



DCT Gdansk Presentation

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Mateusz Frankiewicz, Marketing Business Partner

Why Choose DCT Gdansk?

- 1 Unique Location has made DCT Largest and Fastest-Growing Container Terminal in the Baltic Sea
- 2 Only Deep-Water Terminal in the Baltic Capable of Receiving Direct Vessel Calls from Asia
- 3 Best Road and Intermodal Connectivity to Whole of Polish Market
- 4 Northern Gateway to Central and Eastern Europe with Price Advantage
- 5 Most Cost-Effective Hub Port for the Upper Baltic Market
- 6 World-Class Operating Performance & Ice-Free Year Round



DCT Gdansk: Best in Class Marine Access

A Port With Zero Access Restrictions



● Deepwater Terminal without nautical restrictions (ie. 17m depth)

● Deepwater Terminal

-- Winter Ice Line

Port	Restrictions for 17m depth
GDANSK	None
ROTTERDAM	None
WILHELMSHAVEN	None
BREMERHAVEN	Weser, tides
HAMBURG	Elbe, tides, turning circles
AARHUS	Depth (14 m)
GOTHENBURG	Depth (13.5 m)
ANTWERP	Schelde, tides, locks
KOPER	Depth (14.5 m)

DCT Gdansk: Technical Specifications

Facts and Figures



DCT Gdansk: Unrestrained Location

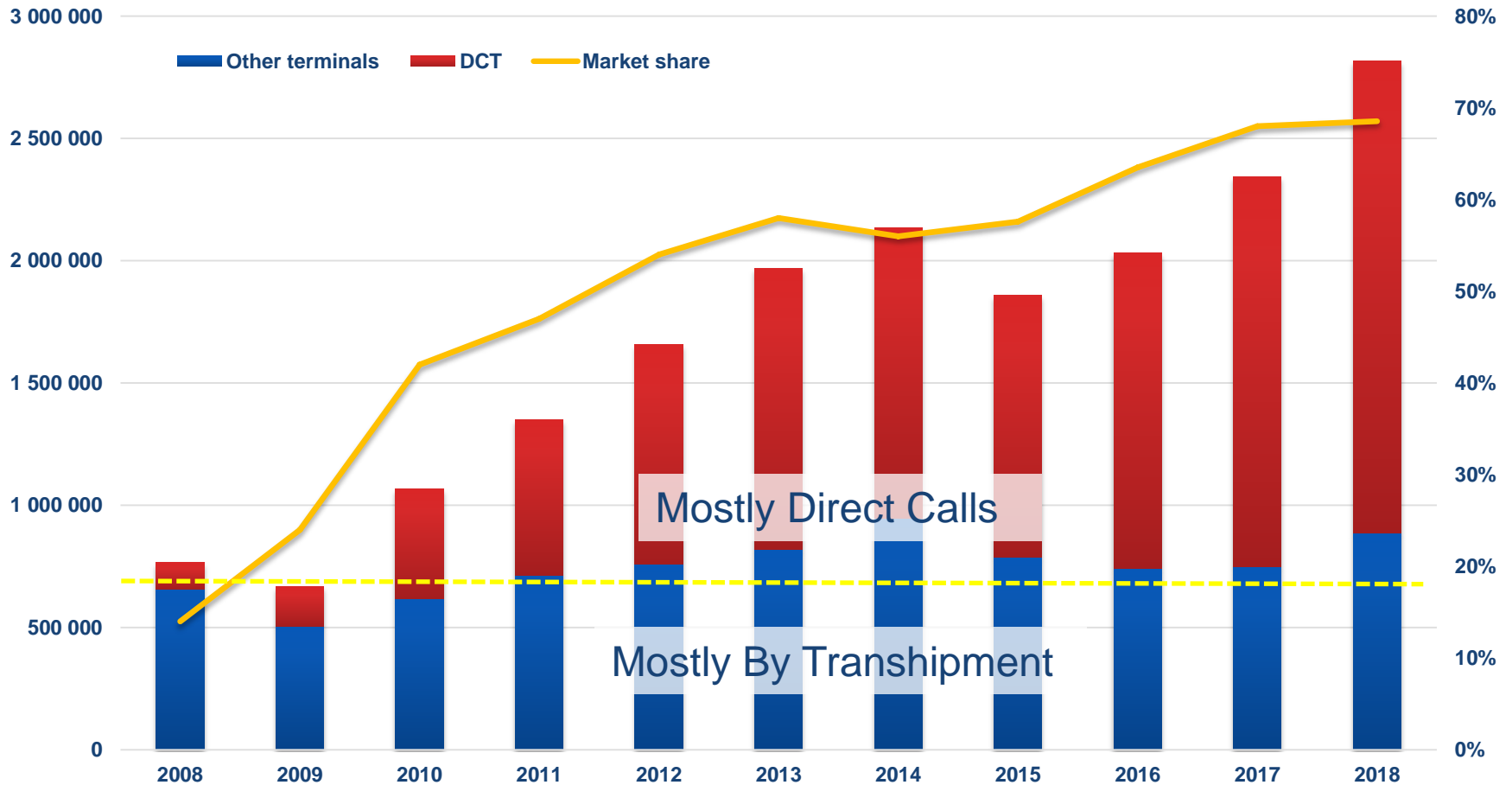
Dedicated Logistics and Intermodal Access



Polish Container Terminals Volume

DCT Gdansk Customer Volume Development 2008-2018

Direct Call Effect on Polish Container Volume



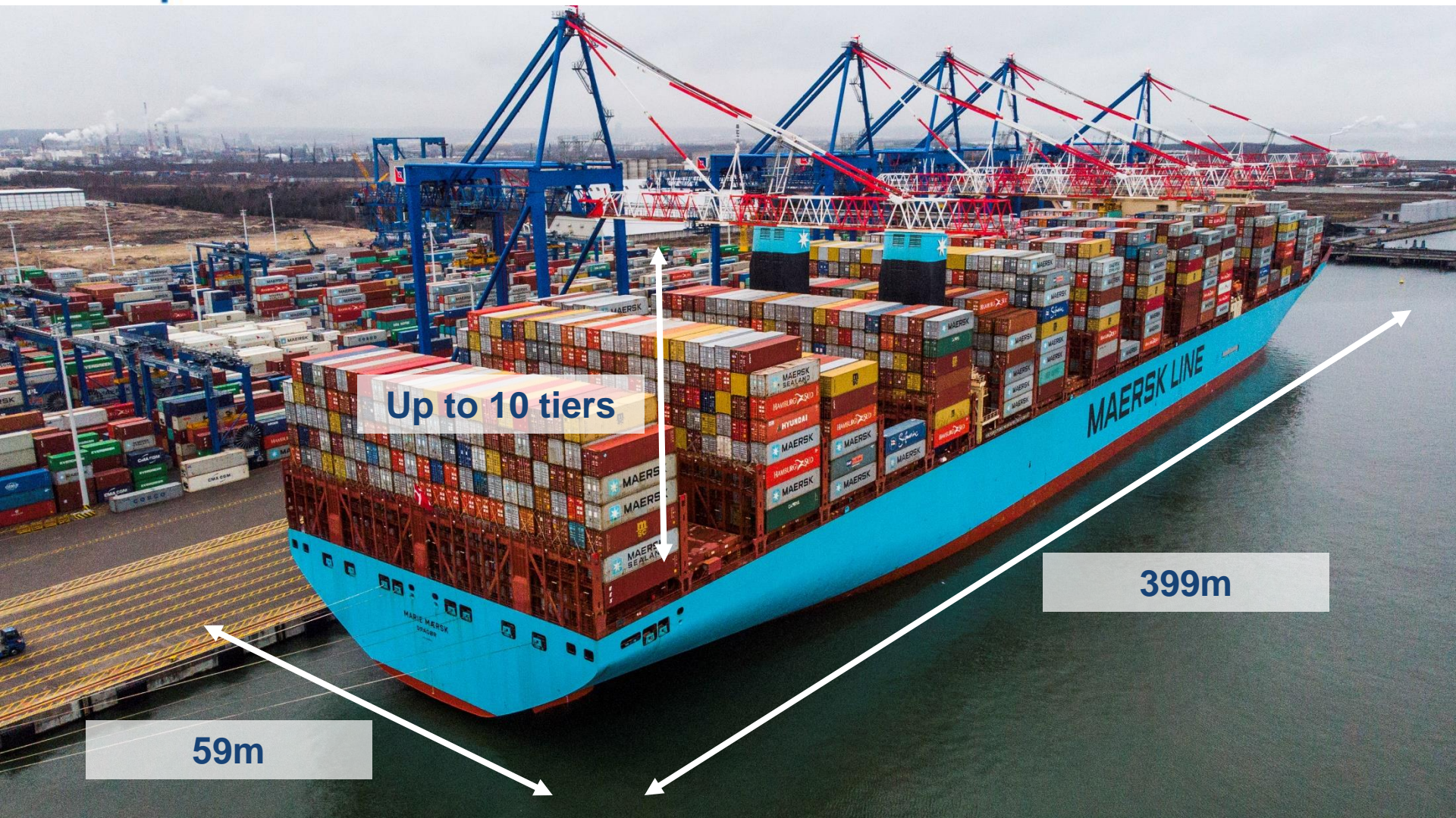
Marine Access to DCT

Deep Sea Approach and Turning Circles to Operate Largest Vessels



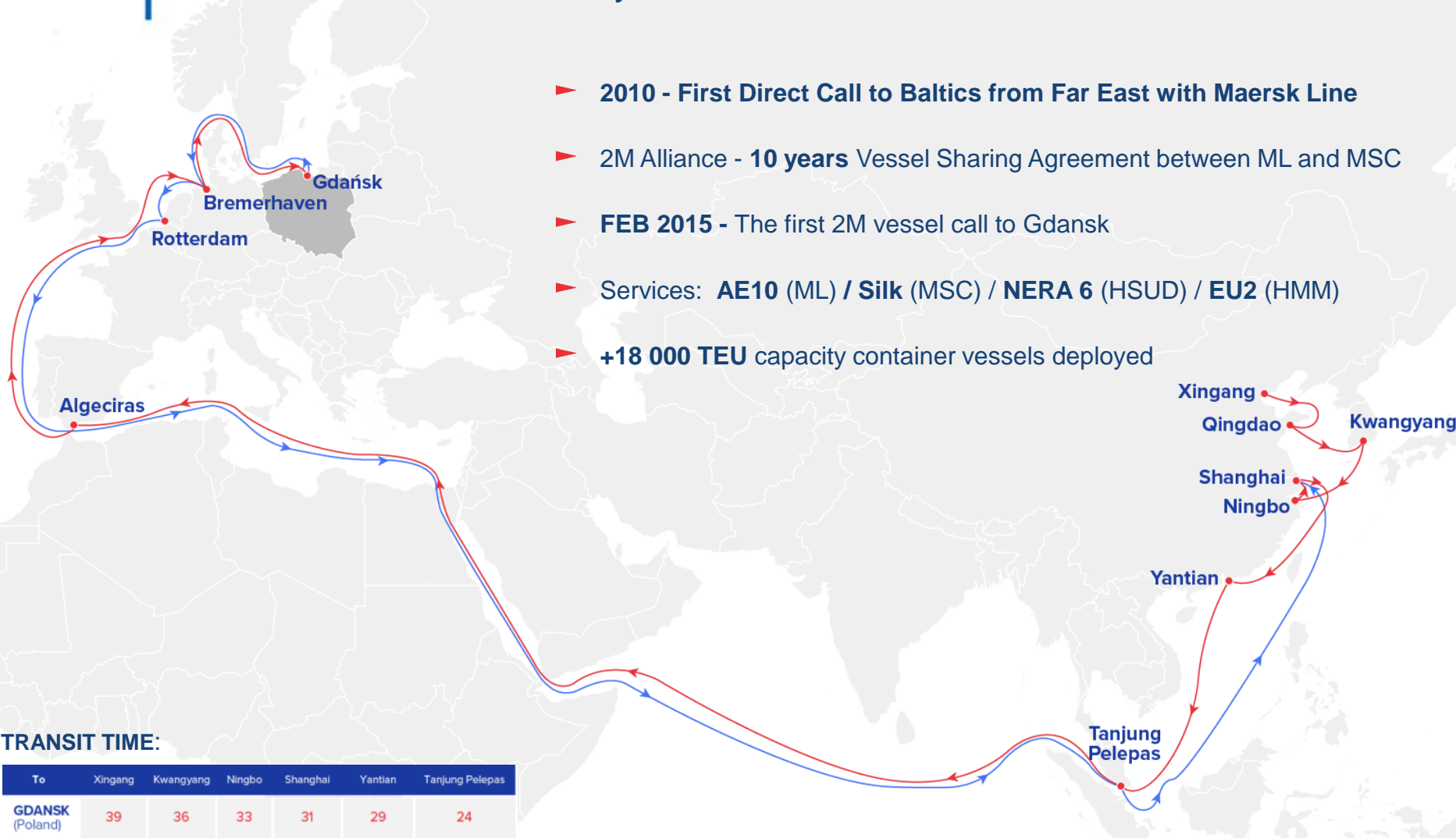
DCT Gdansk

No Restrictions Regarding Vessel Size – Today and Tomorrow



Deepsea Calls in DCT Gdansk

2M Alliance on a Weekly Basis



- ▶ **2010 - First Direct Call to Baltics from Far East with Maersk Line**
- ▶ **2M Alliance - 10 years** Vessel Sharing Agreement between ML and MSC
- ▶ **FEB 2015 -** The first 2M vessel call to Gdansk
- ▶ Services: **AE10 (ML) / Silk (MSC) / NERA 6 (HSUD) / EU2 (HMM)**
- ▶ **+18 000 TEU** capacity container vessels deployed

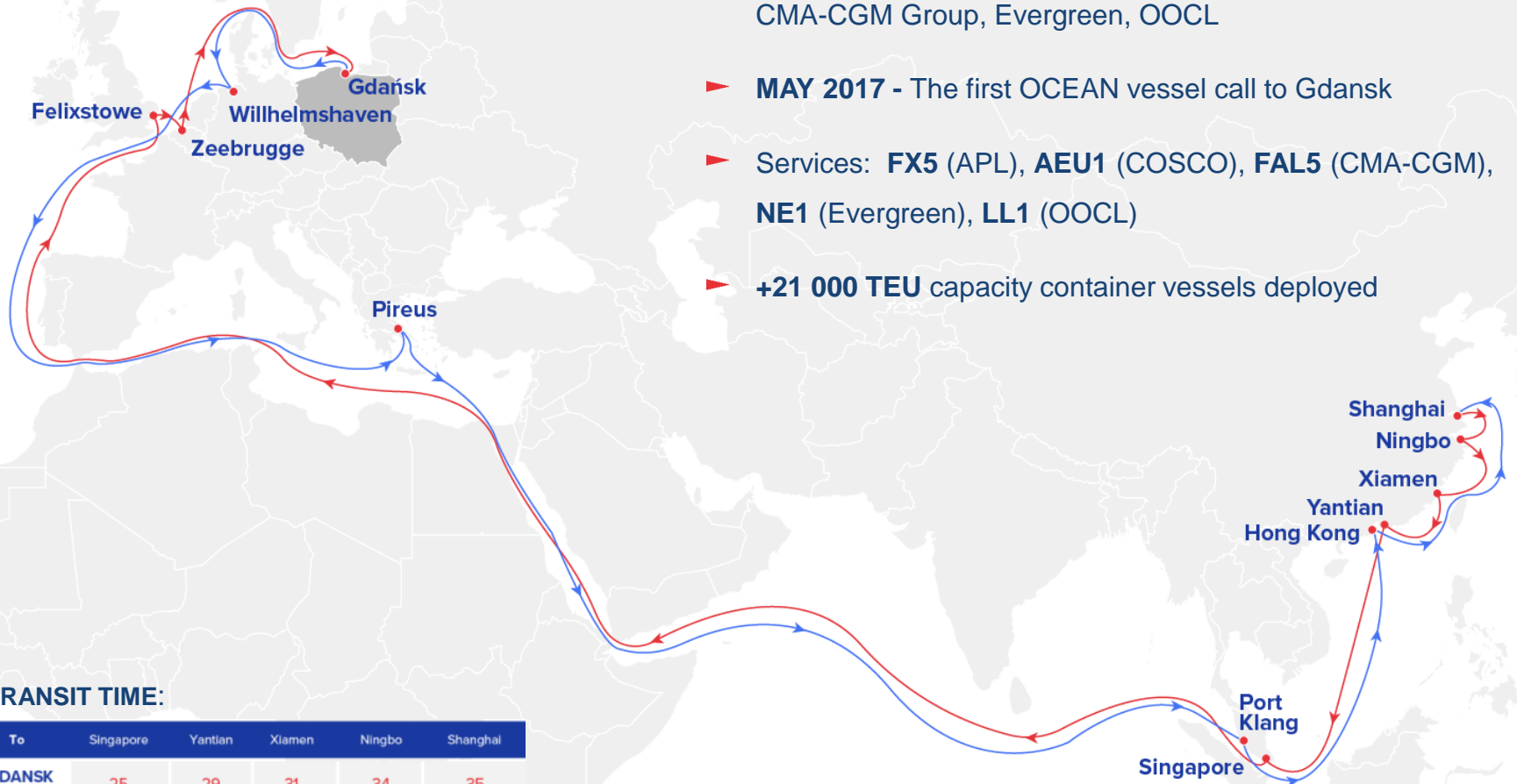
TRANSIT TIME:

To	Xingang	Kwangyang	Ningbo	Shanghai	Yantian	Tanjung Pelepas
GDANSK (Poland)	39	36	33	31	29	24

From	Tanjung Pelepas	Shanghai	Xingang	Kwangyang	Ningbo
GDANSK (Poland)	28	36	39	43	45

Deepsea Calls in DCT Gdansk

OCEAN Alliance on a Weekly Basis



- ▶ OCEAN Alliance - Vessel Sharing Agreement between COSCO, CMA-CGM Group, Evergreen, OOCL
- ▶ **MAY 2017** - The first OCEAN vessel call to Gdansk
- ▶ Services: **FX5** (APL), **AEU1** (COSCO), **FAL5** (CMA-CGM), **NE1** (Evergreen), **LL1** (OOCL)
- ▶ **+21 000 TEU** capacity container vessels deployed

TRANSIT TIME:

To	Singapore	Yantian	Xiamen	Ningbo	Shanghai
GDANSK (Poland)	25	29	31	34	35

From	Singapore	Yantian	Shanghai	Ningbo	Xiamen
GDANSK (Poland)	29	34	37	39	42

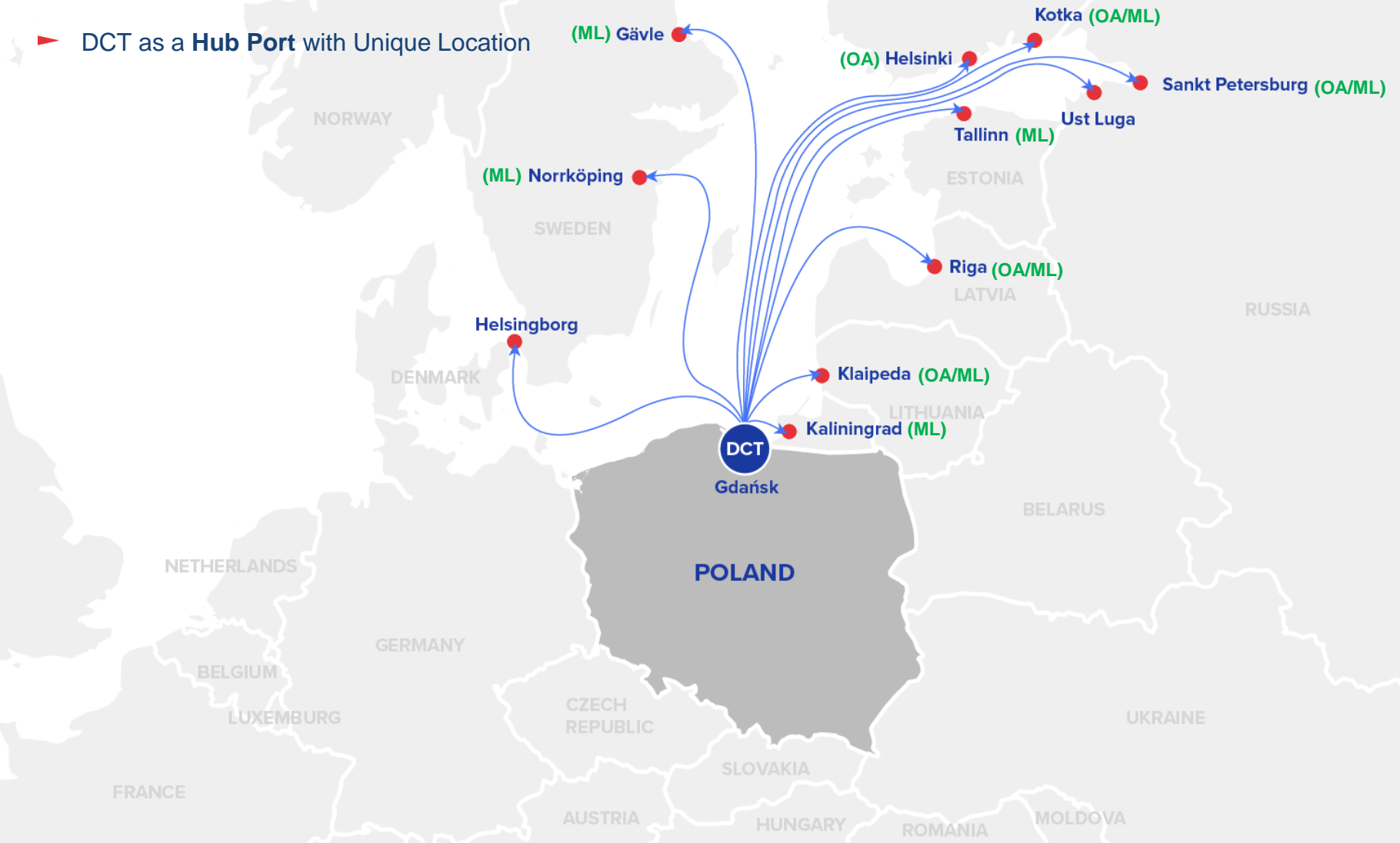


DCT Gdansk: Regional Hub

Locational Advantage

▶ **Regular Feeder Connections with Baltic Ports**

▶ **DCT as a Hub Port with Unique Location**

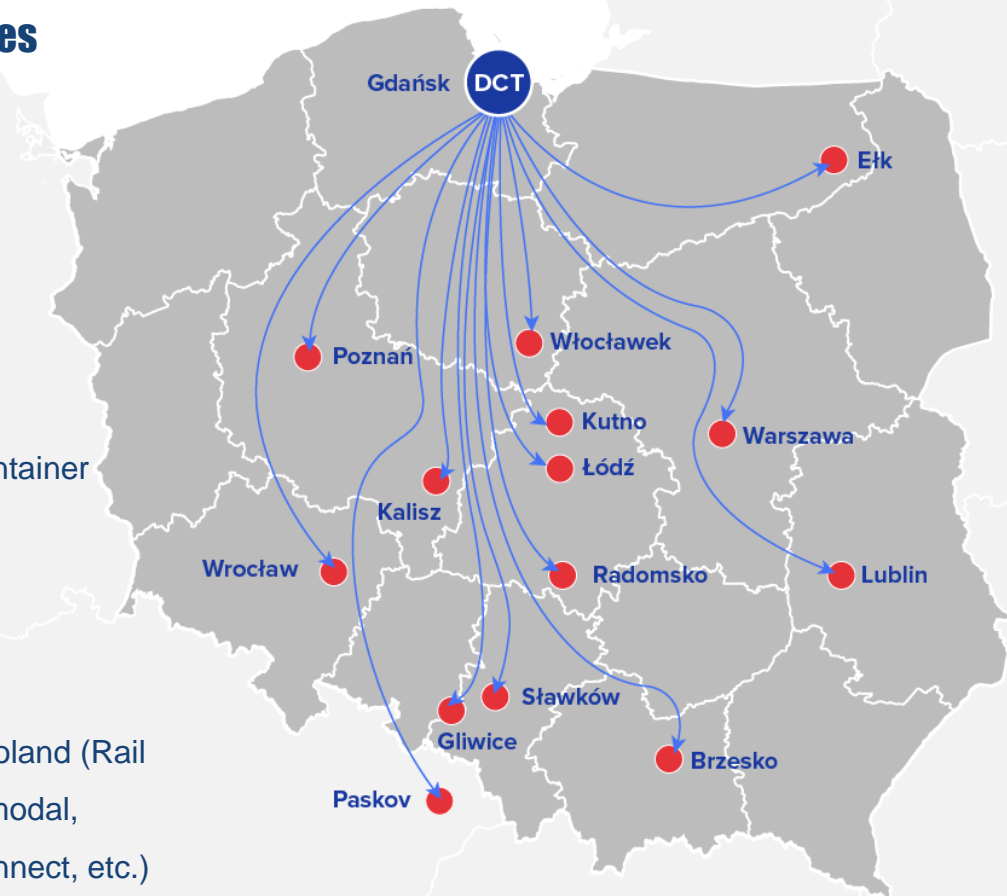


DCT Gdansk Intermodal Advantage

On-Dock Intermodal Solution

Creating Effective and Competitive Services

- ▶ **35% / 65%** - rail to road ratio
- ▶ Fully open access terminal
- ▶ Priority for new non-Polish intermodal products
- ▶ **500** block trains served every month
- ▶ Rail connections with vast majority of inland container terminals and destinations in **Poland**
- ▶ Direct connection to the **Czech Republic** (AWT Paskov terminal near Ostrava)
- ▶ Served by **most of intermodal operators** in Poland (Rail Cargo Operator, Loconi Intermodal, PCC Intermodal, Spedcont, Erontrans, OstSped, PKP Cargo Connect, etc.) and **biggest carriers** (PKP Cargo, Lotos Kolej, CTL Logistics)



Gdansk Intermodal: CEE Gateway

Via Czech Republic (Ostrava-Paskov Terminal)

CRITERIA	OCEAN TRANSIT TIME FROM KOREA (BUSAN)	NUMBER OF FE CALLS PER WEEK	RAIL TRANSIT (TIME)	RAIL TRANSIT (DIST., km)	MAX TRAIN LENGTH	MAX TEU PER TRAIN	Total Cost (EUR per TEU)**
KOPER	29 days	2	1.5 days	853	500	70	1395
HAMBURG	35 days	12	1.5 days	840	750	110	1230
GDANSK	39 days	2	1.0 days	629	620/750*	90/110*	1105

* From 2019

** Sea freight, Inland transit, THC in port

- ▶ Direct service Gdansk – Ostrava – 2 Times/week
- ▶ DCT can offer both feeder connections to serve Baltics as well as competitive rail shuttle

DCT Gdansk - improved reliability with 15% cost reduction

T2B Development Program

Starting Q1 2019, DCT Will be Offering Additional Capacity

YARD EXPANSION (Q4/2019)

- 1,000+ ground slots

GATE EXPANSION (Q2/2019)

- E-gate VBS system
- Automated gate process
- OCR cameras on gate and rail

BERTH EXPANSION

Super-Post Panamax STS

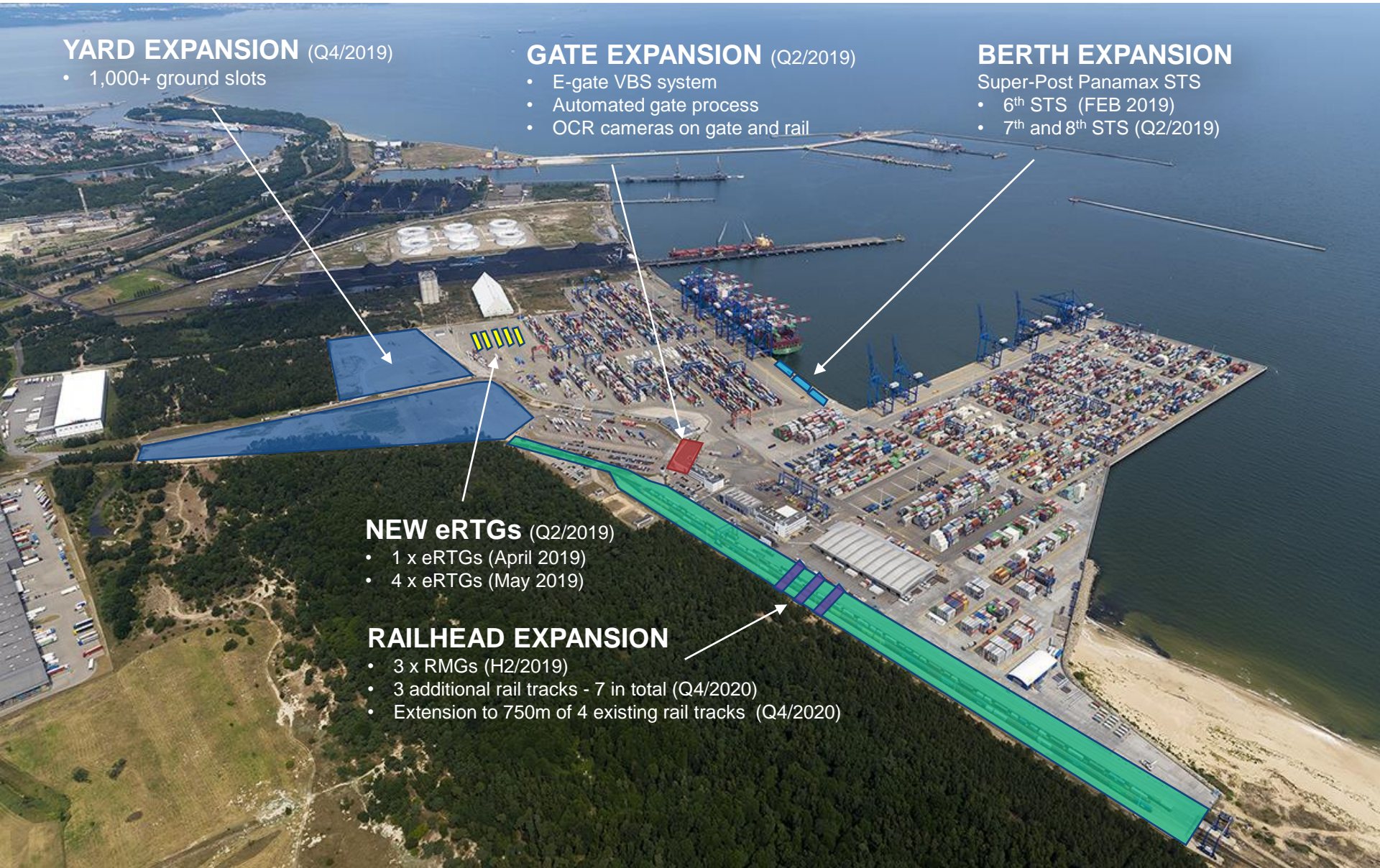
- 6th STS (FEB 2019)
- 7th and 8th STS (Q2/2019)

NEW eRTGs (Q2/2019)

- 1 x eRTGs (April 2019)
- 4 x eRTGs (May 2019)

RAILHEAD EXPANSION

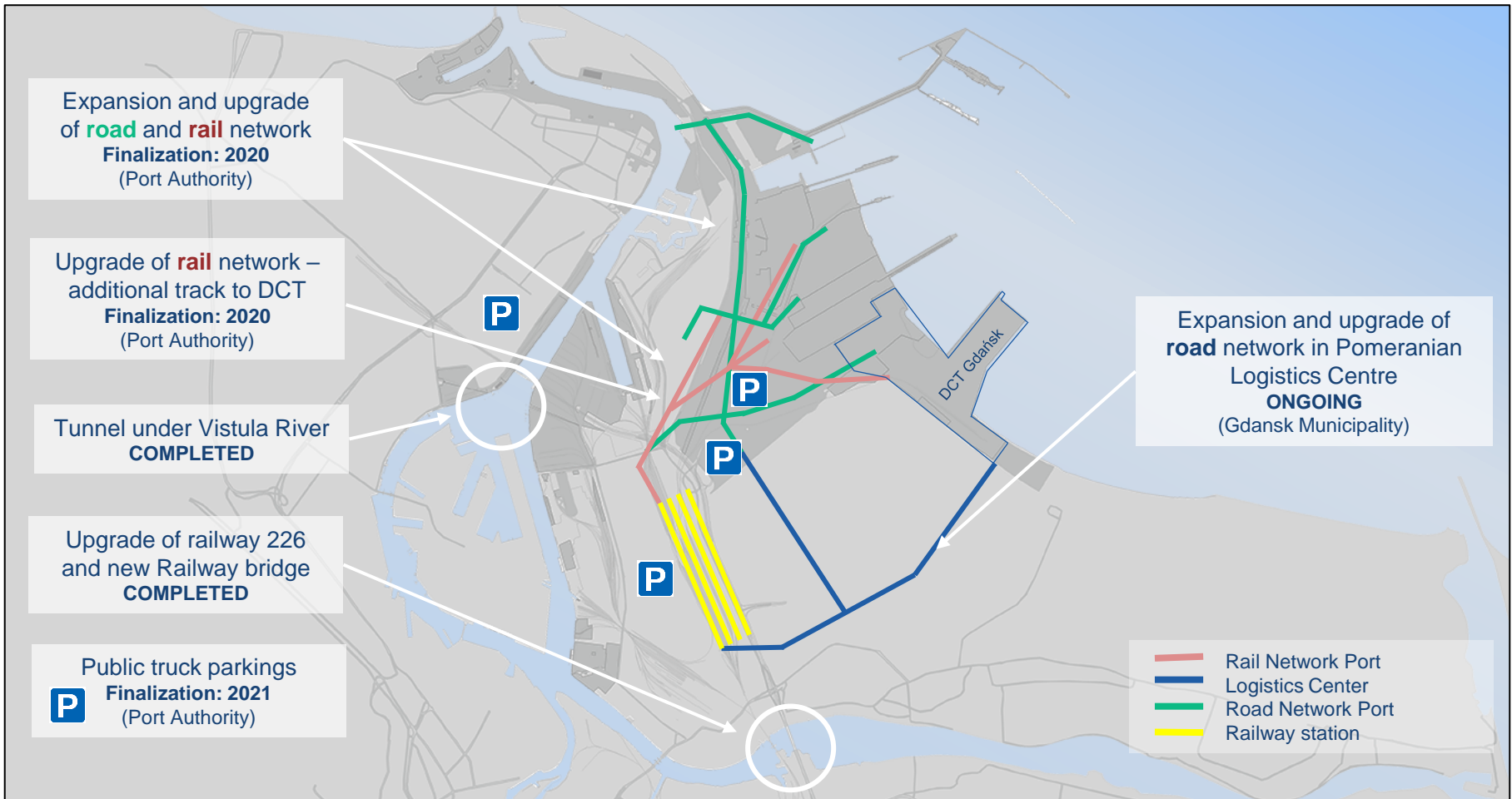
- 3 x RMGs (H2/2019)
- 3 additional rail tracks - 7 in total (Q4/2020)
- Extension to 750m of 4 existing rail tracks (Q4/2020)



Parallel Investments in Gdansk

Road & Rail Modernization

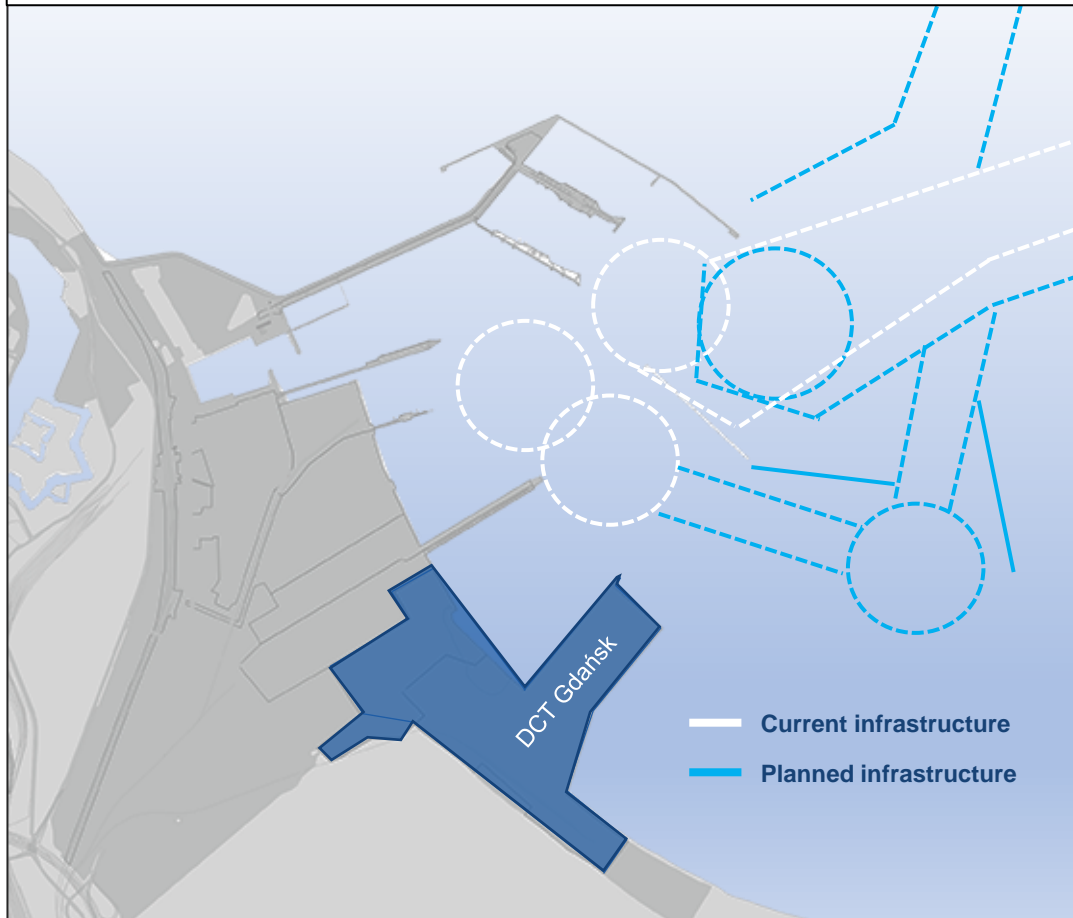
Scope of work – modernisation, redevelopment, and construction of **about 5.6 km of roads (i.e. Kontenerowa Str.)** and construction of **9.7 km of railways (i.e. track to DCT)** and **Northern Port railway station**



Maritime Administration investments:

New Fairway, Additional Breakwaters, Turning Circle Expansion

Sea access: New breakwaters and turning circles



- ▶ New breakwaters will be constructed by the **Maritime Office**
- ▶ Investment Value: **EUR 211mln**
- ▶ Tender process commenced
- ▶ Planned completion: **by 2021**
- ▶ Reduction in pilot-station to berth time
- ▶ Multiple vessel arrival / departure
- ▶ Improved access resilience

DCT Gdansk: Hub for Today ...and Tomorrow





DCT GDAŃSK SA

ul. Kontenerowa 7
80-601 Gdańsk
Polska

postbox@dctgdansk.com

WWW.DCTGDANSK.PL

THANK YOU!