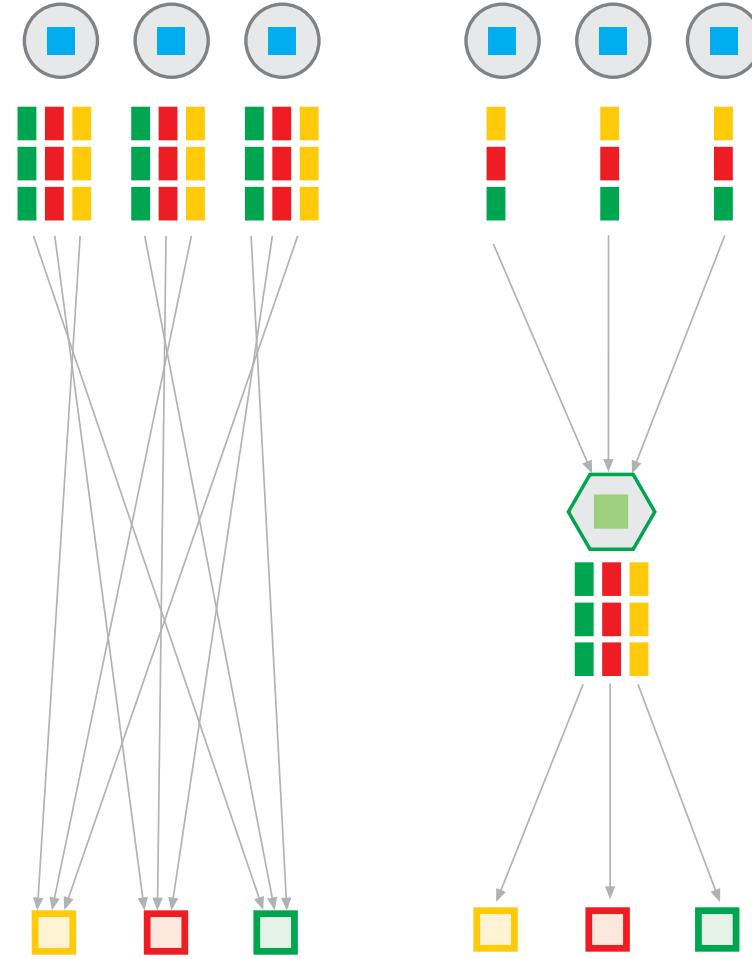
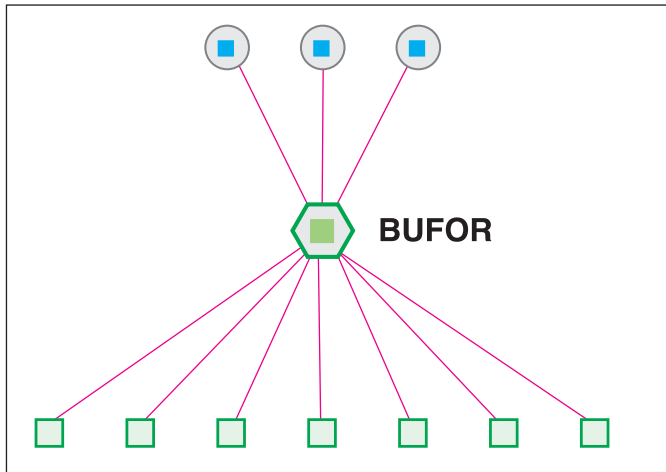
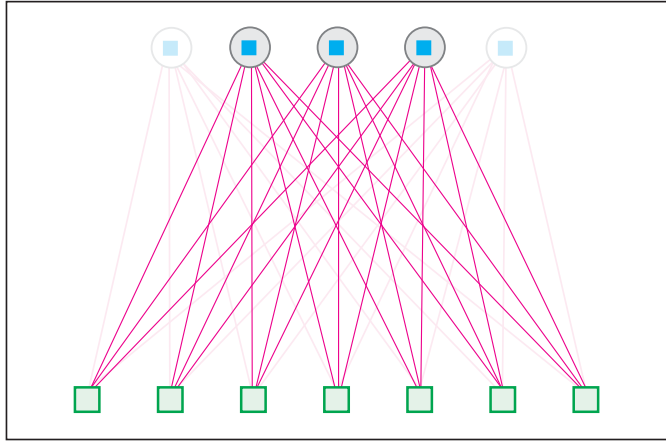
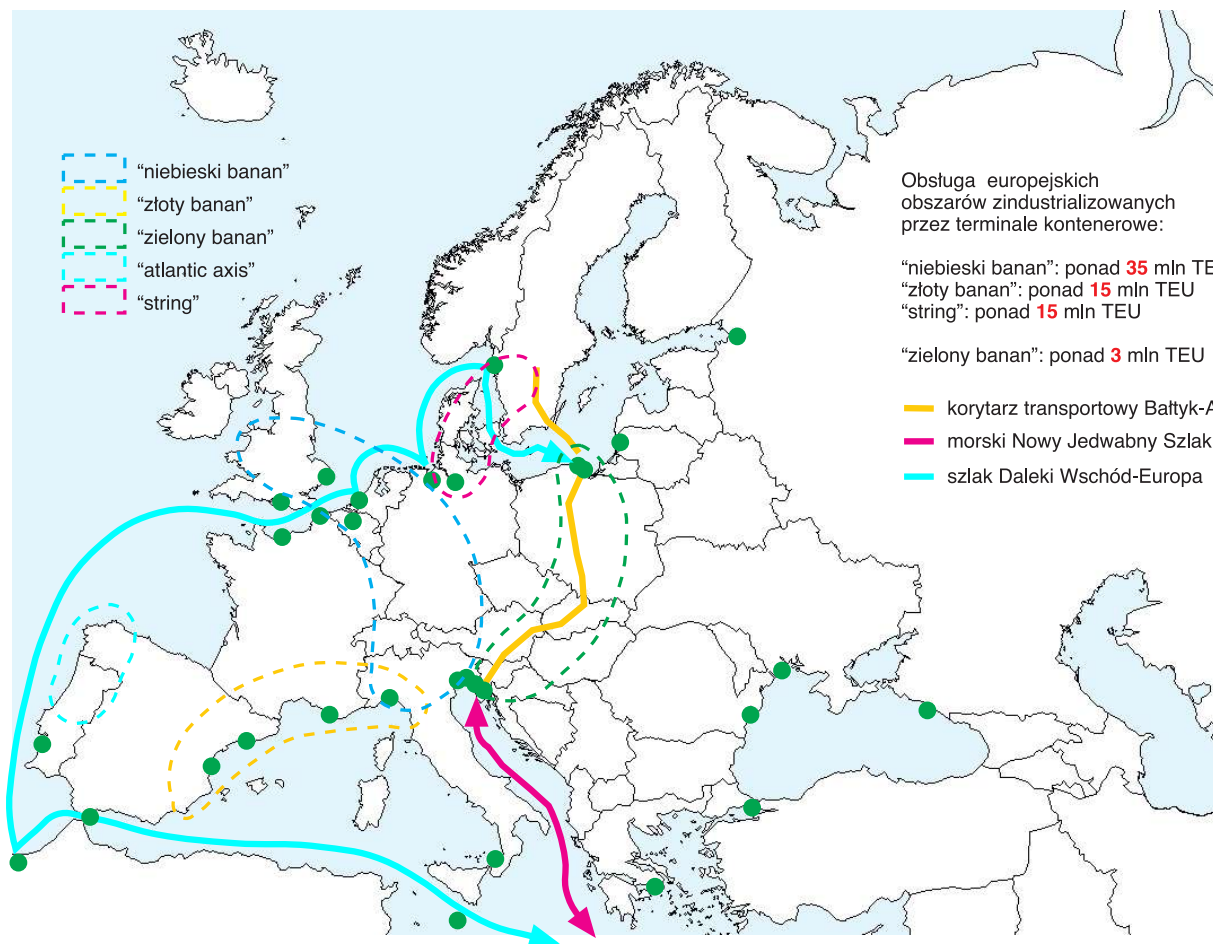
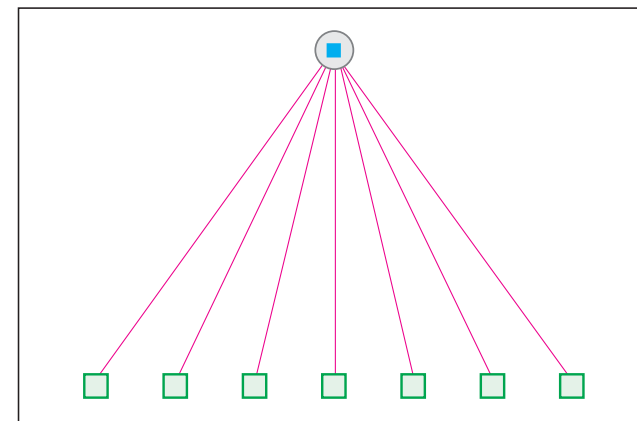
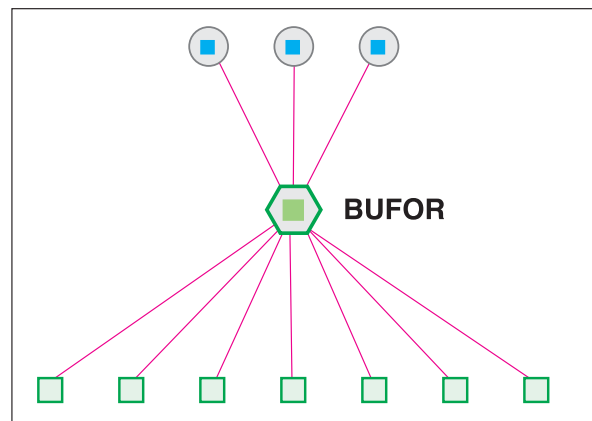
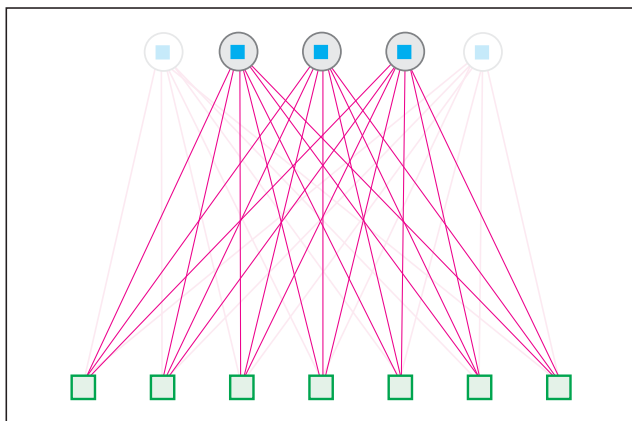


EMILIANOWO NA ROZDROŻU



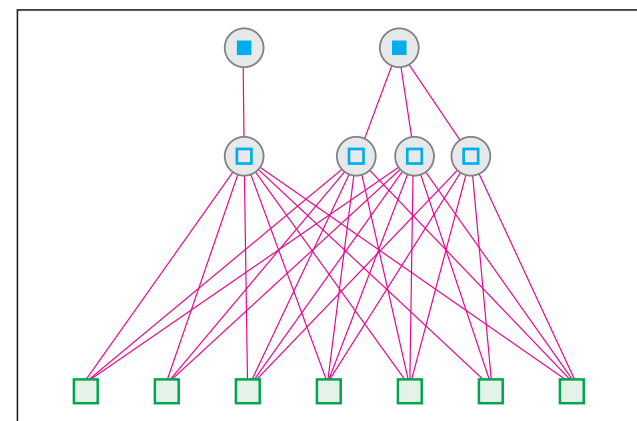
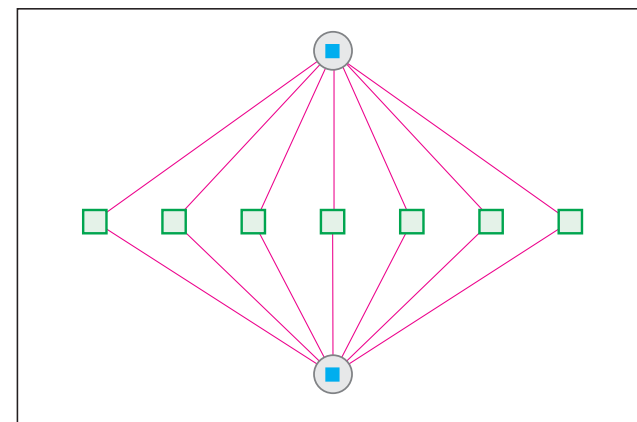


Obsługa europejskich obszarów zindustrializowanych przez terminale kontenerowe:

"niebieski banan": ponad 35 mln TEU
 "złoty banan": ponad 15 mln TEU
 "string": ponad 15 mln TEU

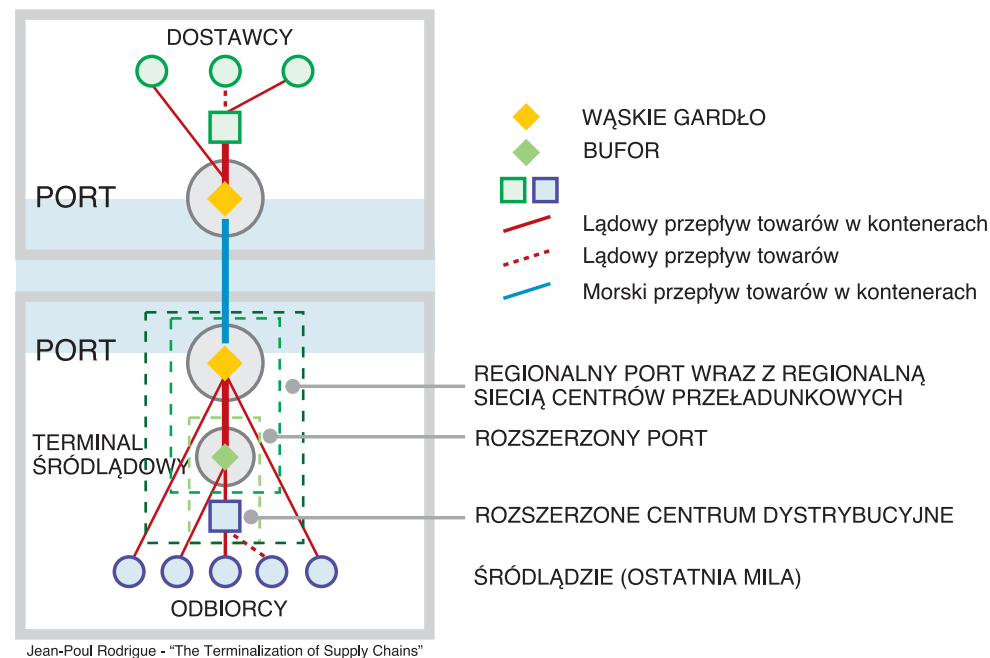
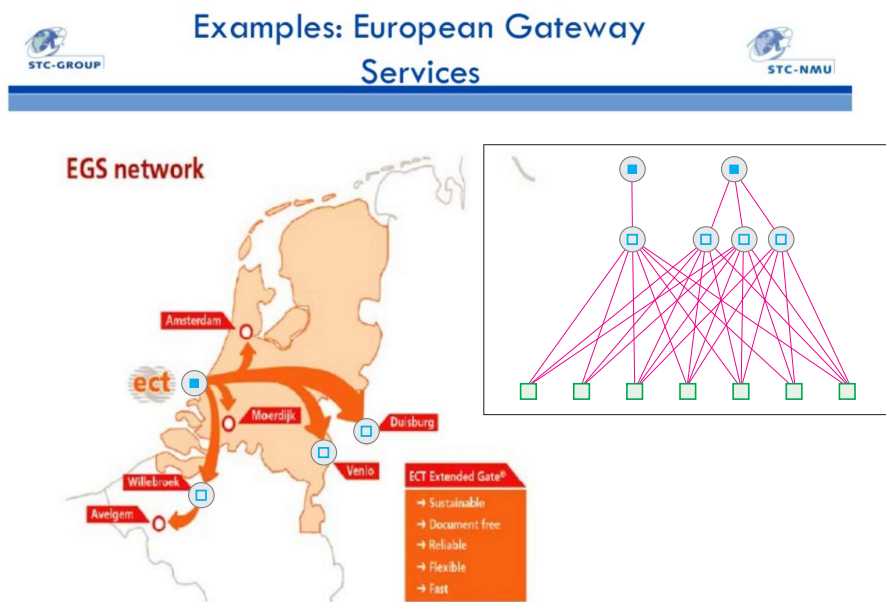
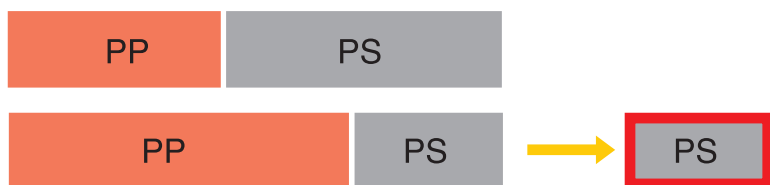
"zielony banan": ponad 3 mln TEU

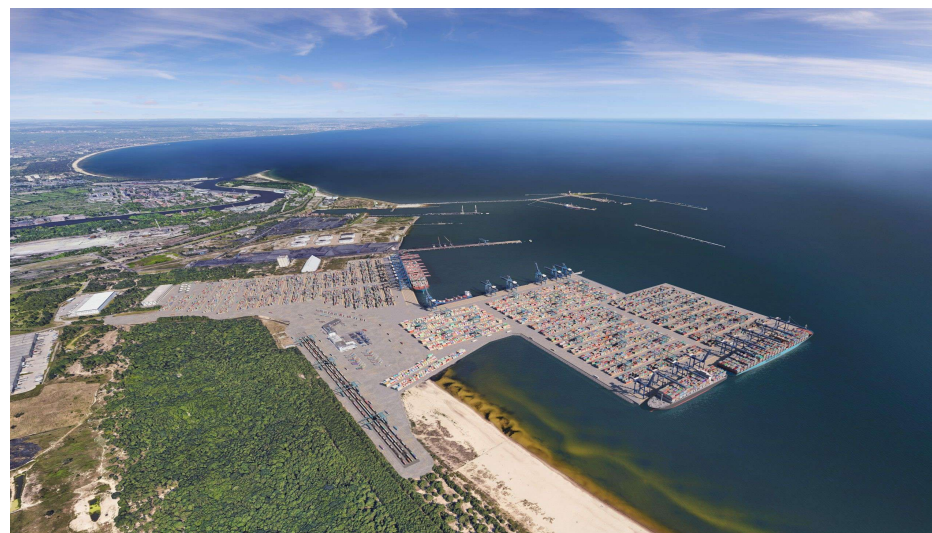
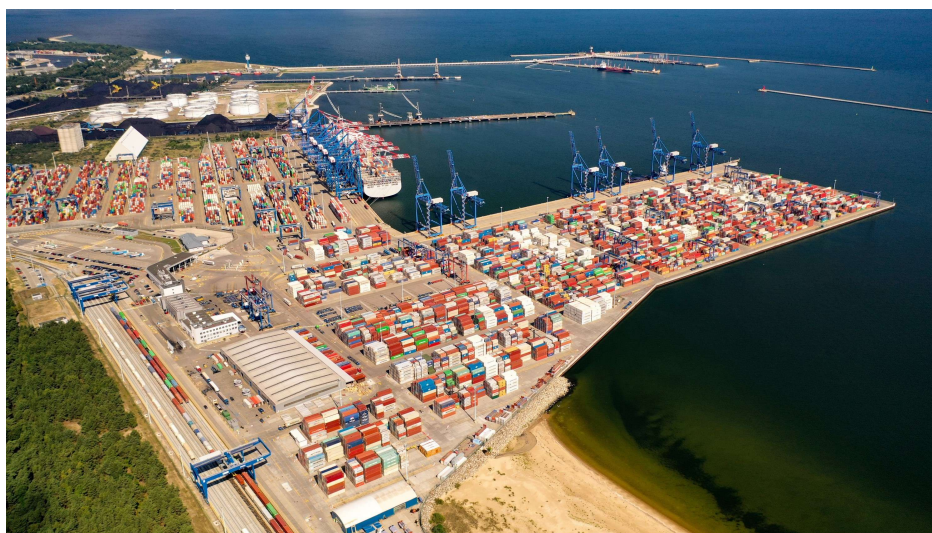
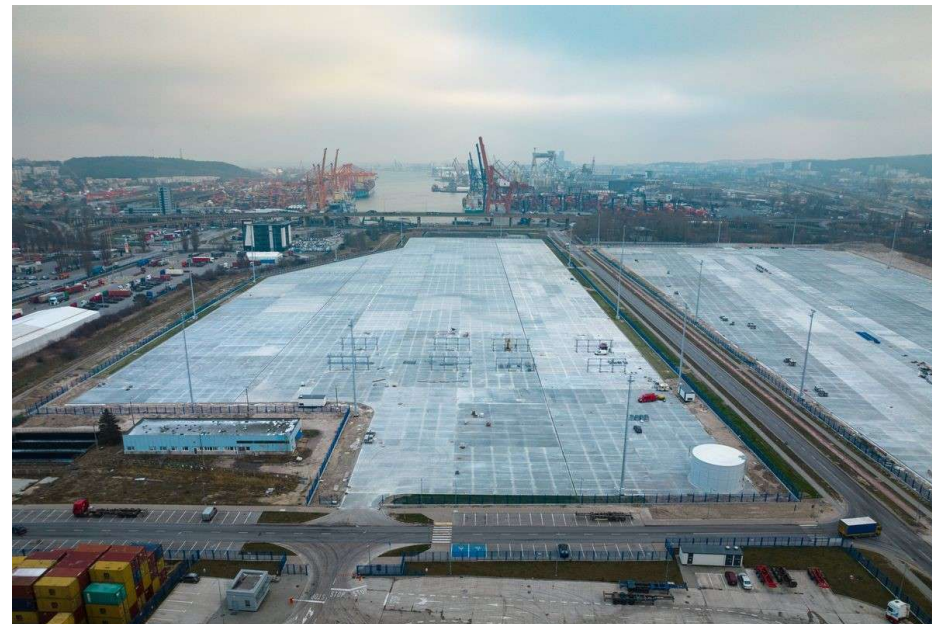
— korytarz transportowy Bałtyk-Adriatyk
 — morski Nowy Jedwabny Szlak
 — szlak Daleki Wschód-Europa

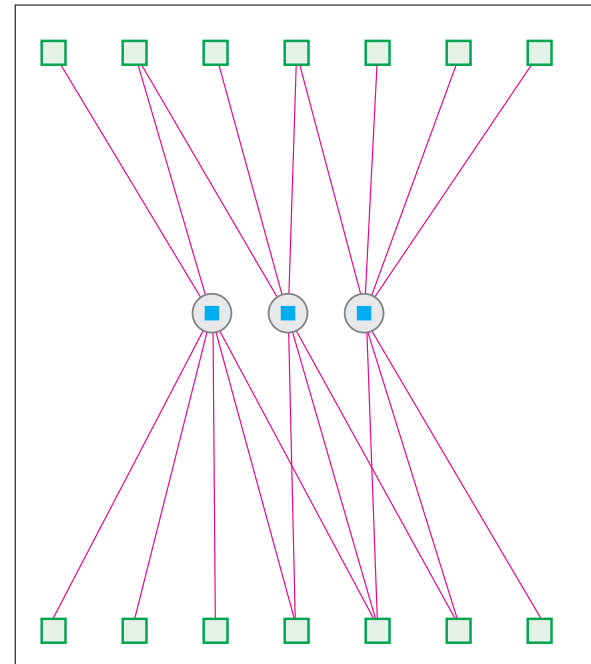
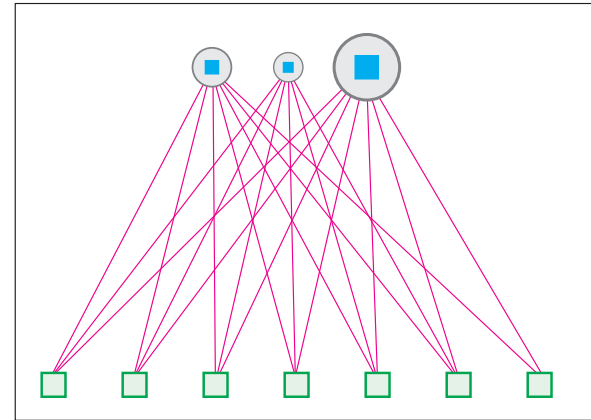
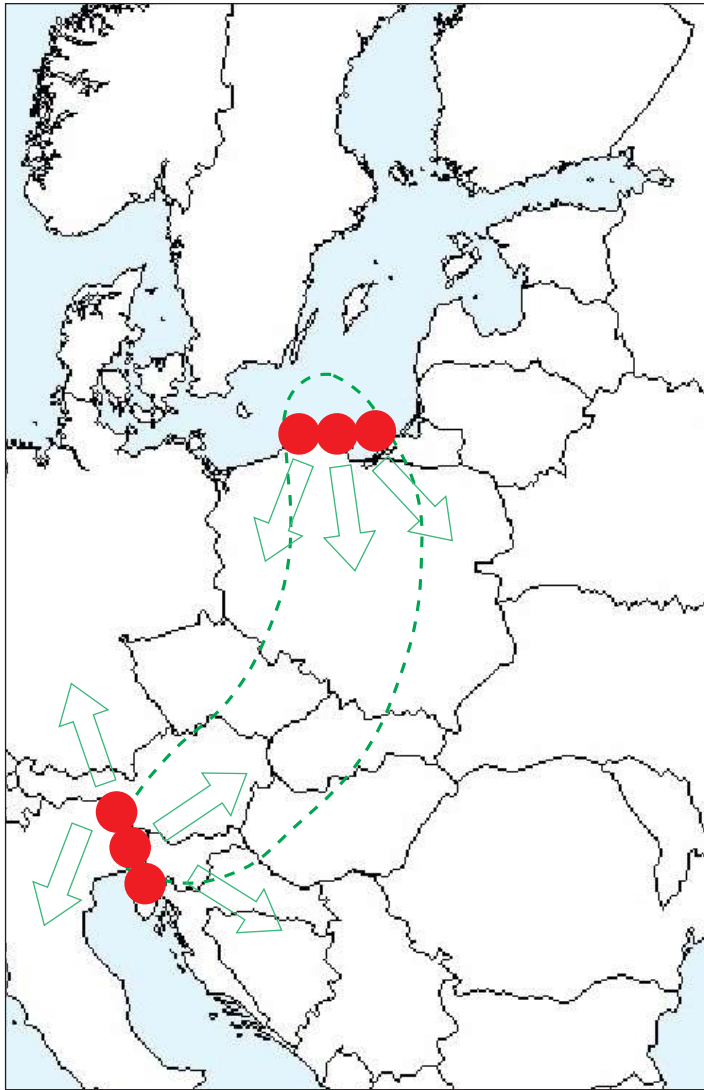


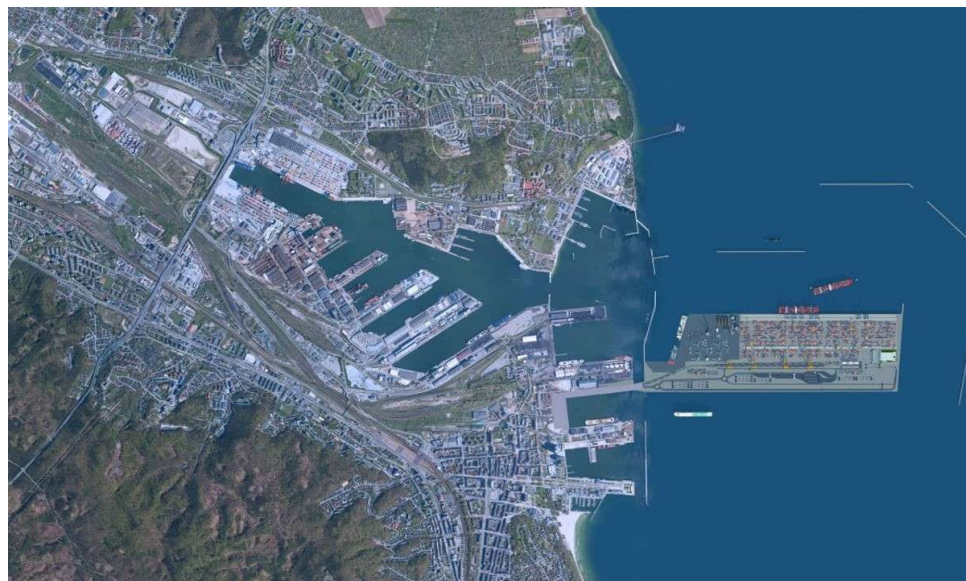
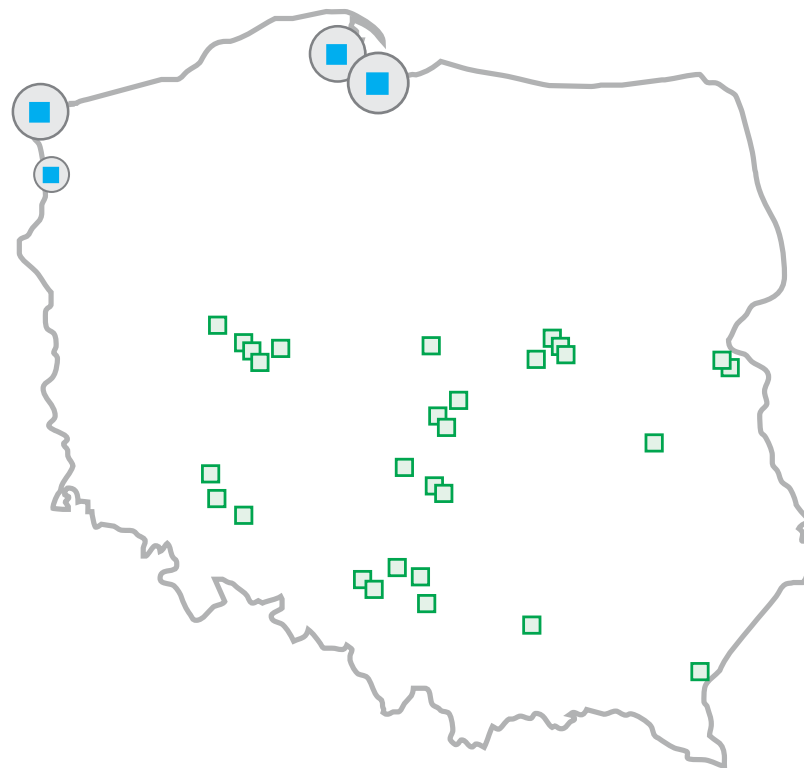
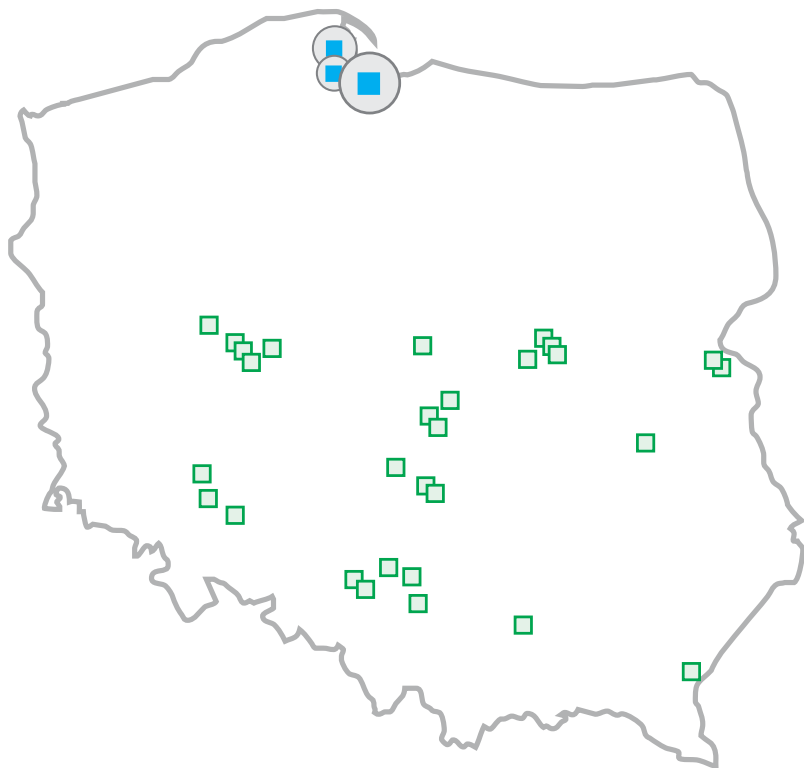
Terminal kontenerowy (TK) do prawidłowej pracy potrzebuje przestrzeni przeładunkowej (PP) i składowej (PS).
 Prawidłowy stosunek tych przestrzeni względem siebie powinien być **PS>PP**.
 Aby móc zwiększać zdolności przeładunkowe przestrzenie PP i PS też powinny się powiększać.

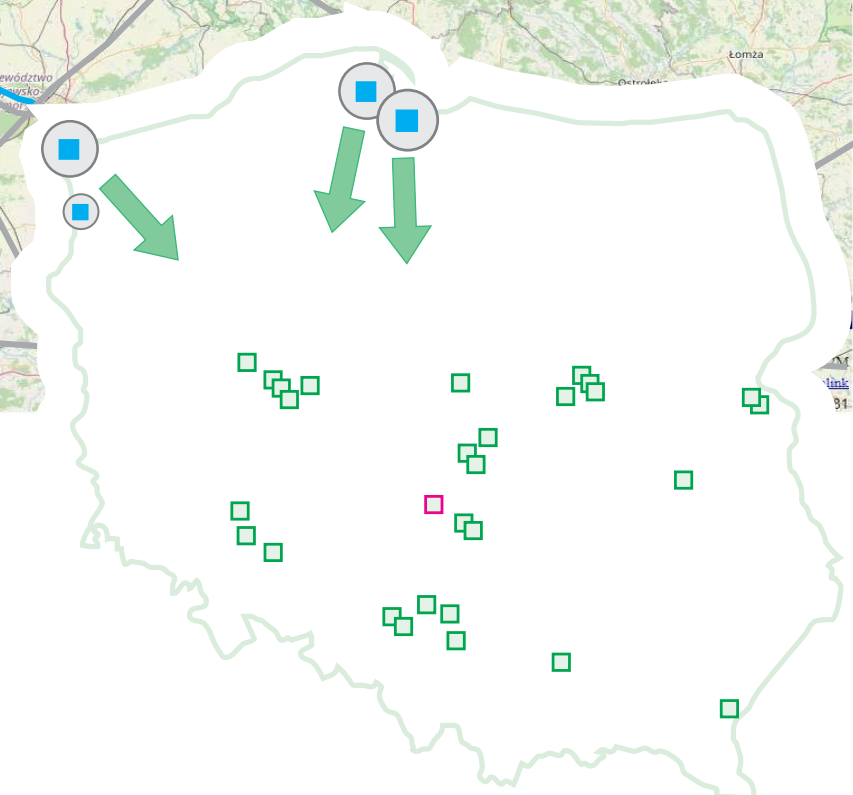
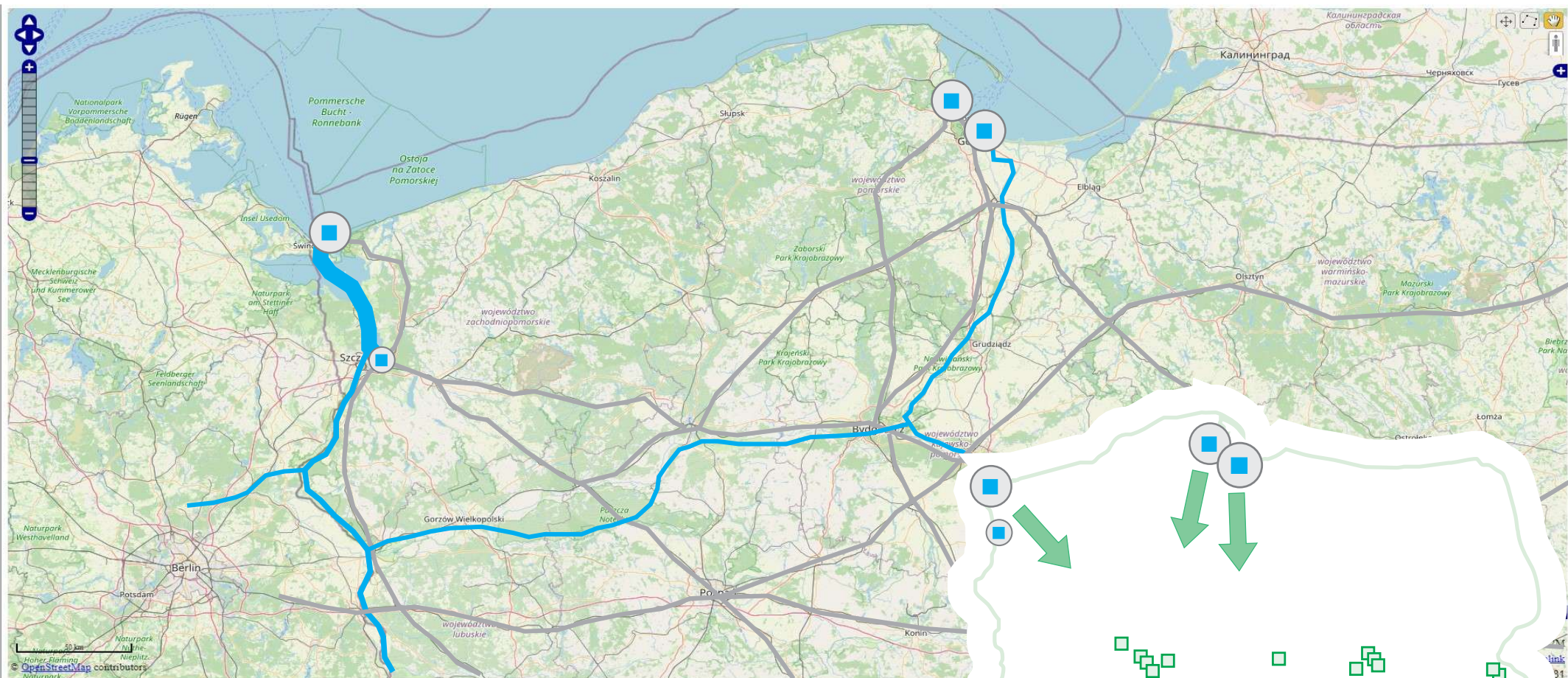
ZDOLNOŚĆ SKŁADOWA > ZDOLNOŚĆ PRZEŁADUNKOWA (60/40)

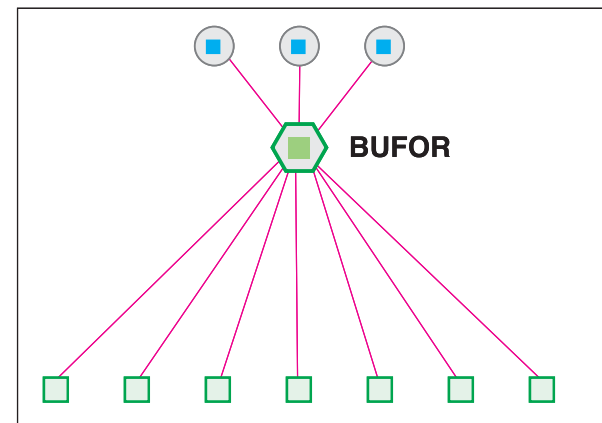
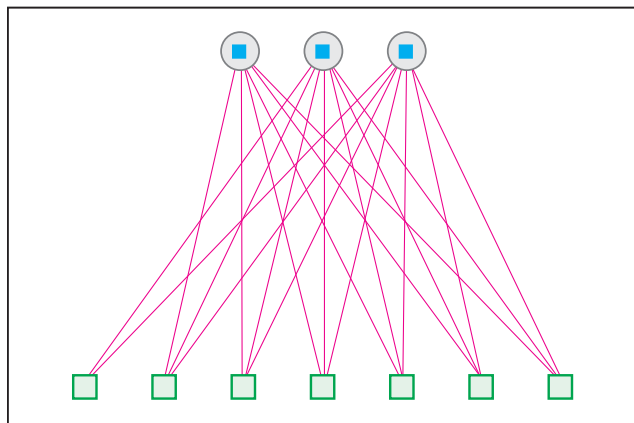
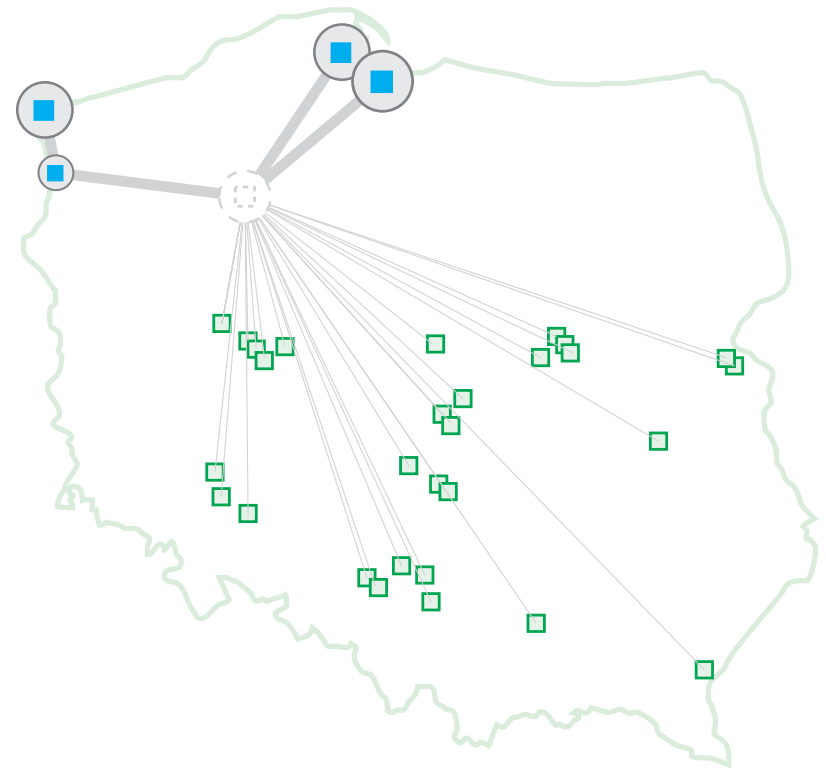
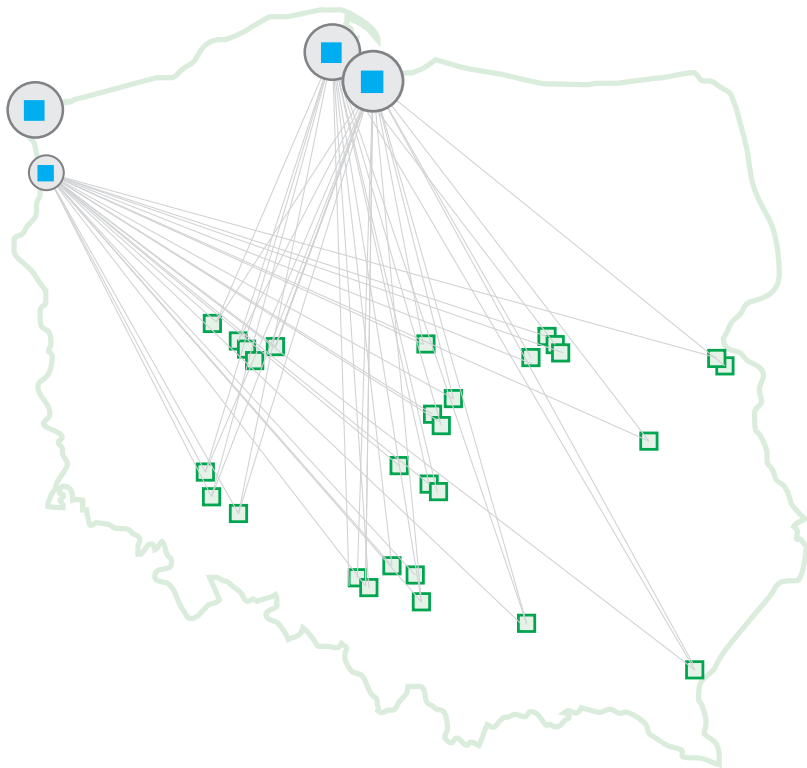


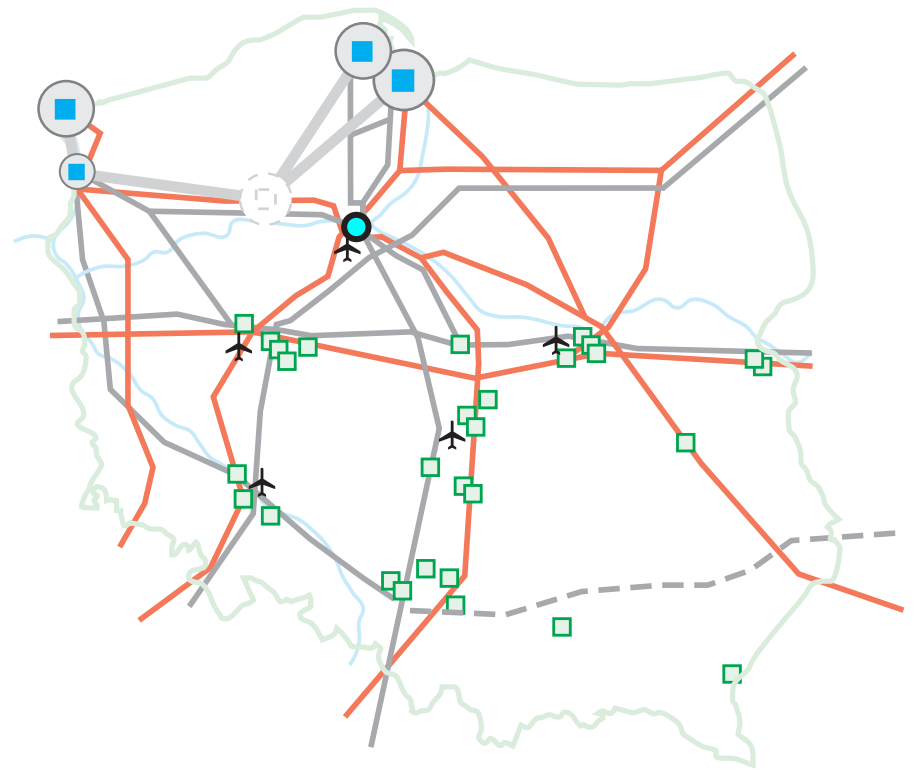
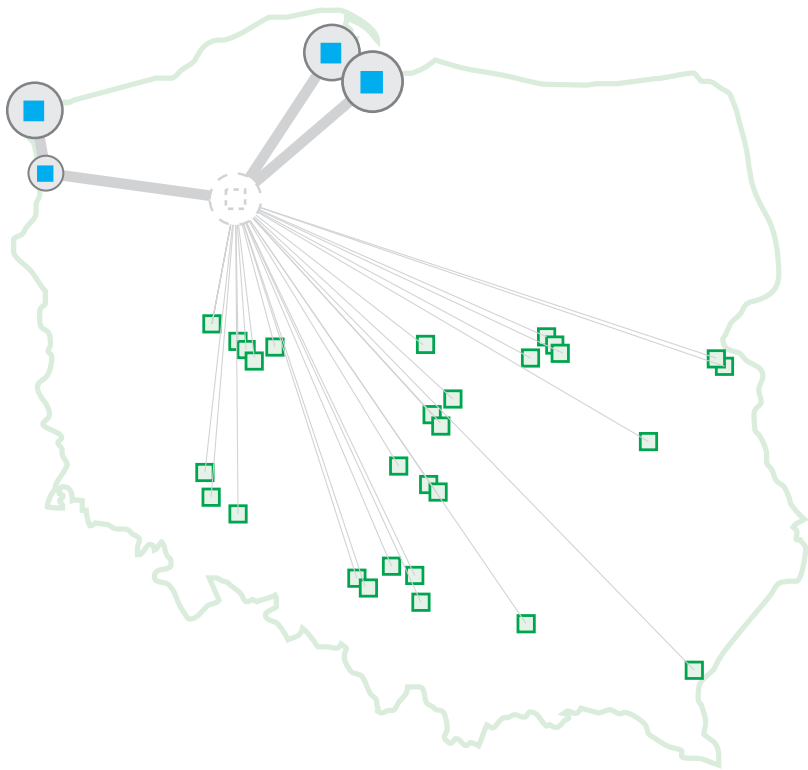


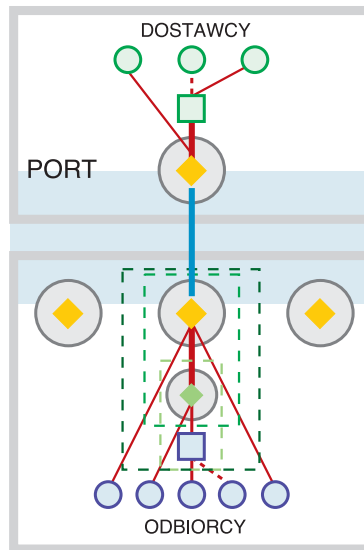
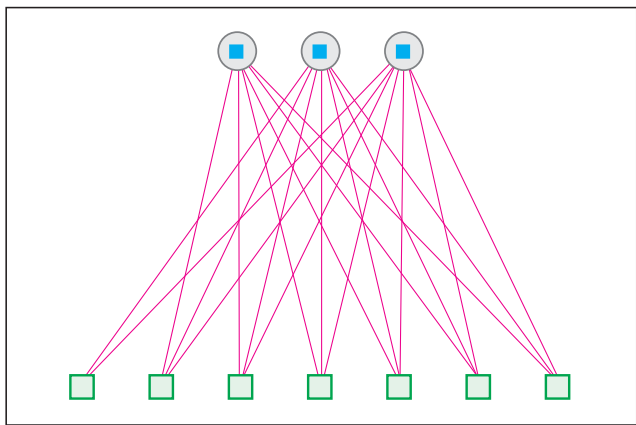
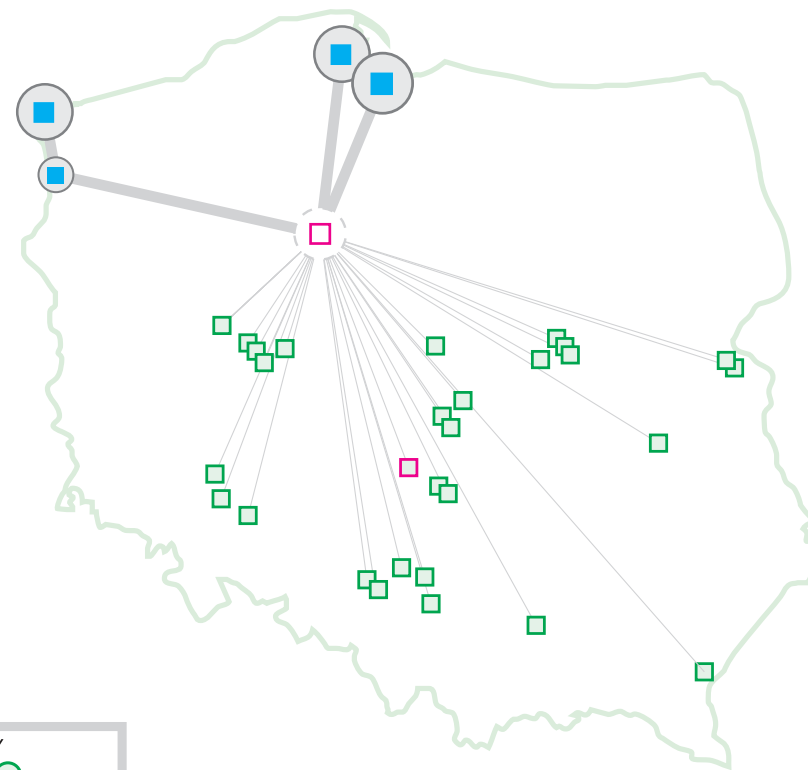
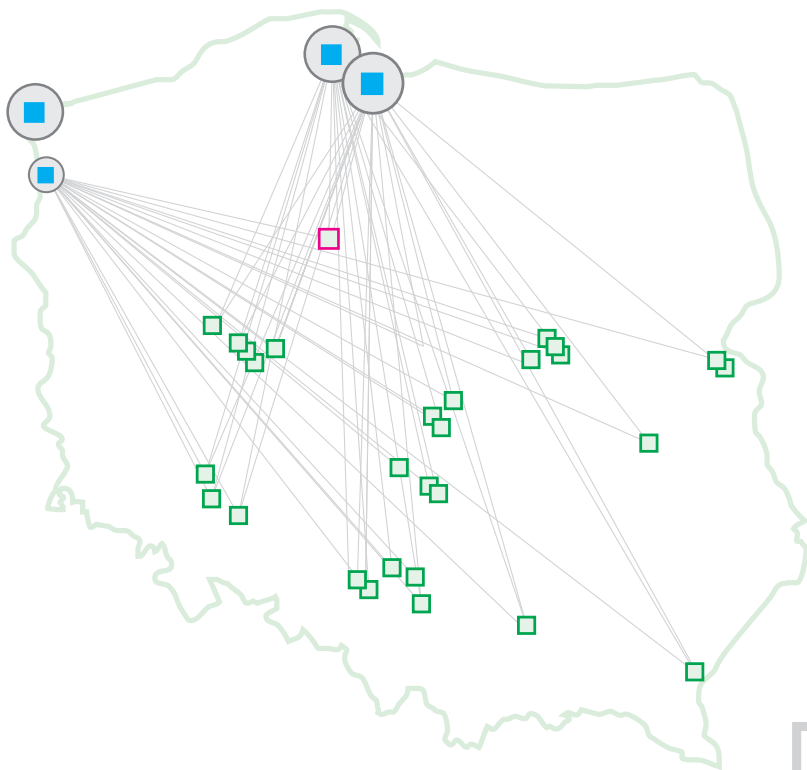




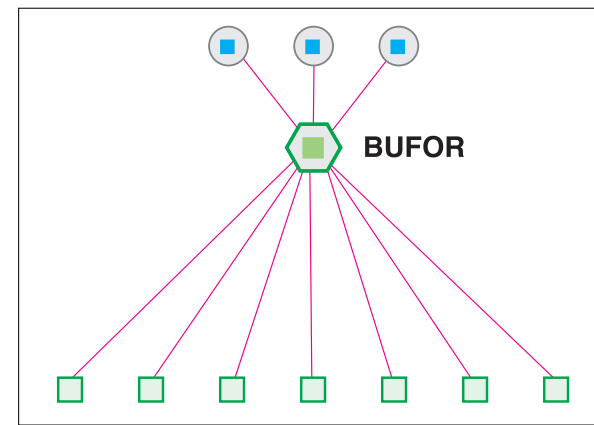








Jean-Paul Rodrigue - "The Terminalization of Supply Chains"



DZIĘKUJĘ

