

An aerial photograph of a port facility, likely a dam or lock system, with a large river flowing through it. The image is overlaid with a semi-transparent blue filter. In the foreground, there are several large concrete structures and cranes. In the background, there are more structures and a dense forest. The overall scene is industrial and natural.

The Strategic Development Plan of the Port of Police

July 2024

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Introduction

The study was prepared by Actia Forum company on request of the Zarząd Morskiego Portu Police Sp. z o.o. (hereinafter: ZMPP or Port Authority) with its headquarters in Police (address: 72-010 Police, ul. Kuźnicka 1). The subject of the study is the development plan of the Port of Police. The requirement for a development plan is indicated in the Law on ports and harbors of December 20, 1996, Art.7, 1, Point 2 - "The object of the managing entity's enterprise includes, in particular: forecasting, programming and planning the development of the port (...)". As part of the activities referred to in paragraph 1(2), the managing entity shall in particular draw up a port development plan published on the website of the managing entity's Public Information Bulletin (BIP). The port development plan has been drawn up until 2030.

1. Characteristics of the Port of Police and ports' activities

1.1. Ownership structure of the Port of Police

Zarząd Morskiego Portu Police sp. z o.o. is owned by two entities. These are Grupa Azoty Zakłady Chemiczne "Police" S.A. with headquarters at Kuźnicka 1, 72-010 Police, with 652.246 shares of the total nominal value amounting to PLN 32 612 000.00 and the Municipality of Police with headquarters at Stefana Batorego 3, 71-010 Police with the number of 585 shares of the total nominal value amounting to PLN 29 250.00. Since 2004 it has been operating as the Zarząd Morskiego Portu Police, represented by the Management Board.

1.2. Location and boundaries of the Port of Police

The Port of Police is a seaport and inland port on the Oder River, located in the town of Police, on the Świnoujście-Szczecin waterway. The seaport is located in the Lower Oder Valley, on the Oder River, i.e. on the named sections of the river: Domiąża and the Police Channel (so-called Wąski Nurt), as well as the Police Nurt (mouth of the Łarpia River), the Barge Terminal Basin and the Gunica estuary.

The administrative area of the seaport spans 8.7 km along the Oder River. The Port boundaries were defined in a Regulation of the Minister of Infrastructure of 22 September 2009 on defining the boundary of the Port of Police from the land side (Journal of Laws 2009, no. 164, item 1309).

The section of the Oder River between the Szczecin Lagoon and the waters of the Szczecin seaport, and thus also the area of the Port of Police, has the status of internal marine waters. The following islands on the Oder River are located within the port boundaries: Wielki Karw, Mały Karw, Długi Ostrów, Raduń, Kopina, Mnisi Ostrów. However, they do not function as port quays.

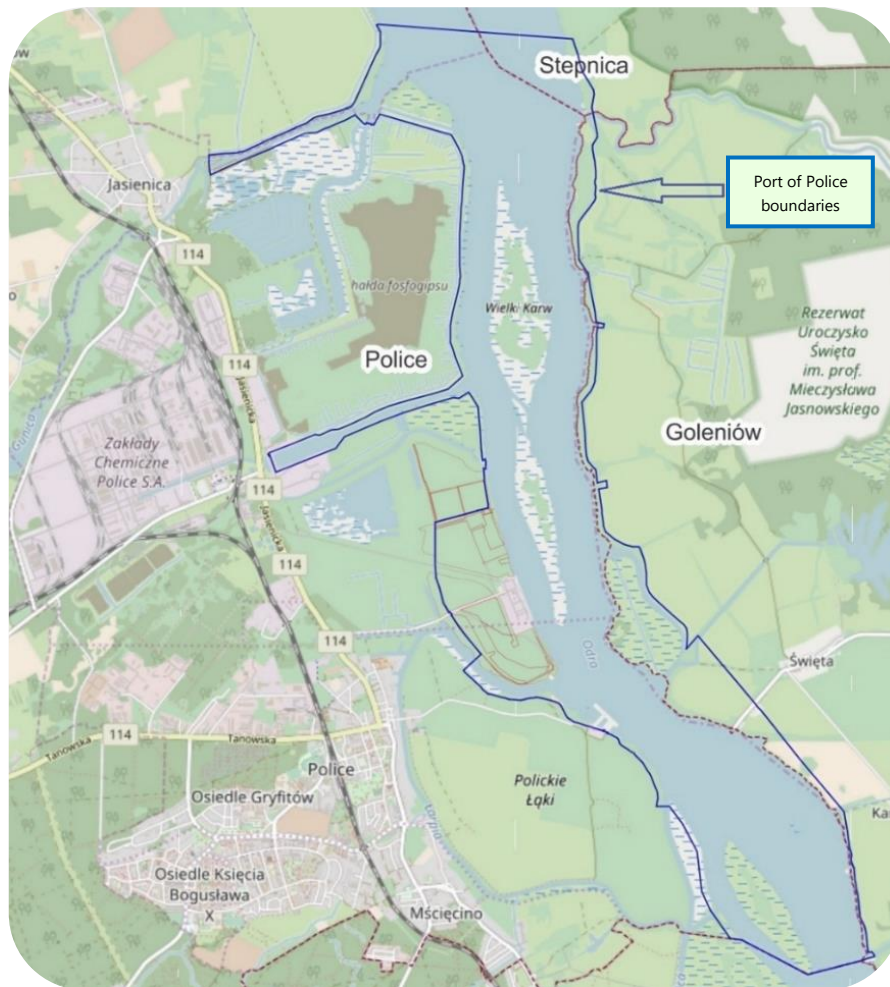


Figure 1. Map of the Port of Police

Source: ZMPP

1.3. The Port of Police infrastructure

Port terminals

Marine Terminal is a two-station quay with a length of 415 m and an operational depth of 12.5 m functionally divided into a raw material unloading site, equipped with two KONE-type gantry cranes with a capacity of 6,000 t/day, and a fertilizer site for loading products of Grupa Azoty Zakłady Chemiczne Police S.A., equipped with an FMK-type loading device with a capacity of 3,500 t/day and two grab cranes with a capacity of $Q=10$ t. In addition, the quay has a storage yards of 5,000 m². The maximum vessel parameters for the Marine Terminal are as follows: length – 240 m, width – 32,3 m, draft - 11 m.

Barge Terminal has three quays, with a total quay length of 791 m and an operational depth of 4.5 m and a handling capacity of 600,000 tonnes per year. The length of the northern quay is 258 m, with an operational depth of 4.5 m. The cranes located on the terminals have a handling capacity of 150 t/h with of $Q=8$ tonnes. The length of the southern quay of terminal is 395 m, has a depth of 4.5 m. The western quay is 138 m long, with a depth of 2.4 m. The vessel parameters for the Barge Terminal are as follows: length - 120 m, width - 15 m, draft - 4 m, which is approximately a 3,000 DWT vessel.

Mijanka Terminal is a quay with an overall length of 286 m (between the outermost islands), a mooring line length of 246 m and a draft depth of up to 9.5 m for the handling of liquid products. It is equipped with an ammonia handling facility with a maximum capacity of 600 tonnes/hour. Vessels up to 24,000 DWT can be handled at this berth (the stern/bow must not extend beyond Dahl 11).

Jasienica Terminal is located on the Gunica River was built in 1979 to handle primarily aggregates required for the construction of the Zakłady Chemiczne Police (chemical plant). The terminal is used for berthing of inland vessels and the waterways leading to it, are used for commercial and tourist shipping. Mooring line length: 220 m, permissible draught at the quay and in the access channel is 1.4 m (draught of vessels planned to be achieved: 2.5 m). The quay is equipped with fender and mooring facilities.



Figure 2. Terminals in the Port of Police
Source: Actia Forum

Other infrastructure

The port infrastructure of the Port of Police includes the following port areas and publicly accessible facilities, equipment and installations:

Water areas:

- part of the River Oder, part of the Oder's old river bed - Łarpia,
- a branch of the Oder River surrounding the island of Raduń,



- the Barge Canal including the Barge Basin,
- Gunica estuary with the Gunica Basin.

Hydrotechnical facilities:

- Mijanka quay with a total length of 278 m,
- mooring dahls at Mijanka quay (5 units),
- Marine Terminal quay (415 m),
- Barge Terminal quays (789 m in total),
- Jasienica Terminal quay (220 m),
- shore reinforcement of the Barge Canal,
- dahls in Gunica Terminal (4 units),
- dhals on the Roztoka Odrzańska at the Jasienica Terminal (9 units),
- flood protection dikes at the Jasienica Terminal (1,715 m in total).

Equipment and other facilities:

- equipment and facilities for transporting raw material and products at the Marine Terminal:
 - crane tracks (400 m long),
 - conveyor belts (length 11,527.30 m),
 - conveyor bridges (length 7,918.70 m),
 - transfer stations at the Marine Terminal (27 units),
- equipment and facilities for transporting raw material and products at the Barge Terminal:
 - crane tracks (238 m long),
 - conveyor belts (length 2,158.47 m),
 - conveyor bridges (length 1,665.19 m),
 - transfer stations (5 units),
- electrical equipment and installations:
 - MV/NN transformer station at the Marine Terminal,
 - MV/NN transformer station at the Barge Terminal,
 - LV transformer station at the Barge Terminal,
 - lighting tower at the Barge Terminal (2 units),
 - lighting tower at the Marine Terminal (2 units),
 - 6 KV cable network, external lighting of the Marine Terminal area (51 lighting points),
 - Barge Terminal navigation channel lighting (70 light points),
- heating equipment and installations:
 - heating hub in the seaport,
 - the transmission network at the Marine Terminal,
 - the district heating hub at the Barge Terminal,
 - transmission network in Barge Terminal,
- water supply equipment and installations:
 - drinking water pipeline at the Marine Terminal (length 3,473 km),
 - pumping station at the Marine Terminal (2 units),
 - pumping in the Marine Terminal (1 unit),
 - external water pipeline at the Barge Terminal,
 - drinking water pipeline at the Barge Terminal,
- sewerage equipment and installations:

- sanitary sewer network, storm sewer network and industrial sewer network in the seaport,
- sewage pumping in the seaport (4 units),
- the combined sewer network at the Barge Terminal,
- Inhoff settling tank at the Barge Terminal (1 unit),
- telecommunications and IT equipment and installations:
 - ICT network in a seaport,
 - modem and network equipment in the seaport (3 kpl.),
 - antenna mast "B" at the Marine Terminal (1 unit),
 - cable telecommunications line in the seaport (4,700 mb),
- fire protection equipment and installations:
 - fire water network with equipment at the Marine Terminal,
 - fire alarm installations in buildings in a seaport,
 - V-2600 DCM 3W hydrophore in the seaport (1 unit),
 - fire and technical water pipeline in the seaport (1489 mb),
- port lighting, including navigation lights:
 - at the entrance to the Barge Canal (2 units),
 - on the quay of the Marine Terminal (2 units),
 - on the dhals of Mijanka Terminal (2 units),
- other infrastructure:
 - fence of the Barge Terminal area,
 - fence of the seaport area,
 - automatic gate to enter the port area.

1.4. Cargo turnover in the Port of Police 2005-2023

The Port of Police is the fourth port in Poland in terms of cargo handled, which amounts to around 2 million tonnes of cargo per year. The cargoes handled are mainly phosphorites, apatites, ilmenite ore, potassium salt, fertilizers, ammonia and sulphuric acid for nearby chemical plants. It is worth mentioning that Grupa Azoty Zakłady Chemiczne "Police" S.A. is the only domestic chemical company with specialized port facilities in the immediate vicinity of the company.

The performance of the business from 2005 to 2023 in terms of total handling is shown in Figure 3. At the Port of Police, more cargoes are imported than exported. Figure 4 shows handling at the Port of Police by import and export.

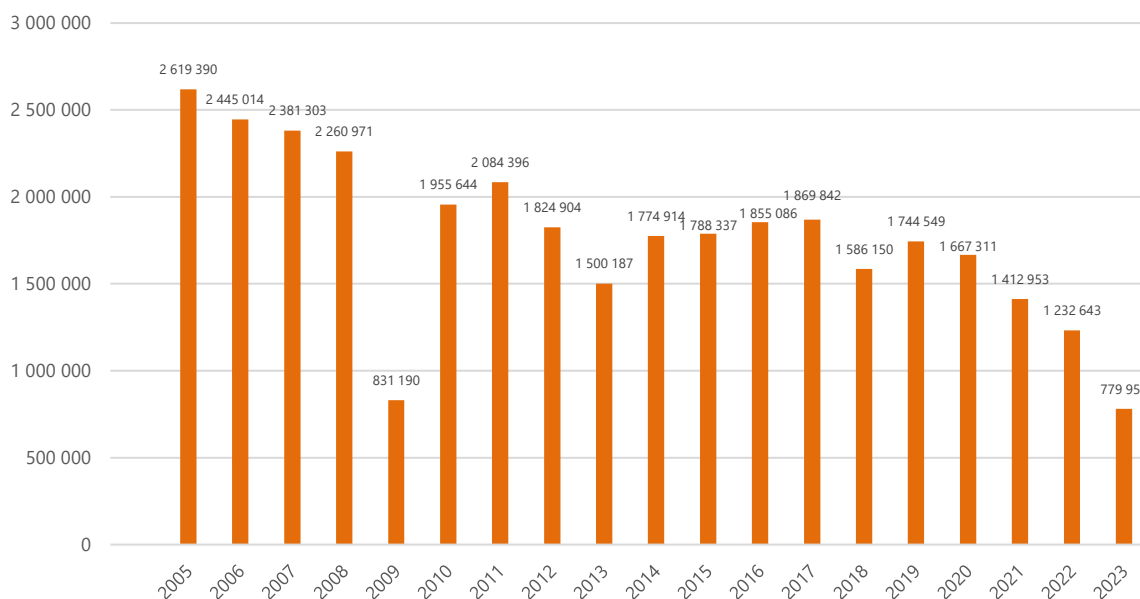


Figure 3. Total cargo throughput in Port of Police in 2025-2023 (in tonnes)

Source: Actia Forum based on ZMPP data

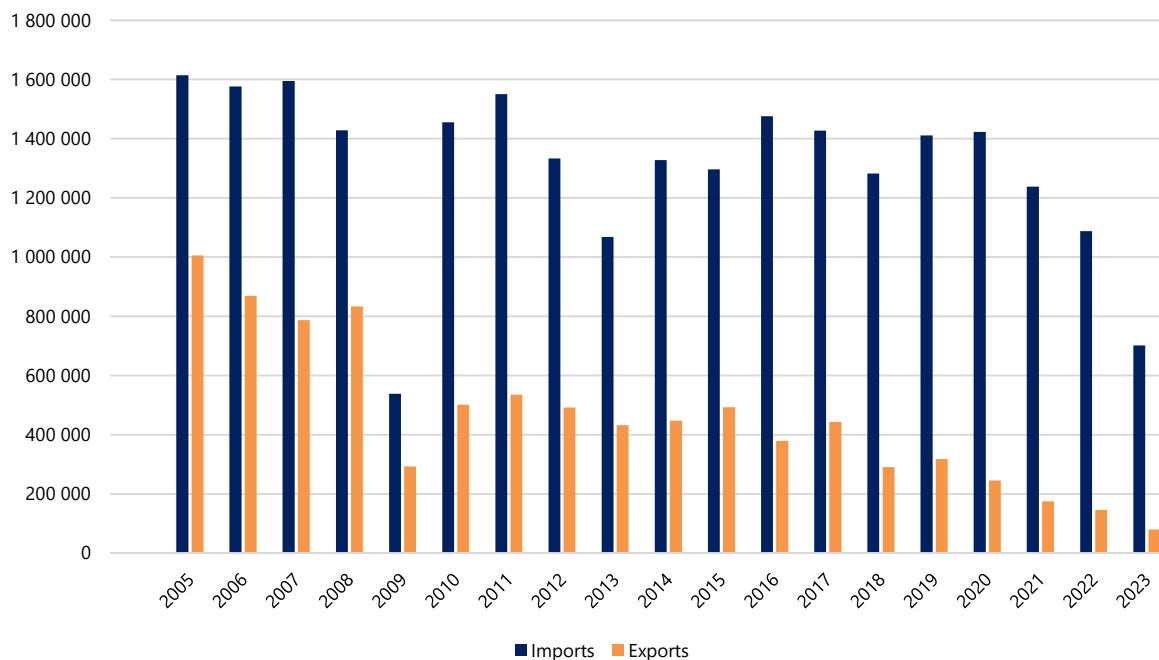


Figure 4. Total cargo throughput in Port of Police in 2005-2023 divided by import-export (in tonnes)

Source: ZMPP

Figure 5 presents the structure of cargo handled in Port of Police from 2005 to 2023. Phosphates (51.8%) had the largest share in the total amount of cargo handled, followed by fertilizers/urea (20.1%), potassium salt (14.9%) and propane (approx. 3.9%). The following distribution of values is directly related to the activities of Grupa Azoty Zakłady Chemiczne "Police" S.A., whose activities are largely focused on production. Fertilizer production requires phosphorite, which is used to produce artificial phosphate fertilizers (superphosphate) and mineral fertilizers, known as phosphate meal.

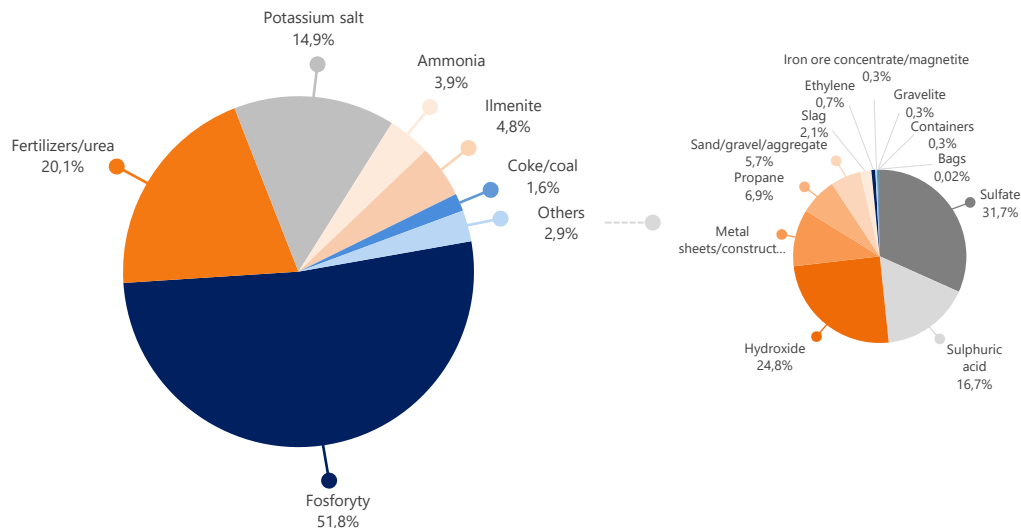


Figure 5. Structure of total cargo handled in the Port of Police in period 2005-2023

Source: ZMPP

1.5. Port services development potential

The activities of Port Authority are:

- management of real estate and port infrastructure,
- forecasting and planning of port development,
- construction, expansion, maintenance and modernization of port infrastructure,
- acquisition of real estate for port development purposes,
- provision of services related to the use of port infrastructure,
- ensuring access to the port reception facilities for receiving waste from ships for the recycle or disposal,
- coordination of the use of port infrastructure, apart from the competences of the maritime administration,
- activities leading to the development of activities conducted in the port and the promotion of such activities.

Among the services provided by the Port of Police are:

- making the quay available for unloading or loading with the client's handling equipment of general cargo and steel structures, mooring of vessels,
- a 24-hour service for the supply of ships with, among other things, fuel, lubricants and other technical materials,
- the provision of hardened storage yards for a period not exceeding 30 days without the need to sign a contract;
- rental of cranes, loaders (grapple cranes with a lifting capacity of Q=10 t and of Q=8 t),
- sale of drinking water,
- waste disposal from ships using the quays located within the Port's boundaries,
- making the basin and quay accessible for the vessels launching.

2. Socio-economic analysis of the environment of the Port of Police

2.1. Functional and spatial conditions and transport accessibility

The Port of Police is located between kilometers 44 and 53 of the Świnoujście-Szczecin fairway. The following fairways are located in the port area:

- a part of the Świnoujście-Szczecin fairway: 8.97 km long, from km 44.35 to km 53.32, 90 m wide, with widening at the bends and south of the turntable at Police, and a technical depth of 10.5 m,
- a 5.32 km long fairway in the Police Channel (so-called Wąski Nurt), with widths at sections: 70 m - from km 0 of the fairway to km 5.03; 160 m to 130 m - from km 5.03 to km 5.15; 130 m to 140 m - from km 5.15 to km 5.32 and depths: 4.5 m - from km 0 to km 5.03 and a depth of 10.5 m - from km 5.03 to km 5.32,
- approach to the Kiełpiński Canal: length - 0.3 km, bottom width - 20 m to 30 m, depth - 1.5 to 10.5 m,
- the Kiełpiński Canal: length - 0.9 km, bottom width - 20 m, with widening at the bend at the confluence with the Gunica River, depth - from 1.0 m to 4.6 m,
- fairway on the Gunica River: length - 1.12 km, bottom width - 15 m, depth - from 1.0 m to 3.0 m;
- fairway to the Barge Canal: length - 1.55 km, bottom width - 18 m, with widening at the entrance to the Barge Canal and at the entrance to the Barge Basin, depth - 4.4 m;
- part of the Wietlina Channel (so-called Ciasny Nurt): length - 2.05 km, bottom width - 70 m, depth - 4.5 m.

The following port access infrastructure elements are located in the Port of Police area:

- turntable at km 49.95 – ellipse-shaped turntable with a 400 m short axis, and 850 m long axis, with a depth of 10.5 m,
- Raduń anchorage with an area of 0.1 km², with the depth 8.8 to 11.8 m.

The Maritime Office in Szczecin is responsible for the maintenance of the Świnoujście-Szczecin fairway condition, the fairway of the Kiełpiński Canal including its approach, the fairways of the Police Channel, the fairway of the Wietlina Channel, the Raduń anchorage, the turntable in Police. Figure 8 shows the locations of the fairways in the Port of Police.

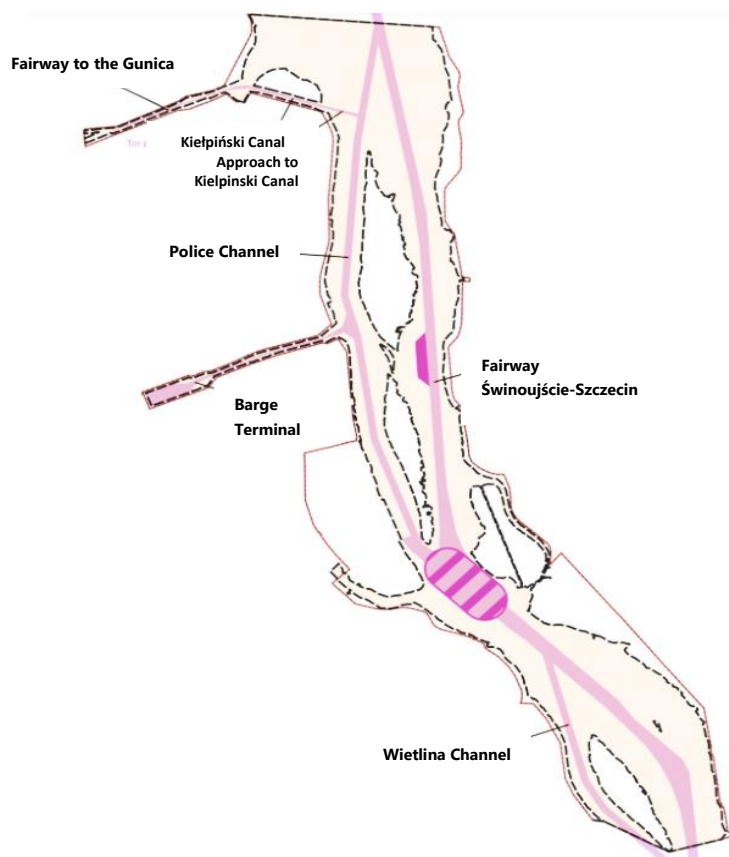


Figure 6. Location of fairways in the Port of Police areas

Source: Forecast of the Environmental Impact of the Inner Waters Development Project of the Port of Police

Railways

In the Police there is a railway line 406 connecting the Szczecin Główny station with Trzebieża Szczecińska. It is an electrified, double-track line on the Szczecin Turzyn-Police section. Currently, the line is used only for freight trains and sometimes special trains. In 2024, a building permit was issued for the reconstruction of the line on the Szczecin Główny-Police section as part of the investment task "Design and execution of works as part of the project; Construction of the Szczecin Metropolitan Railway using sections of railway lines No. 406, 273, 351.

The biggest problem of the Port of Police is the lack of a track connection from the quays to the railway line No. 406. In the coming years, the construction of a new railway line No. 437 is planned, connecting the existing Police railway station with the planned new Port Morski Police railway station, crossing Jasienicka Street without collisions along the provincial road No. 114. It will be a single-track and electrified route.

In addition, for the service of the Grupa Azoty Zakłady Chemiczne "Police" S.A., it is important to improve the connection of line no. 406 on the section Szczecin-Police with line no. 273: Wrocław-Szczecin, which currently requires goods trains to be diverted at Szczecin Port Central or Szczecin Dąbie station. The investment is underway, with a completion date of 2025.

Roads

Road access to the Port of Police is limited and takes place via the Szczecin transport hub - provincial and district roads. The Port of Police is located approximately 1.5 km from voivodeship road no. 114 (access road made of concrete slabs) and is close to major road routes - the A6 motorway (on the E28 European route), the S3 motorway, national road No. 3 on the E65 route connecting northern Europe with the south, the S6 expressway connecting Szczecin with Rusocin with a total length of over 360 km.

On the territory of the Police commune the road network managed by three local government units is located, and consists of:

- Provincial roads - with a total length of 41.9 km,
- District roads - with a total length of 48.306 km,
- Municipal roads - with a total length of 89.621 km,
- Roads with paved surfaces - 69.180 km,
- Roads with a dirt surface - 20.441 km.

The importance of air transport in the region is expected to increase with the planned construction of the Szczecin Western Bypass (along the S6 expressway). It is intended to relieve traffic in the left-bank part of Szczecin and facilitate access to Police as well as improve local traffic between Szczecin, Police, Goleniów, Szczecin-Goleniów Airport and border towns. Access to the border crossings in Rosówek (DK13, direction Schwedt/Oder), Kołbaskowo (A6, direction Berlin), Lubieszyn (DK10, direction Pasewalk) and Dobieszczyń (DW115, direction Eggesin) as well as to northern Poland via the fixed crossing in Police is to be facilitated. Thanks to the new road, investment areas in the municipalities of Police and Goleniów will be conveniently connected.

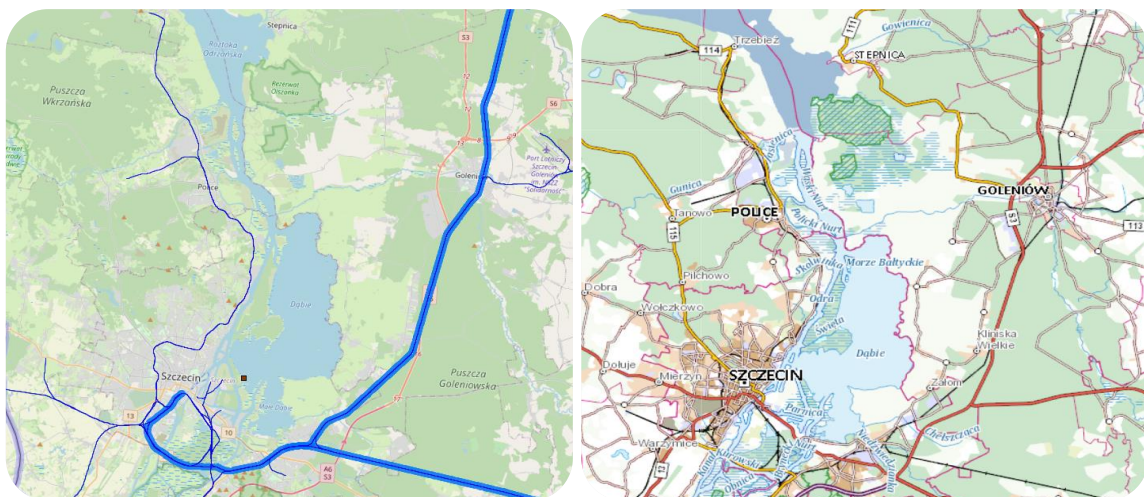


Figure 7. Railway (left) and road (right) infrastructure accessibility of the Port of Police

Source: mapy.geoportal.gov.pl, mapa.plk-sa.pl

2.2. Social and economic conditions of the Port of Police environment

The Municipality of Police, located in the Szczecin Lowlands, covers an area of 25,140 ha. The municipality is characterized by large green areas, especially on the Szczecin Lagoon and Lake Świdwie, located on the edge of the Wkrzańska Heath. The commune is also an industrial center on a national scale.

The Municipality of Police is inhabited by almost 40,000 people. It should be noted, that the number of inhabitants in the last decade (between 2012 and 2023) decreased from 42 167 people to 39 123 people. In terms of the age structure of the inhabitants, the municipality was in a favorable demographic situation. The average age of residents was 41.8 years and was lower than the average age of residents in the West Pomeranian Voivodeship, and lower than the average age of residents in Poland as a whole.

The Municipality of Police is characterized by a favorable socio-economic situation, evidenced by a lower unemployment rate than the average for the voivodeship. In 2023, in comparison to 2022, the unemployment rate in the municipality decreased and amounted to 2.5% in contrast to the average for the voivodeship, where an increase was recorded (from 4% to 4.2%). The industrial plants of Grupa Azoty Zakłady Chemiczne "Police" S.A. contribute significantly to the high (highest in the voivodeship) percentage of employees in industrial processing. The prosperity of the municipality is also evidenced by the level of income - an upward trend can be seen from 2018 (apart from 2022, where a slight decrease was recorded). Between 2018 and 2023, the municipality's revenue increased by as much as 18% and reached nearly PLN 247 million.

The Municipality of Police is also a member of the Szczecin Metropolitan Area Association (SSOM). This is an organization based on cooperation between local governments and coordinates work aimed at creating a strong metropolitan center. In addition to this, Police is a member of the Association of Polish Towns and the "Pomerania" Communal Purpose Association of West Pomeranian Municipalities, within the framework of which it obtains funding.

2.3. Assessment of existing potential of the Port of Police

According to the Port operator, the quays and infrastructure of the Port of Police meet the current needs of users. The volumes of cargo at the port is primarily related to the services for Grupa Azoty Zakłady Chemiczne "Police" S.A., thus the situation of the company has a direct impact on the condition of the Port of Police which results from the synergy of the close location of the port and chemical plants and ownership links. The port, together with the entire infrastructure, is used by Grupa Azoty Zakłady Chemiczne "Police" S.A. for the maritime transport of raw materials and products and the storage of raw materials.

At the Port of Police the latest investment is the Marine Gas Terminal (gas port) which will serve as a facility for unloading and storing propane and ethylene from sea vessels. Completion of the design stage, which means the full production capacity of the plant will be used, is estimated at the end of 2024. According to information from Grupa Azoty, as of January 31, 2024, the material progress (i.e. obtaining appropriate permits, orders and deliveries of equipment and materials, construction works, acceptance and commissioning) of the Polimery Police project was 99.86%. The last phase of project implementation is usually the longest. The strict installation acceptance and commissioning process is carried out in the presence of the licensors.

It is worth considering the Port's activities to expand the offer in terms of types of handled cargo, and thus increasing the attractiveness for other entities interested in the services of the Port of Police - port operators and goods producers. An example of action aimed at opening the Police Port to other/additional activities is the signing of a letter of intent regarding the construction of a Liquefied Gas Terminal by Orlen Paliwa in the port area, as well as numerous inquiries from other investors.

2.4. Analysis of the economic functions of the Port of Police

The transformation of the Port of Police into a multipurpose hub is about diversifying existing port economic functions. Primarily, the transformation should concern the transport and industrial functions, considering the environment of the Police seaport. However, the possibility of developing the commercial and logistics functions adjacent should not be ruled out. An important issue is the high level of services provided, taking into account the requirements of port customers.

Further development of the transport function will be possible by increasing the service of cargo that is already handled in Police Port through obtaining their recipients/shippers outside Grupa Azoty Zakłady Chemiczne "Police" S.A., replacing some of the handled cargo with other cargo, extending the bulk cargo serviced so far (dry, liquid) with new cargo groups or commencement of general cargo handling, including unitized cargo (containers, ro-ro units). With the port areas connected to the rail and road transport infrastructure, there is the possibility of handling cargo from/to the further hinterland of the port. With a competitive offer in terms of price, quality, and time, the Police port has the potential to become an efficient link in land-sea transport chains.

The development of the industrial function of the Port of Police should be connected mainly with the development of companies of the Azoty Group and the synergy effects. Among other possibilities of this strengthening this function, the one should mention opening-up the seaport for other representatives of various chemical industries that may have interest with overseas raw materials transport as well as the distribution of finished products, among others: metallurgical industry plants, petrochemical industry plants, car assembly plants, industries working for the needs of the region (among others producing materials used in road construction).

2.5. Assessment of the Port of Police competitive position

Building the competitiveness of the Port of Police could take place through the implementation of infrastructure investments related to the development of small ports, increasing its share in the handling of international trade, especially in the Baltic Sea basin, and extending the handling offer. With the existing infrastructure, the port can double the handling volume and evolve into a multimodal logistics and transport center. The port has the potential to stimulate local business and investor development while providing the entire region's economy with access to competitive and specialized maritime logistics and industrial services. A key issue is to improve road and rail accessibility. Stimulating economic activity in the immediate vicinity (city, municipality, and county) is also an important factor in the Port's development.

The development of the Port of Police is favorable:

- location on the Świnoujście-Szczecin fairway,
- connection with Grupa Azoty Zakłady Chemiczne "Police" S.A.,
- close location to the main major ports of strategic importance for the maritime economy,
- port users' permanent development and their investment activities,
- existing infrastructure,
- crossing of road, rail, sea, river, and pipelines corridors,
- distance from residential areas,

- the possibility of producing and handling dangerous goods, which are difficult to handle in ports such as Szczecin (neighborhood of a large urban agglomeration) or Świnoujście (health resort).

3. SWOT analysis

The summary of the above section of the Development Plan, as well as the starting point for further activities in the seaport, is a SWOT analysis – identification of strengths, weaknesses, development opportunities and threats.

Strengths	Weaknesses
<p>Large area of development land (approx. 350 ha)</p> <p>Favorable, up-to-date and project-based transport accessibility</p> <p>Good connection to the hinterland, also via the European inland waterway network</p> <p>Port's membership of the Trans-European Transport Network (TEN-T) as a port in the comprehensive network</p> <p>The port's location at the intersection of major European transport routes, providing the most convenient connection both between Central and Eastern Europe and Scandinavia, and between Western and Eastern Europe</p> <p>The connection to Grupa Azoty Zakłady Chemiczne "Police" S.A. and the payload provided by the company (raw materials, products)</p> <p>Location of the port within the range of influence of ports of strategic importance for the maritime economy and complementarity with sea ports in Szczecin and Świnoujście</p> <p>Specialized infrastructure for handling chemicals</p> <p>Effective management system of port handling activities provided by Zakłady Chemiczne "Police" (the only port in Poland with company management)</p> <p>International nature of the port (international transshipments account for 90% of the total port turnover)</p> <p>The image created by Grupa Azoty Zakłady Chemiczne "Police" S.A. of a stable employer who cares about compliance with the Labor Code, occupational health and safety, fire safety and fire protection regulations.</p> <p>Wide range of production and application of manufactured products guaranteeing stable cargo volumes for the seaport</p> <p>Port complex benefiting from the possibility of being served by inland and sea water transport and river-to-sea vessels</p> <p>Location outside the city limits and border location and accessibility to the European motorway system</p>	<p>Handling of inbound and outbound cargo for the majority of one customer (Grupa Azoty)</p> <p>Location off the main transport routes, forcing the port to develop production activities</p> <p>Narrow specialization of terminals significantly limiting the ability to fully utilize wharf handling capacity</p> <p>A poorly industrialized municipality and district, not including Grupa Azoty Zakłady Chemiczne "Police" S.A.</p> <p>The need for significant investment in the development of port areas</p> <p>The need to transport freight through the city of Szczecin</p> <p>Poorly developed transport infrastructure (no railway sidings and limited access to road transport and no internal roads)</p> <p>Narrow specialization of terminals limits ability to fully utilize wharf handling capacity</p> <p>The reloading capacity does not allow for a wide range of services to be provided to other companies besides "Police" Chemical Plant</p> <p>The handling of goods mainly concerns raw materials and products characterized by seasonality</p> <p>Due to its association with the Azoty Group, the port is mainly identified with the handling of chemical fertilizers</p>

Development opportunities	Development risks
<p>Provision of preferential tax conditions by the Municipality of Police for companies investing in port areas</p> <p>Possibility of obtaining funding from the European Regional Development Fund, the National Reconstruction Plan, the Connecting Europe Facility (CEF)</p> <p>Increase in the number of transported loads resulting from the improvement of the extensive transport infrastructure, the transformation of the hinterland and the overall economic growth of the West Pomeranian region</p> <p>Planned development of transport infrastructure in and around the port increasing the capacity of the road and rail system and tidying up the transport system in the port area</p> <p>Increasing reloading potential through the construction of a reloading terminal for the Police Polymers investment</p> <p>Construction of the Western Ring Road of Szczecin (S6) by the General Directorate for National Roads and Motorways (GDD-KiA) to improve local communications between Szczecin, Police, Goleniów and the airport in Goleniów, as well as border towns</p> <p>Construction of new tracks for direct access to the port in Police (line 437) as a complementary investment to the construction of the Szczecin Metropolitan Railway</p> <p>Reconstruction of the Police Canal to a depth of -12.5 m to enable the canal to be connected to the Swinoujscie-Szczecin fairway and for vessels with a draught of 11 m to enter the port in Police.</p> <p>Development of the hydrogen sector through the creation of the West Pomeranian Hydrogen Valley, of which the Azoty Group is a co-founder</p> <p>Potential increase in importance and handling volumes as part of the construction of an LPG terminal in cooperation with Orlen Paliwa S.A.</p> <p>Development of the offshore wind energy sector creating a potential new load mass</p> <p>Proximity to areas of highest investment attractiveness for industrial activity - metropolitan area of Szczecin</p>	<p>Private port, not classified as a port of fundamental importance to the national economy</p> <p>High competitive position of chemical companies in European markets resulting in lower demand and reduced handling at the port</p> <p>The need to align Polish legislation concerning, inter alia, the chemicals industry with EU legislative requirements</p> <p>Threat from non-European chemical producers (chemical fertilizers) with less emission-related regulation, reducing the competitive position of the European chemical industry</p> <p>Difficulties resulting from political influences on the increase in costs associated with the change in the level of gas supplies from Russia to Poland</p> <p>Potential for investment restrictions due to environmental regulations (proximity to protected natural areas) and the government's Natura 2000 programme</p> <p>Significantly lower density of businesses in the port region than in other ports in the West Pomeranian region</p> <p>Deteriorated economic situation in Zakłady Chemiczne "Police" and in Grupa Azoty influencing the inhibition of production and decreased transshipments in Police Port</p> <p>Low density of the road network in the voivodeship and the peripheral location of the voivodeship in relation to the center of Poland, which determines the low accessibility within the country</p>

4. Port of Police Strategic Goals

The basic planning document for transport on the territory of the Republic of Poland is the "Strategy for Sustainable Transport Development until 2030". The document identifies the main objective of "Increasing transport accessibility and improving the safety of traffic participants and the efficiency of the transport sector through the creation of a coherent, balanced, innovative and user-friendly transport system in the national, European and global dimension". Six lines of intervention were established within the Strategy:

1 Building an integrated, interconnected transport network for a competitive economy

2 Improving the managing and organization of the transport system

3 Changes in private and public transportation

4 Improving the safety of road users and cargo transportation

5 Reducing the negative impact of transport on the environment

6 Improving the efficient use of public funds for transport projects

The main objective, specific objectives and priorities for the development of Polish sea ports are set out in the "Strategy for Sustainable Transport Development until 2030", which is based on the above-mentioned Strategy, as well as on the Strategy for Responsible Development until 2020 (with an outlook until 2030).

MAIN OBJECTIVE

Permanently strengthen Polish seaports as leaders among the seaports of the Baltic Sea basin, acting as key hubs of global supply chains for Central and Eastern Europe and increase their contribution to the socio-economic development of the country

Adaptation of seaport service offerings to changing market needs

SPECIFIC OBJECTIVES

Creating a safe and environmentally friendly port system

- Development of port infrastructure and infrastructure providing access to ports from the sea and its adaptation to the changing cargo structure and the development of other economic functions of seaports
- Integration of ports with other actors in logistic chains through the development of hinterland access infrastructure to seaports
- Digitalization of Polish seaports

PRIORITIES

- Ensuring the safety of port users
- Taking account of environmental regulations and standards in port operations

In view of the adopted above-mentioned documents, the defined development plans of ZMPP aimed at realizing four strategic objectives.



5. Investments and other development activities

5.1. Finished investment projects within the Port of Police boundaries (2014-2023)

ZMPP is implementing a process to strengthen the port's position among the universal and specialized ports in the Baltic Sea while simultaneously improving the maritime transport system by, among other things, improving the technological and economic accessibility of the port.

Regular sub-cleaning works

In 2014-2023, the ZMPP has undertaken investments (in some cases annually) in maintaining optimum navigational performance and improving the movement of vessels calling at the port by restoring design depths in the port channels and basins. Completed:

- sub-cleaning works on the bottom of the approach channel and the port basin at the Barge Terminal, maintaining a draft depth of 4.0 m,
- bottom scouring works in the Marine Terminal basin (for vessels moored at the terminal's quay) to achieve a draft depth of 9.15 m.

The sub-cleaning work (dredging) was carried out by moving the excavated material along the bottom of the water body and depositing it in deeper areas.

Modernization of the Mijanka Terminal

Among other things, the bottom cleaning work at the Mijanka Terminal has been carried out in order to obtain a decision on the permissible draught of ships berthing at the quay up to a depth of 9.5 m for the entire berthing line at medium water level 507 in Port Trzebież. In addition, plans are underway to upgrade the terminal to allow the entry of vessels of up to 30,000 DWT and up to 190 m in length.

Improving the functionality of the Gunica Terminal

In 2018-2020, the works to enable the functionality of the Terminal at Jasienica on the Gunica River was undertaken. The aim of these activities was to resume the use of the port infrastructure and to incorporate the so-called Gunica Terminal into the port complex in Police. The maximum vessel that could approach the Gunica Terminal was an inland push boat with a draught of up to 0.8 m. After the dredging of the Kiełpiński Canal, vessels with a draught of up to 2.5m can navigate the canal. Connection of the facility of the electricity grid to the quay has been made. Dredging work was also carried out on the Kiełpiński Canal, achieving a depth of -3 m and a width of 25 m, as well as on the approach and in the bend before entering the Gunica River. The scarp of the Kiełpiński Ostrów island was also strengthened.

5.2. Current investment projects carried out within the Port of Police boundaries

Investment activities of the ZMPP

Strengthening the comprehensive network by increasing the accessibility and efficiency of the Port of Police

In October 2022, a contract for the project was signed with the CINEA (European Climate Infrastructure and Environment Executive Agency) for funding of the study work. The funding was awarded under the Connecting Europe Facility (CEF). The contract for this project was signed as part of the CEF-Transport 2021-2027 call (CEF 2). The total cost of the project is: EUR 3.5 million, including a grant of EUR 1.7 million. The project started at the end of July 2021 and is expected to be completed in first half of 2025.

The overall objective of the project is to improve the accessibility and handling capacity of the Police Sea Port by providing access to the rail network and improving waterside accessibility for seagoing vessels with a draught of up to 11 meters. The general objective can be realized through specific objectives:

1. Increasing the competitiveness of the Port of Police by increasing its share in handling international trade, particularly in the Baltic Sea, taking into account the economic development of the entire West Pomeranian Voivodeship and simultaneously improving the maritime transport system;
2. Creating rail access to the Port of Police;
3. Improving handling capacity and waterside accessibility to the port for seagoing vessels with a draught of up to 11 meters.

The project included study work for two tasks:

- Preparing the project documentation for construction works for the investment "Construction of a railway junction for the Port of Police together with the necessary technical infrastructure as part of the construction of railway line no. 437 to the Port of Police", together with a feasibility study,
- Preparing of project documentation for improving access to the terminal from the land side and construction of quays in Police - heavy quay (universal quay), together with a feasibility study.

Construction of the railway station “Port Police” together with the necessary technical infrastructure as part of the construction of railway line no. 437 to the Port of Police

On 18 January 2019, an agreement was signed with PKP PLK S.A. concerning the extension of the railway infrastructure. On 30 December 2019 an agreement was signed for the joint implementation of Stage I of the investment, i.e. obtaining, among other things, the relevant project documentation, including the relevant administrative decisions. In 2020, the Contractor, BBF Sp. z o.o., was selected for the contract to develop the design documentation and the contract was signed on 21 December 2020. In 2022, a decision was obtained from the Regional Director of Environmental Protection in Szczecin on environmental conditions for the undertaking entitled “Construction of the “Port Police” railway station together with the necessary technical infrastructure as part of the construction of railway line no. 437 to the Port of Police”.

Construction of the Port Police railway station with the necessary technical infrastructure as part of the construction of railway line no. 437 to the Port of Police	
Justification of the investment	The aim of the project is to create rail access to the Port of Police.
Purpose of the investment	The subject of the project is the construction of a railway connection to the Port of Police. Within the framework of the project implementation, it is planned to design and build railway infrastructure within the Police Sea Port, including a railway station, technical infrastructure and its connection with railway line no. 437 newly designed by PKP PLK S.A. The railway line obtained a building permit for its part of the railway line section connecting Police and the new railway station in the Police port.
Implementation period	Perspective 2030
Estimated investment cost	PLN 194 million
Source of funding	CEF 2
Project phase	Building permit obtained.
Entity responsible for implementation	Study works: ZMPP (subsidiary of GA Police SA) and Construction: ZMPP.

A programme and location concept has been developed for the construction of the new “Port Police” station which will be connected to the newly designed line no. 437. The project includes the construction of a new station with the necessary elements for the operations. As part of the station, it is envisaged that:

- arrival and departure group of tracks – no. 1, 1a, 2, 3, 4, 5, of which tracks 1,1a, 3, 5, will be fully electrified and tracks 2 and 4 will only be partially electrified, in the western head, in the section allowing entry of electric locomotives,
- south loading group - tracks 10, 11, 12,
- north loading group - tracks 30, 31 on which, as part of a separate study, the construction of a rail tanker loading bay is envisaged,
- rib track no. 1a,
- the possibility of extending the track layout with regard to: the extension of hoist track no. 40 on the west side of the arrival and departure group, the addition of an additional branch track in the “north” group, the addition of additional tracks in the “south” group.

The arrival/departure group of the no. 437 line, on tracks 1, 3 and 5, is to be entered at a speed of 50 km/h, on the remaining tracks traffic is to be carried out at shunting speeds - a maximum of 40 km/h. Within the scope of the study, roads parallel to the railway tracks are designed to enable access to the designed railway and technical infrastructure. The roads are designed to be 5.0 - 6.0 m wide with 0.75 m shoulders on both sides.



Construction of a heavy quay in the Port of Police

On 29 August 2022, an agreement was signed between the company ZMPP and Lugo Projekt-Hydro-technika i Melioracje Łukasz Gontarz for the execution of the Programme and Spatial Concept for the investment 'Construction of a heavy quay in the Port of Police'. In September 2023, a contract was signed for the development of design documentation for construction works for the project. The investment Contractor is Antea Polska S.A.

Construction of a heavy quay in the Port of Police	
Justification of the investment	Provide access to the Port for seagoing vessels, resulting in an expansion of the Port's service offer through increased cargo handling and leasing on investment land.
Purpose of the investment	The project involves the construction of a 465 m long heavy/universal quay, south of the existing marine terminal at the Marine Terminal in Port of Police.
Implementation period	2030 perspective
Estimated investment costs	Option I: PLN 393 million Option II: PLN 575 million
Source of funding	KPO, FEnIKS, CEF2, ROP, Military Mobility
Project phase	Work is underway on the development of design documentation, together with obtaining planning permission, for the investment 'Construction of a heavy quay in the Port of Police'.
Entity responsible for implementation	Study work: ZMPP Sp. z o.o. ; Construction: Grupa Azoty Zakłady Chemiczne "Police" S.A.

The project involves the creation of a new heavy quay, which is an extension of the existing quay to enable the handling and storage of cargo of the widest possible range, without being limited to the goods currently handled. The project prepared allow vessels with maximum dimensions of 230 m length, 32.3 m width and 11.0 m draft to enter and berth at the designed quay, as well as free access to the back-up facilities on the quay side.

The project is planned to be implemented through:

- the construction of a new heavy quay with a length of 465 m and a technical depth of 12.5 m, which will be an extension of the existing quay. The newly designed quay, together with the existing quay, will form a single mooring line with a length of approximately 880 m (without bends).
- the construction of versatile, open and traffic-friendly storage yards at the back of the quay allowing for the storage of a wide range of goods. The storage yards are designed for a payload of 100 kN/m².
- the use of the track and road systems currently being designed within the scope of the task entitled "Construction of the "Police Port" railway station together with the necessary technical infrastructure as part of the Construction of the Heavy Quay in the Port of the construction of railway line no. 437 to the Port of Police",
- dredging the bottom of the harbor basin down to -12.5 m above sea level throughout the entire maneuvering area defined in the navigation analysis.



Investment activities of other entities

Construction of a unloading and storage terminal within the "Polimery Police" investment

Investment carried out by
Grupa Azoty Zakłady Chemiczne "Police" S.A.

In 2018-2023 the preparatory and construction work was coordinated for the realization of an investment named "Polimery Police" – a production complex of a propylene and polypropylene production facility. From the point of view of the Port of Police, the key element of the investment is the construction of Gas Port for unloading the raw materials.

The project is a part of a process to strengthen the Port's position among the universal and specialized ports in the Baltic Sea basin while simultaneously improving the maritime transport system by, among other things, improving the technological and economic accessibility of the Police seaport.

The Polimery Police project is an integrated chemical complex comprising a Gas Port, Propane Dehydrogenation (PDH) Facility, Polypropylene Production Facility, Polypropylene Logistics Infrastructure and Auxiliary Systems and Interconnections.

- *Gas Port:* acts as a facility for unloading and storing propane and ethylene from marine vessels and supplying the aforementioned raw materials to the PDH Plant and the PP Plant.
- *Propane Dehydrogenation (PDH) plant:* The PDH plant is used to carry out a catalytic propane dehydrogenation process that produces propylene with a capacity of 429,000 tonnes.
- *Polypropylene (PP) Production Plant:* it is used to produce with a capacity of 437,000 tonnes of polypropylene in total in three types: homopolymers, random copolymers, impact copolymers. The plant, which produces the different types of polypropylene, works on the basis of raw materials: propylene supplied from the PDH Plant and ethylene supplied from the Transshipment and Storage Terminal. The PP Logistics Infrastructure is the storage, logistics and dispatch area for polypropylene.
- *Polypropylene Logistics Infrastructure and Auxiliary Systems and Interconnections:* utility installations and interconnection systems. The above systems are designed to secure the necessary utilities required for the operation of the PDH Plant, the PP Plant and the PP Logistics Infrastructure.

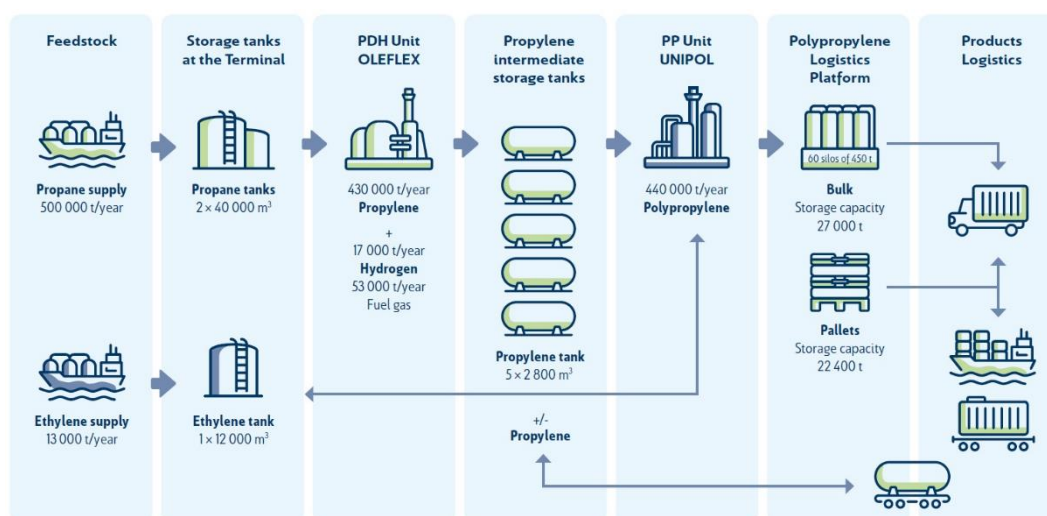


Diagram of the "Polimery Police" project

Marine Gas Port	
Justification of the investment	The 'Polimery Police' investment is to enable the production of 437,000 tonnes of polypropylene per year. The transshipment and storage terminal serves as a facility for unloading and storing propane and ethylene from sea vessels and supplying the aforementioned raw materials to the PDH Plant and the PP Plant.
Purpose of the investment	Among the project objectives identified by the Azoty Group were: <ol style="list-style-type: none"> 1) creating a basis for the Group's forward-looking development, 2) the emergence within the Group of a new market segment with different business cycles from the previous one, 3) realization of synergies with other Group plants, 4) growth and diversification of revenues across the Group, 5) the efficient use of valuable by-products in installations and thus achieving a positive integrated environmental effect, 6) extending the value chain and further development of the Polish chemical industry.
Implementation period	2020-2024
Estimated investment costs	PLN 7.2 billion
Source of funding	Loan agreement with financial institutions
Project phase	The project is the responsibility of Hyundai Engineering Co. Ltd, the General Contractor of the project under an EPC contract. Production started at the end of 2023, the terminal became operational. The Interim Acceptance Protocol for the Polypropylene Logistics Infrastructure was signed on 27 December 2023. Full production capacity is expected to be reached at the end of 2024.
Entity responsible for implementation	Grupa Azoty S.A.

The new terminal will act as a facility for unloading and storing propane and ethylene from seagoing vessels and supplying these raw materials to the PDH Plant and the PP Plant. Liquid propane from the Gas Port will be sent to the PDH Plant for the dehydrogenation process to a propylene.

The terminal will be mainly used to unload the raw materials required for the production of propylene and polypropylene. Raw materials will be transported in liquid form by sea. The terminal will be able to receive vessels with a maximum overall length of 220 m and a maximum draught of 11 m, due to the deepening of the Świnoujście-Szczecin fairway to 12.5 m.

The transshipment and storage terminal will enable the supply of propane and ethylene - the raw materials required for production - by sea to the production facility in Police. Deliveries of propane and ethylene for production start in 2023, and regular deliveries of raw materials are expected to begin as early as 2024, on a schedule adapted to the company's production plan.

Thus, in addition to a dedicated ship berth, cryogenic tanks with a total capacity of almost 100,000 m³ have been located in the newly built gas port in Police.

The value of the port investment exceeds PLN 1.0 billion.



5.3. Planned investment activities in the Port of Police

Three projects are planned for the Port of Police as part of the planned investment activities:

- Upgrading the access canal to the Barge Terminal,
- Modernization and expansion of existing port infrastructure,
- Construction of a road connection linking the Marine Terminal in the Port of Police with the provincial road no. 114.

Modernization of the access channel to the Barge Terminal	
Justification of the investment	The widening and deepening of the access canal will provide access to the Port for barges and small vessels, with greater draught than before, and will prepare the Port to handle the 5000DWT designees that are expected to replace the current KCL salt supply vessels in five years' time. As a result of the project, there will be an increase in the Port's handling capacity and consequently an increase in revenue. Diversification of transshipments will also be an important effect of the project.
Purpose of the investment	Expansion and modernization of the barge terminal: <ol style="list-style-type: none"> 1) Widening of the Barge Canal over a length of 1,430 meters, from a width of 42m at the mirror and 18m at the bottom to a width of 66m at the mirror and 25m at the bottom (with a slope gradient of 1:4) 2) Widening of the Barge Terminal Basin, southwards over a section of 230m (from the Basin's head quay to the height of the Partner Shipyard) from a width of 138m to a width of 170m - a ship turntable will be located here 3) Dredging of the Barge Canal and Barge Terminal Basin from depth 4.5 m to 7.0 m 4) Modernization of the northern quay by foundation (boarding) of a new wall to a technical depth of 7.0 m
Implementation period	2030 perspective
Estimated investment value	PLN 98 million
Source of funding	KPO, FEnIKS, CEF2
Project phase	Pre-conceptual phase. Preparatory work has not started.
Entity responsible for implementation	Grupa Azoty Zakłady Chemiczne "Police" S.A.

Modernization and expansion of existing port infrastructure	
Justification of the investment	An independent investment project, necessary to maintain the Port's existing operations, which should result in increased cargo volumes and diversification of cargo categories.
Purpose of the investment	The subject of the project is: <ol style="list-style-type: none"> 1) Modernization of the seaport infrastructure of Marine Terminal and Mijanka Terminal, modernization of the water supply and sewage network, modernization of the electrical installations, reconstruction of the social rooms 2) Supply and installation of handling equipment: nozzles, pumps, cranes 3) Renovation and upgrading of service roads 4) Improving the ground conditions of port areas
Implementation period	2030 perspective
Estimated investment value	PLN 100 million
Source of funding	KPO, FEnIKS, CEF2 (Military Mobility), FEPZ
Project phase	Pre-conceptual and concept phase.
Entity responsible for implementation	Grupa Azoty Zakłady Chemiczne "Police" S.A.

Construction of a road link connecting the Marine Terminal in the port of Police with provincial road no. 114	
Justification of the investment	The aim of the project is to improve accessibility to the Police Seaport from the land side.
Purpose of the investment	The project plans to: <ol style="list-style-type: none"> 1) Removal of existing concrete slabs, 2) Construction of 1 572.39 m of single carriageway, two-way road, 7 m wide, lane width: 3.5 m, traffic category: KR 3, class: L, W, design speed: 50 km/h, load: 115 kN/axle together with a pedestrian and bicycle route, 3) Construction of a 134.66 m section of internal road.
Implementation period	2030 perspective
Estimated investment value	PLN 30 million
Source of funding	KPO, FEniKS, CEF2 (Military Mobility), FEPZ
Project phase	Pre-conceptual phase. Preparatory work has not started.
Entity responsible for implementation	Police Sea Port Authority Ltd. (a subsidiary of Grupa Azoty Police S.A.) and Grupa Azoty Zakłady Chemiczne "Police" S.A.

5.4. Investment projects in the Port of Police environment

Finished projects

Deepening of the Świnoujście-Szczecin fairway to a depth of 12.5 m

The investment carried out by Maritime Office in Szczecin

The fairway was commissioned on 9 May 2022. Thanks to the dredging of the waterway to 12.5 m, the maximum permissible draught for ships calling at Szczecin has increased to around 11.0 m (previously 9.15 m), thus ensuring the availability of the Szczecin port for a specific group of large vessels.

The scope of the project included tasks:

1. deepening of the fairway to 12.5 m over a distance of approximately 62 km, with simultaneous widening of the fairway to 100 m,
2. reconstruction of bank slopes,
3. dredging and widening of turntables,
4. construction of additional hydro-technical structures, in the form of two artificial islands in the Szczecin Lagoon, from dredged material,
5. modernization of the Navigational Guidance Database in Szczecin.



The project was implemented under the EU's Infrastructure and Environment Operational Programme 2014-2020, with a total value of around PLN 1.9 billion. The investment was carried out in the 'Design and Build' mode. The contractor for tasks 1-4 of the investment was the Belgian-Dutch consortium of Dredging International NV and Van Oord Dredging and Marine Contractors BV, and task 5 was carried out by Przedsiębiorstwo Budowlane CALBUD sp. z o.o. from Szczecin. The investment was carried out under constant environmental supervision by the contract engineer, SWECO Polska, and the contractor's environmental team.

The investment was carried out under constant environmental supervision by the contract engineer, SWECO Polska, and the contractor's environmental team.

Improving the access infrastructure to the Port of Police

The investment carried out by
Maritime Office in Szczecin

The investment consisted of the design and execution of dredging and construction works to improve access to the port of Police. The design and execution of the dredging and construction works started in 2018, with the Dutch company Van den Herik Kust as the contractor.

The scope of investment included tasks:

1) dredging work on:

- Police Channel: widening of the approach track to 100 m with dredging to a depth of 10.5 m over a length of 920 m,
- The Kiełpiński Canal: the approach to the Kiełpiński Canal from Roztoka Odrzańska, 300 m long, 25-35 m wide and 3.2 m deep, as well as the Kiełpiński Canal itself including the bend before entering the Gunica River, 900 m long, 25-35 m wide and 3.0 m deep,

2) strengthening the south bank of the Kiełpiński Ostrów island along the north bank of the Kiełpiński Canal for a length of 576 m and a width of 1.0 to 1.5 of the island's bank,

3) purchase of navigational infrastructure: light buoys to mark the Police Channel, the approach to the LPG terminal and the Police Canal, and at the entrance to the Kiełpiński Canal.



The project was co-financed by the European Union with funds from the European Regional Development Fund as part of the Regional Operational Programme of the West Pomeranian Voivodeship 2014-2020. The total eligible cost of the project was PLN 23.14 million, including a grant of PLN 19.67 million.

Ongoing and planned projects

Improving access to the seaport in Szczecin – construction of a ship pass on the Świnoujście-Szczecin waterway

The investment implemented by
Maritime Office in Szczecin

The investment is aimed at deepening the bottom in the Police Channel to a depth of -12.5 m, which will affect the possibility of admitting vessels with a draught of 11.0 m in the Police seaport. The investment will involve an increase in the safety level of vessels using the ports of Szczecin and Police. Vessels with significant draught (above 9 m) generate the need for one-way traffic on 65 km of the Świnoujście-Szczecin fairway, causing limitations to the whole fairway capacity. Therefore it is necessary to construct suitable and safe facilities for these vessels to pass in particular sections of the fairway (currently there is only one pass between 28 and 23 km of the fairway) to allow two-way traffic. The dredging of the track on the Police Channel will provide a second pass between 45 and 50 km of the fairway. It will also enable maximum draught ships, especially gas tankers for the new gas port in Police, to approach the seaport from the north.



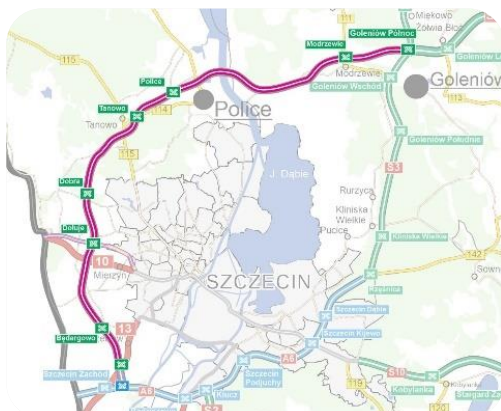
The project is currently at the stage of obtaining an opinion from the Regional Director of Environmental Protection on the lack of need for an environmental impact assessment or the determination of its possible scope. An application has also been submitted for the third call for proposals for the Connecting Europe Facility (CEF) in the transport sector, and is currently processed in the European Commission.

The planned period for the investment is September 2024 – June 2027.

The investment implemented by
General Directorate for National Roads
and Motorways

Construction of the Western Ring Road of Szczecin

The S6 western ring road of Szczecin will be approximately 50 km long and will bypass the Szczecin agglomeration from the north and west. The project will begin in the west with the Szczecin Zachód junction at the intersection with the A6 motorway, and end with the Goleniów Północ junction linking the S3 and S6 roads. The road will provide an alternative to the current S3/A6 route bypassing Szczecin from the south-east and together will form a ring around the city.



The road will significantly improve connections between the entire Szczecin agglomeration and the expressway and motorway network. It will be particularly important for Police, located to the north of Szczecin. A considerable amount of traffic will be diverted away from the center of Szczecin. Currently, it is necessary to travel 58 km from Police to the S3/S6 Goleniów Północ junction, including the center of Szczecin. The investment will reduce the route to 23 km.

The project has had an environmental decision issued since 2017. In 2021, the conceptual documentation was approved. In 2022, the General Directorate for National Roads and Motorways signed contracts for the development of the construction project: the Kołbaskowo-Police section was designed by a consortium of TPF and Databout, and the Police-Goleniów section (including a tunnel under the Oder River) was constructed by Voessing Polska. The submission of applications for a road investment permit is planned for 2024. The overall investment is expected to be completed by 2030-2031 at a cost of around PLN 6 billion.

The investment implemented by
PKP PLK and partner municipalities in the Szczecin Metropolitan Area

Construction of the Szczecin Metropolitan Railway

The project to connect Szczecin and a large part of the metropolitan area is a modern railway system, which includes modernising and building new railway lines, constructing new stops and surrounding areas on the Szczecin-Goleniów, Szczecin-Gryfino, Szczecin-Stargard and Szczecin-Police routes. The project also concerns the organization of connections, the introduction of a common ticket for public transportation in the municipalities involved in the project.



The investment received EU funding. In the first phase, the project was co-financed from the Operational Programme Infrastructure and Environment 2014-2020, the Measure 5.2 Development of Rail Transport beyond TEN-T, and Priority Axis V Development of rail transport in Poland. In the second phase – under the Programme European Funds for Infrastructure, Climate, Environment 2021-2027, the Measure FENX.05.04 Railways, urban railways and railway safety. The cost of the project is approximately PLN 1.12 billion, of which the EU funding obtained is over PLN 747 million

(PLN 440 million for phase one and PLN 307 billion for phase two).

As part of the investment, reconstruction of the platforms at the existing Police station will be carried out. On railway line no. 406 (towards Police), the work is planned to be completed in Q4 2025. The investment is complementary to the project for the construction of line no. 437 as part of a joint investment by PKP PLK and ZMPP, and will connect Police station with the newly built Police seaport freight station.

6. Sources of funding for planned investment projects

The financing of projects for the construction, expansion and modernization of port infrastructure in Polish seaports is possible on the basis of:

- the financial resources of the public entities managing these ports, derived mainly from charges for use, rent, lease (or any other agreement whereby the managing entity rents land and port facilities, equipment and installations for a consideration), port dues and revenue from services provided by the managing entity,
- the State budget funds,
- funding from the European Union,
- funds raised through commercial loans,
- private investor funding under the public-private partnership (PPP) formula.

Planned development investments at the Port of Police primarily take into account funding from the National Reconstruction and Enhancement Plan (KPO), the European Funds for Infrastructure, Climate, Environment (FENIKS), the Connecting Europe Facility (CEF 2) and the European Funds for Western Pomerania.

National Recovery and Resilience Plan (KPO)



Strategic document prepared by the Polish government in response to the effects of the COVID-19 pandemic, aiming to rebuild the economy and increase its resilience to future crises. Document accepted on 21 November 2023 by the European Commission and adopted on 8 December 2023 by the EU Council. The Plan is part of the EU's Recovery and Resilience Facility (RRF), which is at the heart of the EU's NextGenerationEU Recovery Plan.

Particular funding opportunities for the Port of Police are provided by *Reform B2.1.1 Investments in hydrogen technologies, hydrogen generation, storage and transport* under *Component B: Green energy and reduction of energy intensity*. Financial support under Component B is expected to contribute to efforts

on reducing the negative impact of the economy on the environment while ensuring the country's competitiveness and energy security. The investments under the indicated reform are expected to create a Polish hydrogen industry and increase the use of renewable and low-emission hydrogen.

Investment projects include the construction of electrolyzers, in particular using energy from the renewable energy sources to produce hydrogen, the construction of hydrogen storage facilities with the technical infrastructure to store, inject and use hydrogen, the construction of equipment and infrastructure necessary for the refueling of hydrogen (including storage facilities, distribution and safety infrastructure) and its subsequent use in road, rail and water transport.

Significant funding opportunities for projects in seaports are also provided by *Reform E2.1 Increasing the competitiveness of the rail sector* under *Component E: Green, Smart Mobility*. Investment projects indicated under *E2.1.3 Intermodal projects* are expected to contribute to improving the efficiency of intermodal transport services, allowing for a further increase in the share of this type of transport in freight transport. Aid to the port management unit may be granted for the implementation of measures for the construction or reconstruction of intermodal terminal infrastructure, including dedicated infrastructure, in terms of road infrastructure, railway sidings or railway lines that serve to connect intermodal terminals to the road or railway network.

European Funds for Infrastructure, Climate, Environment 2021-2027 (FEnIKS)



The European Funds for Infrastructure, Climate, Environment 2021-2027 (FEnIKS) program was approved by the European Commission on 6 October 2022. Like the previous Infrastructure and Environment Programme 2014-2020, it is the largest programme in the entire European Union - both in terms of allocation and number of development priorities. The budget for 2021-2027 is EUR 24 billion and most of the funds go to the energy and environment and transport sectors.

The main objective of the programme is to improve the country's development conditions by building technical and social infrastructure in line with sustainable development, including through:

- decarbonization of the economy transformation towards an environmentally friendly and closed loop economy,
- building an efficient and resilient transport system with the lowest possible negative impact on the environment,
- completion of sections of the TEN-T core network by 2030,
- improving transport safety,
- ensuring equal access to healthcare and improving the resilience of the health system,
- strengthening the role of culture in social and economic development.

Particular opportunities for obtaining funding for investment projects in the Port of Police are created by *Measure FENX.05.02 Seaports and inland waterways in TEN-T - Seaports* under *Priority FENX.05 Support for the transport sector from the ERDF*, the funds of which are earmarked for:

- investments to improve access to ports from the sea, including: the construction, reconstruction and deepening of waterways (including approach fairways) together with coastal reinforcements, protective breakwaters allowing the safe entry of larger ships into ports,
- investments to improve port infrastructure, including the construction, reconstruction of quays and

- jetties, construction, reconstruction of marine terminals (except intermodal terminals), construction and deepening of port basins, fairways, construction and reconstruction of port turntables, expansion of the internal railway and road network; construction of infrastructure for the reception of waste and sewage from ships reducing environmental pollution by ships, implementation of pro-environmental, emission-free and decarbonization solutions,
- investments to improve the infrastructure of access to ports from the land side, including the reconstruction of the transport system (road and rail) leading traffic out of the ports.



Connecting Europe Facility 2021-2027 (CEF)

The Connecting Europe Facility (CEF) 2021-2027 is a continuation of the CEF from the 2014-2020 perspective and is also referred to as CEF 2. It aims to support the upgrading and construction of infrastructure located on the TEN-T trans-European transport network. In the new CEF, there is an increased emphasis on missing and cross-border connections, as well as measures against climate change. As a result, at least 60 per cent of the Facility's resources must be dedicated to climate objectives, meaning that rewarded investment, among other things, will be focused on rail infrastructure and alternative fuels infrastructure.

The overall budget for CEF 2 is EUR 33.7 billion, including transport at EUR 25.8 billion. In the transport sector, the budget is divided into a general, a cohesion and a new - military mobility call, which is dedicated for the construction of dual-use infrastructure.

Investment priorities have been identified for 2021-2023: Transport infrastructure (rail, inland waterway, maritime, multimodal terminals and multimodal logistics platforms), intelligent transport applications, development of alternative fuels, motorways of the sea, multimodal passenger hubs, rail freight noise reduction, parking infrastructure, increasing road safety, increasing the resilience of infrastructure (in particular to climate and natural disasters), adaptation of infrastructure for the control of the European Union's external borders, and adaptation of the TEN-T network for dual-use civil protection.



European Funds for Western Pomerania

The funds available under the cohesion policy is earmarked for investments in the areas of innovation, entrepreneurship, digitization, environmental protection, energy efficiency, education, labor market and social affairs, transport infrastructure, health, culture and tourism and Integrated Territorial Investments. The total amount earmarked for the programme is close to €1.7 billion.

Particular opportunities for obtaining co-financing the investment projects in the Port of Police make project calls enabling the implementation of the specific objective *RSO3.2. Development and improvement of sustainable, climate change resistant, intelligent and intermodal mobility at the national, regional and local level, including improved access to TEN-T and cross-border mobility*. The Program's strategy foresees the development of sustainable public transport and road investments facilitating access of excluded areas to the existing and emerging TEN-T network (both road and rail, as well as seaports and airports located in the network).

7. Coherence with strategic documents at European, national and regional level

7.1. Strategy documents at European level

- Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU

The Port of Police is listed as a node of the TEN-T complementary network in Annex 2 to Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU.

The document regulates the TEN-T network to coordinate and ensure coherence and complementarity of infrastructure investments. The TEN-T consists of road, rail, air, sea and river routes which are the most important links from the point of view of the European Union's development, as well as point infrastructure elements in the form of the seaports, airports, inland ports and road-rail terminals. In addition, it also has as an integral component intelligent transport systems, the implementation of which contributes to improving network capacity, traffic safety and reducing environmental pollution from transport.

The aim of developing the TEN-T network is to ensure the territorial cohesion of the EU and to facilitate the free movement of people and goods. An efficient transport system within the Union is expected to improve the operation of the single internal market, stimulate regional economic growth and increase the competitiveness of individual Member States and the EU as a whole on a global scale.

- EU Strategy for the Baltic Sea Region

The EU Strategy for the Baltic Sea Region is one of the four macro-regional strategies implemented within the European Union. It covers eight EU countries bordering the Baltic Sea. The European Commission plays an important role in co-ordination, monitoring and making recommendations. The Strategy is not a separate text setting the framework for implementation - its implementation is through an Action Plan. It is based on three main thematic pillars:

- Save the Sea,
- Connect the Region,
- Increase Prosperity.

The essence of the Strategy is to establish forms of cooperation at many levels: governmental, regional and local, involving the world of science (research and academic centers), regional structures, institutions managing operational programs and private sector entities. This activity is intended to provide an opportunity to establish contacts with partners in the macro-region, initiate new projects and promote existing projects internationally.

- White Paper - Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system

A strategic document, setting out the aims and objectives of the EU's transport policy until 2050. The White Paper maintains the previous direction of the European Union's transport policy, indicating the

development of maritime transport as one of the alternatives to road transport.

According to the document, the main objective for future action is to create a single European transport area with a high level of competitiveness and low carbon emissions, making low use of non-renewable natural resources. It is envisaged that this will be achieved through the defined 10 strategic objectives. The White Paper, in its content, is a guideline for the transport policy of the Member States and includes tasks for the Commission to prepare relevant legislation. The document proposes policy measures to create a balance between the various modes of transport, including the need to eliminate bottlenecks in the trans-European networks and minimize the number of road accidents.

- **Strategy for sustainable and intelligent mobility**

The aim is to commit to a more sustainable, inclusive, smart, safe and resilient transport system. Its transformation is essential and will make an important contribution to the EU's goal of achieving climate neutrality by 2050 in line with the Paris Agreement. In the context of the implementation of the European Green Deal strategy, the EC on 9 December 2020 presented a 'Strategy for Sustainable and Smart Mobility', which, together with a set of 82 initiatives, provides the basis for a green and digital transformation and is expected to make the transport system more resilient to potential future crises. The strategy sets out a series of so-called 'milestones' which are planned to be achieved sequentially over periods up to 2030, 2035 and 2050.

7.2. Strategic documents at national level

- **Program for the development of Polish seaports until 2030**

The main objective of the program is to permanently strengthen Polish seaports as leaders among the seaports of the Baltic Sea. They are to act as key hubs, global supply chains for Central and Eastern Europe and contribute to the greater socio-economic development of the country. The programme covers three voivodeships: Pomorskie, Zachodniopomorskie and Warmińsko-Mazurskie. It includes: 4 seaports of primary importance for the national economy (Gdańsk, Gdynia, Szczecin, Świnoujście), 28 ports of non-core importance for the national economy, including 9 regional and 19 local ports, and 50 harbors. The programme comprehensively regulates the development of Polish ports and harbors. In addition to activities strictly related to investments within ports, it also defines the needs for the development of infrastructure for sea and land access to seaports, including the development of road and rail corridors and river routes, ensuring better transport accessibility to seaports, as well as identifying activities aimed at protecting the environment and improving safety for port users. Nearly PLN 40 billion will have to be spent on all the investments identified in the program's financial plan. Thanks to the expansion of ports and their modernization, the competitiveness of imports and exports of goods will improve and the tourist attractiveness of port cities and towns will increase. The programme was prepared in order to implement the 'Strategy for Responsible Development until 2020 (with an outlook until 2030)'. The last document of this type was the 'Strategy for the Development of Sea Ports until 2015', adopted by the Council of Ministers on 13 November 2007.

- **Sustainable Transport Development Strategy to 2030**

Strategy adopted on 24 September 2019, the country's main objective is to increase the country's transport accessibility and improve the safety of traffic participants and the efficiency of the transport

sector by creating a coherent, sustainable, innovative and user-friendly transport system at national, European and global levels. The achievement of this goal will allow the development of favorable conditions conducive to the stable economic development of the country. The realization of the main objective in the perspective to 2030 requires the following actions: construction of an integrated and interconnected transport network serving the competitive economy; improvement of the organization and management of the transport system; changes in the individual and collective mobility (it is about, among others, the promotion of collective transport); improvement of the safety of traffic participants and transported goods; reduction of the negative impact of transport on the environment; improvement of the effectiveness of the use of public funds for transport undertakings.

7.3. Strategic documents at regional level

- **Development Strategy of the Western Pomeranian Voivodship**

The Development Strategy of the West Pomeranian Voivodeship until 2030, adopted in 2019, defines the mission for the West Pomeranian Voivodeship "West Pomerania - a leader in blue and green growth ensuring a high quality of life for its inhabitants". The document identifies four main strategic objectives whose implementation is to ensure the achievement of a specific vision of the region's development by 2030: 1. Open community: Conscious inhabitants and engaged communities - open and prepared for the challenges of the future; 2. Dynamic economy: Shaping high quality of life of inhabitants and strengthening the competitiveness of the region; 3. Efficient self-government - Efficient self-government - integrated region, territorial equality in access to high quality public services; 4. Partner region - Strong position and active role in interregional and cross-border relations. Noteworthy in this respect is Target 3.3: "Ensuring an integrated and efficient infrastructure". The voivodeship self-government will strive to ensure the completeness and cohesion of the communication system of Western Pomerania to enable efficient handling of passenger and freight traffic, especially based on priority road and rail connections and water transport. The development of transport infrastructure will contribute to increasing transport accessibility, ensuring cohesion and safety in the region, which will undoubtedly have an impact on economic activity throughout the voivodeship and will therefore also affect the Police Port.

- **Transport Development Policy of the West Pomeranian Voivodeship until 2030**

The policy is a tool to implement the objectives of the above-mentioned West Pomeranian Voivodeship Development Strategy. The main objective of the transport policy is to improve the transport accessibility of the voivodeship while at the same time improving the living conditions of the residents by organizing the negative impact of transport on the environment and improving traffic safety. The main objective will be implemented through six operational objectives: 1. improvement of regional and inter-regional connectivity of the voivodeship through development of the transport network; 2. development of the Szczecin - Goleniów Airport; 3. development of intermodal transport; 4. increase of the share of public transport in passenger transport; 5. development of regional and local infrastructure for cycling; 6. increase of safety of traffic participants through modernization of transport infrastructure. For each of the objectives a set of actions included in the Implementation Programme was defined and a number of indicators were established to monitor the progress of the work.

- **Regional Transport Plan**

The main objective of the document was to define and set out directions and a vision for the development of the transport system of the Zachodniopomorskie Voivodeship in the time horizon to 2030. The Plan is intended, among other things, to coordinate and comprehensively plan investment needs in supra-local transport networks in the area of the Zachodniopomorskie Voivodeship, covering road transport, including individual and public transport, rail, air and water transport, and to be a tool for the implementation of the basic condition of Policy Objective 3 (in the field of transport) in the financial perspective 2021-2027 with an extension to 2030.

- **Spatial Development Plan of the Western Pomeranian Voivodship**

The Spatial Development Plan of Zachodniopomorskie Voivodeship (Spatial Development Plan of Zachodniopomorskie Voivodeship - PZPWZ) is a document of regional character and constitutes one of the elements of a broad approach to strategic planning, especially in the context of coordination of spatial policy measures. The plan defines both the conditions and objectives and directions of the voivodeship's development in terms of spatial structure organization (settlement network), technical and social infrastructure, environmental protection or location of public purpose investments. Among a number of specific objectives related to the spatial development of the region, special attention should be paid to Objective 8: Improving external and internal transport accessibility and efficiency of the transport system. The document also identifies a number of key directions for the implementation of this objective. Strengthening and shaping the system of supra-regional and cross-border road links of the voivodeship, Improvement of the voivodeship road system, spatially coherent with the national road system. Shaping the system of external and internal railway transport links, Development of collective transport, Development of maritime transport, Improvement of navigability on the Oder River, Development and ensuring safe operation of air transport, Development of intermodal transport.

- **Intelligent Specializations of the West Pomeranian Region**

Due to the fact that the competences for the development of intermodal networks are mainly set at the national level, the role of local authorities may focus on effective agitation for support for the development of infrastructure and complementary services in line with the defined Smart Specializations of the voivodeship, one of which is the "Blue Economy and Green Transport". An analysis of investment intentions of enterprises conducting activities covered by the specialization, connected, among others, with programs of expansion of the base of bulk, container and specialist terminals in the ports of Szczecin and Świnoujście, including the creation of the West Pomeranian Logistics Centre, as well as the expansion of the Police plant strongly connected with import and export by sea indicates a good direction of activities. The following component specializations have been identified for the Municipality of Police: 1. chemical products for sustainable development (essential); 2. intelligent manufacturing methods for products and machines (essential).

7.4. Strategy documents at local level

- **Local Development Strategy "Dobre Gminy"**

The strategy is being developed jointly with the municipalities of the Police District, with the idea of taking action to develop rural areas and obtain funding. Three objectives have been developed as part

of the document: 1. improving access to small-scale infrastructure; 2. social inclusion; 3. strengthening the competitiveness of the area.

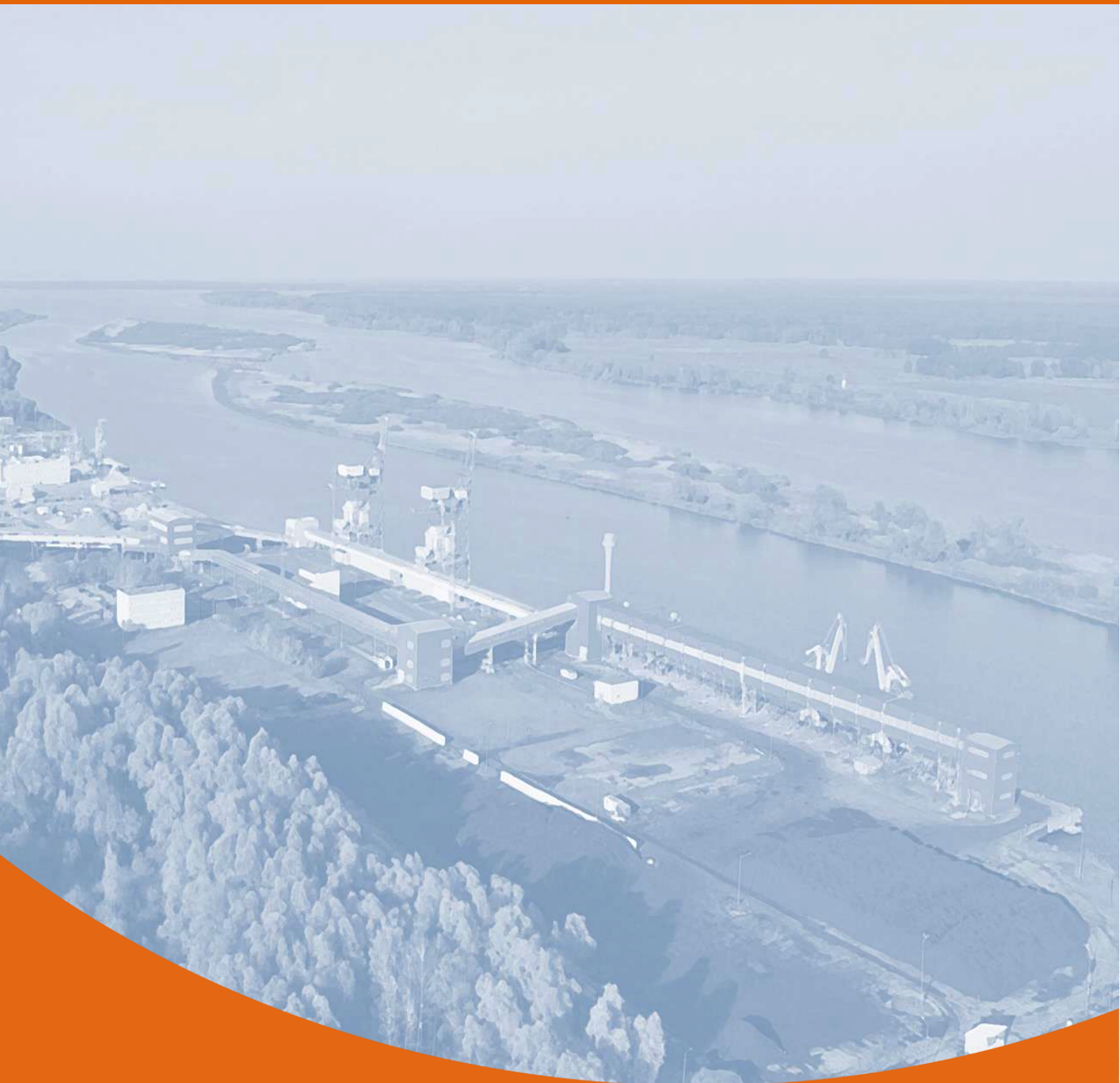
- **Local Revitalization Program for Police Municipality up to 2025**

The document adopted by the Police Town Council. Program aims to stimulate the process of comprehensive actions aimed at revitalizing the area in the following spheres: social, infrastructural, economic and spatial. The Local Revitalization Programme for the Municipality of Police is aimed at leading out of the crisis state of a degraded area of significant importance for the development of the Municipality through an integrated project (taking into account the social, economic, spatial-functional, technical and environmental aspects), actions concentrated territorially and carried out in a planned and integrated way.

7.5. Other

- **Grupa Azoty Strategy for 2021-2030**

Within the time horizon of the Strategy, Grupa Azoty Zakłady Chemiczne S.A. plans to further expand the seaport in Police and develop the river port in Kędzierzyn-Koźle. In addition, it is planned to continue the implementation of tasks related to utilizing the potential of the Odra Waterway. In the 2030 perspective, Grupa Azoty Zakłady Chemiczne S.A. plans to increase its handling potential by expanding the storage resources of Group companies, including modernising logistics in the area of fertilizers and plastics, and reducing the costs of using external warehouses.



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