

PORT HANDBOOK

 2013 – 2014



Polskie LNG S.A. jest spółką celową powołaną w 2007 roku do budowy terminalu LNG w Świnoujściu, czyli instalacji do odbioru i regazyfikacji skroplonego gazu ziemnego (ang. LNG – Liquefied Natural Gas) dostarczanego drogą morską praktycznie z dowolnego kierunku na świecie.



Lokalizacja inwestycji: prawobrzeże Świnoujścia

Terminal LNG powstaje na prawobrzeżu Świnoujścia (w dzielnicy Warszów), na obszarze przeznaczonym pod rozwój portu.

5 mld m³ gazu ziemnego rocznie

W pierwszym etapie eksploatacji terminalu LNG pozwoli na odbiór 5 mld m³ gazu ziemnego rocznie. W kolejnym etapie, w zależności od wzrostu zapotrzebowania na surowiec, możliwe będzie zwiększenie zdolności regazyfikacyjnej do 7,5 mld m³/rok, co stanowi około 50% obecnego rocznego zapotrzebowania na gaz w Polsce (obecnie nasz kraj zużywa ok. 14 mld m³ gazu rocznie).

1 Terminal w Europie Centralnej

Budowa terminalu LNG w Świnoujściu to pierwsza tego typu inwestycja, nie tylko w Polsce, ale i w naszej części Europy.

Terminal LNG w Świnoujściu

Instalacja służy do odbioru i regazyfikacji skroplonego gazu ziemnego.

2,76 mld złotych

Tę wyśniew koszt budowy terminalu LNG. Część środków w najbliższych do sfinansowania inwestycji została pozyskana z funduszy unijnych: 456 mln zł z Programu Operacyjnego Infrastruktura i Środowisko (na lata 2007-2013) oraz ok. 220 mln zł (55 mln euro) z Europejskiego programu energetycznego na rzecz naprawy gospodarczej (European Energy Programme for Recovery). Koszt budowy nieopublikowaliśmy z uwagi na zmienność w zależności od finalnych kosztów finansowania inwestycji.

Inwestycja strategiczna

Terminal LNG został uznany przez polski rząd za inwestycję strategiczną. Umożliwi ona odbiór gazu ziemnego drogą morską z dowolnego kierunku na świecie, dzięki czemu otworzy drogę do rzeczywistej dywersyfikacji dostaw gazu do Polski oraz zwiększy bezpieczeństwo energetyczne naszego kraju.

Technologia LNG



Technologia LNG jest jedną z najbardziej innowacyjnych metod przesyłu gazu ziemnego, wykorzystywaną przez najnowocześniejsze gospodarki świata (np. Japonię). Polega na transporcie gazu ziemnego w postaci skroplonej specjalnymi warunkami, tzw. metanowami do terminalu, gdzie surowiec poddawany jest procesowi ponownego przekształcenia w gaz poprzez ogrzanie (tzw. regazyfikacji). W kolejnym etapie surowiec przesyłany będzie przyłączonym do terminalu LNG gazociągami – Świnoujście – Szczecin – a następnie krajową siecią gazociągów do docelowych odbiorców w całej Polsce.

około -160°C

LNG (Liquefied Natural Gas) to skroplony gaz ziemny, otrzymywany poprzez schłodzenie gazu ziemnego w postaci lotnej do temperatury ok. -160 °C.



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We are one of the largest port complexes on the Baltic Sea

It is my pleasure to recommend this Szczecin-Świnoujście Port Handbook to our current and prospective clients. For the past 15 years, the Handbook has provided comprehensive information about opportunities offered by Szczecin and Świnoujście seaports and promoted all service companies dealing with cargo handling and transport within the port area.

Ports of Szczecin and Świnoujście comprise one of the largest port complexes on the Baltic Sea. Its rapid growth attracts global corporations and small local firms which build their success while using the potential of the ports. All those companies benefit from a convenient location of the ports on the shortest routes between Scandinavia and Central and Southern Europe as well as east and west of Europe.

The two ports handle different types of cargo, such as general cargo, including containers, steel products, project cargo, paper and cellulose, as well as bulk cargo. The latter includes dry goods, like coal, coke, biomass, ore, aggregate, grain, fertilisers, as well as liquid cargo, including cargo which requires special storage and handling, for instance tar. The most modern in Poland ferry terminal services ferry traffic from Świnoujście to Scandinavia. Duty Free Zones provide storage of goods from beyond the European Union without the need to pay customs duties and taxes. At the same time, the ports comprise the largest in Poland granite block transshipment centre.

The port of Szczecin and Świnoujście is an excellent venue for investing in sea trade. We still have available ca 200 ha of land designated for investment and long-term preferential lease. Plots offered are situated inside the port and along main roads. Investors may enjoy ideal conditions for building and operating their own transshipment and storage terminals, logistic facilities, and developing port-based industries.

We continue growing and looking for solutions to adjust to the changing external environment. For this reason, we used the economic slowdown to invest and maintain better competitive position in the future. One of our priorities is to create possibility for servicing increasingly large vessels which are more frequently used in sea transport. For this purpose, both ports build new and

rebuild existing quays. Moreover, we prepare for dredging of the fairway leading to Szczecin, which will not only create new opportunities for developing the port, but also improve economic attractiveness of the region.

We are aware of the large potential of the container market. While trying to respond to expectations related to rapidly growing container traffic on the Baltic, we developed infrastructure for the new container terminal in Szczecin. A large development potential has also been created by building a new outer port in Świnoujście with a platform for servicing LNG carriers. The first LNG carrier is expected to call in 2014. Building new berthing facilities in the outer port will boost the cargo handling capacity and contribute to broadening the range of services offered by the ports. The new outer port also provides additional potential in the context of the Fuel Directive. According to the directive, from 2015 on ships sailing on the Baltic Sea, North Sea and the English Channel will have to use fuel of reduced sulphur content. In such circumstances, the market of alternative propulsion may grow and the outer port in Świnoujście with its LNG facilities may provide additional services of bunkering and exporting.

In the coming years, both ports will continue the investment process and start new projects which total value is PLN500 million. While implementing those projects we resort to EU funding, and for several years now we have been one of the largest investors in the Westpomerania Region.

The Seaports of Szczecin and Świnoujście meet global standards thanks to investment implemented together with our operators. The cooperation helped building modern flat storage warehouses for plant products, a terminal for exporting sulphuric acid and a new container terminal.

The modern and universal Szczecin-Świnoujście port complex is also a gateway to the rest of the world for your business. We look forward to cooperating with you.

Jarosław Siergiej
President
Managing Director



Large global corporations as well as small local companies successfully use both ports' potential for running their business.



THE STRONG ECONOMIC POSITION OF THE PORT STIMULATES THE GROWTH OF THE CITY

For several years now, Szczecin has been implementing an ambitious investment plan stimulating its rapid development. Szczecin today has become a more modern metropolis which changes every year. The Szczecin and Świnoujście seaports complex plays an important role in the development by providing a gateway to the world, but primarily it is an important economic activity centre. The strong economic position of the port stimulates the growth of the city. For this reason, we are satisfied with the good economic situation on the shipping market and results achieved by the ports of Szczecin and Świnoujście. Moreover, a port development programme has been implemented for several years. The Programme provides for a comprehensive modernization of the existing port infrastructure and improvement of its investment attractiveness and competitiveness.

Today, the Szczecin-Świnoujście ports complex is one of the largest universal entities of its type in the Baltic Sea Region. It enjoys excellent location and provides ideal logistic solutions for the area of Berlin and

Brandenburg, Germany. Growing cooperation between the Szczecin seaport and German port companies bodes well for attracting new businesses from Berlin and Brandenburg. Rapid growth and strong position on the Baltic Sea are supported by continuous adjustment of the port offer to expectations of the most demanding clients.

Due to the importance of the Szczecin seaport, the City has implemented measures aimed at improving its accessibility. An example of these includes the largest road investment in recent years, namely the modernization of Struga Street, the main inbound road. The project has significantly improved the road access to the port.

Despite economic downturn in Europe, which has its impact on cargo handling in seaports, the Szczecin and Świnoujście seaports meet the challenge of maintaining strong and stable position on the cargo handling market at the Polish coast and in the Baltic Sea Region.

Piotr Krzystek
Mayor of Szczecin



THE BEST AND THE MOST RAPIDLY DEVELOPING POLISH SEASIDE RESORT

Świnoujście fully benefits from its specific location. The city is situated on more than 40 islands. Only three of them are inhabited, whereas others are free from industry and provide ample opportunities for developing various kinds of water tourism.

Today, Świnoujście is considered the best and the most rapidly developing Polish seaside resort on the Baltic Sea. We received a symbol of blue flag. We are proud of a railway line connecting Polish and German resorts, modern sports facilities, hotels, spa and wellness facilities and tourist trails for hiking, biking and kayaking.

Although, tourism and spa treatment prevail in the city, the maritime sector is equally important. We have recently built a new fishing base and modernised a yacht port.

I am particularly glad of changes in the port of Świnoujście, including investment in new berthing capacity. We also attracted major investors to the port, which make the port modern and contribute to its rapid growth. A serious opportunity for the development of the port and the city is the building of an LNG terminal in Świnoujście.

Despite the fact that Świnoujście does not have a special economic zone, new companies are established in the city. Our local infrastructure supports the process. We are a city of four borders. New companies are based close to the International Ferry Terminal providing ferry services between Poland and Scandinavia, Commercial Port, airport of Heringdorf and national road no. 3. I believe that representatives of companies can confirm that the city tries to create a supportive climate expediting the investment process.

Janusz Żmurkiewicz
Mayor of Świnoujście





Szczecin

FRIGATE
DAR MŁODZIEŻY

BARQUE
KRUZENSHTERN

BARQUE
CUAUHTEMOC

BARQUE
SEDOV

"HEAD TO SZCZECIN"



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ADVANTAGEOUS LOCATION



The ports complex of Szczecin and Świnoujście is one of the most important transport nodes in the South Baltic Sea.



The ports complex of Szczecin and Świnoujście is one of the largest cargo handling centres on the Baltic. This is also one of the most important transport nodes in the South Baltic Sea.

Location

Szczecin and Świnoujście are the most westward located Polish cities. The favourable location is the ports' major asset. The ports are situated on the shortest route between Scandinavia and Southern and Central Europe and through the Baltic Sea between Russia, Finland, Lithuania, Latvia, Estonia and Germany and Western Europe.

The ports of Szczecin and Świnoujście are the closest seaports for the western part of Poland, including extensively industrialized region of Silesia and Lower Silesia with heavy industry and high-tech production. They are also the closest seaports for eastern part of Germany as well as for the Czech Republic and Slovakia – for which Szczecin and Świnoujście have been traditionally the most important sea ports.

Transport accessibility

The ports of Szczecin and Świnoujście are connected to the European system of motorways via Polish A 6 leading to German A 11 and A 20. The ports have efficient links to national roads leading to the south of Poland, Czech Republic, Slovakia and Hungary, in particular national road no. 3 (E 65), which is now under upgrading into a dual carriageway express road S-3.

Both ports are crucial elements of the trimodal Central European Transport Corridor linking Scandinavia with Central and Southern Europe and even further with Ukraine and other Black Sea countries by international road E 65, railway lines E 59 and CE59 and the Oder River. Being both inland and sea ports, Szczecin and Świnoujście are the only Polish ports included in the core TEN-T network.

Another major asset for the ports is the accessibility for inland shipping, a mode of transport considered by the EU the most environmentally friendly. The access to the inland waterway system of Western Europe is particularly important for servicing of the German market. Barge transit transport can reach directly many important economic activity centres in Berlin and Brandenburg.



Due to their specific location the ports of Szczecin and Świnoujście complement each other.

Świnoujście, a bulk cargo and ferry port, is located on the coast of the Baltic Sea, whereas Szczecin, a universal inland port, 68 km upstream the Oder river to the south. Situated much closer to consignees and consigners, the port of Szczecin provides opportunity to use the cheapest sea transport mode for handling cargo inside the land.

Our customers may fully benefit from the outstanding location of the ports of Szczecin and Świnoujście.

Distances from Szczecin:

Berlin	140 km
Eisenhüttenstadt	180 km
Prague	533 km
Bratislava	783 km
Vienna	805 km
Budapest	900 km
Poznań	234 km
Wrocław	371 km

Ports complex of Szczecin and Świnoujście is the largest dry bulk cargo centre at the Polish sea coast.



BULK CARGO CENTRE

The ports complex of Szczecin and Świnoujście is crucial for the Polish economy. This largest dry bulk cargo centre at the Polish sea coast handles majority of the country's coal import and until now has handled nearly 100% of its sea-shipped imported iron ore.

Other dry bulk cargo handled by the ports of Szczecin and Świnoujście include grain, other agribulks, aggregates, coke, dry and liquid chemicals, fertilizers, and minerals.

Bulk carriers up to 270 m in length, 13.2 m in draught and about 100,000 dwt can berth in Świnoujście while Szczecin can accept vessels up to 215 m in length and 9.15 m in draught. Both ports are complementary to each other: after partial unloading in Świnoujście,

some bulk carriers proceed to Szczecin for final discharge. Similarly, ships partially loaded in Szczecin go to Świnoujście to complete loading.

Bulk handling operations are dominated by two large companies – Bulk Cargo-Port Szczecin and Port Handlowy Świnoujście – both of which operate a number of dedicated quays, storage facilities and handling equipment manned by experienced personnel.

Port Handlowy Świnoujście handles mainly bulk cargo, which accounts for over 90% of their throughput. Big volumes of exported coal prevailing in the past, nowadays are replaced with imported steam and coking coal for coking plants in Poland, Slovakia and Czech Republic. The Hutników Quay in Świnoujście

specializes in handling big shipments of imported iron ore. Its annual capacity is about 12 million tonnes per year. The terminal in Świnoujście offers reloading of aggregate, biomass, coke, grain, steel products, project cargo and other general cargo.

Bulk Cargo-Port Szczecin is the most universal stevedoring company in Polish ports with a comprehensive reloading, storage and forwarding services covering all kinds of cargo. It operates 11 multipurpose quays providing up to 3,500 m of berthing line. The company specializes in handling and storage of bulk cargo, such as coal, coke, iron ore, scrap, grain, liquid bulks, etc. and general cargo. Quality of work is approved by ISO 9000:2008 certificate.



ding area equipped with a wagon tippler and a 1,000t/h shiploader.

Iron ore

Iron ore is handled mainly at the Hutników Quay in Świnoujście, equipped with 40 t and 25 t gantry cranes, providing the total handling capacity of 25,000 t per day, the largest one on the Polish coast. There is an open storage area of total 70,000 tonnes. The cargo can be loaded or unloaded into river barges by floating cranes at the same time.

Unloading and loading also take place at the Chemików Quay equipped with two 20 t gantry cranes, a sheltered conveyor and storage space for 100,000 tonnes.

Liquid bulk cargo

Various kinds of liquid bulk cargo are handled in both ports. In the port of Świnoujście, Czech manufacturer DEZA operates a tar pitch terminal



Grain and agribulk products

Both ports of Szczecin and Świnoujście provide handling and storage services for grain and agribulk products.

In Szczecin, Elewator EWA operates two facilities. The first one is the largest on the Polish coast EWA silo with capacity of 55,000 tonnes for grain, and the second one is a new flat storage 45,000 tonnes warehouse for meal and grain. The terminal provides specialist services, including handling, storage, weighing, drying, cleaning, fumigation and pest control. All handling operations are supervised by computer controlled weighbridges. The loading or discharging of vessels takes place at the rate of 12,000 tonnes per day for grain and 7,000 tonnes per day for feed.

There are three other silos in the port of Szczecin of total storage capacity 25,000 tonnes.

In the Port of Świnoujście, at the Portowców quay, a big cereal terminal of BUNGE started its activity at the beginning of 2012. This modern terminal with storage capacity of 50,000 tonnes can handle all types of cereal.



Coal

Coal is one of the largest cargo volumes handled in the ports of Szczecin and Świnoujście. In Świnoujście, coal accounts for up to 25,000 tonnes / day unloaded at two quays: Górników and Hutników. The Górników Quay is equipped with two wagon tipplers, defreezing installation, 156,000 square metres of open storage for up to 1,000,000 tonnes, and a ship loader capable of handling 2,000 tonnes per hour. Unloading of vessels is provided by two mobile Liebherr cranes. The Hutników Quay is equipped with 40 t and 25 t gantry cranes.

In Szczecin, 1.5 million tonnes of exported and imported coal is reloaded annually in a dedicated han-

dling area equipped with a wagon tippler and a 1,000t/h shiploader. Similarly to Świnoujście, Szczecin also has dedicated terminals for pitch and coal tar handling which operate at Huk Quay, Wałbrzyskie Quay and Parnica Quay in Szczecin.

In the middle of 2012, the new sulphuric acid terminal was opened at the Katowicki Peninsula close to a bulk cargo handling area in Szczecin. Three tanks of total 33 thousand tonnes at the Katowicki Quay were built by METRACO. A company providing professional cargo handling is Bulk Cargo Port Szczecin. The annual cargo handling at the terminal is expected to reach 200 thousand tonnes.

Ports of Szczecin and Świnoujście also handle petroleum products. Both ports have specialized terminals operated by PKN Orlen and Baltchem.



EXPERTS IN GENERAL CARGO

The port of Szczecin handles ever increasing volumes of containers and general cargo, including paper, wood pulp, steel products, non-ferrous metals, constructions and heavy lifts, granite, and fertilizers.

Paper trail passes through Szczecin

Products such as wood pulp and paper in rolls and packages are perfectly suited to the port of Szczecin with its specialised equipment and experienced staff qualified to take care of such sensitive cargo.



Paper, as well as other forest products, can enjoy top quality service at a specialist terminal of the DB Port Szczecin with 10,966 m² in 2 modern warehouses. In the warehouse, a railway track of 190 m enables loading cargo onto topped railway cars. In 2012, the volumes of paper in both ports reached nearly 117.9 thou. tonnes, handled by Fast Terminals and DB Port Szczecin operating in the Szczecin seaport. In 2012, in Szczecin and Świnoujście, the volumes of wood pulp reached 478.1 thou. tonnes handled mainly by DB Port Szczecin, Bulk Cargo Port Szczecin and Euroterminal in Świnoujście.

The ports of Szczecin and Świnoujście are the most conveniently located ports for handling huge quantities of paper from Finland, Sweden and Russia to meet the fast growing consumer demand of western Poland and eastern part of Germany. Moreover, Szczecin is an ideal transshipment point for the growing exports of two big paper mills located in the neighbouring town of Schwedt, Germany.

The transport of Scandinavian paper to Germany is a good example of implementing and promoting EU concepts of 'short sea shipping' and 'from road to sea'. Paper rolls are loaded onto coasters at the paper mill located on the Saimaa Lake deep in Finland and shipped to Szczecin. In Szczecin, rolls are reloaded onto barges for further shipment by inland waterways to the distribution warehouse in the port of Berlin. Thus, apart from the last few kilometres of 'just in time' deliveries by trucks, the entire transport is provided by water.



Container traffic in Szczecin

Regular container feeder services connect DB Port Szczecin with European ports, such as Hamburg, Bremerhaven (D), Rotterdam (NL), Gdańsk, Gdynia (PL), Klaipėda (LT), Riga (LV), St. Petersburg (RU), Copenhagen, Aarhus (DK) Malmö (S) and Hull (UK)

DB PS provides services to all important global container shipowners: APM-Maersk, CMA CGM, OOCL, Evergreen, APL, Hapag-Lloyd, CSCL, COSCO, Hanjin, NYK and others, as well as feeder and short-sea operators.

In 2012, the container transport reached 52,179 TEU. In spring 2011, in the port of Szczecin, a new container terminal operated by DB Port Szczecin was opened to meet the demand of the market.

After completion of investment the capacity of the terminal will be 120,000 TEU. It is built in the middle of the port of Szczecin at the Fińskie Quay, next to the infrastructure prepared for the Westpomeranian Logistic Centre. The New Container Terminal includes open storage yards of 35,000 m² and is equipped with 2 STS container cranes of up to 45 tons, 4 RTG cranes of up to 40 t and a ro-ro platform.

The new facility will allow the operator to increase productivity and quality of the service. Moving the container operations to the new terminal will enable increasing storage and handling space for new activities, e.g. handling of project cargo.

With the container transport growing in the Baltic Sea Region, every year the importance and opportunities of our port increase as well.



Apart from servicing the feeder traffic, the port of Szczecin, as the most western Polish port, enjoys a favourable position to establish short sea shipping connections, e.g. to the UK, Russia and Scandinavia.

Project cargo

Stevedores at the port of Szczecin have great experience in handling oversized goods and heavy lifts. All kinds and types of project cargo can be reloaded in Szczecin, including components of offshore wind farms, transformer stations and gantry cranes. Two modern, self-propelled 'Gottwald' cranes of 100 t and 50 t lifting capacity are there to handle such cargo. There is also a possibility to use a floating crane which capacity is 260 t. The access to inland waterways is a big advantage attracting project cargo frequently reloaded to or from river barges.

Even bigger cranes are operated at the port of Świnoujście, e.g. two Liebherr cranes of 140 mt capacity each, coupled together can lift up to 250 tons.



FERRY TRAFFIC LEADER

The Ferry Terminal in Świnoujście is an important link in transport chains providing easy access to markets in Scandinavia, Poland, Czech Republic, Slovakia and Germany. It is Poland's largest ferry terminal efficiently handling both passengers and freight.

The terminal operates 24x7 all year round providing fast, efficient and safe services, and its modern traffic arrangement schemes separate passenger and freight flows. The Ferry Terminal is ranked high among the most advanced and efficient terminals in Europe. Five berths with a modern fender system and adjustable ro-ro ramps ensure quick and precise berthing for both conventional and fast ferries, as well as precise and fast loading and unloading. It is the only Poland's ferry terminal capable of handling railway cars in a ro-ro mode. Major cargo volumes are serviced by scheduled block trains, e.g. SKANDVIKING to Vienna, FERRYTRAIN from Poznań and BALTIC-TRAIN from Wrocław. There are also plans to establish a fixed intermodal link with the south of Europe for handling road trailers.

Three shipping lines operate from the Świnoujście Ferry Terminal and the terminal still has excess capacity. Currently, the following ferry and freight ro-ro services are available:

- Euroafrica Shipping Lines operates two rail/car freight ferries to Ystad and one ro-pax to Trelleborg.
- Polish Baltic Shipping Co. operates one passenger and car ferry to Ystad
- Unity Line operates two passenger and car ferries to Ystad and two ro-pax to Trelleborg.

Today, the ferry terminal offers 5 departures to Ystad and 3 to Trelleborg daily.

Using the existing terminal capacity, the co-operation with the German ferry operator was taken. As a result it is planned to launch a new ferry line between ports of Świnoujście, Poland, and Trelleborg, Sweden. TT-Line will provide services to passengers and trucks. The first call of a ferry at Świnoujście is expected in 2013 summer season at the latest.

In order to cope with increasing traffic and larger ferries expected in the nearest future, 2013-2014 plans include building of a ferry post no. 1. From 2015 on, the investment should enable servicing ro-pax ferries which are 200 m in length. The maximum size of a vessel can be up to 240 m in length and the new berthing facility will also cater cruisers.



The Ferry Terminal in Świnoujście is ranked high among the most advanced and efficient terminals in Europe.

REGULAR SHIPPING CONNECTIONS

SZCZECIN

Destination	Shipping company	Agent	Cargo	Frequency
NIGERIA				
Lagos	Euroafrica	Pol-Agent	General/Containers	1 / month
GHANA				
Tema	Euroafrica	Pol-Agent	General/Containers	1 / month
IVORY COAST				
Abidjan	Euroafrica	Pol-Agent	General/Containers	1 / month
PORTS BETWEEN DAKAR AND POINTE NOIRE				
	Euroafrica	Pol-Agent	General/Containers	Depending on volume of cargo
GERMANY				
Hamburg	CMA CGM	Polska Zjednoczona Korporacja Bałtycka	Containers	1 / week
Hamburg	Team Lines	Feeder Service Agency	Containers	1 / week
Bremerhaven	Unifeeder	Burger Poland	Containers	1 / week
Bremerhaven	Team Lines	Feeder Service Agency	Containers	1 / week
THE NETHERLANDS				
Rotterdam	Unifeeder	Burger Poland	Containers	1 / week
Rotterdam	Team Lines	Feeder Service Agency	Containers	1 / week
FINLAND				
Dalsbruk	Transatlantic	Österströms	General	3 / month
Koverhar	Transatlantic	Österströms	General	3 / month
Lappohja	Transatlantic	Österströms	General	3 / month
GREAT BRITAIN				
Flixborough	Fast Lines	Fast Baltic	General	3 / month
Howdendyke	Fast Lines	Fast Baltic	General	Depending on volume of cargo
London	Fast Lines	Fast Baltic	General	Depending on volume of cargo
Goole	Fast Lines	Fast Baltic	General	Depending on volume of cargo
Seaham	Fast Lines	Fast Baltic	General	Depending on volume of cargo
IRELAND				
Drogheda	Fast Lines	Fast Baltic	General	Depending on volume of cargo
Belfast	Fast Lines	Fast Baltic	General	Depending on volume of cargo

ŚWINOUJŚCIE

NORWAY				
Ports of northern and western Norway, ports of Oslofjord	Nor Lines	Poseidon Frachtcontor Junge Szczecin	General/Containers	1 / week
Ports of northern and eastern Norway	SilverGreen AS	Euro Forwarding and Shipping Agency	General	2 / month
Ports of western Norway	Lorentzens	Euro Forwarding and Shipping Agency	General	2 / month
SWEDEN				
Ystad	Polska Żegluga Bałtycka	Polska Żegluga Bałtycka	Passenger/car ferry	1 / day
Ystad	Unity Line	Unity Line	Passenger/car ferry	2 / day
Ystad	Euroafrica	Unity Line	Train/car ferry	2 / day
Trelleborg	Euroafrica	Unity Line	Car ferry	2 / day
Trelleborg	Unity Line	Unity Line	Car ferry	2 / day
ICELAND				
Ports of eastern Iceland	SilverGreen AS	Euro Forwarding and Shipping Agency	General	1 / month



CRUISE DESTINATION TO BE EXPLORED

Szczecin and Świnoujście are two cities considered some of the most attractive in Poland. Favourable location, history, facilities and attractions of Szczecin and Świnoujście are good reasons for exploring these new cruise destinations.

Szczecin, which was founded in 9th century, is a former Hanseatic League member. The city is enjoying over a thousand years tradition. It has a unique nature and captivating charm of Art Nouveau architecture and the beauty of its rich vegetation. Some of special facilities really worth visiting include the Castle of Pomeranian Dukes, churches of the Old Town, St. James Cathedral and the famous showpiece embankment of Wały Chrobrego. All these make Szczecin a popular destination for river and seagoing cruises.

For people interested in history and architecture the best choice is a walk along the City Tourist Trail. It is seven kilometres long and allows to visit

42 most interesting places in the city. The trail is very easy to find and follow – it's enough to look for the red line on the path walk.

Today's Szczecin is a rapidly developing city full of interesting places where tourists can enjoy good food and shopping. The city's major advantage is the proximity of Berlin (only 144 km) which provides an opportunity for one-day trips to a top class tourist destination.

On the route between Szczecin and Świnoujście, the unspoilt nature of the Szczeciński Lagoon attracts visitors who may enjoy the ambience. The Woliński National Park, situated close to Świnoujście, is known for its high cliffs, the Turquoise Lake and the European bison breeding centre, the biggest attraction for people interested in nature. In the middle of the Woliński National Park, situated is Międzyzdroje, a major tourist destination, with the longest pier on the Polish coast.

Świnoujście is the only Polish city located on several islands. Its special microclimate attracts people health resorts. It is famous for the tallest lighthouse and the widest beach. Świnoujście can offer something special for fans of military history: guided tours of the 19th century fortification. One of the top attractions is the nearby sea resort 'Drei Kaiser Bader' located in Germany, with its beautiful classical architecture.

In both ports, cruisers can berth in the hearts of the two cities. Ships can use berthing facilities at both ports after paying one tonnage due. In Świnoujście, cruisers can berth at Władysława IV quay, situated right next to the city centre. In the city centre of Szczecin, the Wały Chrobrego quay can accept cruisers of maximum length 215 m and draught 6.5 m. Vessels up to 9.15 m in draught can use other alternative quays.

In 2012, five seagoing cruisers called at Szczecin six times bringing the total of 4,196 passengers on board. Apart from cruisers, Szczecin regularly attracts river passenger vessels thanks to its link with the European inland waterways system. In 2012, about 5,880 passengers on board visited Szczecin during 84 calls of river vessels.





Duty Free Zones provide full range of services offered by the two ports.

DUTY FREE ZONES

The port complex of Szczecin and Świnoujście includes two Duty Free Zones. They provide full range of services offered by the two ports, including warehousing and packaging, as well as facilities for commercial activity, industrial production, technical services, etc.

The Szczecin Duty Free Zone

The Duty Free Zone (DFZ) of 11.47 ha is situated in the general cargo area of the port of Szczecin. It consists of 5 quays of total 1,377 m, two warehouses, including a multi-storey heated warehouse of 22,000 m², cargo lifts and fumigation halls. The area of open air storage is 60,000 m². The Ports Authority provides administration of the Zone, whereas DB Port Szczecin Sp. z o.o. is responsible for operation.

Any type of industrial activity, services and commerce can be developed in the DFZ. The major advantage of the zone is that the storage of cargo imported from outside the European Union is free from customs duties and taxes. Thus, the DFZ in Szczecin is the main Polish and one of the largest in Europe centre for transshipment and distribution of granite blocks as well as cacao grain and aluminium imported from non-EU countries.

While trying to meet growing demand among domestic and foreign clients for services provided by the Duty Free Zone, the Ports Authority plans to increase its area to nearly 20 ha by including an additional quay, warehouses of total capacity 20,000 tonnes, and open-air storage yards.

The Świnoujście Duty Free Zone

Another Duty Free Zone, operated by EURO TERMINAL REAL ESTATE Co.Ltd., is located in the port of Świnoujście. At the moment, only 30 ha of the total 47 ha are actually in use. The Zone is partly open to new development offering almost 2 km of quays for ships of up to 8.5 m in draught.



Cold storage warehouses are among major facilities provided by EURO TERMINAL REAL ESTATE Co. Ltd „Caiano” AS, the main capital investor, almost doubled its refrigerated storage capacity.

Now, the three existing cold storage warehouses provide total capacity of about 30,000 tonnes of palletized cargo. The main product stored is frozen fish. Today, the annual handling capacity reaches up to 65,000-95,000 tonnes of frozen cargo. Moreover, EURO TERMINAL REAL ESTATE Co.Ltd. has a specialist modern warehouse for timber products. The total capacity for frozen, chilled and ventilated products is 33,000 tonnes. Additionally, in the same area, a base of Norlines provides a regular shipping connection to Norway.





PORTS IN FIGURES

Cargo handling

In 2012, the level of cargo handling in the ports of Szczecin and Świnoujście was similar to that of the previous year, a year which was considered record breaking. Both ports handled 21,267 thousand tonnes in 2012.

The largest item was general cargo followed by coal which accounted respectively for 44% and 20% of the total. Another important item was other bulk with 19%. Remaining cargo groups included oil and oil products (7%), grain (7%) and ore (3%).

In 2012, in all cargo groups except coal, volumes of cargo handled increased in comparison to the previous year. The largest growth was recorded in ore (55%), grain (28.9%) and non-bulk cargo (10.1%). Biomass for power plants accounted for a major part of the latter cargo group. In 2012, decrease in coal handling was 21.5%.

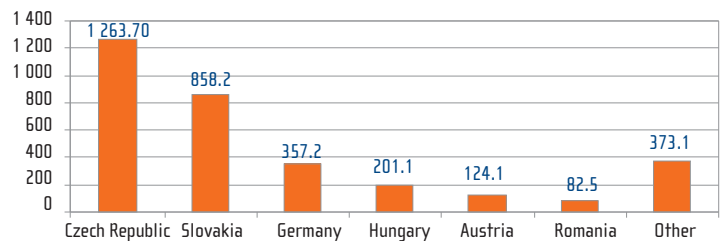
Hinterland transport

In 2012, in ports of Szczecin and Świnoujście, road transport serviced 47% of cargo, rail 48%, and barges 5%.

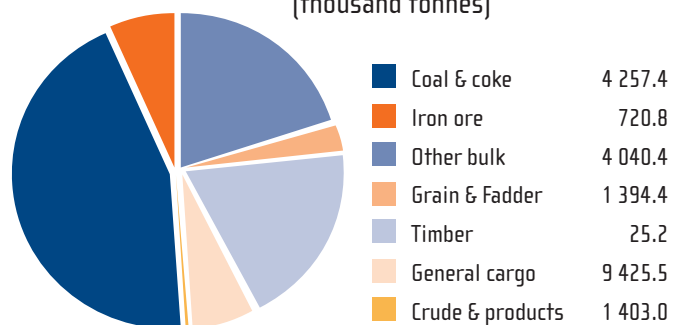
Transit

In 2012, ports of Szczecin and Świnoujście serviced 3,260 thou. tonnes of transit cargo which accounts for more than 90% of the total transit cargo going through Polish sea-ports (excluding exported Russian oil). In terms of countries, our largest transit cargo partner is the Czech Republic with nearly 40%, followed by Slovakia with 26%. Other countries for transit cargo handled in the ports of Szczecin and Świnoujście include Germany, Hungary, Austria and Romania.

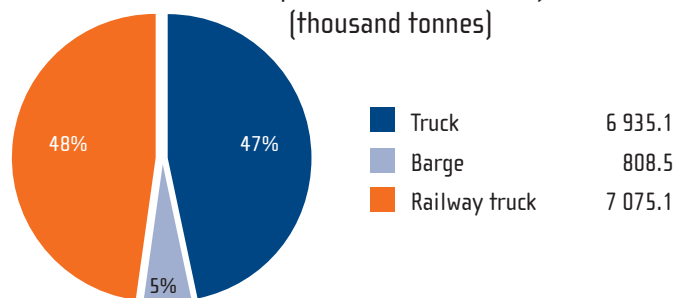
Transit cargo via Szczecin & Świnoujście 2012 (thousand tonnes)



Cargo throughput Szczecin & Świnoujście in 2012 (thousand tonnes)



Hinterland transport Szczecin & Świnoujście in 2012 (thousand tonnes)



FAST TERMINALS Sp. z o.o.

ul. Bytomska 7, 70-603 Szczecin, Poland
phone: +4891 4308598, fax: +489 4308187
e-mail: fast@fastterminals.com.pl
www.fast-lines.com

The company carries out its activities in the Szczecin Port taking advantage of the following facilities:

- indoor warehouses covering 10,000 m²
- stacking yards of the total area of 25,000 m²
- 4 berths of the total length of 567 m, where ships of the draught up to 9.15 m can moor
- modern shore mobile cranes making possible stevedoring of all types of general cargo
- a network of railway tracks with company's own siding as well as access roads for motor transport.

FAST TERMINALS Sp. z o.o. is a storage-stevedoring company with the vast majority of goods shipped from Szczecin to British ports by the sea. Presently they account for some 90% of reloaded goods. The **FAST TERMINALS Sp. z o.o.** warehouse is the most technologically advanced storeroom in the Szczecin harbor, guaranteeing great storage conditions for such sensitive to weather conditions cargo as paper, wood pulp, tissue, harmless chemicals and high quality cold-rolled sheet. Wide, automatic doors of the warehouse as well as an inside structure without supports can be accessed even by huge road units. Therefore, weather conditions have no influence on reloading of cargo. A very solid floor structure of the warehouse makes possible storage of heavy cargo sensible to precipitation, such as cold-rolled coils of the weight of a dozen or so tons.

The terminal is equipped with a computerized warehouse-bookkeeping system and is available 24 hours a day 7 days a week. Our customers are guaranteed professional level of commissioned services. We invite to cooperation all companies that are interested in the possibility of stevedoring and storage of cargo in the **FAST TERMINALS Sp. z o.o.** warehouse and stacking yards.

We are particularly interested in organization of cargo transport by the sea on the British market within our existing, regular liner service as well as all directions of Europe. You are invited to cooperation!



Fast Baltic Sp. z o.o. has been operating on the Polish shipping market since 1990. The company is running the regular shipping service between Szczecin and East Coast of England and Ireland.

Acting as an exclusive agent of Fast Lines NV, a shipowner operating 8 universal ships of 2000-3000 dwt capacity, **Fast Baltic Sp. z o.o.** handles every year several hundred thousand tons of cargo transported by these ships, both in export and import to Poland.

Presently FAST vessels call Goole, Flixborough, Howdendyke, Tower Wharf, Boston and Seaham as well as Drogheda and Belfast in Ireland.

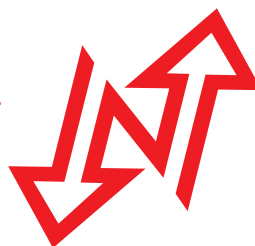
The main port of loading in Poland is Szczecin, where ships take advantage of liner berth Fast Terminals. The main commodities carried by this service are steel and timber products, chemicals, unitized generals as well as project cargoes, which are, very often too difficult to move for the alternative road or rail transport. On top of liner agency our company offers forwarding services, which include pre-carriage by trucks or railcars, port handling and customs & shipping documentation.

Other **Fast Baltic Sp. z o.o.** departments are well experienced in chartering and clearance of ships.

FAST BALTIC Sp. z o.o.

ul. Bytomska 7, 70-603 Szczecin, Poland
phone: +4891 4308227, fax: +4891 4624037
e-mail: info@fastbaltic.com.pl
www.fast-lines.com

NOR LINES



TEL +47-51 84 56 75 FAX.+47-51 84 56 52 e-mail: norlines@norlines.no
P.O. BOX 655, Nedre Holmegate 30, N-4003 STAVANGER, NORWAY

Świnoujście – Norway

SAILINGS EVERY WEEK

- Oslofjord ports
- West Norway
- Northern Norway

TYPE OF VESSEL:

general cargo, side door,
container, pallet carriers,
cargo lifts
ship's crane upto 35 mt

PORT AGENT:

Poseidon Frachtcontor Junge Ltd
ul. G. Merkatora 11, 70-676 Szczecin
Phone: +48 91 4320567, Fax: +48 91 4624241
e-mail: agency.szc@poseidon-fcj.pl



Poseidon Frachtcontor Junge Ltd

FRACHTCONTOR.



Shipbrokers and Agents since 1905

Complete solutions • total reliability



The company's activities include:

- Tramp and Liner Agency at all ports in Poland, Germany, Holland, Belgium
- Cargo Bookings and clearance
- Chatering Brokerage
- Sale & Pucharse Brokerage
- Advanced Logistical Solution



EN ISO 9001:2000 certified
www.poseidon-fcj.pl

Head office: ul. G. Merkatora 11, 70-676 Szczecin, Poland, Tel. +4891 462 4050, Fax +4891 462 4241,
e-mail: agency.szc@poseidon-fcj.pl

Gdynia Office: ul. I Armii W.P. 13, 81-383 Gdynia, Poland, Tel. +4858 661 2269, Fax +4858 661 7824,
e-mail: agency.gdy@poseidon-fcj.pl

Świnoujście Office: ul. Soltana 1, 72-602 Świnoujście, Poland, Tel. +4891 321 6820, Fax +4892 321 5100,
e-mail: agency.swi@poseidon-fcj.pl

LEADING ROLE FOR THE PORTS AUTHORITY



President, Managing Director
president@port.szczecin.pl

Development of Ports, EU funds and research and development projects:
development@port.szczecin.pl

Finance:
finance@port.szczecin.pl

Marketing, promotion, advertising / Port services and investment areas, dues and tariff:
marketing@port.szczecin.pl
promotion@port.szczecin.pl

Warehouses, offices and space for rent / Lease of land in the ports:
lease@port.szczecin.pl
Investment:
investment@port.szczecin.pl

Supervision of port assets:
assets@port.szczecin.pl

Human Resources / Training:
hr@port.szczecin.pl

Public procurement:
przetargi@port.szczecin.pl
bzp@port.szczecin.pl

Duty Free Zone
dfz@port.szczecin.pl

Coordination of port cargo handling / dispatching
dispatcher@port.szczecin.pl

Port Security
isps@port.szczecin.pl

Environment Protection
environment@port.szczecin.pl

Work Environment Laboratory
laboratory@port.szczecin.pl

Spokesperson
press@port.szczecin.pl

Fire Protection, RID, ADR
psr@port.szczecin.pl

A big advantage for the two ports is that they are managed by a single authority. Its responsibilities include:

- management of the ports and their infrastructure;
- planning and development;
- construction, expansion, maintenance and modernization of port infrastructure;
- acquisition of land for development
- provision of infrastructure and support services for port service companies
- setting of port dues according to a published tariff.

The Szczecin and Świnoujście Seaports Authority aims at creating a favourable environment in which the whole ports community can prosper. This can be achieved by attracting new investment and new companies into the ports and by ensuring that existing companies have the best possible working conditions. In order to succeed, the port authority implements its development and modernization programme in both ports.

With the port authority effectively excluded from providing port services, the responsibility for operating terminals and quays is handed over to various independent companies.

The majority shareholder in the port authority is the State Treasury.





DEVELOPMENT IS OUR GOAL

The Szczecin and Świnoujście Seaports Authority is responsible for managing the two ports which play a significant role for the Polish economy. The mission of the ports is tuning of the ports of Szczecin and Świnoujście to requirements of the market and to modern transport systems used in sea and port trade.

To improve the current operation, it is necessary to modernize the essential port infrastructure.

Apart from improving and modernizing land-based logistic and transport infrastructure, it is necessary to increase accessibility of the ports and their hinterland from the sea.

Major sea-based investment includes:

- modernizing the approach to the port of Świnoujście to reach 14.5m in draught and building an outer port by 2014;
- modernizing and dredging of the Świnoujście – Szczecin fairway to 12.5 m in 2014-2020;
- modernizing the approach to Świnoujście to its target depth of 17.0 m beyond 2020.

Major land-based investment includes

- developing port infrastructure in the northern part of the Ewa Peninsula in the port of Szczecin in 2011-2014;
- rebuilding road infrastructure in the ports of Szczecin and Świnoujście in 2011-2014;
- rebuilding rail infrastructure in the ports of Szczecin and Świnoujście in 2011-2014;
- extending infrastructure in the southern part of the port of Świnoujście in 2012-2014.

Objectives for investing

Investment objectives listed above aim at shortening time for servicing cargo and reducing overall cost of the transport process for clients, as well as improving competitiveness of the ports by ensuring efficient road and rail access. The main objective is to create a direct and easy land access and to establish efficient transport routes supporting cargo transport to main economic centres in the country and abroad.



Dredging of the Świnoujście-Szczecin fairway should enable larger vessels to call at Szczecin. This is going to boost cargo handling and at the same time reduce negative impact of transport on the natural environment.

Investment planned in 2010-2020 includes also extending the infrastructure used for intermodal cargo handling near the Dębicki Canal in the Port of Szczecin.

This infrastructure investment is expected to attract new clients in the future. The development of land which has not been previously used will create new space for extending seaport facilities. This should translate into larger cargo handling volumes and attracting new types of cargo which so far have been handled by other European ports only.

An important outcome expected from this development is to play an active role in handling transit cargo transported between the Baltic Sea Region and Southern Europe, as well as between ports on the North Sea and Central and Eastern Europe. The Szczecin and Świnoujście Seaports Authority intends to be an active player on the European transport market and a leading cargo handling complex in the region. For this purpose, the company is involved in an initiative aimed at including the two ports in the international TEN-T network of motorways of the sea.



EXCEPTIONAL POTENTIAL OF THE OUTER PORT



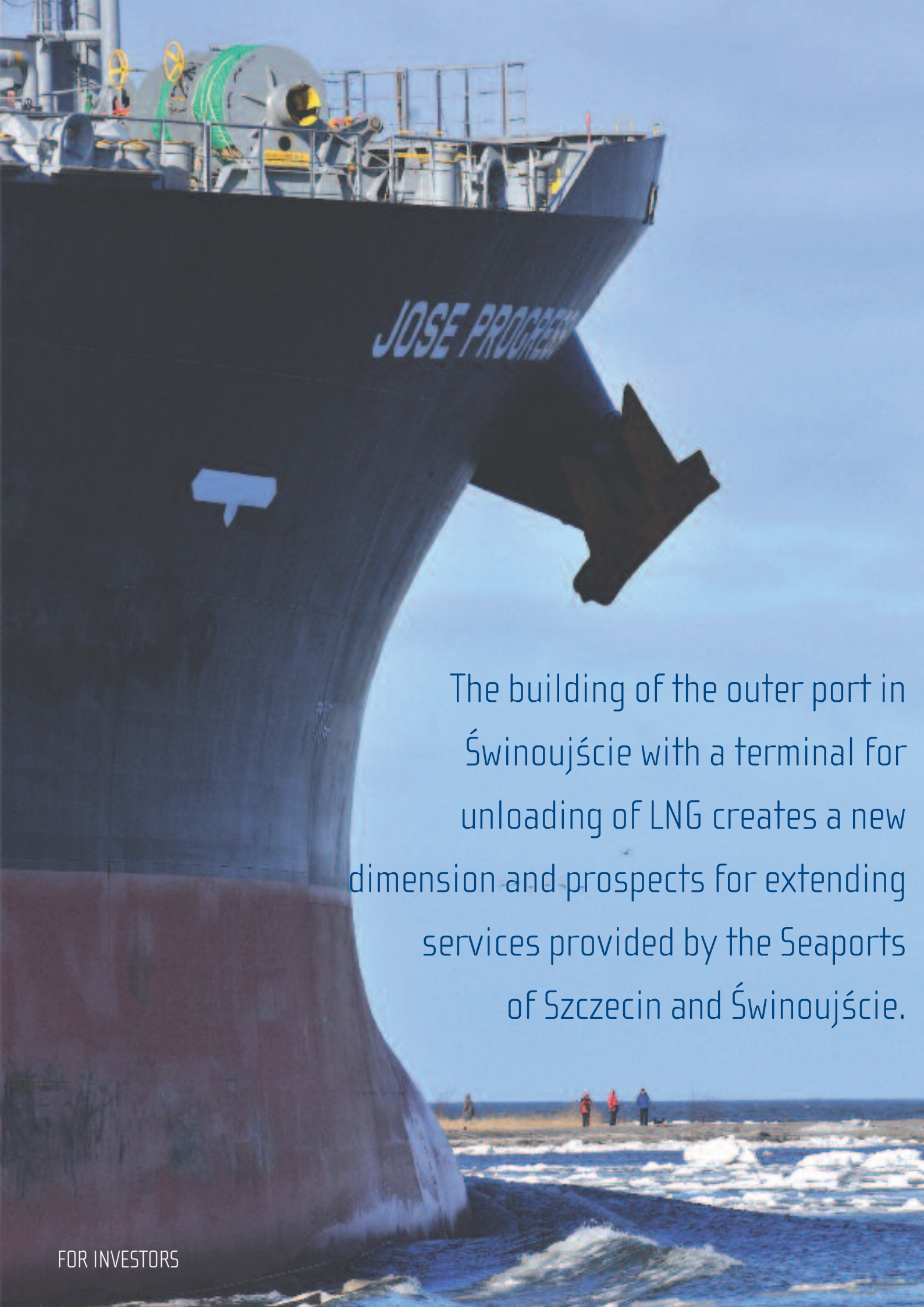
Pictures made as the part of the Coordination System of Building the LNG Terminal.

At the end of 2012, the Szczecin and Świnoujście Seaports Authority completed an investment project in Świnoujście, which is one of four projects comprising the largest energy programme in the history of Poland, namely the building of the LNG terminal in Świnoujście. This strategic programme will have a major impact on the economy of the region and the country, as well as Europe. The main objective is to improve energy and economic security of the country by diversifying gas supply to Poland. Several organizations are responsible for specific parts the project implementation process.

The project will deliver a semi-open outer port of 130 ha, of which 20 ha are designated for land reclamation. The basin will be protected with an existing breakwater securing the entry to the port of Świnoujście, and a new breakwater of 3km on the other side.

The part of the investment implemented by the Seaports Authority includes building of an unloading platform with safe mooring systems for servicing LNG carriers, trestle bridge, technological and fire water platform and dredging to 14.5 m at the basin next to the unloading platform and to 12.5 m at the remaining part of the jetty. The project received EUR25 million from the EU from the European Energy Programme for Recovery. As planned, the first LNG carrier is expected to call at the external basin in Świnoujście in the middle of 2014. The platform will cater for ships of 315 m in length, 50m in width, 12.5 m in draught and capacity of 120 to 216 thousand m³.

The building of the outer port in Świnoujście with a terminal for unloading of LNG creates a new dimension and prospects for extending services provided by the Seaports of Szczecin and Świnoujście. Apart from a new berthing facility in the eastern part of the external basin for servicing LNG carriers, the project create an opportunity for building deep berths and new terminals in the western part of the port to service vessels of 300 m in length and 13.5 m in draught. Possibilities include building of a terminal for ro-ro and bulk cargo and containers. The analysis of global trends on the freight transport market and expectations of potential clients provides for flexibility in developing new port infrastructure significantly enhancing transshipment capacity of ports of Szczecin and Świnoujście and strengthening their competitive position.



The building of the outer port in Świnoujście with a terminal for unloading of LNG creates a new dimension and prospects for extending services provided by the Seaports of Szczecin and Świnoujście.



Land available for future investors in the ports of Szczecin and Świnoujście is about 200 ha.

INVESTMENT OPPORTUNITIES

Attractive development areas are a great asset of the Szczecin and Świnoujście seaports. The Seaports Authority has encouraged investors to invest in building and operating terminals, as well as establishing industrial facilities in the port. The ports offer connections to utilities and infrastructure providing access from land and sea.

The Seaports Authority is committed to cooperate closely with prospective investors at all stages of development and implementation of their projects. Investment sites have been allocated for a long-term preferential lease.

The effort made to promote investment in the ports has resulted in attracting many companies. For many years now, foreign companies have been successfully operating in the ports.

Land available for future investors in the ports of Szczecin and Świnoujście is about 200 ha. The main investment sites include the following:

Infrastructure for the West Pomeranian Logistic Centre

The Seaports Authority offers long-term lease of 7.6 ha. The land is fully developed and furnished with a network of inner and access roads, its own rail side-track and a car park for 40 trucks. It is ready for investing from the legal and formal points of view.

The area is designated for logistics and distribution involving maritime transport. There is also a possibility of preparing the area for project cargo logistics or for the development of production based on raw materials and components imported by sea.

Location in the close neighbourhood of the new container terminal and general cargo centre is the main asset of the future logistic centre.



Ostrów Grabowski area

The development of Ostrów Grabowski of 170 ha varies. About 15 ha are fully prepared for a container terminal which is located in the south-western part of the island and has access to the newly built Fińskie Quay.

This is the biggest area for future investment in the port of Szczecin. Due to its favourable location in the port centre, it provides possibility of building new port infrastructure, including new quays along Dębicki Canal and Mieleński Canal, and to promote port-related industry.

The area has excellent connection by a new road and railway. Utilities include power, water and sewage systems available at the boundary of the new container terminal. Close neighbourhood of the newly built and ready to lease logistic centre infrastructure is an undeniable asset.



The West Pomeranian Logistic Centre is the ideal place for handling imports from the Far East, Russia and Finland. The possibility of using the Duty Free Zone situated next door is important for cargo coming from outside the European Union.

Katowicki Peninsula

The area of about 14 ha is located in the northern part of the Katowicki Peninsula. It is situated between the Parnica River in the north and the Regalica River in the east. This area is favourably situated with a possibility to be serviced by the existing Katowickie Quay of 440m in length and permissible draught of 9.15 m. It is planned to build the hydrotechnical infrastructure and to improve 14 ha of land. For the Katowicki Peninsula, the investment enabling servicing vessels of larger draught is planned.

The area is designated for handling and storage terminals for liquid and dry bulk cargo as well as general cargo.

Other land

The ports of Szczecin and Świnoujście have other plots of land available, which are prepared for investment and enjoy good location and accessibility from both land and sea.



Newly built or modernized quays by the Szczecin and Świnoujście Seaports Authority enable servicing vessels of larger draught.

12.5M FOR SZCZECIN. LARGE INVESTMENT – LARGE BENEFITS



According to the global trend on the shipping market, ships of large draught play an increasingly important role. The standard for the Baltic Sea regarding depth of sea port basins is 15–16 m.

The technical depth of a 68 km fairway between Świnoujście and Szczecin on nearly its entire length is 10.5m. This is sufficient for safe navigation of vessels of 9.15m in draught. If the port of Szczecin is to maintain its competitive position developed over the years, it is necessary to dredge the fairway.

The investment should significantly improve accessibility and competitiveness of the port, open it to large cargo flows and significantly improve the port's cargo handling capacity. Dredging of the fairway promotes further development of the ports of Szczecin and Świnoujście and enhances economic attractiveness of the port and the entire region. This investment may contribute to creating in excess of 5 thousand jobs.

Investment project currently implemented in the ports of Szczecin and Świnoujście assume that the fairway is dredged in the future. Newly built or modernized quays by the Szczecin and Świnoujście Seaports Authority enable servicing vessels of larger draught. The potential could be utilise after dredging the fairway to 12.5m.

Additionally, the project of modernizing the Świnoujście–Szczecin fairway by the Maritime Office of Szczecin takes into consideration plans of dredging the fairway leading to Szczecin. One of the effects of the current rebuilding of banks of the Piastowski and Mielniński canals is to provide technical readiness for dredging the fairway to 12.5 m.

ENVIRONMENT

FRIENDLY PORTS

The ports of Szczecin and Świnoujście are a good example of co-existence involving the natural environment and industrial facilities. It is nothing uncommon to see eagles hovering over ships or sitting high in trees. They can be seen in the port, along the waterway or in close vicinity of the port and industrial installations. Ships approaching the port of Szczecin may also encounter herons wandering in the waterway bank bulrush. It is just one of numerous examples that port industries in Szczecin and Świnoujście, stimulated and guided by environmental initiatives undertaken by the Ports Authority, ensure safe and environmentally friendly operation of port facilities.

Cleaner ports

Various facilities established and maintained by the Ports Authority have undergone changes aimed at improving the status of the environment in their immediate vicinity, Oder Estuary, and the Baltic Sea. Since February 2004, both ports have operated a ship waste reception system developed to meet international standards. The system provides for collecting of solid and liquid oily waste, sewage, as well



as solid waste and exhaust gas cleaning residues. After paying the tonnage fee, ships calling to ports of Szczecin and Świnoujście may discharge certain kinds of waste, generated during their last voyage, to port reception facilities without incurring any additional cost.

Dust and other emissions caused by the port are kept within limits set by environmental regulations.

Unexpected events

The ports of Szczecin and Świnoujście are well prepared to face any unexpected events or accidents. The Port Rescue Team, adequately equipped and trained, is always ready to respond to emergency situations, such as oil spills and other incidents, such as potential pollution from hazardous cargo. The Port is prepared to co-operate with other parties within the regional emergency co-ordination system.

Wastewater treatment plant

One of initiatives improving the natural environment in the port was the establishing of Międzyodrze, a Water Law company dealing with wastewater treatment. This non-profit organization is responsible for implementing procedures under the environmental policy in accordance with the IMO's MARPOL convention and recommendations included in the Helsinki Convention.

The main activity includes reception and disposal of wastewater in a modern wastewater treatment plant, which consists of the following:





- mechanical and biological facilities with a daily throughput of 3,200 m³ for collecting and processing of sewage from the port and septic sludge from ships;
- reception and treatment facilities for ship generated waste ensure oily water separation (up to 10 m³ per hour) and removal of residues from such cargo as coal, ore, grain, phosphates and apatite, and wash water from holds (up to 50 m³ per hour).

The Wastewater Treatment Plant has a reception quay for barges of up to 500 m³ and a reception station for tank trucks. The plant provides storage space of 410 m³ for oily water and 150 m³ for slop oil. While responding to growing demands of the market and clients, the Company implemented the Integrated Management System according to ISO 9001 and ISO 14001, and was certified to confirm compliance with standards regarding collection, treatment and disposal of sanitary sewage, oily water, waste oil and wastewater from washing holds.



Testing of the natural environment

Another key aspect of the Seaports Authority's environmental policy is its Labour Hygiene and Environment Research Laboratory. Apart from tests performed at work posts, the Laboratory developed methods for testing the natural environment. In the ports of Szczecin and Świnoujście, the Laboratory provides continuous control and monitoring of the quality of wastewater and rainwater discharged to the environment and port basins. The Laboratory is accredited and meets ISO/IEC 17025 standards.

The Integrated Management System

The Szczecin and Świnoujście Seaports Authority received a certificate for Integrated Management System according to ISO 9001:2008 and 14001:2004 and is committed to continuous improvement of business operation and its impact on the environment.

The Environment Management System reflects the care of the company about the proper use of the environment while reducing pollution. The system also ensures that effects of the company's business activity are in line with its environmental policy, environmental goals and approved targets set to the policy.



Both ports implemented higher security standards according to the security regime established by EU and national legislation.

SAFETY AND SECURITY

Priorities of the Seaports Authority include safety and security. The port complex implemented ISPS procedures and gained relevant certification for designated port facilities, as scheduled by IMO, including:

- Drobnica Port Szczecin PLSZZ – 0004
- Bulk Cargo Port Szczecin PLSZZ-0003
- HUK-SNOP PLSZZ – 0006
- Ferry Terminal Świnoujście PLSWI – 0008
- Świnoujście Commercial Port PLSWI – 0005
- Władysława IV Quay in Świnoujście PLSWI– 0003

The ports of Szczecin and Świnoujście completed the ISPS compliance procedure in July 2004.

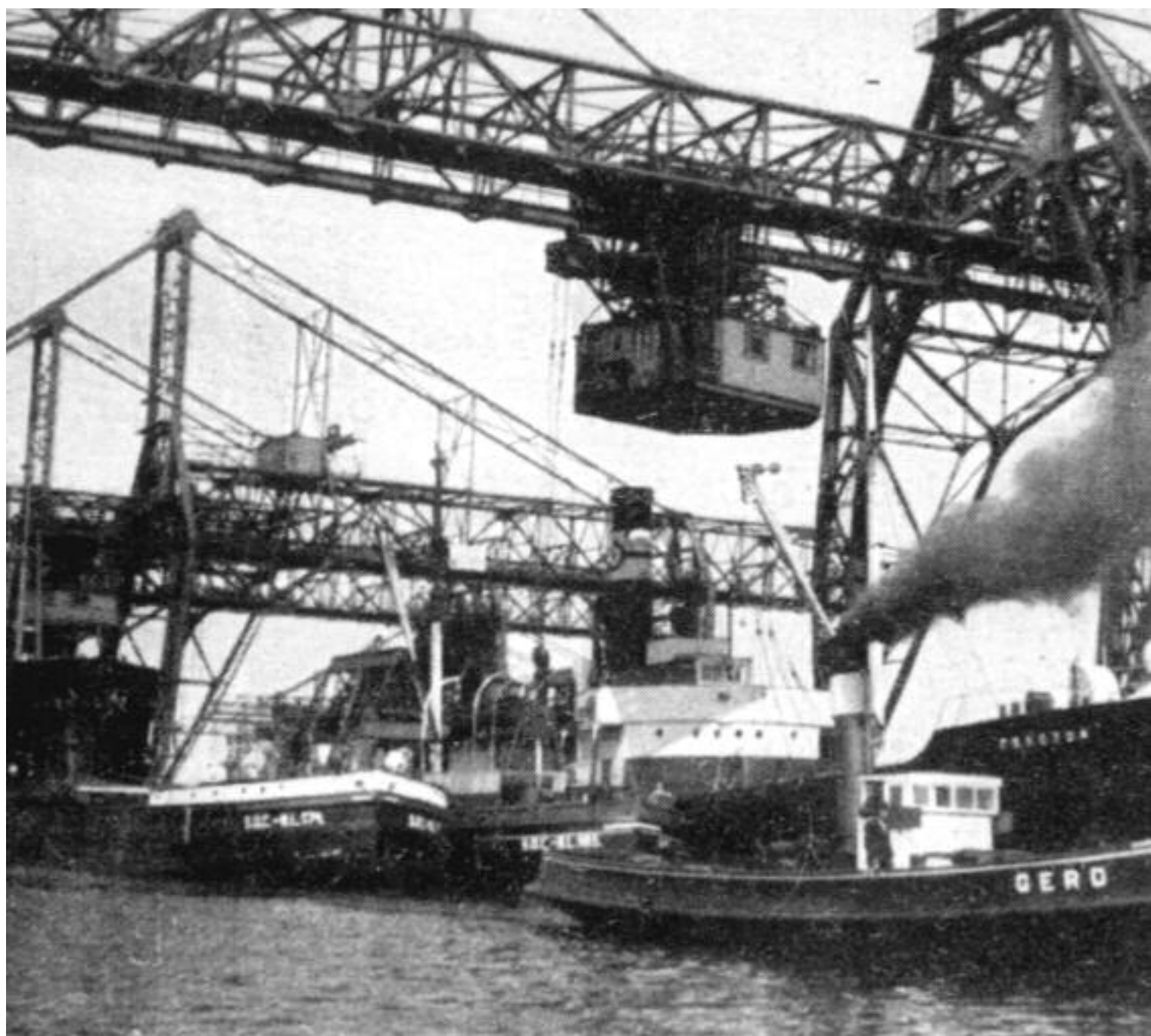
Both ports implemented higher security standards according to the security regime established by EU and national legislation. The standards are defined in Regulation (EC) No. 725/2004 of the European Parliament and the Council of 31st March 2004 on enhancing ship and port facility security, Directive 2005/65/EC of the European Parliament and of Council of 26th October 2005 on enhancing port security, and National Law on shipping and ports industry security of 4th September 2008.

Polish ports are traditionally well prepared to maintain high security standards, as the security infrastructure was already in place before the recent global adoption of

the ISPS Code (contrary to most Western countries, where ports were usually more vulnerable).

Worth mentioning is the experience the ports of Szczecin and Świnoujście gained in safety and security procedures applicable to demanding and complex cargo handling and logistic support operations, such as transfer of military equipment and troops. Similarly, the transshipment of various hazardous cargo, including explosives and nuclear materials, helped the port of Szczecin to develop its security potential.





EXPERIENCE AND TRADITION



Szczecin and Świnoujście enjoy long tradition of port operation. A boat from the 8th century found at the foot of the castle hill in Szczecin is a material evidence of the above. At that time, on the hill, a Slavic settlement was established, later developed to a stronghold which already in the 10th c. operated a river port. An important development in the history of the whole Pomerania Region was the dynasty of Gryffits which emerged in the 12th c. They had a strong interest in developing contacts with the immediate and further neighbours. City charters assigned to Szczecin and a number of other towns in the region, coupled with shipping and fishing privileges as well as storage rights, was a good example that rulers understood benefits of a well-organized maritime sector. A major development in the history of the city and the port was Szczecin's accession to the League of Hanseatic Cities in 1278.



In the mid 17th c., Western Pomerania was divided between Sweden and Brandenburg. Szczecin, together with the Oder estuary, became Swedish. After the North War, Szczecin was purchased by a Prussian king, but the Penne estuary remained Swedish for nearly another 100 years until 1815. It was extremely important for the port, since Prussian authorities had to start building a port on the estuary of the Świna River in the mid 18th c. In just several years, a small village on the estuary changed into a rapidly growing port and town. The latter was awarded a city charter in 1765.

After the Vienna Congress, Szczecin became a major port for Polish land ruled by the Prussian State. In 1845-1870, the port of Szczecin thrived. It resulted from an economic upswing in Europe at that time and



growing international trade driven by increasingly popular idea of economic liberalism. In 1843, the first railway line linking Szczecin and Berlin was established. Several years later, authorities waived customs duties which further boosted the attractiveness of the port.

In the 19th c. Szczecin became one of the most important German industrial centres on the sea. In the city itself and its vicinity dynamic growth was recorded by shipyard industry, machine engineering, as well as steel, cement and paper production. Concentration of industry and its growing demand for raw materials made the port of Szczecin an important centre for imports and exports.

Later, regulation of the Oder River, establishment of a navigation route to Berlin, dredging of the Szczecin-Świnoujście fairway and extension of the port of Świnoujście played an important role in the development of Szczecin and Świnoujście seaports.



After the First World War, when the geopolitical situation changed in Europe and the Polish State restored, the port of Szczecin lost its importance to ports of Gdańsk and Gdynia. Shortly before the Second World War, the role of the Szczecin seaport grew again in result of German plans to develop an important military port in Szczecin. At that time, the authorities modernised the railway line and purchased modern cranes. During WWII, intensive air raids of the Allied Forces nearly completely destroyed the port of Szczecin. Major damage was done to quays, warehouses, cranes, and vessels operated in the port. The fairway between Świnoujście and Szczecin ceased to be navigable due to wrecked ships, and damaged port and military equipment.

The first vessel to visit Szczecin after WWII was s/s

'Posejdon' which called at the port on 4th April 1946. It brought 800 emigrants on its board. On 17th June 1946 Szczecin welcomed the first merchant vessel. It was a Swedish ship with cellulose.

Shortly after the war, the port of Szczecin was converted to a transshipment base of the Soviet Army which significantly delayed rebuilding of the port.

On 1st January 1950, the state owned Szczecin Seaport Authority was established. Rebuilding of the port became one of major objectives of the new Polish administration in Szczecin. Already in 1951, a conveyor belt for loading coal started operating. It was one of the then most modern constructions of this type in Europe. In parallel, the port built a tippler for railroad cars. In 1963, the Szczecin Seaport started building a coal base. According to the then national economic strategy, the ports of Szczecin and Świnoujście specialized in handling dry bulk cargo, mainly coal, and transit cargo.

The 60s were very important for the development of the port of Świnoujście. At that time, Świnoujście developed a cargo handling and storage base for imported bulk cargo. A coal base opened in the late 60s. Then the port restored operation of a ferry terminal providing services between Świnoujście and Ystad.

Later chemicals and ore handling facilities were established respectively in 1978 and 1986.

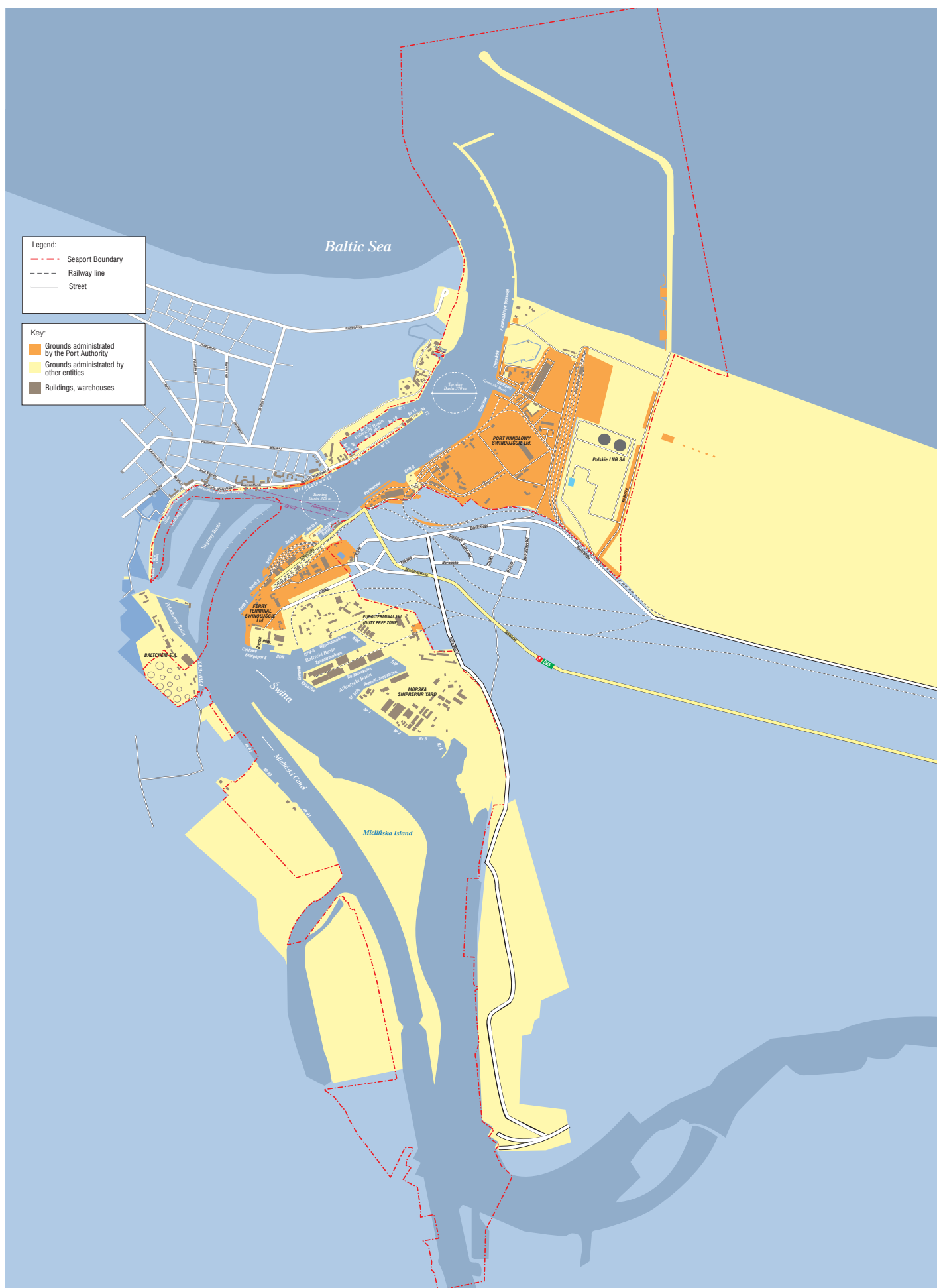
In 1967-1972 the Szczecin Seaport operated over 60 thousand square meters of open air storage. A real breakthrough for the ports of Szczecin and Świnoujście was 1958 when the fairway linking the two ports was dredged to 9.6 m.

The 90s were marked by political and economic changes. Opening of the Polish economy to the world was one of major success factors for the ports. Today, the ports of Szczecin and Świnoujście comprise one of the largest and most universal port complexes on the Baltic Sea. We are proud of our beautiful, however difficult and complex past, but at the same time we look to the future with much faith and optimism.

The fortune has come full circle and Szczecin once again has the opportunity to become a natural seaport for Berlin.

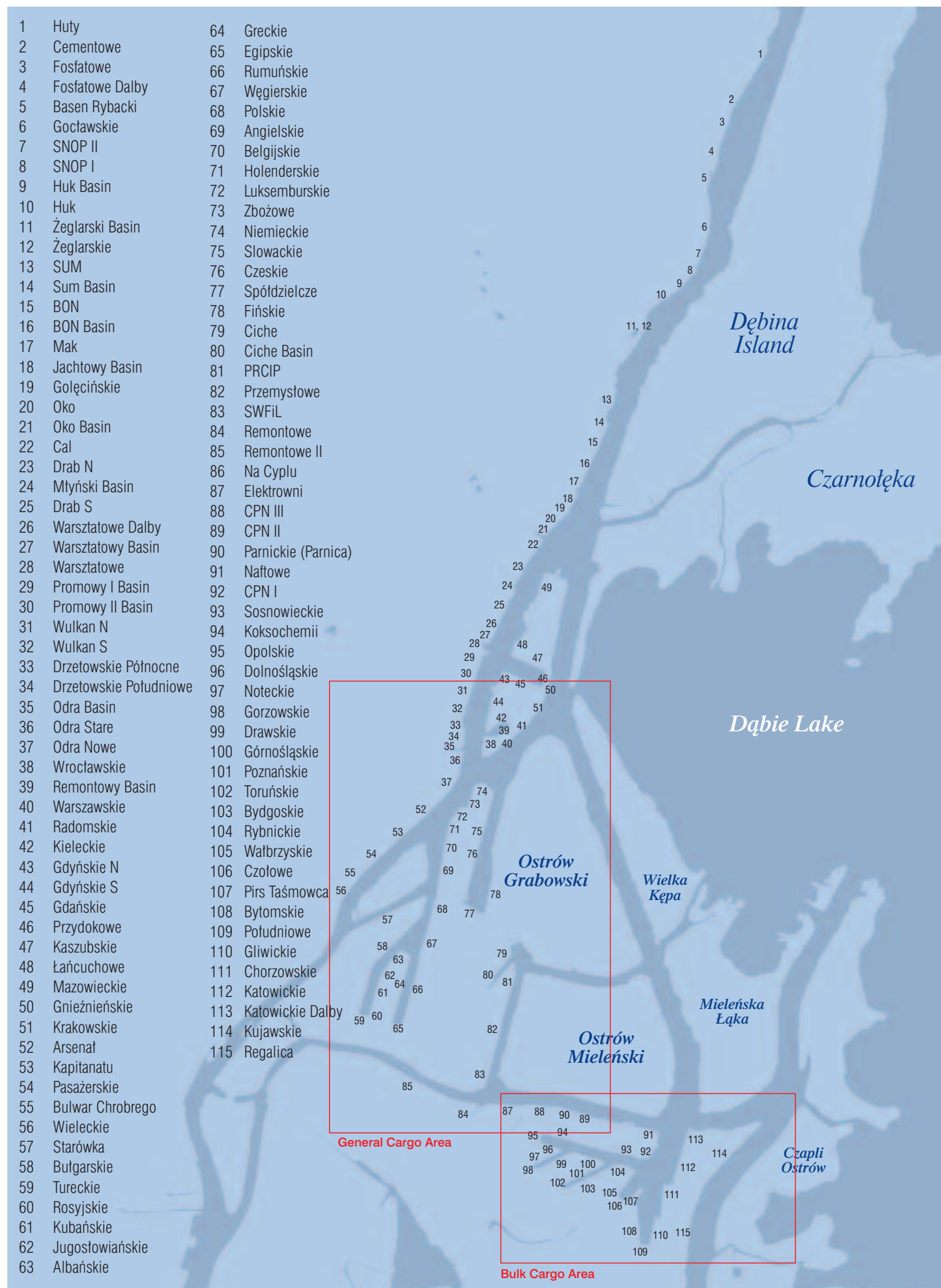


THE PORT OF ŚWINOUJŚCIE





THE PORT OF SZCZECIN



THE PORT OF SZCZECIN – BULK CARGO AREA



THE PORT OF SZCZECIN – GENERAL CARGO AREA



Waste management ■■■

Treatment plants ■■■

**Land and ship
generated waste** ■■■

Environmental projects ■■■

Spółka Wodna Międzyodrze was set up by companies operating within the Szczecin Port area to implement an environmental policy. Its objectives are to build and operate waste management systems, as well as reception and treatment facilities for land and ship generated waste.

Its 71 shareholders include the Szczecin-Swinoujście Sea Ports Authority and the City of Szczecin.



SPÓŁKA WODNA

MIĘDZYODRZE



70-607 Szczecin, Poland, ul. Przejazd 17
tel. +48 91 46 23 966
fax +48 91 46 23 965
e-mail: info@miedzyodrze.pl
www.miedzyodrze.pl

SZCZECIN'S COLD STORE LTD.



CHŁODNIA SZCZECIŃSKA
SPÓŁKA Z O.O.

We provide a wide range of cold storage services including storage of frozen food, trans-shipment of cargo and bonded warehouse. We have veterinary certificates for providing services for domestic and foreign clients.

Our offer is addressed to the customer individually each time being the result of the customer's needs and our capabilities. Flexible approach to each contract is our standard. Szczecin's Cold Store Ltd. in Szczecin is located 15 km from the German border and 150 km from the centre of Berlin. We have ideal location conditions for unloading of ships, railway wagons and lorries.

Our services include:

- Storage area: 13,000 t
- High-rise warehouses: 4 m
- Storage temperatures: - 22°C
- Freezing: -30°C



We like

W O D N I A ...
...fish!

Contact

Chłodnia Szczecińska Sp. z o.o.
ul. Bytomska 7
70-603 Szczecin
PL 9551908591

Customer service

tel. +48 91 462 32 34
tel. +48 91 462 39 84
fax +48 91 462 33 19
e-mail: expl@chlodniaszczecinska.pl



PORT DETAILS

LOCATION: The Port of Szczecin is located 53°25'N, 14°33'E at the mouth of the River Odra about 65 km from the open sea.

The Port of Świnoujście is located 53°55'N, 14°15'E on the Wolin Island at the entrance to the Świna Channel leading to Szczecin Firth and at the mouth of the River Odra.

APPROACH: **Świnoujście:** The navigation channel into Świnoujście is 32 Nm long, 180 to 200 m wide and 14.3 m deep. The port entrance is sheltered by concrete breakwaters.

Szczecin: Located 65 km from the open sea along a 100 m wide channel. Maximum draught is 9.15 m at normal water level. Vessels over 200 m in length or 9.0 m draught may navigate only by day when visibility is not less than two nautical miles.

ANCHORAGE: Six anchorages for maximum draughts of 7.0 m, 6.0 m, 9.5 m, 11.0 m, 11.0 m and 13.2 m.

ARRIVAL: Documentation required on arrival: vessel's certificate, international measurement certificate, safety certificates, Marpol certificate, financial guarantee certificate, ISPS certificate, cargo manifest, crew list, passenger list.

AUTHORITY:

Szczecin and Świnoujście Seaports Authority

ul. Bytomska 7 • 70-603 Szczecin • Tel: + 48 91 430 82 21 • Fax: + 48 91 462 34 12

• e-mail: info@port.szczecin.pl • www.port.szczecin.pl

Maritime Office in Szczecin

pl. Batorego 4 • 70-207 Szczecin, Poland • Tel. +48 91 433 95 98

• Fax +48 91 434 46 56 • e-mail: sekretariat@ums.gov.pl

Szczecin Harbour Master's Office

ul. Jana z Kolna 9 • 71-603 Szczecin, Poland • Tel.: + 48 91 433 66 57,

433 06 97 (VTMS) • Fax: + 48 91 434 39 84, 488 12 89 (VTMS)

• e-mail: sekretariat_kpn@ums.gov.pl

Świnoujście Harbour Master's Office

ul. Wybrzeże Władysława IV 7 • 72-600 Świnoujście, Poland

• Tel.: + 48 91 321 62 03 (VTMS) • Fax: + 48 91 321 67 70 (VTMS)

• e-mail: sekretariat_kpe@ums.gov.pl

ACCOMMODATION: In the ports of Szczecin and Świnoujście provide 11 km and 3 km of berths respectively and cargo handling services.

AIRPORT: Szczecin: Goleniów Airport is 45 km from Szczecin. Berlin's Tegel and Schönefeld Airports, with world-wide connections, are 180 km by highway.

BUNKERS: Fuel available from onshore installations or by bunker barges. Lubricants delivered by truck.

CRANES: Over 150 cranes in the two ports from 6 to 200 tonnes.

CUSTOMS: ul. Energetyków 55 • 70-952 Szczecin, Poland • Tel: + 48 91 480 55 00

• Fax: + 48 91 480 58 01 • e-mail: ic.szczecin@szc.mofnet.gov.pl

DISPATCHER'S OFFICE works 24h a day. Tel: +48 91 430 84 46

EMERGENCY NUMBERS: Police: 997 • Fire: 998 • Ambulance: 999

Port's Rescue and Security Service

ul. Bytomska . • 70-603 Szczecin, Poland • Tel: +48 91 430 82 55

• Tel. +48 91 430 83 55, 430 84 55 (fire, emergency situations)

• Fax: +48 91 462 41 12 • e-mail: psr@port.szczecin.pl

ISPS Officer:

PFS Officers Szczecin (ISPS):

Tel: +48 91 430 82 03 • +48 695 380 614 • e-mail: m.andrzejewska@port.szczecin.pl

Tel: +48 91 430 81 00 • +48 603 956 340 • e-mail: p.zegan@port.szczecin.pl

PFS Officers Świnoujście (ISPS):

Tel: +48 91 372 72 50 • +48 605 073 281 • e-mail:

b.przybylski@port.szczecin.pl

Tel: +48 91 322 61 83 • +48 691 442 208 • e-mail: gbajerski@sft.pl

Maritime Search and Rescue Service

ul. Wybrzeże Władysława IV 7 • 72-600 Świnoujście, Poland

• Tel: +48 91 321 49 17 • Fax: +48 91 321 59 29

e-mail: polratok2@polratok.com.pl • Channel 16 VHF

Border's Sanitary and Epidemiologic Station in Szczecin

Al. Wojska Polskiego 160 • 70-481 Szczecin, Poland • Tel. +48 91 462 43 18

• Fax: +48 91 462 32 71 • e-mail: gsse.szczecin@pis.gov.pl

Border's Sanitary and Epidemiologic Station in Świnoujście

ul. Wybrzeże Władysława IV 7 • 72-600 Świnoujście, Poland • Tel: +48 91

321 20 85 • Fax: +48 91 321 20 85 • e-mail: gsse.swinoujście@pis.gov.pl

ENVIRONMENT: Pollution of harbour waters, land and facilities is prohibited. In the event of pollution, offenders or users are bound to remove it immediately or in the time determined by the harbour master's office as well as to cover the removal costs and any third party claims that may arise.

HANDLING EQUIPMENT: Over 500 items of equipment, including fork-lift trucks, top lifters and reach stackers. Equipment hire available.

HAZARDOUS CARGO: Facilities available for handling and storage.

MEDICAL AID: Available.

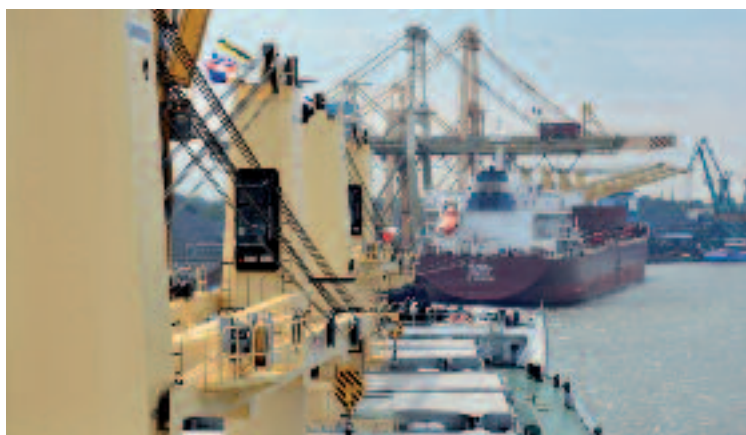
MOORING: Use of mooring services is compulsory. Boatmen to be ordered through ship's agent.

PASSENGER SERVICES: Unity Line and Polish Baltic Shipping Company operate passenger ferry services from Świnoujście to Sweden. Cruise ships' facilities available in both ports.

PILOTAGE: Compulsory for vessels of 50 metres or more in length, vessels carrying dangerous cargo, passenger vessels and vessels that are a hazard to navigation.

RADIO: Reporting is compulsory for vessels of more than 20 metres in length, vessels carrying dangerous cargo, passenger vessels and those that are a hazard to navigation. Vessels should report to VTS Świnoujście Channel 12 VHF and to VTS Szczecin Channel 69 VHF.

RAILWAYS: All quays in both ports are rail linked with connections to the mainline systems of Poland and Europe.



ROADS: Szczecin: Easy access to road no 10 leading all outside destinations including highway A6 connected with European highway system.

Świnoujście: easy access to road no 3 linking Świnoujście with Polish road systems.

RO-RO FACILITIES: Szczecin: Three ramps at Czeskie, Fińskie and Chorzowskie Quays. Świnoujście: Five ro-ro berths at Ferry Terminal Świnoujście.

SEAMEN'S MISSION: The Stella Maris Club, runs by Seafarers' Priesthood, offers full range of leisure facilities.

SHIPREPAIR: All kind of ship repair and dry docking services are available in both ports

STORAGE: The two ports offer a total of 860,000 square metres of open storage for general cargo, timber and bulk commodities plus over 230,000 square metres of covered storage as well 175,000 t of silo capacity for grain products.

TIDES: There are no tides in Szczecin and Świnoujście.

TOWAGE: Generally compulsory for vessels over 90 metres in length. The number of tugs is governed by the port regulations. The harbour master may exempt vessels from using tugs, or allow them to use fewer tugs, if they are fitted with bow thrusters or similar devices.

VESSELS LIMITATION: Świnoujście: 270 metres length and 13.2 metres draught.

Szczecin: 215 metres length and 9.15 metres draught.

Draught limits for ships over 160 metres LOA calling at the Port of Szczecin are shown in the table below. Entrance of larger vessels is a subject to Harbour Master's approval.

WATER: Fresh water is supplied from shore hydrants or by road tanker.

WEATHER: Szczecin and Świnoujście are usually ice free all year round. The climate is temperate. Only prolonged and severe frosts may result in ice formation. In such case the approach channel and port basins are kept unobstructed by icebreakers.

WORKING HOURS: three shifts, Monday to Friday, 06.00 to 14.00, 14.00 to 22.00 and 22.00 to 06.00. Overtime working available on request, from Friday 22.00 to Sunday 22.00 and on public holidays.

Overall length (metres)	Maximum breadth (metres)						
	to 25.00	25.01-26.00	26.01-27.00	27.01-28.00	28.01-29.00	29.01-30.00	30.01-31.00
	Maximum draught in fresh water (metres)						
160 - 169	9.15 - 9.06	9.15 - 9.03	9.15 - 9.00	9.15 - 8.98	9.15 - 8.95	9.15 - 8.92	9.15 - 8.90
170 - 179	9.05 - 8.93	9.02 - 8.88	8.99 - 8.83	8.96 - 8.78	8.93 - 8.73	8.90 - 8.68	8.87 - 8.63
180 - 189	8.91 - 8.73	8.86 - 8.68	8.81 - 8.63	8.76 - 8.58	8.71 - 8.53	8.66 - 8.48	8.61 - 8.43
190 - 199	8.72 - 8.58	8.67 - 8.53	8.62 - 8.48	8.57 - 8.43	8.52 - 8.38	8.47 - 8.33	8.42 - 8.28
200 - 209	8.57 - 8.48	8.52 - 8.43	8.47 - 8.38	8.42 - 8.33	8.37 - 8.27	8.32 - 8.22	8.27 - 8.17
210 - 215	8.46 - 8.40	8.41 - 8.35	8.36 - 8.30	8.31 - 8.25	8.25 - 8.20	8.20 - 8.15	8.15 - 8.10

STEVEDORING COMPANIES

ALFA TERMINAL SZCZECIN Sp. z o.o.



Address: ul. Nad Odrą 10, 71-833 Szczecin
Tel: +48 91 42 47 893
Fax: +48 91 42 47 849
Mobil: +48 607 910558
e-mail: a.czyzewski@alfaterminal.pl

The company provides bulk cargo storage and handling services, break bulk and methanol. 5,000 m² of covered storage and 15,000 sq. m of open storage in concrete bunkers, 25,000 m² of paved second line storing yards and two methanol holders of 14,250 m³ each. Two gantry cranes, of 2,000 t per day each. One gantry crane of 2,500 t per day and one of 5000 t. Two methanol discharging arms of 1000 t per hour. Belt conveyors system vessel to/from warehouse of 5000 t per day. Rail wagons discharging bunker. 500 - 1000 kg bagging machine. Truck and rail weigh bridges. 48 ha of total area.

- **Quay – Kra 1:** 420 m long and 7.9-8.0 m draft permitted. Three rail tracks alongside. Total rail network of 11.5 km

Andreas Sp. z o.o.



Address: ul. Nad Odrą 72
 71-820 Szczecin
Tel/Fax: +48 91 453 86 91, 453 81 67, 421 59 10
e-mail: snop@andreas.szczecin.pl
website: www.andreas.szczecin.pl

The company offers loading, unloading and storage of grain, feed, paper, steel, biomass, pellets at its own terminal on the Snop quay, suitable for vessels up to 8,000 dwt. There is 32,000 t total grain capacity: grain elevator of 6,000 t, 4 steel silos of 16,000 t, warehouse hall of 10,000 t and open storage yard of 8,000 m². Facilities for handling road, rail and water transport.

• Quay:

Snop: 327 m long and 6,2-6,9 m deep. Loading gantry, ship loader and conveyor system of 250 t per hour.

Other equipment:	Cranes	4
	Shunting engine	1
	Loader	2

Baltic Stevedoring Company Sp. z o.o.



Address: ul. Władysława IV 1, 70-651 Szczecin
Tel: +48 91 462 47 11
Fax: +48 91 462 41 72
e-mail: biuro@balticstevedoring.com
www: www.balticstevedoring.com

Baltic Stevedoring Company has been operating in the transport and freight forwarding market since 1990. Our main activities include trade in goods, transport and logistics. In the Szczecin seaport, we are engaged in transshipment of commodities between port and land with destinations all over the country. We containerize, palletize and deliver goods to Polish and foreign customers.

Storage space: 6,000 sq. m

Equipment: 84 trucks
 container depot

Quay: Bułgarskie – 600 m long and 8.8 m deep

Baltchem S.A. Zakłady Chemiczne w Szczecinie i Świnoujściu



Address: ul. Ks. Kujota 9
 70-605 Szczecin
Tel: +48 91 462 43 42
Fax: +48 91 462 43 51
e-mail: biuro@baltchem.com.pl
website: www.baltchem.com.pl

Baltchem provides reloading and storage of liquid products. The plant includes:

- refinery of vegetable oil for technical purposes
- terminal for reloading crude vegetable oil
- terminal for reloading petroleum products
- terminal for reloading methanol
- workshop and warehouse infrastructure

Quays:

Szczecin – Stand berth of 330 m total length consisting of:

Reloading berth for 3rd class and non-classified fire hazard products:

- length – 122m
- depth 6.8 m (acceptable vessel draught 6.5 m at average water level)

Reloading berth for 1st class fire hazard products:

- length – 128 m
- depth 6.8 m (acceptable vessel draught 6.5 m at average water level)

The remaining berth of 80 m in length for barges and smaller vessels

- depth 2.8 m by average water level.

Świnoujście – The terminal wharf of 272 m in length, 8.5 m in depth and two berths:

Tankers berth (technological platform service and pile mooring) with five loading arms.

Barge berth with three loading arms.

Barge berth with three loading arms.

Reloading installations; tanks of total capacity 126,700 m³;

54,500 m³ in port of Szczecin,

72,200 m³ in port of Świnoujście

Tax/excise warehouse

Bulk Cargo – Port Szczecin Sp. z o.o.



Address: ul. Gdańska 21
 70-661 Szczecin
Tel: +48 91 430 73 73, 430 71 12
Fax: +48 91 462 35 29
e-mail: marketing@bulkcargo.com.pl
website: www.bulkcargo.com.pl

The company, holding ISO 9001:2008 certificate, offers multipurpose stevedoring services, and its comprehensive storing, reloading and forwarding services cover all groups of cargo. It deals with a broad spectrum of cargo, including liquid bulks, break bulk and general cargo and offers a total of 40,000 sqm of covered storage as well as 300,000 sqm of open storage and 18,000 cbm of tank storage for liquid bulks. Truck and rail wagon weighbridges are also available. The company operates at 11 multipurpose quays offering 3,500 m of berthing line and is divided into three specialized cargo handling areas:

CARGO – PORT handles steel products, granite blocks, renewable fuels and other general cargoes.

COAL – PORT specializes in handling and storage of coal, fertilizers, minerals, sodium sulphate, sodium silicate and other dry and liquid bulks. Open storage for 300,000 mt of coal.

MAS – PORT is a multipurpose facility handling iron ore and concentrates, phosphorites, coke, tar pitch, scrap and other bulks including grain and feedstuffs. Handling and storage terminal for sulfuric acid.

• **Quays:**

Katowickie: 525 m long and 9.15 m deep. Three 16 t cranes and three 10 t cranes.

Bytomskie: 342 m long and 9.15 m deep. Two 10 t cranes.

Chorzowskie: 290 m long and 9.15 m deep. Two 16 t cranes and one 10 t crane. Ro-Ro ramp.

Górnośląskie: 282 m long and 9.15 draught. One 45 t crane, two 10 t cranes and one 16 t crane.

Gliwickie: 260 m long and 9.15 m deep. Three 16 t cranes.

Pirs: 188 m long and 9.15 m deep. Shiploader of 1,000 t per hour together with wagon tippler.

Wałbrzyskie: 270 m long and 8.7 m deep. Three 10 t cranes. Handling and storage terminal for tar and pitch.

Huk: 268 m long and 7.20 m deep. One 10 t crane and one 8 t crane. Weighbridges for trucks and wagons.

Parnica: 320 m long and 7.65 m deep. Two 8 t cranes. Storage bins. Liquid tar terminal with storage tanks. Bonded warehouse.

Regalica: 210 m long and 6.7 m deep. Open storage for general cargoes.

Noteckie: 283 m long and 6.4 m deep.

Other equipment:

Mobile cranes 10	Locomotives 3
Loaders 15	Wheel tractors 11
Bulldozers 4	Conveyors 20
Fork-lift trucks 41	Trailers 22

Cemex Polska sp. z o.o.



Address: ul. Fabryczna 1, 71-867 Szczecin

Tel: +48 91 469 34 99

Fax: +48 91 453 87 28

e-mail: cemexpolska@cemex.pl

website: www.cemex.pl

The company operates a cement logistic and transshipment terminal. The terminal is equipped with a cement packaging system including regular and big bags, as well as a post for automatic cars loading.

There are also 2 silos of 400 t each, 2 silos of 2,000 t each and one silo of 8,500 t; installation for loading loose cement, three cranes of 5 t, and storage yard of 10,000 m².

- **Quays:** **Kra II:** 104 meters long and 5.7 m deep
Kra III: 34.1 meters long and 5.4–5.7 m deep

DB Port Szczecin sp. z o.o.



Address: ul. Bytomska 14, 70-603 Szczecin

Tel: +48 91 430 86 60, 430 77 70

Fax: +48 91 462 47 79, 462 47 80

e-mail: sekretariat@dbport.pl,

marketing@dbport.pl

website: portszczecin.deutschebahn.com

The main activity of the company is cargo handling of the following cargo groups: containers and general cargo, especially: wood-based products: e.g. paper and wood pulp; steel products, non-ferrous metals, fertilizers in big bags, project cargo, heavy loads and oversized cargo, e.g. wind turbines and propellers and cargo such as granites, and fertilizers.

With regards to the above division of cargo groups, DB PS offers to its clients 3 places of service:

- newly constructed and opened in Spring 2011 Container terminal – loading, re-loading, stuffing, stripping, transporting containers within the port area and other depot in Szczecin.
- General cargo terminal for break bulk (paper, wood pulp, steel, slabs, pallets, big bags, etc), project cargo and oversized cargo,
- Free Duty Area offering reloading and cargo handling without the necessity to pay duty and taxes; handling of coco, coffee and granites.

Regular container feeder services connecting DB Port Szczecin with European ports: Hamburg, Bremerhaven (D), Rotterdam (NL), Gdańsk, Gdynia (PL), Klaipeda (LT), Riga (LV), St. Petersburg (RU), Copenhagen, Aarhus (DK) Malmö (S) and Hull (UK)

DB Port Szczecin provides services to all important global container shipowners: APM-Maersk, CMA CGM, OOCL Evergreen, APL, Hapag-Lloyd, CSCL, COSCO, Hanjin, NYK and others, as well as feeder and short-sea operators.

DB Port Szczecin is used by general cargo liner services to Scandinavia and Russia.

• **Quays:**

Czeskie: 420 m long and 9.15 m deep. Cranes: two (100 t and 50 t) self-propelled cranes, two 35 t

RTG cranes, two 16 t portal cranes and two 6 t cranes. Ro-Ro ramp.

Słowackie: 565 m long and 9.15 m deep. Seven cranes of 6 to 16 t.

Polskie: 260 m long and 8.8 m deep. Four cranes of 6 to 25 t.

Węgierskie: 611,30 m long and 8.6 m deep.

Rumuńskie: 600 m long and 6.5 m deep.

Albańskie: 89 m long and 6.6 m deep. Shed for dangerous goods.

Rosyjskie: 322 m long and 7.6 m deep. Duty Free Zone. Pest control services.

Fińskie: 300 m long and 10,9 deep, 28 m ro-ro ramp. 2 STS cranes. 140 000 m² of container terminal, newly constructed and opened in Spring 2011 with capacity 120 000 TEU, large depot for containers, more than 150 reefer stations.

Other equipment:

Electric harbour cranes: 22	Fork-lift trucks: SVETRUCK- 5, others- 49
Demag mobile cranes 6	Conveyors 2
RTG cranes 6	Roll-trailers 28
Gottwald container crane 2	Reachstackers 2
STS cranes 2	Terminal tractors: 27

Elewator EWA sp. z o.o.



Address: ul. Hryniewieckiego 26
70-606 Szczecin

Tel: +48 91 430 82 66

Fax: +48 91 462 41 65

e-mail: sekretariat@elewator-ewa.szczecin.pl

website: www.elewator-ewa.szczecin.pl

The company operates the biggest grain silo in the port of Szczecin handling imports and exports of grain, seed, animal feed and other agribulks. It is specialized concrete silo with capacity of 73,000 m³ including 158 bins. Additionally company operates modern flat store equipped in automatic loading/unloading system with capacity of 45,000 tons located at Słowackie Quay. The silo is road and rail linked with computerized weighbridges. Loading or unloading of vessels is performed with a maximum rate of 12,000 tons per day for grain and 7,000 tons per day for feed.

• **Quay:**

Zbożowe: due to the investment process temporary 140 m (from 220 m) long, vessel's draft up to 9.15 m. Two bulk cargo unloaders. Six telescoping ship loaders.

Słowackie: 230 m long, vessel's draft up to 9.15 m. Hydraulic grab crane

Other equipment:

Pneumatic unloaders
Wheel loaders
Moveable conveyors belts

EURO TERMINAL REAL ESTATE Co.Ltd.

Address: ul. Jana Śoltana 1
72-602 Świnoujście
Tel: +48 91 321 65 11
Fax: +48 91 321 65 10
e-mail: euro-terminal@fornet.com.pl
website: www.euro-terminal.com.pl

EURO TERMINAL REAL ESTATE Co.Ltd. operates the 47 hectare Duty Free Zone and provides a range of port services including transshipment, warehousing, cold storage, transport and forwarding, repair and maintenance.

It offers about 14,000 m² of cold storage, 12,000 m² of warehouses and about 30,000 m² of open storage.

• **Quays:**

CPN: 180 m long and 7.5 m to 4.5 m deep.

Wyposażeniowe: 200 m long and 7.5 m deep.

NOK: 164 m long and 7.5 m deep.

Zaopatrzeniowe: 513 m long and 7.1 m deep.

Komunikacyjne: 50 m long and 7.0 m deep.

Rybackie: 120 m long and 7.0 m to 6.0 m deep.

Rozładunkowe: 600 m long and 9.5 m deep. Two portal cranes of 6.3 t and 3.2 t.

TOP: 171 m long and 7.0 m deep.

Remontowe: 343 m long and 9.5 m to 5.5 m deep.

Prób: 56 m long and 9.5 m to 6.4 m deep.

Other equipment:

Mobile crane 2 Diesel locomotives 3
Fork-lift trucks 30 Truck tractor 2

Fosfan SA

Address: ul. Nad Odrą 44/65
71-820 Szczecin
Tel: +48 91 453 83 94
Fax: +48 91 453 84 85
e-mail: marketing@fosfan.pl
website: www.portnadodra.pl

The company produces fertilizers for farms, gardens and orchards as well as provides cargo handling and port services. Total of 3,050 m² of warehousing, 8,400 m³ of tank storage and 4,400 m² of open storage. The handling capacity of loading conveyor is 125 t per hour.

• **Quays:**

Fosfatowe: 246 m long and 5.5 m deep. The handling capacity of a loading conveyor is 2,000 t per day.

Fosfatowe Dalby: 185 m long and 5.7 m deep. Tankers can be loaded at a rate of 300 t per hour.

Other equipment:

Loading /unloading equipment – 3
Shore cranes – 1
Fork-lift trucks – 5
Diesel locomotives – 2

Orlen Gaz Sp. z o.o. Terminal Morski LPG

Address: ul. Zglenickiego 46 a, Płock
e-mail: orlengaz@orlengaz.pl
Terminal Morski LPG Szczecin
ul. Gdańska 34, 70-661 Szczecin
Tel: +48 24 201 04 96
Fax: +48 24 367 70 42
website: www.orlengaz.pl

LPG transshipment and storage. Equipment at the sea LPG terminal includes three tanks of 1,500 m³ each; three fully automated posts for unloading of autocysterns and two for unloading railway tanks cars. Depending on actual configuration, max. daily transshipment rate is 5,700 m³.

• **Quay:**

LPG Orlen Gaz – 274 m long, 8 m deep

Fast Terminals Sp. z o.o.

Address: ul. Bytomska 7
70-603 Szczecin
Tel: +48 91 430 85 98
Fax: +48 91 430 81 87
e-mail: fast@fastterminals.com.pl
website: www.fast-lines.com

Fast Terminals provides storage and handling services for project cargo, unitized general cargo, semi products such as chemicals, wood pulp, timber, steel and also bulk cargo in direct relation and stuffing/stripping containers. Used mainly by Fast Lines for its regular sailings to the UK and Ireland. The terminal has 8,000 m² of warehousing and 25,000 m² of open storage. Second warehouse of 2,000 m² with open roof. Mobile cranes: one 40 t, one 30 t, and two 16 t.

• **Quays:**

Holenderskie: 160 m long and 8.0 m deep.

Belgijskie: 240 m long and 9.0 m deep.

Angielskie: 160 m long and 8.5 m deep.

Luksemburskie: 50 m long and 7.0 m deep.

**Polski Koncern Naftowy ORLEN S.A.
Terminal Paliw Świnoujście**

Address: ul. Bunkrowa 5
72-602 Świnoujście
Tel: +48 24 567 24 17
Fax: +48 91 321 52 17
website: www.orken.pl

The terminal offers transshipment of exported fuel oil, diesel oil, petrol and other oil products.

• **Quay – CPN-2 Świnoujście:** 170 m long and 9.8 m deep.

Przedsiębiorstwo Produkcyjno-Usługowe Port Rybacki Gryf Sp. z o.o.



Address: ul. Władysława IV 1
70-651 Szczecin
Tel: +48 91 810 12 00
Fax: +48 91 810 12 03
e-mail: info@gryfport.com.pl
website: www.gryfport.com.pl

Specialised in transshipment, storage and warehousing of frozen products in line with HACCP. 10,000 m² of cold storage. The company offers handling and storage of other general cargo as well.

• Quays:

Starówka: 180 m long.

Bołgarskie: 1,247 m long and 6.8 to 8.8 m deep. Two 6.3 t cranes.

Other equipment: Fork-lift trucks 12

Terminal Promowy Świnoujście Sp. z o.o.



Address: ul. Dworcowa 1
72-606 Świnoujście
Tel. +48 91 322 61 01
Fax +48 91 322 61 42
e-mail: terminalpromowy@sft.pl
website: www.sft.pl

Terminal Promowy Świnoujście Sp. z o.o. operates a maritime terminal in the port of Świnoujście handling freight and passenger ferry traffic to and from Sweden. There is 90,000 m² of parking. The terminal has a total throughput capacity per day of 10,000 passengers, 1,500 personal cars, 1,500 trucks and 250 rail wagons, 25,000 tons.

• Quays:

No 2: 193 metres long with 7.0 metres draught. Ro-Ro ramp for cars and freight. Rail ferry link.

No 3: 194 metres long with 7.0 metres draught. Ro-Ro ramp for cars and freight. Rail ferry link.

No 4: 180 metres long with 7.0 metres draught. Ro-Ro ramp for cars and freight.

No 5: 196 metres long with 7.0 metres draught. Ro-Ro ramp for cars and freight.

No 6: 140 metres long with 7.0 metres draught. Ro-Ro ramp.

Other equipment:

Mañ tractors	4
Fork-lift trucks	2

Port Handlowy Świnoujście Sp. z o.o.



Address: ul. Bunkrowa 1
72-602 Świnoujście
Tel: +48 91 327 72 00
Tel./Fax +48 91 321 52 92
e-mail: phs@phs.com.pl
website: www.phs.com.pl

Port Handlowy Świnoujście Ltd. operates in a sea port of universal nature. Basing on his long time experience, highly trained staff, and rich spectrum of handling

installation and infrastructure can provides handling services for a wide range of bulk cargoes as well as general cargoes both in exports and imports.

The cooperation between companies belonging to the same capital group allows PHŚ to present a complex offer including not only handling operations and shipping, but also railroad and barge shipments to the final receiver. The customer is provided with an opportunity to simplify the logistic process by placing an order for complex service. The company provides its customers with following services:

- dry bulk cargo handling including coal, coke, ore, biomass, forest products, aggregates, grain, fertilizer;
- general cargo handling including steel products, containers, big bags, pallets, project cargo-constructions,
- heavy lifts up to 250 tons; warehousing and storage of goods and other services related to cargo and transport means. Total annual turnover reaches 12,000,000 mt of different kind of materials.

• Quays:

Portowców – length: 245 m, max draft: 11.90 m, a Grain Terminal BTP – Groupe Bunge. Terminal is dedicated for handling and storage of goods for animal feed and cereals. There is also a barge channel (10.4 m in width and 6 m in depth).

Terminal Portowcow is equipped with:

- 2 portal cranes SWL 16 mt each,
- 1 portal crane SWL 52 mt,
- 1 shiploader, capacity 500 mt/h,
- 8 covered boxes, capacity 5,800 m³,
- covered warehouse, capacity 45,000 mt.

Górników – length: 330 m, max draft: 13.20 m, major cargoes are: coal, biomass, aggregate, heavy lifts, project cargo both unloading and loading directions. Terminal Gornikow is equipped with:

- Belt conveyor system, total length 7 km, connecting wagon tipplers with storage area and vessels loader.
- 2 Liebherr mobile cranes LHM 500 SWL 140 mt each, max. discharging rate 25,000 mt / day [coal].
- Loading device connected with belt conveyor system, loading rate up to 25,000 mt / day
- 2 Wagon tipplers, discharging rate up to 400 wagons / day
- Wagon loading station, loading rate up to 10,000 mt / day.
- Additional secondary quay, max. draft 4.50 m, length 115 m, equipped with 2 cranes SWL 10 mt each.
- Storage area 120,000 m² for coal, max. capacity 700,000 mt. Area equipped with 6 stackers reclaimers connected with belt conveyor system.
- De-freezing station

Hutników – length: 330 m, max. draft: 13.20 m, major cargoes: coal, iron ore, aggregate, general cargo for both unloading and loading directions. Directly, within outreach of gantry cranes, there is a 5,200 m² concreted yard, with the capacity of 65,000 mt of iron ore, or 40,000 mt of aggregate. Terminal Hutnikow is equipped with:

- 4 rope gantry crane SWL: 25 mt
- 4 rope gantry crane SWL: 40 mt
- stacker reclaimer for wagon loadings – up to 10,000 mt/h

Quay is also equipped with storage yards 80,000 m², and 5,800 m² dry warehouse for a storage of general and bulk cargo.

Chemików – length: 285 m, max draft: 13.20 m, major cargoes are: biomass, iron ore, aggregate, with possibility of direct reloading with conveyor belt from vessel onto barge, yard, covered warehouse, trucks or wagons.

Terminal Chemikow is equipped with:

- 2pcs, 4-rope gantry cranes SWL: 20 mt each, able to discharge PANAMAX size vessel with rate 20,000 mt/day.



- Belt conveyor system, total length 2.5 km connected with covered warehouse, capacity 13,500 m³, able to store up to 100,000 mt of iron ore, or 40,000 mt of biomass.
- Storage yard, total capacity 60,000 m³.
- additional secondary quay, length 137.5 m, draft 4.50 m, with 2 barge loaders, loading rate 180 mt/h each.
- DEZA Terminal – liquid tar-pitch reloading facility with tanks capacity 7,000 m³.

No 87 – length 220 m, is located on the Isle of Usedom, along the left bank of the Świna river. It is used as a ship-shore parking that offers a possibility of reloading ships (the maximal length of a vessel 180 m) using only their own equipment (self-unloading ships) or pontoon cranes. Parameters:

- the technical depth of the bottom Ht= 9 m
- the width of a vessel B=19 m,
- draft T=8.10 M (to 8.50 m)

The storage area is about 15,000 m², on a strict ground.

Szczecińskie Zakłady Zbożowo-Młynarskie PZZ SA



Address: ul. Basenowa 15-17

70-660 Szczecin

Tel: +48 91 462 33 22/431 67 30

e-mail: sekretariat@pzz-szczecin.com.pl

website: www.pzz-szczecin.com.pl

The company operates 2 grain silos. The Warta grain silo handles grain, seeds and other agribulks. Capacity of covered storage is 5,000 m³. The Basenowa silo handles a range of agribulks including rapeseed, soy, grain and brewery barley. Ships are handled at a rate of 40-50 t per hour. Storage capacity of the Basenowa silo is 4,800 t.

• Quay:

Poznańskie: 110 m long and 5.7 m deep. Ship loader of 90 to 110 t per hour.

Bydgoskie: 75 m long and 5.3-6.0 m deep. Loading and unloading facilities.

Other equipment:

Wagon unloaders 6

Pneumatic loader 1

Cranes 2

Ship loader 1

SERVICE COMPANIES

Doker Port Sp. z o.o.



Address: ul. Bytomska 7, 70-603 Szczecin
Tel: +48 91 430 82 86
e-mail: doker@doker-port.szczecin.pl
website: www.doker-port.szczecin.pl

The company provides service of manpower for port operations and also repairs port equipment and organizes training for workers.

Lotos Marine sp. z o.o.

Address: ul. Elbląska 135, 80-718 Gdańsk
Tel: +48 58 308 89 00
Fax: +48 58 308 89 02
e-mail: marine@grupalotos.pl
website: www.lotos.pl

The company provides bunkering services. Bunker fuels complying with ISO 8217:2005 (E) marine fuels. Supply by trucks 24/7.

Infra-Port Sp. z o.o.



Address: ul. Bytomska 3-6
 70-603 Szczecin
Tel: +48 91 430 82 56, 430 82 77
Fax: +48 91 430 80 77
e-mail: firma@infraport.pl
website: www.infraport.pl

Specialised in building and repair of quays, building, roads, water and sewage systems, as well as power supply and telecommunication network. Additionally, the company provides oily and solid waste collection from ships and supply of potable water.

Fairplay Polska Sp. z o.o. & Co. Sp. k.



Address: Świnoujście Office
 ul. Wybrzeże Władysława IV 3, 72-600 Świnoujście
Tel: +48 91 322 32 40, 606 332 129
Fax: +48 91 321 04 46
e-mail: swinoujscie@fairplay-towage.com
Szczecin Office: ul. Rapackiego 3b, 71-467 Szczecin
Tel: +48 91 852 27 20
Fax: +48 91 422 34 00
e-mail: szczecin@fairplay-towage.com
website: www.fairplay-towage.com.pl

The company provides wide range of services:

- towing of ships in ports of Szczecin, Świnoujście and Police;
- towing at sea;
- property salvage at sea;
- ice breaking;
- berthing;
- pontoon rental;
- oil barrier rental;
- transport of supplies to ships in port and at roadstead

Equipment:

- port and sea-going tug boats;
- push tugs;
- berthing motorboat;
- sea pontoon;
- oil barrier of 200 m.

The company operates Władysława IV Quay in Świnoujście:

- unloading – 190 m in length, 9.6 m of max draft;

- berthing – 150 m in length, 5.7 m of max draft;
- berthing for tug boats – 55 m in length, 4.1 m of max draft;
- pilot – 140 m in length, 5.1 m of max draft

Project Żegluga Sp. z o.o.



Address: ul. Rapackiego 3b, 71-467 Szczecin
Tel: +48 91 852 27 20
Fax: +48 91 422 34 00
e-mail: mail@projectzegluga.pl
website: www.projectzegluga.pl

The company provides technical and manpower management of ships for Polish and foreign operators.

SHIP-SERVICE S.A.



Address: ul. Tama Pomorzańska 1,
 70-030 Szczecin
Tel: +48 91 431 89 91/92
Fax: +48 91 431 89 99
e-mail: office@ship-service.pl
website: ship-service.pl

The main business areas of SHIP-SERVICE and its subsidiary companies include:

- deliveries of bunker fuels to sea-going and inland vessels;
- various services rendered to ships in ports;
- storage and transshipment of different goods;
- sea and land cargo forwarding;
- consulting services in sea cargo trade;
- environment protection services;
- export and import of petrochemical products;
- reception of ship's waste

Covered storage of 900 cu. m

Equipment:

Seagoing tankers 3
 River bunker barges 7
 3 road tank trucks 3
 Covered storage of 900 cu. M

Quays:

Cal: 210 m long and 5.4 m deep.

Oko: 180 m long with 4.5 m deep.

Zakład Usług Żeglugowych Sp. z o.o.



Address: ul. Ludowa 16, Szczecin
Tel: +48 91 430 82 57
Fax: +48 91 434 77 00
e-mail: naczelnny@zuz.pl
website: www.zuz.pl

The company offers wide range of services, such as harbour and marine towing, handling of cargo, floating crane operations, barge and pontoon transport, mooring, ice breaking, salvage operations. Dispatcher's Office on duty 24 hrs/day. All under Quality Management System compliant with ISO 9001:2000 standard.

Quay:

Warsztatowe – 283 m in length and 4.6 to 5.5 m in draught.

Equipment:

Tugs of 300 up to 4,400 hp – 9
 Oil barge – 1
 Pilot boats, mooring boats
 Oil barriers
 Life saving rafts

DIRECTORY OF COMPANIES

AUTHORITIES

Governor's Office of Szczecin Province
ul. Wały Chrobrego 4
70-502 Szczecin
Tel/Fax: +48 91 430 35 00
zuw@szczecin.uw.gov.pl
www.szczecin.uw.gov.pl

Marshal's Office of the Province of West Pomerania in Szczecin
ul. Korsarzy 34
70-540 Szczecin
Tel: +48 91 480 72 53
Fax: +48 91 489 39 68
marszalek@wzp.pl
www.wzp.pl

Szczecin City Hall
Plac Armii Krajowej 1
70-456 Szczecin
Tel: +48 91 424 59 31
boi@um.szczecin.pl
www.szczecin.pl

Świnoujście City Hall
ul. Wojska Polskiego 1
72-600 Świnoujście
Tel: +48 91 321 27 80
Fax: +48 91 321 59 95
sekretariat@um.swinoujscie.pl
www.swinoujscie.pl

Maritime Office in Szczecin
Plac Batorego 4
70-207 Szczecin
Tel: +48 91 440 34 00
Fax: +48 91 434 46 56
sekretariat@ums.gov.pl
www.ums.gov.pl

Harbour Master's Office
ul. Jana z Kolna 9
71-603 Szczecin
Tel: +48 91 440 35 96
Fax: +48 91 434 39 84
Sekretariat_kpn@ums.gov.pl
www.ums.gov.pl

Harbour Master's Office
ul. Wybrzeże Władysława IV 7
72-600 Świnoujście
Tel/Fax: +48 91 321 36 62
kapiatanatjscie@ums.gov.pl

Regional Authority of Water Economy in Szczecin
ul. Tama Pomorzańska 13 A

70-030 Szczecin
Tel: +48 91 441 12 00
Fax: +48 91 441 13 00
sekretariat@szczecin.rzgw.gov.pl
www.rzgw.szczecin.pl

ASSOCIATIONS/CHAMBERS

Maritime Experts Association
ul. Wały Chrobrego 1-2
70-500 Szczecin
Tel: +48 696 48 19 48
biuro@mea.szczecin.pl
www.mea.szczecin.pl

Maritime Cluster of Western Pomerania
Technical Secretariat
PolskieTerminals S.A.
ul. Bytomska 7
70-603 Szczecin
Tel: 91 430 85 03, 502 233 103
Fax: 91 462 49 41
http://klastermorski.com
biuro@klastermorski.com

Northern Chamber of Commerce
Al. Wojska Polskiego 164
71-335 Szczecin
Tel. +48 91 486 07 65
Fax. +48 91 486 07 68
www.izba.info
biuro@izba.info

Polish Chamber of Maritime Economy
Szczecin Branch
ul. Bytomska 7
70-603 Szczecin
Tel/Fax: +48 91 430 84 48
szczecin.kigm@wp.pl
www.kigm.pl

Polish International Freight Forwarders Association
ul. Świętojańska 3/2
81-368 Gdynia
Tel: +48 58 620 19 50
Fax: +48 58 661 39 35
pisil@pisil.pl
www.pisil.pl

Polish Shipbrokers' Association
Plac Batorego 4
70-207 Szczecin
Tel/Fax: +48 693 437 165
sz@shipagent.pl
www.shipagent.pl

Shortsea Promotion Centre
Poland
ul. Bytomska 7 p. 14
70-603 Szczecin
Tel: +48 91 430 83 21
Fax: +48 91 430 84 48
biuro@shortsea.pl
www.shortsea.pl

BUNKERING

Oktan Energy & V/L Service
ul. Chmielewskiego 22A
70-028 Szczecin
Tel: +48 91 814 21 00
+48 91 814 21 51
Fax: +48 91 814 21 48
+48 91 814 21 49
bunker@oktan-energy.pl
www.oktan-energy.pl

LOTOS Marine
ul. Elbląska 135
80-718 Gdańsk
Tel: +48 58 332 43 00
+48 58 308 89 04
Fax: +48 58 308 89 02
marine@grupalotos.pl
www.lotos.pl

Polski Koncern Naftowy ORLEN SA
Terminal Paliw Świnoujście
ul. Bunkrowa 5
72-602 Świnoujście
Tel: +48 24 567 24 17
Fax: +48 91 321 52 17
www.orlen.pl

Ship-Service SA
ul. Tama Pomorzańska 1
70-030 Szczecin
Tel: +48 91 431 89 91/92
Fax: +48 431 89 99
office@ship-service.pl
www.ship-service.pl

CARGO CONTROL

Eurocargo Survey sp. z o.o.
ul. Bytomska 15
70-603 Szczecin
Tel/Fax: +48 91 430 80 30
ecs@eurocargosurvey.com
www.eurocargosurvey.com

Marine Services Jan Płażuk
ul. Gdańska 21e
72-600 Świnoujście
Tel: +48 91 327 47 76

Mobile: +48 605 233 721
Fax: +48 91 321 84 80
marservjp@fornet.com.pl
www.marservjp.swi.pl

Polcarga International Sp. z o.o.
Supervising and Inspecting Services
ul. Henryka Pobożnego 5
70-900 Szczecin
Tel: +48 91 441 82 01
Fax: +48 91 488 20 36
office@polcarga.pl
www.polcarga.pl

SVS – MARINUS Robert Kęsicki
ul. Hryniewieckiego 1
70-606 Szczecin
Tel: +48 91 430 82 24
Fax: +48 91 430 84 33
svs@post.pl
www.surveyors.pl

SGS Polska Sp. z o.o.
Szczecin Branch Office
ul. Gdańska 16 b
70-661 Szczecin
Tel: +48 91 462 33 26
Fax: +48 91 462 30 72
Eryk.praxmajer@sgs.com
Świnoujście Branch Office
Ul. Bunkrowa 1
72-602 Świnoujście
Tel: +48 91 327 73 02
Agrilab.swinoujscie@sgs.com
www.sgs.pl

Shipcontrol Sp. z o.o.
Expertising and Quantity Control
ul. Bytomska 7
70-952 Szczecin
Skrytka pocztowa 752
Tel./Fax: +48 91 462 37 03
ship@wp.pl

CLASSIFICATION SOCIETIES

Bureau Veritas Polska sp. z o.o.
ul. Małopolska 43
70-515 Szczecin
Tel: +48 91 431 51 60
Fax: +48 91 431 51 79
jan.marcinkowski@pl.bureauveritas.com
www.veristar.com

Det Norske Veritas Poland Sp. z o.o.
Plac Rodła 8
70-419 Szczecin

<p>Tel: +48 91 359 54 70 Fax: +48 91 359 54 69 szczecin@dnv.com www.dnv.com</p> <p>Germanischer Lloyd Polen Sp. z o. o. Area Office Northeast Europe ul. Mieszka I 82/83 71-011 Szczecin Tel: +48 91 431 53 00 Fax: +48 91 431 53 01 gl-szczecin@gl-group.com www.gl-polen.pl</p> <p>Lloyd's Register Polska Sp. z o.o. ul. Małopolska 43 70-515 Szczecin Tel: +48 91 488 37 75 Fax: +48 91 488 37 99 szczecin@lr.org www.lr.org.pl</p> <p>Polish Register of Shipping ul. Św. Ducha 5/3u 70-205 Szczecin Tel.: +48 91 810 92 80 + 601 986 522 Fax: +48 91 810 92 92 szczecin@prs.pl www.prs.pl</p> <p>■ CUSTOMS OFFICE</p> <p>Customs House ul. Energetyków 55 70-952 Szczecin Tel: +48 91 480 55 00 Fax: +48 91 480 58 01 ic.szczecin@szc.mofnet.gov.pl www.ic-szczecin.pl</p> <p>■ EQUIPMENT REPAIRERS</p> <p>Amber Bridge Sp. z o.o. ul. Energetyków 9 70-656 Szczecin Tel: +48 91 432 89 78 Fax: +48 91 432 89 80 tech@amberbridge.pl www.amberbridge.pl</p> <p>Infra-Port sp. z o.o. ul. Bytomska 3-6 70-603 Szczecin Tel: +48 91 430 82 56, 430 82 77 Fax: +48 91 430 80 77 firma@infraport.pl www.infraport.pl</p>	<p>Marco Service Sp. z o.o. ul. Władysława IV 1 70-651 Szczecin Tel: +48 91 462 36 43 Fax: +48 91 462 39 01 biuro@marcoservice.com.pl www.marcoservice.com.pl</p> <p>Partner-Ship Krzysztof Ozygała ul. Ludowa 16 71-700 Szczecin Tel: +48 914 625 200 Fax: +48 91 914 625 201 biuro@partner-ship.pl www.partner-ship.pl</p> <p>Polship Sp. z o.o. ul. Karpia 15 70-747 Szczecin Tel: +48 91 462 30 11 Fax: +48 91 462 36 50 psp@polship.com.pl psp@polship.eu www.polship.eu</p> <p>■ FERRY OPERATORS</p> <p>Ferry Terminal Świnoujście sp. z o.o. ul. Dworcowa 1 72-606 Świnoujście Tel: +48 91 321 61 01 Fax: +48 91 322 61 42 terminalpromowy@sft.pl www.sft.pl</p> <p>Polska Żegluga Bałtycka • Head Office: ul. Portowa 41 78-100 Kołobrzeg Szczecin Branch Tel: +48 91 488 02 38 Fax: +48 91 488 04 36 mbp.szczecin@polferries.pl www.polferries.pl</p> <p>• Świnoujście Branch ul. Dworcowa 1 72-600 Świnoujście Tel: +48 91 322 43 96 Fax: +48 91 327 06 46 mbp.swinoujscie@polferries.pl www.polferries.com.pl</p> <p>Unity Line • Head Office: Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 55 55 Fax: +48 91 359 56 75</p>	<p>cargo@unityline.pl www.unityline.pl • Świnoujście Branch: ul. Fińska 2 72-606 Świnoujście Tel: +48 91 321 61 57 Fax: +48 91 321 61 95 Terminal.cargo@unityline.pl www.unityline.pl</p> <p>■ FORWARDING COMPANIES</p> <p>Alfa Cargo Sp. z o.o. Plac Batorego 3 70-207 Szczecin Tel: +48 91 489 06 61 Fax: +48 91 812 55 02 office@alfacargo.pl www.alfacargo.pl</p> <p>AHLMANN-ZERSSSEN Sp. z o.o. ul. Gdańska 20f 70 661 Szczecin Tel: +48 91 464 60 89 Fax: +48 91 489 51 00 szczecin@ahlmann-zerssen.pl www.ahlmann-zerssen.pl</p> <p>Akpol sp. z o.o. ul. Szarotki 17/3 71-604 Szczecin Tel: +48 91 488 20 89 Fax: + 48 91 489 21 94 Spedycja@akpol-sz.pl www.akpol-sz.pl</p> <p>ANDREAS sp z o.o. ul. Nad Odrą 72 71-820 Szczecin Tel: +48 91 453 86 91 Fax: +48 91 453 86 91 snop@andreas.szczecin.pl www.andreas.szczecin.pl</p> <p>Baltic Forwarding Company Sp. z o.o. 70-651 Szczecin ul. Władysława IV 1 skr. poczt. 644 Tel: +48 91 462 47 13 Fax: +48 91 462 47 15 spedycja@balticforwarding.com logistyka@balticforwarding.com www.balticforwarding.com</p> <p>Best Logistics Sp. z o.o. ul. Ks. Kujota 18/21 70-605 Szczecin Tel: +48 91 483 08 21-6 Fax: +48 91 483 08 29</p>	<p>info@best-logistics.com www.best-logistics.com</p> <p>Bulk Cargo-Port Szczecin Sp. z o.o. Specycja ul. Gdańska 21 70-661 Szczecin Tel: +48 91 430 70 12 Fax: +48 91 462 33 23 spedycja@bulkcargo.com.pl www.bulkcargo.com.pl</p> <p>Cargo Service Sp. z o.o. ul. Uznamska 4 70- 853 Szczecin Tel: +48 91 469 38 70 Fax: +48 91 469 16 16 szczecin@cargo-service.com.pl www.cargo-service.com.pl</p> <p>Cargosped Sp. z o.o. Szczecin Branch Office 01-797 Warszawa ul. Powązkowska 44c Tel: +48 22 375 76 00 Fax: +48 22 375 76 01 www.cargosped.com.pl</p> <p>Continental Logistics sp. z o.o. (C-Log) ul. Mała Odrzańska 19 70-535 Szczecin Tel: +48 91 818 20 50 Fax: +48 91 818 20 60 Info@c-log.pl www.c-log.pl</p> <p>CSL Internationale Spedition Sp. z o.o. ul. Kapitańska 2 71-602 Szczecin Tel: +48 91 480 61 08 Fax: +48 91 433 52 10 csl@csl.eu www.csl.eu</p> <p>Dan Shipping & Trading Sp. z o.o. ul. Niepodległości 22 70-412 Szczecin P.O. Box 750 Tel: +48 91 434 05 03 Fax: +48 91 489 14 84 Logistic@dan-shippng.com.pl agency@dan-shipping.com.pl www.dan-shipping.com.pl</p> <p>ECS Eurocargo Sp. z o.o. ul. Sączewskiego 15</p>
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<p>42-500 Będzin Szczecin Branch Office Ul. Bytomska 15 70-603 Szczecin Tel: +48 91 462 34 17 Fax: +48 91 462 32 58 szczecin@ecs-eurocargopl www.ecs-eurocargopl</p> <p>Fast Baltic Sp. z o.o. ul. Bytomska 7 70-603 Szczecin Tel: +48 91 462 30 75 Fax: +48 91 462 40 37 info@fastbaltic.com.pl www.fast-lines.com</p> <p>Ger-Pol Shipping & Forwarding Sp. z o.o. al. Wojska Polskiego 11/5 70-952 Szczecin Tel: +48 91 488 33 76 Fax: +48 91 488 32 96 office@ger-pol.pl www.ger-pol.pl</p> <p>C. Hartwig Szczecin International Forwarders sp. z o.o. ul. Jana Kazimierza 3 71-620 Szczecin Tel: +48 91 480 67 00 Fax: +48 91 480 67 29 management@hartwig.szczecin.pl www.hartwig.szczecin.pl • Świnoujście Branch ul. Dworcowa 16 72-602 Świnoujście Tel: +48 91 321 50 79 Fax: +48 91 321 61 31 swinoujscie@hartwig.szczecin.pl</p> <p>Green Reefers Polska Sp. z o.o. ul. Jana Soltana 1 72-602 Świnoujście Tel: +48 91 321 65 11 Fax: +48 91 321 68 77 grp@greenreefers.com www.greenreefers.no</p> <p>Kingsped Sp. z o.o. ul. Bytomska 8a 70-603 Szczecin Tel: +48 91 462 39 03 Tel/Fax: +48 91 430 83 53 info@kingsped.com.pl www.kingsped.com.pl</p> <p>Magemar Polska Sp. zo.o. ul. Bytomska 7</p>	<p>70-603 Szczecin Tel: +48 91 430 88 91 Fax: +48 91 430 88 93 office@magemar.com.pl www.magemar.com.pl</p> <p>NTA sp. z o.o. ul. Morska 59 81-323 Gdynia Tel: +48 58 669 85 00 Fax: +48 58 669 85 69 office@nta.com.pl Branch Office Szczecin Ul. Hryniewieckiego 16 70-603 Szczecin Tel: +48 91 430 84 75 Fax: +48 91 430 84 74 www.nta.com.pl</p> <p>Österstroms sp. z o.o. Wielka Odrzańska 23/2 70-535 Szczecin Tel: +48 91 489 50 96 Fax: +48 91 489 50 46 jarek.paslowski@osterstroms.com www.osterstroms.pl</p> <p>Pekaes S.A. Biuro Spedycji Morskiej ul. Bytomska 7 70-603 Szczecin Tel: +48 91 430 80 09 Fax: +48 91 430 86 85 leopold.grzywnowicz@pekaes.com.pl www.pekaes.com.pl</p> <p>Pol-Agent Sp. z o.o. ul. Energetyków 3/4 70-952 Szczecin Tel: +48 91 462 31 35 Fax: +48 91 462 34 06 inf@polagent.com.pl www.polagent.com</p> <p>Polsad Sp. z o.o. ul. Henryka Pobożnego 5 70-900 Szczecin Tel: +48 91 433 89 44 Fax: +48 91 434 01 74 polsad@polsad.pl www.polsad.pl</p> <p>Polsin Overseas Shipping sp. z o.o. Branch Office Szczecin ul. Bytomska 13 70-603 Szczecin Tel: +48 58 555 27 86 Tel/Fax: +48 91 430 88 48</p>	<p>spedycja.szczecin@polsin.com.pl www.polsin.com.pl</p> <p>Rentrans Cargo Sp. z o.o. ul. Moniuszki 20 71-430 Szczecin Tel: +48 91 425 73 00 Fax: +48 91 462 45 56 renttrans@renttrans.com.pl www.renttrans.com.pl</p> <p>Rhenus Port Logistics Sp. z o.o. ul. Bytomska 17 70-603 Szczecin Tel: +48 91 462 46 32 Fax: +48 91 462 31 36 szczecin@pl.rhenus.com www.rhenus.com</p> <p>Scan Shipping Pol Sp. z o.o. ul. Wielka Odrzańska 18a/1 70-535 Szczecin Tel: +48 91 814 62 30-35 Fax: +48 91 812 12 02 szczecin@scanshipping.eu www.andyshipping.com</p> <p>Soren Trans Pl. Batorego 3 70-207 Szczecin Tel: +48 91 607 798 083 Fax: +48 91 488 09 40 e.krawiec@sorentrans.pl www.sorentrans.pl</p> <p>Spedcont Spedycja Polska- -SPEDCONT sp. z o.o. ul. Limanowskiego 121 91-334 Łódź Tel: +48 42 653 95 50 Fax: +48 42 640 75 13 info@spedcont.com.pl www.spedcont.com.pl</p> <p>Spedrapid Sp. z o.o. ul. Jana Kazimierza 1/U1 71-620 Szczecin Tel.: +48 91 433 50 20 +48 91 433 31 01 Fax: +48 91 433 30 85 szczecin@spedrapid.pl www.spedrapid.pl • Harbour Office: ul. Bytomska 7 Tel: +48 91 430 86 17 Fax: +48 91 462 34 35</p> <p>Trade Trans Forwarding sp. z o.o. Szczecin Branch</p>	<p>ul. Ślaska 32 a 70-433 Szczecin Tel: +48 91 431 95 34 Fax: +48 91 431 95 38 pstt@szczecin.tradetrans.pl www.tradetrans.pl</p> <p>Transintra Shipping and Forwarding Sp. z o.o. ul. Bulwar Beniewskiego 5 70-642 Szczecin Tel: +48 91 462 43 55 Fax: +48 91 462 47 87 info@transintra.pl www.transintra.pl</p> <p>Trans Marine Spedycja Międzynarodowa i Agencja Celna Sp. z o.o. ul. Hryniewieckiego 26 70-606 Szczecin Tel: +48 91 430 83 46 Fax: +48 91 462 44 32 transmarine.szczecin@ transmarine.com.pl www.transmarine.com.pl</p> <p>Unibaltic Sp. z o.o. ul. Tama Pomorzańska 14 E 70-030 Szczecin Tel: +48 91 432 52 40...44 Fax: +48 91 432 52 45 unibaltic@unibaltic.pl www.unibaltic.pl</p> <p>INLAND WATERWAY SHIPPING COMPANIES</p> <p>OT Logistic S.A. ul. Moniuszki 20 71-430 Szczecin Tel: +48 91 425 73 00 Fax: +48 91 425 73 58 info@otlogistics.com.pl www.otlogistics.com.pl</p> <p>Deutsche Binnenreederei AG (Ot Logistics Group) Revaler Strasse 100 10245 Berlin Germany Tel: +49 30 293 76 101 Fax: +49 30 293 76 201 bdr@binnenreederei.de www.binnenreederei.de</p> <p>Odra Rhein Lloyd GmbH (OT Logistics Group) Revaler Strasse 100</p>
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<p>10245 Berlin Germany Tel. +49 30 293 76-0 Fax +49 30 293 76 201 info@odrarheinlloyd.de www.odrarheinlloyd.de</p> <p>PILOTAGE</p> <p>Szczecin-Pilot Sp. z o.o. ul. Światowida 24 71-727 Szczecin Tel: +48 91 432 56 00 Tel/Fax: +48 91 432 56 06 pilot@szczecinpilot.pl www.szczecinpilot.pl Świnoujście Branch: ul. Rogozińskiego 3 72-600 Świnoujście Tel/Fax: +48 91 321 34 31 stacja-swin@szczecinpilot.pl</p> <p>SHIPCHANDLERS</p> <p>Pacific Trade & Service ul. Druckiego-Lubeckiego 1a 71-656 Szczecin Tel: +48 91 423 35 68 Fax: + 48 91 423 26 44 pts@shipchandler.pl www.shipchandler.pl</p> <p>Baltona-Świnoujście Sp. z o.o. ul. Fińska 1 72-602 Świnoujście Tel/Fax: +48 91 321 62 65 swinoujście@baltona.pl www.baltona.pl</p> <p>Polship Sp. z o.o. ul. Karpia 15 70-747 Szczecin Tel/Fax: +48 693 930 994 Fax: +48 693 930 992 psp@polship.com.pl psp@polship.eu www.polship.eu</p> <p>SHIPOWNERS</p> <p>Euroafrica Services Ltd ul. Energetyków 3/4 70-952 Szczecin Tel: +48 91 814 34 00, 814 33 02 Fax: +48 91 462 31 83 info@euroafrica.com.pl www.euroafrica.com.pl</p>	<p>Polska Żegluga Bałtycka SA (Polferries) ul. Portowa 41 78-100 Kołobrzeg Tel: +48 801 003 171 Fax: +48 94 355 22 08 info@polferries.pl www.polferries.pl Terminal Pasażerski Ul.Dworcowa 1 72-606 Świnoujście 72-607 Tel:+48 91 322 61 40, 322 61 07 72-608 Fax: +48 91 322 61 68 Rezerwacja@polferries.pl Świnoujście Terminal Cargo Ul. Fińska 1 72-606 Świnoujście Tel:+48 91 322 61 04, 322 61 41 Fax: + 48 91 322 61 69 Boas.cargo@polferries.pl</p> <p>Polska Żegluga Morska Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 43 33 Fax: +48 91 359 42 88 www.polsteam.com.pl</p> <p>Unibaltic Sp. z o.o. ul. Tama Pomorzańska 14e 70-030 Szczecin Tel: +48 91 432 52 40..44 Fax: +48 91 432 52 45 unibaltic@unibaltic.pl www.unibaltic.pl</p> <p>Unity Line Plac Rodła 8 70-419 Szczecin Passanger Branch Tel: +48 91 359 57 95 Fax: +48 91 359 58 85 info@unityline.pl Cargo Branch Tel:+48 91 359 55 55 Fax: +48 91 359 56 75 Cargo@unityline.pl www.unityline.pl Świnoujście Branch Ul. Fińska 7 72-606 Świnoujście Tel: +48 91 321 61 57 Fax: +48 91 321 6195 Terminal.cargo@unityline.pl</p> <p>Żegluga Polska SA Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 40 75</p>	<p>Fax: +48 91 359 42 99 zegluga.polska@polsteam.com.pl www.polsteam.com.pl</p> <p>SHIPPING AGENTS</p> <p>Alfa Cargo Sp. z o.o. Plac Batorego 3 70-207 Szczecin Tel: +48 91 489 06 61 Fax: +48 91 812 55 02 office@alfacargo.pl www.alfacargo.pl</p> <p>Albers - Hansen Sp. z o.o. ul. Wielka Odrzańska 31/2 70-535 Szczecin Tel: +48 91 488 23 42 Fax: +48 91 488 23 47 szczecin@a-h.pl www.a-h.pl</p> <p>Balting Shipping Agency sp. z o.o. Branch Office Szczecin ul. Małopolska 43 70-515 Szczecin Tel: +48 91 488 07 01 Fax: +48 58 739 67 09 bsa.szczecin@bsa.pl www.bsa.pl</p> <p>Baltus Shipping ul. Kilińskiego 15/2 72-100 Goleniów Tel: 601 523 138 Fax: + 48 91 818 36 23 baltus@az.pl</p> <p>Cargo Service Sp. z o.o. ul. Uznamska 4 70- 853 Szczecin Tel: +48 91 469 38 70 Fax: +48 91469 16 16 szczecin@cargo-service.com.pl www.cargo-service.com.pl</p> <p>CST Comet Shipping & Trading Sp. z o.o. ul. Bulwar Beniowskiego 5 70-642 Szczecin Tel: +48 91 462 43 66 Fax: +48 91 462 47 87 info@cstcomet.pl www.cstcomet.pl</p> <p>Dan Shipping & Trading Sp. z o.o. ul. Niepodległości 22 70-412 Szczecin</p>	<p>P.O. Box 750 Tel: +48 91 434 05 03 Fax: +48 91 489 14 84 agency@dan-shipping.com.pl www.dan-shipping.com.pl</p> <p>Eurocargo Shipping Sp. z o.o. ul. Bytomska 15 70-603 Szczecin Tel: +48 91 462 30 26 Fax: +48 91 430 83 91 info@eurocargo-shipping.com.pl www.ecs-eurocargo.pl</p> <p>Fast Baltic Sp. z o.o. ul. Bytomska 7 70-603 Szczecin Tel: +48 91 462 30 75 Fax: +48 91 462 40 37 info@fastbaltic.com.pl www.fast-lines.com</p> <p>GAC (Poland) Sp. z o.o. ul. Starego Wiarusa 32 71-206 Szczecin Tel: +48 91 487 37 54 Fax: +48 91 487 36 97 poland@gac.com www.gac.com/poland</p> <p>Ger-Pol Shipping & Forwarding sp. z o.o. al. Wojska Polskiego 11/5 70-952 Szczecin Tel: +48 91 488 33 76 Tel/Fax: +48 91 488 32 96 office@ger-pol.pl www.ger-pol.pl</p> <p>Green Reefers Polska Sp. z o.o. ul. Jana Soltana 1 72-602 Świnoujście Tel: +48 91 321 65 11 Fax: +48 91 321 68 77 grp@greenreefers.com www.greenreefers.no</p> <p>Interagent Sp. z o.o. ul. Gen. Rayskiego 23/13 70-442 Szczecin Tel: +48 91 885 60 81 Fax: +48 91 882 13 24 police@interagent.com.pl www.interagent.com.pl</p> <p>Magemar Polska Sp. zo.o. ul. Bytomska 7 70-603 Szczecin Tel: +48 91 430 88 91</p>
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<p>Fax: +48 91 430 88 93 office@magemar.com.pl www.magemar.com.pl</p> <p>Morska Agencja Szczecin sp. z o.o. • Head Office: Plac Batorego 4, P.O. Box 606 70-207 Szczecin Tel: +48 91 433 85 73 Mobile: +48 601 702 563 Fax: +48 91 434 26 43, 433 82 49 headoffice@mas.szczecin.pl www.mas.szczecin.pl • Branch Office: ul. Bunkrowa 1 72-602 Świnoujście Mobile: +48 601 702 543 Fax: +48 91 321 50 21 swinoujscie@mas.szczecin.pl • Port Office: ul. Portowa 41 78-106 Kołobrzeg Tel: +48 94 354 64 53 Mobile: +48 601 870 910 Fax: +48 94 352 02 02 kolobrzeg@mas.szczecin.pl www.mas.szczecin.pl</p> <p>Nawigator Shipping Sp. z o.o. Szczecin Branch Office ul. Bytomska 7 70-603 Szczecin Tel: +48 91 430 80 84 Fax: +48 91 430 80 86 nawigator@fastbaltic.com.pl www.fast-lines.com</p> <p>Neptune Agency Sp. z o.o. al. Piastów 1/3 70-325 Szczecin Tel: +48 91 485 09 00 Fax: +48 91 485 09 01 headoffice@neptuneagency.com.pl www.neptuneagency.pl</p> <p>Österstoms sp. z o.o. Wielka Odrzańska 23/2 70-535 Szczecin Tel: +48 91 489 50 96 Fax: +48 91 489 50 46 jarek.paslowski@osterstoms.com www.osterstoms.com</p> <p>Port Logistics Cargo and Containers Sp. z o.o. ul. Hryniewieckiego 1 70-606 Szczecin Tel: +48 91 489 88 88</p>	<p>Fax: +48 91 489 88 99 office@plcc.pl www.plcc.pl</p> <p>Pol-Agent Sp. z o.o. ul. Energetyków 3/4 70-952 Szczecin Tel: +48 91 462 31 35 Fax: +48 91 462 43 74 inf@polagent.com. www.polagent.com</p> <p>Polfracht sp. z o.o. ul. Puławskiego 8 81-368 Gdynia Tel: +48 58 627 21 00 Fax: +48 58 621 99 84 agency@polfracht.pl Port Agency Szczecin Ul. 3 Maja 1 70-214 Szczecin Tel: +48 91 488 22 99 Fax: +48 91 579 32 22 www.polfracht.pl</p> <p>Port Operator sp. z o.o. ul. Bunkrowa 1 72-602 Świnoujście Tel: +48 91 321 65 66 Fax: +48 91 322 41 91 portoperator@fornet.com.pl www.portoperator.com.pl</p> <p>Poseidon Frachcontor Junge Ltd. ul. G. Merkatora 11 70-676 Szczecin Tel: +48 91 462 40 50, 430 86 95 Fax: +48 91 462 42 41 agency.szc@poseidon-fcj.pl www.poseidon-fcj.pl</p> <p>Polsteam Shipping Agency Ltd. Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 42 42-3 Fax: +48 91 488 30 19 agency@polsteam.com.pl www.polsteamagency.pl</p> <p>Rentrans Cargo Sp. z o.o. ul. Moniuszki 20 71-430 Szczecin Tel: +48 91 425 73 00 Fax: +48 91 462 45 56 renttrans@renttrans.com.pl www.renttrans.com.pl</p> <p>Scan Shipping Pol Sp. z o.o. ul. Wielka Odrzańska 18a/1</p>	<p>70-535 Szczecin Tel: +48 91 814 62 30-35 Fax: +48 91 812 12 02 szczecin@scanshipping.eu www.andysshipping.com</p> <p>Unibaltic Sp. z o.o. ul. Tama Pomorzańska 14e 70-030 Szczecin Tel: +48 91 432 52 40..44 Fax: +48 91 432 52 45 unibaltic@unibaltic.pl www.unibaltic.pl</p> <p>Polmariner Shipbrokers ul. Jaracza 3 72-602 Świnoujście Tel: +48 91 321 61 80 Fax: +48 91 321 62 07 polmariner@neostrada.pl</p> <p>SHIPREPAIR YARDS</p> <p>Morska Stocznia Remontowa SA ul. Ludzi Morza 16 72-600 Świnoujście Tel: +48 91 321 62 40...49 Fax: +48 91 321 61 44 morska@msr.com.pl www.msr.com.pl</p> <p>Poltramp Yard Sp. z o.o. ul. Portowa 16 72-600 Świnoujście Tel: +48 91 321 51 31 Fax: +48 91 321 52 07 poltramp@yard87.pl www.poltramp.pl</p> <p>Makrum S.A. Stocznia Pomerania ul. Gdanska 36 70-952 Szczecin Tel: +48 91 814 50 00 Fax: +48 91 814 50 01 Biuro.szczecin@makrumpomerania.pl www.makrumpomerania.pl</p> <p>Stocznia Remontowa GRYFIA S.A. ul. Ludowa 13 71-700 Szczecin Tel: +48 91 424 26 44, 424 28 50 Fax: +48 91 424 23 19 gryfia@gryfia.com.pl www.gryfia.com.pl</p>	<p>STEVEDORING COMPANIES</p> <p>Andreas Sp. z o.o. ul. Nad Odrą 72 71-820 Szczecin Tel: +48 91 453 86 91, 453 81 67 Fax: +48 91 421 59 10 snop@andreas.szczecin.pl www.andreas.szczecin.pl</p> <p>Alfa Terminal Szczecin Sp. z o.o. ul. Nad Odrą 10, 71-833 Szczecin Tel: +48 91 42 47 893 Fax: +48 91 42 47 849 Mobil: +48 607 910558 a.czyzewski@alfaterminal.pl</p> <p>Almex sp. z o.o. ul. Kujota 1 70-605 Szczecin Tel: +48 91 462 48 62 Fax: +48 91 462 47 91, 462 37 17 biuro@almex-recycling.pl www.almex-recycling.pl</p> <p>Baltchem SA Zakłady Chemiczne w Szczecinie ul. Ks. Kujota 9 70-605 Szczecin Tel: +48 91 462 43 42 Fax: +48 91 462 43 51 biuro@baltchem.com.pl www.baltchem.com.pl</p> <p>Baltic Stevedoring Company ul. Władysława IV 1 70-651 Szczecin Tel: +48 91 462 47 11 Fax: +48 91 462 41 72 Biuro@balticstevedoring.com www.balticstevedoring.com</p> <p>Bulk Cargo – Port Szczecin sp. z o.o. ul. Gdańska 21 70-661 Szczecin Tel: +48 91 430 73 73, 430 71 12 Fax: +48 91 462 35 29 marketing@bulkcargo.com.pl www.bulkcargo.com.pl</p> <p>Cemex Polska sp. z o.o. ul. Fabryczna 1 71-867 Szczecin Tel: +48 91 469 34 99 Fax: +48 91 453 87 28 Cemexpolska@cemex.pl www.cemex.pl</p>
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The Świnoujście Ferry Terminal Ltd. operates one of Poland's largest and state-of-the-art terminals at the Baltic Sea. It is located in the port district of the city. Since 2001, the Terminal has been managed by the Szczecin and Świnoujście Seaports Authority SA. The company's success is determined most of all by its highly-qualified personnel.

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Szczecin and Świnoujście
Seaports Authority
Bytomska 7
70-603 Szczecin, Poland
tel: +48 91 430 82 20
fax: +48 91 462 34 12
info@port.szczecin.pl
www.port.szczecin.pl