiwodschaft im Jahr 2023 übersteigen wird.** Danach folgten die Woiwodschaften Ermland-Masuren (52,6%), Kujawien-Pommern (45,7%) und Pommern (44,6%).



PORT SZCZECIN-ŚWINOUJŚCIE

Energy performance sheet for the West Pomerania (2)



PORT SZCZECIN-ŚWINOUJŚCIE

Thank you for your attention