
NEWS RELEASE

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Extra tracks allow for greener alternative

DCT Gdańsk completes the expansion of one of Europe's largest rail-based container terminals

DCT Gdańsk (“DCT”), one of Europe's largest rail-based container terminals, has completed its rail expansion with an annual rail capacity of 750,000 TEUs. The new investment opens diverse growth opportunities in landlocked markets and provides a more economic and greener alternative for DCT’s customers.

From 618 to 750 metres. From 4 to 7 tracks

The rail terminal expansion which started in 2018 and was completed in 2021, lengthened the tracks from 618 to 750 metres. Additionally, the railway siding was extended from 4 to 7 tracks. Furthermore, fully electrified RMG rail cranes were purchased, and an OCR camera system for recording trains and containers has been put into operation. This has allowed DCT to increase its rail capacity to 750,000 TEUs.

Charles Baker, CEO of DCT, says: “With this expansion we offer our customers a rail product that is reliable, cost-effective and, what is more, environmentally friendly. We already boast the largest intermodal terminal in Poland, and are one of Europe’s ten largest railway container terminals, handling over 5500 trains per year. Thanks to this latest terminal upgrade, we will effectively double our current track capacity. The expanded infrastructure will allow our customers to access even more efficient rail services.”

Customers will be able to generate significant cost savings by using the shorter rail route between DCT Gdańsk and Central Europe, compared to other ports in Southern or Western Europe. The terminal operator will work with the industry to develop intermodal services to/from Poland's landlocked neighbouring countries and regions, such as Czechia, Slovakia, Western Ukraine and Belarus.

Green alternative for landlocked markets

“We are directly represented in the Czech and Slovakian markets, which allows our southern neighbours to benefit from DCT's forwarding capabilities. Through competitive delivery times and large-scale rail connections, we guarantee lower carbon emissions per container compared to other European ports. Our experience and range of operations give inland customers a better, cheaper and greener alternative for moving their goods,” continues Charles Baker.

The opening of the rail terminal expansion is an essential step in the development of DCT. In addition to the expansion, the entry gates to DCT have been fully automated with OCR cameras. Finally, the number of state-of-the-art quay cranes on Terminal 2 have been increased to 8, the storage yard area has been expanded, and additional equipment purchased to service them: 5 electric-Rubber Tyre Gantry yard cranes.

Since becoming operational in 2007, DCT has built two terminals, Terminal 1 and Terminal 2, with a total annual capacity of 3 million TEUs. DCT was also the first terminal with direct calls from Asia to the Baltic Sea. Today, it is the only Polish and Baltic destination for the largest vessels globally, on routes from China, Korea and other Asian countries.

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About DCT Gdańsk

DCT Gdańsk was launched in 2007 and has a capacity of 3 million TEUs annually. In 2021, DCT Gdańsk handled over 2.09 million TEUs. The total length of the terminal's two deep-water quays is 1.3 km. DCT Gdańsk handles over 600 vessels per year, including 100 calls of the world's largest container ships. On 8 April 2021, DCT Gdańsk handled its 15 millionth TEU since its inception.

DCT employs over 1000 staff, of which more than 50% live in Gdańsk and the surrounding districts. The terminal has a direct and visible impact on the Regional and Polish economies – it generates over 12 billion PLN a year in VAT, excise and customs duties for the Polish state budget. To be known as Baltic Hub 3, a third terminal will increase the DCT's handling capacity by 1.5 million to 4.5 million TEUs per year from mid-2024.

DCT Gdańsk supports local communities and clearly defined, measurable sustainability goals are an integral part of DCT's business operations.

The terminal is owned by PSA International (40%), Polish Development Fund (30%) and IFM Global Infrastructure Fund advised by IFM Investors (30%). PSA International is a leading global port group and a trusted partner for cargo companies around the world. With flagship operations in Singapore and Antwerp, PSA's global network includes more than 50 locations in 26 countries around the world. The Polish Development Fund Group (PFR) is a group of financial institutions offering instruments for the development of enterprises, local governments, and private individuals, investing in sustainable social and economic development. IFM Investors is a global institutional fund management company worth \$ 118 billion (as of March 31, 2021).

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