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PORT SZCZECIN-ŚWINOUJŚCIE



Port Handbook

Szczecin Świnoujście

01

Welcome to ports of

Szczecin and Świnoujście

Dear readers,

The “Szczecin-Świnoujście Port Handbook” has been published for several years now. It provides a comprehensive overview of services offered by the ports of Szczecin and Świnoujście and promotes companies delivering port services in the region.

We are one of the largest port complexes on the Baltic Sea that has continued its rapid growth benefiting large global corporations and small local businesses. Some of the advantages they enjoy include the ideal location in the TEN-T Baltic-Adriatic Corridor, on the shortest route connecting Scandinavia and central and southern Europe and on the shortest sea link between the east and west of Europe. The ports handle bulk, general cargo and ferries. Our clients provide reloading and packaging services covering a wide range of goods. Investment plots with full infrastructure are still available in the ports to develop transshipment and storage terminals that support various types of operations.

We have been rapidly growing while following ever changing global demands. Being one of the largest investors in the West Pomerania Region, Poland, we are a natural driver of economic development. Since the Poland's accession to the EU in 2004 until 2021, we plan to invest in the Szczecin and Świnoujście seaports the amount in excess of EUR 460 mio. Our priority is to improve the accessibility of the ports from water and land. Some of the current projects include dredging of the Świnoujście-Szczecin fairway to 12.5 m. To support the above, in Szczecin seaport, we have been developing new quays in general and bulk cargo areas. The quays will be refurbished to match the new depth after dredging and handle larger volumes of cargo that will follow the development. We have been changing the image of the Świnoujście seaport. The investment into the ferry terminal in Świnoujście is expected to increase its intermodal transport handling capacity. The Świnoujście-based LNG terminal is going to expand with a new jetty for the export of LNG. A major challenge for the port complex is the development of a deep-sea container terminal in Świnoujście. For certain, it is going to be a milestone not only in the development of the Świnoujście seaport but also the entire region.



Yet another major growth driver is the improvement of the transport infrastructure in the hinterland of the ports and the “last mile” investment. This includes the extension of the direct access to the ports of Szczecin and Świnoujście implemented by other parties, e.g. the improvement of the rail access to the ports of Szczecin and Świnoujście, modernization of the road access to the port of Szczecin and the access to the port infrastructure in Świnoujście. Moreover, once the S3 expressway is completed, together with the modernization of CE-59 and E-59 railway lines, the access to the ports will be yet more efficient. Great expectations are related to the improvement of navigability of the Oder River.

Our company enjoys a multiple-year tradition. The year of 2020 is unique for us, since we celebrate the 70th anniversary of the Polish administration in the ports of Szczecin and Świnoujście.

A modern and universal Szczecin and Świnoujście port complex is a good venue for your business as well.

We are looking forward to cooperating with you.

Krzysztof Urbaś

CEO
Szczecin and Świnoujście Seaports Authority

Contents

Contents

3	Foreword
6-7	Advantageous location
8-11	Bulk cargo centre
12-15	Experts in general cargo
16-17	Leader in handling of ferry traffic
18-19	Scheduled shipping services
20-21	Szczecin-Świnoujście cruise destination
22-23	Duty free zone
24-27	Ports in figures
28-29	Leading role of the Ports Authority
30-35	Development is our goal
36-39	Investment opportunities
40-43	Environment friendly ports
44-45	Safety and security
46-49	Experience and tradition
50-53	Maps
54-56	Port particulars
57-63	Stevedoring companies
63-64	Service companies
64-69	Directory of companies

Advantageous location

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

Location

Szczecin and Świnoujście are the most westward located Polish cities. The favourable location is the ports major asset. The ports are situated on the shortest route between Scandinavia and through the Baltic Sea between the countries of the Eastern Baltic Region, i.e. Russia, Finland, Lithuania, Latvia, Estonia, and the countries in Western Europe, especially Germany. The ports of Szczecin and Świnoujście are the closest seaports for the western part of Poland, including the industrialized region of Silesia and Lower Silesia with heavy industry and high-tech production. They are also the closest seaports for eastern part of Germany as well as for the Czech Republic and Slovakia, for which Szczecin and Świnoujście have been traditionally the most important sea ports.

TEN-T Corridor

The EU policy goal is to establish a single comprehensive multimodal transport network with harmonised technical standards. Considering their geographic location, seaports of Szczecin and Świnoujście play a key role in the map of the Trans-European Transport Network. They enjoy the status of core TEN-T ports and important links of the international Baltic-Adriatic transport corridor.



Transport accessibility

The ports of Szczecin and Świnoujście are connected to the European system of motorways via Polish A6 leading to German A11 and A20. 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 (E65), which is now under upgrading into a dual carriageway express road S3. Both ports offer advantageous railway links with the rest of Poland, as well as to the west and south of Europe. Another major asset for the ports is the accessibility for inland shipping, a mode of transport considered by the EU to be the most environmentally friendly. The access to the inland waterway system of Western Europe is particularly important for servicing of the German market. Barge transit transport can reach directly many important economic centres of Berlin and Brandenburg.



02

Location



Bulk cargo centre

The ports complex of Szczecin and Świnoujście is one of the largest dry bulk cargo centres on the Polish seacoast.

The ports complex is crucial for the Polish economy. This large dry bulk cargo centre handles the majority of sea-shipped imported iron ore and huge quantities of coal. In 2019, the volumes of iron ore reached 2,273 thou. tons while the volumes of coal over 3,130 thou. tons. Fertilizers as well as grain and other agribulks have become also important items. In 2019, the volumes of fertilizers reached 1,274 thou. tons, of which 50 thou. tons in bags, as well as 1,304 thou. tons of grain. Other dry bulk cargo handled by the ports of Szczecin and Świnoujście include aggregates, coke, dry and liquid chemicals and minerals. Bulk carriers up to 270 m in length, 13.5 m in draught and about 100,000 DWT can berth in Świnoujście while Szczecin can handle vessels up to 215 m in length and 9.15 m in draught. Both ports are complementary to each other: after partial unloading in Świnoujście, some bulk carriers proceed to Szczecin for their final discharge. Similarly, ships partly loaded in Szczecin go to Świnoujście to complete their loading. Bulk handling operations are provided chiefly by two large companies:

Bulk Cargo-Port Szczecin and OT Port Świnoujście – both of which operate a number of dedicated quays, storage facilities and handling equipment manned by experienced personnel.

OT Port Świnoujście handles mainly bulk cargo, which accounts nearly 100% of their throughput. Big volumes of exported coal, which have prevailed in the past, nowadays are replaced with imported steam and coking coal for coking plants in Poland, Slovakia



and Czech Republic. The Hutników Quay in Świnoujście specializes in handling big shipments of imported iron ore. Its annual capacity is about 12 million tons per year. The terminal in Świnoujście offers reloading of aggregate, biomass, coke, grain, containers, steel products, project cargo and other general cargo. The quality of services has been confirmed by the ISO 9001:2008 certificate.

Bulk Cargo-Port Szczecin is the most universal stevedoring company in Polish ports with a comprehensive reloading, storage and forwarding services for all kinds of cargo. It operates 10 multipurpose quays providing up to 3,200 m of berthing line. The company specializes in handling and storage of bulk cargo, such as coal, coke, iron ore iron, scrap metal, grain, liquid bulks, etc. and general cargo. The quality of services has been confirmed by the ISO 9000:2015 certificate.

The ports complex is crucial for the Polish economy. This large dry bulk cargo centre handles the majority of sea-shipped imported iron ore and huge quantities of coal.

Coal

Coal is one of the largest cargo volumes handled in the ports of Szczecin and Świnoujście. In Świnoujście, coal accounts for up to 25,000 tons/day unloaded at Górników and Hutników quays. The Górników Quay is equipped with two wagon tipplers, de-freezing installation, 156,000 square metres of open storage for up to 1,000,000 tons, and a ship loader capable of handling 2,000 tons 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.

Also in Szczecin, Bulk Cargo-Port Szczecin is one of companies providing transshipment of coal. Their storage area for steam coal is sufficient for 250 thousand tons, and for sized coal up to 50 thousand tons.

Iron ore

Iron ore is handled mainly at the Hutników Quay in Świnoujście which is 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 tons. Unloading and loading also take place at the Chemiczków Quay equipped with two 20 t gantry cranes, a sheltered conveyor and storage space for 100,000 tons.

In Szczecin, iron ore can be handled by Bulk Cargo-Port Szczecin at the area of 20 thousand sq. m designed for about 150 thousand tons of this kind of heavy goods.

Liquid bulk cargo

Recently, the liquid cargo handling capacity has enlarged by establishing the LNG terminal in the outer port of Świnoujście. The LNG terminal can handle vessels of up to 315 m in length, 12.5 m in draught and capacity of 217,000 m³. In 2019, the volumes of LNG handled in Świnoujście reached 2,407 thou. tons. Also other 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 tons.

Similarly, Szczecin also has dedicated terminals for pitch and coal tar handling, which operate at Huk Quay, Wałbrzyskie Quay and Parnica Quay. Another terminal dedicated to liquid cargo is the sulphuric acid terminal operated at the Katowicki Peninsula in Szczecin with three tanks of total 33 thousand tons built by METRACO.

One of companies providing professional cargo handling is Bulk Cargo Port Szczecin. The annual cargo handling at their terminal can reach 200 thousand tons. Ports of Szczecin and Świnoujście also handle 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 agri-bulk products. An example of that is the Szczecin Bulk Terminal located at the Zbożowe Quay, in the Port of Szczecin.

The terminal has been modernized recently and equipped in a modern fully automated silo handling equipment of total capacity 50,000 tons. Loading rates up to 20,000 t/d for grain place the Szczecin Bulk

Terminal among the fastest grain terminals on the Polish coast and one of the fastest on the Baltic Sea. It is the largest grain silo in the port of Szczecin, which allows a multi-bulk handling in import and export. The terminal is equipped with comprehensive grain handling technology in addition to a modern and fully equipped laboratory. The Szczecin Bulk Terminal is GMP+ B3 and ISO certified.

Elewator EWA Ltd. operates another grain and feed flat storage with the capacity of 45,000 t. The terminal provides agri specialized service for all kind of grains, feed meals and biomass. All handling operations are supervised by a computer controlled system. The company is GMP+ and ISO certified.

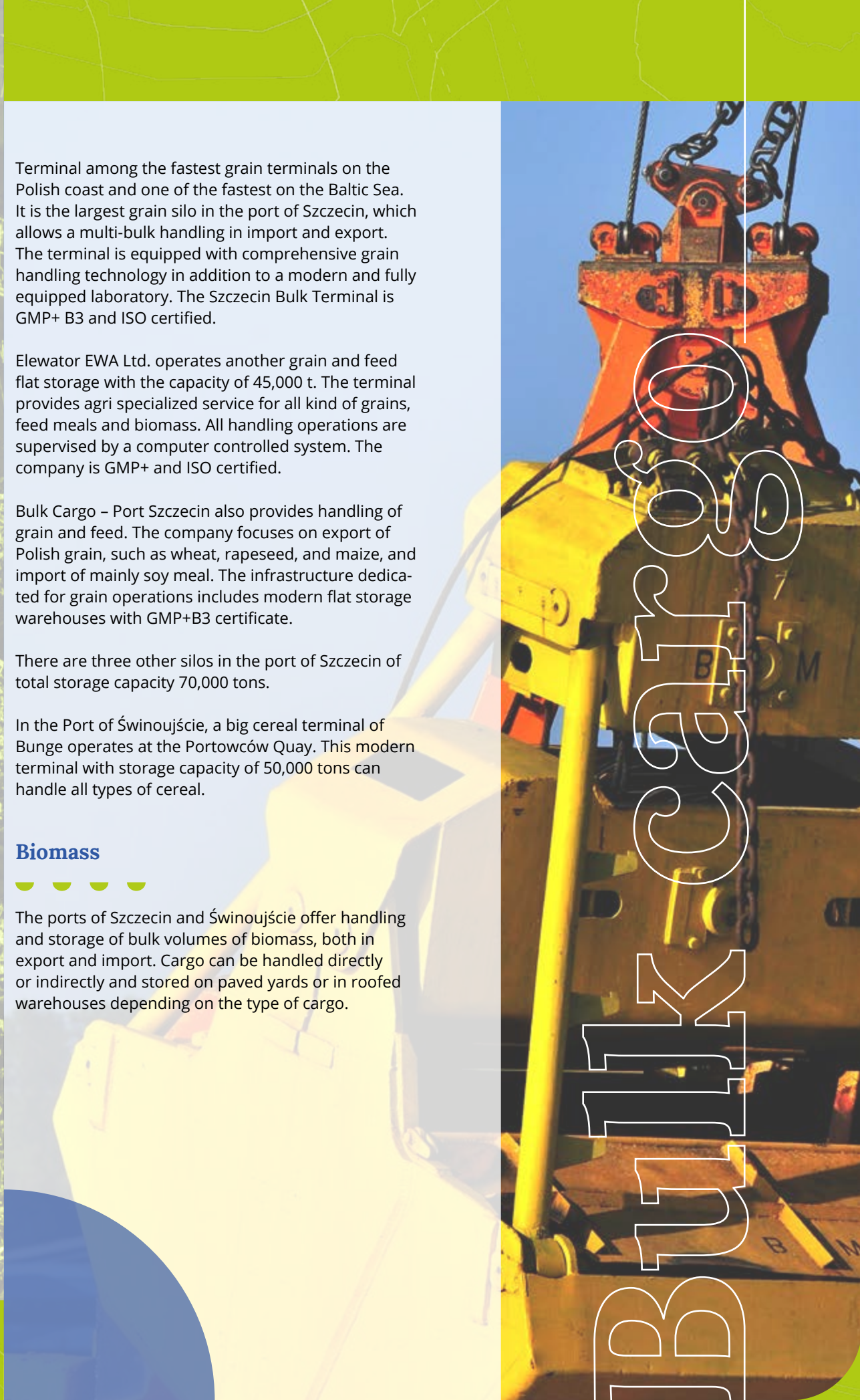
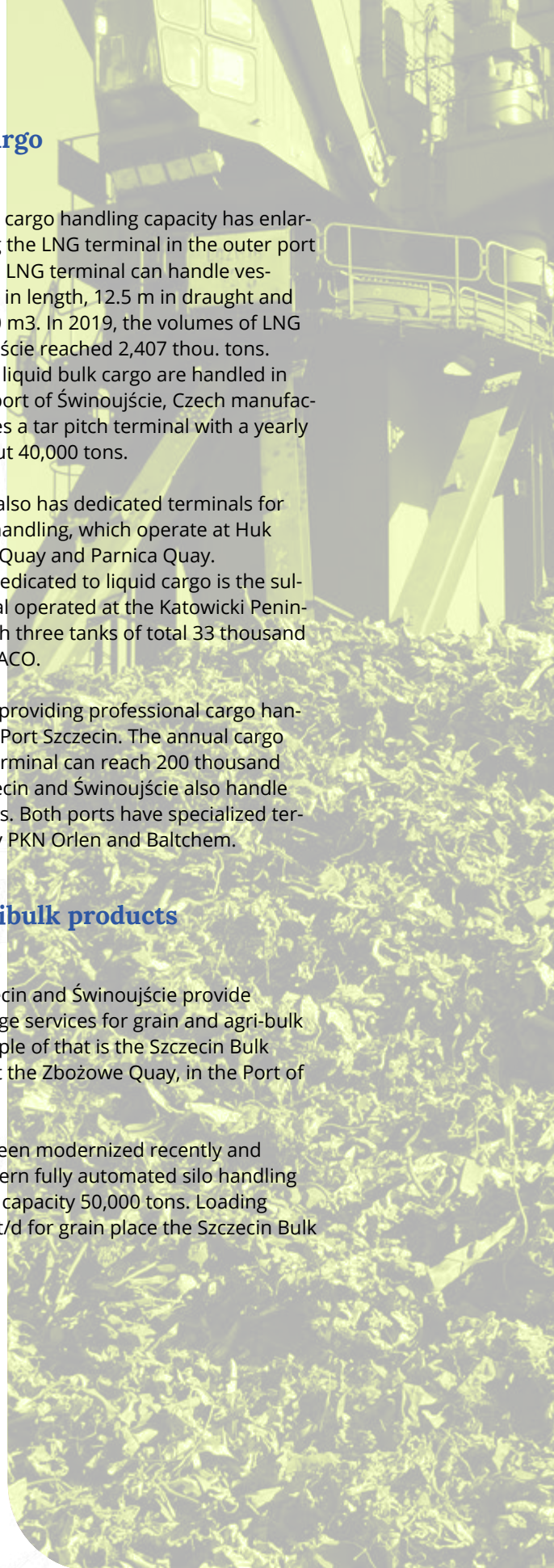
Bulk Cargo – Port Szczecin also provides handling of grain and feed. The company focuses on export of Polish grain, such as wheat, rapeseed, and maize, and import of mainly soy meal. The infrastructure dedicated for grain operations includes modern flat storage warehouses with GMP+B3 certificate.

There are three other silos in the port of Szczecin of total storage capacity 70,000 tons.

In the Port of Świnoujście, a big cereal terminal of Bunge operates at the Portowców Quay. This modern terminal with storage capacity of 50,000 tons can handle all types of cereal.

Biomass

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



Experts in general cargo

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

The ports of Szczecin and Świnoujście handle ever increasing volumes of containers and general cargo, including steel products, nonferrous metals, paper and wood pulp, project cargo, heavy loads and oversized goods, as well as other cargo, such as granite blocks and unitized goods. These types of cargo require highly specialized and skilled staff, familiar with handling techniques, stowage and fastening of cargo, and capable of operating highly efficient equipment.



04

EXPERTS



Prosperity in handling of steel products and non-ferrous metals

For many years, the port of Szczecin has specialized in steel and non-ferrous metals. Among other, Szczecin-based stevedoring companies, e.g. DB Port Szczecin, Fast Terminals, Bulk Cargo Port Szczecin, and those based in Świnoujście, such as OT Port Świnoujście, reload metal sheets, rolls and packages, wire rods, slabs, billets, logs, steel sheet piles, profiles, pipes and others. DB Port Szczecin is the leader in non-ferrous metals, handling mainly aluminium wire coils on pallets, ingots, t-bars, billets and slabs. The cargo can be stored both at yards and in roofed warehouses. Terminal operators offer full range of additional services such as sorting, marking, weighing, rotating, assembling, cleaning, stuffing and stripping, etc. Experienced staff and dedicated equipment take care of high quality of cargo handling. In 2019, the volumes of steel products in Szczecin and Świnoujście reached 1,319 thou. tons, while the quantity of reloaded non-ferrous metals reached 326 thou. tons.

Forest products

Wood pulp, as well as paper can enjoy top quality service at specialized terminals in the port of Szczecin: DB Port Szczecin with 60,000 m2 storage area in warehouses, including 21,000 m2 of modern warehouses for forest products (one of them offers railway track of 190 m and enables to load cargo onto topped railway cars). Others include Fast Terminals and Bulk Cargo Port Szczecin. In 2019, the volume of wood pulp was 568 thou. tons, whereas paper was 72 thou. tons.

Project cargo

In the port of Szczecin, stevedores have great experience in handling oversized goods and heavy lifts. All kinds and types of project cargo can be reloaded in Szczecin, including components of offshore wind farms, transformer stations and gantry cranes, as well as vehicles, etc. In order to handle such cargo, DB Port Szczecin provides two modern self-propelled Gottwald cranes of 100 t lifting capacity each. There is also a possibility to use a 260 t floating crane. The access to inland waterways is a big advantage attracting project cargo frequently reloaded to or from river barges.

Also in Świnoujście project cargo can be served. Two mobile cranes of 140 t capacity each are operated by OT Port Świnoujście at the Górników Quay. Coupled together they can lift up to 250 tons. Thus, handling heavy items has become more efficient and less expensive.

Container traffic in Szczecin and Świnoujście

Regular container feeder services connect DB Port Szczecin with European ports of Hamburg, Bremerhaven (D), Gdynia (PL), Klaipeda (LT), Immingham (UK), Helsingborg, Halmstad (SE), and Aarhus (DK). DB Port Szczecin provides its services to all important global container shipping lines like Maersk, CMA CGM, OOCL, Evergreen, APL, Hapag-Lloyd, COSCO, ONE, Hamburg Süd and others, as well as feeder and short-sea operators.

In spring 2011, in the port of Szczecin, a new container terminal operated by DB Port Szczecin opened

to meet the demand of the market. The terminal of 150,000 TEU has been built in the middle of the port of Szczecin at the Fińskie Quay, next to the infrastructure of the West Pomeranian Logistic Centre. The surface area of the New Container Terminal with open storage yards is in excess of 45,000 m2. The total storage capacity is 5,000 TEU. It is a large depot operating dedicated cargo handling equipment, such as 2 STS container cranes of up to 45 tons, 4 RTG cranes of up to 40 t, 2,100 t Gottwald cranes and a ro-ro ramp. Apart from servicing the feeder traffic, the port of Szczecin, as the most western Polish port, enjoys a favourable position to establish short sea shipping connections, for instance, to the UK and Scandinavia. In Świnoujście, OT Port Świnoujście SA, with two quays of 330 m each and the draft of 13.5 m, is able to handle "Panamax" container carriers or general cargo ships. One STS Kocks gantry crane and two Mobile Liebherr Cranes LMH 500 can secure smooth and fast handling of any kind of break bulk and containers. Current storage facilities allow the terminal to store 2,000 TEU on CY with 80 reefers and direct block trains dispatch. At the moment, the port of Świnoujście is used by Nor Lines, Sea-Cargo and Norwest Ship Management providing container and general cargo services to and from Scandinavian and German ports.

Innovative solutions

Efficient goods handling requires effective administrative procedures and good cooperation between governmental agencies and businesses during integrated inspections. Therefore, the implementation of the operation system in the DB Port Szczecin Terminal started a close cooperation with the governmental agencies. Thus, according to the concept, operators and clients can submit all documents and information necessary to complete all export and import formalities in just one place, i.e. in the customs office. This considerably speeds up and simplifies customs clearance and improves availability and exchange of information between the operator, clients and customs authorities.

The cooperation is based on a one-stop-shop concept encompassing necessary controls at one time and place.

The system provides such advantages as immediate exchange of information between the offices and customers, easy data transfer, assurance of constant control over the goods, elimination of paperwork, assurance of cargo safety, reduced number of controls and faster customs clearance, and costs savings.





Ferry traffic



Leader in handling of ferry traffic



The Ferry Terminal Świnoujście is the largest ferry terminal in Poland and one of the most modern terminals on the Baltic Sea. Its location on the shortest route between Scandinavia and Southern Europe has been considered a major advantage for many forwarders and passengers. It is the only Poland's terminal to provide rail cargo handling to and from Sweden.

Every day, the terminal offers up to 13 departures to Sweden, creating a virtual bridge of the "Motorway of the Sea" between Świnoujście and Scandinavia. It is the leader as regards the number of calls, as well as the size of passenger and cargo traffic. The ferry traffic in Świnoujście has been growing every year and the terminal still has excess cargo handling and development potential.

The Ferry Terminal Świnoujście is open to new market trends. In 2015, new ferry post no. 1 started its operation to enable the terminal to handle larger ferries. The new ferry post is capable to handle ferries of 220 m in length.

In the EU budget period of 2014-2020, plans include an investment project increasing the potential of the Ferry Terminal Świnoujście, namely adjusting its infrastructure to service intermodal transport by, among others, modernizing (connecting) ferry posts 5 and 6. Another challenge is the creation of the Motorway of the Sea linking the Ferry Terminal in Świnoujście with Trelleborg. The European Commission has approved the funding for the project.

The Ferry Terminal Świnoujście

is the largest ferry terminal in Poland and one of the most modern terminals on the Baltic Sea.

Scheduled shipping services



Port of Szczecin

Destination	Port	Shipping Company	Agent	Cargo	Frequency
Denmark	Vejle, Frederica	AtoB@ShippingAB	iLogBaltic	General cargo	1/week
Finland	Raahe, Turku	AtoB@ShippingAB	iLogBaltic	General cargo	1/week
Finland	Pietersaari	UPM-Kymmene Oyj Logistics	Poseidon & Frachtcontor Junge Szczecin	General cargo	Depending on volume of cargo
Germany	Bremerhaven	Unifeeder	Unifeeder Polska	Containers	1/week
Germany	Hamburg	Unifeeder	Unifeeder Polska	Containers	1/week
Germany	Lubeck	Unifeeder	Unifeeder Polska	Containers	1/week
Great Britain	Immingham	Unifeeder	Unifeeder Polska	Containers	1/week
Great Britain	Flixborough	Fast Lines	Fast Baltic	General cargo	3/month
Great Britain	Goole	Fast Lines	Fast Baltic	General cargo	Depending on volume of cargo
Great Britain	Howdendyke	Fast Lines	Fast Baltic	General cargo	Depending on volume of cargo
Great Britain	London	Fast Lines	Fast Baltic	General cargo	Depending on volume of cargo
Great Britain	Seaham	Fast Lines	Fast Baltic	General cargo	Depending on volume of cargo
Ireland	Belfast	Fast Lines	Fast Baltic	General cargo	Depending on volume of cargo
Ireland	Drogheda	Fast Lines	Fast Baltic	General cargo	Depending on volume of cargo
Lithuania	Klaipeda	Unifeeder	Unifeeder Polska	Containers	1/week
Netherlands	Rotterdam	Unifeeder	Unifeeder Polska	Containers	1/week
Netherlands	Vlissingen	UPM-Kymmene Oyj Logistics	Poseidon & Frachtcontor Junge	General cargo	Depending on volume of cargo
Norway	Oslo	Unifeeder	Unifeeder Polska	Containers	1/week
Sweden	Halmstad	Unifeeder	Unifeeder Polska	Containers	1/week

Port of Świnoujście

Destination	Port	Shipping Company	Agent	Cargo	Frequency
Denmark	Danish Ports	Nor Lines	Poseidon & Frachtcontor Junge Szczecin	General cargo/containers	1-2/week
Finland	Turku	Nor Lines	Poseidon & Frachtcontor Junge Szczecin	General cargo/containers	2/month
Germany	Rostock	Nor Lines	Poseidon & Frachtcontor Junge Szczecin	General cargo/containers	1-2/week
Norway	Ports of Northern and Western Norway, ports of Oslofjord	Nor Lines	Poseidon & Frachtcontor Junge Szczecin	General cargo/containers	1-2/week
Norway	Ports of Western Norway	Norwest Ship Management	Euro Forwarding and Shipping Agency	General cargo	1/week
Sweden	Swedish Ports	Nor Lines	Poseidon & Frachtcontor Junge Szczecin	General cargo/containers	1-2/week
Sweden	Trelleborg	TT-Line	TT-Line Polska	Passenger/Car ferry	1-2/week
Sweden	Ystad	Polferries	PŻB	Passenger/Car ferry	2-3/day
Sweden	Ystad	Euroafrica	Unity Line	Train/Car ferry	1/day
Sweden	Trelleborg	Euroafrica	Unity Line	Passenger/Car ferry	2/day
Sweden	Ystad	Unity Line	Unity Line	Passenger/Car ferry	2/day
Sweden	Trelleborg	Unity Line	Unity Line	Passenger/Car ferry	2/day



Szczecin – Świnoujście cruise destination

Szczecin and Świnoujście are among of the most attractive cities in Poland. Their favourable location, history, facilities and attractions are good reasons for exploring these cruise destinations.

Szczecin, founded in the 9th century, is a former Hanseatic League member. The city enjoys over a thousand years of history. It has a unique nature and captivating charm of Art Nouveau architecture and the beauty of its rich vegetation. Some of special attractions 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 of them make Szczecin a popular destination for river and seagoing cruises.

For people interested in history and architecture the best choice is to take a walk along the City Tourist. The trail is seven kilometres long and allows to visit 42 most interesting places in the city. The trail is very easy to find and follow – just look for the red line marked on the pavement.

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

On the route between Szczecin and Świnoujście, the unspoilt nature and pleasurable ambience of the Szczecin Lagoon (Zalew Szczeciński) attracts visitors.

06

CRUISE



Duty free zone

07

Duty free zone

The main advantage of the duty free zone (DFZ) is that the cargo imported to the European Union can be kept free from customs duties and taxes.

The Szczecin Duty Free Zone

The Szczecin DFZ of 11.5 ha provides full range of services offered by the port, including warehousing and packaging, as well as facilities for commercial activity, industrial production, technical services, etc. It is situated in the general cargo area of the port of Szczecin and consists of 5 quays of total 1,377 m, two warehouses, including a multi-storey heated warehouse of over 23,000 m², cargo lifts and fumigation halls. The area of open air storage is 60,000 m². The Ports Authority provides administration of the Zone, whereas DB Port Szczecin Sp. z o.o. and Fast Terminals Sp. z o.o. are responsible for its operation. Any type of industrial activity, services and commerce can be developed in the DFZ. The major advantage of the zone is that the storage of cargo imported to the European Union is free from customs duties and taxes. Thus, the Szczecin-based DFZ is the main Polish and one of the largest in Europe centres for transshipment and distribution of granite blocks, as well as cocoa grain imported from non-EU countries.



The Duty Free Zone in Świnoujście

The DFZ in Świnoujście is operated by Euro Terminal Real Estate Co. Ltd. and it is proud to continue the legacy of the old Polish Fishing Port converted to a modern intermodal and project/offshore cargo hub right on the Polish side of the Baltic Sea.

Conveniently located, the first Polish port on the route from the Danish Straits and the Atlantic offers a wide variety of services, such as handling, storage and lease of assembly areas with direct access to a water basin. Over 2000m of berths are available for variety of sea related business. The DFZ in Świnoujście leases over 180000 sq. m for storage, assembly and production. For several years, it has specialised in the handling of wood pulp and wind turbines, and it is one of the best ports in terms of safe handling speed. The terminal, with a perfect intermodal hub accessed by rail, road and sea transport, can be seen as an ideal place for your business.

The Szczecin Duty Free Zone

is the main Polish and one of the largest in Europe centres for transshipment and distribution of granite blocks, as well as cocoa grain imported from non-EU countries.

Ports in figures

In 2019, general cargo accounted for more than a half of all cargo handled in the Szczecin-Swinoujście ports (54.4%), the remaining 45.6% was dry and liquid bulk cargo. In the previous year, the port complex handled 8.872 ships, i.e. 514 more than in 2018 (8,358 ships).



08

FIIS

Cargo handling

In 2019 the Szczecin-Świnoujście port complex handled 32.2 million tons of cargo. By comparison, in the record-breaking year of 2018, the ports handled 3.3% more cargo, i.e. 33.3 million tons (*).

At the top of the growth chart, with double-digit growth figures, are grain (+ 19%) and fuels (+11%), including LNG +22%. Such an increase in the grain group is a result of increased export of wheat and rapeseed meal which stems from global demand. As for the LNG trade, 2,406,800 tons were handled in 2019 (30 ships from Qatar, USA, and Norway), whereas in 2018, 1,977,400 tons (23 ships).

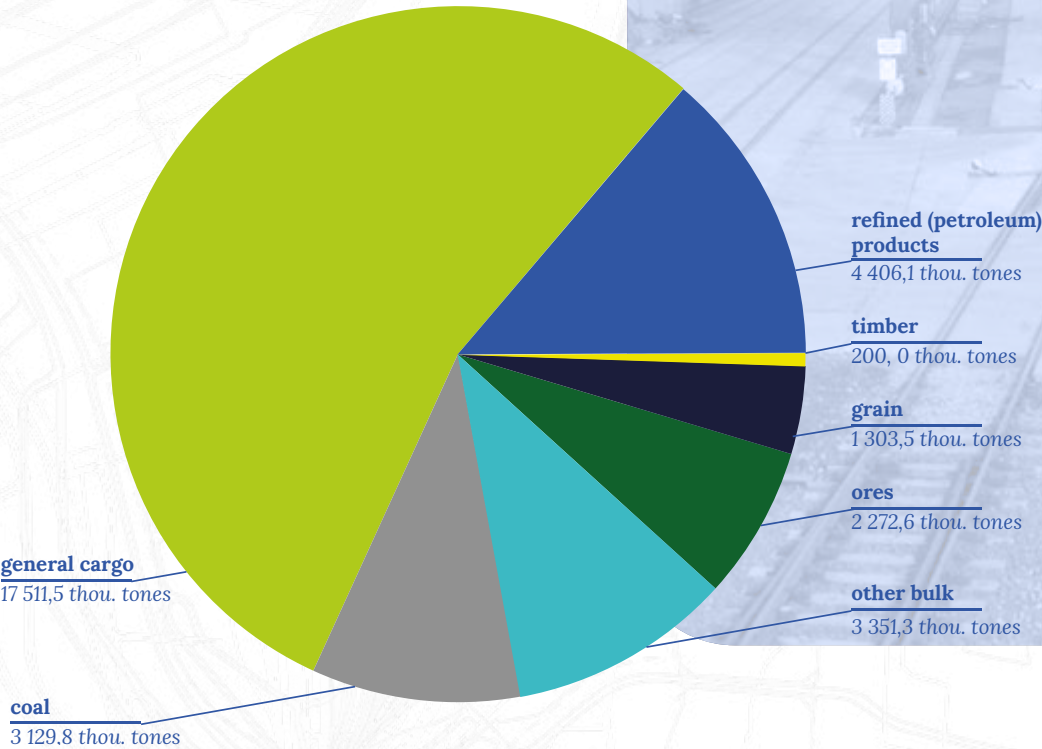
Other groups recorded rather minor drops, with the exception of metal ore: coal (-9%), ore (-29.6%), other bulk (-0.7%), general cargo (-3.1%) as well as containers (-6.5%). The deepening crisis in the steel production in Europe last year stems from a major inflow of cheap steel from China and Russia to Europe due to the lack of prohibitive tariffs. This induced significant reduction in steel production in Polish steel mills as well as Slovak and Czech steel mills directly cooperating with our ports. This affected the transshipment figures in this product group and in coal handling. The general cargo results, however, were affected by reduced quantities of steel and aluminium products handled, paper and woodpulp transshipment decre-

ased by nearly a half, as well as the drop in general cargo transported by ferries. At the same time, bagged fertilizers and granite trade have risen.

Taking into account a noticeable slowdown in the global market, the result of 2019, being nearly identical to that of 2018 (considerably good year), indicates a safe level of cargo handling in ports of Szczecin and Świnoujście. This can be attributed to the universal nature of both ports, where drops in one cargo group are compensated by rises in the other.

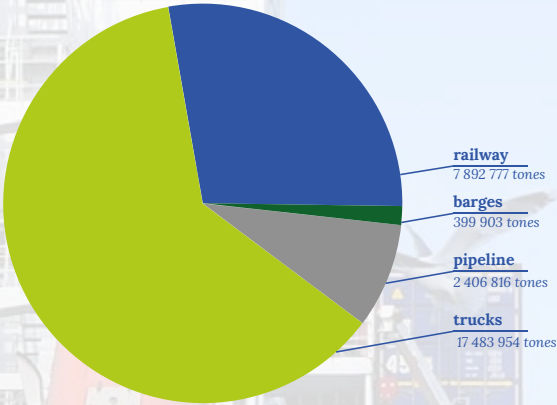
According to the forecast by the Ports Authority, the year 2020 should be similar to 2019. Unfortunately, drops in ore and coal handling may continue. We should remember, however, that the market is sometimes wobbly and certain factors, beyond the control of the Ports Authority and stevedoring companies, may influence volumes of cargo. After the dredging of the Świnoujście – Szczecin fairway to 12.5m, we can expect a major increase in cargo handling.

(*) Since the beginning of 2019, ports of Szczecin and Świnoujście, as well as Gdańsk and Gdynia, have applied new rules, following western ports, on calculating the weight of a tractor and trailer alone, which is important in the case of general cargo to be transported by ferries. For analytical purposes, data of 2018 have been recalculated according to the new method.



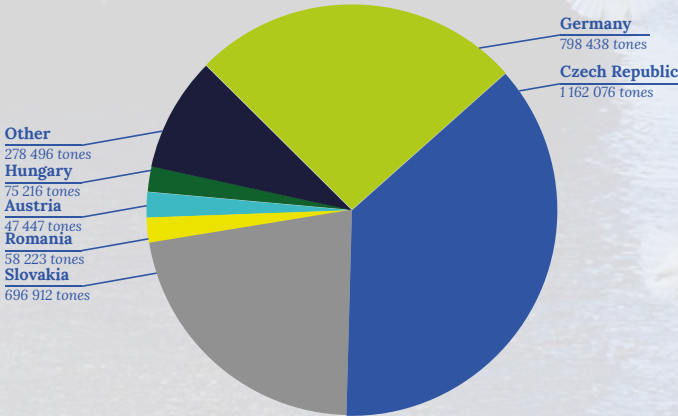
Hinterland transport

As regards the structure of the hinterland, in 2019, the majority of cargo (62%) was transported in and out of the port by road, 28% by rail and the remaining 8.5% by pipelines and 1.4% by inland shipping.



Transit

In 2019, the ports of Szczecin and Świnoujście handled 3,117 thousand tons of transit cargo. As regards the contribution of different countries in the structure, the largest transit partner for the ports of Szczecin and Świnoujście is the Czech Republic accounting for 37%. The second major country regarding transit is Germany with 26%. Other countries transporting transit cargo through the ports of Szczecin and Świnoujście include Slovakia (22%), Hungary (2%), Austria (2%) and Romania (2%).



Świnoujście

Ports authority

09

Leading role of the ports authority

A big advantage for the two ports is that they are managed by a single organisation, namely the Szczecin and Świnoujście Seaports Authority. Its responsibilities include:

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

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

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

The majority shareholder in the Ports Authority is the State Treasury.

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Fire Protection:
psr@port.szczecin.pl

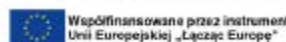
Development is our goal

The Szczecin and Świnoujście Seaports Authority is an unquestioned regional leader in investment. Since the Poland's accession to the EU in 2004, EU funding in excess of EUR 460 mio will be invested in the ports of Szczecin and Świnoujście until the end of 2023.

Investment in the ports of Szczecin and Świnoujście focus on enhancing competitiveness of the ports and improving capacity of their infrastructure, as well as greenfield development of port operations.

A key goal underlying the development of both ports is the improvement of the land and sea accessibility. Since the transport access is going to improve for sea-going vessels, the port of Szczecin has to adjust its quays to service larger ships. Sea access improvement plans in Szczecin include the following investment projects:

- Upgrading of the Świnoujście-Szczecin fairway to 12.5 m – project implemented by the Maritime Office Szczecin,
- Improvement of the access to the port of Szczecin near the Kaszubski Basin – project implemented by the Szczecin and Świnoujście Seaports Authority,
- Improvement of the access to the port of Szczecin near the Dębicki Canal – project implemented by the Szczecin and Świnoujście Seaports Authority.



12.5m for Szczecin - large benefits

The dredging of the fairway should enable larger commercial vessels to call at the port of Szczecin, whereas the improvement and extension of the port infrastructure in the area of general cargo handling (Dębicki Canal) and bulk cargo area (Kaszubski Basen) will support handling of larger sea-going vessels. The investment projects are expected to improve quays in terms of a larger depth and handling of larger volumes of cargo attracted after the dredging to the ports of Szczecin and Świnoujście. The overall effect of the projects is an enhanced capacity to handle larger ships and attract new investors with their business operations to the ports of Szczecin and Świnoujście. The dredging of the fairway all the way to Szczecin to 12.5 m is now implemented by the Maritime Office of Szczecin using EU funding. The project is expected to be completed in 2022.

Improved access to the port of Szczecin near the Kaszubski Basen

The project includes the modernization of the busiest two quays (Chorzowskie and Katowickie) and the construction of a new Dąbrowieckie quay together with new mooring dolphins to re-establish a sulfuric acid handling facility at the Katowickie Quay. After the mo-

dernization, the depth at Katowickie and Chorzowskie quays will be 12.5 m and their load bearing capacity 40 kN/m². The project includes dredging at quays, turning basin, access channel between the turning basin and the Kaszubskie Basen and at the Dąbrowieckie Quay (in this particular case to technical depth of 10.5 m). This will enable the Kaszubskie Basen to handle bulk carriers of 11 m in draught and 40 thou. DWT. It will also improve the dry bulk cargo handling capacity.

Improved access to the port of Szczecin in the Dębicki Canal

In the area of the Dębicki Canal, the goal is to improve the general cargo handling capacity in terms of its quality and quantity by building a new Norweskie Quay together with utility connections and the modernization of existing Czeskie and Słowackie quays, as well as the improvement of their technical backup infrastructure, and dredging it to the technical depth of 12.5 m. The Czeskie and Słowackie are the busiest general cargo quays in the port of Szczecin, and the investment is going to enhance their parameters to handle the largest ships calling at the port of Szczecin. A common part of the two projects is the widening of the Dębicki Canal to 200 m by removing earth along the canal and dredging it to 12.5m to enable the adjustment of quays to the new parameters of the Świnoujście Szczecin fairway.



Adjusting of ferry terminal in Świnoujście to handle intermodal transport

The ferry terminal in Świnoujście is going to change shortly. Its extension is already in progress to handle intermodal transport. The project is funded from the Connecting Europe Facility (CEF) and implemented in partnership with the port and city of Trelleborg under a comprehensive project of improving the integration and accessibility of European transport corridors. The Świnoujście project intends to combine posts no 5 and 6 into one quay of 294 m, develop new rail infrastructure, as well as rebuild the existing track, build a parking facility for trailers, passenger gangway and purchase new cargo handling equipment. Close to the terminal, a new car park is going to be built for 300 trucks.

Building of the quay for the export of LNG in Świnoujście

A new LNG export jetty is going to be built in the outer port of Świnoujście. The investment includes the building of a dolphin mooring structure, connected with a reloading platform to handle LNG carriers and bunkering vessels.

Development of a deep-water container terminal in Świnoujście






Construction of the deep-water container terminal in the outer port of Świnoujście is one of the strategic development projects in the ports of Szczecin and Świnoujście. Creation of a deep-water container terminal will be a milestone in the development of both the Świnoujście seaport and for the region. The concept of the terminal includes the ability to handle approx. 1.5 million TEU per year with a handling capacity of minimum 2 million TEU.

The advantage of the location of the Świnoujście seaport means the terminal can be a regional hub capable of handling the largest container vessels entering the Baltic Sea. The deep-water container terminal in Świnoujście will be located east of the existing LNG terminal. The terminal facilities are to be developed on a pier extending towards the sea, adjacent to the LNG Terminal. The only exception is the road and rail access infrastructure which will be designed to reduce intervention into the environment and nature. The forest zone, as well as being a considerable distance from residential areas shall be used as a natural screen protecting inhabitants of city of Świnoujście from any noise generated by the terminal.



An efficient land access by road and rail is a crucial component that determines the operational capability of the deep-water container terminal in Świnoujście. Current Port of Świnoujście access infrastructure projects include the development of expressway road no. 3 and the investment in the rail connection, to ensure there is sufficient capacity of roads and railway lines leading to the terminal.

Terminal particulars:

-  Access channel depth: 14.5 m (target 17.0 m)
-  Breakwater of about 2000 m, internal turning basin diameter 800 m
-  Container pier of 1,300 m mooring line which supports simultaneous handling of two ocean-going vessels of 400 m and one feeder of 200 m in length
-  Rail access – track of 3,200m connected with a marshalling yard (total length of tracks 10,400 m) onshore access and rail terminal on the container pier
-  Road access – road of about 3,000m connecting the terminal and expressway S3 at the “Łunowo” junction with two collision free overpasses. A buffer car and truck park for 286 trucks in a vicinity of the terminal.

Improved navigability of the Oder River

Transport accessibility based on inland waterways and the possibility to handle inland shipping vessels is a major advantage of the port complex and a factor determining its competitiveness.

The modernization of the Oder Waterway to international standards will contribute to the increased role of this particular mode of transport. It will follow the development in other European ports that have access to inland waterways and remains in line with the EU transport policy.

The modernization of existing barrages and the development of other hydrotechnical facilities on the free-flow stretch of Oder is crucial for the upgrading of the Oder Waterway to new standards. It is also necessary to combine these activities with due care of biodiversity and cultural heritage in river valleys. Only then, the Oder Waterway can gain high quality inland shipping infrastructure. It can connect the two ports with its business hinterland in the south of the country.

Inland shipping is an important component of the overall system of transport, and its development is an environmentally friendly option to respond to the growing transport demand.

After the analysis of major needs announced by a number of institutions, companies and organizations, as well as sectors of the national economy, the Szczecin and Świnoujście Seaports Authority has joined the Programme for Developing the Oder Waterway.



The investment into the deep-water container terminal in the outer port of Świnoujście is one of strategic development projects in the ports of Szczecin and Świnoujście. The development of a deep-water container terminal will be a milestone in the development of the Świnoujście seaport and the region.



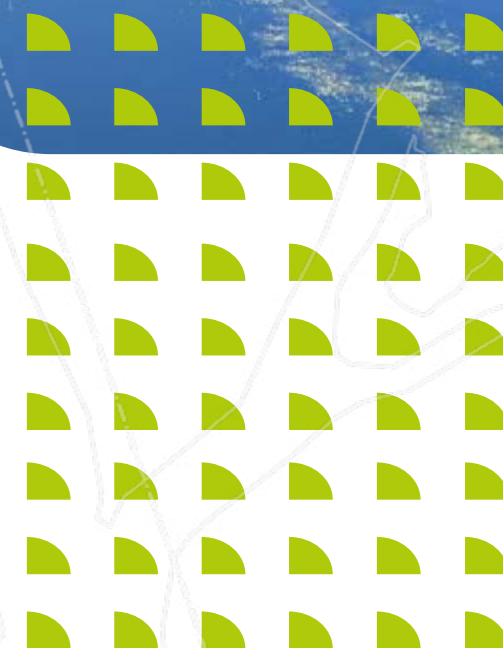


Investments opportunities

Investments opportunities

About 140 ha of land is available for future investors in the ports of Szczecin and Świnoujście.

Attractive land suitable for development is an important asset for the Szczecin and Świnoujście seaports. The Seaports Authority has been encouraging investors to build and operate terminals, as well as establish their industrial facilities in the port. The ports offer connections to utilities and infrastructure providing access from land and sea. The Seaports Authority is committed to cooperate closely with prospective investors at all stages of project development and implementation. Investment sites have been designated for a long-term preferential lease. The effort made to promote investment in the ports has resulted in attracting a number of foreign companies that have been successfully operating in the ports. There are still about 140 ha of land available for future investors in the ports of Szczecin and Świnoujście. The plots are located at the Ostrów Grabowski Peninsula and in the West Pomeranian Logistics Centre. The latter is a part of the port designated for warehouses and logistics centres.



Ostrów Grabowski Peninsula

The Ostrów Grabowski Peninsula offers ca 140 ha of land of a various upgrading level. Plots are conveniently arranged to suit investor needs. There are plots ranging from around 1.5 ha to clusters of plots exceeding 10 ha. They are situated mainly in the south-west part of Ostrów Grabowski and in the immediate vicinity of the container terminal. The upgrading process of the above mentioned areas is in progress and additional plots are being added to the investment offer. A part of the peninsula is partially upgraded and designated for other purposes, such as wastewater treatment, municipal waste incineration facility, roads, railway tracks, and other industrial investment, such as warehouses and production.

Technical status of the area in Ostrów Grabowski:

Intensive work is in progress to prepare the site (improve load bearing capacity). The site will provide a new convenient access by road and rail and utilities available at the border of the container base, including electricity, water, and wastewater. Yards at Hryniewieckiego Street are a natural link with the container base and the logistic centre. About 10 ha on the Ostrów Grabowski Peninsula (behind the Finnish quay) are ready for investment at the moment with possibility of supplying the media.

West Pomeranian Logistics Centre (WLC)

The other very attractive investment area is the West Pomeranian Logistics Centre (WLC). It is designated for warehouses, production facilities and logistics. The WLC area offers plots from 1.8 ha to 9.4 ha. The main advantage is an easy access by road. Proximity to logistic centre infrastructure and the Duty Free Zone are undeniable advantages of both investment sites.

Quays:

The Fińskie Quay of 300 m in length and technical depth of 10.5 m provides a ro-ro platform and container terminal. Expansion plans include the development of the Norweskie Quay of 240 m and technical depth of 12.5 m, together with necessary infrastructure for handling traditional general cargo, unitized cargo and heavy goods. The widening of the Dębicki Canal to 200 m on its entire length and building of embankment improvement structures, such as an anchored sheet-pile wall of 500 m, are now in progress. The Szczecin and Świnoujście Seaports Authority together with port operators plans to build further quays.

Designation:

Since they are the largest investment sites in the port of Szczecin, and due to their convenient location in the centre of the port, the sites are ideal for developing new port infrastructure and port related industry. In the years to come, plans include the building of technical infrastructure supporting the development of the investment area. In the western part of the Dębicki Canal, general cargo terminals have been planned, including one for unitized cargo. In the east, along the Mieleński Canal, land is going to be developed for future bulk cargo terminals, with the use of a direct access to a modernized waterway. After upgrading, land fitted with necessary technical infrastructure will be gradually released to investors. It is expected that after the completion of Ostrów Grabowski development, another stage of extending the port infrastructure in Szczecin will include the development of the Ostrów Mieleński Island.

Investments opportunities

Environment friendly ports

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



12

Environment



An early oil spillage detection system

In the port of Szczecin, an early oil spillage detection system was installed in 2015. There were two locations chosen for the installation of Remote Optical Watcher (ROW) sensors in the port. One sensor is installed in the Dębicki Channel and another in the Kaszubski Basin. The system uses oil fluorescence to detect anything from marine diesel to vegetable oil, and alert a dedicated computer system. Rescue Teams in the Port are notified about the leakage. They are responsible for handling the oil spill to and protecting against further pollution. The locations selected for the ROW are places of previous incidents and the port wanted to be able to provide an early response to avoid the worst-case scenario. Selected areas are the most important areas in terms of vessel traffic and cargo handling, especially petroleum oil.

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 2004, both ports have operated a ship waste reception system developed to meet international standards. The system provides for collecting of solid and liquid oily waste, sewage, as well as solid waste and exhaust gas cleaning residues. After paying the tonnage fee, ships calling at the ports of Szczecin and Świnoujście may discharge certain types of waste generated during their last voyage to port reception facilities without incurring any additional cost. Since 2012, in ports of Szczecin and Świnoujście, noise generated by port operations has been measured and monitored. Statistical surveys have been performed by a certificated laboratory. Dust and other emissions caused by the port are kept within limits set by environmental regulations.

Unexpected events

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

Wastewater treatment plant

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

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

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

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

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.

Testing of the natural environment

Another key component of the Seaports Authority's environmental policy is its Work Environment Laboratory. The Laboratory provides permanent monitoring of the quality of wastewater and rainwater discharged to the environment, as well as the quality of water in port basins, bottom sediments and soils in the ports. The Laboratory is accredited and meets international ISO/IEC 17025 standards.

The integrated management system

The Szczecin and Świnoujście Seaports Authority received a certificate of the Integrated Management System made to ISO 9001:2008 and 14001:2004 and is committed to continuous improvement of its business operation and impact on the environment. The Environment Management System reflects the care of the company about the proper use of the environment while reducing pollution.

The system also ensures that effects of the company's business activity are in line with its environmental policy, environmental goals and approved targets set by the policy.

Awareness of climate change

While planning some of their key investment projects, the Szczecin and Świnoujście Seaports Authority considers the impact of future investment not only on the climate, but also operating challenges for the ports in consequence of climate changes which have taken place due to human activity, such as stronger winds, more frequent local flooding, and violent storms and waves. Key personnel working in the project show high environmental awareness, which is actually a standard under the port-based management system. The project is expected to deliver a climate oriented effect in the port by opening the possibility to handle larger vessels and thus reduce CO₂ emission per cargo unit. Additionally, emission from ships will have to gradually decrease due to stringent emission standards specified in Annex VI to MARPOL 73/78.

Compliance check

Apart from the obligation to test the quality of water in port basins, which is performed twice a year, the Seaports Authority has surveyed aquatic invasive species (AIS) in the ports of Szczecin and Świnoujście. The presence of non-native species and their distribution have confirmed the status of port waters described in the literature.

Environment

Safety— security

13

Safety and security

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

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

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

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

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

Polish ports are traditionally well prepared to maintain high security standards, as the security infrastructure was already in place before the recent global adoption of the ISPS Code (contrary to most Western countries where ports were usually more vulnerable).

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



Host Nation Support

The Szczecin and Świnoujście Seaports Authority operates a dedicated function to support domestic ally military as regards their access to the ports of Szczecin and Świnoujście. The Host Nation Support (HNS) is a civil and military assistance, which is provided during peacetime, crisis situations and conflicts, by the host nation territory of which his used to deploy NATO forces. The range of issues dealt with by the HNS at the Ports Authority is determined by obligations under specific provisions on strategic companies, NATO agreements or bilateral and multilateral agreements between the „host nation” and NATO and sending nations. Operations in ports include logistics and information support, and ensuring free movement and reconnaissance.

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

Experience and tradition

The year of 2020 is unique for the Szczecin and Świnoujście Seaports Authority since it celebrates 70th anniversary of the presence of the Polish administration in ports of Szczecin and Świnoujście. The history of the ports, of course, is much longer.

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

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

14

Tradition



After the Vienna Congress, although ruled by the Prussian State, Szczecin became a major port for Poland. The port of Szczecin thrived in 1845-1870. The growth was the result of an economic upswing in Europe at that time and the international trade driven by an 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 and its vicinity, dynamic growth was recorded by shipyard industry, machine engineering, as well as steel, cement and paper production. The concentration of industry and its growing demand for raw materials made the port of Szczecin an important centre for imports and exports.

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

The first vessel to visit Szczecin after WWII was s/s 'Posejdon' which called at the port on 4th April 1946.

It brought 800 migrants on its board. On 17th June 1946, Szczecin welcomed the first merchant vessel. It was a Swedish ship with cellulose. Shortly after the war, the port of Szczecin was converted to a transshipment base of the Soviet Army which significantly delayed the rebuilding of the port. On 1st January 1950, the state-owned Szczecin Seaport Authority was established. The 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 the development of 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 1960s were very important for the development of the port of Świnoujście. At that time, Świnoujście developed a cargo handling and storage base for imported bulk cargo. A coal base opened in the late 1960s. Then, the port restored the 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 1990s 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.

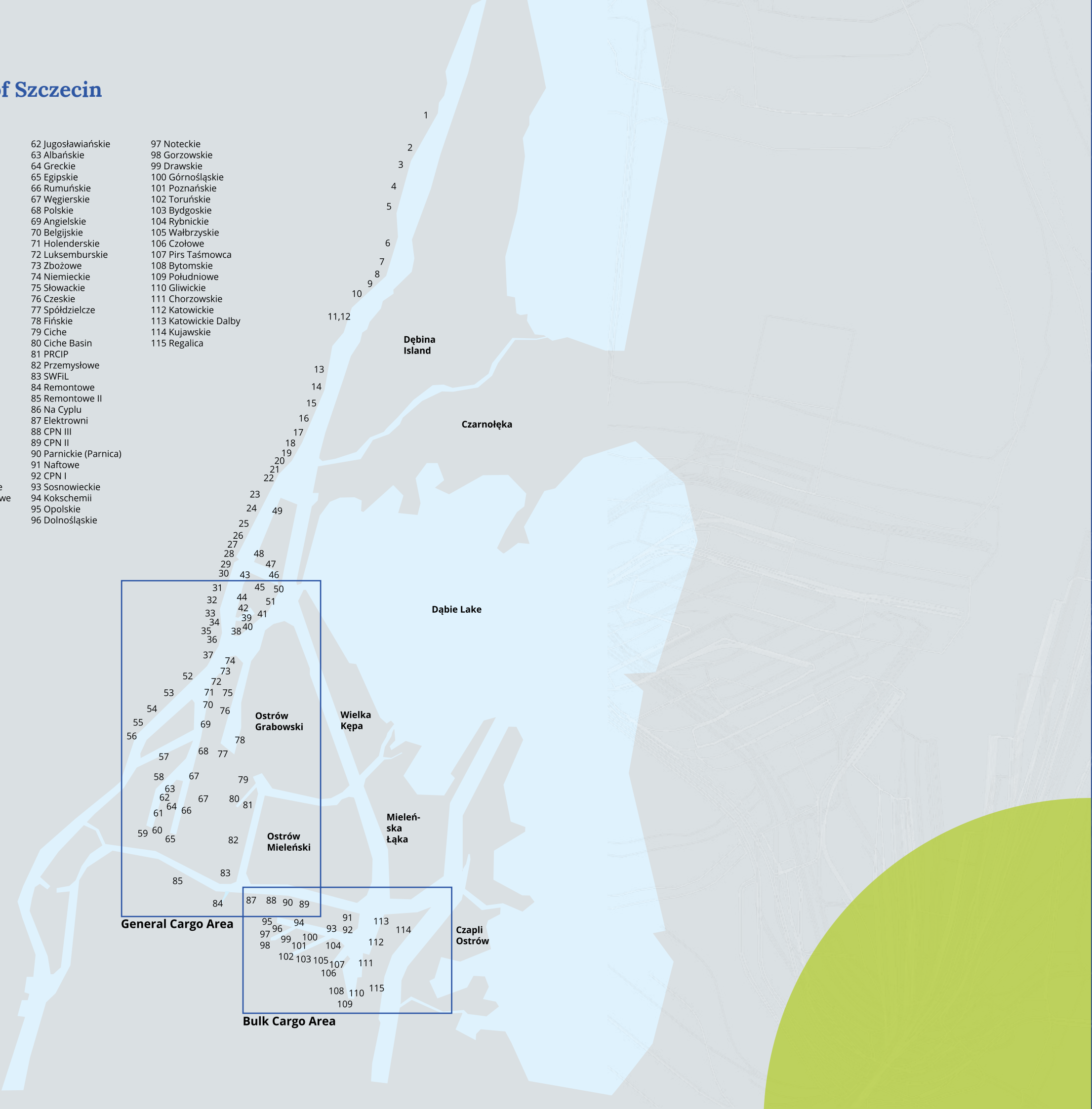


The Port of Szczecin

- 1 Huty
- 2 Cementowe
- 3 Fosfatowe
- 4 Fosfatowe Dalby
- 5 Basem Rybacki
- 6 Gocławskie
- 7 SNCP II
- 8 SNCP I
- 9 Huk Basin
- 10 Huk
- 11 Żeglarski Basin
- 12 Żeglarskie
- 13 SUM
- 14 SUM Basin
- 15 BCN
- 16 BCN Basin
- 17 Mak
- 18 Jachtowy Basin
- 19 Golecińskie
- 20 Oko
- 21 Oko Basin
- 22 Cal
- 23 Drab N
- 24 Młyński Basin
- 25 Warsztatowe Dalby
- 27 Warsztatowy Basin
- 28 Warsztatowe
- 29 Promowy I Basin
- 30 Promowy II Basin
- 31 Wulkan N
- 32 Wulkan S
- 33 Drzetowskie Północne
- 34 Drzetowskie Południowe
- 35 Odra Basin
- 36 Odra Stare
- 37 Odra Nowe
- 38 Wrocławskie
- 39 Remontowy Basin
- 40 Warszawskie
- 39 Remontowy Basin
- 40 Warszawskie
- 41 Radomskie
- 42 Kieleckie
- 43 Gdyńskie N
- 44 Gdyńskie S
- 45 Gdańskie
- 46 Przydokowe
- 47 Kaszubskie
- 48 Łańcuchowe
- 49 Mazowieckie
- 50 Gnieździeńskie
- 51 Krakowskie
- 52 Arsenał
- 53 Kapitanatu
- 54 Pasażerskie
- 55 Bulwar Chrobrego
- 56 Wieleckie
- 57 Starówka
- 58 Bułgarskie
- 59 Tureckie
- 60 Rosyjskie
- 61 Kubańskie

- 62 Jugosławiańskie
- 63 Albańskie
- 64 Greckie
- 65 Egipskie
- 66 Rumuńskie
- 67 Węgierskie
- 68 Polskie
- 69 Angielskie
- 70 Belgijskie
- 71 Holenderskie
- 72 Luksemburskie
- 73 Zbożowe
- 74 Niemieckie
- 75 Słowackie
- 76 Czeskie
- 77 Spółdzielcze
- 78 Fińskie
- 79 Ciche
- 80 Ciche Basin
- 81 PRCIP
- 82 Przemysłowe
- 83 SWFiL
- 84 Remontowe
- 85 Remontowe II
- 86 Na Cyplu
- 87 Elektrowni
- 88 CPN III
- 89 CPN II
- 90 Parnickie (Parnica)
- 91 Naftowe
- 92 CPN I
- 93 Sosnowieckie
- 94 Kokschemii
- 95 Opolskie
- 96 Dolnośląskie

- 97 Noteckie
- 98 Gorzowskie
- 99 Drawskie
- 100 Górnośląskie
- 101 Poznańskie
- 102 Toruńskie
- 103 Bydgoskie
- 104 Rybnickie
- 105 Wałbrzyskie
- 106 Czołowe
- 107 Pirs Taśmowca
- 108 Bytomskie
- 109 Południowe
- 110 Gliwickie
- 111 Chorzowskie
- 112 Katowickie
- 113 Katowickie Dalby
- 114 Kujawskie
- 115 Regalica



51 Maps

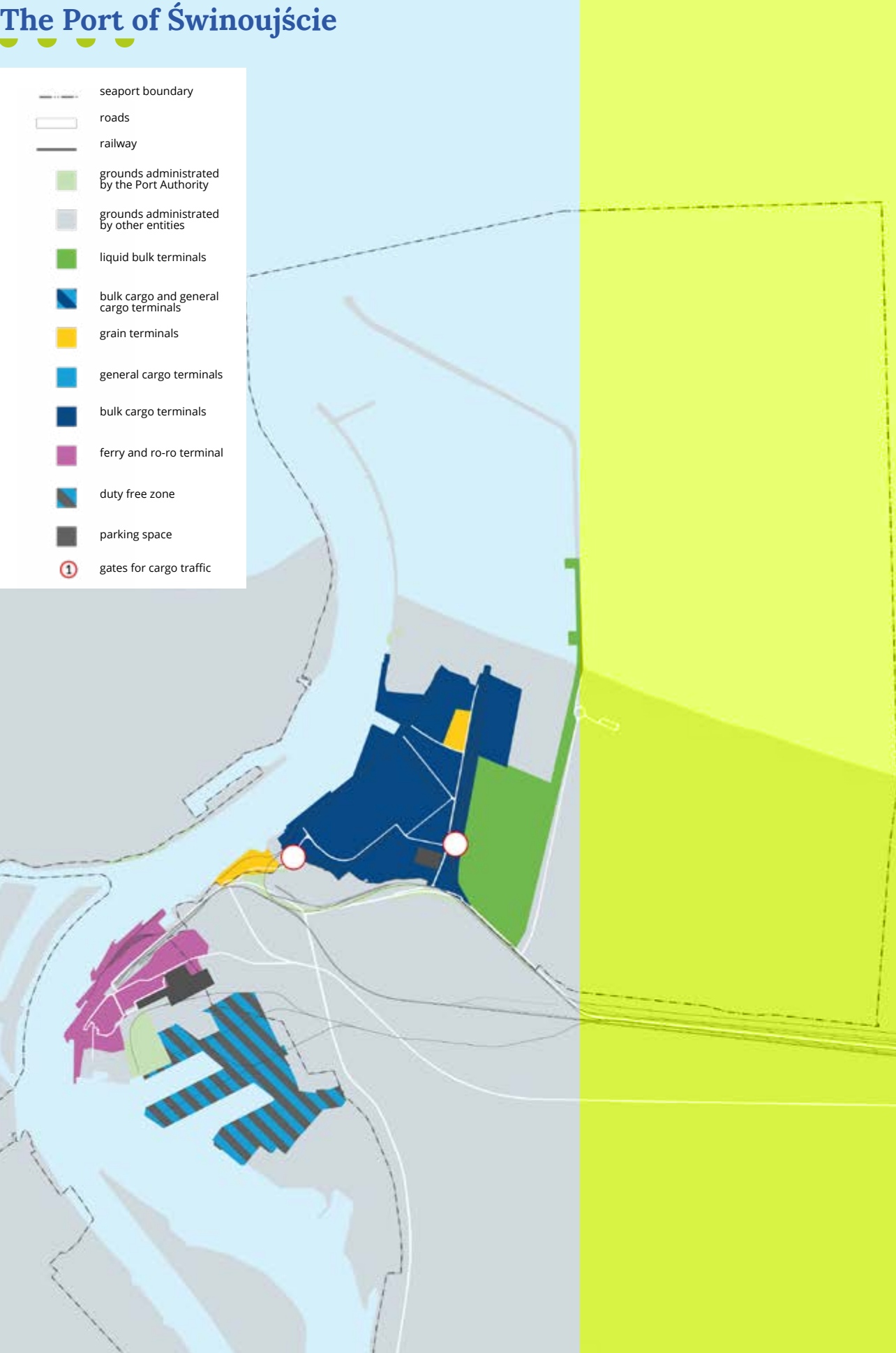
The Port of Szczecin

- seaport boundary
- roads
- railway
- grounds administrated by the Port Authority
- grounds administrated by other entities
- liquid bulk terminals
- bulk cargo and general cargo terminals
- grain terminals
- general cargo terminals
- bulk cargo terminals
- cointainer terminals
- duty free zone
- parking space
- gates for cargo traffic



The Port of Świnoujście

- seaport boundary
- roads
- railway
- grounds administrated by the Port Authority
- grounds administrated by other entities
- liquid bulk terminals
- bulk cargo and general cargo terminals
- grain terminals
- general cargo terminals
- bulk cargo terminals
- ferry and ro-ro terminal
- duty free zone
- parking space
- gates for cargo traffic



Port particulars

LOCATION

The Port of Szczecin is located 53°25`N, 14°33`E at the mouth of the River Odra about 65 km from the open sea. The Port of Świnoujście is located 53°55`N, 14°15`E on the Wolin Island at the entrance to the Świna Channel leading to the Szczecin Firth and at the mouth of the River Odra.

APPROACH

Świnoujście: The navigation channel into Świnoujście is 32 Nm long, 180 to 200 m wide and 14.5 m deep. The port entrance is sheltered by concrete breakwaters. Szczecin: Located 67 km from the open sea along a 100 m wide channel. Maximum draught is 9.15 m at the normal water level. Vessels over 200 m in length and 9.0 m draught may navigate only by day when visibility is not less than two nautical miles.

ANCHORAGE

Max. draught at anchorages is as follows: 1A – 7.0 m; 1B – 6.0 m; 2A – 9.5 m; 2B – 11.0 m; Quarantine – 11.0 m; 3 – 13.2 m.

ARRIVAL

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

AUTHORITY

Szczecin and Świnoujście Seaports Authority
ul. Bytomska 7
70-603 Szczecin
Tel: + 48 91 430 82 21
Fax: + 48 91 462 34 12
e-mail: info@port.szczecin.pl
www.port.szczecin.pl

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

Harbour Master's Office in Szczecin
ul. Jana z Kolna 9
71-603 Szczecin
Tel. +48 91 44 03 596
sekretariat_kpn@ums.gov.pl
Duty of the Harbor Master's Office in Szczecin:
Tel. +48 91 44 03 510
oficerdyzurny_kpn@ums.gov.pl

Harbour Master's Office in Świnoujście
ul. Wybrzeże Władysława IV 7
72-600 Świnoujście
Tel. +48 91 44 03 570
sekretariat_kpe@ums.gov.pl
Duty of the Harbor Master's Office in Świnoujście:
Tel. +48 91 321 62 03
oficerdyzurny_kpe@ums.gov.pl

BERTHING

The ports of Szczecin and Świnoujście provide 11 km and 3 km of berths respectively and cargo handling services.

AIRPORT

Szczecin-Goleniow Airport is 45 km away from Szczecin. Berlin`s Tegel and Schonefeld Airports, with world-wide connections, are 180 km by motorway.

BUNKERS

Fuel available from onshore installations or by bunker barges. Lubricants delivered by truck.
CRANES: Over 150 cranes in the two ports from 6 to 200 tons.

CUSTOMS

Customs Department Łasztownia Quay (Szczecin)
ul. Bytomska 9
70-603 Szczecin
Tel. +48 735 971 207 (office),
Tel. +48 604 297 070, +48 91 430 89 15 (check-in room)
oc.lasztownia@mf.gov.pl
pl421030@mf.gov.pl
(customs declarations and clearance)

Customs Department Świnoujście
ul. Dworcowa 1
72-606 Świnoujście
Tel: +48 660 599 885 (secretariat)
Tel. +48 660 599 912, +48 660 599 908(check-in room)
oc.swinoujscie@mf.gov.pl

DISPATCHER'S OFFICE

open 24h a day.
Tel: +48 91 430 84 46,
+48 91 462 41 52
Fax: +48 91 462 46 34,
e-mail: dyspozytor@port.szczecin.pl

EMERGENCY NUMBERS

Police: 997
Fire: 998

Ambulance: 999

Port's Rescue and Security Service
ul. Bytomska
70-603 Szczecin, Poland
Tel: +48 91 430 82 55
Tel. +48 91 430 83 55,
430 84 55 (fire, emergency situations)
Fax: +48 91 462 41 12
e-mail: psr@port.szczecin.pl

HNS POINT OF INFORMATION

Zarząd Morskich Portów Szczecin i Świnoujście S.A.
ul. Bytomska 7, 70-603 Szczecin
Tel. +48 91 430 81 00 / mob. + 48 695 380 614
Fax: +48 91 462 48 42
e-mail: m.andrzejewska@port.szczecin.pl
www.port.szczecin.pl

ISPS OFFICER

PFS Officers Szczecin (ISPS):
Tel: +48 91 430 82 03
mob. +48 665 430 972
e-mail: h.dudzien@port.szczecin.pl

Tel. +48 91 430 82 35
mob. + 48 691 030 721
e-mail: j.gadomski@port.szczecin.pl

Tel. +48 91 430 89 37
mob.: +48 502 691 162
e-mail: a.pawlak@port.szczecin.pl

PFS Officers Świnoujście (ISPS):
Tel: +48 91 372 72 50
+48 605 073 281
e-mail: b.przybylski@port.szczecin.pl

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

MARITIME SEARCH AND RESCUE SERVICE

ul. Wybrzeże Władysława IV 7
72-600 Świnoujście, Poland
Tel: +48 91 321 49 17
Fax: +48 91 321 59 29
e-mail: polratok2@polratok.com.pl
Channel 16 VHF

BORDER SANITARY AND EPIDEMIOLOGIC STATION IN SZCZECIN

Al. Wojska Polskiego 160
70-481 Szczecin, Poland
Tel. +48 91 462 43 18
Fax: +48 91 462 32 71
e-mail: gsse.szczecin@pis.gov.pl

BORDER SANITARY AND EPIDEMIOLOGIC STATION IN ŚWINOUJŚCIE

ul. Wybrzeże Władysława IV 7
72-600 Świnoujście, Poland
Tel: +48 91 321 20 85
Fax: +48 91 321 20 85
e-mail: gsse.swinoujscie@pis.gov.pl

ENVIRONMENT

Pollution of harbour waters, land and facilities is prohibited. In the event of pollution, offenders or users are responsible for its immediate removal or removal by the time determined by the Harbour Master`s Office, as well as to cover the removal cost and any third party claims that may arise.

HANDLING EQUIPMENT

Over 500 pieces of equipment, including fork-lift trucks, top lifters and reach stackers. Equipment hire available.

HAZARDOUS CARGO

Facilities available for handling and storage.

MEDICAL AID

Available.

MOORING

Use of mooring services is compulsory. Boatmen to be ordered through ship`s agent.

PASSENGER SERVICES

Unity Line, Polish Baltic Shipping Company, Euroafrica and TT-Line operate passenger ferry services from Świnoujście to Sweden. Cruise ships` facilities available in both ports.

PILOTAGE

The obligation to use pilot services applies to ships in excess of 90 m and 75 m in length, respectively in the port of Świnoujście and other ports, ships with hazardous, polluting or not degassed cargo, and passenger vessels with passengers on board, except inland waterway vessels.

RADIO

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

RAILWAYS

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

ROADS

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

European highway system.
Świnoujście:
easy access to road no. 3 linking Świnoujście with Polish road networks.

RO-RO FACILITIES

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

SEAMEN’S MISSION

The Stella Maris Club, runs by Seafarers` Priesthood, offers leisure facilities.

SHIPREPAIR

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

STORAGE

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

TIDES

Szczecin and Świnoujście are not tidal ports.

TOWAGE

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

VESSELS LIMITATION

Świnoujście: 270 m length and 13.5 m draught provided conditions determined by Port Regulations are met. Szczecin: 215 m in length and 9.15 m in draught. Draught limits for ships over 160 m LOA calling at the Port of Szczecin are shown in the table below. Entrance of larger vessels is subject to Harbour Master’s approval.

WATER

Fresh water is supplied from shore hydrants or by road tankers.

WEATHER

Szczecin and Świnoujście are usually ice free all year round. The climate is temperate. Only prolonged and severe frost periods may result in ice formation. In such a case, the approach channel and port basins are kept passable by icebreakers.

WORKING HOURS

three shifts, Monday to Friday, 06:00 to 14:00, 14:00 to 22:00 and 22:00 to 06:00. Overtime working available on request, from Friday 22:00 to Sunday 22:00 and on public holidays.

MAXIMUM BREADTH (metres)

Overall length (metres)	Maximum breadth (metres)						
	to 25.00	25.01-26.00	26.01-27.00	27.01-28.00	28.01-29.00	29.01-30.00	30.01-31.00
	Maximum draught in fresh water (metres)						
160-169	9.15-9.06	9.15-9.03	9.15-9.00	9.15-8.98	9.15-8.95	9.15-8.92	9.15-8.90
170-179	9.05-8.93	9.02-8.88	8.99-8.83	8.96-8.78	8,93-8.73	8.90-8.68	8.87-8.63
180-189	8.91-8.73	8.86-8.68	8.81-8.63	8.76-8.58	8.71-8.53	8.66-8.48	8.61-8.43
190-199	8.72-8.58	8.67-8.53	8.62-8.48	8.57-8.43	8.52-8.38	8.47-8.33	8.42-8.28
200-209	8.57-8.48	8.52-8.43	8.47-8.38	8.42-8.33	8.37-8.27	8.32-8.22	8.37-8.17
210-215	8.46-8.40	8.41-8.35	8.36-8.30	8.31-8.25	8.25-8.20	8.20-8.15	8.15-8.10



Stevedoring companies

ALFA TERMINAL SZCZECIN SP. Z O.O.



Address: ul. Nad Odrą 10, 71-833 Szczecin
Tel: +48 91 4247 883
e-mail: office@alfaterminal.com
website: www.alfaterminal.pl

Alfa Terminal provides a variety of bulk and methanol transshipment and storage services. Bulk cargoes handled such as: fertilisers, urea, coal, cokes, variety of ores and concentrates, aggregates, biomass, woodchips.

ANDREAS SP. Z O.O.



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

Covered warehouse is total 5.000 sqm, which translates to a total storage space of 15.500mts of urea in bulk.
First line open storage of 15.000 sqm. Second line paved 25.000 sqm. Two methanol storage tanks giving total 29.000 cbm.
Loading/discharging is possible onto trucks and rail wagons, with truck and rail weigh bridges, total rail network of 11.5 km.
Four portal cranes with handling capacity with two cranes is 2,500 mts per day depending on commodity type, with max crane outreach of 24 meters. Two bulk/multipurpose vessels can be handled simultaneously.
Two methanol discharging arms of 1000 t per hour. Belt conveyors systems vessel to/from warehouse of 5000 mts per day.
Also, a 500-1000 kg bagging machine for fertiliser/urea.
With a total land area of 48 ha.
Quay – KRA-1: Length 421m; draft max 8,2m.

Andreas is a sea transshipment terminal of 32,000 t dedicated for grain and animal feed as well as 25,000 t fertilisers, of which 11,500 t for fertilisers in bulk. The terminal has been fitted with modern transshipment equipment for ships, including automatic conveyor systems of 250 t/h and or vehicles operating at 150 t/hour. The company has a 340 m quay and 3 railway sidings of total length 900 m.
Quay: Snop: 340 m in length, 7.0-7.1 m in width. Handles ships of up to 8,000 DWT. Highly efficient transport and trans-shipment equipment that enables performing several warehouse operations in parallel at 250 t/h.

BALTCHYM S.A. ZAKŁADY CHEMICZNE W SZCZECINIE



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

Baltchem S.A. provides storage and reloading services of liquid products, such as:
- fertilizer,
- crude vegetable oil,
- petroleum products (gasoline, diesel, MDO, etc.),

- methanol and ethanol,
- other chemicals.
Products of 1st, 3rd and non-classified fire hazard may be stored in Tax Warehouse, Custom Warehouse, Place of Temporary Storage or in no custom status tanks.

Parameters of ships handled at terminal in Szczecin:
LOA – 130.00 m
Beam – 22.00 m
Draft – 6.5 m
Total storage capacity: 56,700 cu. m, own railway sidings; ship, road, rail and barges access; truck and rail weigh bridges.

Parameters of ships handled at terminal in Świnoujście:
LOA – 195.00 m
Draft – 11.60 m (up to 57,600 DWT)
Total storage capacity:
110,210 cu. m; ships, barges and road access.

BULK CARGO – PORT SZCZECIN SP. Z O.O.

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



Bulk Cargo – Port Szczecin Ltd. - the most significant and universal port company in Szczecin provides high quality bulk, liquid and general cargo handling and logistics services. The company offers 70,000 sq. m of warehouse space, 500,000 sq. m of open storage, as well as 18,000 cu. m of tanks for liquid cargo. The company operates three port handling areas CARGO-PORT, COAL – PORT, and MAS – PORT, has relevant certificates of ISO 9001:2008 and GMP+B3.

Quays:

Katowickie: 434 m in length, permitted draft of 9.15 m. Three shore cranes of 16 t each and two 10 t cranes. Open cargo boxes and flat storage space. Terminal for reloading sulphuric acid.

Chorzowskie: 290 m in length, permitted draft of 9.15 m. Three shore cranes of 16 t each. Weighing scales for railway cars. Open cargo boxes and flat storage space. Ro-ro platform.

Gliwickie: 260 m in length, permitted draft of 9.15 m. Three shore cranes of 16 t each. Covered and open cargo boxes and open flat

storage space.

Regalica: 210 m in length, permitted draft of 6.4 m. Storage space and warehouses for general cargo. Weighing scale for trucks.

Bytomskie: 343 m in length, permitted draft of 9.15 m. Two shore cranes of 10 t each. Covered and open cargo boxes and open flat storage space

Pirs: 188 m in length, permitted draft of 9.15 m. Conveyors for coal and rail car tipper of 1,000 t/h. Open storage space.

Wałbrzyskie: 255 m in length, permitted draft of 8.6 m. Three shore cranes of 10 t each. Open cargo boxes and flat storage space. Terminal for reloading and storage of liquid cargo.

Górnośląskie: 282 m in length, permitted draft of 9.15 m. Three shore cranes of 45 t, 16 t and 10 t. Storage space (boxes and flat space) and warehouses for bulk and general cargo

Noteckie: 283 m in length, permitted draft of 5.5 m. Storage space and warehouses for bulk and general cargo. Weighing scale for trucks.

Parnica: 320 m in length, permitted draft of 7.4 m. Two shore cranes of 8 t each. Covered cargo boxes and flat storage space. Terminal for reloading and storage of tar. Weighing scale for trucks

Other equipment:

Mobile cranes 9	Conveyors 20
Front loaders 18	Forklifts 40
Heavy trucks 10	Heavy forklifts 7
Bulldozers 3	Trailers 22

The company operates a cement logistic and transshipment terminal. The terminal is equipped with a cement packaging system including regular and big bags, as well as a post for automatic cars loading. There are also 2 silos 400 t each, 2 silos 1,800 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 sq. m.

Quays:

Kra II: 108.6 m long and 6.2 m deep

Kra III: 34.1 m long and 5.9 m deep

Centrum Logistyczne Gryf Sp. z o.o. offers optimum organization of reloading works and provides port forwarding, transport agency, and customs agency services for goods entrusted by customers. It performs its services using the latest solutions in the warehousing sector, modern materials handling equipment, and port cranes. Goods are stored on modern high storage mobile shelving and the logistics, forwarding, and customs agency services are based on modern information technology solutions. With the aim to ensure high quality of its services, Centrum Logistyczne Gryf Sp. z o.o. has implemented and certified quality management systems compliant with such standards as IFS Logistics, ISO22000, ISO9001, ASC, and MSC. The Company has implemented a HACCP food safety management system, along with GMP and GHP good practices. It intends to implement a safety system made to the ISO 27001 standard.

Quays:

Starówka: 180 m long and 4.7 deep.

Bułgarskie: 1,247 m long and 6.7 to 8.7 m deep. Two 6.3 t cranes.

Other equipment: fork-lift trucks 15.

CEMEX POLSKA SP. Z O.O.



Logistic Terminal Szczecin
Address: ul. Fabryczna 1, 71-827 Szczecin
Tel: +48 91 831 20 22 ; +48 800 700 077
e-mail: cemexpolska@cemex.pl
website: www.cemex.pl

CENTRUM LOGISTYCZNE GRYF SP. Z O.O.



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

Centrum Logistyczne Gryf Sp. z o.o. in Szczecin provides services related to reloading and storage of frozen sea products, port services, logistics and forwarding services, customs agency services, and rental of storage yards and offices. The company has the most modern cold stores in the region, with the capacity of 13,000 tons, located in the Szczecin Port at the Bułgarskie quay. The location of the cold storage makes it possible to work with ships of permissible draft of up to 8.7 m, as well as to handle loads delivered by trucks and in containers.

CRONIMET PL SP. Z O.O.



Address: ul. Księdza Stanisława Kujota 15, 70-605 Szczecin
Tel: +48 91 430 8916
Fax: +48 91 430 89 13
e-mail: szczecin@cronimet.pl
website: www.cronimet.com.pl

DB PORT SZCZECIN SP. Z O.O.

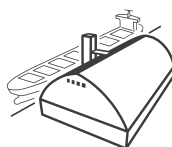


Address: ul. Bytomska 14, 70-603 Szczecin
Tel: +48 91 430 86 60, 430 77 70
Fax: +48 91 462 47 79, 462 47 80
e-mail: sekretariat@dbport.pl, marketing@dbport.pl
website: portszczecin.deutschebahn.com

The main activity of the company is cargo handling of containers and general cargo, especially; steel products, non-ferrous metals, fertilizers in bulk, paper and wood pulp, project cargo, heavy loads and oversized goods, other cargo such as granites and unitized goods. With regards to the above division of cargo groups, DB PS offers to its clients 5 fields of activities:

- Container Terminal, which was expanded in Spring 2011 and again in 2015 – loading, reloading, stuffing, stripping, transporting containers within the port area and other depots in Szczecin.
- General Cargo Terminal (steel products, granites, non-ferrous metals such as aluminium, paper, wood pulp, etc.)
- Bulk Terminal (reloading of fertilizers and packing into big bags
- Service of Project Cargo (vehicles, constructions, windmill stations etc.)

ELEWATOR EWA SP. Z O.O.



Address: ul. Hryniewieckiego 21, 70-606 Szczecin
Tel: +48 91 430 82 66
Fax: +48 91 462 41 65
e-mail: sekretariat@elewator-ewa.szczecin.pl
website: www.elewator-ewa.szczecin.pl

The Cronimet Quay at the Przemysłowe Canal handles ships of 120m in length and 6.5m in draught. Cronimet PL Sp. z o.o. has been dealing with wholesale purchase, sales and processing of alloy scrap metal, non-ferrous metals, tool steel, cemented carbides and scrap steel. Scrap metal is processed to become a batch which goes to a metallurgical furnace. Batches of scrap metal are delivered directly to steel mills, among others, by sea. The Szczecin-based terminal comprises:

- 2 ha warehouse space,
- customs warehouse for temporary storage (AEO certified),
- railway siding,
- certified truck and railway car scales,
- radiation detectors,
- modern laboratory providing chemical composition analysis.

- Free Duty Area offering reloading and cargo handling without the necessity to pay duty and taxes.

Quays:

Czeskie: 420 m long and 9.15 m deep. Cranes: two (100 t) self-propelled cranes, four 8- 16 t portal cranes Ro-Ro ramp.

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

Polskie: 260 m long and 8.8 m deep. two cranes of 20/25t and 16t

Węgierskie: 611,30 m long and 8.6 m deep, two cranes 3,2/6t, two cranes up to 6t, two cranes 8/16t

Rosyjskie: 322 m long and 7.6 m deep. Duty Free Zone., 3 portal cranes up to 3 t

Fińskie: 300 m long and 10,9 deep, 28 m ro-ro ramp. 2 STS cranes, 2 RTG cranes, large depot for containers, more than 150 reefer stations.

Other equipment:

Electric harbour cranes: 18

Mobile cranes 6

RTG cranes 4

Gottwald mobile harbor 100 ton cranes 2

Fork-lift trucks: SVETRUCK- 4, others- 45

Roll-trailers 27

Reachstackers 3

STS cranes 2

Terminal tractors: 24

The company operates modern flat storage with capacity of 45,000 tons located at Słowackie Quay. The silo is road and rail linked with computerized weighbridges. Loading or unloading of vessels is performed with a rate of 8,000 tons per day for grain and 7,000 tons per day for feed.

Quay:

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

Other equipment:

wheel loaders, bulldozers, moveable conveyors belts, automatic scales

EURO TERMINAL REAL ESTATE Co. Ltd.



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

Located in port of Świnoujście, fully private multi-purpose terminal with dedicated handling and storage facilities. We handle wide range of cargo: offshore components, frozen fish, frozen fruits, woodpulp and forest products, aluminium, steel products, breakbulk, project cargo, containers and Ro-Ro.
Euro Terminal covers duty free area of 53 hectares and offers 14.000 m2 of cold storage, 27.000 m2 of warehouse space and over 300.000 m2 of open air storage.

FAST TERMINALS SP. Z O.O.



Address: ul. Bytomska 7, 70-603 Szczecin
Tel: +48 914308746
Fax: +48 914308187
e-mail: fast@fastterminals.com
website: www.fast-lines.com

Fast Terminals since 28 years provides storage and handling services for unitized general cargo, semi products such as chemicals, paper,

FOSFAN S.A.



Address: ul. Nad Odrą 44/65, 71-820 Szczecin
Tel: + 48 91 44 55 600
Fax: + 48 91 44 55 610
e-mail: biuro@fosfan.pl
website: www.portnadodra.pl

Port Nad Odrą is a branch providing professional handling and storage services of bulk materials, aggregates and liquid chemicals. We have warehouses for bulk materials of 20,000 tons and storage space of 3,000 tons. Additionally, we can offer high-storage warehouses for

Over 2000 m of berths are available for a variety of sea related business activities.

Quays:

CPN: 180 m long and up to 4,2 m deep.
Wyposażeniowe: 200 m long and up to 5,3 m deep.
NOK: 164 m long and up to 4,4 m deep.
Zaopatrzeniowe: 513 m long and up to 5,9 m deep.
Komunikacyjne: 50 m long and up to 4,7 m deep.
Rybackie: 120 m long and up to 5,4 m deep.
Rozładunkowe: 600 m long and up to 8,2m deep.
TOP: 171 m long and up to 7,0 m deep.
Remontowo-Zaopatrzeniowe: 343 m long and up to 5,7 m deep.
Prób: 56 m long and up to 5,4 m deep.

Terminal is equipped with:

2 mobile cranes (lifting capacity 64 and 84 tons; 100 tons in tandem)
2 reachstackers (lifting capacity 45 tons)
40 forklifts (lifting capacity 2 – 16 tons)
2 tugmasters and fleet of trailers (carrying capacity 25-100 tons)
1 locomotive and private rail siding

timber, steel and also stuffing/stripping containers. A new open bulk terminal dedicated for all kinds of fertilizers, minerals or grain, fitted with modern, automatic conveyor systems of 200 t/h and 4 chambers with 8 000 mt storage capacity. Fast Terminals as a Fast Group member offers regular sailings to the UK and Ireland. Fast Terminals have 20,000 sq. m of warehouse space and 25,000 sq. m of open storage. The company is equipped with 5 mobile cranes from 40 t to 16 t and other specialist equipment.

Quays:

Holenderskie: 160 m long and 8.0 m deep.
Belgijskie: 240 m long and 9.0 m deep.
Angielskie: 160 m long and 8.5 m deep.
Greckie: 130 m long and 6.5 m deep.

600 tons and outdoor storage sites of more than 3,000 m2. Storage of liquid chemicals is possible of up to 10,000 cu. m. Moreover, our Company has available investment area with the possibility of expanding its storage capacity.

Quays:

Fosfatowe: 246 m long and 5.7 m deep. The handling capacity of loading conveyor is 2,000 mt per day.
Fosfatowe Dalby: 185 m long and 5.8 m deep. Tankers can be loaded at 300 mt per hour.
Individual railway side track for 150 carriages.

Other equipment:

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

ORLEN PALIWA SP. Z O.O.



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Liquefied Gas Terminal in Szczecin
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OT PORT ŚWINOUJŚCIE SA



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OT Port Świnoujście SA is a part of OT Logistics Group. OT Logistics Group is a Polish company with over 70 years of experience. It is the largest port operator in Poland and on the southern Baltic, and the leader in the inland waterway transport from Kaliningrad, Russia to ports in Germany and the Netherlands. The OT Logistics Group comprises more than 20 companies providing freight, sea, rail, road and air forwarding services, cargo handling in ports and inland terminals as well as inland waterway transport.

OT Port Świnoujście SA operates in a sea port of universal nature. Basing on his long time experience, highly trained staff, and a wide range of handling installation and infrastructure can provide handling services for a wide range of bulk cargo as well as general cargo, both in exports and imports. The cooperation between companies belonging to the same OT Logistics capital group allows OT Port Świnoujście to provide a comprehensive 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 structures,
– heavy lifts up to 250 tons; warehousing and storage of goods and other services related to cargo and transport means. Total annual turnover reaches 12,000,000 mt of different kinds of materials.

Sea LPG Terminal Equipment at the sea LPG terminal includes three tanks of 1,500 cu. m each; one barge/vessel berth, three fully automated road tanker loading/unloading bays and two loading / unloading rail tankers bays.
There are two railway sidings with direct connection to main railways. There is also easy connection to the road network via the A6 motorway and the S3, S6 and S10 expedition roads.
Depending on actual configuration, max. daily transshipment rate is 5,700 cu. m.

Quay:

LPG Orlen Paliwa – CPN 3 – 274 m long, 7.5 m deep

Quays:

Portowców – length: 245 m, max draft: 12.14 m, a Grain Terminal BTP – Groupe Bunge. Terminal is dedicated for handling and storage of goods for animal feed and cereals. There is also a barge channel (10.4 m in width and 6 m in depth).
Terminal Portowcow is equipped with: 2 portal cranes SWL 16 mt each, 1 portal crane SWL 52 mt, 1 shiploader of 500 mt/h, 8 covered boxes of 5,800 cu. m, covered warehouse of 45,000 mt.

Górników – length: 330 m, max draft: 13.50 m, major cargo: coal, biomass, aggregate, heavy lifts, project cargo, containers both unloading and loading directions.
Terminal Gornikow is equipped with: belt conveyor system of total length 7 km, connecting wagon tipplers with storage area and vessels loader; 2 Liebherr mobile cranes LHM 500 SWL 140 mt each with max. discharging rate 25,000 mt/day (coal); loading device connected with belt conveyor system - loading rate up to 25,000 mt/day; 2 wagon tipplers - discharging rate up to 400 wagons/day; wagon loading station - loading rate up to 10,000 mt / day; additional secondary quay with max. draft 4.50 m, length 115 m, equipped with 2 cranes SWL 10 mt each; storage area 120,000 m2 for coal, max. capacity 700,000 mt. area equipped with 6 stackers reclaimers connected with belt conveyor system; de-freezing station

Hutników – length: 330 m, max. draft: 13.20 m, major cargo: coal, iron ore, aggregate, general cargo, containers for both unloading and loading directions. Directly, within outreach of gantry cranes, there is a 5,200 m2 concreted yard, with the capacity of 65,000 mt of iron ore, or 40,000 mt of aggregate.
Terminal Hutników is equipped with: 4 rope gantry crane SWL: 25 mt; 4 rope gantzy crane SWL: 40 mt; container gantry crane with capacity below spreader SWL: 68 mt and handling capacity 40 moves/h. Quay is also equipped with storage yards 80,000 sq. m, and 5,800 sq. m dry warehouse for a storage of general and bulk cargo.

Chemików – length: 285 m, max draft: 13.20 m, major cargoes are: biomass, iron ore, aggregate, with possibility of direct reloading with conveyor belt from vessel onto barge, yard, covered warehouse, trucks or wagons.
Terminal Chemikow is equipped with: 2pcs, 4-rope gantry cranes SWL: 20 mt each, able to discharge PANAMAX size vessel with rate

20,000 mt/day; belt conveyor system, total length 2.5 km connected with covered warehouse, capacity 13,500 sq. m, able to store up to 100,000 mt of iron ore, or 40,000 mt of biomass; storage yard, total



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Polskie LNG S.A. is responsible for the operation and development of the Świnoujście-based liquefied natural gas terminal (LNG). The terminal is considered by the Polish government of strategic significance for the diversification of the gas supply. The President Lech Kaczyński LNG Terminal enables to unload liquefied gas delivered by



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capacity 60,000 sq. m; additional secondary quay, length 137.5 m, draft 4.50 m, with 2 barge loaders, loading rate 180 mt/h each. DEZA Terminal – liquid tar-pitch reloading facility with tanks of 7,000 cu. m.

sea virtually from any corner of the world. Thus, it contributes to the enhancement of the Poland's energy security.
Processes at the LNG terminal in Świnoujście:
- unloading of LNG from gas carriers of 120,000 m3 to 217,000 m3
- process storage of LNG in tanks of the total capacity 320,000 m3,
- regasification of LNG to reach the nominal annual dispatch of 5 bn Nm3 (after extension, it is going to increase to 7.5 bn Nm3/year),
- loading of LNG to tank trucks at three dedicated posts.

Services:
Being the licenced operator of the regasification system, Polskie LNG S.A. provides regasification and additional services.
Regasification provided by Polskie LNG S.A.:
- long-term; for the LNG Terminal users whose annual gas delivery is equivalent to the average regasification capacity of at least 150 thou. m3 NG per hour. Under the long-term service, the LNG Terminal Operator provides continuous regasification all year round, except periods of planned maintenance and emergency downtime or limited operation as specified in the Terminal Code;
- short-term; for at least 24h and several consecutive 24h periods in a given year.

The regasification service includes unloading of LNG from a gas carrier, process storage, regasification and delivery of gas to the exit point from the LNG Terminal.
Additional services can be contracted by users requesting regasification.

Additional services include: LNG re-loading to tank trucks, extended process storage and distributed contractual capacity.

Terminal Paliw w Świnoujściu (Świnoujście Fuel Depot)
Address: ul. Bunkrowa 5, 72-602 Świnoujście
Tel: +48 24 256 72 41
website: www.orlen.pl

The terminal offers transhipment of exported fuel oil.

Quay – CPN-2 Świnoujście: 170 m long and 10.6 m deep.

Szczecin Bulk Terminal is located at the Zbożowe Quay in the Port of Szczecin. The construction of the terminal was modernized in 2016 and equipped with a modern fully automated silo handling equipment offering total capacity of 50,000 tons. It is the biggest grain silo in the port of Szczecin, which allows a multi-bulk handling in import and export relations. The terminal has a modern and fully equipped laboratory, which allows quick and accurate analyses on customer requests. Additional services also include a shipping agency, fully

integrated with the activity of the terminal.
Szczecin Bulk Terminal is qualified at handling bulk agricultural commodities, mainly grains and meals. The terminal's quay handles vessels of up to 80,000 DWT. The terminal is controlled by automation program linked with computerized weighbridge equipped in two truck scales and bulk scales. Loading of vessels is performed at a maximum rate of 1,000 t/h by a mechanical system. Two car intakes with maximum unloading rate of 300 t/h each. Three train intakes



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website: www.pzz-szczecin.com.pl



The company operates 2 grain silos: Warta, Basenowa.
The WARTA silo handles grain, seeds and other agribulks. Total area of the WARTA silo is 8,500 t.



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website: www.sft.pl

Terminal Promowy Świnoujście Sp. z o.o. operates a sea ferry terminal in the port of Świnoujście handling freight and passenger ferry traffic to and from Sweden. 90,000 sq. m carpark. The terminal has a

Service companies



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with maximum unloading rate of 300 t/h each. Separate train and trucks loading position with maximum loading rate of 300 t/h. Silos temperature system. All machinery produced according ATEX regulations and effective dust reduction.

Quay:
Zbożowe: 250 m long and 9.15 m deep. Combined ship loader/unloader.

Quays:
Poznańskie Quay: 122m long and 5.7 - 6.1 m deep. Loading and unloading facilities. Ship loaders 120 - 160 per hour. The silo has its own railway siding.
The BASENOWA silo handles grain, seeds and other agribulks. Total area of the BASENOWA silo is 4,500 t. Ships are handled at rate of 80-120 t per hour.
Bydgoskie Quay: 120 m long and 5.7 m deep. Loading and unloading facilities.

total capacity per day of 10,000 passengers, 1,500 cars, 1,500 trucks and 250 rail wagons, 25,000 tons.

Quays:
No. 1: 242 m long and 10.5 m deep. Ro-Ro ramp for cars and freight.
No. 2: 193 m long and 7.0 m deep. Ro-Ro ramp for cars and freight. Rail ferry link.
No. 3: 194 m long and 7.0 m deep. Ro-Ro ramp for cars and freight. Rail ferry link.
No. 4: 180 m long and 7.0 m deep. Ro-Ro ramp for cars and freight.

Other equipment:
Mafi tractors 4
Fork-lift trucks 2

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

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

FAIRPLAY TOWAGE POLSKA
Sp. z o.o. Sp.k.

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SHIP-SERVICE S.A. ORLEN Group



SHIP - SERVICE®
GRUPA **ORLEN**

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The company provides wide range of services:
- towing of ships in ports Szczecin, Świnoujście and Police;
- towing at sea;
- towing and mooring in the LNG Terminal Świnoujście;
- ice breaking;
- pontoon rental;
- transport of supplies to ships in port and at roadstead;
- property salvage at sea;
- berthing;
- oil barrier rental;
- mooring
Equipment:
- port and sea-going tug boats;
- mooring boats;
- oil barrier of 200 m.
- push tugs;
- sea pontoon

The company operates Władysława IV Quay in Świnoujście:
- **Rozładunkowe** – 190 m in length, 8.0 m of max draft;
- **Postojowe** – 150 m in length, 5.6 m of max draft;
- **Postojowe holowników** – 55 m in length, 4.0 m of max draft;
- **Pilotowe** – 140 m in length, 4.0 m of max draft

The main business areas of SHIP-SERVICE SA and its subsidiary companies include:
- physical deliveries of bunker fuels (MGO&HSFO)
- environment protection services;
- reception of ship waste
- hire of quays for cargo transshipment ship to truck/ truck to ship
Equipment:
Seagoing tankers 3
River bunker barges 7
2 road tank trucks

Quays:
Cal: 210 m long and 5.4 m deep.
Oko: 180 m long and 4.5 m deep.

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mbp.szczecin@polferries.pl
www.polferries.pl
-Świnoujście Branch
Morskie Biuro Podróży – Świnoujście
ul. Bema 9/2
72-600 Świnoujście
Tel: +48 91 322 43 96
mbp.swinoujscie@polferries.pl
www.polferries.pl

TT Line Polska Sp. z o.o.
ul. Duńska 2
72-600 Świnoujście
Tel: +48 91 326 35 10
Fax: +48 91 326 35 60
www.ttline.com

Unity Line
-Head Office:
Plac Rodła 8
70-419 Szczecin
Tel: +48 91 359 55 55
Fax: +48 91 359 56 75
cargo@unityline.pl
www.unityline.pl
-Świnoujście Branch:
ul. Fińska 11
72-606 Świnoujście
Tel: +48 91 321 61 57
Fax: +48 91 321 61 95
Terminal.cargo@unityline.pl
www.unityline.pl

FORWARDING COMPANIES

AHLMANN-ZERSSEN Sp. z o.o.
ul. Panieńska 10
70-535 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
Spedycja@akpol-sz.pl
www.akpol-sz.pl

ANDREAS Sp. z o.o.
ul. Nad Odrą 72
71-820 Szczecin
Tel: +48 91 453 86 91, +48 91 453
81 67
Fax: +48 91 453 86 91
snop@andreas.szczecin.pl
www.andreas.szczecin.pl

Baltic Forwarding Company Sp. z o.o.
ul. Władysława IV 1
70-651 Szczecin
Tel: +48 91 462 47 13
+48 91 886 90 38
Fax: +48 91 886 32 05
spedycja@balticforwarding.com
logistyka@balticforwarding.com
www.balticforwarding.com

Best Logistics Sp. z o.o.
ul. Panieńska 10A/4
70-535 Szczecin
Tel: +48 91 885 45 00
Fax: +48 91 885 45 04
info@best-logistics.com
www.best-logistics.com

Bulk Cargo-Port Szczecin Sp. z o.o.
ul. Gdańska 21
70-661 Szczecin
Tel: +48 91 430 70 12,
+48 91 430 71 12,
+48 91 430 73 73
Fax: +48 91 462 33 23, 462 35 29
spedycja@bulkcargo.com.pl
biuro@bulkcargo.com.pl
www.bulkcargo.com.pl

Cargo Service Agency Sp. z o.o.
ul. Bytomska 7
70- 603 Szczecin
Tel: +48 91 469 38 70
Fax: +48 91 430 85 81
szczecin@cs-agency.pl
www.cs-agency.pl

CSL Internationale
Spedition Sp. z o.o.
ul. Tadeusza Wendy 14
70-655 Szczecin
Tel: +48 91 822 84 00
Fax: +48 91 822 84 05
sekretariat@csl.eu
-Świnoujście Branch:
ul. J. Soltana 1
72-602 Świnoujście
tel. mob: +48 601 730 440
swinoujscie@csl.com.pl
www.csl.com.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 91 831 47 80
logistic@dan-shippng.com.pl
agency@dan-shipping.com.pl
www.dan-shipping.com.pl

Euro Forwarding and Shipping
Agency Sp. z o.o.
ul. Jana Soltana 1
72-602 Świnoujście
Tel: +48 91 321 65 11 int. 41
Mob. + 48 504 261 009
Fax: +48 91 321 68 77
office@eurofsa.com
www.eurofsa.com

Fast Baltic Sp. z o.o.
ul. Bytomska 7
70-603 Szczecin
Tel: +48 91 43 08 550, 43 08 084
Fax: +48 91 43 08 608
info@fastbaltic.com.pl
www.fastbaltic.com.pl

C. Hartwig Szczecin International
Forwarders Sp. z o.o.
Jana Kazimierza 3, 71-620 Szczecin
Tel. +48 91 480 67 00,
Mob. +48 601 059 355
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
-Ferry Port Bureau:
ul. Bunkrowa 1
72-602 Świnoujście
Tel: +48 91 321 62 97

iLog Baltic Sp. z o.o.
ul. Wielka Odrzanska 23/2
70-535 Szczecin
Tel: +48 91 431 47 77
Mobile: +48 601 55 77 65
Fax: +48 91 489 50 46
jarek.paslawski@ilogbaltic.com
www.ilogbaltic.com

Kingsped Sp. z o.o.
ul. Bytomska 15
70-603 Szczecin
Tel: +48 91 462 39 03
Tel/Fax: +48 91 430 83 53
info@kingsped.com.pl
spedycja@kingsped.com.pl
www.kingsped.com.pl

Magemar Polska Sp. z o.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
-Branch Office Szczecin
ul. Hryniewieckiego 16
70-603 Szczecin
Tel:+48 91 430 84 75
www.nta.com.pl

Pekaes Sp. z o.o.
-Szczecin Branch
ul. Przyszłości 15b
70-893 Szczecin
Tel. +48 91 831 29 00
szczecin.ftl@pekaes.pl
www.pekaes.pl

PKP Cargo Connect Sp. z o.o.
-Szczecin Branch
ul. Śląska 32 a
70-433 Szczecin
Tel: +48 91 881 9542
o_szczecin@pkpcc.com
-Świnoujście Branch
Ul. Dworcowa 1
72-602 Świnoujście
Tel. +48 91 321 5367
promy@pkpcc.com
www.pkpcc.com

Pol-Agent Sp. z o.o.
ul. Energetykow 3/4
70-952 Szczecin
Tel: +48 91 462 31 35
Fax: +48 91 462 43 74
inf@polagent.com
www.polagent.com

Polsad Sp. z o.o.
ul. Henryka Pobożnego 5
70-608 Szczecin
Tel: +48 91 433 69 25
Fax: +48 91 434 01 74
k.pilarski@polsad.pl
www.polsad.pl

Rentrans Cargo Sp. z o.o.
ul. Zbożowa 4
70-653 Szczecin
Tel: +48 91 425 73 31, +48 91 425
73 00
Fax: +48 91 462 45 56
rentrans@rentrans.com.pl
agency@rentrans.com.pl
www.rentrans.com.pl

Rhenus Port Logistics Sp. z o.o.
ul. Zbożowa 4
70-653 Szczecin
Tel: +48 91 462 46 32,

+48 91 462 33 04
Fax: +48 91 462 31 36
szczecin@pl.rhenus.com
marketing@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 32
+48 91 814 62 36
Fax: +48 91 814 62 37
szczecin@scanshipping.eu
www.scanshipping.eu

Spedrapid Sp. z o.o.
ul. Storrady-Świętosławy 1A/41
71-602 Szczecin
Tel.: +48 91 433 50 20
+48 91 433 31 01
+49 91 434 44 33
szczecin@spedrapid.pl
-Harbour Office:
ul. Bytomska 7
Tel: +48 91 430 86 17
www.spedrapid.pl

GPA Shipping Sp. z o.o.
Ul. Merkatora 11
70-676 Szczecin
Tel. +48 91 462 43 55
info@gpashipping.com
www.gpashipping.com

Unibaltic Sp. z o.o.
ul. Tama Pomorzańska 14e
70-030 Szczecin
Tel: +48 91 432 52 40
unibaltic@unibaltic.pl
www.unibaltic.pl

INLAND WATERWAY SHIPPING COMPANIES

OT Logistic S.A.
ul. Zbożowa 4
70-653 Szczecin
Tel: +48 91 425 73 00
Fax: +48 91 425 73 58
info@otlogistics.com.pl
www.otlogistics.com.pl

Deutsche Binnenreederei AG
(OT Logistics Group)
Revaler Strase 100
10245 Berlin
Germany
Tel: +49 30 293 76 101
Fax: +49 30 293 76 201
dbr@binnenreederei.de
www.binnenreederei.de

PILOTAGE

Szczecin-Pilot Sp. z o.o.
ul. Światowida 24
71-727 Szczecin
Tel: +48 91 432 56 00
pilot@szczecinpilot.pl
stacja@szczecinpilot.pl
-Świnoujście Branch:
ul. Rogozińskiego 3
72-600 Świnoujście
Tel/Fax: +48 91 321 34 31
stacja-swin@szczecinpilot.pl
www.szczecinpilot.pl

SHIPCHANDLERS

Baltona Shipchandlers Sp. z o.o.
-Świnoujście Office:
ul. Fińska 1
72-602 Świnoujście
Tel/Fax: +48 91 321 62 65,
+48 91 321 66 16
Mob. +48 668 574 882
swinoujscie@baltona.pl
-Shipchandler Szczecin:
ul. Gdańska 6c
70-660 Szczecin
Tel/Fax: +48 91 852 24 23
+48 91 430 83 05
Mob. +48 608 590 883
szczecin@baltona.pl
www.baltona.pl

Baltic Ship Chandler S.C.
ul. Florencka 2
71-795 Szczecin
Tel.: 512 420 460/480
e-mail: info@balticsc.com
www.balticsc.com

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

Polship Sp. z o.o.
ul. Dunikowskiego 38/72
70-123 Szczecin
Tel: +48 696 851 524
ssp@shipservicepartner.com
www.polship.eu
www.shipservicepartner.com

SHIPOWNERS

Euroafrica Shipping Lines Sp. z o.o.
ul. Energetykow 3/4
70-952 Szczecin
Tel: +48 91 814 34 00,
814 32 55, 814 32 56

Fax: +48 91 814 33 15
info@euroafrica.com.pl
www.euroafrica.com.pl

Polska Żegluga Bałtycka SA
(Polferries)
ul. Portowa 41
78-100 Kołobrzeg
Tel: +48 22 230 22 22,
+48 94 35 52 102
info@polferries.pl
rezerwacje@polferries.pl
www.polferries.pl
-Passenger Terminal
ul. Dworcowa 1
72-606 Świnoujście
Tel:+48 22 230 22 22
pax.swinoujscie@polferries.pl
-Świnoujście Terminal Cargo
ul. Fińska 1
72-606 Świnoujście
Tel:+48 91 469 60 41
cargo.swinoujscie@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

Unibaltic Sp. z o.o.
ul. Tama Pomorzańska 14e
70-030 Szczecin
Tel: +48 91 432 52 40
unibaltic@unibaltic.pl
www.unibaltic.pl

Unity Line Limited Sp. z o.o.
Plac Rodła 8
70-419 Szczecin

-Passanger Branch
Tel: +48 91 359 57 95
Fax: +48 91 359 58 85
info@unityline.pl
promy@unityline.pl
-Cargo Branch
Tel:+48 91 359 55 55
Fax: +48 91 359 56 75
cargo@unityline.pl
-Świnoujście Branch
ul. Fińska 11
72-606 Świnoujście
Tel: +48 91 321 61 57
Fax: +48 91 321 6195
terminal.cargo@unityline.pl
www.unityline.pl

Żegluga Polska SA
Plac Rodła 8
70-419 Szczecin
Tel: +48 91 359 40 75
www.polsteam.com.pl

SHIPPING AGENTS

Albers – Hansen Sp. z o.o.
ul. Panieńska 10
70-535 Szczecin
Tel: +48 91 488 23 42
Fax: +48 91 488 23 47
szczecin@a-h.pl

Baltic 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

Cargo Service Agency Sp. z o.o.
ul. Bytomska 7
70-603 Szczecin
Tel: +48 91 469 38 70 int.11
Fax: +48 91 430 85 81
szczecin@cs-agency.pl
www.cs-agency.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: +48 831 47 80
agency@dan-shipping.com.pl
www.dan-shipping.com.pl

Euro Forwarding and Shipping Agency Sp. z o.o.
ul. Jana Soltana 1
72-602 Świnoujście
Tel: +48 91 321 65 11 int. 24
Mob. +48 608 075 377
Fax: +48 91 321 68 77
office@eurofsa.com
www.eurofsa.com

Fast Baltic Sp. z o.o.
ul. Bytomska 7
70-603 Szczecin
Tel: +48 91 43 08 550, 43 08 084
Fax: +48 91 43 08 608
info@fastbaltic.com.pl
www.fastbaltic.com.pl

GAC Poland Sp. z o.o.
ul. Storrady – Świetoslawy 1B/56
71-602 Szczecin
Tel: +48 91 487 37 54 ext. 104
Mob. +48 609 600 772
Fax: +48 91 487 36 97
poland@gac.com
www.gac.com/poland

iLog Baltic Sp. z o.o.
ul. Wielka Odrzanska 23/2

70-535 Szczecin
Tel: +48 91 431 47 77
Mobile: +48 601 55 77 65
Fax: +48 91 489 50 46
jarek.paslowski@ilogbaltic.com
www.ilogbaltic.com

Interagent Sp. z o.o.
ul. Gen. Rayskiego 23/13
70-442 Szczecin
Tel: +48 695 408 222
Fax: +48 91 882 13 24
office@interagent.com.pl
www.interagent.com.pl

Magemar Polska Sp. z o.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 91 434 26 43,433 82 49
headoffice@mas.szczecin.pl
www.mas.szczecin.pl
-Branch Office:
ul. Barlickiego 16/15
72-602 Świnoujście
Mobilel: +48 601 702 543
Fax: +48 91 321 50 21
swinoujscie@mas.szczecin.pl
www.mas.szczecin.pl

Pol-Agent Sp. z o.o.
ul. Energetykow 3/4
70-952 Szczecin
Tel: +48 91 462 31 35
Fax: +48 91 462 43 74
inf@polagent.com
www.polagent.com

Polfracht Sp. z o.o.
ul. Pułaskiego 8
81-368 Gdynia
Tel: +48 58 627 21 00
Fax: +48 58 621 99 84
agency@polfracht.pl
www.polfracht.pl

PLF Shipping J.D.Walków
ul. Tkacka 69 lok. 13
70-556 Szczecin, Poland
tel. +48 91 4882299
tel. +48 91 8808PLF
fax +48 91 4882333
www.plfshipping.eu

Polsteam Shipping Agency Ltd.
Plac Rodła 8
70-419 Szczecin
Tel: +48 91 359 42 42-3
Fax: +48 91 488 30 19
agency@polsteam.com.pl
www.polsteamagency.pl

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

Poseidon Frachcontor Junge Ltd.
ul. T. Wendy 10
70-655 Szczecin
Tel: +48 91 462 40 50
+48 91 432 0567
szczecin@poseidon-fcj.pl
www.poseidon-fcj.pl

Rentrans Cargo Sp. z o.o.
ul. Zbożowa 4
70-653 Szczecin
Tel: +48 91 425 73 31
+48 91 425 73 00
Fax: +48 91 462 45 56
rentrans@rentrans.com.pl
agency@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 32
Fax: +48 91 814 62 37
szczecin@scanshipping.eu
www.scanshipping.eu

Unibaltic Sp. z o.o.
ul. Tama Pomorzańska 14e
70-030 Szczecin
Tel: +48 91 432 52 40
unibaltic@unibaltic.pl
www.unibaltic.pl

Unifeeder AS/Branch in Poland
ul. Sportowa 8
81-300 Gdynia
Tel.: +48 583 500 706
info@unifeeder.com
www.unifeeder.com

SHIPREPAIR YARDS

Stocznia Pomerania Sp. z o.o.
ul. Gdanska 36
70-952 Szczecin
Tel: +48 91 814 50 00

Fax: +48 91 814 50 01
headoffice@stoczniapomerania.pl
www.stoczniapomerania.pl

Morska Stocznia Remontowa GRYFIA S.A.
ul. Brdowska 12
71-700 Szczecin
Tel. 91 42 42 838
Fax 91 42 42 733
-Secretariat Szczecin:
Tel. +48 91 42 42 303
-Secretariat Świnoujście:
Tel. +48 91 32 16 231
info@msrgryfia.pl
www.msrgryfia.pl

Poltramp Yard Sp. z o.o.
ul. Portowa 16
72-600 Świnoujście
Szczecin Branch:
Ul. Firlika 20 71-637 Szczecin
Tel: +48 91 321 51 31
poltramp@yard87.pl
www.poltramp.pl

STEVEDORING COMPANIES

Alfa Terminal Szczecin Sp. z o.o.
ul. Nad Odrą 10
71-833 Szczecin
Tel: +48 91 4247 883
office@alfaterminal.pl
www.alfaterminal.pl

Andreas Sp. z o.o.
ul. Nad Odrą 72
71-820 Szczecin
Tel: +48 91 453 86 91, 453 81 67
Tel. +48 91 421 59 10 (port office)
sekretariat@andreas.szczecin.pl
snop@andreas.szczecin.pl
www.andreas.szczecin.pl

Almex Sp. z o.o.
ul. Księdza Stanisława Kujota 1
70-605 Szczecin
Tel: +48 91 462 48 62
Fax: +48 91 462 37 17
biuro@almex-recycling.pl
www.almex-recycling.pl

Baltchem SA
Zakłady Chemiczne w Szczecinie
ul. Księdza Stanisława Kujota 9
70-605 Szczecin
Tel: +48 91 462 43 42
Fax: +48 91 462 43 51
biuro@baltchem.com.pl
www.baltchem.com.pl

Baltic Stevedoring Company
ul. Władysława IV 1
70-651 Szczecin

Tel: +48 91 462 47 13
Fax: +48 91 886 32 05
logistyka@balticstevedoring.com
www.balticstevedoring.com

Bulk Cargo – Port Szczecin Sp. z o.o.
ul. Gdańska 21
70-661 Szczecin
Tel: +48 91 430 73 73
430 71 12
Fax: +48 91 462 35 29
biuro@bulkcargo.com.pl
www.bulkcargo.com.pl

Cemex Polska Sp. z o.o.
Logistic Terminal Szczecin
ul. Fabryczna 1
71-827 Szczecin
Tel: +48 800 700 077
cemexpolska@cemex.pl
www.cemex.pl

Centrum Logistyczne Gryf Sp. z o.o.
ul. Władysława IV 1
70-651 Szczecin
Tel: +48 91 810 12 00
Fax: +48 91 810 12 03
info@chlodniagriyf.pl
www.chlodniagriyf.pl

Chłodnia Szczecińska Sp. z o.o.
ul. Bytomska 7
70-603 Szczecin
Tel: +48 91 462 39 13
+48 91 462 40 23
Fax: +48 91 462 36 22
chlodnia@post.pl
uslugi@chlodniaszczecinska.pl
www.chlodniaszczecinska.pl

Cronimet PL Sp. z o.o.
ul. Księdza Stanisława Kujota 15
70-605 Szczecin
Tel. +48 91 430 8916
Fax: +48 91 430 8913
szczecin@cronimet.pl
www.cronimet.com.pl

DB Port Szczecin Sp. z o.o.
ul. Bytomska 14
70-603 Szczecin
Tel: +48 91 430 86 60,
+48 91 430 77 70
Fax: +48 91 462 47 79,
+48 91 462 47 80
sekretariat@dbport.pl
marketing@dbport.pl
portszczecin.deutschebahn.com

Elewator EWA Sp. z o.o.
ul. Hryniewieckiego 21
70-606 Szczecin
Tel: +48 91 430 82 66
Fax: +48 91 462 41 65

sekretariat@elewator-ewa.szczecin.pl
www.elewator-ewa.szczecin.pl

Euro Terminal Real Estate Co. Ltd.
ul. Jana Soltana 1
72-602 Świnoujście
Tel: +48 91 321 65 11
Fax: +48 91 321 65 10
office@euro-terminal.com
www.euro-terminal.com

Fast Terminals Sp. z o.o.
ul. Bytomska 7
70-603 Szczecin
Tel: +48 91 430 87 46
Fax: +48 91 430 81 87
fast@fastterminals.com
www.fast-lines.com

Ferry Terminal Świnoujście Sp. z o.o.
ul. Dworcowa 1
72-606 Świnoujście
Tel: +48 91 322 61 01
terminalpromowy@sft.pl
www.sft.pl

Fosfan S.A.
ul. Nad Odrą 44/65
71-820 Szczecin
Tel: +48 91 445 56 00
Fax: +48 91 445 56 10
biuro@fosfan.pl
www.portnadodra.pl

Orlen Paliwa Sp. z o.o.
Widełka 869
36-145 Widełka
orlenpaliwa@orlen.pl
-Liquefied Gas Terminal in Szczecin
ul. Gdańska 34
70-661 Szczecin
Tel: +48 24 201 04 90
+48 24 201 04 96
Fax: +48 24 367 70 42
www.orlenpaliwa.com.pl

OT Port Świnoujście Sp. z o.o.
ul. Bunkrowa 1
72-602 Świnoujście
Tel: +48 91 327 72 00, 327 74 10
Fax: +48 91 321 52 92
info@otport.swinoujscie.pl
www.otport.swinoujscie.pl

Polskie LNG Sp. z .o.o.
-Company Head Office
ul. Ku Morzu 1
72-602 Świnoujście
sekretariat.swinoujscie@polskielng.pl
-Office in Warsaw
Jerozolimskie Business Park
Aleje Jerozolimskie 146, building B
02-305 Warsaw
Tel. +48 22 589 84 00

Fax +48 22 589 84 01
sekretariat.warszawa@polskielng.pl

GAZ-SYSTEM S.A.
Spokesperson:
Tel: +48 22 767 08 95
Tel. Mob. +48 502 200 081
rzecznik@gaz-system.pl
iwona.dominiak@gaz-system.pl

Polski Koncern Naftowy ORLEN S.A.
-Terminal Paliw Świnoujście
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72-602 Świnoujście
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Szczecin Bulk Terminal Sp. z o.o.
ul. Hryniewieckiego 26
70-606 Szczecin
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+48 91 430 85 10
biuro@sbszczecin.com
www.sbszczecin.com

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