Ports Szczecin-Świnoujście and the development strategy of inland waterways in Poland

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Potential of inland shipping waterways in Poland

5. Location in length of waterways in Europe

over 3,600 km of inland waterways

100 km of inland waterways are navigable
Return to the river

2015
the new Ministry of Maritime Economy and Inland Navigation was established

2016
the government adopted the development strategy of inland waterways

2017
the President of the Republic of Poland signed the Act ratifying the AGN Agreement
Aims of the development strategy of inland waterways

- Revitalizing the Oder Waterway (E-30)
- Restoring the navigability of the Vistula River from Warsaw to Gdańsk (E-40)
- Connecting the Oder, the Notec, the Vistula and the Bug rivers (E-70 and E-40)
- Constructing the Silesian Canal connecting the Vistula with the Oder
Necessity of changes

- Netherlands: 42.00%
- Belgium: 15%
- Bulgaria: 13.95%
- Germany: 12.26%
- Hungary: 2.75%
- Slovakia: 2.20%
- Poland: 0.40%
- Czech Republic: 0.04%
Meeting demands of EU

By 2030, 30% of road transport with distances over than 300 km should be shifted to other means of transport, such as inland waterway transport or railway, and by 2050 this should be more than 50% of this type of transport.
3xE: Economy – Efficiency – Ecology

1 ton of cargo

- 370 km
- 300 km
- 100 km

- 33,4 g/tkm
- 48,1 g/tkm
- 164 g/tkm
## Costs for benefits

Preliminary estimated costs of program implementation: ca **70 billion PLN**

<table>
<thead>
<tr>
<th></th>
<th>to 2020</th>
<th>2021 - 2030</th>
<th>Total</th>
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<tbody>
<tr>
<td><strong>Odra Waterway</strong></td>
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<tr>
<td>(incl. D-O-L and Silesian Canal)</td>
<td>2.9</td>
<td>27.8</td>
<td>30.7</td>
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<tr>
<td><strong>Vistula Waterway</strong></td>
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<td></td>
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<tr>
<td></td>
<td>3.5</td>
<td>28</td>
<td>31.9</td>
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<tr>
<td><strong>Connection Odra - Vistula</strong></td>
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<td>2.5</td>
<td>4</td>
<td>6.5</td>
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<tr>
<td><strong>Connection Vistula - Brzesc</strong></td>
<td>-</td>
<td>8.1</td>
<td>8.1</td>
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Development of inland waterways = development of the sea ports

The ports of Szczecin and Swinoujscie are the only ones in Poland, both on the list of seaports and inland ports of the trans-European transport network TENT.
Ports Szczecin-Świnoujście – an universal port complex

Techn. depth - 10.5m
Target techn. depth - 12.5m

68 km

Techn. depth - 14.5m
Target techn. depth - 17.0m

1991
71%
22%
7%

2016
49%
40%
11%

Dry bulk
General cargo
Liquids

Total 2016: 24.1 mio. tons
Total 2027: 42 mio. tons
Demand and supply among the Odra Waterway

2015 - ‘The opportunities for inland shipping in cargo handling in the Szczecin-Świnoujście port complex’
Results of survey on the Odra Waterway

- Companies located along the Odra Waterway generate about 10 million tonnes of maritime traffic each year, which can grow to 20 million tonnes per year by 2020.

- With an increased navigational class; with about 250 days of sailing in the year, the specific conditions will be created for taking over about 10 million tonnes of cargo a year in relation to ports in Szczecin and Świnoujście by inland waterway transport. It concerns both bulk cargoes and general cargoes (steel products, forest products, granite blocks).

- With the IV class of navigation, with a deepwater container terminal in Świnoujście, and with the further future deep water bulk terminal, it is expected to shift to inland waterway transport of further cargo, of which approximately 100 thousand TEU of containers. There will be also – now it is difficult to be estimated - the volume of cargo within the so-called stimulated demand.
Results of survey on the Odra Waterway

- in terms of improvement of navigability of Odra Waterway
- in terms of rebuilding the credibility of inland transport
- in terms of increasing the supply of transport services
- in terms of increasing the demand – organization of inland transport
- in terms of inland development policy

Necessary actions by institutions (external actions)
Results of survey on the Odra Waterway

Necessary actions within port activity (internal actions)

- in terms of increasing the supply of transport services
- in terms of increasing the demand - information dedicated to owner of cargo
- in terms of increasing the demand - infrastructure of the port
- in terms of increasing demand - suprastructure
- in terms of increasing demand - development of regular connections
- in terms of implementation of inland innovations
Effective access to the ports Szczecin-Świnoujście by 2030

- 12,5m - Szczecin
- 17,0 m - Świnoujście
- IV class of navigability for Odra river
- Vb class for inland waterway Szczecin-Berlin
- Inland waterway connection Odra-Dunaj
- Road access to both ports
- Speed way S3
- Railway access to both ports
- Modernization of CE 59 and E59 railway networks
Port Szczecin-Świnoujście

at the center of attention in the center of Europe

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