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Foreword



The port has been developing in Szczecin for centuries. The oldest traces of port operation in Szczecin include a boat found at the castle hill, which dates back to the 7th c. The port of Szczecin is the oldest company to continue its uninterrupted operation in Western Pomerania.

The ports of Szczecin and Świnoujście comprise one of the largest and the most universal port complexes on the Baltic Sea. Administration of both ports is the responsibility of the Szczecin and Świnoujście Seaports Authority, a company owned by the State Treasury.

Our ports are situated on the shortest route linking Northern Europe with central and southern parts of the continent. They are also situated on the most convenient route linking Russia and countries of the Eastern Baltic Sea with Western Europe.

We enjoy access to a developed system of road, rail and inland transport which provides excellent opportunity to become a transport bridge between north and south as well as west and east of Europe.

Well planned and methodically implemented investment projects help the ports of Szczecin and Świnoujście strengthen their position as an important transport and logistics node in Europe. Our ports become more modern and enhance their competitiveness.

The cargo handling capacity of the two ports is impressive. The port of Świnoujście, situated directly on the sea, may service vessels of 13.2 m in draught. One of two major sections of the port is the largest in Poland terminal for dry bulk cargo. Another very important element of the port is a ferry terminal with 5 berthing facilities for passenger-car and car-rail ferries. The terminal provides ro-ro services for trucks and semi-trailers, trailers and railway cars, as well as handling of passengers.

The port of Szczecin, situated 68 km from the coast, is a universal port specialised in handling containers, ro-ro, paper, pulp, steel products and project cargo. Szczecin is the largest Polish centre for handling granite blocks. Additionally, the port of Szczecin handles all kinds of bulk cargo, such as coal, coke, grain, and fertilisers. The port may also handle liquid cargo, as well as cargo which requires special conditions for storage and transhipment e.g. tar and pitch.

Investment by global tycoons such as Bunge and Glencore promotes the ports of Szczecin and Świnoujście as an important centre for servicing agricultural and food products in the Baltic Sea Region.

The total cargo handling capacity of the ports is estimated at 30 million tonnes.

The Ports Authority has been implementing a broad investment policy. We are involved in one of the largest Polish energy projects, namely the building of an LNG terminal in the port of Świnoujście. This strategic project for the country is expected to help diversifying supply of gas to Poland. We are proud to participate in such an important project. To meet ever growing requirements of our clients, we modernise road and rail systems in our ports, design new berths, as well as dredge and extend quays to create conditions for servicing increasingly larger vessels.

In the years to come, we plan to invest over PLN690 million. We are one of the largest investors in the region of Western Pomerania, and a natural driving force for its development.

We employ highly qualified staff, offer attractive land for investment, and create diverse opportunities for developing your business.

Our clients' satisfaction is our top priority.

You are most welcome to cooperating with us.

Jarosław Siergiej CEO

Welcome from the Mayors

Throughout the centuries, the port has influenced the maritime nature of Szczecin because of historical and geographical factors. The Szczecin and Świnoujście ports complex is not only our city and the Region's window to the world, but also an important point on the economic map of the region's capital. Both ports are extremely important for the entire national economy. They play a leading role in the Polish maritime sector, since they are the closest ports for the Czech Republic, Slovakia, and eastern part of Germany, particularly German regions of Berlin, Brandenburg and Mecklenburg.

The economic prosperity of the port of Szczecin is a factor stimulating the development of the city. This translates into growing revenue and employment. For this reason, I am satisfied with the development programme which provides for modernising existing port infrastructure and developing new terminals to improve and widen the range of services offered. Despite a downturn in cargo handling on the Baltic Sea, the investment helps maintaining high shipping volumes and fairly good performance in comparison with our competitors. The investment improves port's competitiveness which in the future should translate into even better business results. All this gives us much optimism while considering the future development of the sector in our city.



I would like to encourage everyone to read this latest edition of the Szczecin and Świnoujście Ports Handbook 2011 -2012 which is an excellent source of information on the rich history and exceptionally promising future of the port; a port which last year celebrated the 60th anniversary of Polish administration in Szczecin and Świnoujście.

Piotr Krzystek Mayor of Szczecin

Świnoujście is one of the most rapidly developing cities in the region. Factors contributing to its development include geographic location, natural resources, economic and political conditions, city's strategy promoting the development and entrepreneurship of its inhabitants. City's economy is based on two pillars: tourism and spa and cargo handling in the port. Since the two spheres are separated in terms of their location, a conflict free development has been possible.

The City focuses on creating conditions promoting good living conditions and development opportunities for inhabitants through improving and expanding urban infrastructure. This is reflected by city budgets which support its investment policy. The year of 2011 is going to be a record breaking period as regards the level of investment. About PLN 80 million (almost 35% of budget expenditure) will be spent on such important projects such as building of a bridge connecting islands of Wolin and Karsibór, modernising a marina in the city, regenerating a spa park, rebuilding a road system in the city centre, and developing tourist infrastructure, including a boulevard extending beyond the border. Funds channelled to developing education, culture, sport and social care are growing every year and several projects have been possible thanks to city's success in utilising EU funds.

We are very glad to support investment in improving the competitiveness of the port of Świnoujście and high ranking of the company Port Handlowy Świnoujście in the bulk cargo market. Quite recently, a 50 thousand tonne silo has been opened by Bunge, the US, a global leader in processing oily seed.

The development of port infrastructure is in progress in the southern part of the port (ferry terminal). The investment develops facilities for sea ferries exceeding 200 m in length, which become more popular on the Baltic Sea. Until 2013, we expect to complete rebuilding of road and rail infrastructure in the ports of Szczecin and Świnoujście. It will significantly improve traffic in the port in terms of its efficiency and safety. In the port, 50 ha of land are operated by Euroterminal, a leader in food stuffs and wood handling. Further opportunities for development are provided by the Duty Free Zone. The Świnoujście Repair Shipyard is proud of its 40-year operation and repairing, rebuilding and building of vessels and steel structures, including offshore installations, for clients all over Europe.

It is hard not to mentions the project of the LNG terminal, the largest investment in the region of strategic importance for the country and an opportunity for further development of the Świnoujście Seaport. The project is expected to generate an additional stream of revenue for the city's budget due to property tax, which will help meeting a number of important needs. Provision of an efficient access to port infrastructure is crucial for its further development. For this reason, it is necessary to complete rebuilding of international road A3 with access roads and modernising of railway line E-59. A key investment for the City is building a bridge between islands of Uznam and Wolin.

I am convinced that all those projects implemented by the City and companies will help realising the vision of the City included in its Development Strategy: 'ŚWINOUJŚCIE AN INTERNATIONAL SEASIDE RESORT AND A MODERN PORT CITY'.

Janusz Żmurkiewicz Mayor of Świnoujście





Szczecin

Łasztownia

Największa z wysp Międzyodrza, posiada eksponowaną lokalizację w widokach od strony Starego Miasta, Wałów Chrobrego oraz tras wjazdowych do miasta: Mostu Długiego i Trasy Zamkowej. Ma dogodne położenie z bezpośrednim dostępem do nabrzeży Odry i jej rozgałęzień. Jest połączona z Centrum Szczecina istniejącym Mostem Długim. Jej nabrzeża – portowe i stoczniowe - były atrakcyjne dla rozwoju gałęzi przemysłu i przyczyniły się do wytworzenia aktualnego – portowego oblicza miasta. Na terenie wyspy zachowały się budynki i zespoły budynków, które podlegają aktualnie ochronie konserwatorskiej. Są to: zespół zabudowy dawnej rzeźni, budynek Urzędu Celnego przy ul. Energetyków, kościół p.w. św. Gertrudy przy ul. św. Floriana, kamienica przy Bulwarze Gdańskim.

Powierzchnia Łasztowni to około 50 ha.

Na Łasztowni planowane są jako dominujące funkcje komercyjne w tym handel, usługi, biura, usługi ogólnomiejskie w zakresie administracji, finansów, kultury, szkolnictwa i specjalistycznej służby zdrowia, a także usługi hotelowe, usługi sportu, rekreacji i turystyki z wykorzystaniem dostępu do akwenu wodnego. W przyszłości planuje się połączenie mostem północnej części Łasztowni z położoną w sąsiedztwie Wyspą Grodzką.

Łasztownia Island

It is the largest island of Międzyodrze region. It enjoys a showpiece location viewed from the Old Town, Chrobry Embankment and inbound roads leading to the city, primarily the Long Bridge and the Castle Route. It has favourable location with direct access to quays on Oder and its branches. It is linked with the City Centre via the Long Bridge.

Port and shipyard quays were attractive to many industrial branches and took part in creating current image of a port city.

On the island, preserved are individual buildings and clusters of buildings listed in the conservation register. These include the old slaughterhouse, Customs Office at Energetyków Street, St Gertrud Church at St Florian Street and a tenement house at Gdański Bulwar.

The total area is about 50 ha.

Major designations at Łasztownia include commerce, namely retail, services, offices, city services of administration, finance, culture, education and specialist healthcare, as well as hotels, sports, recreation and tourism utilising access to the water. In the future, it is planned to connect the northern part of Łasztownia with the neighbouring Grodzka Island.

Wyspa Grodzka

Położona jest w rozwidleniu rzeki Odry Zachodniej i Duńczycy. Posiada eksponowane usytuowanie, z widokami od strony Wałów Chrobrego i z Trasy Zamkowej. Znajduje się w bezpośrednim sąsiedztwie Łasztowni. W części południowej wykorzystywana jest jako przystań wioślarska AZS, a na pozostałym obszarze zagospodarowana jest tymczasowym zespołem ogródków działkowych. Powierzchnia Wyspy Grodzkiej to około 15 ha.

Na wyspie w planach preferowane są usługi turystyczno-rekreacyjno-kulturalne, przystanie jachtowe, kajakowe i motorowodne, usługi związane z wyposażeniem jednostek pływających, ośrodki sportu, odnowy biologicznej oraz zabudowa mieszkaniowa. Dzięki dogodnemu usytuowaniu pomiędzy Wałami Chrobrego, a Łasztownią planowane jest połączenie mostowe wyspy poprzez kanał Duńczycy z Łasztownią.

Grodzka Island

The island is situated at the fork of Western Oder and Duńczyca Canal. It enjoys a prominent location with excellent views from Chrobry Embankment and the Castle Route. It is situated in the immediate vicinity of Łasztownia. In its southern part, it is used as rowing dock AZS, whereas the remaining area of the island is occupied by temporary allotment gardens.

The total area is about 15.0 ha.

The preferred use includes tourism, recreation and culture, yacht, kayaking and motorboat marinas, as well as services for boats and yachts, sport centres, wellness and residential.

The island enjoys favourable location between Wały Chrobrego Embankment and Łasztownia. There are plans to provide a bridge between Grodzka Island and Łasztownia acroos Duńczyca Canal.

Kępa Parnicka i Wenecja

Położone są pomiędzy Odrą Zachodnią, Kanałem Parnickim, Kanałem Zielonym i Wyspą Zieloną. Wyspa Wenecja "przytulona jest" do Kępy Parnickiej i połączona z nią kładką pieszą. Wykorzystywana jest przez obiekty ośrodka sportów wodnych. Kępa Parnicka połączona jest z Wyspą Zieloną ulicą Heyki, a z Łasztownią mostem Zielonym. Obecnie przeważa tu funkcja gospodarczoadministracyjna i przemysłowa. Zachował się kwartał historycznej zabudowy mieszkaniowej i przemysłowej: odcinek ul. Heyki z pierzeją kamienic 3-4-kondygnacyjnych, ceglane budynki z początku XX wieku przy ul. Targowej, 4-kondygnacyjny budynek przy ul.



Spedytorskiej 6,7 oraz pojedyncze obiekty przy ul. Maklerskiej i Składowej. Teren jest obecnie niedoinwestowany.

Powierzchnia Kępy Parnickiej to około 25 ha. Proponuje się tu śródmiejską zabudowę wielofunkcyjną zawierającą usługi biurowe, finansowe, handlu, rozrywki, kultury, funkcje mieszkaniowe oraz usługi związane z transportem wodnym i turystyką. Rozważa się możliwość połączenia mostowego wyspy z ulicą Kolumba, w rejonie Dworea Głównego PKP.

Kępa Parnicka Island and Wenecja (Venice) Island

The islands are situated between Western Oder, Parnicki Canal, Zielony Canal and the Zielona Island. Wenecja (or Venice in English) is situated close to Kepa Parnicka and connected with it by a footbridge. It is used by the water sports centre. Kepa Parnicka is linked with Wyspa Zielona by Heyki Street, and with Łasztownia by Zielony Bridge.

At the moment prevailing functions include business, administration and industry. A set of historical residential and industrial buildings is well preserved: a stretch of Heyki Street with a line of 3-4-storey houses, red brick buildings of the early 20th c. at Targowa Street, 4-storey building at no 6 and 7 Spedytorska Street and individual buildings at Maklerska and Składowa streets. The site is underinvested at the moment. Kepa Parnicka is about 25 ha.

Proposal for the site include mixed use with such designations as office, finance, retail, entertainment, culture, residential, as well as water transport services and tourism. The City considers a possibility of connecting the island with Kolumba Street by a bridge, nearby the Main Railway Station.

Wyspa Zielona

Powstała na skutek wykonania Przekopu Parnickiego usprawniającego żeglugę śródlądową. Połączona jest groblą z Kępą Parnicką. Północna część wyspy o uregulowanych nabrzeżach wykorzystywana jest przez stocznie remontową. Pozostałą część wyspy porasta nieuregulowana zieleń naturalna. Powierzchnia Wyspy Zielonej to około 30 ha. W części północnej wyspy proponuje się wielofunkcyjną zabudowę o charakterze śródmiejskim zawierającą funkcję mieszkaniową, usługi biurowe, finansowe, handlu, rozrywki, kultury, usługi rekreacji i turystyki z wykorzystaniem dostępu do akwenu wodnego oraz usługi ochrony zdrowia, odnowy biologicznej. Pozostałą część proponuje się

Zielona Island

przeznaczyć na zieleń leśną.

The island was created after building the Parnicki Canal to facilitate inland navigation. It is linked with Kępa Parnicka with a dyke. The northern part of the island where quays are regulated is used by a repair shipyard. The remaining part of the island is undeveloped with natural green.

The total area is about 30 ha.

The northern part of the island is designated to mixed use including residential, office services, finance, retail, entertainment, culture, recreation and tourism using access to the water, as well as healthcare and wellness. The remaining part of the island may be transformed into forest and green area.





PORT HANDBOOK



The key role of the Ports Authority

The organization and management model of Szczecin and Świnoujście ports is based on the Law on sea ports and harbours of 20 December 1996. The Law defines that the entity established to manage the port excluding provision of port services.

As a result, the Szczecin and Świnoujscie Seaports Authority has jurisdiction over both ports with responsibilities that include:

- management of the ports and their infrastructure;
- port 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 majority shareholder in the company is the State Treasury.

Since the Ports Authority can no longer provide port services, the responsibility for operating terminals and quays has been handed over to various independent companies, including private sector operations.

The Ports 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 succed the Ports Authority continuous its development and modernization programme in both ports.



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Szczecin's destiny comes full circle

Szczecin and Świnoujście enjoy long tradition of port activity. A boat of the 8th century found at the foot of the castle hill in Szczecin is a material evidence of such activity. At that time, on the hill, a Slavic settlement was established, later converted into 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 rights given 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 the rulers understood benefits of a well organised 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 jut several years, a small village on the estuary changed into a rapidly growing port and town. The latter was awarded city rights 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 was a result of an economic upswing in Europe at that time and growing trade between countries 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 a 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 restoration of the Polish State, 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 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, 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 transhipment 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 specialised 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. In the late 60s a coal base was opened. At that time, 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 nature seaport for Berlin.



8

General outlook on the ports

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 node in the South Baltic Sea.

Location

Szczecin and Świnoujśce are the most westward located Polish cities. The favourable location, not only on the shortest route linking Scandinavia and southern and central Europe, but also on the shortest sea route through the Baltic Sea connecting Russia, Finland, Lithuania, Latvia and Estonia with Germany and Western Europe, is the ports' biggest asset.

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 producers. They are also the closest seaport for the area of eastern Germany as well as for the Czech Republic and Slovakia - for which Szczecin and Świnoujście traditionally has been 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 presently under reconstruction 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.

The accessibility – as to the only Polish sea ports – to the inland shipping, which is regarded by the European Union as the most environment friendly one, is the undeniable asset. Such access to the inland water system of the Western Europe has a special meaning for the service of the German market. The barge transit directly reaches many important economic centers in Berlin and Brandenburg.

A specific location of ports in Szczecin and Świnoujście makes them complementary to each other. Świnoujście, a bulk cargo and ferry port is located on the coast of the Baltic Sea. Szczecin, 68 km to the south is the universal port, which – thanks to convenient river connections – is an inland port as well. Situated much closer to consignees and consigners of the handled cargo, the port of Szczecin gives the opportunity to reach inside the land by the cheapest sea transport mode.





Cargo handling

The port of Świnoujście can service vessels with draught up to 13,2 m. It is a universal seaport. Based on its extensive experience, highly qualified staff, and wide variety of handling installation and infrastructure, it provides handling services for various types of bulk cargo as well as general cargo both in exports and imports.

In Świnoujście, there is also a modern ferry terminal, which handles the cargo and passenger traffic to / from Sweden. Five berths are assigned for passenger-car and car-train ferries. The terminal, as the only one in Poland, offers the ro-ro railroad car handling as a major component of the north-south route between Scandinavia and Southern Europe. The ferry terminal enhances the attractiveness of that port regarding services between Scandinavia and the Czech Republic, Slovakia, Hungary, Austria and Italy.

The port in Szczecin is accessible for vessels with draught up to 9,15 m. It is also a universal port that handles both bulk and general cargo. The port specialises in transhipment of unitised cargo, including containers, and such cargo as steel products, forest products and project cargo. The still growing container traffic has a growing significance for the port. Coal, coke, ore, fertilizers and liquid cargo account for the biggest proportion of reloaded bulk cargo. Four grain terminals operate in the port. The storage capacity of the biggest one is 73.000 m³.

In both ports, it is possible to store cargo in duty free zones, which is important especially for handling the cargo coming from outside of the European Union. Such cargo is stored free of custom duties and other taxes. The Duty Free Zone in Szczecin is the transhipment and distribution center for granite blocks as well as cocoa and aluminum. The Duty Free Zone in Świnoujście is specialized in refrigerated cargo, mainly fish.

Due to their favourable location the ports in Szczecin and Świnoujście concentrate big majority of total dry cargo transit traffic via Polish ports. For many years foreign trade cargo transports from the Czech Republic, Slovakia and Germany has been the most important. Traffic through the ferry terminal going to the Southern Europe – to Hungary, Romania, Bulgaria and even Turkey – has a still growing significance.

Transit cargo via Szczecin and Świnoujście 2010 (thousand tonnes)



Cargo throughput Szczecin and Świnoujście in 2010 (thousand tonnes)

Liner offer

The shipping offer includes ferry connections from Świnoujście: 8 departures daily to Swedish ports of Ystad and Trelleborg. Świnoujście is also a base for regular shipping connections to ports of Norway.

Regular connections to Finland, Great Britain, Ireland and West Africa ports are provided from Szczecin. Container traffic mainly consists of feeder services to and from hub ports of Hamburg, Bremerhaven, Germany and port of Rotterdam, the Netherlands. At present, five calls weekly are provided. Container handling in 2010 amounted to over 56 thou. TEU and increased 7% comparing to 2009.







Distances from Szczecin to:

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

FAST TERMINALS Sp. Z 0.0. ul. Bytomska 7, 70-603 Szczecin, Poland phone: +4891 4308598, fax: +489 4308187 e-mail: fast@fastterminals.com.pl

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.

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Bulk cargo centre

The port complex of Szczecin and Świnoujście is crucial for the Polish economy. That 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 70,000 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 may proceed to Szczecin for final discharge. Similarly, ships partially loaded in Szczecin go to Świnoujście to complete the loading.

Bulk handling operations are dominated by two large companies – Bulk Cargo-Port Szczecin and Port Handlowy Świnoujście – both of which operate an extensive range 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 dominating in the past, nowadays are replaced with imported energy and coking coal for coking plants in Poland, Slovak Republic and Czech Republic. Hutników Quay in



Świnoujście is dedicated to handle big shipments of imported iron ore. Its annual capacity is about 12 million tonnes per year. The terminal in Świnoujście offers services of reloading of aggregates, biomass, coke, grains, steel products, project cargo and other general cargo as well.

Bulk Cargo-Port Szczecin is the most universal stevedoring company in Polish ports with a comprehensive reloading, storage and forwarding offer covering all kinds of cargo. It operates at 11 multipurpose quays offering up to 3.500 m of berthing line. The company specializes in handling and storage of bulk cargo, such as coal, coke, iron ore iron, scrap, grain, liquid bulks, etc. and general cargo. Quality of work is approved by ISO 9000:2008 certificate.

Coal

Coal is one of the biggest cargo handled in the ports of Szczecin and Świnoujście. In Świnoujście, coal accounts for up to 20,000 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 yards of 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 handling area equipped with a wagon tippler and a 1000t/h shiploader.

Iron ore

Iron ore can be 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 take also place at the Chemików Quay equipped with two 20 t gantry cranes, a sheltered conveyor and storage place of 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 with a yearly throughput of about 40,000 tonnes.

Similarly to Świnoujście, Szczecin also has dedicated terminals for pitch and coal tar handling operate at Huk Quay, Wałbrzyskie Quay and Parnica Quay in Szczecin.

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

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 warehouse for meals and grain with capacity of 45.000 tonnes.

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 4,500 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 starts its activity at the beginning of 2011. This modern terminal with a storage capacity of 50,000 tonnes is dedicated to accept of all types of cereal.





Świnoujście – a port with the potential





- Świnoujście is one of Polish strategic ports and an important maritime centre but also a spa resort and a tourist destination with good accessibility by road and rail from Germany, ferry service to and from Scandinavia operating all year round (to ports of Ystad, Trelleborg and Copenhagen), and air via Goleniów and Heringsdorf Airports.
- The maritime sector and tourism may develop in unison since the two functions are separated.
- Companies whose business is related to the operation of the port witnessed rapid growth and set directions for further development of the port.
 - Ferry Terminal Świnoujście is the biggest and most modern ferry terminal in the country. There are plans for new berthing facilities to service ships of 240 m in length and 12 m in depth.
 - Port Handlowy Świnoujście ltd is the leader in bulk cargo handling. The diversification of activities takes place here. Recently, Bunge Ltd (United States) developed a soybean meal warehouse there.
 - Euroterminal Co ltd increased its refrigerated storage capacity to 30,500 pallets. There is 15.000 sq. m of roofed and 150.000 sq. m of open air storage.
 - Liquefied Natural Gas Terminal is a strategic investment for the country's energy security. It creates new opportunities for the development of the maritime sector.

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Prospective cargo for the ports

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



Paper trail passes trough 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, receives top quality service at specialist terminal in the DB Port Szczecin, with 9,350 m² dedicated 2 modern warehouses. In the warehouse, an inner 190 m of railway track enables loading cargo onto topped railway cars. In 2010, DB Port Szczecin handled nearly 64,882 tonnes of paper and 137,810 tonnes of wood pulp.

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 transhipment point for the growing export 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

Container traffic today mainly consists of feeder services to and from hub ports of Hamburg and Bremerhaven, Germany and port of Rotterdam, the Netherlands. At present, there are five calls weekly. The feeder transport reached the level of 56,503 TEU in 2010 and increased 7% comparing to 2009. Nowadays, in the port of Szczecin, containers are handled at a general terminal located on the Czeskie Quay and operated by DB Port Szczecin. According to the latest forecast, strong increase in container traffic within the Baltic Sea Region will materialise in the port of Szczecin as well. Therefore, the new container terminal is built to meet the demand of the market. The future capacity of the terminal will be 200,000 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 ships will be served by two STS cranes. After completion, the terminal will occupy 12 ha, and apart from STS cranes, six RTG cranes will be operated there.

New facility will allow the operator to increase productivity and quality of the service. Movement of the container operations to the new terminal will give lots of storage and handling space for development of new activities, e.g. handling of project cargoes.



Apart from servicing the growing 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 and Spain.

Project cargo

Stevedores of the port of Szczecin have great experience in handling oversized goods and heavy lifts. All kinds and types of project cargo can be reloaded successfully in Szczecin, such as components of offshore wind farms, transformer stations and gantry cranes. Two modern, self-propelled 'Gottwald' cranes with 100 t and 50 t lifting capacity are at disposal in order to handle such cargo. There is also a possibility to use a 200 t floating crane. Access to the inland waterways is a big advantage attracting project cargo frequently reloaded to or from river barges.

The port of Świnoujście offers even bigger lifts. The two Liebherr cranes, with 140 mt capacity each, working together in a couple, can lift up to 250 tons.

Biomass

The ports of Szczecin and Świnoujście offer handling and storage possibilities for biomass in bulk both in export and import relations. Cargo can be handled directly or indirectly and stored on concrete yards or roofed warehouses depending on the type of cargo.







Efficient ferry terminal in Świnoujście

The Ferry Terminal in Świnoujście is an important link in transport chains providing easy access to mar- Multimodal railway connections kets in Scandinavia, Poland, Poland's southern neighbours, and Germany. It is Poland's largest ferry terminal and it efficiently handles both passengers and freight.

The terminal operates 24 ha day all year round providing fast, efficient and safe services and its modern traffic arrangement schemes allow for separating passenger and freight flows. The Ferry Terminal Świnoujście is ranked high among the most advanced and efficient terminals in Europe. Five berths with a modern fendering 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 part of cargo is serviced by scheduled block trains, namely SKANDVIKING to Vienna, FERRYTRAIN from Poznań and BALTICTRAIN from Wrocław. There are also plans to establish a fixed intermodal link in the south of Europe for handling road trailers.

Three shipping lines operate from the Ferry Terminal Świnoujście and the terminal is prepared to serve more traffic. 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.

In order to cope with increasing traffic and bigger ferries expected in the nearest future, the construction of new berth no. 1 and comprehensive modernization of berth no. 6 as well as terminal's road and railway infrastructure are to be provided in the years to come.











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- Cargo handling by self propelled floating crane with lifting capacity of 200 tons,
- Oil spills fighting,
- Receipt of slops and sludges by tanker barge,
- Sea transport of heavy and project cargoes by the 1630 DWT pontoon,
- Salvage and rescue operations,
- Icebreaking, firefighting and mooring.

Quay:

• Warsztatowe – 283 metres long with 4.6 to 5.5 metres draught. **Equipment:**

- Tugboats of bollard pull from 3 up to 55 tons including 2 with ASD 12
- 1630 DWT seagoing pontoon for heavy and project cargoes 1
- Self propelled floating crane with lifting capacity of 200 tons 1
- Fire-fighting vessel 1
- Tanker barge 1
- Pilot boats, mooring boats,
- Oil barriers
- Life saving rafts





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 Bäder' 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 2010, twelve seagoing cruisers called at Szczecin bringing the total of 6,178 passengers on board. Apart from cruisers, Szczecin regularly attracts river passenger vessels thanks to its link with the European inland waterways system. In 2010, about 7,000 passengers on board of 102 river vessels visited Szczecin.



Duty free zones

The port complex of Szczecin and Świnoujście offers two Duty Free Zones. They provide full range of both port services, including warehousing, cargo packaging as well as facilities for commercial activity, industrial production, technical services, etc.

The Duty Free Zone in Szczecin

The 11,47-ha large Duty Free Zone 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 warehouse of 22,000 m² with heated interiors, cargo lifts and fumigation halls. The area of open air storage is 60,000 m².

The Zone is supervised by the Port Authority, whereas its operator is DB Port Szczecin Sp. z o.o.

The DFZ provides for any type of industrial activity, services and commerce. The most important advantage of the zone is the storage of cargo important from beyond the European Union without the need to pay customs duties and taxes. Thus, the DFZ in Szczecin is the main Polish and one of the largest in Europe centre for transhipment and distribution of granite blocks as well as cacao grain and aluminium imported from beyond the EU.

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 storage capacity about 20,000 tonnes and open-air storage yards.

The Duty Free Zone in Świnoujście

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 developments 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. Odra Industries ASA, the main capital investor for the facilities, almost doubled its refrigerated storage capacity. Now, the three existing cold stores 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.



Regular shipping connections

Destination	Carrier	Agent	Туре	Frequency	
	FROM/ TO SZCZ	ECIN			
NIGERIA	F C I				
Lagos	Euroafrica	Pol-Agent	General cargo/Containers	monthly	
GHANA	F C I				
Tema	Euroafrica	Pol-Agent	General cargo/Containers	monthly	
IVORY COAST	F ()				
Abidjan	Euroafrica	Pol-Agent	General cargo/Containers	monthly	
Ports between Dakar and Pointe Noire	Euroafrica	Pol-Agent	General cargo/Containers	subject to inducemer	
GERMANY	Euroumeu	i or rigerie	General eargo, containers	Subject to inducerner	
Hamburg	Unifeeder	Port Logics Cargo	Containers	2 weekly	
	officeaci	and Containers		2 ((cent))	
Hamburg	CMA CGM	Polish United Baltic Corporation	Containers	weekly	
Hamburg	Team Lines	Burger Poland	Containers	weekly	
Bremerhaven	Unifeeder	Port Logics Cargo	Containers	2 weekly	
טופווופווומעפוו	Unitedel	and Containers	CUITAILIEIS	2 WEEKIY	
Bremerhaven	Team Lines	Burger Poland	Containers	weekly	
FINLAND					
Kotka / Hamina	Meriaura	Magemar Poland Ltd	General cargo	2 monthly	
Turku	Meriaura	Magemar Poland Ltd	General cargo	2 monthly	
Dalsbruk	Österströms	Österströms	General cargo	2 monthly	
Kovenhar	Österströms	Österströms	General cargo	2 monthly	
Lappohja	Österströms	Österströms	General cargo	2 monthly	
Vuoksi / Hamina	Wagenborg	Pol-Agent	General cargo	2 monthly	
GREAT BRITAIN					
Flixborough	Fast Lines	Fast Baltic	General Cargo	3 monthly	
Howdendyke	Fast Lines	Fast Baltic	General Cargo	subject to inducemer	
London	Fast Lines	Fast Baltic	General Cargo	subject to inducemer	
Goole	Fast Lines	Fast Baltic	General Cargo	subject to inducemer	
Seaham	Fast Lines	Fast Baltic	General Cargo	subject to inducemer	
IRELAND					
Drogheda	Fast Lines	Fast Baltic	General Cargo	subject to inducemer	
Belfast	Fast Lines	Fast Baltic	General Cargo	subject to inducemer	
NETHERLANDS					
Rotterdam	Unifeeder	Port Logics Cargo and Container	Containers	weekly	
	FROM/ TO ŚWINOUJŚCIE				
NORWAY					
Northern and Western Norwegian ports	Nor Lines	Poseidon Frachtcontor	General Cargo/Containers	weekly	
Oslofjord ports		Junge Szczecin			
Northern and Eastern Norwegian ports	SilverGreen AS	Green Reefers Polska	General Cargo	3 monthly	
SWEDEN					
Ystad	Polish Baltic Shipping Co	Polish Baltic Shipping Co	Passenger/car ferry	daily	
Ystad	Unity Line	Unity Line	Passenger/car ferry	daily	
Ystad	Euroafrica	Unity Line	Rail/car ferry	daily	
			Car ferry	6 weekly	
Trelleborg	Euroafrica	Unity Line	Callelly	oweeny	
	Euroafrica	Unity Line	Carleny	o weekly	

Development plans

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

To improve the current operation of the ports, it is necessary to modernise crucial port infrastructure. Apart from improving and modernising 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:

- Modernising the approach to the port of Świnoujście to reach 14.5 m and building an outer port until 2014;
- Modernising and dredging of the Świnoujście Szczecin fairway to 12.5 m in 2014-2020;
- Modernising 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 direct and easy land access and establishing efficient transport routes supporting cargo transport to main economic centres in the country and abroad. Dredging of the fairway should enable larger vessels calling at Szczecin. This is going to boost cargo handling and at the same time reduce negative impact of shipping on the natural environment.

Investment planned in 2010-2020 should also include 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 should free new space for extending seaport facilities. This should translate into larger cargo handling volumes and attracting new types of cargo which so far has been handled by other European ports only.

An important element of 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 Ports Authority intends to be an active player on the European transport market and a leading cargo handling complex in the region. To reach this end, the Ports Authority is involved in the initiative aimed at including the ports into the international TEN-T network of motorways of the sea.



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Outer port in Świnoujście and LNG terminal

The building of an outer port and LNG terminal in Świnoujście is one of major investment projects of the Szczecin and Świnoujście Seaports Authority. In project involves several parties, each responsible for its specific part. The Ports Authority develops a berthing facility for unloading LNG in the outer port in Świnoujście.

The outer port is situated east of the existing breakwater in a close vicinity of the present bulk cargo terminal. In the north-east the basin will be sheltered by a new and larger breakwater. South of the site situated will be a terminal for LNG re-gasification. The access to the external basin and the terminal from the sea will be provided along the approach of technical depth 14.5 m.

The planned berth will provide safe conditions for mooring, stay and unloading of LNG carriers of 315 m in length, 50 m in width and 12.5 m in draught.

Reaching its full capacity will be divided into two stages:

- Stage I 5.0 billion m³ of gas
- Stage II 7.6 billion m³ of gas.

The Stage I implementation period is 2010 – 2014. After the Stage II is completed, the terminal will handle about 12.5 million m³ of liquefied natural gas annually.





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Offer for investors

Attractive development areas are a great asset of ports in Szczecin and Świnoujście. The Ports Authority has encouraged investors to provide funding for the construction and operation of their terminals, as well as the establishment of industrial facilities in the port. The ports offer utilities connections and infrastructure providing access from land and water.

Prospective investors will enjoy close cooperation with the Ports Authority at all stages of project development and implementation. Investment sites have been allocated for a long-term preferential lease. The effort made to encourage establishing business activity in the ports has attracted many companies. For many years now, companies with foreign interest successfully have been operating in the ports.

In the port of Szczecin there are vacant areas of ca. 200 ha and in the port of Świnoujście – ca. 20 ha which are available for future investors. Main investment sites include the following:





Infrastructure for the Westpomeranian Logistic Centre

The Ports Authority offers the area of 20 ha as whole or in smaller parts for a long-term lease. The area is fully developed and has got a network of inner and access roads, its own rail side-track and car park for 40 trucks. It is ready from the legal and formal point of view to be invested in.

The area is destined to conduct the logistic-distributing activities with the utilization of the maritime transport. There is also a possibility to prepare the area for project cargo logistic or to develop production based on raw materials and components imported by sea.

Close neighbourhood to the new container terminal and to the existing general cargo center is the main location asset of the future logistic center.

Westpomeranian Logistic Center is the ideal place to handle logistically import for the Far East, and from Russia and Finland. The possibility of use the next-door located Duty Free Zone is important for cargo coming form outside European Union.



Ostrów Grabowski area

Ostrów Grabowski of total area 170 ha is characterized with different grade of land development. The area of ca. 15 ha is totally prepared for needs of container terminal, which is located in the south-western part of Ostrów Grabowski with access to the newly built Fińskie Quay.

This is the biggest area for future investment in the port of Szczecin. Thanks to the favourable location in the port center it gives possibility to build a new port infrastructure, including new quays along Dębicki Canal and Mieleński Canal and to create port-related industry.

The area is excellently communicated by a new road and railway access. Media: electric energy, water and sewage systems are led to the border of the new container terminal. Close neighbourhood of newly built and ready-to-lease logistic center infrastructure is an undeniable asset.



Katowicki Peninsula

The area of ca. 14 ha is located in the northern part of Katowicki Peninsula. It is restricted by the Parnica River from the north and by the Regalica River from the east. This area is favourably situated with a possibility to be serviced by the existing Katowickie Quay with the length of 440m and permissible draught of 9,15 m.

The area is not developed in the northern part, currently under development. It is planned to build the hydrotechnical infrastructure and to prepare the 14 ha large area. It is also planned to construct two quays: Dąbrowieckie – 240 m long, 10.5 m deep and barge quay – 80 m long and 5.5 m deep.

The area is destined 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 land available and prepared for investments. The investment land enjoys good location and accessibility from land and sea.

Improving competitiveness

In the situation of growing competition of other ports and in order to meet changing market requirements, the ports of Szczecin and Świnoujście has to follow changing expectations and higher requirements of their clients. For this reason, the Ports Authority has supported various activities to be implemented by a number of organisations and institutions. These activities should provide focus on initiatives improving competitiveness of both ports.

One of such initiatives, enhancing economic attractiveness of the region, is dredging of the Świnoujście-Szczecin fairway to 12.5 m. A deeper fairway should guarantee better operation and accessibility of the port from the sea, and consequently boost its competitive position of the whole port complex. This should also lead to developing a concept for new port terminals which previously could not be developed because of limited parameters. The implementation of this goal should produce an attractive offer for companies interested in investing in the port (ca 200 ha of land designated for investment) or using its services. A deeper fairway will enable vessels of 11m in draught to call at the port of Szczecin. The use of larger vessels translates into reduced transport cost incurred by operators, production firms and forwarding and logistic companies. Although dredging is costly, it can boost economic development in the region.

The Szczecin and Świnoujście Seaports Authority supports also the initiative for establishing the Central European Transport Corridor (CETC) as one of the main north-south development axes in Europe.

To ensure easy access to the hinterland of the ports of Szczecin and Świnoujście, it is necessary to implement central government investment projects strongly supported by the Ports Authority. Such projects include S3 express road, modernisation of CE 59 railway line, and restoring navigation on the whole length of the Oder River according to the Oder 2006 Programme.











Urząd Marszałkowski Województwa Zachodniopomorskiego



The Central European Transport Corridor CETC-ROUTE65

CETC – ROUTE65 links the Baltic and the Adriatic Sea. It starts in Malmö, Skåne Region, Sweden, goes to Poland, and includes ports of Ystad, Świnoujście and Szczecin. They comprise natural transport and logistic nodes in the Central European Transport Corridor. Their advantages include location on the shortest north-south route linking Scandinavia and countries of the Mediterranean Sea Region. Moreover, cargo transported from Scandinavia to Central and Southern Europe creates considerable trade potential for the ports. In its land part, the corridor passes along the Oder River through regions of Western Poland to the Czech Republic and further to the south of the Slovak Republic, and Hungary to end in the Adriatic port of Rijeka, Croatia.

CETC-ROUTE65, which includes ferry services between Ystad and Świnoujście, combines several modes of transport (road, rail, inland waterway and sea). It also provides connection of the Öresund Region, through Świnoujście and Szczecin, with Berlin and the whole region of Brandenburg.

The CETC-ROUTE65 Corridor is a vertical link between three East-West transport axes:

· Via Hanseatica (along southern and eastern Baltic coast),

- Via Baltica (from Czech Republic through Poland, Lithuania, Latvia, Estonia to Finland),
- The Second Pan-European Transport Corridor (Berlin-Warsaw-Moscow), and
- The Third Pan-European Transport Corridor (Berlin-Wrocław-Kiev).

CETC-ROUTE65 promotes and develops intermodal transport with the aim of supporting environmentally friendly solutions and shifting cargo from road to rail and inland waterways. The ambition of partner regions is to promote sustainable transport with special care of the environment. This shows that the Central European Transport Corridor is a specific solution in line with the idea of 'green corridors'.

In 2004, the initiative supporting the Corridor was established. It is promoted by 17 regions and counties from Sweden, Poland, Czech Republic, Slovakia, Hungary and Croatia. Local government institutions, involved in the initiative, are convinced of an urgent need to develop infrastructural links and services improving accessibility do new markets and supporting regional growth in Central and Eastern Europe. At the same time, from the very beginning, parties involved emphasise the role of the Corridor as an area predestined from geographic and economic points of view to develop modern inter-regional links using intelligent transport systems with due care of the natural environment and developing a strong internal market. Cooperation under the Agreement for Establishing the Central European Transport Corridor should guarantee cohesion of transport infrastructure in the whole area, and promote the development of new technologies, fast transfer of innovation and improved transport accessibility of particular CETC-ROUTE65 regions.

Considering that proper links with the hinterland are crucial for the development of seaports, the Regional Government of Zachodniopomorskie Region continues their dedicated effort to develop such links between ports situated in the region and their hinterland; links which are possibly the most suitable from economic and environmental points of view. Strengthening of ports has direct impact on enhanced competitiveness and economic growth of the region. The main development axis is CETC-ROUTE65. Thus, the development of the Central European Transport Corridor CETC-ROUTE65 is a priority for us, since it corresponds with current challenges of the future transport policy in a modern and comprehensive manner. It is a specific solution which ensures safe and fast access to ports in the Zachodniopomorskie Region from their hinterland while maintaining high environmental standards.

> **Wojciech Drożdż** Deputy Marshal, Zachodniopomorskie Region

ul. Korsarzy 34, 70-540 Szczecin, Poland www.wzp.pl

CETC Technical Secretariat Al. Piłsudskiego 40-42 / 327, 70-550 Szczecin, Poland tel. +48 91 44 67 138 fax: +48 91 44 67 171 www.corridorcetc.eu • office@cetc.pl find us on facebook – CETC-ROUTE65

12,5 m for the port of Szczecin

Finally, we build roads, S3 expressway development has been expedited, railway lines are modernised, and our neighbours build a lift in Niederfinow, Germany. After several years, we understood that river transport may become an important link in the domestic logistic chain. In a short time, the whole region, both on Polish and German side, has a chance of reaching high infrastructure standards.

For this reason, an important part of the policy for developing the Oder estuary is dredging of the Świnoujście-Szczecin fairway to 12.5 m. Considering growing infrastructure in the hinterland of Szczecin and Świnoujście seaports, we would like the project to lead and contribute to the development of the whole maritime sector in our region.

The depth of the fairway leading to the port should provide for a dynamic growth of the whole sector of port services and at the same time promote the development of the Central European Transport Corridor (CETC-ROUTE65) as the main development axis for intermodal transport.

Major challenges of modern technologies in sea transport, where price and time are some of the most important factors, require us to service increasingly larger ships. Such vessels shorten transport time by reducing the number of calls to parts and the route to be covered by cargo before reaching its client.

The depth of 12.5 m should boost the development of the whole region. It is like wind in sails of the port of Szczecin. It enables us to reach the same standards as in competing ports and reduces cost of sea transport to and from Szczecin. Thanks to such initiatives, our port complex at the Oder estuary and a series of smaller ports will improve their maritime business moving it to a higher level.

> Jan Stasiak Chairman of Stakeholders, Council of Szczecin Seaport

> > ul. Bytomska 7, PL 70-603 Szczecin tel. +48 91 430 85 98, fax +48 91 430 81 87 e-mail: stasiak@fastterminals.pl













Research and development projects

The Ports Authority has been an active partner to many EU funded research and development projects. While acting as a partner, the Ports Authority influences topics and scope of analytical, planning and promotion activities implemented by such projects. Some of the opportunities include:

- obtaining valuable information about potential business partners,
- contracting surveys and studies with only 15% cost paid by the Ports Authority,
- utilising knowledge and experience gathered by other partners on the transport service market,
- wide promotion of the ports and their current and potential transport links and services.

This brings the ports closer to their potential clients and business partners who do not have to look for information about the ports of Szczecin and Świnoujście, but such information is delivered to them depending on their interest. This changes and frequently modifies demand on the market resulting in increased cargo handling in the ports.

In 2003-2010, the Ports Authority participated in 9 projects, such as Landbridge, Baltic Gateway and Baltic Gateway Plus, InMor, InterBaltic, LogVAS, New Hansa – Sustainable Development of Baltic Cities and Ports, PORT – NET and SoNorA - South North Axis. The last one continues efforts started under Adriatic– Baltic Landbridge and the Port Authority currently is still engaged in the SoNorA project.

Apart from EU funded projects, the Ports Authority together with the Maritime Office in Szczecin and Maritime University developed a study determining optimum conditions for modernising the Świnoujście-Szczecin fairway.

While intensifying efforts to improve accessibility of the ports of Szczecin and Świnoujście, the Ports Authority has started cooperating with an economic research centre. Plans include further studies on improving accessibility from the land and sea. Modernisation of the Świnoujście – Szczecin fairway involving its dredging is expected to enhance competitiveness of the two ports.



PORT HANDBOOK



Environmental policy

The ports of Szczecin and Świnoujście are a good example of co-existence between the natural environment and industrial facilities. It is nothing uncommon to see eagles hovering over the 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 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 the 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 of potential pollution from hazardous cargo. The Port is prepared to co-operate with other parties to the regional emergency co-ordination system.

Wastewater treatment plant

One of initiatives improving the natural environment in the port was the establishing of Spółka Wodna Międzyodrze, a Water Law company, dealing with wastewater treatment. This non-profit organisation 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 output of 3,200 m³ for collecting and processing 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 road tankers. The plant provides storage space of 410 m³ for oily water and 150 m³ for slop oil.

In response to growing demands of the market and clients, the Company implemented the Integrated Management System according to ISO 9001, 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 the natural environment

Another key aspect of the Ports Authority's environmental policy is its Labour 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 continues control and monitoring to check the quality of wastewater and rainwater discharged to the environment and port basins. The Laboratory is accredited and meets ISO/IEC 17025 standards.



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-Świnoujście Sea Ports Authority and the City of Szczecin.



SPÓŁKA WODNA





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

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SVS-MARINUS ul. Hryniewieckiego 1, 70-606 Szczecin, Polska Phone: +48 91 4308 224, Fax: +48 91 4308 433 Mobile: +48 604 466 426 E-mail: svs@post.pl www.@surveyors.pl





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ved Laboratory) ·

Oferujemy szeroki zakres usług kontrolnych związanych z obrotem towarowym, w tym m.in:

- kontrole ilościowe (liczenie, ważenie, draft survey, pomiary zbiorników statkowych i ladowych):
- kontrola stanu towarów, opakowań, środków transportowych
- i pomieszczeń składowych:
- pobieranie próbek laboratoryjnych i arbitrażowych;
- analizy i badania fizykochemiczne i organoleptyczne we własnym laboratorium;
- nadzory nad przeładunkiem i wyładunkiem towarów; kontrole przedwysyłkowe - w tym badania nieniszczące
- ekspertyzy, ustalenie przyczyn i rozmiaru szkód transportowych.

Nasze główne atuty to:

• ponad 50-letnie doświadczenie na rynku usług kontrolnych i rzeczoznawczych; międzynarodowa renoma potwierdzona między innymi członkostwem w FOSFA Certyfikat Akredytacji Jednostki Inspekcyjnej Typu A Nr AK 003 (PN-EN ISO/IEC 17020:2006) wydany przez PCA;

- Certyfikat Akredytacji Laboratorium Badawczego Nr AB 103 (PN-EN ISO/IEC 17025:2005) wydany przez PCA;
- nowocześnie i wszechstronnie wyposażone laboratoria (Szczecin, Świnoujście, Gdynia, Katowice);

(Superintendent & Analyst Member) oraz GAFTA (Superintendent Member & Appro-

- praca wg polskich i międzynarodowych norm (np. ISO, EN, ASTM, DIN, BS, PN, GOST); • profesjonalizm, obiektywizm i niezależność;
- oddziały w najważniejszych regionach gospodarczych Polski oraz na wszystkich granicach ladowych i morskich.

 Ośrodek Szkolenia Morskiego w Kołobrzegu (certyfikowany zgodnie z wymogami Międzynarodowej Konwencji STCW)





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Safety and security

Priorities of the Ports Authority include safety and security. The port complex implemented ISPS procedures and gained relevant certification of 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 concluded the ISPS compliance procedure in July 2004.

Both ports currently implement higher security standards as the new security regime has been established by the EU and national legislation. These 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 in place still before the recent global adoption of the ISPS Code (in 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 transhipment of various hazardous cargo, including explosives and nuclear materials, helped the port of Szczecin to develop its security potential.



Port location



The Port of Świnoujście



The Port of Szczecin



The Port of Szczecin – Bulk Cargo Area





The Port of Szczecin – General Cargo Area

Port details

LOCATION:	The Port of Szczecin is located in position 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 in position 53°55`N, 14°15`E on 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 metres wide and 14.3 metres deep. The port entrance is sheltered by concrete breakwaters.
Szczecin:	Located 65 km from the open sea, the 100 metre wide channel. Maximum draught is 9.15 metres at normal water level. Vessels over 200 metres in length or 9.0 metres draught may navigate only by day when visibility is not less than two nautical miles.
ANCHORAGE:	Six anchorages for maximum draughts of 7.0 metres, 6.0 metres, 9.5 metres, 11.0 metres, 11.0 metres and 13.2 metres.
ARRIVAL INFORMATION:	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.szczcin.pl
	Maritime Office in Szczecin • pl. Batorego 4 • 70-207 Szczecin
	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
	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
	Tel: + 48 91 321 62 03 (VTMS) • Fax: + 48 91 321 67 70 (VTMS) • e-mail: sekretariat_kpe@ums.gov.pl
ACCOMMODATION:	In the port of Szczecin there is 11 km of quays providing handling activity, in the port of Świnoujście there is 3 km of berths providing handling activity.
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 ex shore installations or by bunker barge. Lubricants by truck.
CRANES:	Over 150 cranes in the two ports ranging in capacity from 6 tonnes to 200 tonnes.
CUSTOMS:	ul. Energetyków 55 • 70-952 Szczecin • Tel: + 48 91 480 55 00 • Fax: + 48 91 480 58 01 e-mail: ic.szczecin@szc.mofnet.gov.pl
DISPATCHER`S OFFICE	works 24 hours. Tel: +48 91 430 84 46
EMERGENCY NUMBERS:	Police: 997 • Fire: 998 • Ambulance: 999
	Port's Rescue and Security Sevice ul. Bytomska ½ • 70-603 Szczecin • Tel: +48 91 430 82 55 • Tel. +48 91 430 83 55, 430 84 55 (fire, emer- gency situations) • Fax: +48 91 462 41 12 • e-mail: psr@port.szczecin.pl
	ISPS Officer: Tel: +48 91 430 81 00 • Fax: +48 91 462 41 12 • e-mail: isps@port.szczecin.pl
	Maritime Search and Rescue Service ul. Wybrzeże Władysława IV 7 • 72-600 Świnoujście • 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 • 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 • Tel: +48 91 321 20 85 • Fax: +48 91 321 20 85 e-mail: gsse.swinoujscie@pis.gov.pl

Pollution of harbour waters, land and facilities is prohibited. In the event of pollution, offenders or ENVIRC rs 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.	ONMENT:
er 500 items of equipment, including fork-lift trucks, top lifters and reach stackers. Equipment hire available. HANDL	LING EQUIPMENT:
Facilities available for handling and storage. HAZAR	DOUS CARGO:
Available. MEDICA	AL AID:
Use of mooring services is compulsory. Boatmen to be ordered through ship's agent. MOORI	ING:
nity Line and Polish Baltic Shipping Company operate passenger ferry services from Świnoujście to PASSEN Sweden and Denmark. Cruise ships' facilities available in both borts.	NGER SERVICES:
compulsory for vessels of 50 metres or more in length, vessels carrying dangerous cargo, passenger PILOTA vessels and vessels that are a hazard to navigation.	.GE:
Reporting is compulsory for vessels of more than 20 metres in length, vessels carrying dangerous RADIO : Irgo, passenger vessels and those that are a hazard to navigation. Vessels should report to VTS Świ- noujście Channel 12 VHF and to VTS Szczecin Channel 69 VHF.	:
quays in both ports are rail linked with connections to the mainline systems of Poland and Europe. RAILWA	AYS:
czecin: Easy access to road no 10 leading all outside destinations including highway A6 connected ROADS with European highway system.	5:
Świnoujście: easy access to road no 3 linking Świnoujście with Polish road systems.	
Szczecin: Three ramps at Czeskie, Fińskie and Chorzowskie Quays. Świnoujście: Five ro-ro berths at RO-RO Ferry Terminal Świnoujście.	FACILITIES:
The Stella Maris Club, runs by Seafarers` Priesthood, offers full range of leisure facilities. SEAME	N'S MISSION:
All kind of ship repair and dry docking services are available in both ports SHIPRE	PAIR:
The two ports offer a total of 860,000 square metres of open storage for general cargo, timber and STORAC Ik commodities plus over 230,000 square metres of covered storage as well 70,000 t of silo capacity for grain products.	GE:
There are no tides in Szczecin and Świnoujście. TIDES:	
Generally compulsory for vessels over 90 metres in length. The number of tugs is governed by the TOWAG rt 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.	GE:
Świnoujście: 270 metres length and 13.2 metres draught. VESSEL	-S LIMITATION:
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.

			Maximum bi	readth (metres)			
Overall length	do 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
(metres)		Ма	ximum draught i	n fresh water (me	tres)		
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

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

Szczecin and Świnoujście are usually ice free all year round. The climate is temperate. WEATHER:

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

Stevedoring companies



Andreas Sp. z o.o.

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The company offers loading, unloading and storage of grain and feed at its own terminal on the Snop quay, suitable for vessels up to 8,000 dwt. There is 20,000 t grain silo, 6,000 m² of open storage and 6,000 m² of covered storage. Facilities for handling road, rail and water transport.

• Quay:

Cranes

Loader

Shunting engine

Snop: 316 m long and 5.8 m deep. Loading gantry, ship loader and conveyor system of 120 t per hour. **Other equipment:**

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



Baltchem S.A. Zakłady Chemiczne w Szczecinie

Baltchem S.A. provides services in the fields of reloading and storage of liquid products. • Quays:

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 Reloading berth for 3rd class and non classified fire hazard products; length 122 m, depth 6,5 m Reloading berth for 1st class fire hazard products; length 128 m, depth 6,5 m Stand berth for barges and smaller vessels; length 80 m, depth 2,8 m Reloading installations; tanks of total capacity 40,000 m³ Tax / excise warehouse



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

Bulk Cargo – Port Szczecin Sp. z o.o.

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 m² of covered storage as well as 300,000 m² of open storage and 18,000 m³ 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. Sulphuric acid terminal – under construction.

• 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. Three 10 t cranes and one 8 t crane.

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

Górnośląskie: 282 m long and 9.15 draught. Three 10 t cranes and one 16 t crane.

Gliwickie: 260 m long and 9.15 m deep. Four gantry cranes: three of 16 t and one of 10 t.

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

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

Huk: 268 m long and 7.20 m deep. Three 10 t cranes 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	16	Locomotive	3
Loaders	16	Wheel tractors	11
Bulldozers	5	Conveyors	20
Fork-lift trucks	42	Trailers	22

Cemex Polska sp. z o.o.

The company operates a cement logistic and transhipment 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.

The company provides handling, stevedoring and warehousing for containers, forest products, ro-ro cargo, project cargo, heavy lifts, granits and other general cargo. It also operates a 19.4 ha Duty Free Zone. It offers total of 25,600 m² of warehouse space and 40,800 m² of yards as well as 2,400 m² of special warehousing for dangerous goods. Manipulating cargo without customs clearance and paying VAT tax, fumigation and bonded warehousing services are available. Container feeder services to Hamburg, Bremerhaven, Rotterdam. Liner services to West Africa, UK, Ireland, and Finland.

• Quays:

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

Wegierskie: 611,30 m long and 8.6 m deep. Six cranes of 6 t.

Rumuńskie: 600 m long and 6.5 m deep. Four cranes of 6 t.

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

Rosyjskie: 322 m long and 7.6 m deep. Six 3 t cranes. 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 new container ter-

minal, future capacity 200 000 TEU, large depot for containers, more than 200 reefer stations.

Other equipment:

Demag mobile cranes	15	Fork-lift trucks	113
RTG cranes	2	Conveyors	2
Gottwald container crane	2	Trailers	44
STS cranes	2	Reach stackers	5

Elewator EWA sp. z o.o.

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 specialised concrete silo with capacity of 73,000 m³ including 158 bins and 10 storeys of flat storage. Additionally company operates modern flat store equipped in automatic loading/unloading system with capacity of 45,000 tonnes located at Slowackie Quay.

The silo is road and rail linked with computerised weighbridges. Loading or unloading of vessels is performed at a maximum rate of 12,000 tonnes per day for grain and 4,500 tonnes per day for feed.

• Quay:

Zbożowe: 220 m long and 9.15 m deep. Two bulk cargo unloaders. Seven telescoping ship loaders. **Słowackie:** 220 m long and 9.15 m deep. Hydraulic grab unloading / loading crane

Other equipment:

Pneumatic unloaders Fork-lift trucks Moveable conveyors belts

EURO TERMINAL REAL ESTATE Co.Ltd.

EURO TERMINAL REAL ESTATE Co.Ltd. operates the 47 hectare Duty Free Zone and provides a range of port services including transhipment, warehousing, cold storage, transport and forwarding, repair and maintenance. It offers about 14,000 m² of cold storage, 2,000 m² of cold storage and about 30,000 m² of open storage.





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

EURO TERMINAL Co. Ltd.

Address: ul. Jana Sołtana 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



70-603 Szczecin

Address: ul. Bytomska 14,

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

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

e-mail: sekretariat@dbport.pl,



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

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



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 Sp. z o.o.

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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/striping 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.

Truck tractor

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• Quays:

Portal cranes

Fork-lift trucks

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.



Address: ul. Dworcowa 1

e-mail: terminalpromowy@sft.pl

72-606 Świnoujście

Tel: +48 91 322 61 01

Fax: +48 91 322 61 42

website: www.sft.pl

Terminal Promowy Świnoujście Sp. z o.o.

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, 1500 personal cars, 1500 trucks and 250 rail wagons, 25000 tons.

- Ouavs:
 - 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.

3

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

Other equipment:

Mafi tractors	4
Fork-lift trucks	2



Address: ul. Nad Odra 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

Fosfan SA

The company produces fertilizers for farms, gardens and orchards as well as providing 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 5.8 m deep. The handling capacity of loading conveyor is 3,000 t per day. Fosfatowe Dalby: 185 m long and 5.8 m deep. Tankers can be loaded at a rate of 300 t per hour. Other equipment:

Loading /unloading equipment Fork-lift trucks **Diesel** locomotives

Krono-Chem Sp. z o.o.

The company provides storage and handling services for bulk cargo and methanol. 5,000 m² of covered 78-400 Szczecinek storage and 15,000 sq. m of open storage in concrete bunkers and two methanol holders of 14,250 m³ each. Two gantry cranes, of 1,200 t per day each. One gantry crane of 2,000 t per day. Two methanol discrete charging arms.

Quay – Kra 1: 420 m long and 7.5-8.2 m deep alongside. Cranes as above. Berth equipped with ul. Nad Odrą 10, 71-833 Szczecin methanol discharging installation.
Tel: + 48 91 424 78 80-83

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

LPG transhipment 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 dwa for unloading railway tanks cars. Depending on actual configuration, max. daily transhipment rate is 5,700 m³.

- Quay:
 - LPG Orlen Gaz 274 m long, 8 m deep

Polski Koncern Naftowy ORLEN S.A. Terminal Paliw Świnoujście

The terminal offers transhipment of exported fuel oil, diesel oil, petrol and other oil products. • Quay – CPN-2 Świnoujście: 170 m long and 9.8 m deep.

Port Handlowy Świnoujście Sp. z o.o.

Port Handlowy Świnoujscie 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 ans storage of goods and other services related to cargo and transport means. Total annual turnover reaches 12,000,000 tons of different kind of materials.

• Quays:

Portowców – length: 245 m, max draft: 11,90 m, a versatile ship quay, major cargoes: coal, iron ore, concentrates, grain, aggregate, general cargo. 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 tons each, max discharging, loading rate up to 10,000 tons/day
- 8 covered boxes 5800 m³ capacity.
- 15000 m² open storage yard.

Quay storage site has a total area of 8,000 m², including 12 boxes.

Grain Terminal PTS – Groupe Bunge starts its activity at the beginning of 2011 on Portowcow quay. **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 140tons each, max. discharging rate 20,000 tons / day (coal).
- Loading device connected with belt conveyor system, loading rate up to 25,000 tons / day
- 2 Wagon tipplers, discharging rate up to 400 wagons / day
- Wagon loading station, loading rate up to 10000 tons / day.
- Additional secondary quay, max. draft 4,50 m, length 115 m, equipped with 2 cranes SWL 10tons each.
- Storage area 120,000m² for coal, max. capacity 700,000 tons. 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 tons of iron ore, or 40,000 tons of aggregate. Terminal Hutni-ków is equipped with:



Address: ul. Waryńskiego 1 78-400 Szczecinek Tel: +48 94 373 03 10 Fax: +48 94 373 04 19 Branch Office Szczecin: ul. Nad Odrą 10, 71-833 Szczec Tel: + 48 91 424 78 80-83 Fax: +48 91 424 79 20



Address: ul. Gdańska 34 70-661 Szczecin



Address: ul. Bunkrowa 5 72-602 Świnoujście Tel: +48 91 321 62 68 Fax: +48 91 321 52 17



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

- 4 rope gantry crane SWL: 25 tons
- 4 rope gantry crane SWL: 40 tons
- container gantry crane SWL: 45 tons
- stacker reclaimer for wagon loadings up to 630 t/h

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

Chemików – length: 285 m, max draft: 13,20 m, major cargoes are: 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 tons each, able to discharge PANAMAX size vessel with rate 20 ktons/Day.
- Belt conveyor system, total length 2.5 km connected with covered warehouse, capacity 13,500m², able to store up to 100,000 tons of iron ore.
- Storage yard, total capacity 60,000m².
- additional secondary quay, length 137,5 m, draft 4,50 m, with 2 barge loaders, loading rate 180 t/h each.
- DEZA Terminal liquid tar-pitch reloading facility with tanks capacity 7,000m³.

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 m, on a dirt ground.



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

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



Address: ul. Niedziałkowskiego 21 71-410 Szczecin **Tel:** +48 91 431 67 30 Fax: +48 91 431 67 33 e-mail: sekretariat@pzz-szczecin.com.pl • website: www.pzz-szczecin.com.pl

Specialised in transhipment, storage and warehousing of frozen products in line with HACCP. 5,400 m² 70-651 Szczecin of cold storage. The company offers handling and storage of other general cargo as well.

Starówka: 180 m long.

Bułgarskie: 1 247 m long and 6.8 to 8.8 m deep. Four 6.3 t cranes. Other equipment: Fork-lift trucks 12



The company operates 2 grain silos. The Warta grain silo handles grain, seeds and other agribulks. Capacity of covered storage is 5,000 m². 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: 122 m long and 5.8 m deep. Ship loader of 90 to 110 t per hour.

Bydgoskie: 125 m long and 5.8-6.0 m deep. Loading and unloading facilities.

Other equipment:

Wagon unloaders	6	Pneumatic loader	1
Cranes	2	Ship loader	1



Zakład Usług Żeglugowych Sp. z o.o.

The company offers a wide range of services. 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 the ISO 9001:2000 standard.

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

Equipment: Tugs of 300 up to 4,400 hp 12

Warsztatowe: 283 metres long with 4.6 to 5.5 metres draught.

- Seagoing pontoon for heavy loads 1 Floating hook crane – 200 t hoisting capacity 1 Fire-fighting vessel
- Pilot boats, mooring boats Oil barriers Life saving rafts

Service companies

Doker Port Sp. z o.o.

LOTOS Marine sp. z o.o. (LOTOS Group)

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

PORT

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

Address: ul. Elblaska 135, 80-718 Gdańsk **Tel:** +48 58 308 89 00 Fax: +48 58 308 89 02 The company provides bunkering services. Bunker fuels complying with ISO8217: 2005 (E) marine fuels. Supply e-mail: marine@grupalotos.pl website: www.lotos.pl



Fax: +48 91 430 80 77 e-mail: firma@infraport.pl website: www.infraport.pl

Infra-Port Sp. z o.o.

by trucks 24/7.

Specialised in building and repair of quays, buildings, roads, water and sewage systems, as well as power sup- Address: ul. Bytomska 3-6, 70-603 Szczecin ply and telecommunication networks. Additionally, the company provides oily and solid waste collection from Tel: +48 91 430 82 56, 430 82 77 ships and supply of potable water.

Port-Hol SA (Member of Fairplay Towage Group)

The company offers towing services and transhipment of general and bulk cargo by floating cranes. Equipment:

Tugs Floating hook 4 crane of 16 t hoisting capacity

Project Żegluga sp. z o.o. (Member of Fairplay Towage Group)

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The company offers harbour and sea towage and salvage, oil spills fighting, booming, slops and sludge disposal, rental of fuel barge, pushers, open barges, scaffolding pontoons. It also offers inland shipping activity.

Equipment:

Tugs
Inland pushers
Barges (including oil barge)
Pontoon



Address: ul. Wybrzeże Władysława IV 3 72-600 Świnoujście **Tel:** +48 91 322 32 40, 885 86 19 **Fax:** +48 91 321 04 46, 882 13 13 e-mail:: info@porthol.com.pl website: www.porthol.com.pl



Address: ul. Piotra Skargi 19, 71-423 Szczecin **Tel:** +48 91 430 04 70, 4300475, Tel: 605 073 225 (24 hrs) Fax: +48 91 430 04 90, 430 04 89 e-mail: mail@projectzegluga.pl website: www.projectzegluga.pl



Tel: +48 91 431 89 91/92

Fax: +48 91 431 89 99 e-mail: office@ship-service.pl website: ship-service.pl

SHIP-SERVICE S.A.

The company supplies all grades of bunker fuels by 6 seagoing tankers , 7 river bunker barges and 3 road tank trucks.

It is also involved in reception of ships' waste. A covered storage of 900 cu. m is available.

Address: ul. Tama Pomorzańska 1, 70-030 Szczecin 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.

The company offers a wide range of services including harbour and marine towage, floating crane operations, barge and pontoon transport, mooring, ice breaking, and salvage. Quality Management System compliant with ISO 9001:2000.

Warsztatowe Quay: 283 m long and 4.6 to 5.5 m deep.

Equipment:

Equipinent.	
Tugs of 300 up to 4,400 hp	12
Seagoing pontoon for heavy loads	1
Floating hook crane	1
Fire-fighting vessel	1
Pilot boats, mooring boats	
Oil barriers	
Life saving rafts	

Address: ul. Ludowa 16, 71-700 Szczecin Tel: +48 91 430 82 57 Fax: +48 91 434 77 00 e-mail: naczelny@zuz.pl website: www.zuz.pl

Directory of companies

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ul. Korsarzy 34 70-540 Szczecin Tel: +48 91 489 39 69 Fax: +48 91 489 39 68 sekretariat.marszal@wzp.pl www.wzp.pl

Szczecin City Hall

Plac Armii Krajowej 1 70-456 Szczecin Tel: +48 91 424 50 20 bpm@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

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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 91 433 66 57 Fax: +48 91 434 39 84 sekretariatkpn@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 kapiatanatscie@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@rzgw.szczecin.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

Polish Chamber of Maritime Economy

Szczecin Branch ul. Bytomska 7

1. bytoriska / 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 91 440 33 55 sz@shipagent.pl www.shipagent.pl

BUNKERING

Oktan Energy & V/L Service

ul. Chmielewskiego 22A 70-028 Szczecin Tel: +48 91 814 21 00 +48 91 814 21 01 Fax: +48 91 814 21 48 +48 91 814 21 35 bunker@oktan-energy.pl www.oktan-energy.pl

LOTOS Marine

ul. Elbląska 135 80-718 Gdańsk Tel: +48 58 308 89 04 +48 58 308 89 05 +48 660 74 74 04 Fax: +48 58 308 89 04 marine@grupalotos.pl www.lotos.pl

Polski Koncern Naftowy ORLEN SA Terminal Paliw Świnoujście

ul. Bunkrowa 5 72-602 Świnoujście Tel: +48 91 321 62 68 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 Plażuk

ul. Gdańska 21e 72-600 Świnoujście Tel: +48 91 327 47 76 Mobile: +48 605 233 721 Fax: +48 91 321 84 80 marcservjp@fornet.com.pl www.marservjp.swi.pl

Polcargo International Sp. z o.o. Supervising and Inspecting Services

ul. Henryka Pobożnego 5 70-900 Szczecin Tel: +48 91 434 02 11 Fax: +48 91 488 20 36 office@polcargo.pl www.polcargo.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

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.pl Ewelina.Blaszczyk@sgs.com.pl

Shipcontrol Sp. z o.o.

Expertising and Quantity Control ul. Bytomska 7 70-603 Szczecin 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 Tel: +48 91 359 54 70 Fax: +48 91 359 54 69 szczecin@dnv.com www.dnv.com

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-group.com

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

Polish Register of Shipping

ul. Św. Ducha 5/3u 70-205 Szczecin Tel.: +48 91 434 61 28 Fax: +48 91 810 92 92 szczecin@prs.pl www.prs.pl

CUSTOMS OFFICE

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

EQUIPMENT REPAIRERS

Amber Bridge Sp. z o.o.

ul. Energetyków 9 70-656 Szczecin Tel: +48 91 432 89 79 Fax: +48 91 432 89 80 tech@amberbridge.pl www.amberbridge.pl

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

Marco Service Sp. z o.o.

ul. Władysława IV 1 70-452 Szczecin Tel: +48 91 462 36 43 Fax: +48 91 462 39 01 biuro@marcoservice.com.pl www.marcoservice.com.pl

Partner-Ship Krzysztof Ozygała

ul. Ludowa 16 71-700 Szczecin Tel: +48 91 462 52 00 Fax: +48 91 462 52 01 biuro@partner-ship.pl www.partner-ship.pl

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

FERRY OPERATORS

Ferry Terminal Świnoujście sp. z o.o.

ul. Dworcowa 1 72-602 Świnoujście Tel: +48 91 321 61 01 Fax: +48 91 322 61 42 terminalpromowy@sft.pl www.sft.pl

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

• 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

Unity Line • Head Office:

Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 57 95 Fax: +48 91 359 56 72 info@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 cargo@unityline.pl www.unityline.pl

FORWARDING COMPANIES

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

AHLMANN-ZERSSEN 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

Akpol sp. z o.o.

ul. Szarotki 17/3 71-604 Szczecin Tel: +48 91 488 20 89 Fax: + 48 91 489 21 94

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

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

Best Logistics Sp. z o.o.

ul. Ks. Kujota 18/21 70-605 Szczecin Tel: +48 91 483 08 20 Fax: +48 91 483 08 29 info@best-logistics.com www.best-logistics.com

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

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

Cargosped Sp. z o.o.

Szczecin Branch Office 01-633 Warszawa ul. Gdańska 27/31 Tel: +48 22 375 76 00 Fax: +48 22 375 76 01 www.cargosped.com.pl

Continental Logistics sp. z o.o. (C-Log)

ul.Targ Rybny 3/2 70-556 Szczecin Tel: +48 91 818 20 50 Fax: +48 91 818 20 60 www.c-log.pl

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

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 agency@dan-shipping.com.pl www.dan-shipping.com.pl

ECS Eurocargo Sp. z o.o.

ul. Sączewskiego 15 42-500 Będzin **Szczecin Branch Office**

70-603 Szczecin Tel: +48 91 462 34 17 Fax: +48 91 462 32 58 szczecin@ecs-eurocargo.pl www.ecs-eurocargo.pl

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

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

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

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

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

Magemar Polska Sp. zo.o.

ul. Bytomska 7 70-603 Szczecin Tel: +48 91 430 88 91 Fax: +48 91 430 88 93 office@magemar.com.pl www.magemar.com.pl

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 www: nta.com.pl

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.paslawski@osterstroms.com www.osterstoms.com

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 kontakt@pekaes.com.pl www.pekaes.pl

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

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

Polsin Overseas Shipping sp. z o.o.

Branch Office Szczecin ul. Bytomska 7 70-603 Szczecin Tel: +48 58 555 27 86 Tel/Fax: +48 91 430 88 48 spedycja.szczecin@polsin.com.pl www.polsin.com.pl

PT Jachnik

ul. Hryniewieckiego 1 70-606 Szczecin Tel: +48 91 425 73 01 Fax: +48 91 462 45 56 rjachnik@jachnik.pl www.jachnik.pl

Rentrans Cargo Sp. z o.o.

ul. Moniuszki 20 71-430 Szczecin Tel: +48 91 425 73 00 Fax: +48 91 462 45 56 rentrans@rentrans.com.pl www.rentrans.com.pl

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

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

Soren Trans

Pl. Batorego 3 70-207 Szczecin Tel: +48 91 607 79 80 83 Fax: +48 91 488 09 40 www.sorentrans.pl

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

Spedrapid Sp. z o.o.

ul. Jana Kazimierza 1/U1 71-620 Szczecin Tel.: +48 91 433 50 20 +48 91434 54 95 Fax:+ 48 91 433 31 01; 30 85 spedrapid@szczecin.home.pl • Harbour Office: ul. Bytomska 7 Tel: +48 91 430 86 17 Fax: +48 91 462 34 35

Trade Trans Forwarding sp. z o.o.

Szczecin Branch ul. Śląska 32 a 70-433 Szczecin Tel: +48 91 431 95 34 Fax: +48 91 431 95 38 pstt@szczecin.tradetrans.pl www.tradetrans.pl

Transintra Shipping

and Forwarding Sp. z o.o. ul. Bulwar Beniowskiego 5 70-642 Szczecin Tel: +48 91 462 43 55 Fax: +48 91 462 47 87 info@transintra.pl www.transintra.pl

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

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

INLAND WATERWAY SHIPPING COMPANIES

Grupa Kapitałowa Odratrans SA

ul. Kleczkowska 50 50-227 Wrocław Tel: +48 71 329 26 21 Fax: +48 71 329 14 11 odratranporty@onet.pl www.odratrans.pl

Szczecin Branch:

ul. Moniuszki 20 71-430 Szczecin Tel: +48 91 425 73 23 Fax: +48 91 425 73 58

Deutsche Binnenreederei AG (Grupa Kapitałowa Odratrans SA)

Revaler Straße 100 10245 Berlin Germany Tel: +49 30 293 76 100 Fax: +49 30 293 76 201 bdr@binnenreederei.de www.binnenreederei.de

Odra Rhein Lloyd GmbH

(Grupa Kapitałowa Odratrans SA) Rotherstr. 9 10245 Berlin Germany Tel. +49 30 233 26 101 Fax +49 30 233 26 102 info@odrarheinlloyd.de

PILOTAGE

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

SHIPCHANDLERS

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

Baltona-Świnoujscie Sp. z o.o.

ul. Fińska 1 72-602 Świnoujście Tel/Fax: +48 91 321 62 65 swinoujscie@baltona.pl www.baltona.pl **Biuro Szczecin:** ul. Hryniewieckiego 1 Tel/Fax: 91 430 83 05

Polship Sp. z o.o.

ul. Władysława IV 1 70-651 Szczecin Tel/Fax: +48 91 440 55 45 Fax: +48 91 440 53 10 psp@polship.com.pl psp@polship.eu www.polship.eu

SHIPOWNERS

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

Polska Żegluga Bałtycka SA (Polferries)

ul. Portowa 41 78-100 Kołobrzeg Tel: +48 94 355 21 02 Fax: +48 94 355 22 08 info@polferries.pl www.polferries.pl

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

Unibaltic Sp. z o.o.

ul. Tama Pomorzańska 14e 70-030 Szczecin Tel: +48 91 432 52 40 Fax: +48 91 432 52 45 unibaltic@unibaltic.pl www.unibaltic.pl

Unity Line

Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 57 95 Fax: +48 91 359 56 72 info@unityline.pl www.unityline.pl

Żegluga Polska SA

Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 40 75 Fax: +48 91 434 05 44 zegluga.polska@polsteam.com.pl www.polsteam.com.pl

SHIPPING AGENTS

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

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

Balting Shipping Agency sp. z o.o. Branch Office Szczecin

ul. Małopolska 43 70-515 Szczecin Tel: +48 91 488 07 01 Fax: +48 91 434 22 33 bsa.szczecin@bsa.pl www.bsa.pl

Baltus Shipping

ul. Kilińskiego 15/2 72-100 Goleniów Tel: 601 523 138 Fax: + 48 91 818 36 23 baltus@az.pl

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

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

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 agency@dan-shipping.com.pl www.dan-shipping.com.pl

Eurocargo Shipping Sp. z o.o.

ul. Bytomska 15 70-603 Szczecin Tel: +48 91 462 30 26 Fax: +48 91 462 42 58 info@eurocargo-shipping.com.pl www.eurocargo-group.com

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

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@gacworld.com www.gacworld.com/poland

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

Green Reefers Polska Sp. z o.o.

ul. Jana Soltana 1 72-602 Świnouiście Tel: +48 91 321 65 11 Fax: +48 91 321 68 77 grp@greenreefers.com www.greenreefers.no

Interagent Sp. z o.o.

ul. Gen. Rayskiego 23/13 70-442 Szczecin Tel: +48 91 885 60 81, 885 61 04 Fax: +48 91 882 13 24 police@interagent.com.pl www.interagent.com.pl

Magemar Polska Sp. zo.o.

ul. Bytomska 7 70-603 Szczecin Tel: +48 91 430 88 91 Fax: +48 91 430 88 93 office@magemar.com.pl www.magemar.com.pl

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 91 433 26 43 headoffice@mas.szczecin.pl www.mas.szczecin.pl

Branch Office:

ul. Bunkrowa 1 72-602 Świnoujście Tel: +48 91 327 72 40 Mobilel: +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

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

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.com.pl

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.paslawski@osterstroms.com www.osterstoms.com

Port Logistics Cargo

and Containers Sp. z o.o. ul. Hryniewiekiego 1 70-606 Szczecin Tel: +48 91 489 88 88 Fax: +48 91 489 88 99 office@plcc.pl www.plcc.pl

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

Polfracht sp. z o.o.

ul. Puławskiego 8 81-368 Gdynia Tel: +48 58 627 21 98 Fax: +48 58 621 55 15 agency@polfracht.pl www.polfracht.pl

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

Poseidon Frachcontor Junge Ltd.

ul. G. Merkatora 11 70-676 Szczecin Tel: +48 91 432 05 67 Fax: +48 91 462 42 41 agency.szc@poseidon-fcj.pl

Polsteam Shipping Agency Ltd.

Plac Rodła 8 70-419 Szczecin Tel: +48 91 359 42 42 Fax: +48 91 488 30 19 agency@polsteam.com.pl www.polsteam.pl

Rentrans Cargo Sp. z o.o.

ul. Moniuszki 20 71-430 Szczecin Tel: +48 91 425 73 00 Fax: +48 91 462 45 56 rentrans@rentrans.com.pl www.rentrans.com.pl

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

Unibaltic Sp. z o.o.

ul. Tama Pomorzańska 14e 70-030 Szczecin Tel: +48 91 432 52 40 Fax: +48 91 432 52 45 unibaltic@unibaltic.pl www.unibaltic.pl

Polmariner Shipbrokers

ul. Jaracza 3 72-602 Świnouiście Tel: +48 91 321 61 80 Fax: +48 91 321 62 07 polmariner@neostrada.pl

SHIPREPAIR YARDS

Morska Stocznia Remontowa SA

ul. Ludzi Morza 16 72-600 Świnouiście Tel: +48 91 321 62 40...49 Fax: +48 91 321 61 44 morska@msr.com.pl www.msr.com.pl

Poltrampservice Sp. z o.o.

ul. Sienna 5 70-952 Szczecin poltrampservice@poltramp.pl www.poltrampservice.com.pl Branch Office Świnoujście

ul. Elizv Orzeszkowei 3/106 72-600 Świnoujście Tel: +48 91 321 51 31 Fax: +48 91 321 52 07 poltrampservice@poltramp.pl www.poltrampservice.com.pl

Makrum S.A. Stocznia Pomerania

ul. Gdanska 36 70-952 Szczecin Tel: +48 91 814 50 10 Fax: +48 91 814 50 12 hiuro@makrum.pl www.makrum.pl

Stocznia Remontowa GRYFIA S.A.

ul. Ludowa 13 71-700 Szczecin Tel: +48 91 424 22 00 Fax: +48 91 424 23 19 gryfia@gryfia.com.pl www.gryfia.com.pl

SHORTSEA SHIPPING

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