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Maritime Export Catalogue

2020/21



PORT
Gdynia

GDYNIA

CRIST

PORT
GDAŃSK

PORT
SZCZECIN-ŚW. WŁODZISŁAW

AMEK
OFFSHORE

FAMOR

Muehlhan

PZT

BALTIC
EXPLO

ESCORT
TECHNOLOGY

GRYFIA

BOTA
TECHNIK

Baltic Control

el|professional

DAMEN

DAMEN

BALTYCKA

FAST

EKOCONSULT

NAVARD

NED

DCT GDAŃSK S.A.

MAG

Naktoport

CEMARIT

BA

SIARKA-PORT

RENT

INTERMARE

ALKOR

Grupa Geofusion

Zarząd Portu Morskiego

invest GDA

Praktyka Inżynierska

NAUTA

HYDROMECH

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2020 has been a unique year for the Polish maritime economy.

We've celebrated three very important and symbolic anniversaries related to the sea:

- 100th anniversary of Poland's 'Wedding to the Sea';
- 100th anniversary of the Polish maritime administration;
- 100th anniversary of Polish maritime education.

However, not only are these solemn celebrations a testimony to our maritime history, but also the fact that today, the Polish maritime economy is one of the priorities in the current government's program.

In recent years, Polish ports have reached historical records, exceeding 100 million tonnes of transshipments. The successes of such terminals as DCT Gdańsk or the LNG Terminal in Swinoujście have been noticed all over the world. The largest investments on the Polish coast in many years have also recently begun. The ditch of the Vistula Spit, the construction of a tunnel to Swinoujście under the Swina River, the Baltic Pipe gas pipeline and record investments in Polish ports.

In the largest ports, i.e. the Port of Gdańsk, the Port of Szczecin and Swinoujście and the Port of Gdynia, new terminals are being built, quays are being rebuilt, and the port basins and the fairways for ships are being dredged. Investments regarding port access are also being implemented on an unprecedented scale, including the construction of road and rail infrastructure.

Today, we are also on the eve of completely new, epochal investments. We are determined to build the first offshore wind farms in the Polish waters of the Baltic Sea, and implement a large number of port investments - the construction of the Central Port in Gdańsk, the Outer Port in Gdynia and the container terminal in Swinoujście. The implementation of these projects will provide development opportunities for the Polish maritime economy for the next decades. I highly recommend this year's edition of the MarinePoland.com export catalogue, which contains both the most interesting information about the Polish maritime economy and current presentations and offers of Polish maritime companies.

Marek Gróbarczyk
Deputy Minister of Infrastructure



The Port of Gdansk is the largest port in Poland as well as a company of strategic importance for the entire national economy. Over the last decade we have tripled the number of handled cargo. We maintain a strong position on the Baltic Sea.

This very demanding year has had a significant impact on most sectors of the economy. The influence of the pandemic has also been felt in our port. At the same time, we remain fully operational and have had no days of downtime to break the flow of goods since the beginning of the pandemic. This is mainly thanks to the operators in our area. Over the first three quarters of 2020 we handled 36.2 million tonnes. Despite the decrease, we are constantly reducing the distance to the largest European ports. In the first half of 2020 we managed to advance to the top twenty European ports, ahead of the ports in Genoa and Dunkirk.

For two months now this has been clearly reflected in our results. Handled cargo volumes increased by 15 percent in September. Compared to the same period last year we have recorded increases in almost all cargo groups. The results allow us to look toward the future with confidence. In examining our results for previous years, we can see that 2020 should end with a result similar to that in 2018, i.e. 48-49 million tonnes.

The plans for 2021 are unlikely to be lower than 50 million tonnes. We wish to maintain this "5" at the front over the next 3-5 years, and then break the 60 million tonne barrier. This is our time and we want to make the most of it. We carry out all projects on schedule, and are also working on new projects. The construction of the new deepwater section of the port is to ultimately increase the handling potential of the Port of Gdansk and to create real opportunities to transform it into one of the leading and latest generation ports. It will also contribute to the expanding the area of our country by transforming the reservoirs within Gdansk Bay into land. Now the time has come to say "check". We have just announced a tender procedure to select the lessee(s) of the future to make optimal use of the economic potential of the Port of Gdansk, including the areas covered by the Central Port concept. The results of the procedure should answer the question as to which entities will be investing and operating in the Port of Gdansk.

Lukasz Grienke

CEO of the Port of Gdansk Authority



The Ports of Szczecin and Świnoujście are universal and companies operating in the ports are capable of handling any type of cargo and vessel.

They are the most westward located Polish seaports on the border between Poland and German, close to the transport route from Scandinavia to Central and Southern Europe, along the Baltic-Adriatic international transport corridor, a part of the TEN-T (Trans-European Transport Network). The location and technological advances particularly make the two ports predisposed to tackle new global challenges. We are now witnessing historic transformation of infrastructure in the two ports. Together with our partners, we have been implementing a giant investment programme with budget exceeding EUR 3 billion designed to improve the service offering and attract new customers and cargo. Our top renowned brand is the Świnoujście-based Ferry Terminal providing services to Scandinavia. It has been extended and adjusted to handle intermodal transport. The terminal handles transport of goods from Poland, Austria, Hungary, Czech Republic and Slovakia on the route to seaports of Ystad and Trelleborg, Sweden. Major projects in progress include the improvement of the rail access to the ports, dredging of the Świnoujście-Szczecin Fairway to 12.5 m, and dredging and building new berthing facilities capable of handling larger vessels calling at the port of Szczecin. However, the development does not end there.

Soon, we expect the building of a modern Deepwater Container Terminal to start in Świnoujście. The terminal will be able to handle the largest ships entering the Baltic Sea. The annual cargo handling capacity of the terminal is expected to reach approx. 1.5 million TEU. Another project that has been successfully operating is the LNG terminal in Świnoujście, which contributes to Poland's energy security with supplies from the US, Qatar and Norway. The current annual handling capacity of the terminal is 5 billion Nm³, and the extension of the terminal is expected to increase it significantly. Works have already started to build the third LNG Tank, a quay and infrastructure for loading and unloading of liquefied natural gas. I have always emphasised that cargo is the king ruling in the port. It determines decisions regarding the type and range of investment. Our main objective is to promote continuous growth in cargo volumes. While planning our investment, we always apply a long-term perspective. Although the current annual volume of cargo handled in Szczecin and Świnoujście seaports is about 33 million tons, our ambition focuses on achieving much more than that.

Krzysztof Urbaś

CEO Szczecin and Świnoujście Seaports Authority



The Port of Gdynia is the youngest Polish sea port and has a convenient location in the Gdansk Bay area. Called the "Polish window to the world", it was a synonym of modernity from its very beginning. This is where the first Polish container terminal was built in the 1970s.

The Port of Gdynia is an important link in the trans-European Baltic-Adriatic Corridor, which plays a very important role as one of the most important levers for development in Central Europe. This corridor is approx. 2,400 km long and connects key regions for transport from Poland, the Czech Republic, Slovakia, Austria, Slovenia and Italy, which are also linked through the Three Seas Initiative.

As a partner with a strong brand, known for the high quality of services rendered, the Port of Gdynia faces challenges ahead related to technology and market development. The introduction into service of a new generation of ocean-going vessels governs our activities to adapt the port infrastructure adequately.

We meet the expectations of the stakeholders of terminals operating in the port area through the implementation of investment plans determined for the coming years. Thanks to the availability of external financing and the great interest of industry investors in the port, the long-term program of the modernization and development of the Port of Gdynia is being successively implemented, which will undoubtedly affect the evolution of the region and the country.

The construction of the Outer Port will create about 700 workplaces in the Outer Port itself and over 4,200 in port-related industries.

Adam Meller

*President of the Managing Board
Port of Gdynia Authority S.A.*



For Polish Maritime Administration this year is unique. In 2020 we are celebrating the distinguished 100th anniversary of the establishment of Merchant Fleet Office in Wejherowo of which Maritime Office in Gdynia is a proud successor.

The Anniversary is an occasion to set the course for further activities in the administration of Polish sea areas and the management of maritime economy. The highest priority for maritime administration is to conduct effective monitoring over the safety of navigation and life at sea, to prevent marine environment from devastation, to protect the coast and ensure well balanced utilization of sea areas and the coastal zone through planned management. The development of sea ports can further be enhanced by proper maintenance and building new elements of infrastructure necessary for safe access to the ports.

Over the last decades tragic events brought a new light to maritime security and the protection of shipping from the acts of terrorism. Whereas the responsibilities are of great value, maritime administration implement integrated management systems using the latest achievements of science, modern technologies and building e-Administration of 21st century capable of fulfilling requirements of international law, technology development, safe, secure, environmentally friendly and sustainable shipping. We are also challenged by changing environmental conditions.

Remembering the past, we create the future. Looking up to our first Directors – Józef Poznański and Stanisław Legowski, now we, just like them, during the time when Port and City of Gdynia were built, are responsible for supervising and managing the biggest infrastructure investments in Polish sea ports as well as those in-service of aid to navigation, ship's traffic monitoring and safety communication in distress. Our current projects are worth over 800 million USD. Executing our tasks and responsibilities we have big liability in mind but we are also aware that our today's work will benefit further generations in making good and profitable business over the Baltic Sea.

Capt. Wiesław Piotrkowski
Director of Maritime Office in Gdynia



2020 is a very special year as we are celebrating 100th Anniversary of the Polish Maritime Administration. We have great respect and admiration for the achievements and efforts made by generations of our compatriots. For all those years, in variable conditions, the prime objective was constant and unchangeable: to keep the navigation safe.

Presently, as in the past, the employees of the maritime administration are fully committed to perform their duties, which are essential for fulfilling the mission of keeping navigation safe. We are proudly a part of the history, but we are also conscious creators of its next chapters. New tasks, new investments, new challenges we face today, are possible to carry out owing to, inter alia, modern and advanced technologies, high-specialized equipment and chance to benefit from additional sources of financing, like EU funds. The Maritime Office in Szczecin is now in progress with several projects supported from EU funds perspective 2014 – 2020. These are mainly construction projects related to infrastructure providing access to the ports, but we also contracted the new, special purpose ships for safety supervision and surveillance. Our task is also protection of sea shore by building breakwaters, shore reinforcement and by sand reclamation. We are as well participating in regional marine spatial planning projects and building IT system for registration of yachts.

Performing of all those activities and tasks would not be possible but one, the most important, element above all: the people. Well educated and trained crew of Polish Maritime Administration is a guarantee, that the mission, which we are the successors, would be continued and sustainably developed, leading to the growth of our maritime economy and strengthening of the maritime position of Poland worldwide.

Wojciech Zdanowicz

Director of Maritime Office in Szczecin



The year 2020 for the Gdynia Maritime University marks a major milestone in its history, as it commemorates the 100th anniversary of its establishment. The school's history is written with biographies of people who tied their scientific and professional careers with this place, building its worldwide prestige for all these years up to the present day.

The students and alumni of Gdynia Maritime University reflect well on the rank and reputation of their Alma Mater as well. Being a student-oriented college, we do our best to meet their high expectations related to education and assist with finding target employment and career development not only in the field of maritime economy. Employers all over the world value our graduates' comprehensive professional knowledge on a par with their practical skills. The conspicuous feature of Gdynia Maritime University is a greatly valued ability to combine theory and practice into an inseparable educational process. The students are provided with wide and technologically advanced teaching and training infrastructure that puts our university at the cutting edge of maritime education. Our university offers comprehensively-equipped laboratories, simulators and a planetarium. In order to provide our students with solid seamanship training we are a shipowner of the world-famous frigate the Dar Młodzieży, and two research vessels - the Horyzont II, equipped with the latest equipment and adapted to navigation in the polar zone, and the Imor, adapted to perform research of the coastal area. The university's development in terms of research is no less impressive. Our scientific research and achievements allow us to build maritime sector business strategies, which in turn define the future of the Polish maritime economy. All that makes us an important partner for the maritime industry. Our university also takes a lot of satisfaction in being a host of a great number of successful conferences, which bring together university scholars from all over the world, to share their rich experience, insights and expertise in maritime education, industry and economy and to explore collaboration opportunities.

The international reputation of our University is a source of pride for us, but it is also a form of commitment to constantly raise standards and implement new projects. Therefore, every commencement of a new academic year is hailed with Full steam ahead!

Adam Weintrit, BEng, PhD, DSc, ProfTit.

Master Mariner

Rector of Gdynia Maritime University



Polska
Strefa Inwestycji



POMORSKA
SPECJALNA STREFA
EKONOMICZNA



The maritime sector is an integral part of the activity of the Pomeranian Special Economic Zone (PSEZ), which is why we are engaged in the revitalisation of Ostrów Island. We plan to bring it back to its former glory and restore it for shipbuilding.

Ostrów Island is an extremely attractive place on the investment map of Poland. Our aim is to increase the potential of this area for modern shipbuilding and to support production. On top of direct access to water, there are additional benefits of this location, like its proximity to the Port of Gdańsk, specialized equipment, and a large area which is adapted to this type of activity. The Port of Gdańsk, based next to Ostrów Island, will invest in modern technologies related to offshore and offshore production. Another of the advantages for companies located in this area will be the possibility to benefit from these latest technologies. We are conducting discussions with potential investors concerning how to prepare this area to meet their requirements. We plan to invite companies that base their activities on investing in cooperation. We strongly believe that they will generate effective synergy between them, both increasing their efficiency and benefitting the entire shipbuilding industry.

Przemysław Sztandera

*President of the Management Board
at the Pomeranian Special Economic Zone*



CITY OF
GDYNIA



Gdynia and the sea belong together - such an inscription appears on the Eugeniusz Kwiatkowski Medal, the highest distinction that can be awarded by Gdynia City Council. Gdynia grew out of the sea and is still dynamically developing today, with significant use of the latest technological achievements, successfully implemented to serve all residents and companies located in the city.

The waterfront areas have been transformed into a business and residential district. The 'Sea City' is growing - a new marina where the largest motor yachts can call is already operating. The panorama of Gdynia, from the perspective of Kościuszko Square and the Southern Pier, is more and more beautiful. The Port of Gdynia is developing, and the extremely bold and innovative project of building the Outer Port will guarantee its increasing importance in regard to the volume of transshipments in the Baltic Sea. According to experts, Gdynia also has all the attributes to become an investment center for the construction of wind farms in the Baltic Sea.

The maritime economy is suffering significantly from the effects of the global pandemic. The industry is facing great challenges, and strenuous efforts are needed. However, the people of the sea have more than once proved that they can effectively face unexpected challenges and, despite limitations, seek solutions that will ensure the optimal development of the maritime sector, which plays a key role in the bloodstream of the global economy.

Wojciech Szczurek

Mayor of Gdynia



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100th anniversary of Polish Maritime Administration 100th anniversary of Maritime Office in Gdynia

Period before the War

The dreams of Polish people came true: the country was independent and had access to the sea, which became the symbol of material and spiritual freedom of the nation.

On the 2nd April 1920 Merchant Fleet Office was established in Wejherowo. Captain Józef Poznański, who became the head of the Office, undertook the first task to find an appropriate location for a sea port. He invited Eng. Tadeusz Wenda for co-operation in reaching this aim. Soon the port in the village of Gdynia started to be built.

Opening port in Gdynia

In 1923 the port in Gdynia was solemnly opened. In May 1927 Merchant Fleet Office was moved from Wejherowo to Gdynia, and in March 1928 it changed into Maritime Office. At the time the scope of activity of Maritime Office covered planning, maintenance and development of small ports on the Polish coast: in Hel, Jastarnia and Władysławowo.

In 1939 Maritime Office suspended activities for the time of war. After the war Poland gained extended access to the sea. Three other big ports: Gdańsk, Szczecin and Świnoujście, were already within the territory of Poland. Unfortunately, they were destroyed. Soon rebuilding of port infrastructure began under the responsibility of General Maritime Office in Gdańsk, which changed into Gdańsk Maritime Office in May 1945. Then in 1946 Szczecin Maritime Office was established and in 1954 Koszalin Maritime Office was located in Słupsk.

Since then some organizational changes had been introduced until the present structure was defined by the Act of 21 March 1991 on Polish sea areas and maritime administration. The head authority of maritime administration is the Minister of maritime economy and inland navigation. Directors of Maritime Offices are territorial authorities. From 1st of April 2020 we have two Maritime Offices which are located in Gdynia and Szczecin.

International co-operation

As seas and oceans are an integral whole of the world heritage, protection and safe and environmentally friendly shipping require common efforts by all governments and international organizations. Polish Maritime Administration has always supported and participated in the maritime related activities of international and regional organizations, i.e.:

- International Maritime Organization (IMO)
- Helsinki Commission (HELCOM)
- International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
- Paris Memorandum on Port State Control (Paris MOU on PSC)
- International Labour Organization (ILO)

European Union and sea safety

On 1st May 2004 we joined the European Union and continued our activity concerning maritime safety, security and protection of marine environment within the European Maritime Safety Agency, Council of the European Union, European Commission and various expert groups. We have also been engaged in co-operation with the authorities of the neighboring countries, particularly in ships' inspection, detection of sea polluters, exchange of information on vessel traffic, verification authenticity and validity of seafarers' certificates of competency.

The fact that Poland is located on the Baltic coast has shaped us to people naturally sensitive to marine related issues who once determined on effective legal regime and good practices used in navigation, giving special consideration to the necessity to prevent seas from marine casualties and incidents which can pose threats to marine environment and the coastal zone.



Building of a headquarters of Maritime Office, one wing of the building is ready; during that time it was a temporary residence of Gdynia Harbour Master, 1926^o.

Thus, the task for the future is to continue the work within the European Community and the International Maritime Organization, and particularly to:

- improve the vessel traffic monitoring systems, including the implementation of SafeSeaNet,
- ensure and maintain efficient system of ships and port facilities security through the implementation of the maritime administration policy defined in "National Program for Polish ship and port facility security",
- improve the system of oil pollution response,
- develop common framework for the investigation of marine casualties and incidents,
- improve the procedures for Flag State inspection of ships,



In front of the Maritime Office, 1st on the right is Director of the Office, Stanisław Łęgowski, in the back 1st on the right is Maritime Office employee, Stanisław Jagodziński, photo by Ernest Raulin, 1932-1939.

- conduct permanent surveillance on marine equipment and its compliance with essential requirements,
- establish and use IT platform for maritime administration,
- implement electronic data exchange on ships entering EU ports,
- conduct monitoring of authorized class societies,
- implement new inspection regime for Port State Control with the aim to optimize the criteria for selection of ships for inspection.

It is the priority of Polish Maritime Administration to endeavor to ensure safe shipping on clean sea waters.

National cooperation

Maritime Offices cooperate with Polish Navy, Border Guard and Maritime Search and Rescue Service within the scope defined in Act on sea areas and maritime administration and in the field of hydrography and marine cartography.

In the office of Stanisław Łęgowski, Director of Maritime Office in Gdynia (2nd on the left) on the left are sitting: Napoleon Korzon, S. Łęgowski, John Doe and Płomiński, 1932.



CRIST shipyard is celebrating its 30th birthday!

Thanks to innovative projects, it has become one of the most renowned players in the marine industry sector. We had the opportunity to talk with **Ireneusz Ćwirko** and **Krzysztof Kulczycki**, founders of the ship manufacturing shipyard in Poland, about tough times during the pandemic, untapped national potential to construct cruise ships and about new possibilities in the shipbuilding industry due to the construction of offshore wind farms in the Baltic Sea.

CRIST shipyard was established in the 90s. At that moment, you were already experienced in the industry. What led you into cooperation?

Krzysztof Kulczycki: We had been working together in the Stocznia Polnocna shipyard. In the mid-70s, we both headed different departments. A little later, Ireneusz and I travelled abroad. I was working as a manager for shipyard contracts in Libya, Dubai and Kuwait. I came back to Poland in 1990 following the escalation of the conflict in Kuwait.

Ireneusz Ćwirko: At the end of 70s, I worked as a warranty engineer on a tuna vessel which belonged to the Soviet Union. That contract showed that I was competent enough to prevent the most failures, so the shipyard management decided to redirect me to different tasks. I was assigned to the painting department, which was not my thing at all. On the other hand, I was young and ambitious. It took me 3 years to make the department run smoothly. Throughout the next 8 years, I headed the biggest department in Stocznia Polnocna. My next step was to enter the recruitment process for the position of Technical Director. Unfortunately, due to the fact that I was not a member of the then-ruling socialist party, I had no chance for this position. Actually, this event made me quit the shipyard. Not so long after, I met Krzysztof, and with two other colleagues, we decided to establish our own company.

Did you have a tough start?

Krzysztof Kulczycki: It was not easy. At the beginning, we were a very small group, hired to work on air-vent installation in a hall in Poznań. Determined to take on any kind of job, we constructed pipelines, tanks and even equipment for coffee roasting.

Ireneusz Ćwirko: Each shift lasted almost a whole day and night – we had to cover our first salaries from our own resources. I remember going to the manufacturing plant with a case full of cash. We were solid and fair, so our employees grew in number. More and more contracts emerged, so we concluded that the quality we offered and our attention to deadlines made clients come back for more.

Which moment was a gamechanger for your company?

Ireneusz Ćwirko: Definitely, it was the moment we accepted the contract for the construction of the Thor vessel, designed for offshore wind farms. This successful project gave us the opportunity to compete worldwide in this sector. I strongly believe that today we are the leader in manufacturing jack-up units of this type in Europe.

Krzysztof Kulczycki: Thor is a jack-up platform produced in 2009 for the German syndicate Hochtief. It took us 9 months and opened our doors to success and subsequent purchase orders.

Ireneusz Ćwirko: Our next project was the construction of the most innovative Heavy Lift Jack-Up Vessel unit for the German-Belgian outfitter HGO, which was utilized in the North Sea during their cooperation with the French company Areva. The "Innovation" unit, with a length of 147.5m and a carrying capacity of 8 000 t, was equipped with a crane with a lifting capacity of up to 1 500 t, 29,000 kW rated power and four 95m foundation legs steered by an electrical system of lifting/lowering, as well as integrated with a DP2 positioning system. This setup allows hydrotechnical works to be performed while maintaining full autonomy.



Krzysztof Kulczycki: The construction of such a highly innovative unit was a great challenge and an even greater risk. During negotiations, we did not own a production area here in Gdynia. There was no dock, no gantry and no infrastructure crucial for the process. Fortunately, after signing the contract, we were able to acquire key areas previously occupied by Gdynia shipyard. The manufacturing of these kinds of units, intended to install and service offshore wind farms was a factor which elevated our company to the level of an industry leader.

In just 5 years' time, the Pomeranian region will be supplied with the first energy produced by the first Polish offshore wind farms. Does CRIST shipyard have the potential to add to this?

Ireneusz Ćwirko: Renewable energy is the future and we have long-standing experience in this sector. We are unique on a European scale, meaning that CRIST was the only shipyard able to produce 3 jack-ups designed for such offshore installations. We simply know how to do it properly. The whole Polish shipyard industry needs some stimulation and these projects seem to be the perfect tool for that. The construction of offshore wind farms in Polish waters is an amazing opportunity to create an almost new market for our country. This is important especially during such times of economic crisis.

Krzysztof Kulczycki: Offshore wind farms are a vast, multi-billion-złoty industry – most of which could remain in the hands of Polish companies. The construction, and



consequently service of vessels, and the whole construction of turbines themselves requires a tremendous amount of steel and work for many years. Due to the increase in the size of turbines today's building units are constructions which weigh even up to 15 000 tonnes. Many shipyards may be involved in a project such as this, but we certainly have extensive and unique experience in building units of this type.

Ireneusz Ćwirko: To take care of the Polish economy, we need to unleash the local potential we have. If decisions were made on a governmental level, we would be ready to finish this kind of unit within 3 years.

■ **How are you dealing with the pandemic?**

Ireneusz Ćwirko: The Covid-19 pandemic has significantly influenced the global economy. When it comes to the



shipbuilding industry, cruise ship building has been heavily impacted. All of us hope that this is temporary, and that soon the economy will recover. CRIST shipyard is coping with the pandemic. One of the cruise ship building projects was slightly postponed, but to compensate we signed some other contracts.

Krzysztof Kulczycki: Recently, we signed a contract to construct an electrical ferry for Finferries. Moreover, we continue to supply equipped hulls for Ulstein. In September, a fully equipped 172m floating block was delivered in terms of our cooperation with one of the largest French shipowning companies, Chantiers de l'Atlantique. At the same time, we are building smaller vessels, designed for polar areas for an outfitter organizing cruise tourism in that region.

Ireneusz Œwirko: Most of the the production in Polish shipyards is based on the construction of cruise ships. These projects have flourished over the last couple of years and in this area of business we have a constant chain of orders up to 2023. Bearing in mind the current situation, there is no doubt that this sector will definitely slow down. We remain in close contact with our clients, who assure us that all the signed projects will be finished. However, from our perspective, the financial decisions of shipowning

companies are not 100% certain. We need to take into consideration the impact of the pandemic on orders. This is another reason why we cannot wait for decisions to be made on the governmental level when it comes to offshore wind farms. We, as CRIST shipyard, are confident that we have the potential to play a key role due to our experience.

The construction of ferries for Polish shipowners might be another important impulse for the shipbuilding industry. Would you take on this kind of contract as well?

Ireneusz Œwirko: It was clear since the beginning that ferries of this size cannot be manufactured in Szczecin. The harbor is not properly adapted and such units would hit the banks. Gryfia shipyard has not completed a ferry project independently for 3 years. To work with this kind of project, up to EUR 50 mln would need to be invested in the proper equipment. It is a renovation facility, the setup of which significantly differs from building from scratch. There are not enough qualified personnel either. Currently, finishing such projects as Ro-Pax ferries is simply impossible in Gryfia shipyard. Fortunately, units of this type can be smoothly constructed in the Tri-City.





Krzysztof Kulczycki: We already presented our recommendation for possible solutions in terms of Ro-Pax construction. The boundary conditions were defined as well as the time required to prepare the necessary documentation and for the construction itself. This is actually the moment we stopped in our negotiations. During our assessment, we assumed cyclical production of 1 ferry every half a year. The first was planned to be finished in 2023, and the next one 6 months later. This is the last call for action to meet those deadlines, but it is still achievable.

What should we wish for CRIST shipyard over the next 30 years?

Ireneusz Œwirk: For devoted people to come and take over from us! We work with very capable and creative managers and directors. Their great effort defines our success. It is thanks to them that everything operates so smoothly. We have the knowledge, people and possibilities – we are just waiting for decisions to be taken. If this happens, in the upcoming decades, the shipbuilding industry in Poland will have plenty to do.



Port of Gdansk: we want to compete with the biggest players around the world

The whole of Poland and its southern neighbors are within our reach - completed road investments have speeded up the transfer of cargo, and the soon to be finished improvements in the railway network will add to this – assures **Lukasz Greinke**, CEO of the Port of Gdansk Authority, who we speak to about dynamic investments, broad interest in terms of the Central Port concept, competition with the biggest players around the world, and the responsibility of being a host.

Four years have already passed since you started in your new role as CEO of the Port of Gdansk Authority. What are your thoughts about this time?

What is most important is that we have finally started to operate as a commercial company. We have become aware of the direction we would like to follow and which partners we should focus on. The conclusion was that they are entities operating in our Port area and utilizing our infrastructure. The aim of each of our investments is to improve the processes implemented by our current and future clients, and to maximize their efficiency.

Since taking on my new duties, I have had a vision of the way I would like to develop the Port of Gdansk. The host, managing and maintaining the infrastructure, should be visible. Not so long ago, the whole area consisted of degraded buildings, with no real economic purpose. The first steps were to bring some order into this space: reforming empty spaces and implementing a much more modern infrastructure, which is expected to highly improve the pace of any operations within the Port of Gdansk.

During the last four years, we started a very rapid process of completing previously planned investments. By these, I mean the deepening of the fairway in the internal port, the modernization of a 5 km length of the harbor and the improvement of the rail-road system in the external port.



Thanks to the change in attitude towards management, we have attained a very different level of cooperation with our clients. Our financial results are on a very satisfactory level. In our process of continuous improvement, we invest constantly in our port infrastructure. Beyond that, we dynamically adjust our investments to developments in the shipping world, so as to compete with the best.

Building a Central Port in Gdansk is a truly impressive investment yet still one which generates high costs. What stage is this project at right now?

We have finished the work with our consulting body, whose role was to assess the best potential investors and clients capable of participating in such a wide-scale project as the Central Port. This decision-making process is very complex. We have to find the ideal balance between the interests of operators with land-access infrastructure, for which the port is responsible, and hydrotechnical infrastructure, which is governed by the Maritime Office.

Our goal is to prepare the investors and the investment itself in such a way that there can be no doubt on a governmental level concerning dedicating resources to hydrotechnical infrastructure, which is crucial for the operation of the terminals.

Obviously, the Central Port is not the only one in search of investors. Very soon, just like in Poker, we will need to publicly "check" other players. We constantly monitor any increasing interest amongst the biggest operators – the next step is to transform their curiosity into solid declarations. We do not want to restrict investors, which is why we encourage open dialogue regarding their concepts of cooperation. I am deeply convinced that if those concepts are consistent with our strategy, we will have another discussion by the end of this year about even greater investments.

You mentioned the rearrangement of the road-railway system. This project is almost finished. How will it influence the operation of the port?

That is right – it will be 100% ready to use by the end of October.

It involves the building of a new railway track system from the Northern Port harbor train station up to the gate of each particular terminal. In DCT, the terminal which generates most of the cargo transport, two dedicated lines are being constructed, which will afterwards be employed as railway sidings. DCT will not only have new tracks, but highly innovative handling facilities, which will significantly increase the amount of containers reloaded with the railway system.

What is more important, this investment includes establishing a new road system – any crossings with collision potential will be eliminated and made safe. Two dedicated tracks to the container terminals, in a 2+2 system, will make the cargo transfer process one of the easiest in Europe. To simplify this concept, the only place with a strict speed limit will be the entrance gates at the connection to the highway.

Right now, the road network is extensive enough to make the whole of Poland and its southern neighbors easily reachable. This gives huge added value to our port.

The Covid-19 pandemic is a huge challenge to be faced by ports around the world. How have



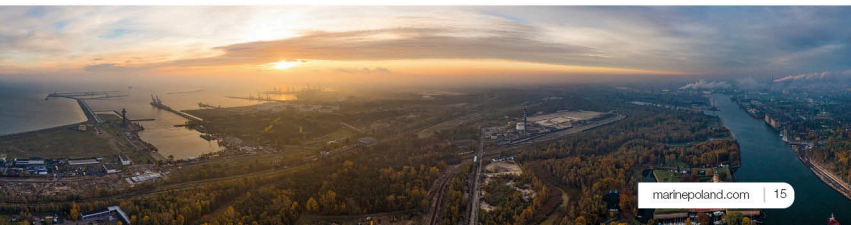
operational limitations and international restrictions introduced by governments influenced the Port of Gdansk?

Throughout the whole time we have remained fully operational. We have ensured that access to any goods has not been disrupted by any means in our country. All of our operators met expectations, which avoided even a single day of downtime.

On the other hand, it is obvious that the pandemic and resulting worldwide crisis has affected us in some ways. We can feel its impact through a 15% decrease in the amount of goods being reloaded in comparison to the same time period last year. Nevertheless, we aim to finish this year with 48.5 mln tonnes of reloaded cargo. To illustrate our progress, 4 years ago this value was equal to 36 mln tonnes. I am sure that this predicted growth, after a recalibration due to the Covid-19 situation, will gradually and significantly increase.

What is the vision of the Port of Gdańsk for the next ten years?

I would love to have one or two big, effectively functioning container terminals, the reloading capacity of which will reach collectively 5.5 mln TEU. Apart from that, I would gladly see some new working positions available in the Naftoport fuel depot, and the adaptation of the massive harbor for visits of the world's largest cruise ships. Another thing I have in mind is the national operator PŻB, who definitely deserve their own terminal, which will improve their potential to compete with others on the Baltic Sea.



Port of Gdynia: key role of seaports in the functioning of the economy

"We aim to continue the vision of Tadeusz Wenda and Eugeniusz Kwiatkowski, so that the Port of Gdynia could be a driving force for the economic development of Poland for the next decades" says **Adam Meller**, President of the Port of Gdynia Authority SA, with whom we talk about increases in transshipments even during a crisis, determination in the construction of the Outer Port, and the role of Gdynia port in the construction of Polish offshore wind farms.

The construction of the Outer Port at the Port of Gdynia will be one of the largest planned investments in the Public-Private Partnership (PPP) formula to be implemented in Poland in the near future. What is the level of interest of economic entities that may participate in this venture?

We are currently completing in-depth market research, which at this stage shows the great interest of operators, financial institutions and companies specializing in the construction of hydrotechnical structures. This is the first infrastructure investment of its type in Poland. The PPP formula is very beneficial for the central budget due to the involvement of external funds, in the form of a private partner. In the nearest future, we will announce a tender for the selection of a private partner who will be both the builder and the operator of the Outer Port.

We are pleased with the conclusions and assessments of experts, which indicate the great attractiveness of the Outer Port, both for Gdynia and the Polish economy. In 2019, among Baltic Sea ports the Port of Gdynia came second in terms of container handling, in the year-on-year dynamics. We aim to continue the vision of Tadeusz Wenda and Eugeniusz Kwiatkowski, so that the Port of Gdynia could generate the country's economic development for the next decades.



The construction of the Outer Port is one of the strategic investments supported by the Polish government and was specified in a special act on investments in the construction of outer ports, adopted last year. Of prime importance for the Port of Gdynia is the provision regarding financing for the construction of the Droga Czerwona project from the state budget, which will ensure efficient access to the new pier. The cost of this investment is estimated at PLN 1.5 billion and it is a project of strategic importance for the Polish economy.

What is the scope, cost and planned completion date of the Outer Port?

The Outer Port will be built in a landlocked sea area, on the extension of an existing Silesian quay, which is a pier with an area of 151 ha with the functionality of a container terminal and for offshore industry. 2.5 km of new quays will be built, with 3 berths for vessels up to 430 m in length and 16 m in draft. The completion of the investment is planned for 2028.

Offshore wind farms in the Baltic Sea have a chance to play a key role in Poland's energy transition towards a low-carbon economy. How can the Port of Gdynia contribute to the development of the offshore sector in Poland?

We are striving to make the Port of Gdynia a key node in the Polish offshore industry. It is very important in view of local content that Polish companies receive as many orders as possible. This is why it is so important that the Port of Gdynia is an installation port so that local enterprises can consume as much of this offshore cake as possible. The value of the offshore market is estimated at approximately PLN 100 billion, of which approximately PLN 20 billion may remain in Polish local content. Offshore wind farms in the Baltic Sea have the chance to play a key role in Poland's

energy transition towards a low-carbon economy, and contribute to guaranteeing the country's energy security and helping in the fight against air pollution.

The location of wind turbines at a distance of more than 20 kilometers from the coastline will not disturb the seaside landscape of the Polish coast, and will be a driving force for the economic development of coastal areas and the whole of Poland. Experts' calculations show that installing offshore wind farms with a capacity of 6 GW by 2030 will create 77,000 jobs throughout the country.

The Port of Gdynia is participating in a project entitled "Expansion of rail access to the western part of the Port of Gdynia - reconstruction and electrification". How will the implementation of this project change the way goods are delivered to the port for transshipment?

The Port of Gdynia is an element of the Baltic-Adriatic transport corridor, which is one of the key communication routes of the European Union. Therefore, ensuring effective railway access to the Port of Gdynia is not only necessary for its development, but is also one of Poland's obligations resulting from EU transport regulations. Rail transport at the Port of Gdynia in 2019 amounted to over 28 percent, and the total tonnage handled with the participation of rail transport in the same year was 6 760 695 tonnes.

Our development activities go in one strictly defined direction. Until 2027, no less than 40% of goods in our port will be handled by rail. This assumption is included in our Development Strategy and we will do our best to meet it.

Infrastructure investments are also being implemented, consisting of the electrification of and access to the western part of the port in terms of rail, and also the construction of



an intermodal railway terminal in this part of the port. All this will be linked by a new track system, which is being implemented by PKP PLK under a contract to the amount of PLN 1.5 billion.

How is the Port of Gdynia coping in view of the pandemic?

The difficult economic times that have ensued from the pandemic have shown how important ports are for the continuity of goods supplies. The Port of Gdynia, as a universal port specializing in handling general cargo, mainly unitized, transported in containers and in the ro-ro system, has continued to function without interruption since the beginning of the global pandemic, recording increases in transshipments compared to 2019. This most efficient border of the Polish State is of fundamental importance for the national economy, ensuring the continuity of supplies and maintaining logistic chains, also during the lockdown.

At a time when air and rail traffic was almost completely stopped and road traffic was severely handicapped, seaports were fully operational. This indicates the key role of seaports in the functioning of the economy.



Szczecin-Świnoujście Seaports: we have to seize the opportunities offered by our location

If we manage to implement all our investment plans, in 2050 we will have the potential in the Szczecin-Świnoujście Seaports to handle almost three times more cargo than today - assures the President of the Szczecin and Świnoujście Seaports Authority, **Krzysztof Urbaś**, with whom we discuss the breakthrough construction of the deepwater container terminal, work during the pandemic, and the enormous role of corporate social responsibility.

Your first year as the President of the Szczecin and Świnoujście Seaports Authority has recently passed. How has this time been from your perspective?

Indeed, it was my first year in this position, but at the same time, I have already worked 38 years in this industry. I must admit that I am very happy to be able to work here, having devoted most of my professional life to the ports of Gdynia and Gdansk. I also gained experience in freight forwarding and shipping, but it was all closely related to ports and sea trade.

Ports are very interdisciplinary businesses. In the Szczecin and Świnoujście Seaports, we can see all four main modes of transport - sea, rail, road and inland navigation. This interdisciplinary makes the work very interesting and has always fascinated me. I am happy to spend the last years of my professional career in ports.

In my daily work, I have the unique opportunity to create new projects and tasks, which brings me great satisfaction. What we are doing today was obviously not my brainchild; it is a continuation of some tasks that were developed in the last five years or earlier. Today, I can say with undisguised joy that despite COVID, we are implementing everything that we planned for this year.



The second issue is all the planned investments and large projects, such as the deepwater container terminal and a change in the image and character of the port in Świnoujście. We want to propose a completely different image of this place - greener and more ecological. This, of course, is also related to new projects concerning the deepwater section of Świnoujście.

New investments in ports are certainly met with different public reactions, especially when the city and port is as close as here.

Everything that we are currently implementing remains within the new port borders. Of course, there were moments that aroused great opposition from the residents, especially those living in the direct vicinity of the port. We believe, however, that our public consultations have done a lot of good for both the residents and ourselves. We have come to an understanding and we have incorporated many comments and ideas suggested during these consultations into our development concepts.

The flagship investment you mentioned is the construction of the deepwater container terminal. Could you tell us what stage this investment is at?

The preparatory work has already been completed. On September 18 a press release was published concerning the commencement of procedures aimed at concluding a preliminary contract with the company that would land the site and locate the container terminal there.

We are looking for a company that will design, finance and implement the investment, and be the operator. It is definitely a flagship project for our port complex. This terminal will primarily change the perception of our two ports on a global scale. As Jacek Bartosiak once said, 'Work in ports should be guided mainly by thinking about space'. Extending his thought - we have to take advantage of the possibilities offered by our location. We are trying to

do just that. Taking into account Polish ports, Świnoujście is the closest to the Danish straits, i.e. from the main entrance to the Baltic Sea. There is an 11-hour difference one way when it comes to sailing between the Tri-City and Świnoujście. In practice - that saves almost a day both ways. For the largest ships entering the Baltic Sea, this is a saving of \$150,000 to \$200,000!

The deepwater container terminal will also activate our facilities to recover certain cargo that has left Szczecin and is currently being transhipped at the DCT terminal in Gdańsk. This is obviously related to the fact that Gdańsk is currently the only port in the Baltic Sea that provides ocean connections, especially from Southeast Asia.

We intend to become a part of this service, but not necessarily by taking loads from Gdańsk, but rather by acquiring new ones for our facilities, including indisputable routes, i.e. the corridor between Świnoujście and the Czech Republic and Italy, which at the same time fits into the Baltic-Adriatic corridor, which will connect the sea basins - the Mediterranean through the Adriatic Sea with the Baltic Sea, Scandinavia and the British Isles. We hope that the new terminal will activate not only deep-sea calls, but also short-sea shipping, which, in view of Brexit, will certainly gain a new meaning.

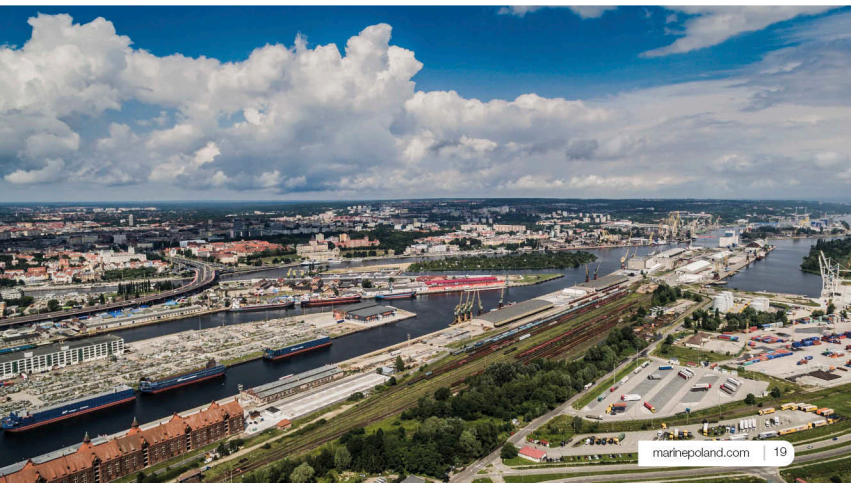
The deepwater container terminal is planned for 2 million TEU, which means that its operating capacity should be between 1.5 and 1.7 TEU after the completion of both construction phases.

The terminal will enable the simultaneous operation of at least two ULCS / megamax units with drafts of 15 m, which are those permitted through the Danish Straits. We will have to create a new 17 m-deep access channel. This work is currently under preparation as the entire access infrastructure must be synchronized in time. We are in the process of making final arrangements for the S3 road, and the railway line is under construction so that connections with back-up facilities meet the relevant needs, which will crystallize during the operation of the terminal.

Additionally, depending on the level of automation of facilities, it is estimated that even several hundred people may be employed in the deepwater container terminal in the seaport in Świnoujście. It should be emphasized that each job directly in a seaport creates an average of two jobs in the port sector and an average of four more jobs in the immediate vicinity.

The construction of the deepwater container terminal is not the only investment project planned for the coming years. What else is happening at ZMPSiŚ?

Indeed, we have a lot of projects planned. We are carrying out projects related to the deepening of the fairway to 12.5 m (an investment by the Maritime Office). Although the deepening of the fairway itself is a task that is the responsibility of the Maritime Office in Szczecin, the role of the Port Authority is to adapt the port quays in Szczecin to the new parameters of the fairway. This investment brings





a new quality to the port of Szczecin. We will gain new land that we can successfully use and develop for port purposes. New quays and new terminals mean a further increase in the handling capacity and thus a greater amount of goods in our ports. This investment is also an introduction to the further development of the western part of Ostrów Grabowski. If we manage to implement all these investment plans, then in 2050 we will have the potential in the Szczecin-Świnoujście ports to handle almost three times more cargo than today.

We also want to combine two ferry stands to make one large one, currently the largest in the Baltic Sea. Ultimately, this will be 270 m long. The largest ferries that have ever sailed in this area will be able to call here. We will also create an intermodal terminal here, i.e. at least a connection between ferries, rail and road. Additional railway tracks will be built, which will allow the transport of more trailers.

In 10-20 years we want to expand southwards on the basis of the Ferry Terminal. We have selected two areas where we can create two more stands for ferries. Additionally, we are building a second LNG import station together with PGNiG at the LNG terminal. There will also be a stand for bunkers and ships at which it will be possible to load and re-export via the Baltic Sea.

Railway access is a joint investment for Szczecin and Świnoujście, which I hope will one day change the image of these ports. It is mainly an investment by PKP PLK, but as the ports' management, we will participate in the final stages of this investment.

There is also an investment in Świnoujście which is associated with the ferry terminal. This refers to the appropriate facilities, i.e. the construction of a car park or even two for trucks and trailers, which will increase the capacity of the ferry terminal.

We also have investments in technical infrastructure. These include the renovation and creation of new energy, and electric, computer, water and sewage networks. Everything that is under the ground and practically invisible on a daily basis.

Interestingly, all the works I mentioned are being carried out during the normal operation of the port. This is quite a complicated operation that requires a lot of organization on the part of port operators.



The subject that has dominated our daily life and the work of ports today is COVID-19. How are you doing in this difficult time?

Of course, this is a very important matter that we take very seriously. The second quarter of this year was particularly difficult for us, but I must admit that we are quite optimistic because the crisis did not affect us as much as had been expected.

Despite the difficult epidemiological situation, the continuity of the supply of goods has not been threatened and all major investments in both ports are progressing smoothly.

Of course, there are cargo groups such as coal and ore that are handled in smaller quantities than last year, but this is not a direct consequence of the pandemic. However, we see a strong light at the end of the tunnel because September was the first month in which transshipments increased by nearly eight percent compared to last year. This trend should continue.

Additionally, LNG reloading at the terminal in Świnoujście is systematically growing, as planned. We have a 22% increase compared to last year.

There is also the ferry terminal in Świnoujście, the largest terminal of its kind in Poland. At the moment, we have 12 departures a day. Of course, in the second quarter we had to deal with the suspension of passenger traffic, but from

the third quarter we can see a very dynamic return to the daily amounts from last year. Therefore, we are optimistic that a significant part of the losses should be recovered by the end of the year.

During the pandemic, many companies, including ZMPSiŚ, are committed to helping. Could you tell us what actions you have taken recently?

We reacted to this situation very quickly. Already in the first weeks, we made the decision to allocate one million zlotys to the purchase of various devices necessary for the operation of hospitals. We supplied four ventilators, one ambulance, 50 infusion pumps and 20 cardiac monitors. In addition, we tried to successively acquire the necessary personal protective equipment, such as liquids, gloves and masks.

Despite COVID, we tried to fulfill the role of corporate social responsibility. Our company line, which we embraced many years ago, is investing funds in children and young people. We have an agreement with the Szczecin Board of Trustees, so we respond to immediate needs. We also support local competitions, and sports, art and music associations. We invite children to the port and we try to keep in touch with them. I hope we can encourage some of them to work here in the future.



Historic year for Naftoport - interview with the company president **Andrzej Brzózka**

We interviewed **Andrzej Brzózka**, the CEO of Naftoport, about record transshipments, the changing role of Naftoport in the field of crude oil supplies to the country, and on passing the test regarding Poland's energy security.

2019 was a record year for Naftoport. What contributed most to this great result?

Last year was undoubtedly the best year in the history of Naftoport, both in terms of transshipments and in terms of the results achieved. In 2019, we transhipped 16.8 million tons of crude oil and liquid fuels. It was a year of intensive work, but extremely interesting in operational terms.

It is worth noting that in 2019 Naftoport crossed the 50% share threshold in terms of total supplies of crude oil to Poland. Our terminal also has a 16% share in the transshipments of all Polish ports, and in the Port of Gdansk, almost 1/3 of the transshipments. This was certainly a historic year for Naftoport.

This is the result of our hard work, the increased efficiency of the entire PERN supply network, expanded thanks to numerous investments, and the policy of diversifying the sources of supplies of this raw material to our country.

The second quarter of 2019 also proved to be a great test for Naftoport.

Yes, in terms of oil, we played an important role in ensuring the country's energy security. After the closure of the Druzhba pipeline in the period from April 25 to June 9, due to organic pollution, Naftoport became the sole source of oil supplies to the country. The most challenging month was May, when we transhipped 2.2 million tons of crude oil, over 1 million more than in the corresponding period of 2018. In May, Naftoport welcomed 13 more tankers than in the same month of the previous year. We showed that our procedures



and systems are excellent and we confirmed that we are ready to fully supply Poland with this raw material.

Such great results are also the result of Naftoport's changed role in supplying energy to Poland.

In recent years, we transformed from a terminal that tranships mostly raw material from the East to a true import terminal. We play an important role in the crude oil logistics system, making Poland independent from supplies from the East pipeline system.

Today, to some extent, we also support the sea supply of "REBCO" crude oil; however, overall, we have noticed a very clear and steady increase in non-Russian oil transshipments. In 2013, our share in satisfying domestic demand for this raw material from other directions was 7%; in 2019 this share already exceeded 30%. This is a very clear trend, together with a significant increase in transshipments during this period. And Naftoport plays a major role in this.

We are currently receiving deliveries from directions such as Saudi Arabia, Iraq, USA, Norway and Great Britain. Africa has become a new region from which oil transports come to us. In addition, we are constantly receiving 'Rozewie' crude oil from the Polish Baltic shelf deposits operated by Lotos Petrobaltic.





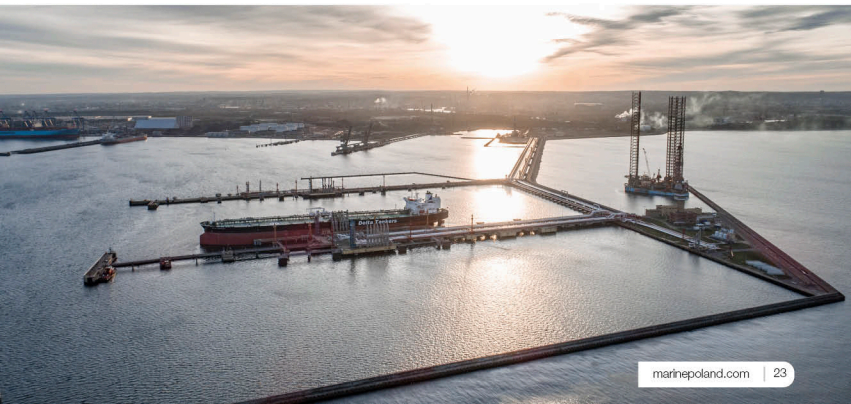
How do you assess the outlook for transshipments in the coming years?

I have reason to be optimistic. Our maximum transshipment potential in the area of oil is equal to 36 million tons - this is, of course, dependent on many external factors.

Naftoport already has extensive experience – we have already transhipped 60 types of crude oil and various types of liquid fuels. We have become an increasingly important link in supplies to the Polish transmission network managed by PERN, whose recipients are both the Polish refineries, Orlen and Lotos, and refineries in Eastern Germany. In connection with investments implemented by PERN, the transmission and storage potential of this oil logistics system is growing. The construction of further oil storage

tanks is underway - at the Oil Terminal in Gdańsk and at Gdańsk Warehouse Base. In total, our crude oil storage capacity will increase by almost 600,000 m3.

In addition, the Port of Gdansk and the Naftoport terminal have good hydrographic conditions and port infrastructure. We can service the largest tankers entering the Baltic Sea and we can support up to five vessels simultaneously. So I am convinced that our potential will be used more and more.



Offshore wind energy - a new course for the Polish maritime sector

FOREWORD

The Polish maritime sector and offshore energy market are preparing to take a leap forward in developing offshore wind farms on the Southern Baltic in so-called exclusive economic zones. The conditions to proceed with investments and associated projects are really very impressive as Poland has some of the best coastal characteristics with regard to the sea bottom and wind conditions. Currently, one of the hopefully few obstacles is bureaucracy, which unfortunately ties investors' hands and slows down the process. On the other hand, this is due to the fact that the government would like to benefit the industry and use international relations in the best possible way. However, the so-called Offshore Act should soon be finalized. As regards information from the market, there is no threat to the market due to the pandemic. The financial institutions, investors, and production and service companies interested in the program declare that they are ready or almost ready to participate in the projects. This is a real challenge for the Polish maritime industry and could be a real transition initiative for all the parties involved. Currently, offshore wind projects are the most important and most rapidly developing sectors of the European economy. The European Union has forced all members to take necessary steps in order to increase renewable energy production in the next 10 years. According to the latest environmental research studies, developing the renewable energy sector and shutting down the traditional non-ecological power plants is the most important thing for the whole global economy. The planned effects in Europe should lead mainly to: protecting European citizens from air pollution, ensuring new work places, providing an impulse for technological and economic growth. These aims are eagerly welcomed by all EU states and their citizens.

Photo: Orested

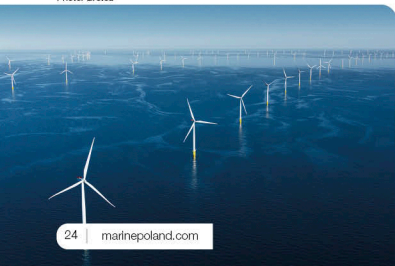
Nowadays, the leaders in developing offshore wind farms are well-known players such as: the United Kingdom, Germany, Denmark, Belgium and the Netherlands. Poland is just about to join the offshore wind society as this will surely bring economic, environmental and social benefits to all of us. Nonetheless, this is a must not only for the Polish, but also the global economy and there is no possible way back.

PLANS AND POTENTIAL

According to domestic and international experts, the Southern Baltic has great potential for the development of offshore wind farms. Shallow waters as well as regular strong western winds give a unique opportunity to implement offshore wind solutions and provide a very efficient and reliable investment. Many surveys and environmental studies and a lot of research have already been done and the plans are very ambitious. Moreover, as a country, Poland is closer to achieving this goal than ever before. According to the latest information from governmental sources, the first energy from offshore wind farms will supply industry with electricity by the end of 2024 (other sources suggest by the year 2025). Investments will be made in the Polish exclusive economic zone on the Baltic Sea. The huge investment will require tons of steel for creating the necessary structures. This is a great opportunity for both the Polish and European steel and shipbuilding industries, which in recent years have already taken part in the production of wind towers. Poland has great potential in view of the huge capability of the Polish steel industry. Such an opportunity cannot be missed and must be used in order to maintain this potential for the coming years and future generations. Currently, there are 12 known projects to be developed within a total area of ca. 1,261 km²:

- | | |
|-----------------------------------|----------------------------|
| • Polenergia – Baltyk I | • Baltic Trade Invest |
| • Polenergia/Equinor – Baltyk II | • PKN Orlen – Baltic Power |
| • Polenergia/Equinor – Baltyk III | • EDPR – B – Wind |
| • PGE Baltica 1 | • EDPR – C – Wind |
| • PGE Baltica 2 | • BALTEX Group – Baltex-2 |
| • PGE Baltica 3 | • BALTEX Group – Baltex-5 |

From these planned projects, Poland will be able to offer up to 4.6 GW of offshore wind capacity via contracts in the coming years, with the advantage given to the most advanced projects.



The bill also proposes up to 5.5 GW of offshore wind capacity to be put out to tender between 2023 and 2028. The total potential of Polish offshore wind farms is currently assessed at ca. 10 GW.

TIME FOR ACTION

New investments have been broadly discussed, a lot of planning has been done and now it is time for real action and to take a leap forward. In the past years, many things were done and prepared in order to start the first phase of developing wind farms. Many of the required services are almost ready for action: accommodation and catering, maritime and inland transport, the supply of goods and electricity, insurance and training, and certifications. According to the latest information from the market, many of the companies interested in developing offshore wind farms are discussing such projects with their international partners and possible cooperators. At the beginning of 2020, the Polish Ministry of the Environment submitted a ready act regarding offshore wind farms, which was positively evaluated by the parties interested in investing, developing and servicing these projects. In the later phase, there were some small amendments. One of them referred to increasing the planned output of electricity gained from offshore wind farms. The act should be finalized soon.

BENEFITS ARE JUST AROUND THE CORNER

As the domestic production of traditional energy is insufficient to meet the Polish market requirements, there is a significant argument for developing offshore wind farms, which are easily accessible power sources. But as already mentioned, this is not the only reason for nor benefit from the initiative. This could be a great opportunity not only for the energy sector, but also for smaller harbors, local owners, services and suppliers on the Polish market. New investments will create thousands of work places, reduce electricity prices and guarantee a stable supply of electricity. In addition, the Polish economy will gain a technological impulse for developing and growing. Last but not least, are the environmental benefits, meaning a true reduction in air pollution.

Small old German fishing ports, which benefitted thanks to the offshore industry can be used as a pattern for creating an optimistic future for local Polish ports such as: Ustka, Łeba, Darłowo and Kołobrzeg. But not only will the smaller ports benefit if they adjust their infrastructure and navigational characteristics to the requirements needed by offshore support vessels, but also shipping companies and local suppliers. The conditions of the said ports should be appropriately prepared through technical modernization. The Port of Gdynia, which is currently servicing the wind



Photo: Orestad

turbine components of onshore wind farms, is one of the biggest Polish ports and was indicated as the main supplying and installation port for the forthcoming offshore investments. Currently, onshore wind components are handled in container terminals, which are not interested in the further trading of such cargo. There is a need to develop a new, fully dedicated terminal, and this needs to be built as soon as possible.

Apart from the ports and offshore vessels, the shipbuilding industry should also benefit from being active in this segment.

In addition to the abovementioned crucial gains, it should be stressed that the development of offshore wind farms would bring significant revenues to the state budget. Eventually, the energy security of Poland will also benefit.

SUMMARY

As there have been no potential negative signs due to pandemic issues from any of the parties interested in the Polish offshore wind projects, there should be no further problems to commence with these projects. Additionally, the European Commission confirms that it is ready to support the banks which will be actively financing the offshore wind industry projects. As the process of constructing and developing the offshore wind farms will take many years, we should start as soon as possible as the time for preparation is limited. The opportunity should be used in the best way possible. We shall hope that offshore wind energy becomes a representative Polish brand in the world in the nearest future.

On 30th September, an important milestone was achieved. During the Pomeranian Offshore Wind Conference, Poland together with the European Commission, Denmark, Estonia, Finland, Lithuania, Latvia, Germany and Sweden signed the "Baltic Sea Offshore Wind Declaration". This pact will begin close regional cooperation between all the mentioned parties. Moreover, the representative of the Polish Government announced that the Offshore Wind Energy Act should be processed by the end of 2020.

All of this information gives the market hope that this long-awaited and needed project will finally begin very soon.

Radosław Marciniak

**WE'VE
BEEN
DOING IT
FOR 70
YEARS**

1951



2021

Morska Agencja Gdynia (MAG) for 70 years provide complex logistics services. Our broad history, vast experience, remarkable scope of logistics services make us one of the most recognisable and reliable brand in Poland. MAG was established in 1951. At the very beginning, we have represented foreign shipping lines, shipowners and insurance clubs (P&I) in Poland. At that time, MAG have also provided agency services for Polish and foreign vessels visiting Poland.

Where is MAG now? Perhaps, it is not the right question though. One should ask, what is MAG now? In the very heart of Gdynia, in our own building, we have established a unique logistic service center of 9 offshore companies to which we provide working space. MAG is one of the few in Poland brands which supports comprehensively (logistics, operations), developing Polish offshore industry. We are a team of dedicated specialists with knowledge and tools, which helps move cargo and ships around the world by delivering necessary services or people. Needless to say, it's all about movement nowadays, isn't it? Transportation? We do definitely more. For example MAG provide complex maritime services like: agency services (still!), chartering, ship crew recruitment. Intrigued? There's more to come!



SEA OF SOLUTIONS

There's no cargo that we would be afraid of delivering from almost anywhere and bringing it straight to your door. Apart from general cargo, steel, machinery or various structures and project cargo, housing modules, we also organize transport and reloading of cereal grains, aggregates, coal, coke, biomass, wood pellets, timber and fodder.

Now when you know exactly what you need to order with us, you can sit back and relax. Why? Because MAG will take care of the rest. Complex and complete delivery service with MAG means that we can pick up your cargo directly from the manufacturer, get it on a ship or a train, and then deliver it straight to the place you want. The best thing has not been revealed yet... It is known, that this simplification of transport process is quite short and does not show all steps like customs clearance or warehousing, but this is the catch! Morska Agencja Gdynia provide also customs clearance, has got two warehouses in Gdynia - Gdansk area (with perfect locations) also with bonded storage and road delivery service. Well, now we have made international trade simple in logistics aspects, haven't we?

What's more, we have branches in the most strategic, when it comes to logistic sector, locations. Although our main office is located in Gdynia, MAG operates in Gdansk, Szczecin, Swinoujscie, Darlowo, Slawkow Malaszewicze, Dabrowa Gornicza and Warszawa as well. We have established also an independent company MAG Constanta in Romania which is responsible for container forwarding all over the world. We are hiring nearly 250 employees at the moment.

Education is something we carry about. MAG run a non-profit project; we organize online courses on transport related matters, available for free to everyone.

To make it easy and clear, let's summarize a bit now, shall we?

MAG is a logistic company which operates worldwide and handles various cargo. Our daily routine work includes:

- sea transport (containers, oversize cargo, RO-RO, conventional general cargo as well as bulk goods and liquids);
- road transport (containers, oversize cargo, to domestic and European destinations);
- rail transport (containers: LCL, FCL) from China;
- warehousing (locations: Gdynia, Gdansk);
- customs clearance service;
- shipping (ship's agency, port handling, shipping lines, wind turbine logistics, chartering, sea towage, RO-RO, Protection and Indemnity Clubs representation);
- ship crew recruitment;
- operations in our own terminal in Darlowo.

In 2020 MAG handled 24 000 TEU. We arranged 196 consolidated containers / 10 930 cbm by the sea and 211 consolidated containers / 12 700 cbm by the rail. 2203 wind farm elements were reloaded. Our trucks made 5.4 million kilometres and we provided agency service for 827 vessels.

Should you ever think of a reliable, experienced logistic operator in Poland, check Morska Agencja Gdynia. Sea of solutions ahead - don't miss this opportunity!

SEA OF SOLUTIONS

Global container shipping – outlook and future prospects in the coronavirus outbreak

Global economy and trade 2019 & 1H2020

Global economic development and trade activity should be regarded as the basic drivers for the maritime container business. Issues like the harsh dispute between the United States and China, which caused an increase in tariffs, as well as factors contributing to economic uncertainty, including the government shutdown in the United States, the United Kingdom's departure from the EU, and changes in monetary policy in major economies, were the key drivers of change in global trade in 2019¹. The last quarter of 2019 was also the starting point of the COVID-19 pandemic, initially influencing the Chinese economy and then spilling out all over the world. The main ways in which COVID-19 harms economies include weaker investment, consumption and trade, the erosion of human capital and shifts in labour markets, slowing the momentum of labour reallocation, as well as causing a heavy burden of debt. A factor directly affecting economies was the introduction of lockdowns by most countries of the world in the first half of 2020.

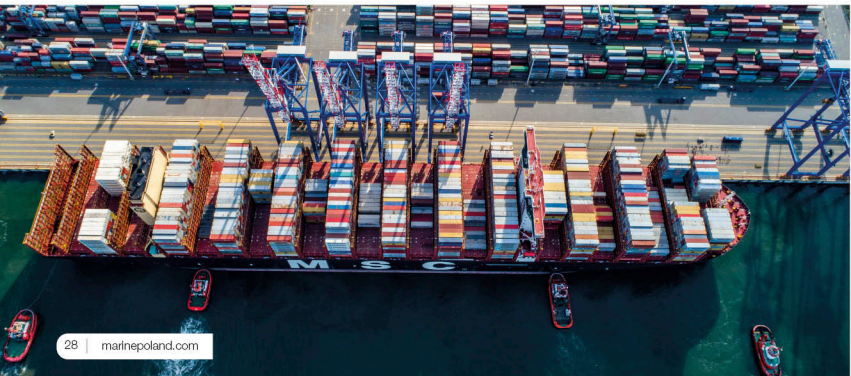
As a result, global GDP growth slowed to 2.3 per cent and the world merchandise trade volume² declined by 0.1 per cent in 2019, the first contraction since the global financial crisis of 2008-9. The outcomes of the fourth quarter constituted a mostly negative trend. The seasonally - adjusted merchandise trade volume was down by 1.0 per cent in 4Q 2019, which is equivalent to a 4.6 per cent decline on an annualised basis. Merchandise exports were down 2.2 per cent in Asia (already hit by the epidemic)



Prof. Maciej Matczak

and 0.4 per cent in North America. It soon turned out that these results were just the beginning of the crisis that spilled out all over the world in 2020.

Considering EU member states, GDP decreased by 3.3 per cent in the first and by 11.4 per cent in the second quarter of 2020 (quarter-on-quarter). Statistics also reveal that the final consumption expenditure of EU households, affected by the COVID-19 containment measures, dropped by 4.2 per cent and 12.0 per cent, respectively³. Economic and social disruptions brought about by COVID-19 resulted also in a dramatic decline in trade. The value of global merchandise exports declined by 2.8 per cent in the first quarter and by 15 per cent in the second quarter of 2020⁴. At the same time, the Asian exports shrank by 6.1 per cent. Considering the outcomes of the second quarter, Europe and North America suffered a significant drop of 21.8 per cent and 24.5 per cent, respectively.





WTO economists estimated that world trade would fall between 13 per cent and 32 per cent in 2020 as the COVID-19 pandemic disrupted normal economic activity and life around the world⁵. UNCTAD expects a decline in trade of around 20 per cent for the year 2020. Similarly, global growth is projected to decrease to 4.4 per cent in 2020⁶. Europe (-7.2%) and North America (-4.9%) are regarded as the regions most affected by the pandemic the most⁷. The World Bank's recent forecast would see a decline in global output by 5.2% in 2020, falling between the WTO's optimistic and pessimistic range⁸. The coronavirus outbreak could cost the global economy from \$1 trillion up to \$2 trillion ("Doomsday scenario") according to the United Nations Conference for Trade and Development (UNCTAD)⁹. The coronavirus outbreak would paradoxically ease the trade tensions, especially on the China-US line., the best example being the "Phase One" agreement, which was signed on 15 January 2020, to lower some US tariffs on imports from China to the US is the best example¹⁰.

Container ports and maritime traffic development

As was previously touched upon, container ports and shipping activity in 2019 has been defined by international trade tensions, mostly between the US and China, as well as from the Brexit affair in 2019. Finally, an improvement in traffic of 2.3% was reached, which means that a volume of about 155.5 million of 20-foot equivalent units (TEUs) or 1.3 bn tonnes of cargo in boxes was shipped by vessels worldwide. At the same

time, container ports transhipped about 802 million TEUs, while the top 50 container ports served 517 million TEUs (+3.3%)¹¹. It should be mentioned that the last quarter of 2019 was the seventh straight quarter to display slowing growth, so disruption to the container supply chain did not start only begin with the coronavirus¹².

At the local Baltic level, the volume of 11.24 million TEUs was reached by ports in 2019. The result of a 3.2 per cent increase, however, meant a reduction in the dynamics. The container traffic grew the fastest in Poland (+ 7.5%), reaching the level of 3.05 million TEUs.

Market changes on a global scale caused by the coronavirus outbreak had a significant influence on the container business from the beginning of 2020. Many producers of containerised goods have since halted production or are producing at lower levels. The Chinese hinterland transportation of containers was in a massive labour shortage. Faced with the lower container volumes, container carriers have started a large-scale blanking of sailings (cancelling them)¹³. For instance, vessel calls at Shanghai and Yangshang ports together fell by 17% in January compared to 2019¹⁴. In February, calls at Chinese ports dropped by approximately 30%¹⁵. TEU traffic at the Port of Long Beach's TEU traffic dropped by 9.8%¹⁶, and the Port of Los Angeles suffered a 22.9%¹⁷ decrease in its TEU volumes in February 2020. After the containment measures of the first wave of coronavirus containment measures, a gradual reconstruction of the market occurred. Considering the key global container market – China, a year-on-year decrease of 5.4 per cent

(120.2 million TEUs) was noted from January to June 2020¹⁸. The achieved throughput of the top European container port in Rotterdam was only 3.3 per cent down in 2019 (in tonnes, 7% in TEUs)¹⁹. Another example is the DP World Limited, handling 33.9 million TEUs across its global portfolio of container terminals in the first half of 2020, with a decrease in gross container volumes decreasing by 5.3 per cent²⁰.

The economic slowdown resulting from the pandemic also affected container handling in the Baltic seaports. In the first half of the year, traffic was reduced by 6.1%, which translated into a turnover of 5.37 million TEUs. Also in this caserespect, while most of the national markets were losing, the biggest restrictions affected Russia (129.7 thousand TEUs), Poland (97.8 thousand TEUs), Lithuania (72.0 thousand TEUs), and Finland (59.6 thousand TEUs).

Considering the relationship between the economy and the container business, the multiplier factor can be evaluated. In the past, the multiplier effectfactor has been usually been estimated at 2 (container traffic growth was twice that of GDP development). In 2019, the factor dropped to approximately 1. Currently, it has fallen back to 0.3 as protectionism and the global slowdown affect growth²¹.

At the beginning of the pandemic, Alphasider predicted that coronavirus could cut 0.7 per cent from 2020 global container throughput growth²². Maersk reported weaker market conditions and global container growth of only 1.4 per cent²³. In May, it was already obvious that the market performance would be significantly worse. According to the Drewry expertises, global container cargo handling would go downfall 8 per cent in 2020; however, the pandemic lingering deepinto the year would result in a 12 per cent drop in container traffic followed by another 6 per cent decline in 2021²⁴.

The fleet of container vessels

Despite the gradual slip in the container traffic development rate, further investments in tonnage were completed in 2019. The total capacity of the world's cellular containership fleet passed the 23 million TEU mark in September 2019²⁵. At the end of the year, the fleet reached the capacity of 23.23 million TEUs (+3.5%, y-o-y). Deliveries of container carriers covered about 1.2 million TEUs or 178 vessels (2019). What is interesting, the global container fleet has reached the next, 24 million TEU milestone in September 2020. Moreover, the order book today includes 282 vessels with a total capacity of 1.6 million TEUs today (10.2020)²⁶. Further expansion is also expected, hence the global container fleet market size should grow by 5.34 million TEUs during 2020–2024²⁷.

The limited market demand in the first half of the year and the gradual growth in capacity of the global fleet capacity extended the volume of the idle fleet. InAt a key moment (March 2020), it reached the capacity of 2.5 million TEUs or 10.6 per cent²⁸. In mMid-year, thanks to a revival of the charter market revival, the idle container fleet was reduced to 4.1 per cent (0.97 million TEUs).

Despite all the negative effects of the coronavirus outbreak, the gradual improvement of freight rates, as well as lower bunker prices (despite the implementation of a new IMO sulphur regulation), were surprisingly lifting the half-year profits of container carriers' half-year profits. Considering the top global carriers, the average operating profit margin increased by 3.2 per cent up to 11.4 per cent in 1H 2020. At the same time, the net profits grew by an astonishing 472 per cent. For instance, the global leader – Maersk Group – achieved a net profit of USD 652 million in the first half of 2020 (USD 503 million in 1H 2019). Significant improvements and in the value of net profits were achieved also by Hapag-Lloyd (USD 314 million), COSCO (USD 274 million), and CMA CGM (USD 236 million)²⁹.



Further trends & challenges for the global box service

An important issue for the container business in the past months has been also been the regulation on sulphur emissions implemented by the International Maritime Organisation (IMO). The new restriction prohibits vessels from emitting more than 0.5 per cent of SO_x throughout a voyage. The first stage of implementation is the a global upper limit on the sulphur content of ships' fuel oil for ships, reduced to 0.50 per cent from 1 January 2020. So far, the total sales of low sulphur fuels (LSFO) did not exceed 8 per cent. In December, the share of LSFO share of with a total sales jumped up to 70 per cent³⁰. Due to falling fuel prices, the shippers did not feel these changes and even improved their economic results.

Another major talking point is the growing importance of the Northern Sea Route (NSR), the Arctic passageway which may potentially greatly reduce the transit time between Asia, Europe, and North America. Russia, which is investing in the a nuclear icebreaker fleet, sees opportunities for the development of the connection route. Interestingly, the initiative was met with a lot of much contempt from companies both from both the industry and the transport sectors. The ecological threat to the Arctic has become the premise for the initiative of the companies (e.g. Ralph Lauren, Puma, Allbirds, Artizia, Bureau, Hudson Shipping Lines, International Direct Packaging, Kuehne + Nagel) that signed the Arctic Corporate Shipping Pledge, launched by the Ocean Conservancy and Nike in October 2019³¹.

In conclusion, there is no doubt that the key issue is the further course of the pandemic, which is hitting the global economy more and more during the fall. The problem is that we do not know the magnitude of the knock-on effect of COVID-19 or when it will come to an end. As the virus continues to spread, it remains immensely difficult to forecast the medium to long-term implications, yet the short-term consequences are clear – the demand is dropping. Thus, three elements have become the primary challenges: capacity shortages, the inability to plan, and the disruption of supply chains³². Returning to the question of how to plan the container business for the future, we can point to the IMF prescription that says: 'Hoping for the Best, Prepared for the Worst'³³.

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The “**Outer Port in the Port of Gdynia**” - a strategic investment for the next generations





**OUTER
PORT
GDYNIA**

The Port of Gdynia Authority presents the most important project in the history of the Port of Gdynia, since its construction – the Outer Port. This project, carried out in a public-private partnership, involves the construction of a new port pier (an artificial peninsula) that will include a container terminal and probably other additional facilities. The Outer Port will extend the existing Coal Pier.

The deepened new bodies of water at the Port of Gdynia will be 17 m deep at the quays, while the current maximum depth of waters at the port is approx. 13.5 metres.

The new quays at the Port of Gdynia will be able to handle container ships with a length of over 400 meters and a draft of up to 16 metres. These are the largest vessels that can enter the Baltic Sea because due to shallow depth of the Danish Straits. The estimated annual handling capacity of the terminal is 2.5 million TEU (a cargo capacity measure equivalent to the volume of a 20 foot long container), or approx. 25 million tonnes of cargo.

The Outer Port will not only contribute to the development of the Port of Gdynia, but also increase budget revenues for the City of Gdynia, the Pomerania region and Poland. It will be an important element of the Trans-European Transport Network (TEN-T).

Despite the pandemic and the global economic slowdown, the Port of Gdynia recorded impressive results and close the 2020 year with an increase in transshipments by 2.9 percent compared to 2019.

According to the port authorities, this is the best argument that the construction of an Outer Port is the right direction.

The steady increase in transshipments and good forecasts for the coming years are a strong argument for developing the Port of Gdynia. The Outer Port is a strategic investment, which is under construction. We want to continue the vision of Eng. Tadeusz Wenda and Eugeniusz Kwiatkowski, so that the Port of Gdynia can be a generator of economic development of the country for the next decades, says Adam Meller – President of the Port of Gdynia Authority S.A.

Polish ports – partners for European short sea shipping

FOREWORD

Polish sea ports are becoming increasingly more modern and flexible year by year. Success is without doubt, and can be seen and heard by everyone. New investments, new opportunities – this is the real face of the Polish “windows on the world”. All of Poland’s main ports, due to a period of economic transition and smart management in recent years, have become international and multipurpose harbors with modern infrastructures and further possibilities for growth. These ports provide great potential for imports and exports for local and worldwide economies.

Gdańsk has become one of the Baltic’s international hubs. The other biggest ports, i.e. Szczecin-Świnoujście and Gdynia also have overseas connections. But all the Polish ports, including the smallest ones along the whole Polish coast, play another important role, not only for the Polish economy, but also

for European trade. These ports are vital for local cargo flow and short sea shipping connections, which are becoming much more important for European communities and their sustainable future.

UNIQUE POTENTIAL

All Polish ports have great potential for meeting the current and future requirements of economic markets. The infrastructure of the biggest Polish port of Gdańsk includes: container terminals, a ferry terminal, berths for handling bulk, project and general cargoes. The Northern Port deals with the importation of crude oil. In addition, in the port area there are numerous ship repair and shipbuilding shipyards, such as: Remontowa Group, Marine Projects, ALKOR, Gdańsk Shipyard, etc., which are well-known in Europe and the world for their quality and products. The same can be said for the subcontractors servicing the maritime sector locally and abroad, such as: Muehlhan or Hydro Naval.

Last but not least, Gdańsk is one of the most important short sea shipping harbors on the Baltic Sea. Gdańsk was indicated recently by the European Commission as among the TOP20 short sea shipping ports in Europe, and together with Riga, they are the main short sea shipping ports on the Baltic Sea.

The Port of Szczecin-Świnoujście is in fact a combination of two ports managed by one joint authority. The Port of Szczecin is located about 100 kilometers from the coast,



whereas Świnoujście is just at the entrance of the Szczecin route to the open Baltic Sea. Both ports are very important for short sea shipping and have direct ferry services as well as active coastal shipping carried out by both Polish and foreign shipowners and operators.

The Port of Gdynia is the youngest and one of the most modern ports, with easy access to berths straight from the Bay of Gdańsk. The port has two container terminals servicing mainly short sea connections and feeder operators. There is also a ro-ro terminal, general cargo terminal, and dry and liquid bulk terminal. A new public ferry terminal is currently being built, to be put into operation in 2021. The port is also open in season for cruisers calling each year with numerous international tourists. In the port there are also newbuilding and repair shipyards, such as: Nauta, Crist, Naval Shipyard. Gdynia is also the main base for the Polish Navy and the local NATO base.

The port is changing constantly. New investments, such as the abovementioned new public ferry terminal, are presently under way and soon to be finished. This will be a new opportunity for the port as it will shorten the time of call for each of the ferries, and, what is important, may attract new operators with other short sea ferry lines to different European countries.

The inner entrance to the harbor channels has been enlarged. The port has been deepened in recent years. Moreover, many modernization works in all terminals and berths have been undertaken. The port is very modern and flexible. In the nearest future, it is planned also to build a so-called “outer port” dedicated mainly for deepwater oceangoing container vessels, but this will also influence the development of the local sea trade.

As already mentioned, Poland also has smaller coastal ports such as: Darłowo, Kołobrzeg, Ustka, which mainly service the coastal and short sea shipping trades. The very old Port of Elbląg, located on the Zalew Wiślany, should be reborn when the channel crossing the Mierzeja Wiślana has been built. There will be no need to use the Russian-controlled strait and Elbląg is planned to become a major Polish short sea shipping harbor as it was in the past during the German Supremacy before the Second World War.

All the smaller ports are trying to take advantage of short sea shipping. For example, the MAG port (Morska Agencja Gdynia) in Darłowo regularly services coaster vessels with various cargoes. Kołobrzeg has also recently strengthened its role in coastal trade. Last but not least, these ports are counting on wind farm investments, which should stimulate the regional economy, just as happened in small fishing ports in Germany.

BROAD INTERNATIONAL RELATIONS

As Poland is already fully open for international business, all the investments are designed to support connections with clients not only in Europe, but also worldwide. One of the biggest container ports on the Baltic Sea – the Deepwater Container Terminal, was from the beginning given the possibility of a direct oceangoing connection with the biggest ports of the world. Thanks to this, Poland has worldwide links with the biggest container shipping carriers, but also this creates the possibility to service other Baltic ports in the short sea shipping trade.

The Port of Gdańsk currently has short sea connection capabilities such as: a ferry connection between Poland and Sweden serviced by the national ferry operator - Polferries. Many coaster vessels make tramp calls each year not only due to the port's cargo handling operations, but also for undertaking necessary repairs and conversions.

Gdynia currently deals mainly with feeder and container short sea shipping connections. However, the port also deals with direct or semi-direct calls of the MSC (Mediterranean Shipping Company). There are also other regular services, such as Stena Line ferry connections, being the so-called Motorway of the Sea, the ro-ro short sea services provided by Finnlines and Transfennica, and short sea container connections provided by the well-known Unifeeder. Apart from the regular trades, there are also short sea calls by numerous tramp bulkers, general cargo and project cargo vessels and coasters owned and managed by various international owners.

The Port of Szczecin-Świnoujście also services feeder and short sea connections. These ports are the base of short

sea shipping companies such as: Unity Line (ferries from Świnoujście to Sweden), Baltramp, etc.

AMBITIOUS PLANS

Plans for the further development of the ports are very ambitious. The Port of Gdynia wants to develop the outer port. This will be the biggest investment since the 20s of the 20th century, when the port was first built. The Port of Gdańsk also wants to build the so-called "Central Port", which will increase the possibilities for turnover in containers, bulk and other categories of cargo. The Szczecin-Świnoujście port complex, with the Maritime Office in Szczecin, is currently undertaking works to deepen the route from Świnoujście to Szczecin. The planned depth is to be 12,5 meters. In Świnoujście, it is planned to build a container terminal.

All of these investments will not only provide greater possibilities for oceangoing vessel calls, but will also significantly support the short sea shipping trade, which will distribute the cargoes originating overseas locally on the Baltic Sea.

AMBITIOUS PLANS

The short sea shipping trade in Europe is supported by a network of offices known as the European Short Sea Shipping Network. The Polish branch of the said organization is located in Szczecin. Other companies and organizations, such as Gdańsk Maritime Institute (now part of Gdynia Maritime University), lead many projects relating to short sea shipping solutions, which confirms that this branch of shipping is worth investing in and using.

The SARS COVID-19 outbreak has shown that globalization and dependence on China may be risky for many economies. This is why many shipping specialists claim that there is a new future ahead for sea transportation. According to them, nations will focus more on local manufacturers, which is why short sea shipping will become increasingly more important for European and all Polish ports in the near future.

Radosław Marciniak



Port of Gdynia begins a new chapter in the history of **ferry transport** on the Baltic Sea

The construction of the Terminal is the largest investment at the Port of Gdynia in nearly 50 years. The investment will enable the reception of larger ferries of up to 240m in length and shorten the time needed for the ship's arrival in the port. The terminal will provide two-level ferry transport services on one ferry station and passenger traffic services through a gallery connecting the terminal building with the ferry station. Direct access to the intermodal rail terminal will enable the handling of intermodal cargo. The new ferry terminal will be connected to the international transport system through Polska Street and Janka Wiśniewskiego Street, Kwiatkowskiego Route and Tri-City Ring Road and A1 Motorway.

The new ferry terminal will be one of the most modern facilities of its kind in the Baltic Sea basin. It will be located close to the city centre. The investment meets the Green Port idea by eliminating environmental pollution. This is possible thanks to supplying electricity to the ferries during the berth through special devices allowing for drawing electricity directly from the land.



Fundusze Europejskie
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This technology enables engines and generators to be switched off during berths.

"We are counting on new, larger ships to be powered in an increasingly ecological way, using LNG fuel for example. We are fully prepared to service this type of ships," comments Adam Meller, President of the Port of Gdynia Authority S.A.

The terminal itself will be equipped with modern devices, prepared especially for the Port of Gdynia, allowing for the adaptation of ramps and passenger gallery to different sizes and types of ships, which will significantly facilitate the entry and exit of passengers on foot and in wheeled vehicles.

The project is being carried out on the basis of EU funds and own resources of the Port of Gdynia Authority S.A. The project is planned to be completed in the middle of 2021.

Overview of the Polish **shipbuilding** market

Over the last dozen or so months, the Polish shipbuilding industry has had to face the global consequences of the coronavirus pandemic and, consequently, dynamically changing economic realities. Despite the difficulties, Polish shipyards have come out of the crisis unscathed, finalizing existing orders. At the same time, future prospects seem troublesome. The crisis in the cruise ship market has hit the shipbuilding industry, drastically reducing orders in this previously well-functioning segment. Only flexibility, high specialization, and access to new technologies and the ability to implement them in projects will give a chance to find new orders on an uncertain market in 2021. The entire Polish shipbuilding industry is impatiently awaiting the prospect of orders for units and structures as part of the implementation of the offshore wind farm project in the Baltic Sea. Below, we present the most interesting projects carried out in Polish shipyards in the period from November 2019 to November 2020.

CRIST Shipyard - another polar expedition vessel and a modern cable ship.

"National Geographic Resolution"

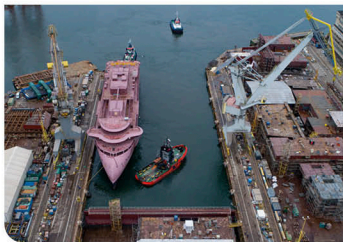
The "National Geographic Resolution", the multipurpose polar expedition vessel with the innovative X-BOW hull left CRIST shipyard in October 2020 on its way to the Norwegian shipyard Ulstein Verft, where finishing works will be carried out. Lindblad Expeditions is the final recipient of the ship.

The creation of the "National Geographic Resolution" proves once again that CRIST is able to participate in projects such as the construction of one of the most innovative passenger ships in the world. Let us not forget that in 2019 the partially equipped hull of the sister unit the "National Geographic Endeavour" was also built here.

At nearly 125 meters long and over 20 meters wide, the ship will be able to sail in difficult polar conditions, carrying on board more than 100 passengers at a time.

The unit is equipped with a hull from the X-BOW line, known so far from units intended for the offshore industry. The use of this solution in a passenger ship will reduce the impact of waves against the hull, thus increasing the comfort of travel and will lead to a significant reduction in noise and vibration. The shape and closed nature of the X-BOW are also intended to minimize the risk of waves splashing, avoiding the hazard or nuisance of slippery or icy decks.

The very movement of the unit in polar conditions has also been made easier. The ship will be able to operate faster and more efficiently in unfavorable sea conditions, with less



time spent traveling through the most dangerous sea areas. Importantly, thanks to the patented X-BOW hull, the unit will have a much lower impact on the environment, while reducing daily operating costs.

The ship will go into service in 2021 after completion of the last finishing works at the Norwegian Ulstein shipyard.

"Nexans Aurora"

The Nexans Aurora is a 150-meter submarine cable laying vessel. The partially equipped hull of the vessel was built at CRIST shipyard, and in June 2020 was handed over to Ulstein Shipyard.

The Nexans Aurora, with the DP3 class dynamic positioning system, was created according to the ST-297 CLV (Cable Laying Vessel) design from the Skipsteknisk ship design and consulting office from Alesund. The ship is adapted to work in difficult weather conditions, while maintaining both



its high maneuverability and its position.

The ship, which is 149.9 m long, 31 m wide and has a carrying capacity of 17,000 tons, will accommodate a 90-person crew. The unit will be adapted to laying power cables, including laying cables in bundles, and connecting, repairing and protecting them. Additionally, it will be equipped with a basket for fiber optic cables with a capacity of 450 tons.

The partially equipped hull of the vessel was built at CRIST shipyard, the last finishing works were carried out at the Norwegian Ulstein shipyard, and the final recipient is Nexans Subsea Operations AS. The main activity of the company is advanced cabling and connectivity solutions. With over 120 years of experience, Nexans currently employs over 26,000 people worldwide.

SAFE Co Ltd shipyard and ALKOR from Gdańsk - modern fishing vessels and tugs

The turnkey longliner Páll Jónsson from ALKOR shipyard

This fishing vessel was commissioned by the shipowner VISIR Ehf. The vessel is 45 m long and 10.4 m wide. It is equipped with a Caterpillar main engine with gear, shaft and propeller, and two power generators.



As Pétur Hafsteinn Pálsson, CEO of VISIR Ehf told us: "Our cooperation with ALKOR began 5 years ago, when we commissioned the Gdańsk shipyard to renovate one of our units for the first time. The result was excellent, so we later decided to rebuild another vessel here and then we commissioned them to build our first new vessel, which was also the first fully equipped vessel built from scratch by ALKOR shipyard."

The vessel was designed by the NAVIS design office. The ship was built under the supervision of the Lloyd's Register classification society, based on the documentation and supervision of ALKOR shipyard.

The modern, turnkey MS Slettenberg fishing vessel for the Norwegian company Granli Fiskeri AS

According to Marek Siemaszko, president of SAFE shipyard: "It is a fishing vessel built for a Norwegian shipowner from beyond the Arctic Circle, far to the north. It is a vessel with a nice silhouette, modern, really richly equipped, both with fishing and processing equipment. This is the top shelf in this group of ships."

The contract for the construction of the vessel was signed on December 16, 2018. The Naval Consult AS design office is responsible for the project.

The modern vessel is 28 m long and 10 m wide, and will be put to use in the north of Norway, in the Barents Sea and around Svalbard. It has been adapted to fishing, e.g. using bottom trawls.

The MS Slettenberg is another fully equipped vessel built entirely by SAFE.

The MS Meløyfjor fishing vessel for the Norwegian Stadyard shipyard

The fishing vessel is 45.15 meters long, 11 meters wide, has a draft of 4.7 meters and the capacity of RSW 499M3 tanks. Its technical documentation was prepared and delivered by the Norwegian design office, while the working documentation was prepared by the SAFE design office.

In Gdańsk, the hull was partially equipped, among other things, with piping systems and a complete propulsion system. The completely painted unit with insulation in the RSW holds and the engine room was handed over to the Norwegian customer to be finally equipped.

Modern tugs - successful cooperation with the Damen group

Partly equipped hulls of the Multicat 2712, Multicat 3013, Shoalbuster 3514 and Shoalbuster 3209 tug

boats ordered by the Dutch shipyard

The largest of these is the Shoalbuster 3514 SD, which is also one of the most sophisticated offered by Damen, meeting IMO Tier 3 requirements. It is able to operate in waters inaccessible to ships of a similar size. With its bollard pull of over 60 tonnes, it is a powerful and effective towing tool. Other tasks for which the new unit may be recruited include preparatory work for submarine cable laying operations and support for dredging.

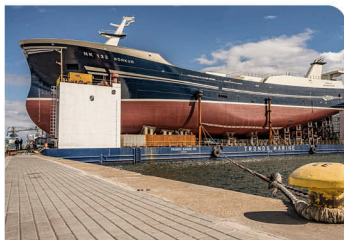
After being finally equipped and undergoing start-up tests at Damen Shipyards Hardinxveld, the ship will go to the Dutch company Herman Senior b.v., an operator of tugs and specialized units dedicated to the offshore industry.

Impressive efficiency at Karstensen Shipyard Poland in Gdynia

In the period from November 2019 to November 2020, Karstensen Shipyard Poland completed the construction of as many as 8 partially equipped hulls. These modern ships are handed over to and finally completed and equipped in the mother shipyard, Karsten Shipyard AS in Denmark.

As many as eight fishing vessels with a length from approx. 30 to approx. 90 meters were launched within 12 months at Karstensen Shipyard Poland in Gdynia. The scale of production and the implementation of subsequent orders is a major manufacturing and logistical challenge for the shipyard, belonging to Karstensens Skibsværft A / S of Denmark, which in less than 3 years has become one of the largest Polish production shipyards.

The shipyard builds ships at the Port of Gdynia in a modern production facility acquired from Vistal Offshore. It is located at the Indian Quay, and was put into operation in 2013. It is adapted for the production of hulls, and consists of two well-equipped, modern halls with the dimensions: 200x30x30m and 150x30x20 m, as well as adjacent offices and facilities for staff.



The largest partially equipped units built in Gdynia are 88.2 meters long and 16.6 meters wide with a maximum draft of 9.6 meters, and are powered by two Rolls-Royce engines with a capacity of 3,400 kW each.

The first vessel is the trawler/seiner VILHELM THORSTEINSSON, owned by Samherji Island. The second is the BORKUR fishing vessel built for the Icelandic shipowner Sildarvinnslan, whose home port will be Akeurey, located in the north of Iceland.

The next largest unit built in Gdynia is the ASTRID-MARIE fishing vessel, over 63 meters long, 12.8 meters wide and with a maximum draft of 7.8 meters.

The vessel will be powered by a 2,999 kW Wartsila engine and has an ice class that allows fishing in the cold waters of the North.

All units built at Karstensen Shipyard Poland are designed by the Karstensens Skibsværft A / S office and finally equipped in Denmark.

Fishing vessels from Marine Projects Ltd

M / V "RO SAILOR" for the Norwegian shipowner Rostein AS from Harøy

After being towed to Norway, the Live Fish Carrier will be finally equipped at the Larsnes Mek Verksted AS shipyard and handed over to the shipowner in the summer of 2021.

The unit was built according to the DNV / GL regulations for class + 1A DPS (1) EO. The ship is 79.27 meters long, 15 meters wide and 7.70 meters high (main deck). It has tanks for live fish with a capacity of 2800 m³ and is equipped with a modern diesel-electric drive and 2 bow thrusters.

It is the tenth ship built by Marine Projects Ltd. in cooperation with the Larsnes Mek Verksted shipyard, and the eighth fish carrier (LFC).



Partially equipped trawler - the m / v Cap Arkona

This is an innovative universal hook / trawler / shellfish catcher for the Australian shipowner Austral Fisheries Pty Ltd.

The Cap Arkona is 66.90 m long and 15.00 m wide. The unit will be equipped with two internal combustion engines. The capacity of the refrigerated hold is 1,150 m³. The crew of the ship will total 40.

Ferries, multi-purpose vessels and tugs from Remontowa Shipbuilding in Gdańsk

A series of six tugs for the Polish Navy

These B860 tugboats have a contracted displacement of 490 tons and the ability to carry loads weighing 4 tons. The units will provide logistic support for tasks at sea and in ports, as well as for activities related to technical evacuation, support for rescue operations, the transport of people and supplies, the neutralization of pollutants, and removing hazardous materials from water.



Having ice class will allow them to be operated in severe ice conditions with the assistance of icebreakers. The units are equipped with towing lifts with a pull of up to 35 tons.

Szczecin's "Planet I" and Gdynia's "Zodiak II" - multi-purpose ships for Polish Maritime Offices

Each of these multipurpose ships is about 60 meters long with a maximum speed of about 13 knots. The units can carry 80 people on board.

The value of the entire project is PLN 240 million. The two twin ships, with their basic function as seagoing icebreakers, will be used in everyday operations to perform the statutory tasks of maritime offices. They will be used for the transport, service, replacement and control of sea buoys. They will also be equipped with specialized devices necessary to perform hydrographic measurements, along with the processing of bathymetric data. They will also be able to support other

services, e.g. in carrying out rescue and fire-fighting actions or combating oil spills.

Hybrid ferries for Norled

The construction of four electric passenger and car ferries, built at Remontowa Shipbuilding, owned by the Remontowa Holding capital group, for the Norwegian shipowner Norled.

These modern double-sided ferries are intended for sailing in the area of the Norwegian fjords and will serve the connections between Festøya - Solavågen and Mannheller - Fodnes.

The eco-friendly ships are 114.4 m long, 17.7 m wide, 4.30 m high and have a carrying capacity of 590 tons. The ferries will take up to 299 passengers and 120 passenger cars on board.

Each of the ferries will be equipped with two azimuth thrusters and two generating sets, with combustion engines which will run exclusively on biodiesel. During standard operation, all power will be drawn from the batteries, which will charge within just 11 minutes when the vessel is moored.

Modern barges for salmon farming made by STAL Complex

The STAL Complex company from Gdynia handed over to a Norwegian client two autonomous units for servicing salmon farms which can each hold up to 620 tons of feed.

The fully-equipped barges were built over 6 months, and a total of 500 tons of steel was used for their production.

STAL Complex was established in 2005. Extensive experience in the industry and well developed business contacts have allowed the company to specialize in the construction of barges and catamarans to service fish farms on the Scandinavian market. STAL Complex works in accordance with the requirements of both European and industry standards. It also implements specialized projects on the client's request.



Invest in Poland

Special economic zones and **modern industrial parks**. With these incentives the maritime industry can develop more dynamically. Modern business solutions favor foreign investors and start-up companies, as well as experienced domestic enterprises.



Gdańsk Economic Development Agency Ltd (InvestGDA) is a municipal entity specialized in commercialization and economic activation of investment sites. InvestGDA is also responsible for projects related to the development of entrepreneurship and innovation in Gdańsk. Agency offers investment and business consulting services, co-organizes economic missions and business events dedicated to various industries. InvestGDA, thanks to Gdańsk Economic Development Foundation, is also active in the fields of CSR, implementing projects supporting local labor market, cultural, social and pro-ecological initiatives.

InvestGDA has been successfully implementing investment projects for over 10 years now, substantially influencing the economic growth of Gdańsk. Agency develops investment sites by creating industrial parks following first nearly fully commercialized one – Maszynowa Industrial Park. This proven model of implementation is based on reinvesting funds in the construction of infrastructure, enabling development for new investors. Important part of agency's approach is to support investors at every stage of the investment process, including after – sale care.

Pomeranian Logistic Center (PCL), first park located within the agency's areas in the vicinity of Port of Gdańsk, was developed for logistics industry. In 2010, the GLP company (formerly Goodman) has started its activity here, and being located on 109 ha is implementing a development project within PCL in stages.

Currently agency is in the long – term process of commercialization of industrial park located next to PCL. Pomeranian Investment Center (PCI) is InvestGDA's current offer covering an area of 67 ha.

Its unquestionable advantage is its location – the vicinity of the DCT Deepwater Terminal, the Northern Port and the Tunnel under Dead Vistula River, as well as access to A1 highway and express road S7. In 2013 InvestGDA has completed KOGA Office Center designed as an administrative base of PCI. This A-class standard building covers over 8000 m² and provides an added value for future investors. Additionally agency prepared an internal road system with necessary technical infrastructure and direct access to national and port roads, as well as to DCT Terminal. It is worth mentioning that InvestGDA focuses on the concept of sustainable development of PCI areas, basing both on the Pomeranian Smart Specialization sector and minimizing the impact of this development on the environment.

In the third quarter of 2020, agency concluded 2 tenders: 15 ha for industrial purpose and 20 ha for logistics activities. Two big players will be developing their projects within purchased investment sites. At the same time InvestGDA has prepared an offer dedicated for SME companies, which covers approximately 10 ha of the PCI area. Small and medium-sized entrepreneurs will be able to lease greenfield sites and paved storage yards. This special product can be implemented thanks to the funding from the Regional Operational Program of the Pomeranian Voivodeship for the development of infrastructure. Under current offer within PCI, InvestGDA prepared an additional area of 8 ha for not only SME investors who are interested in operating in the vicinity of Port of Gdańsk.

Agency's second strategic investment site, ready for commercialization, is the area of over 24 ha, located in the industrial district of Gdańsk-Flonia, directly behind the LOTOS Group refinery. The advantage of this location is primarily the possibility of developing heavy industry. Moreover, there are practically no residential habitats in its vicinity. Therefore, naturally this location may be dedicated for industrial plants.

For more technical details of InvestGDA's offer continue to page 44-45.



Let's move
Gdańsk forward



The Pomeranian Special Economic Zone (PSEZ) works for the benefit of regional development by creating attractive conditions for the development of entrepreneurship and the inflow of new investments. It pursues its mission, aimed at stimulating the economy and improving the investment climate in Poland, in accordance with the assumptions of the Strategy for Responsible Development.

PSEZ operates in the area of 226 municipalities located in the province of Kujawsko-Pomorskie and in the eastern part of the province of Pomorskie. As part of the Polish Investment Zone (Polska Strefa Inwestycji), it is one of 14 regional entities which are responsible for providing comprehensive services to Polish and foreign investors. It plays the role of regional investor service centre and coordinator of public aid. It provides entrepreneurs with support at every stage of the implementation of their projects, including assistance in the form of consulting and advisory services.

PSEZ puts emphasis on the development of an innovative economy and entrepreneurship, with special focus on the high-tech sector and the transfer of knowledge from universities to industry. This objective is pursued in Gdansk Science and Technology Park, managed by PSEZ, and in the Baltic Port of New Technologies, which focuses on the maritime economy – both of which have become centres stimulating the development of innovative, knowledge-based entrepreneurship in Pomerania. PSEZ is also a player in the area of industry-focused education: it initiates relationships between universities, schools, entrepreneurs, local governments and business support institutions.

In 2019, PSEZ also launched the Industrial Robots Programming Centre on Ostrow Island, which is one of the first centers of its kind in Poland, focused on training for vocational schools. Industry 4.0 is on the horizon and stands to entirely change our world, so we feel it is important to educate students in this field.

PSEZ is always happy to welcome investors to the region and also wants to encourage existing ones to expand their activities and collaborate with each other. The main goal of the entity is to share information on who is eligible and how for the available tax reliefs. PSEZ visits local municipalities and financial institutions and educates them.

The Pomeranian Special Economic Zone, despite the current situation, cannot complain of a lack of interest in support. Entrepreneurs still want to invest, and what is important, the number of investments by micro, small and medium-sized enterprises is increasing.

– This year, we have already issued 32 decisions regarding support, including 12 for large entrepreneurs and 20 for SMEs. We notice increasing interest from micro and small entrepreneurs who are aware that without investing they lose their competitiveness on the market. I am glad that we are able to challenge the stereotype that support is dedicated only to large entrepreneurs, because nothing could be further from the truth, we have the greatest reliefs for SMEs – says Przemysław Szandera, President of the Pomeranian Special Economic Zone.



OUR MAIN INVESTMENT SITES



- 1 PCL Pomeranian Logistic Center 2 PCI Pomeranian Investment Center 3 Ku Ujściu Investment Site
 4 Płonia Investment Site 5 Michałki Investment Site 6 Św. Wojciech Investment Site
 7 Smęgorzyńska Investment Site 8 Maszynowa Industrial Park 9 Azymutalna Investment Site



POMERANIAN INVESTMENT CENTER

- AREA: 67 ha
- LOCATION: PL, Gdańsk, Sucharskiego / Andruszkiewicza St.
- COMMUNICATION:
 - National road 89: direct connection
 - Express road S7: 8 km
 - Express road S6: 17 km
 - A1 Highway: 24 km
 - Public transport
- VICINITY:
 - DCT (Deepwater Container Terminal): 2,5 km
 - Port of Gdańsk: 2,5 km
 - Airport: 20 km
- ZONING PLAN: valid
- ZONING PURPOSE: production, warehouses, service and commercial buildings
- UTILITIES (possible supply near the plot):
 - Electricity
 - Gas
 - Water
 - Sewage discharge
 - Storm water drainage system
 - ICT network
- BENEFITS:
 - Internal road system
 - KOGA Office Center
 - Temporary Storage Warehouse for customs clearance
 - SME grants
- TERMS OF ACQUISITION: sale or lease

KOGA OFFICE CENTER

- AREA: over 8.000 m²
- NUMBER OF FLOORS: 6
- LOCATION: Pomeranian Investment Center
- BUILDING CLASS: A
- BENEFITS:
 - Large parking space
 - Canteen
 - Kindergarten with nursery
 - Fully equipped conference room
 - Double electric vehicle charging station
 - Green field and storage square available next to the building
- TERMS OF ACQUISITION: lease

PLONIA INVESTMENT SITE

- AREA: 24 ha
- LOCATION: PL, Gdańsk, Benzynowa St.
- COMMUNICATION:
 - Express road S7: 5 km
 - Express road S6: 17 km
 - A1 Highway: 23 km
 - Public transport
- VICINITY:
 - LOTOS Refinery: 0,5 km
 - DCT (Deepwater Container Terminal): 10 km
 - Port of Gdańsk: 12 km
 - Airport: 25 km
- ZONING PLAN: valid
- ZONING PURPOSE: heavy industry, warehouses, service and commercial buildings
- UTILITIES (possible supply near the plot):
 - Electricity
 - Gas
 - Water
 - ICT network
- TERMS OF ACQUISITION: sale or lease



investGDA

www.investgda.pl



GDYNIA - POLISH CITY OF THE FUTURE

IDEAL CLIMATE FOR INVESTMENT, MODERN BUSINESS AND LIVING



GDYNIA LOOKS TO THE FUTURE WITH HOPE

Gdynia emerged from the Polish dream to be a Baltic power. Almost 100 years ago, the port was built here, and with it the city. Even today, the maritime economy determines the economic growth in Gdynia. The Port of Gdynia is one of the fastest growing Polish ports, and along with it the TSL sector and the prospect of producing energy from renewable sources, which can be provided by wind farms in the Baltic Sea.

The construction of the Outer Port will increase port cargo handling capabilities by 2.5 million TEU, and thus benefit the logistics and transport industry. Maritime industries can also be optimistic about the future thanks to plans to build offshore wind farms in the Baltic Sea. They will give impetus to the shipbuilding industry, the ports and the entire package of logistics services related to the development of offshore wind energy. The Port of Gdynia has a chance to become an installation port, and thus a hub for offshore wind investments in the Polish areas of the Baltic Sea. For the inhabitants of Gdynia and

the development of the city, this means a significant impulse, an inflow of investment and economic growth.

COMPETITIVENESS BASED ON QUALITY AND EXPERIENCE

The maritime economy is represented in Gdynia by over two hundred companies, each of which can benefit from well-educated young people. Gdynia Maritime University, the Naval Academy and Gdynia vocational schools have a legitimate reputation for educating sea personnel at the highest world levels.

The largest shipyards, located in Gdynia, base their competitiveness on quality and experience, and not on low prices. It is a mature industry with stable commercial outlets. More than half of all logistics firms and shipping companies in the region are located in Gdynia. The TSL industry is developing very dynamically, despite the drop in transshipments in Polish ports caused by the pandemic. These companies are complemented by the BPO / SSC sector. According to experts, especially the



ABSL (Association of Business Service Leaders), Tri-City, which includes Gdynia, is the fastest growing market for these services in Poland. Their development is also accompanied by the increase in office space for rent, and Gdynia's "office with a sea view" offer is exceptional. Importantly, it is not only an office with a view, but also in a city well connected with the entire agglomeration, where it takes about 20 minutes to get to the airport. The possibility of renting an office in the waterfront zone is unique in our country and is already a commercial hit. Gdynia uses this opportunity to develop the city and attract new companies, as well as support the growth of existing firms.

INTELLIGENT SOLUTIONS BUILD THE CITY'S POTENTIAL

Gdynia is a smart City, and was the first Polish city to obtain the ISO 37100 public service quality certificate, which is an internationally recognized measure of quality of life, based on specific indicators. Today, Gdynia prides itself on the highest attainable level of this distinction -

platinum certification. The city also took the podium in the 2019 LivCom Awards, where Gdynia won third place in the world in the category of medium-sized cities in terms of quality of life. The FDI Magazine, which is part of the Financial Times, has awarded Gdynia with the title of "Polish City of the Future" three times in a row. These achievements would not have been possible had it not been for consistent efforts to build a good city to live in. Gdynia is a green city, where you can breathe clean air, and the beaches are several kilometers long. Each new public space takes into account the needs of different groups of residents. Add to this cultural events, theaters, music and film festivals, plus great sports events. All of this builds great potential, especially taking into account the convenient road and rail connections, as well as the regular ferry connection with Scandinavia, used annually by 100,000 people. Very soon, passengers will use the new, much larger ferry terminal, which is nearing completion.

Marine design in Poland

Poland is becoming an increasingly large center in the field of marine design. Well-trained staff, an excellent location with direct access to dynamically developing ports and shipyards, newly created technology parks and office centers mean more and more Polish design offices are able to spread their wings and perform their services both on the domestic and export markets.

Wartsila, Kongsberg Maritime, DNVGL, Lloyd's Register, Bureau Veritas, the American Bureau of Shipping and many others, which gives Poland much wider access to state-of-the-art technologies and industry standards. Below are some of the design offices whose dynamic development has recently drawn the attention of the industry.

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Our focus today is to solve your future challenges!

Damen Engineering Gdansk is an engineering center with a strong drive for optimizing ship performance. This is the place, where you can order any one offs and prototype vessels from a scratch. Being part of the 'Damen family' with years of experience gave us a chance to participate in challenging projects and create innovative technical solutions.

As DEGd, we were established in 2013 with 18 employees on board. Since then, we have developed our competences, skills and knowledge to reach 152 passionate and enthusiastic employees in 2019. The growing team consists of Naval Architects, Mechanical and Electrical Engineers. To have better control over the project and more sustainable design process along with greater certainty of final product, we have built a strong team of Project Managers and Supply Chain Specialists. Those combined competencies, allow us to deliver products of the highest possible quality, on time and in accordance to planned budget.

We are set up to be involved into the engineering process, from the moment when an idea is generated by the client, up to the final vessel delivery. A specialized design and proposed team is working closely with client and our Head Office colleagues to develop the vessel concept.

We are responsible for transforming the initial design into a complete and practicable engineering package. The experienced engineering department is also involved during the production phase of each ship and provides support as necessary. Close collaboration with the client during the whole process allows us to quickly respond to any changes and ensure we are delivering tailor made solution.

Damen LNG vessel LGO8000



Bibby WaveMaster Horizon

Having ambitious and open minded engineers led us to create R&D Team. It helps not only to move forward, but to seek innovative technologies to improve our products, exchange knowledge and work collaboratively within European environment.

We are proud to design vessels in which we are so madly in love with.

Identifying business with the local environment is of great importance because it helps balance the company's interests with the goals, expectations and needs of the local community.

Damen Engineering Gdansk as a member of Damen Group says: development, raising awareness, trust and social acceptance is a pillar of the company's success not only on the local but also on the global market.

Involvement in actions, initiatives or events that affect the local environment is one of the most important values in Damen Engineering Gdansk. We want show that the company is not only an instrument on the market but an organized group of people who wants to promote activities for the benefit of the local community. The company's success is the chain of good actions and relationships that Damen Engineering Gdansk creates.

Safe, eco-friendly and functional designs from Havyard Design and Engineering Poland sp. z o.o.

Havyard Design & Engineering Poland is a technology focused company providing design and engineering solutions for new build vessels, ship's conversions and repairs. Havyard Design & Engineering Poland uses its knowledge and innovation to offer full scope of design services covering all machinery, structure and outfitting disciplines. The company is located in Sopot and is a part of Havyard Group ASA.

Havyard Design & Engineering Poland (previously named Naven) found in 2006, since beginning of the activity is delivering conceptual, classification and workshop documentation, combined with project management and engineering supervision on production site. Havyard Design & Engineering Poland is cooperating to several shipyards and ship owning companies worldwide.

Havyard Design & Engineering Poland offers basic design and complete detail engineering packages for the profitable vessels in the fisheries industry, the aquaculture industry, wind power production, the offshore petroleum industry, passenger vessels, ferries and other types of specialized vessels e.g. for arctic region or reefer transport.

Among the other vessels for the fisheries and aquaculture industry, the company has delivered its services during design and production process of largest live fish transport vessel, which is 116 meters long, 23 meters breadth and a fish tank capacity if 7450 cubic meters.

Together with our partner Havyard Design & Solutions AS, our company developed design of windfarm vessels e.g. 831 SOV or 832 SOV for Esvagt AS. These vessels have all the qualities to service offshore windfarms in an efficient and secure manner, with the least possible impact on the environment.

The company has extensive experience in design of zero-emission ferries after a record of twelve electric ferry designs. Havyard is a pioneer in the design and construction of zero-emission ferries and draws upon this experience in its new city and fjord sightseeing concept. The ships will be battery-operated, 70 meters long, have a capacity of 600–800 passengers, run at 10–11 knots and offer a quiet, comfortable travel in the outstanding scenery which is purpose of the vessel.

Havyard Design & Engineering Poland has been working on the design for most eco-friendly ships on the Norwegian coastal routes for Havila Kystruten. Featuring a length of 125 meters and a width of 20 meters, the ships will be able



to accommodate 700 passengers. They will use liquefied natural gas (LNG) and battery hybrid propulsion. The vessel meets the Norwegian Ministry of Transport and Communications' requirements. This means that Havila Kystruten's vessels will make a significant contribution to conserving the environment along the route the ships will sail, according to the ship designer.

The company is also reliable partner for fleet managements offices and ship repair business, delivering its engineering services for vessels in operation. These are retrofit projects including almost 50 services completed for Ballast Water Management Systems (BWMS) and diverse repair design packages including technical documentation for class approval, production drawings, NC documentation or engineering inspections and commissioning.

Building of special purpose vessels demands expertise in a number areas. Our designers have first-hand experience and feedback both from the production process and the operating of the vessels.

Esvagt Njord



NED-Project

3D Scanning - Feasibility Study - Technical Consulting - Approval – Design – Turnkey

NED-Project is a company that within its broad scope of services, also provides comprehensive design packages for EGCS and WBTS systems. From conceptual design to the workshop ready production drawings for shipyards, we can undertake any project for any type of vessel for clients all around the globe.

Ice Basin Model Tests of Inland Icebreaker



Windfarm Installation Vessel - Wind Constructor



Ro-Pax LNG-Electric Ystad Max



Cable Laying Barge - Bo-Do Constructor

Industry efforts to reduce emissions and prevent the spreading of invasive species are just two of numerous initiatives already underway and experts agree that we can expect more to come in the next decade.

NED-Project has acquired significant experience in retrofits, conversions and other upgrades of in-service ships. On top of that, we remain at the forefront of industry technology development and identify upcoming trends as well as promising technologies to then offer competitive and innovative solutions to our clients.

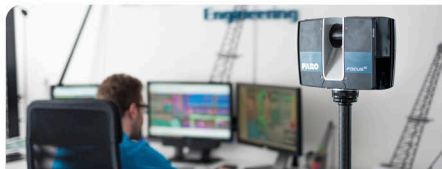
NED-Project has long believed that the combination of environmental care with legislative backing together with technical expertise, market awareness and most importantly an understanding of client's requirements is what is going to keep us on the path to achieving Zero-Emission Vessels.

The upcoming year will transform the marine industry in terms of design, manufacturing, operation, shipping, services and maintenance. Production efficiency, ship safety, cost & energy efficiency, environmental protection are all driving the change. In order to create a new quality standard, ship design must become smarter and aligned with smart shipbuilding processes. Our know-how and established practices allow us to offer services in conjunction with the most recent technological trends in the industry.



It's us – passion and professionalism!

SEACON Engineering is an independent design office based in Gdansk. We have been dealing with shipbuilding and marine industries since 2010. Our team consists of qualified engineers, who combine experience, creativity and passion in their everyday work. The mission of the company is to create an organization based on mutual trust and respect. From our perspective, efficient communication is a key element of successful cooperation.



Reserve your appointment now!

In the SEACON Engineering portfolio, you will find design and consultancy services in the fields of shipbuilding and offshore and marine architecture. Our services include preparation of conceptual, technical and working documentation for various types of ships, equipment and pipeline systems. We also offer 3D laser scanning with FARO Focus, designing Ballast Water Treatment Systems and Exhaust Gas Cleaning System (Scrubber).



FARO Focus – Scanner for special tasks

The FARO Focus laser scanner is a device used to measure large elements of ship structures: blocks, sections, pipe routings, placement of elements in the ship rooms and compartments, e.g. in engine rooms or ship chimneys, etc.

The compact 3D scanner allows you to create precise and detailed point clouds that can be easily imported into popular engineering programs and then the data can be further processed.

Among the applications of FARO Focus is the recording of inventory data, which provide an accurate, 3D model of the current state of the object being scanned.

This information is the basis for drawing up a design of changes before planning the structural modifications.

Another example of using the FARO Focus scanner is reverse engineering. Here we can reconstruct an existing object or design a new one based on the obtained data. Using the point cloud, we can reproduce lost or non-existent documentation and update as-built documentation.

Our team of specialists uses a laser scanner for projects related to the installation of Ballast Water Treatment Systems and Exhaust Gas Cleaning Systems as well as changes in the funnel and scrubber areas.

Established in November 1948 „PROJMORS” Designing Office for Maritime structures Co. Ltd. is one of the oldest designing office in Poland. At the beginning of the 1990's Projmors went private and was converted into a limited liability company. Since 2015 it has been a member of the ASE corporate Group.

Our company is a place where tradition meets modernity. It is made up of a team of designers with many years of experience and young engineers who are full of energy and willingness to innovate. That's why we don't avoid demanding projects using new solutions and technologies.

As one of the few design companies, Projmors employs designers in practically all specialities. This allows us, depending on the type of contract and nature of project, designs can be made comprehensive, from a feasibility study, concepts and designs to supervision as well as the turn-key construction of whole facilities and infrastructure. Projmors carries out a wide range of tasks related to hydraulic engineering, maritime and off-shore infrastructure projects, as well as specialized civil structures and special designs in the field of defence.

We can be proud of thousands of completed projects, not only in Poland but also abroad especially in Europe, Africa and the Middle and Far East.

Concept of Central Port in Gdańsk (Poland) is one of the largest and most modern seaport investments in Europe. Project involves two container terminals, an offshore terminal, an LNG terminal, space for a shipyard and passenger ships, basin covering about 1,400 ha and a reclaimed area covering 410 ha. There will be build 19 km of operational quays and 8,5 km of breakwater.

Construction of Waterway Connecting the Vistula Lagoon with Gulf of Gdańsk is strategic investment for the Polish state. The total length of the new waterway will be 22,880 km (including the passage over the Vistula Lagoon – 10,176 km; Elbląg River – 10,381 km; the remaining 2,323 km are a section of the berth, lock and the external port), and its depth is 5 m. It is planned that vessels up to 100 metres long and up to 20 metres wide will be able to enter the port in Elbląg in the future.

The next important design by Projmors is the new LNG Port in Świnoujście. That is a completely new outer port and LNG terminal for vessels up to 215,000 DWT with a 3,000 m breakwater, approach fairway of the technical depth of 14,5m and a turning basin.

The Deepsea Container Terminal in Gdańsk is Poland's largest container terminal with 1,000,000 TEU handling capacity achieved at the first stage of the project. Currently, following terminal extension, the handling capacity has increased to 3,000,000 TEU. The design of the terminal comprised, among other structures, two berths 13,5 and 16,5 m deep, a 650m container quay for Postpanamax vessels of the total length of 320 m and cargo deadweight up to 7,100 TEU, a Ro-Ro ramp, 30 hectares of stacking and manoeuvring yards and a service building.

Among the project related to security and defense of state we can mention air shed in Powidz, which is the largest air shed in Poland. The cubic capacity of the shed is 140,000m³ and it features full service and engineering back-up facilities for military aircraft service.

When it comes to foreign projects the Nigerdock II Shipyard in Lagos certainly deserves attention. That is one of the most modern shipyard with a 3000T floating dock for building ships and off-shore structures at the western coast of Africa. Large workshops, a modern production line, an off-shore quay 150m long and 6m deep, as well as an 18,000m² paved yard were also designed.

Projmors is a reliable and stable company operating on the market for 73 years. Its high position owes its flexibility and openness to new challenges so that the company is developing continuously by offering new opportunities and wider range of top- level services at the Polish and foreign markets.



His name is known in every shipyard in the world - the **"father of sailing ships"** - with a new project (interview)

Brzozowy Kat, a village in Podlasie. Rummaging through some trunks in the attic, little Zygmunt finds copies of "The Sea" monthly. Following the instructions, he builds model ships by folding paper. Later, he improves his designs by constructing a ship from a pig's trough and then building a wooden canoe with a friend. Today, there is no man in the world who has designed more sailing ships than he has, but **Zygmunt Choren** has no thoughts of retiring. On the drawing board of his office, a project has been drawn up of a worthy successor to the legendary Pogoria.

How did it happen that a boy from Podlasie ended up by the Baltic Sea and earned the name of the "father of sailing ships"?

There is always a kind of magic in stories like this. I grew up in the small village of Brzozowy Kat, where no one had ever seen or heard of the sea. Over 60 years ago, while rummaging in the attic, I found in a trunk an issue of "The Sea" monthly with a photo of the Dar Pomorza. This magazine became my window to the world. I read every new issue and started dreaming of long voyages and traveling.



You took your first steps as a designer in your childhood.

It started with paper ships, and a little later I constructed my first sailing ship from a pig's trough, which I launched in the spring in a drainage ditch, hoping it would reach the sea. In "The Sea" I also found instructions on how to build a wooden canoe.

"The Sea" brought you to Gdansk?

First, I managed to get on a two-week cruise organized by Jerzy Micinski, the editor-in-chief of my favorite magazine. It was a dream come true and at the same time ensured the sea was my future. After graduating from high school, I came to Gdansk and chose to study at the University of Technology, in the Shipbuilding Department. I immediately joined the yacht club operating at the university. Among other things, I sailed on the "Szkwal" and the sailing practice was very useful for me later at work. I was also lucky that my professors were outstanding personalities: prof. Wysocki, prof. Potyrała and prof. Rylke. I was in good hands and I knew that my studies were interesting and very fruitful.

Do you remember your first job after graduation?

In fact, I immediately found myself at the University of Technology with prof. Kobylinski working in a model pool. The ships I dealt with were not only to be safe, but also fast, so that people would like them. This broadened my knowledge, which was useful later in the design work.

Did you already know then that you would be a designer of sailing ships?

I liked sailing. I moved from the University of Technology to



Gdansk Shipyard, which was another lucky coincidence. The Yacht Club of Gdansk Shipyard was very active there, bringing together, among others, some fantastic design office employees. We were able to go on a yearly cruise around the world and take part in the Whitbread Round The World Race.

During this voyage you experienced a very dangerous situation.

That's right, we were hit by a vertical wall of water moving at tremendous speed. It broke over the deck and sliced the aft mast. Fortunately, our crew did not panic, although a lot of water was pouring inside the yacht. We towed the severed mast on ropes and sailed to Sydney. After that event, I gained respect for the water. I realized that the most important thing to keep in mind on a ship is stability. Once in a hundred years there may be a squall that will knock even the best sailing ship onto its side, but a well-designed vessel should withstand it. The range for the righting arms I created for my ships is about 90 degrees, so even if they are forced on their side and the masts almost go into the water - the ships have to right themselves.

What was it like to get back to work after a year-long cruise around the world?

After my return, sailing became fashionable and my director called me over and asked: "Choren, do you want to build? Do you want to design?" I agreed right away. Then Krzysztof Baranowski appeared, who wanted to order

a ship for youth training in Finland. I thought that was a fantastic opportunity for Gdansk shipyard and convinced him that it was better to build such a vessel in Poland. We explained to the director that if we manage to create a small "Pogoria", we will be able to build "Dar Młodzieży". Later on, the then head of television, Maciej Szczepański, was keen on the idea of having his own sailing ship and the story gained momentum. And we succeeded in creating this "Dar Młodzieży".

The shipyard was not afraid of new challenges then, it was a period of splendor for the Polish shipbuilding industry. It is hard to believe, but every 10 days, a ready-made seagoing vessel went out to sea from Gdansk. We were the second shipping power in the world.

What does the Polish shipbuilding industry look like today from your perspective?

We have not been completely depressed by the transformation, so there is hope for the future. We are still building ships. It is true that not as many as before, but we have not given up. Every now and then we hear about new vessels leaving Remontowa. There are many ambitious design offices on the Tri-City market and Poland is a power in the yachting industry. I hope we will continue to build sailing ships as and when they are needed.

Why do you think we need sailing ships?

The people responsible for educating future professionals

have concluded that the best school for future officers is on the deck of sailing ships. Such cruises teach real life, and allow you to get to know and understand the sea and the dangers associated with it. An indispensable element of sailing is also the ability to cooperate and the awareness that not everything depends on us. By promoting sailing, we simply get better people, who are more enlightened and more aware. An interesting book was published by Slawomir W. Malinowski, in which he quotes the words of General Mariusz Zaruski: "I swam, got wet and dreamed on board yachts, not to make you athletes, but because you, as Poles, would get to know the sea and feel with it, recognize it as your own, priceless value, without which there is no life for today's Poland".

On the walls of your office I can see more sketches of a sailing ship. Is this another project by Choren Design & Consulting?

That's right, we're designing a brigantine now. We've focused all our experience on building a good, safe, ecological and cheap-to-operate vessel for training young people in the maritime industry. Believe it or not, it's been 40 years since the Pogoria was built. Over 30,000 girls and boys have been trained on board. But I think the time has come for a new and better ship to replace her. I am convinced that the new project is a worthy successor. We are now waiting for funds to build it.

Who could the new brigantine serve?

They must be people who have not lost their pro publico bono instinct. Sailing ships should not be commercial units dedicated to earning money. I would like these ships to be operated by sailing clubs of the class I remember from my youth. The new vessel has the working name Rewa,

because there is a very ambitious sailing club there, which in my opinion continues the best traditions. Another organization that could make use of the new sailing ship is the Christian Sailing School in Pelplin, which is planning a cruise around the world. I think a lot of sensible people see the benefits of the sea in raising young people, and in youth rehabilitation. It is a way to get to know both the world and yourself. Our project has already received positive opinions from the captains of sailing ships, and the approval of the DfW GL classification society. However, there is no financing for construction. Both Rewa Yacht Club and the Christian Sailing School received a promise of funds for the construction, but due to the coronavirus pandemic, the topic of the new brigantine has been pushed to the background.

Don't you regret that you didn't become a sailor?

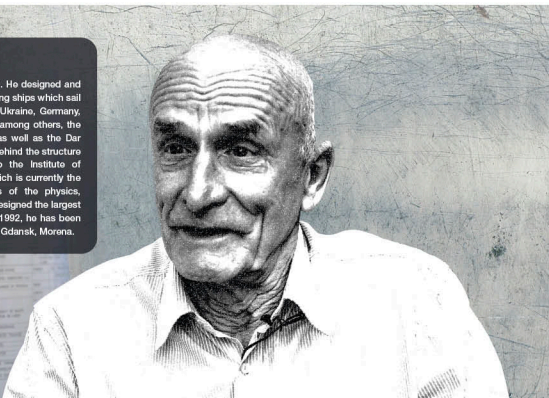
The seafarer's life has changed dramatically. It used to be fun, the ship entered the port for two weeks, where it was unloaded, sailors had the opportunity to visit the area, and make friends around the world. Today, reloading takes several hours and the crew does not even have time to disembark. I think I have had a happy life because I managed to get a job that I enjoy.

You designed the most famous and largest sailing ships in the world. Have you ever thought about going on a cruise now? To get some rest?

I would like to build at least the three sailing ships I talked about and a fourth one a little larger. In my philosophy, being in so-called well-deserved retirement is just slowly waiting for death. As long as I have steam in my lungs - I will design.

ZYGMUNT CHOREN

Known as the "father of sailing ships". Born in 1941. He designed and supervised the construction of the most famous sailing ships which sail today under the flags of Poland, Bulgaria, Russia, Ukraine, Germany, Finland, Japan and Panama. From his hand came, among others, the Pogoria, Iskra II, Fryderyk Chopin, Royal Clipper, as well as the Dar Młodzieży and Mir. Constructor. These ships stand behind the structure of the three-masted ship Oceania, belonging to the Institute of Oceanology of the Polish Academy of Sciences, which is currently the largest Polish institute researching the problems of the physics, chemistry, biology and ecology of the sea. He also designed the largest sailing ship in the world - the Flying Clipper. Since 1992, he has been running the company Choren Design & Consulting in Gdansk, Morena.



COMPANY PRESENTATIONS

marinepoland.com



ALKOR

*With great satisfaction, we would like to inform you, that on 1st January 2021 **SAFE Co. Ltd Sp. z o. o.** and **Alkor Sp. z o.o.** have been combined into a single business entity.*

Alkor Sp. z o.o. was established in 1989. With its location close to the centre of Gdansk city, the company is in excellent position to serve shipowners operating in Northern Europe and Baltic Sea.

ALKOR is able to carry out any repair work, both routine and class renewal repairs as well as ships conversions and lengthening. ALKOR's clients are offered the high-quality work within the scheduled time and at reasonably low prices.



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Winches and Handling Systems



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The AMEK Offshore Sp. z o.o. company deals with designing, manufacturing as well as rendering the mechanical working services. We deliver to our Customers parts, subassemblies and finished products made in accordance with our own documentation or with documentation supplied by Customers. Commercial activity of our company is carried on the offshore, onshore and marine markets. We offer to our Customers complex engineering solutions as well as full guarantee and post-guarantee servicing of our products.



www.amek.pl

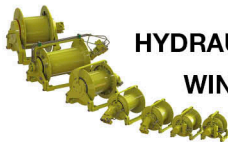
Thanks to our experience and to the design and manufacturing capabilities, we can produce and deliver machinery meeting the highest technical and quality requirements.

The AMEK Offshore Sp. z o.o. company specializes in the production of machines intended for use in the zones of explosive conditions. Products offered by our company meet the requirements of Classification Societies (DNV GL, ABS, LR, BV), European Union Directives (Machinery Directive, PED, ATEX, LVD, EMC), and other standards, e.g.: NORSOK, PUWER, LOLER.

Amek Offshore Sp. z o.o.
Żeromskiego 6 St., 82-400 Sztum, Poland

Phone: + 48 55 640 55 01

E-mail: amek@amek.pl



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COMPANY WITH
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The main profile of our commercial activity is designing and manufacturing shipping and offshore winches, lifting devices, hydraulic power units, telescopic folding cranes and various types of deck equipment. An additional production profile is making special containers as well as frames and platforms meeting the DNVGL-ST-E271 2.7-1, DNVGL-ST-E273 2.7-3 and NORSOK Z-015 requirements.

Our own design office makes it possible to manufacture unique special devices with manual, hydraulic, pneumatic or electric drive, meeting individual requirements of our Customers.

The superior objective is to deliver to our Customers products and technical solutions fulfilling their needs and satisfying their expectations.



HONORARY PATRONAGE
THE PRESIDENT OF THE REPUBLIC OF POLAND
ANDRZEJ DUDA

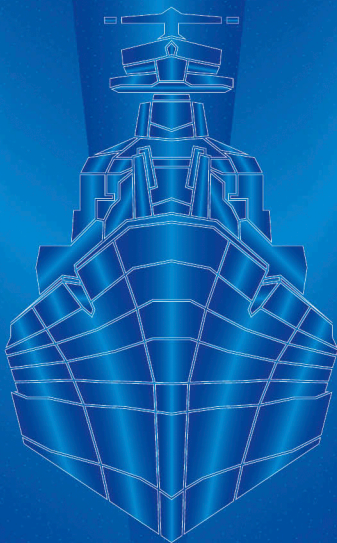


BALT MILITARY EXPO

16TH BALTIC MILITARY FAIR



THE 9TH INTERNATIONAL SCIENCE AND TECHNOLOGY CONFERENCE
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GDAŃSK, POLAND
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THE PRESIDENT OF THE REPUBLIC OF POLAND
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Bałtycka Baza Masowa

Baltic Bulk Terminal Ltd. , the joint venture company established by Port of Gdynia and Zakłady Azotowe "PUŁAWY" S.A., operating export of polish chemical products, particularly fertilizers. Two cargo handling and storage terminals were built within a period of 1997-1999, one for liquid another for bulk cargoes.

Company's terminals are located in the oldest part of Port of Gdynia at Szwedzkie Quay and Wendy Quay. Comfortable localization near the primary port's entrance and quays' technical parameters makes our ship's positions attractive for customers. Modern equipment, effective organization of labour and automated process of loading brings efficient accomplishment of tasks. All technological processes supervised by qualified personnel natural environment friendly.

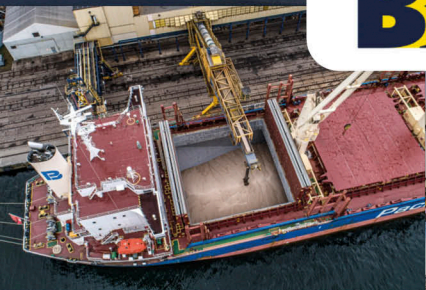
Terminals has been exploited since 1999, offering variety of services:

- export of bulk cargoes,
- import of bulk cargoes,
- bulk storage including bonded warehouses storage,
- Processing/Packing of bulk cargoes,
- export of liquid cargoes,
- import of liquid cargoes,
- neutral and 3rd fire-safety class liquid cargoes.



www.bbm.gdynia.pl

Baltic Bulk Terminal Ltd
81-341 Gdynia, Węglowa 3 Str, Poland
phone: (48 58) 6215533
e-mail: bbm@bbm.gdynia.pl





Caring about quality
Baltic Control®

Baltic Control Poland LTD Sp. z o.o.

Baltic Control Poland Ltd with office in Gdynia belongs to the International **Baltic Control® Group**, which is one of the main, global companies providing services in the field of inspection, expertise and certification (**Baltic Control Certification®**).

We have **63 offices** around the world in which we employ over **2,500 employees**. In carrying out the work entrusted to us in the first place, we focus on impartiality and high quality of controls.

In the area of **CERTIFICATION AND AUDITS**, we offer you increase of credibility and competitiveness of your organization by obtaining certificates from the following systems:

- **Global G.A.P.** - is a system of good agricultural practices addressed to both individual producers and producer groups. It facilitates their access to the most competitive sales channels of products, which are large retail chains;
- **GMP+ FSA** - Feed Safety Assurance system ensuring **feed safety** at all stages of production, from cultivation to transport. Is an internationally recognized guarantee of the safety of feed given to farm animals;
- **ISCC** - International Sustainability & Carbon Certification - is a system for certifying the biomass and biofuels production chain in a sustainable way using renewable sources. ISCC is based on the requirements of the **Directive of the European Parliament on renewable energy sources (2009/28/WE 2009)**;
- **VLOG** - applies to both food industry and agricultural production, including feed and feed ingredients, transport and logistics, and processing. The VLOG certificate of compliance is a guarantee that the product is **GMO-free**;
- **second party audits** - individually tailored to the needs of the organization.

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e-mail: bc_pl@balticcontrol.com



Proud to be part of the
TIC industry for 40 years



INSPECTION SERVICES

The Polish Baltic Control® office is located in Gdynia. Through the network of experts, we provide inspection and laboratory services for the producers and traders of cereals, seeds, feed, oil products, fertilizers as well as all other goods transported, in the following scope:

- Quantity inspection of bulk, bagged and liquid goods (draft survey, ullage survey, weighing supervision, volumetric measurements, tally),
- Quality control of goods, sampling and laboratory services for assessing the quality of agricultural products,
- Checking the cleanliness of the holds, storage places and means of transport before loading,
- Maritime inspections: bunker survey, on & off-hire, damage control of goods as well as ships / and containers, lashing goods inspection,
- Recycling industry - we have many years of experience in inspecting scrap (ferrous and non-ferrous), paper, textiles, plastics and other waste,
- Other inspection and appraisal services adjusted to individual customer requirements.

Our company is ISO 9001: 2015 certified. We are an active member of the TIC Council - international association representing independent testing, inspection and certification companies. Many clients, both domestic and international, entrust to us protection of their interests during transport. We carry out our inspections according to both national and international standards.

Dear Customer!

By choosing our services, you focus on high quality of work. Our strongest point are experienced inspectors, experts and auditors. Thanks to their knowledge and experience gained over many years, we are able to meet even the most complex requirements of our clients. We value your time and your money, we will adjust the service to you individual needs and we will perform it with attention to every detail in the shortest possible time.

www.balticcontrol.pl

BALTIC ENGINEERING

The BALTIC ENGINEERING Repair Techniques Company started its service activity in October 1992. At the first stage of development the Company was providing services in repair to machine and equipment parts using the Chester Molecular chemically set agents. At that time the market requirement was to quickly extend the range of repair technologies by using welding repair techniques based on the Castolin equipment and products, and our company met this requirement and extended the scope of the services offered to clients.

In order to meet the expectations of its partners, Baltic Engineering has extended its offer since 1995 by provision of complete services in repair to floating craft, industrial plants as well as to machines and equipment both for maritime market and shore-based companies. When the activity was started in our own plants in 1997 the existing company structure and profile has finally crystallized. It allows us to efficiently carry our large repairs to ships, vessels and industrial plants, at the same time the reconditioning activity is still maintained.

Our floating dock purchased in 2012 enables us to provide complete and comprehensive services for small craft.

Out of concern for a clients' comfort and high position on the market, Baltic Engineering regularly upgrades the level of its activities and obtains certificates proving the high quality of its services: ISO 9001:2008 Certificate, AQAP 2010:2009 Certificate, Approval Certificates issued by the Polish Register of Shipping, authorization of the Chester Molecular™ manufacturer, authorization of ZM "WOLA" and other.

OFFER:

- complete repairs to machinery and equipment including the diesel engines, turbochargers, pressure boilers, different type pumps, compressors for various media and specialist machines that are in possession of particular contracting parties;
- repairs to pipeline systems;
- repair to machine and equipment parts by cold and hot powder surfacing, welding) and by means of chemically set molecular agents;
- application of preventive coats by surfacing or application of chemically set agents;
- machining using our own and capital-related companies' the park of machines and equipment;
- in case of permanent partners we employ our proven subcontractors nearly in every branch where necessary;
- technical consulting, designing within the scope of our speciality.

Based on our proven co-operating parties and subcontractors our offer covers practically all the ship-related repair work such as electrical, automation, hull and, fitting and outfitting work.

Owing to high qualifications, experience and responsibility of our employees the so-called "flying squads" are very popular with the shipowners to provide services while the ship is in harbour or at sea.

www.baltic.gda.pl

BALTIC ENGINEERING Spółka z o.o. Sp. K.

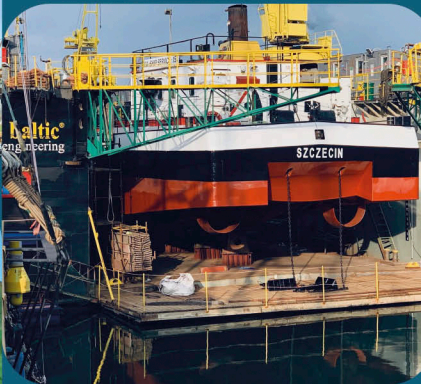
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e-mail: firma@baltic.gda.pl



baltic
engineering





BALTIC OPERATOR

Baltic Operator was established in mid of 2018 and is a limited company in the Group of Industrial Development Agency JSC. Baltic Operator deals with active management, optimization and development of companies in the broadly understood international shipbuilding, wind energy, offshore (oil & gas) and transshipment infrastructure sectors, closely cooperating and utilising the experience of Stocznia Gdańsk S.A. and Stocznia Gdańska Sp. z o.o. (former GSG Towers).

Baltic Operator focuses in particular on business development towards modern, complex products manufactured based on the best available technologies and management techniques for steel structures, shipbuilding industry & wind towers. Its favourable location in Gdańsk, the direct access to the quay, a modern assembly plate at the wharf, the largest production hall in Europe (6.5 ha), and modern automated welding lines guarantee cooperation with the main players on the shipyard and offshore market.

Production is divided into 4 segments: shipbuilding, offshore, onshore and wind towers. While Stocznia Gdańsk is a worldwide recognized shipyard established after 1945 is built over 1,000 fully equipped seagoing vessels, including container ships, passenger ships and sailing ships. In addition, Baltic Operator cooperates with the largest European shipyards in the field of building blocks for passenger ferries. In this regard, the goal is unrivaled quality and constant cooperation in thin-walled structures. Baltic Operator is also developing cooperation with customers regarding the production of partially equipped hulls and fully equipped units. From 2011 it has also experience in onshore and offshore structures working with substations, secondary steel and flat panels for offshore wind farms and oil&gas platforms. Stocznia Gdańska (former GSG Towers) is a company specializing in the production of wind towers, responsible for the sale and production of towers at the Gdańsk Shipyard using shipbuilding infrastructure. The company has experience and cooperation with leading global wind turbine

manufacturers. From that Baltic Operator offers the most efficient production line for wind towers in Poland and it is fully prepared to produce offshore towers.

Having its own welding school we can, via Baltic Development Academy, organize trainings in the field of safe use of welding equipment and examinations for welders acc. to ISO 9608 and for mechanized equipment operators acc. to ISO 14732. All actions are supervised by DNV/GL or other foreign classification societies.

Company is certified upon: ISO 9001, ISO 3834-2, EN 1090 to EXC4, ISO 14001, ISO 45001 and ISO 17025.

Baltic Operator is a part of the Grupa Przemysłowa Baltic, the holding company owned by Industrial Development Agency.

Grupa
Przemysłowa

baltic



**BALTIC
OPERATOR**

Baltic Operator Sp. z o.o.

80-873 Gdańsk, ul. Na Ostrowiu 15/20, Poland

phone: +48 58 769 16 00

e-mail: biuro_zarzadu@gdanskshipyard.pl

www.gdanskshipyard.pl



**BALTIC
OPERATOR**



WORLDWIDE SERVICE

MARINE SYSTEMS

Bota Technik's core business concerns marine propulsion systems service. We deliver modern solutions for global shipping and offshore markets. Located in Gdańsk, Poland, we have a modern workshop and office facilities. Our team of technicians is able to support customers worldwide.



www.botatechnik.com



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Bulk Cargo – Port Szczecin Sp. z o.o.

Bulk Cargo – Port Szczecin: universal seaport with great prospects.

Bulk Cargo – Port Szczecin established in 1994 is the biggest, multipurpose stevedoring company within the ports of Szczecin and Świnoujście. Bulk Cargo – Port szczecin has evolved from a reloading and storing company specializing mainly in bulk cargoes into organization which handle a broad spectrum of cargoes coming through the ports at the Odra River mouth. Our core business are handling and storing of bulk Commodities: coal, coke, ore, scrap, grain, fertilizer and general cargoes: steel products, forest products, break-bulk in big bags.

As the most universal stevedoring company, with its annual turnover of 4-6 million tonnes and over 300 skilled workers, we offer efficient, high quality cargo handling. We have the deepest in the port of Szczecin berths and the largest storage and warehousing areas. Our attractiveness is further enhanced by a very convenient location at the crossroads of transport routes, comprehensive reloading and storing offer covering wide variety of cargoes.

We offer:

- Deepest berths in the port of Szczecin
- 10 berths with a total length of 3100 m and draft up to 9.15 m
- The largest areas of storage yards and 50000 sqm in warehouses.

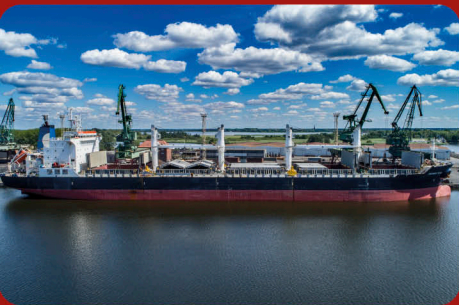


www.bulkcargo.com.pl

Bulk Cargo – Port Szczecin sp. z o.o.
70-661 Szczecin, Gdańska 21, Poland

phone: +48 91 430 73 73, 430 71 12 fax: +48 91 462 35 29

e-mail: ppysiak@bcps.pl, pwarchol@bcps.pl





www.crist.com.pl

CRIST S.A.

Our activity started in 1990 – initially as a business partnership of two engineers and since 2010 as a resiliently growing joint stock company.

Shipbuilding, offshore constructions, steel structures, sea engineering, civil engineering – these are the fields we specialize in. We steadily develop and adjust our offer to changing market demands. We are the only shipyard in Europe which has already constructed 4 units of Jack-up Vessels. Three of them are nominate for installation and servicing of sea wind farms.

CRIST belongs to the group of companies distinguishing themselves through innovativeness, niche products and the organization of the supply chain. The company cooperates with Clients from Poland, Germany, Norway, Denmark, Finland, Iceland, France, Belgium, The Netherlands and Scotland.

Our priority is to secure services and products which not only meet the acceptance but also exceed Clients expectations and demands. In our performance we focus on reliability. We care about the highest quality which is always controlled and certified by international technical organizations and classification societies.

CRIST has always been active in the field of shipbuilding, steel constructions and ship-repairs. Economic changes and growth of renewable technologies – such as wind and hydroelectric energy – created possibilities of activity on new markets.

For that reason we are presently participating in the implementation of projects of specialized coastal structures, sea transport and units for exploration of marine resources.

For many years we have been supporting eco-conscious initiatives what has initiated the execution of demanding and exciting projects: offshore constructions, barges and ships destined for installation of wind turbines

Producing for the offshore business we successfully take advantage of our market niche. The construction of sophisticated units for installation and servicing of sea wind farms ranks us within the group of European leaders in this branch.

www.crist.com.pl

CRIST S.A.
81-336 Gdynia, Czechosłowacka 3, Poland
phone: +48 58 769 33 00, fax: +48 58 769 33 01
e-mail: biuro@crist.com.pl



30 yrs
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DAMEN

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Project Management



Customer
Satisfaction



Our Mission is to:

Deliver unrivalled design and engineering service, to enhance our clients long-term competitiveness



Our Vision is to:

Be a **leader of technical and design thought** in the field of shipbuilding, a strategic partner in conducting technologically advanced, innovative and prototype projects, as well as a source of competence and knowledge for the group



DAMEN SHIPYARDS GDYNIA S.A.

Damen Shipyards Gdynia S.A.

Damen Shipyards Gdynia offers the design and newbuild of the following types of vessels:

- harbour, coastal and seagoing tugs (also with azimuth propulsion)
- environmental and pollution-fighting vessels
- fast rescue boats and pilot boats
- motor yachts
- buoy-laying vessels

The shipyard was founded by Jacek Duch and Andrzej Denz in 1991, based on the finest traditions of the Polish shipbuilding industry.

In 1996, the company became a member of the Damen Shipyards Group and has since operated under the Damen Shipyards Gdynia S.A. name.

The company was established as one of the first private shipyards in Poland and was based on the expertise of the highest class specialists in the shipbuilding industry. It was intended by its founders to be the company offering the best final product based on own production capabilities and broad cooperation agreements.

Nowadays, Damen Shipyards Gdynia employs about 90 top-class specialists. It cooperates closely with dozens of highly-specialized companies of both Polish and foreign origin. The Damen Shipyards Group offers the design and construction of a wide range of standard vessels. Damen Shipyards Gdynia, as a member of this group, also offers these products, but the basic focus is on building specialized units, designed according to clients' individual wishes and requirements.

Damen Shipyards Gdynia is located on the Baltic Sea in Gdynia, Poland, at the Norwegian Quay in Gdynia Harbour. It is located 23 km from Gdansk international airport. Damen Shipyards Gdynia launches/docks all vessel types.

www.damen.pl

Damen Shipyards Gdynia S.A.
81-336 Gdynia, ul. Indyjska 1, Poland
phone: 48 (0)586 22 14 10
e-mail: damen@damen.pl




DAMEN

DAMEN SHIPYARDS GDYNIA S.A.



DCT GDANSK

A Member of the  PSA Group

The most competitive gateway to the fastest-growing region in Europe DCT Gdansk is Poland's largest and fastest growing container facility, and the only deep-water terminal in the Baltic Sea Region having direct ocean vessel calls from the Far East. Located in the heart of the terminal in the Port of Gdansk, the terminal operates as a natural Baltic Hub.

The Deepwater Container Terminal Gdansk connects Poland to the largest shipping trade-lane between Europe and Asia, ensuring that Polish goods can be traded with China more efficiently in terms of costs, delivery times and a lower carbon footprint per container than alternative ports.

DCT was the first terminal that attracted direct calls from Asia to the Baltic Sea. This Baltic Hub is today the destination for the largest vessels in the world departing from China, Korea and other Asian countries. This process initiated a split of the most important shipping trade-lane in the world, Asia – Europe, into Asia – North West Europe and Asia – Baltic.

The Baltic Hub handles import and export, transshipment and transit. With an easy nautical accessibility comprising of 17m deep approach channel and up to 17m depth along the berth, year-round ice-free access combined with operational excellence, DCT is a natural gateway for all CEE containerized trade volumes. Thanks to infrastructure investments of the Polish Government

and the City of Gdansk, DCT terminal is well linked with the international hinterland which ensures its ideal position as a true Central European and Russian Gateway.

DCT Gdańsk as the Baltic Hub is one of the most efficient ways to serve the Baltic Sea market via transshipment and also the most cost competitive way to serve the hinterland markets of the Czech Republic, Slovakia, Belarus and Western Ukraine.

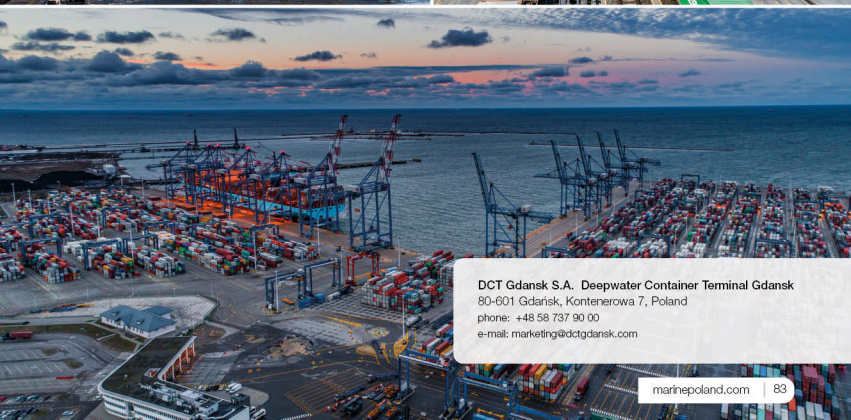
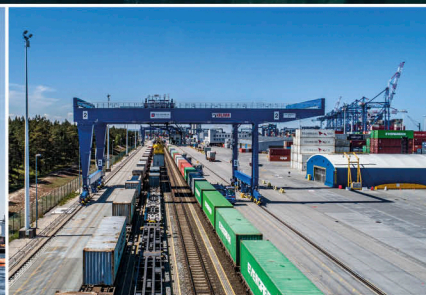
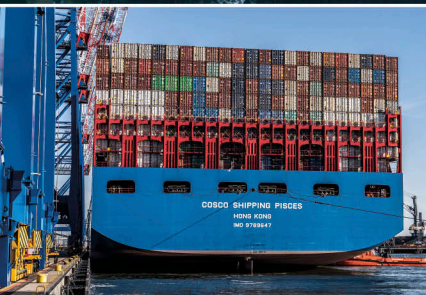
In 2019 DCT Gdansk handled +2m TEU, with direct calls by the largest ships afloat. DCT Gdansk is the only terminal on the Baltic Sea capable of handling ships of this size. DCT Gdansk can boast an impressive track-record of continuous development in terminal infrastructure and modern handling equipment. It is also actively involved in various environmental and local community protection activities, being the foundations for sustainable socio-economic development.

As of May 2019 DCT Gdansk has become part of the PSA Group, "The World's Port of Call", the remaining shareholders including the Polish Development Fund (PFR) and the IFM Global Infrastructure Fund managed by IFM Investors.



dctgdansk.com

- Annual Throughput Capacity: 3,250,000 TEU
- Berth Specifications: 1300m Of Quay Length With Up To 17m Depth
- STS Cranes Number: 14
- RTG Cranes Number: 40
- RMG Cranes Number: 3
- Reefer Plugs: 1092
- Rail Siding: 4 Rail Tracks with Combined Length of 2,5km
- Warehouse Size: 8,200 Sq Meters
- Year-Round Ice-Free Access



DCT Gdansk S.A. Deepwater Container Terminal Gdansk
 80-601 Gdansk, Kontenerowa 7, Poland
 phone: +48 58 737 90 00
 e-mail: marketing@dctgdansk.com



EKO-KONSULT Sp. z o.o. is a leading technical and environmental consultancy firm with almost 30 years of experience in the marine and coastal projects

EKO-KONSULT is distinguished by its outstanding and unusual combination of specialized engineering knowledge and excellent practice in the safety analysis with the extensive experience in environmental protection. Hence, we offer comprehensive services from the early stage and through the whole life cycle of a technical facility, or investment projects, guaranteeing environmental outsourcing as well as support in the safety analysis and risk assessment process.

As company based in the coastal zone of the Baltic Sea, one of the main areas of our activity are projects involving all sectors of the maritime industry, such as transmission, exploration and extraction or warehousing.

Since the early 90s we've been leading technical and environmental consultancy company, implementing coastal and off-shore projects including:

- Storage and transmission of natural gas
- Refining, petrochemical, chemical, storage and transmission of crude oil and petroleum products
- Oil and gas exploration and extraction at the sea
- Offshore wind energy
- Port terminals and waterways

We can boast vast experience in almost all branches of the industry and given our location, primarily in maritime and coastal projects.





As technical and environmental consultancy pioneers, we've engaged in environmental procedures for the strategic national projects from electric power, oil and gas sectors. We've worked on environmental procedures involving:

- exploration, extraction, storage and transfer of crude oil,
- extraction, storage and transfer of crude oil and natural gas onshore and offshore,
- electricity connections for wind farms in the Baltic Sea.

EKO-KONSULT has collaborated with maritime scientific and research institutions, including Maritime Institute in Gdańsk, Gdynia Maritime University and Faculty of Oceanography of Gdańsk University.

Many key companies, both Polish and international have been entrusting EKO-KONSULT with the technical and environmental consultancy. We've assisted investors throughout the entire implementation cycle, from the analysis of variants and concepts, through the development of environmental documentation, support in relations with the local community, to post-implementation analyses and in every case - endeavor expectations.

Our team of specialists have thorough knowledge in specific environmental conditions within the maritime and coastal area, guaranteeing top-quality analytical work in accordance with current formal requirements, with emphasis on time and detail.

We give good *energy* from 20 years

We are a partner of one of the world's largest producers of port lifting devices.

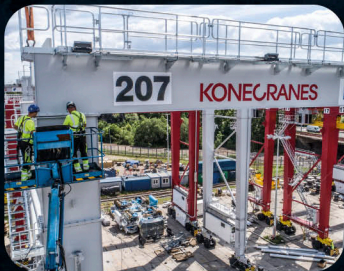
We assemble large-size steel constructions of port cranes (RTG, RMG). Our activity includes electrical and mechanical works. Complete, ready-made crane equipment works in ports around the world.

The offer is complemented by underground jacking (mole), concrete cutting with diamond technique, drilling in ceilings and walls.

Our main activities are electrical and wiring works, power, telecommunications and industrial construction.

We design and manufacture electrical installations, medium and low voltage overhead and cable networks, outdoor lighting, transformer stations (also rental), power switchboards, overhead fiber optic cable lines and other power facilities.

We make horizontal directional drilling (trenchless transitions under terrain obstacles). We provide directional drilling up to 250 meters long and with a maximum diameter of 450.





Electrical Installations

- Construction, assembly and modernization of the electric and power grid together with full infrastructure
- Internal, external and emergency lighting installations
- Alarm installations, CCTV



Energetics

- High, medium and low voltage cable and overhead power lines
- Construction of pole and container transformer stations
- Outdoor lighting of roads and squares



Rental of transformer stations

- Delivery and installation at the indicated place
- Comprehensive service in the field of maintenance, inspections
- Design and measurements



Directional drilling

- Directional drilling (trenchless passes under field obstacles up to 250m in length and diameter średnicy 450
- Jacking Mole



Cranes (RTG, RMG)

- We are a partner of one of the world's largest producers of port lifting devices
- We assemble large steel constructions of port cranes (RTG, RMG)



el professional



PUH El Professional Mariusz Maszota
Zielona 2 Str., 84-242 Luzino (Kębiowo), Poland
Phone: +48 58 678 23 86
e-mail: biuro@elprofessional.pl
www.elprofessional.pl





Zarząd Portu Morskiego
Elbląg Sp. z o.o.

Elbląg Sea Port Authority Co Ltd

The Harbour of Elbląg is the biggest Polish harbour on The Vistula Bay. It is located on the river Elbląg, 6 km from its estuary to The Vistula Bay (latitude: 54° 10'5" N; longitude: 19°23'S"). The Vistula Bay is connected with The Gulf of Gdańsk by inland navigation along the river Szkarpa and by Pilawa Strait near Bałtyk. In Elbląg starts Elbląg Channel (Oberland Canal -129,8 km), the unique in the world, technical relic, which is a tourist attraction.

Port Elbląg is a local harbour, designed for inshore goods, passenger and tourist navigation at The Vistula Bay and The Gulf of Gdańsk. Annually over 30 thou. of passengers are shipped. Total site area - 470 hectares; Length - 4,5 km; Total quay length - 2,5 km (including 0,3 km of passengers quays.). Depth of fairway- 3,5m (1,8 m in extreme conditions).

Favourable geographic position in the context of potential economic relations and co-operation with Kaliningrad District, Baltic Republics and countries of Scandinavia. Port of Elbląg creating circumstances to enlarge trade (border crossing point, Commodity Exchange); has a good condition of technical infrastructure (strengthened quays, open store areas, sidings, cereal elevators). Port has a place for a possibility of repairing vessels in Repair Shipyard. Port has a presence of all institutions necessary for service of passenger traffic and goods traffic (Border Guard, Customs House, Port Authority, Management Board of the Harbour, Point of Fitosanitary Control). Elbląg has a convenient conditions for sailing and other water sports.

The terminal's handling capacity is estimated at 0.5 - 1 million tons / year (bulk cargo) and 0.1 thousand. tons of general cargo.

The terminal can handle ships with a freight capacity of 3 - 3.5 thousand. DWT and allows the use of all possible transshipment technologies. A modern passenger terminal was built on the right bank of the river together with the infrastructure of the sea border crossing meeting the requirements of the Schengen Convention. It has a berth 200 m long and 3.5 m deep, as well as a bridgehead for ferries.

The Port of Elbląg is and will remain a local port, but it may be of a more regional importance. The goal of its development is not and cannot be competition with the ports of Gdańsk and Gdynia, but rather their complement.

Shipping to the ports of the Baltic and North Sea is currently incidental and not much can be changed here without Russia allowing third-party flags. It can develop only after the channel has been built by the Vistula Spit. The entrances to the channel will be protected against sea waves from the necessary breakwaters. The construction of the canal will allow cargo ships with a carrying capacity of 3.5 - 4 thousand to enter Elbląg. DWT and passenger lengths up to 120 m and width up to 22m. The channel will not only shorten the route to the ports of the Tri-City, the western part of the Baltic Sea and the North Sea, but will also enable year-round navigation. The decision to crush ice on fairways in winter will be able to be taken freely by Polish institutions at the request of carriers, and therefore based on economic calculations.

www.port.elblag.pl

Zarząd Portu Morskiego Elbląg spółka z o.o.
82-300 Elbląg, Portowa 1-3, Poland
phone: +48 (55) 234 46 31
e-mail: port@port.elblag.pl



Zarząd Portu Morskiego
Elbląg Sp. z o.o.





Energomontaż-Północ Gdynia S.A.

Energomontaż-Północ Gdynia is an internationally recognized Polish provider of large scale complex multidisciplinary structures for Offshore Industry ranging from Deck Equipment, Subsea Terminals to complete Processing Modules and Floating Units.

Energomontaż has been involved in erection of several Power Plants including construction services for the first Polish Nuclear Power Plant in Żarnowiec as well as other projects related to Power Industry including prefabrication of steel reactor cover for Nuclear Power Plant in Olkiluoto (Finland). Company's experience in Power Industry is underpinned by the long term power and heat generation plant maintenance service agreement for Michelin Tyre Factory in Olsztyn.

For the last 15 years EPG has been supplying structures for Renewable Industry providing substation platform topsides, elements of subsea foundations, transition piece and external platforms for number of Offshore Wind Farms: Walney, Rodsand, Baltic 2, Butendiek, Arkona, Gwynt y Môr, London Array, Nordsee Ost.

The Company also offers machining of large scale elements - up to 120 tons - and plate rolling of up to 200 mm thick.

Majority of EPG contracts originate from Western and Northern Europe although assets delivered by EPG are often bound to final destinations in Africa and both Americas.

Energomontaż-Północ Gdynia S.A.
is a part of the Grupa Przemysłowa
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by Industrial Development Agency.

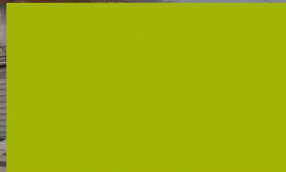
Grupa
Przemysłowa

baltic



www.epgsa.com

Energomontaż-Północ Gdynia S.A.
81-061 Gdynia, Handlowa 19, Poland
phone: +48 58 770 25 21
e-mail: epg@epgsa.com



Escort Sp. z o.o.

Escort - specializing in the field of marine electronics, and underwater measurements, monitoring and exploration.

Escort has been present on the Polish market for 25 years. Working initially only as a service company in the field of marine electronic equipment, it expanded its scope of services also in other areas of inland waters. In addition to traditional activities in the area of services and in the design of installations of marine electronic systems, the company also specializes in the field of underwater monitoring, underwater exploration and hydrographic measurements. To be self-sufficient in this area the company makes use of high quality equipment to perform all kinds of tasks underwater. Among other things, the company has an underwater ROV Falcon vehicle, single beam and multi beam hydrographic echo sounders, devices cooperating with echo sounders, such as a motion sensor, SVP probe or navigation system and hydrographic software, towed sonar, high-resolution MS1000 scanning sonar, and an ARIS acoustic camera used for exploration and for monitoring objects in conditions where there is a complete lack of visibility in the water. The company also carries out comprehensive studies of the structure of concrete bridge piers underwater and around the base of these pillars, presented in 3D.

The staff of Escort consists of young but experienced engineers and service technicians, programmers and designers of electronic systems and A class hydrographers. The company also conducts training in the fields of hydrography and the exploration of underwater objects.

Although monitoring, exploration and underwater measurements based on its existing equipment is possible, the company has developed and put into production a number of hydro acoustic systems to support such research, including the following systems:

- **HMSD** - hydro acoustic system for monitoring the water bed and underwater infrastructure. The device allows remote observation online, via the Internet, of changes in the bed formation in the area of the installed acoustic head ridge or wharf of the port basin. By comparing the registered echograms, it allows understanding of how quickly and to what extent the erosion of the bed progresses.
- **HSMR** - hydro acoustic system to monitor fish in fishways and rivers. The device allows remote observation online, via the Internet, of the migration of fish through fishways. It allows the speed and direction of movement and fish size to be measured and the generation of reports of their migration. Synchronization with optical cameras allows fish species to be assessed at the same time.
- **HSPP** - hydro acoustic positioning system for underwater (underwater GPS). The system consists of three telemetry buoys equipped with hydrophones, GPS receivers and radio modems, allowing the continuous presentation on a monitor of the Pinger position, installed on an underwater vehicle, for example, or on scuba diving equipment. The system does not require any pre-calibration. It allows the determination of the geographical position of the Pinger with one-meter accuracy on waters of approximately 1 km².

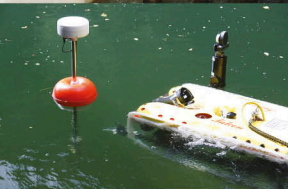
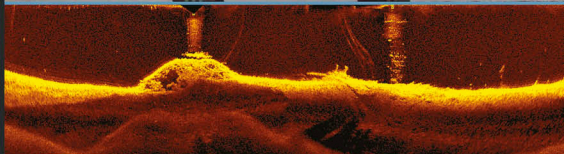
www.escort-technology.com

Escort Sp. z o.o.

70-103 Szczecin, gen Dezyderego Chłapowskiego 8, Poland

phone: +48 91 4310400, fax: +48 91 48 24 777

e-mail: escort@escort.com.pl



Famor - innovative solutions

FAMOR is a provider of complete solutions in the field of lighting and electrical equipment.

FAMOR Product Portfolio:

- Marine switchboards:
 - main;
 - emergency;
 - auxiliary switchboards (starters, lighting & heating panels, distribution boxes, etc.)
- Control consoles:
 - bridge;
 - ECR;
 - cargo & ballast systems
- Control columns for deck equipment
- Marine and industry lighting equipment (fluorescent, incandescent, LED, explosion-proof)
- Lighting equipment for trains vehicles
- Searchlight and floodlight (halogen, sodium, metal-halide, xenon, LED)
- Signaling devices:
 - bells, hooters and sirens;
 - signaling columns;
 - signal-position lanterns;
 - signal lights (flashing light and continuously light)
- Evacuation signs and lights

FAMOR S.A. is well known Polish manufacturer of complete range of low voltage distribution and lighting equipment to home and foreign markets for over 60 years. We offer reliable, modern and energy-saving products.

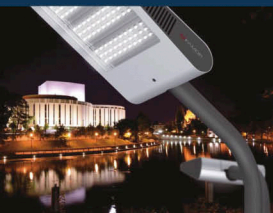
Obviously, our manufacture has been constantly changing adjusted to increasingly customer demand. At present the Company is focused on the shipbuilding industry and train vehicles building industry, where are very high demands of quality and durability of products is essential, the same quality requirements we apply to remaining our product groups as mining, industry, streets and hospital lighting.

We obtained several quality management certificates including ISO9001, ISO14001, AQAP2110, ISO3834-2, ISO13485 also NATO supplier certificate. We have research development department. Many products are designed and manufactured according to individual clients requirements. We also offer services related to metal machining, welding and powder painting.

www.famor.pl

Famor S.A.

85-048 Bydgoszcz, Kaszubska 25, Poland
phone: +48 (52) 366-82-02, fax: +48 (52) 366-82-03
e-mail: sekretariat@famor.pl



FAST SA

We have been providing professional services and carrying out specialised projects in the area of surface protection, insulation, interiors and furniture for 30 years. We participate in works concerning new vessels, ship repairs, reconstructions and offshore structures.



Cleaning and painting services in the area of surface protection are the main activities of FAST. Due to many years of experience, qualified staff, as well as full technical infrastructure we can realise a great variety of projects. We offer comprehensive range of services: from an in-depth technical analysis, through preparatory works to the application of optimal method of cleaning and adequate painting, metalizing systems, as well as passive fire protection (PFP) applications. Surface protection works (cleaning and painting) are carried out in our own painting lines or in the place designated by the Customer where we also provide a complete facility protection against adverse weather conditions. We meet all the requirements and norm recommendations which come from the world leading manufacturers and classifiers.



Our company provides extensive insulation services for sea constructions, offshore and industrial applications. We insulate flat surfaces, pipelines and flues, in the area of thermal, fire and acoustic preservation together with metalworking and foaming, always according to the needs of the project. In order to meet the most stringent requirements, we offer energy efficient, safe and sustainable solutions for fire protection. We directly cooperate with global leading providers of insulation systems.



We are specialists in equipping vessels. We offer complete finishing and ship interiors furnishing in turnkey project. Thanks to many years of experience we carry out implementations in various standards and always according to Clients' requirements. We design, supply materials and produce furniture and equipment which is dedicated to particular unit and installed on board.

One of the distinguishing elements of FAST is high quality of realised projects. We have implemented, continuously develop, and improve the Integrated Management System including ISO 9001, ISO 14001, PN-N-18001 and AQAP which builds in our Customers confidence and guarantees service with constant quality. Our dedicated Project Managers work in according to IPMA standards.

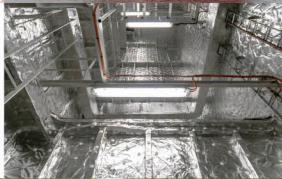


www.fast.pl

FAST SA
Czechosłowacka 3, 81-963 Gdynia, Poland
phone: +48 58 554 33 61, fax: +48 58 554 33 62
e-mail: info@fast.pl



FAST  Partnership
& Competence





MARINE



OFFSHORE



RAILWAY INDUSTRY



OTHERS

We are a team of Marine/Offshore Engineers, Naval Architects and other experts with professional experience in shipbuilding and other industries gained during many years of practice, also industrial practice (mainly in ship design offices and shipyards). Our key area of interest focuses on marine and offshore sector however we also provide consulting and analysis services in other industrial branches, e.g. railway transport.

We deliver CAE (Computer Aided Engineering) services, mainly in the field of numerical analysis of structures and simulation of different mechanical systems. Therefore, as our domain we offer the most comprehensive and complex application of FEM (Finite Element Method) and other numerical methods of CAE, like CFD simulations (Computational Fluid Dynamics).

Hence, we provide efficient computational analysis support of designing process as well as construction and operation phases, in accordance with applicable rules / regulations and technical state of the art. Our services cover different phases of project development:

- Feasibility studies;
- Conceptual design;
- Basic design;

- Construction execution;
- Refit and conversion design;
- Lifetime extension.

We offer numerical analysis of structures and other complex mechanical systems, including all kinds of internal/external loads (operational and environmental):

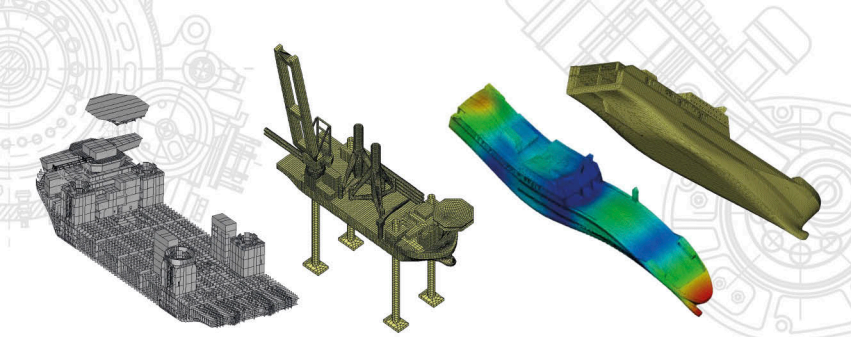
- Strength of structures
- Ultimate strength of structures
- Fatigue strength of structures
- Optimization of structural designs
- Vibration of structures
- Vibration of machinery, equipment and hull appendages
- High speed dynamics – structural impact problems, crash
- High speed dynamics – shock response analysis
- Earthquake response analysis
- Environmental loads and responses – fixed structures
- Environmental loads and responses – floating structures
- Special hydrodynamic problems – CFD simulations

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Gdynia Maritime University

Gdynia Maritime University is the largest maritime university in Poland and one of the largest in Europe, offering education to future officers of merchant marine vessels as well as engineering and managerial staff for the region and maritime economy.

The origins of Gdynia Maritime University date back to 1920. Today, after nearly one hundred years, thanks to the experience, dedication and knowledge of its employees, our University is ranked among the top maritime universities in the world.

At present, Gdynia Maritime University consists of four faculties: the Faculty of Electrical Engineering, Faculty of Marine Engineering, Faculty of Navigation and Faculty of Entrepreneurship and Quality Science. Our University is the owner of two training ships: SV "Dar Młodzieży" and a research and training vessel MS "Horyzont II".

Gdynia Maritime University runs a number of international scientific research projects and has an unquestionable academic status confirmed by six entitlements to award a scientific degree of doctor (PhD) and two entitlements to award a scientific degree of doctor habilitated (PhD, DSc).

In the last ten years our University carried out projects with a total value exceeding 25 million euros oriented at research, teaching and infrastructure, at the same time expanding its research and laboratory facilities.

Gdynia Maritime University employs highly skilled academic staff and has modern laboratories for research and training in the area of surveys and transfer of technology for the needs of businesses and economic organizations. We provide services which can facilitate access to new, innovative technologies and new potential markets for companies.

The research activity of Gdynia Maritime University deals with issues related to the directions of development and needs of the region. Our University is a beneficiary of projects under the Regional Operational Programme of the Voivodeship of Pomerania, the Ministry of Science and Higher Education, the National Centre for Research and Development, the National Science Centre, as well as of other EU funded programmes and the European Space Agency programme. We carry out R&D works in compliance with multiple priority research directions under Regional Smart Specializations and National Smart Specializations.

www.umg.edu.pl/en

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e-mail: pror1@umg.edu.pl

Department of Education
Phone: +48 58 5586 437
e-mail: pror2@umg.edu.pl

Department of Maritime Affairs
e-mail: pror3@umg.edu.pl





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related to broadly understood geophysical and
geological surveys. The Group has also an
extensive experience in fieldworks related to
Uxo's works, both on land and on the water,

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Activities in the area of:

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- surveys of slopes and landslides;
- non-intrusive archaeological surveys;
- soil and groundwater contamination tests;
- surveys of levees and dams;
- comprehensive site clearance of explosive and hazardous objects;
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HYDROMECH

Zakład Hydrauliki Siłowej HYDROMECH S.A.
HYDRAULIC POWER SYSTEMS AND SERVICES

HYDROMECH S.A. is a company with over 35 years of experience in designing, manufacturing and services of power hydraulics systems and devices. Our in-depth expertise comes from both engineering qualifications and from long years of working in power hydraulics service and manufacture. This experience has allowed us to create a very streamlined design process. It also comes into play in every design when we look beyond the initial specification to the application and the associated physical demands later on.

We offer a bespoke package of support including design, manufacturing, hydraulic ram refurbishment or repair. Within the factory there is an extensive range of purpose built equipment which is unique to the Cylinder business, allowing us to provide a dynamic and responsive service to our customers.

The quality has been confirmed by many awards and certified (AQAP 2110, ISO 9001).



PRODUCTION

Our products range includes: hydraulic aggregates, cylinders, motors, complete hydraulics systems for ships and navy ships.

Having a very well-equipped machine shop (CNC milling machines, lathes, wire cutters etc.), experienced employees we are able to perform mechanical processing in accordance with the customer's expectations. Our experienced quality control department is supported by measuring tools including laser measuring arms.



SERVICES

Our service portfolio for hydraulic cylinders enable safe and uninterrupted continuous operation. We take the time to do a proper and in-depth evaluation. Then we can get a reasoned and honest opinion on what is required to fix it and ensure it will stay fixed for the long haul.

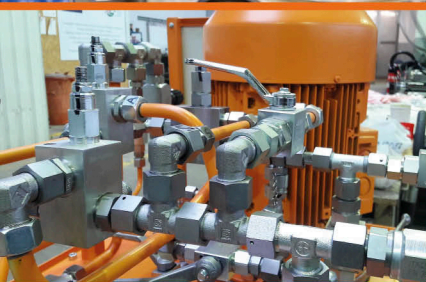
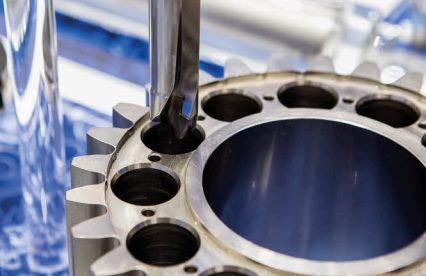
Hydraulic equipment is generally attached or connected to other items, components or framework. Similarly clients using hydraulic equipment also have associated non-hydraulic equipment that also needs servicing or repairs. We can also serve our clients all round engineering needs. This ranges from machined components – pins, blocks, shafts etc. to more complex upgrades, manufacture or overhaul.



DESIGNING

Our design office carry out the individual project acc to our customers needs. The software we use to develop our designs also allows us to pre-test before we have even built the unit. Designs can be run through a range of operational scenarios to develop the optimum end design which is the most robust we can achieve given the cost and space constraints we have to work with. This means that when physical testing takes place we are not testing the design, but the final integrity of the parts and assembly.

www.hydromechsa.pl



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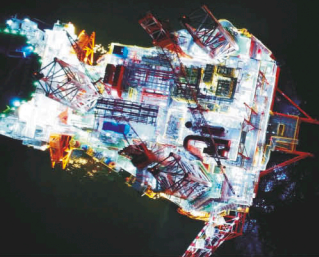
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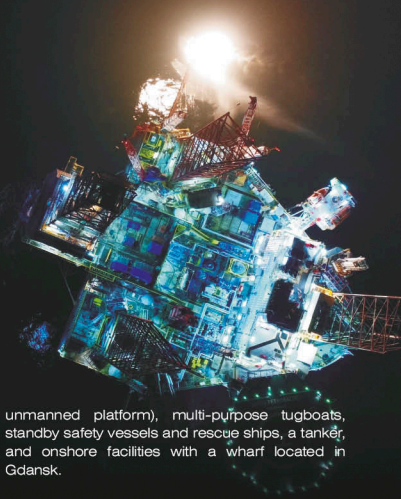


LOTOS Petrobaltic S.A.

LOTOS Petrobaltic is a Polish-based company engaged in exploration for and production of crude oil and natural gas on the Polish shelf of the Baltic Sea, also providing a complete range of offshore logistics, marine site survey (including geotechnical seabed investigation) and fleet management services. The company is responsible for implementing the LOTOS Group's strategic objectives in the area of exploration for and production of hydrocarbons in the Baltic Sea.

LOTOS Petrobaltic holds three licences (Leba, Gotland, and Rozewie) for the exploration for and appraisal of crude oil and natural gas deposits and for hydrocarbon production in Poland's offshore areas, with a total area of 3,177 square kilometres. The licences are located in the eastern part of Poland's offshore territory. The company and its subsidiary LOTOS Petrobaltic also hold two production licences for the B3 and B8 fields, which are currently in production. The company also conducts onshore exploration and appraisal operations alone and with partners in northern Poland.

The LOTOS Petrobaltic Group's assets comprise five offshore platforms – two drilling rigs and three production platforms (including the PG-1



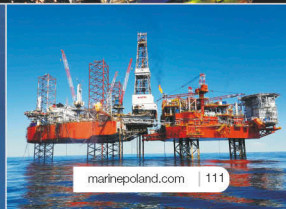
unmanned platform), multi-purpose tugboats, standby safety vessels and rescue ships, a tanker, and onshore facilities with a wharf located in Gdansk.

The business of Energobaltic, a LOTOS Petrobaltic Group company, is handling natural gas associated with oil produced from offshore reservoirs in the Baltic Sea. The company uses this gas to generate heat, electricity, LPG, and gas condensate at the Władysławowo CHP Plant. The Miliiana Group companies provide maritime logistics services, also to LOTOS Petrobaltic. These include crude oil storage and transport, rescue and spill containment assistance and geotechnical services. The LOTOS Petrobaltic Group also owns special purpose vehicles established to carry out specific investment projects, for instance the B8 field development project.

LOTOS Petrobaltic is the sole Polish company to have built a 30-year track record of successfully delivering projects in the extremely difficult field of offshore hydrocarbon extraction in the Baltic Sea. The company extracts crude oil and natural gas from reservoirs lying beneath the sea floor, contributing to enhancing Poland's energy security.

www.lotospetrobaltic.pl

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phone: +48 58 301 30 61 do 69
e-mail: petrobaltic@lotospetrobaltic.pl





Morska Agencja Gdynia Sp. z o.o.

We are one of the oldest companies in the sectors of transport and logistics operating in the Polish market.

Our company guarantees delivery of cargoes to any place in the world - by sea and on land. Thanks to our long experience and creativity of our staff, Morska Agencja Gdynia is a brand which cooperates with exporters and importers from all over the world, shipowners, shipping lines, freight forwarders, ports, maritime offices, customs and immigration, banks and financial institutions as well as insurance companies.

We organize road and sea transport of several thousand containers a year, freight vessels, arrange road and rail transport, deal with heavy and over-size goods, dry and liquid loads as well as with general cargo. Our company ensures storage and distribution of our customers' goods in modern warehouses and also provide bonded storage. The company's offer also includes offices to let.

For years we have been a correspondent of protection and indemnity clubs. We work as an emergency agent for the benefit of foreign insurance associations, supporting them during settlement of claims in road, rail and sea transport.

Polish Seafarers are offered attractive and safe work. Each year our company arranges about 1500 contracts for officers and ratings to the vessels of reputable shipowners from Germany, Great Britain, Denmark, Ireland, Greece and the USA.

Our professional team may challenge any task related to logistics of international trade.

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Marine Projects Ltd.



MARINE PROJECTS Ltd. Sp. z o.o. is a private owned shipyard operating actively on the shipbuilding market.

During the past 30 years of its history Marine Projects Ltd. established in 1989 had accumulated an extensive experience and knowledge enabling us to respond quickly and efficiently to our Customer's needs and requirements. For many years our Shipyard closely cooperates with our traditional partners and Customers from Germany, Netherlands and Norway.

Marine Projects Ltd. Sp. z o.o. is very conveniently located in Gdańsk at Vistula River bank. This arrangement makes possible an easy road transport connection to the Yard and gives a good access to the open sea and inland waterways.

Production activities scope:

- complete, fully outfitted vessels up to 100 m length;
- complete, fully outfitted harbour tugs and workboats;
- various sailing vessels;
- fully outfitted superstructures (deckhouses) of block weight up to 1 000 t;
- partly outfitted hulls up to 100 m length or longer in parts;
- pontoons and platforms;
- fabrication of steel structures for the shipbuilding industry, like large outfitted hull blocks and sections and structures for shore industrial plants;
- conversions of ships and yachts;
- wide scope of outfitting, pipefitting, electrical works and rigging as well as all kinds of painting works.

Marine Projects Ltd. shipyard is staffed by a highly motivated workforce of a few hundred employees well qualified to conduct various kinds of demanding jobs required for the execution of wide scope of newbuildings aided by own professional technical office.

Production facilities and technical infrastructure:

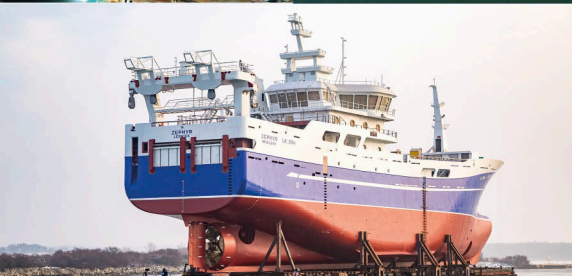
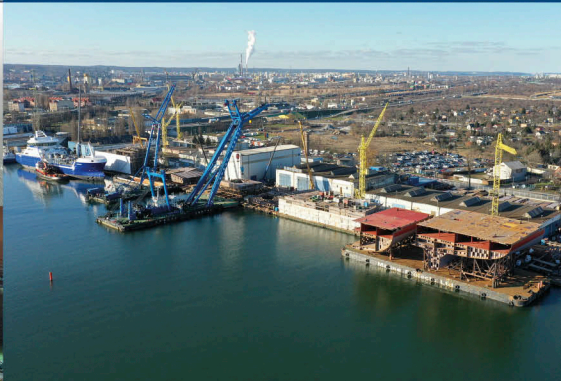
- production site of over total 52 000 m², including 6 600 m² of covered halls and workshops;
- building ways for hulls up to 100 length;
- one 600 m long outfitting quay;
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- one large seagoing 3 500 t self-ballasting transport pontoon 'Conrad 2' (60 x 20 x 4.5 m);
- one handy 480 t transport pontoon 'Conrad' (40 x 10 x 2.0 m);
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- automatic, semi automatic and manual welding with approval and under supervision of classification societies such as ABS, DNV-GL, PRS, BV and LR;
- computer aided design (CAD) capability: AutoCAD, ShipConstructor, Maxsurf, Hydromax, HullSpeed, Rhino 3D, Orca, NavisWorks, Aster, SolidWorks and Nupas Cadmatic;
- quality control (NDT tests, Leica tachymetric 3D measurement system, etc.);
- ISO 9001 quality management system.

www.marineprojects.pl

MARINE PROJECTS Ltd. Sp. z o.o.
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Marine Projects Ltd.





Morska Stocznia Remontowa
GRYFIA

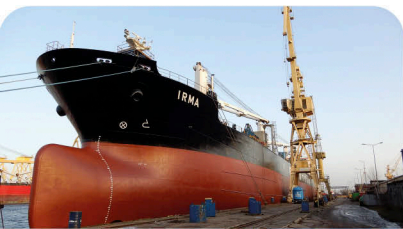
Morska Stocznia Remontowa "Gryfia" S.A. has been, for many years, successful in dealing with repairs, conversions and newbuilds that are carried out for the needs of our customers. Experienced staff as well as good technical facilities cause ships of the world's biggest ship-owners to moor alongside our berths. We offer full service of sea ships of any type and size.



MSR Gryfia S.A. has at its disposal a total of five floating docks, including dock No.5 – one of Poland's newest and largest dock with lifting capacity of 17 000 ton, which allows dry-docking ships with up to 40 000 DWT. Besides, repairs of smaller ships are performed on one another smaller docks.

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With more than **3,000 employees at over 30 locations worldwide**, we generate **€ 300 million** of sales revenues each year. From a local service provider we advanced to become a global player in the 1980s. Today, we act as an international organisation, offering top-rate services covering

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- **Steel Construction**
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- **Speciality (Rope) Access**

in our **Ship, Oil & Gas, Wind Energy** and **Industry** business segments.

Our Vision

We continuously improve our technologies and services to remain the quality leader in our markets and to keep our number one position in the industry. Our customers, suppliers and employees value us as a professional and dependable partner.

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Located in Gdańsk the Anticorrosion Division of Muehlhan Poland offers comprehensive maintenance & painting services including: blast and mechanical cleaning of steel surfaces, high-pressure washing above 1,700 bars based on the patented p-jet technology, as well as all kind of applications of protective coatings including PFP. We perform the works also with rope access.

Important part of the Division's activity are scaffolding services. Our experienced team provides technical consultancy, design, lease, assembly and disassembly of scaffold systems, canvas cover systems, industrial tents and special structures.

Anticorrosion Division offers also high performance flooring systems for several industries such as chemical, food and beverage, automotive, retail, etc.

Located in Szczecin Steel Division is specialised in production and assembly of ship sections including mega yachts, bridges and different on- and offshore structures. We work on the client's premises as well as in our own production hall located in Szczecin at Bronowicka Street. In the daily operations we are focused on quality and efficiency. Professional preparation and high automation of the welding processes ensure compliance with quality demands at a competitive price.

Muehlhan Polska Sp. z o.o. employs across both Divisions over 500 highly qualified and experienced employees and dispose about a large and modern machinery park. This combined with over 130 years of experience allow us to offer highest quality services and products to satisfaction of our customers. High competence, quality and compliance with HSE rules of our services is confirmed by following certificates ISO 9001, ISO 14001, OHSAS 18001, IRATA, FROSIO, NACE, EN 1090-2 EXC4, ISO 3834.

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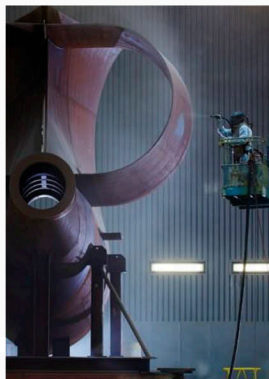
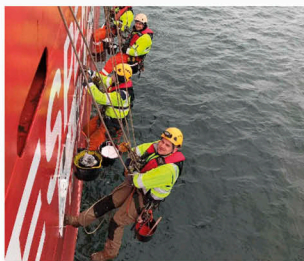
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NAFTOPORT Sp. z o.o.

Naftoport - based in Gdańsk Northern Port - is the only crude oil transshipment terminal in Poland and the biggest Polish transshipment terminal of refined oil products.

It provides the alternative, to land one, oil transport via pipelines. No other maritime terminal may supply crude oil and petroleum products to Polish refineries. The company also provides possibilities of crude oil transit from Russia and storage at PERN facilities in Gdańsk and is an element of the petroleum supply logistics for two eastern German refineries.

The Company handles transshipment for: crude oil, diesel oil, fuel oil, gasoline, jet fuel, condensates. Transshipments of oil products are carried out for Grupa LOTOS, connected with Naftoport by pipeline network.

Naftoport is environmentally-friendly, it fully respects and implements the occupational health and safety rules, and operates modern, specialised control and measurement equipment.

The Company is an owner of five cargo handling berths, shielded with breakwaters and secured against oil spills with the permanent, foldable and pneumatic dams. The cargo handling facilities ensure the possibility of hydrocarbon vapors reception. The fire-fighting system is performed from both the land and the water. The jetties are equipped with permanent water and foam fire-fighting installations. The installations are supported by fire-fighting cars and vessels.

The Naftoport Oil Terminal is suitable for oil tankers with the length up to 340m, width – 60m and the maximum draught of 17m.

Over the period 1992-2019 Naftoport provided services for 7,3 ths tankers, transshipped 265 mln tons of crude oil and liquid fuel. A record-breaking year was 2019 when 17 mln tons were handled in the Terminal.

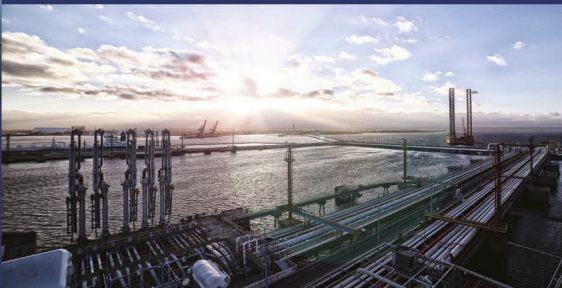
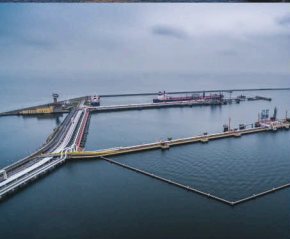
www.naftoport.pl

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Kpt. ż. w. W. Poinca 1, 80-561 Gdańsk, Poland

phone: +48 58 343 74 25, +48 58 737 74 25, fax: +48 58 343 76 06

e-mail: naftoport@naftoport.pl



Shiprepair Yard "NAUTA" S.A.

Nauta Shiprepair Yard established in 1926 has performed several thousand of extensive repairs on various types of ships. It has also designed and built over 500 fishing and special purpose vessels.

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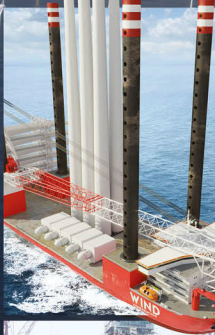
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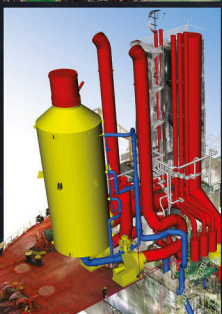
RETROFIT & CONVERSIONS

TURNKEY COMPLEX DELIVERIES
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VIRTUAL & AUGMENTED REALITY
ANALYSES & CALCULATIONS
HIGH-QUALITY ANIMATIONS
TECHNICAL VISUALISATIONS
MARKETING APPLICATIONS
3D MODELING



nglmachining • in-situ machining • 3Dmeasurements • nglmachining

The mobile machining service (in-situ machining) is used to precisely remove excess material while maintaining the performance tolerance regime. Its purpose is to provide an alternative to stationary machining devices and eliminate the need for their disassembly and transport.

COMPANY

The NGLMachining company was founded as an answer to the market demand expecting mobile machining services while maintaining the performance tolerance regime. Our goal is to find an alternative to stationary machining, eliminating the need to disassemble and transport the machined component. We focused our efforts primarily on innovation and non-typicality of applied solutions, as well as the timeliness and the performance precision.

The technical and process solutions we offer found applications in these industry branches, where the dimensions and accessibility of structural elements were a problem in the repair-manufacturing technology. The elimination of transport costs, while expanding service simultaneously, enabled us to perform production tasks significantly faster and, in case of failure, to restore continuity of the production faster.

In order to develop and improve our services, we continually expand our machine park and improve qualifications of our team. By modifying and expanding our offer, we respond to the constantly growing and changing needs as well as requirements of our Customers.

IN-SITU MACHINING

Tasks presented to us by the industry become more and more unusual and complicated. Until recently, some of them were impossible to perform or were a logistic and economical challenge. The opportunities offered to us by mobile machining today are virtually limitless. Combination of technology with skills and experience of operators and measurement teams allows us to perform even the most complicated projects.

During execution of works in the field of mobile machining, we use specialised, portable machines designed for confined spaces. Mobile boring machines, milling machines, and lathes used by us are characterised by a compact and modular structure. This equipment has been designed for work in harsh conditions, using a drive system allowing to deliver optimum power with respect to the load proportion.

We work at the construction and maintenance operations in power distribution companies, chemical and food industries, in the construction of steel structures and ships.

We reach with our services not only Polish companies, but also the foreign ones. We are everywhere, where the machining is difficult and requires non-standard solutions.

3D MEASUREMENTS

NGLMachining provides precise measurement data that influence the optimization of production processes. FARO® laser systems, which we apply on a daily basis, give us the possibility of collecting data and their multidirectional analysis in relation to any set coordinate systems.

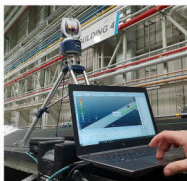
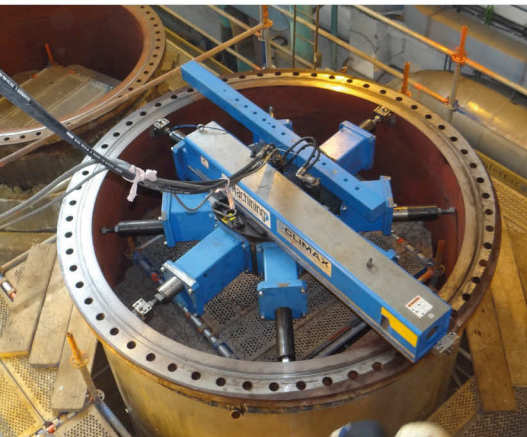
FARO® measuring instruments and systems that we use (FARO® Laser Tracker VantageE, FAROArm®, FARO® ScanArm) are the best and most comprehensive devices for measurement and 3D visualization. They create a new quality in industrial metrology with their precision and functionality far exceeding the capabilities of commonly used tacheometric devices.

We carry out measurements for the needs of various industries with numerous applications. The complexity of the FARO system allows us to use it in many directions: from measuring small workpieces to measuring large-size structures. The data collected owing to the METROLOG inspection software can be analysed and presented on a multi-level basis in the form of clear and intuitive reports.

www.nglmachining.com

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e-mail: r.bogusz@nglmachining.com

in-situ machining



The mobile machining service (in-situ machining) is used to precisely remove excess material while maintaining the performance tolerance regime. Its purpose is to provide an alternative to stationary machining devices and eliminate the need for their disassembly and transport.

OKMARIT LTD.

Freight forwarding and logistic especially focused on project cargo OOG handling is a core activity of OKmarit from the year of company inception in 1991. Logistic including road, inland and sea we have in our veins and great number of successful forwarding projects constitute our company's body. We do offer highly professional service tailored to contractual and budget's needs of our Customers. Our trained and highly motivated staff is fully conversant with today's ever-changing logistic scene and using sophisticated instruments is able to offer best possible solution on economical moving of all types of cargo.

Whatever your requirement are, our approach ensures your projects receive the personal attention they deserve.

The agency and husbandry service was always vital part of our activity and we attend vessels in all Polish ports with full range of agency matters. We serve all types of vessels like dry cargo, crude and chemical tankers, barges, also ships calling Polish shipyards for repairs.

We are on standby for 24 hrs 7 days a week. Our office is located in the town of Sopot with easy access to Gdansk and Gdynia. We also cover Szczecin with our sub agents there.

Please rush for our competitive PDA.

Chartering is our natural reinforcement which tides up all our activities. We are especially experienced in the handing and carriage of project/out of gauge/ heavy lift cargoes and dangerous goods and special cargoes. We represent both charterers and shipowners. We fix on single basis, time charters, long terms contracts or bareboats charters.

You can rely on our follow up and post fixture service which completes the deal.

Contacts details:

okmarit@okmarit.com.pl

s.olszewski@okmarit.com.pl

www.okmarit.com.pl

Okmarit sp. z o.o.

81-868 Sopot, Al. Niepodległości 758/1, Poland

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POLISH MARITIME TECHNOLOGY FORUM

Polish Maritime Technology Forum constitutes of entities, who are courageously looking ahead and perceiving 21st century challenges as the new opportunities.

WE INVITE ALL WHO SHARE THE VISION.

Challenges to be met in the 21st century drive the request for a new and far more broad approach towards the maritime industries. Conservative approach is a result of a traditional perception which clearly distinguish the three areas namely: the ship newbuilding, the ship repair and the supply chain. This seems not to be fully adequate nowadays.

The prime mover for the changes is a continuous development of the technology, which creates new opportunities far more open for exploration of waters, seas and oceans resources. Technology development is an activator for the changes of entities vigorous within the maritime economy. It seems to be that the right response for the challenges of the future is a broad co-operation by a number of diversified players, who complements each other and together gathers tremendous knowledge and skills un-available for those acting individually, even if belonging to an industrial group. Complementation and interfering of the ideas, opinions, skills and tasks is inevitable and just the necessity.

There is nothing new in saying that process of the continuous technology development determines abilities for responding to the market needs and expectations now and especially in the future.

This is why we are seeking for a common ground of the communication, exchange of the ideas and the co-operation leading to the synergistic effects and to meeting the 21st century challenges.



www.pftm.pl

Polskie Forum Technologii Morskich
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EKSPLOATACJA
PORT GDAŃSKI

Port of Gdansk Cargo Logistics S.A.

Comprehensive port services

Handling and storage
General cargo and bulk cargo
Import and export

For almost **30 years of market activity**. Services are performed on 7 quays located along both sides of the Martwa Wisła river:

- Węglowe
- Rudowe
- Administracyjne
- Oliwskie
- Wislane
- Szczecińskie
- WOC

Certificate:



Maximum handling capacity of 6 million tons per year.

We have storage space: customs warehouse, halls, warehouses and storage yard.

We offer transhipments: bulk, groupage, oversized, container

- Steel products as profiles, sheet piles, bars, reils, wire rods, billets, blooms, slabs, rolled oils, rolled sheets and strips, tubes, welded maches
- Scrap (feedstock scrap-metal)
- Constructions, oversize sections, project cargo, vehicles, building and road construction machineries and modular houses
- Containers and Ro-Ro
- General cargo – unitized cargo in big bags, pallets and crates
- Coal, coke
- Dry bulk cargo as clinker brick, expanded clay aggregate, dolomite, feldspar and bentonite

We care to apply all procedures providing high quality professional services.

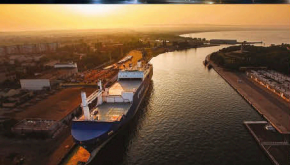
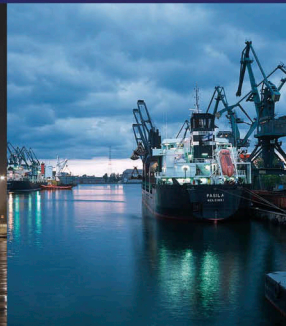
Experience is our strength.

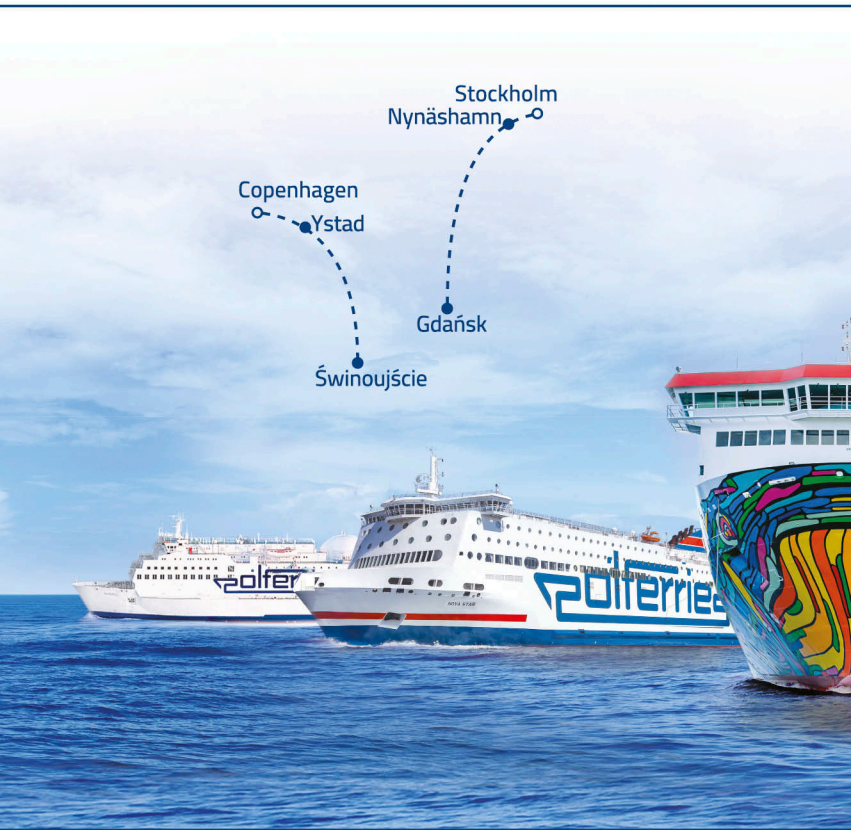
www.pge.pl

Port Gdański EKSPLOATACJA S.A.
Roberta de Plelo 6, 80-548 Gdańsk, Poland
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e-mail: marketing@pge.pl, pge@pge.pl



EKSPLOATACJA
PORT GDAŃSKI





Polferries

every day to Scandinavia

Polish Baltic Shipping is a ferry shipowner with over 40 years experience. Their ferries under the Polferries brand connect Poland with Scandinavia.

Currently, the company operates five ferries: m/f Cracovia, m/f Mazovia, m/v Baltivia on Świnoujście - Ystad and Świnoujście - Copenhagen via Ystad lines and m/f Wawel, m/f Nova Star on Gdańsk - Nynäshamn line.

Polferries is not only a sea carrier, but also a tour operator. They offer trips to the most interesting places in Sweden, Denmark, Norway and Finland. The offer includes accommodation in hotels throughout Scandinavia.

Polferries Travel Agencies offer also business events (conferences, training, team building, etc.) on board. All ferries are equipped with appropriate conference and training facilities.

Polish Baltic Shipping actively support the development of marine education in Poland, proposing attractive "Blue School" program.

We cordially invite you to our ferries!



Polish Baltic Shipping Co.
41 Portowa Str., 78-100 Kołobrzeg, Poland
phone +48 94 35 52 102, polferries.pl



Polska
Strefa Inwestycji



POMORSKA
SPECJALNA STREFA
EKONOMICZNA

Pomeranian Special Economic Zone (PSEZ) creates favourable conditions for the development of entrepreneurship and attracting new investments. Plays a role of a regional service centre for investors and a coordinator of granting public aid. It provides entrepreneurs with support at every stage of implementing their projects, including with advisory and consulting services.

Why is it worth investing in the PSEZ:

- A convenient **location for investments**: ready **industrial grounds** in the Northern Poland near the main communication routes (A1 motorway Gdańsk - Łódź), in the vicinity of international airports (Gdańsk and Bydgoszcz) and seaports (Gdańsk and Gdynia);
- A **decision to offer support** issued in the PSEZ area makes an entrepreneur eligible to use public aid in the form of **tax exemptions** due to costs of a new project or creating new jobs;
- Comprehensive **services for every investment**, rendered by a professional team headed by a consultant designated for every investor;
- **Assistance in the process of applying for a support Decision**;
- **Support within post-investment services**;
- Implementing a number of projects that supplement and extend the activity of the Zone, including:
 - **The Gdańsk Science and Technology Park**: providing comprehensive support for the development of SMEs and start-ups, especially from the high-tech sector, and the transfer of knowledge from universities to industry; and
 - **The Baltic Port of New Technologies in Gdynia**: located in the former areas of Gdynia Shipyard Joint Stock Company, includes the process of developing the modern environment to support the shipyard industry and related sectors.

Areas of the Pomeranian Special Economic Zone

Pomeranian Special Economic Zone is present in 226 municipalities of Kujawsko-Pomorskie province and in the eastern part of Pomorskie province.

The zone manages, among others, areas on the Ostrów Island in Gdansk - a unique place on a European scale. The area ready for the investor is adapted for shipbuilding, offshore projects or large-size steel structures.

Industrial Robot Programming Center

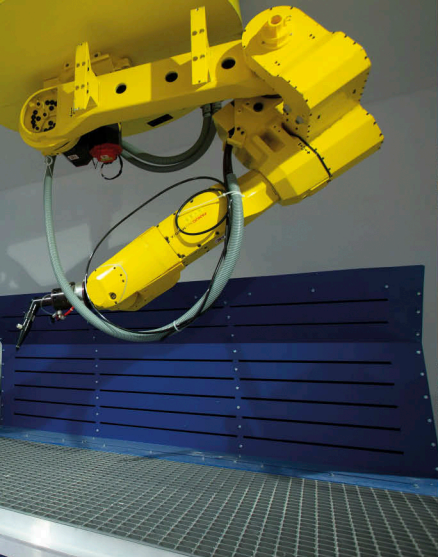
In response to the needs of entrepreneurs in the era of modern industry, the Pomeranian Special Economic Zone in cooperation with the Institute of Fluid-Flow Machinery of the Polish Academy of Sciences established the Industrial Robot Programming Center on the Ostrów Island in Gdańsk. This is one of the first such centers in Poland, which allows you to raise competences related to automation and robotics.

The establishment of CPRP is an element of the revitalization projects for the post-shipyard areas. The mission of the center is to act for the development of the economy by increasing the professional competences of students and adults in an innovative manner, adapted to the needs of the labor market.

The offer of the courses is directed, among others, to entrepreneurs and employees. The program is prepared for the individual needs of a given industry in order to improve the competences of the staff and familiarize with the principles of robotization of production in the basic or advanced scope.

www.strefa.gda.pl

Pomorska Specjalna Strefa Ekonomiczna sp. z o.o.
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phone: +48 58 740 43 00
e-mail: sekretariat@strefa.gda.pl



Polska
Strefa Inwestycji



POMORSKA
SPECJALNA STREFA
EKONOMICZNA



THE PORT BUSINESSES CAN TRUST

for: Kasper Kowalski

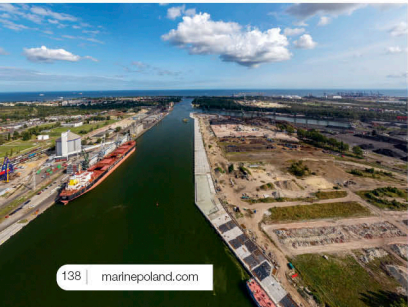
THE PORT OF GDAŃSK INVESTS AND STRENGTHENS ITS POSITION IN THE BALTIC

The Port of Gdansk is benefiting from multi-million PLN investment. These are improvements co-financed by the European Union under the CEF ("Connecting Europe Facility") financing mechanism. This is another step of the largest Polish port towards improving standards of service, increasing competitiveness and further strengthening its position in the Baltic.

The project titled "Modernisation of the fairway, expansion of the quays and improvement of conditions of navigation in the Inner Port of Gdansk" is one of the most important investment projects currently being carried out by the Port of Gdansk Authority.

The development of port infrastructure, including deepening and regulating the fairway and modernisation of the majority of quays to enable deepening and improving parameters, will improve accessibility to the Inner Port of Gdansk for larger vessels as well as their quality of operation. Our goal is to adapt the Port to the changing structure of cargo operation. Thanks to this investment, the navigation parameters of the fairway will be improved and this will significantly enhance the safety of navigation in the Inner Port. After the completion of the investment, the port channel will increase in width and depth, allowing access to the Inner Port for a wider range of vessels, providing safe navigation conditions for ships. The expansion of quays will lead to, among other things, extending their mooring ropes and improving technical parameters, says Łukasz Greinke, CEO of the Port of Gdansk.

This long-term investment covers the following quays within its scope: Oliwskie, Ziolkowskie, Obronców Poczty Polskiej and Mew, Zbożowe, Wisłoujście, Dworzec Drzewny and sections of: Wiślane, Szczecińskie and BON quays, with a total length of almost 5 km and a 7 km fairway of the Inner Port. The reconstruction of the Dworzec Drzewny quay will enable it to be included in the operation and to become international. The modernisation of the fairway will increase the permitted draught of ships entering the Inner Port. The port channel will accommodate vessels up to 250 m long, 35 m wide and 10.6 m deep. On the Kaszubski Channel, vessels up to 190 m long, 25 m wide and 9.35 m deep will be able to operate. The value of works related to the modernisation of the fairway and the conversion of the quays is PLN 576 million. A significant part of these tasks has already been carried out or is in a decisive phase of implementation. The completion and implementation of the entire works is planned for the second half of 2021.



7

ENGINEERING
FACILITIES

7.2

KM OF ROADS

10

KM OF NEW
TRACKS

742

M PLN VALUE
OF INVESTMENTS

The key factor for the attractiveness of the Port in the eyes of the contractors is the shore-side access infrastructure. Therefore, the Port of Gdansk is also focusing its investments on introducing rail and car traffic to terminals located in the External Port.

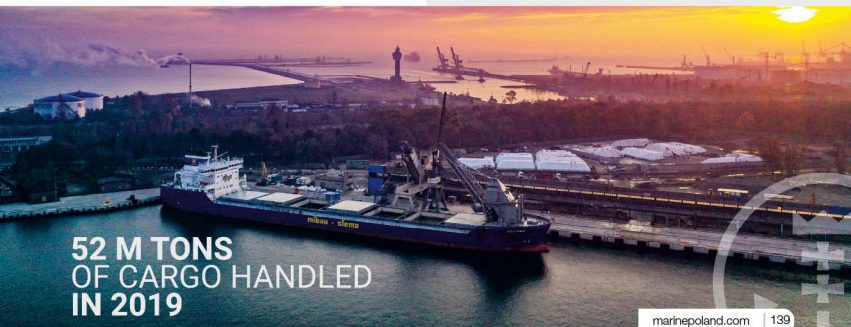
Under a project co-financed by the European Union titled: "Expansion and modernisation of the road and rail network in the External Port," 4 tasks are to be carried out: extension of a traffic system, extension of access to DCT (the largest container terminal in the Baltic), reconstruction of ul. Budowniczych Portu Północnego and construction of a parking area for 86 heavy goods vehicles. A total of 7.2 km of roads, 10 km of new tracks and 7 engineering facilities, including flyovers and casing culverts, will be built or rebuilt. The value of this investment is PLN 166 million. The completion of all works is planned for mid-2021.

THE LARGEST POLISH SEAPORT

4TH PORT ON BALTIC SEA!



REGULAR DIRECT OCEAN CALLS FROM CHINA



52 M TONS OF CARGO HANDLED IN 2019



Port of Gdynia Authority S.A.

The Port of Gdynia is a universal modern port and also one of the leaders in cargo handling in the Baltic Sea. It specializes in handling general cargo, mainly unitized cargo transported in containers and ro-ro system, based on a well-developed network of multimodal connections including those with its hinterland. Port of Gdynia also handles ferry connections.

The location of the facility, on the southern coast of the Baltic Sea, makes the Port of Gdynia a very important link on Corridor VI of the Trans-European Transport Network (TEN-T), which forms a trade route between Central Europe, Eastern Europe and Scandinavia. Regular shipping lines connect the Port of Gdynia with the largest European ports, such as Rotterdam, Antwerp, Hamburg and Bremerhaven.

The port has very modern handling and storage equipment, dedicated to various types of cargo. The total amount of cargo handled is about 24 million tonnes per year.

Expansion of the Port of Gdynia is needed and possible thanks to its steady growth in transshipments and good forecasts for the coming years. The value of investments made and commenced in the last 3 years is over PLN 1 billion. The greatest goal is also the Outer Port.

The full potential of the port will be used after the construction of the Outer Port, which is a strategic investment of the Port of Gdynia. The project, as a priority task of the Port of Gdynia Authority S.A., has received the approval of the Government of the Republic of Poland and has been included in the governmental draft of the Polish seaport development program until 2020 (with an outlook until 2030). The Deepwater Outer Port will be built on the basis of the existing Silesian Quay - on artificial land extending beyond the current protective breakwater. Its construction has become a necessity in the face of growing market competition and forecasts of demand for container cargo

handling in Polish seaports, which will increase to about 9.5 million TEU in 2050. The Outer Port, as a pier being a flooded sea area, increases the port area by 151 ha and the handling capacity by 2.5 million TEU.

Handling of containerized cargo at the Port of Gdynia (803 871 TEU in 2018) is the domain of two modern container terminals, namely:

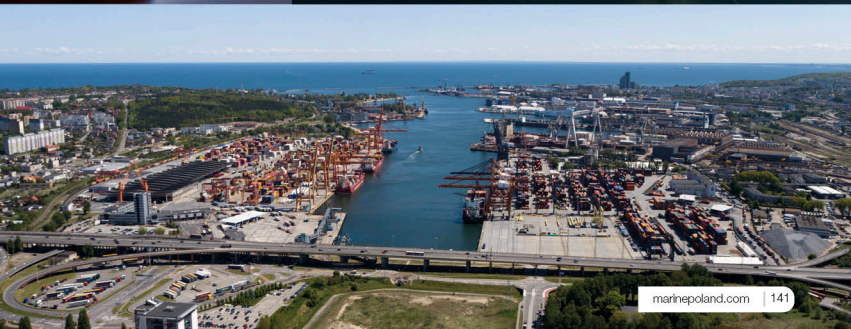
- Baltic Container Terminal Ltd. (owned by ICTSI),
- Hutchison Ports Gdynia S.A. (Hutchison Port Holdings Limited)

There are other terminals situated in the Port of Gdynia which are dedicated to bulk cargo, including:

- Baltic Grain Terminal Ltd.,
- HES Gdynia Bulk Terminal sp. Z o.o.
- OT Port Gdynia Terminal Ltd.,
- Baltic Bulk Terminal Ltd.,
- Koole Tankstorage Gdynia Ltd.,
- Onico Gas Terminal,
- Aalborg Portland Poland Ltd.,
- Speed Bulk Materials Terminal Ltd.

www.port.gdynia.pl

Port of Gdynia Authority S.A.
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e-mail: info@port.gdynia.pl





PORT SZCZECIN-ŚWINOUJŚCIE

THE PORT THAT'S READY FOR TOMORROW

Situated on the estuary of the Oder River, Szczecin-Świnoujście is one of the largest universal port complexes on the Baltic Sea.

Ports of Szczecin and Świnoujście are very important links in the integrated transport system. They are:

- parts of the TEN-T core network,
- components of the Baltic-Adriatic TEN-T Corridor,
- links to the CETC (Central European Transport Corridor) and the Scandinavian-Mediterranean Corridor, and
- connections to the large transport network in their hinterland.

The excellent location of Szczecin and Świnoujście seaports provides access to all modes of transport, including environmentally friendly ones, such as sea, inland waterway (E-30) and rail (CE-59, E-59). Motorways A11 and A20 connect the ports with the European system of motorways, and expressway S3 (E-65) provides access to the south of Poland, Czechia, Slovakia and the South of Europe.

In the southern part of the Świnoujście seaport, situated is a ferry terminal, a leader in providing ferry services to and from Scandinavia. Additionally, the port of Świnoujście operates a dry-bulk terminal handling such cargoes as grain, coal and ore, whereas the northern part of the port provides modern infrastructure for LNG vessels. The port of Szczecin handles both general cargo, including containers, steel products and project cargo, as well as dry and liquid bulk.

The two ports offer loading and storage of food and agricultural products. The total cargo handling in the two ports is about 33 million tons.

The Szczecin-Świnoujście Seaports Authority provides management of the ports. The Authority is a joint stock company owned by the State Treasury. While implementing its investment policy, the Ports Authority has been very successful in attracting EU funds. With respect to the utilization of the EU funding, it is the leader in the West Pomerania Province.

The ports have been implementing a comprehensive investment programme worth EUR 3 billion. All investment projects adhere to the highest possible industry standards with due respect to the natural environment. After its completion in 2050, the annual handling capacity is expected to triple.

The Szczecin and Świnoujście Seaports Authority has been encouraging investors to finance the building and operation of their own terminals, as well as to develop port industry. Parties interested may enjoy water and land access infrastructure, as well as technical facilities. The ports still have 140 ha of investment land to be developed by investors in the future. Investors may rely on the Seaports Authority (ZMPSiŚ SA) for close collaboration at all stages of project pre-work and implementation. The Authority offers land for long-term lease and other preferential terms and conditions. Our mission is to provide conditions conducive to the development of seaports in Szczecin and Świnoujście, the most universal port complex on the Southern Baltic Sea.

www.port.szczecin.pl

Zarząd Morskich Portów Szczecin i Świnoujście SA
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phone: +48 91 430 82 20
e-mail: info@port.szczecin.pl





PRCiP Sp. z o.o.

PRCiP Sp. z o.o. is the biggest dredging company in Poland. Our main aim is to maintain the leading position on the national market, do projects within the Baltic Sea area as well as outside Poland, and – in the future – in other marine tanks, as well.

One of our strategic areas of activity is environmental protection against the damaging forces of the nature, the example of which is the reconstruction of the Polish sea coast, including the systematic protection of the unique Hel peninsula. We participate in the construction of new beaches, thus enabling the development of tourism and the improvement of living standards in neighbouring communities.

We offer: all kinds of dredging works and reclamation, beach nourishment, construction of breakwaters, river bank reinforcement, trenching/ backfilling for gas pipelines of large diameters, laying pipes on sea bottom incl. sewage treatment projects.

- Exposing, checking, extracting of dangerous and explosive objects of military origin
- Bathymetric measurements with the echo sounder

Our company draws special attention to all aspects of customer-satisfaction and the safety regulations for sea-working, according to The Integrated Quality Management System and The Safety of Navigation for ISO 9001 and ISM. The quality management system is continuously supervised for improvement.

Our marketing activities are directed at obtaining new clients and partners, and are also concerned with active participation in both national as well as international tenders.

We are fully aware that all the strategic aims at PRCiP can be achieved only through dredging works and reclamation works corresponding to our customers' needs using the best technology available on the market and the highest quality standards.

Financial profits or higher shareholder dividends are not the only goals our company wishes to achieve. Continual reinvestment in the future development, the most advanced equipment and the highest working standards are for us the means of retaining our position on the market, helping the country of Poland, its local communities and governments.



DREDGING IN PORTS



CONSTRUCTION OF BREAKWATERS



LAYING PIPELINES



HYDROTECHNICAL WORKS



Coastal protection, beach nourishment and reconstruction

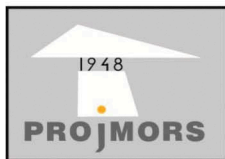


RIVER MODERNIZATION PROJECTS

www.prcip.pl

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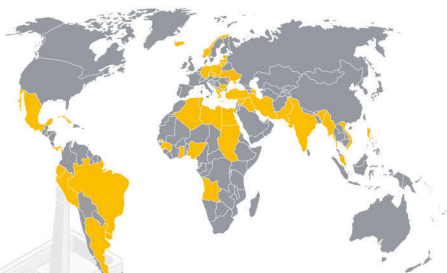




PROJMORS

**BIURO PROJEKTÓW BUDOWNICTWA
MORSKIEGO SP. Z O.O.**

Established in 1948, PROJMORS Designing Office for Maritime Structures, Gdańsk, Poland has been a leading Polish maritime engineering company. Founded in order to rebuild Polish harbours and shipyards after the II World War, continues to provide engineering services worldwide.



Our experience (construction and detail designs):

Sea harbours and jetties

- LNG port and terminal Swinoujście
- Conventional general cargo berths (many)
- Fuel terminals (Northern Port Gdańsk, LOTOS refinery)
- Container Terminals (DCT Gdańsk, Gdynia, Szczecin, Swinoujście, Trypolis, Alger)
- Ro Ro Terminals
- Passenger /cargo ferry terminals with all general and auxiliary services
- Reconstruction of existing quays, terminals, general and auxiliary services

Shipyards

- Navy Shipyard in Gdynia
- Repair Shipyard in Swinoujście
- Repair Shipyard „Parnica” in Szczecin
- Repair Shipyard „Gryfia” in Szczecin
- Repair Shipyard „Nauta” in Gdynia
- Repair Shipyard in Gdansk
- Shipyard Nigerdock Phase I and II in Lagos in Nigeria
- Shipyard „Bazarczuk” in Ukraine
- Shipyard „Ha Long” in Vietnam

Defence

- Projects for Polish, NATO and US armies, including classified
- Aircraft servicing hangars
- Aircraft base Gdańsk
- Military complex Warsaw
- Naval Harbour in Gdynia
- Naval Harbour in Hel

Miscellaneous

- Vistula Spit crossing connecting Elblag to Bay of Gdańsk, artificial island
- Deepening of 62 km of fairway Szczecin Swinoujście, two artificial islands
- Water outfall to sea in Gdansk
- Waste water outfall to sea in Gdynia

Biuro Projektów Budownictwa Morskiego Sp. z o.o.
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phone: + 48 58 520-33-03
e-mail: projmors@projmors.pl

CONTACT DETAILS

PROJMORS

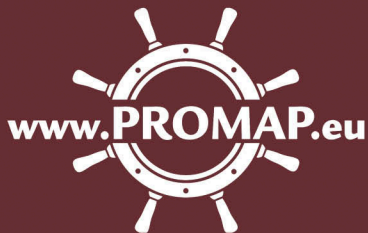
DESIGNING OFFICE FOR MARITIME STRUCTURES



70 *years*
BIDS

EXPERIENCE IN THE DESIGN OF MARITIME,
INDUSTRIAL AND MILITARY FACILITIES

WWW.PROJMORS.PL



PROMAP a limited liability company with its headquarters in Bydgoszcz, Ludwikowo 2a, Poland was founded in 1995 and is a member of van Wingerden Group, with trade name, wigo head office Vuren - Holland.

The aim of the company "PROMAP" is to raise the profile of its products along with taking care of self-development.

The potential customers are given technical backup at their disposal and we are able to offer an optimal solution and fulfill our customers' needs.

All the products of our company meet all the definite requirements and standards in this area (such as ISO, MED) and also requirements of classification societies.

The company has many years experience and expertise in producing custom build ship windows for cruise liners, yachts, ferries also. Hence, we are prepared to be receptive to all innovations and technical new developments. We supply a large range of products as well as materials (mainly profiles) used in production.



The principal business activity embraces:

1. Primarily, the production of all kinds of ship windows and portholes
2. Yacht windows and portholes
3. Some types are:
 - cabin windows with and without deadlight;
 - wheelhouse windows with different geometric shapes;
 - A60, A30 and A0 class windows without or with electroheating glass;

- windows with electro-heating glasses;
- windows with anti-reflective and bulletproof glasses;
- horizontal sliding windows;
- vertical sliding windows with balance spring/damper;
- all other ship window fittings according to customer's requirements and specifications;

This also applies to fixed sidelight portholes.



PROMAP Ltd.

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fax: +48 52 376 47 26

e-mail: office@promap.eu



www.promap.eu

Proteh GlassDeep Sp. z o.o. is a spin-off established in Gdansk in 2016, aimed at commercializing the breakthrough technology of mineral glass for windows intended for underwater facilities. The company is a unique combination of 30 years of experience in the field of metal structures and glass processing along with competences in the field of business development processes. One of the shareholders of the company is SAFE CO. LTD. Sp. z o.o., with international experience in the construction of vessels. In the catalog of our innovative products, resulting from R&D processes, we include:

- Underwater window made of mineral glass.
- Hybrid underwater observer.
- Protection system for underwater window.



Underwater window made of mineral glass

Proteh GlassDeep Sp. z o.o. has developed and patented a technology to produce inserts for windows of underwater facilities with the use of mineral glass (Patent Pat. 227109). The GlassDeep technology replaces the previously used acrylic glass with a mineral glass that is much harder (and therefore resistant to abrasion), which meets the required strength parameters with a twice smaller insert thickness.



The underwater window made of mineral glass is dedicated to underwater objects at a depth of up to 10 m, including for stationary underwater facilities, i.e. diving bases, aquariums, underwater hotels, apartments and restaurants. In addition, underwater windows can be an innovative supplement to the offer of passenger ships in the form of rooms located below the waterline with a view of the surrounding underwater world using an innovative protection system for underwater window cover offered by the Proteh GlassDeep (Patent Pat. 235177).

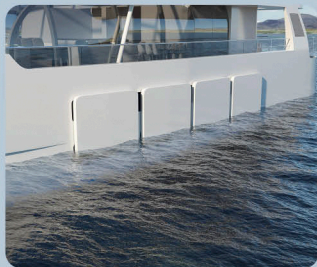
HYBRID UNDERWATER OBSERVER

Modern technological advances in materials science have enabled us to create something that was out of reach until recently. We have designed a project of a catamaran, enabling a safe and unique experience of what our planet has to offer. The use of mineral glass in the underwater windows, which has much better properties than acrylic materials, combined with the possibility of its submergence, opens an underwater world to everyone, regardless of age and ability. Our technology makes the underwater world well visible, clearer and closer than ever before.



Protection system for underwater window

The product in the form of an opening side cover is closely related to the company's flagship product in the form of an underwater window. The developed invention was patented (Patent Pat. 235177) and tested in scientific laboratories. It is assumed that the system will be used in the underwater rooms of passenger, tourist and large yachts, and in stationary underwater facilities. In the case of vessels, it is assumed that the cover is opened when the vessel is parked in normal weather conditions, at anchorages in areas attractive to tourists. During the navigation of the ship, the windows shall be protected with watertight covers.



Proteh GlassDeep Sp. z o.o. produces innovative products on a global scale, not only related to the maritime theme, but also for general use. One of them is a **Universal pavilion made of mineral glass**. Commonly seen pavilions or buildings with rounded shapes are in fact made of small pieces of flat glass (e.g. triangles) supported on a heavy, load-bearing metal structure. The universal pavilion is a cubature facility that can be installed both in open places, such as squares, promenades, squares, or, for example, a pier, but also in large facilities, such as, for example, airports, stations, exhibition and entertainment halls.



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www.glassdeep.com



POLSKI REJESTR STATKÓW S.A.

PRS is an independent expert company providing surveys, certification and advisory services for companies from various industries all over the world.

Our services are divided into below areas:

✦ Ship surveys that is:

- classification and statutory surveys of sea-going ships, including naval ships and special craft, inland waterways vessels, yachts and boats, and other vessels, as well as facilities related to the exploration and exploitation of the sea and water bodies,
- survey of the construction, modification and repair of the above mentioned objects,
- technical supervision over the production of materials and equipment of ships including Type Approval Certification,
- approval of manufacturing and repair plants, research stations, laboratories and measurement service suppliers,
- survey of containers under construction and in service, testing, inspection and approval of containers,
- development of ship stability and cargo software for specific ships,
- reporting, monitoring and verification of CO₂ emission from ships,
- Verification of the Inventory of Hazardous Materials declaration
- ship tonnage measurement,
- certification for compliance with ISM and ISPS Code and the requirements of MLC 2006,
- type approval of products, so called EU RO Mutual Recognition,
- advice to ship-owners in emergency situations (e.g. Emergency Response Center),
- CAP survey, assessment and certification,
- approval of method 2 for determining the verified container weight,
- underwater surveys by PRS own diving team;

✦ Industrial Surveys covering:

- technical supervision over cubature and hydro-technical construction as well as construction and operation of environmental protection objects,
- technical supervision over the construction and operation of pipelines, transportation systems for gas, oil and petroleum products, power, cooling equipment and industrial installations,
- technical supervision over the construction and operation of roads, bridges and related facilities,

- certification and supervision over the design, construction and operation of fixed offshore platforms, based on own regulations,
- certification of offshore wind power plants components,
- supervision over the design, construction and operation of offshore wind farms,
- certification and supervision over the design, construction and operation of energy systems based on renewable energy sources,
- reliability and risk assessments of industrial facilities,
- technical supervision over floating objects permanently moored;

✦ Management System Certification as a certification body accredited by the Polish Centre for Accreditation for compliance with:

- ISO 9001 - quality management systems,
- ISO 14001 - environmental management systems,
- Polish Standard PN-N-18001 - occupational health and safety management systems,
- OHSAS 18001 - occupational health and safety management systems,
- ISO 45001 - health and safety management systems;
- ISO 50001 - energy management systems,
- ISO 22000 - food safety management systems,
- FSSC 22000 - food safety management systems,
- ISO/IEC 27001 - information security management systems,
- ISO 3834-2, ISO 3834-3, ISO 3834-4 - welding works,
- ISO 22301 - business continuity management systems;

✦ EMAS verification - Eco-Management and Audit Scheme, including external audits of packaging recyclers and waste holders as well as electronic and electrical equipment recovery organizations and treatment plant operators;

✦ Products Certification as a Notified Body assigned by the European Commission with no. 1463 for conformity with:

- Directive 2014/90/EU on marine equipment (MED),
- Directive 2013/53/EU on recreational craft (RCd),
- Regulation 2016/425 on personal protective equipment (PPER),
- Directive 2014/68/EU on pressure equipment (PED),
- Directive 2014/29/EU on simple pressure vessels (SPdV),
- Directive 2014/30/EU on electromagnetic compatibility (EMC),
- Regulation 305/2011 for construction products in scope of certification of factory production control (CPR);

✦ Verification of annual reports on greenhouse gas emission as an accredited and registered verifier of reports in the European Emissions Trading System (EU ETS);

✦ Persons Certification, i.e. certification of welders for metal aluminium and other metals and accredited certification of staff authorized to make permanent connections in scope of PED;

✦ Tests of ship structures flammability, like bulkheads, windows, doors (according to the scope of accreditation AB 1431) in PRS Testing Laboratory and testing of life-saving appliances and personal flotation devices as well as environmental, low-voltage, material strength and accelerated aging tests;

✦ Engineering Related Consultancy (technical appraisal and consulting, technical and financial analysis);

✦ R&D (participation in projects);

✦ Training courses and seminars.

www.prs.pl



CLASSIFICATION & SURVEYS



INDUSTRIAL SUPERVISION



CERTIFICATION



KNOWLEDGE SHARING



R&D



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 e-mail: mailbox@prs.pl



Port Technical Company (PZT) operates within Port of Gdynia environment for 20 years now. After restructuration and ownership changes in 2010 PZT acts as fully private, independent service Company.

PZT services are focused on three different directions: assembly, installation works on large steel constructions of cranes and other machines carried out on our sites in Poland or all over the World, overhauls and repairs of the stevedoring equipment, and heavy elements transportation.

Detailed portfolio of concluded projects may be seen on our webpage: www.pzt.com.pl, but in total figures for last 16 years of assembly business looks as follow:

- Over 750 RTG' erected and tested in Poland or abroad
- Over 120 RMG', or ASC's assembled in Poland or abroad
- More than 25 STS cranes all over the World
- Over 300 SC's or SHC's assembled and shipped from our sites
- More than 15 different machines like: ship unloaders, grabs, stacker-reclaimers, special cranes etc.

Company location at the port pier is a big advantage. PZT has an access to a heavy load pier area. There is more than 25,000 sqm of heavy load erection space next to the Danish Quay in Port of Gdynia.

Our highly qualified staff of engineers, mechanics, approved welders and crane installation electricians are able to accept and complete every order relying on the comprehensive final assembly of large-size constructions.

For heavy elements transportation we use a Self-Propelled Modular Transporter (SPMT) made by Scheuerle. The transporter set consists of ten different trailers having altogether 46 wheel axles and four different drive units, and can be used for moving large-size cargo with the t

otal weight of up to 1.600 tonnes. Each pair of wheels has its own suspension and turns independently, making it possible to move in any direction and to rotate the cargo around any defined point. The SPMT facilitates the transportation of goods even in the most logistically demanding locations. Remote control allows the operator to reach the destination safely and with great precision.



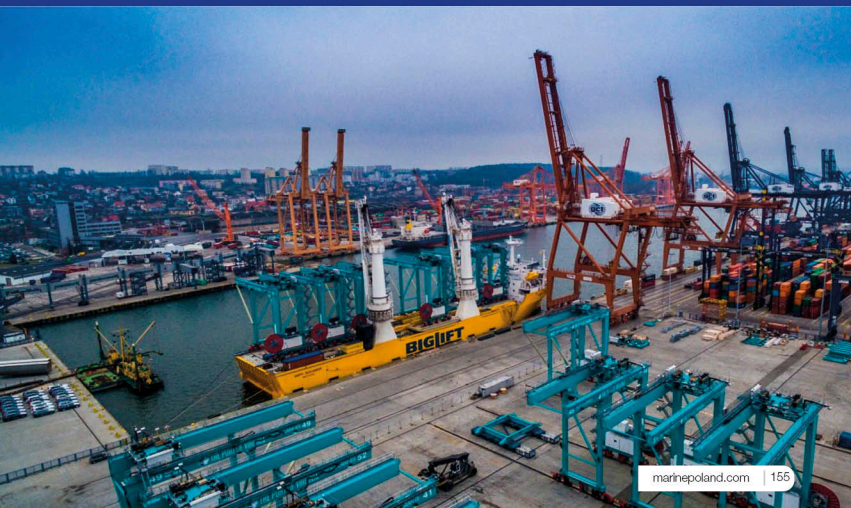
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POLSTEAM (POLSKA ŻEGLUGA MORSKA)

Polsteam (Polska Żegluga Morska), based in Szczecin, is the largest Polish shipowner and one of the largest in Europe. The main sector of the company's activity is the transport of bulk cargoes in irregular shipping on a global scale. Polsteam transports approx. 16 million tons of cargo annually. Through its company Unity Line, the company also provides ferry services on lines between Świnoujście and Ystad and Trelleborg.

Polsteam is a state-owned company. At the same time, it creates a group of subsidiaries. The domestic companies of the Polsteam Group are dominated by joint-ventures related to sea transport. The most important of them are: Żegluga Polska S.A, Polsteam Frachtowanie, Polsteam Shipping Agency and Unity Line. The Polsteam Group also includes the Pazim company, which manages the most attractive office and hotel complex in Szczecin.

Polsteam owns and operates 62 ships with a total capacity of 2.2 million DWT, including 58 bulk carriers and four ferries, managed by its own ferry company Unity Line. As for the size of bulk carriers, 8 vessels are classified as panamax (80,000-82,000 DWT), while the remaining 50 vessels are handysize (17,000-39,000 DWT). Some of them are called laker (or salties), i.e. oceangoing ships adapted to navigation on the American Great Lakes.

The shipowner employs approximately 2,200 seafarers and approximately 200 employees onshore. When it comes to the domestic maritime economy, Polsteam is the largest shipowner, and Polsteam fleet accounts for about three-quarters of all ships owned by Polish shipping companies.

The Polsteam's structure of transported goods is dominated by grain (approx. 50% of the total transport volume), requiring ships of the highest standard. These standards are confirmed by the Port State Control and U.S. Coast Guard, inspection services that carry out inspections in European and American ports. In the statistics of these institutions, Polsteam vessels have control results much better as the world average.

In the category of bulk carriers, Polsteam fleet is relatively young with approx. 8 years average ship's age. Nevertheless, the ships are constantly modernized and adapted to new international regulations coming into force. At present, the shipowner is installing ballast water treatment systems on all his ships, in accordance with the requirements of the IMO BWM Convention.

The most important market for the operation of Polsteam ships is the Atlantic market and transport between North and

South Americas and Europe, North Africa and the Middle East. The market of the American Great Lakes is also very important for Polsteam, where the shipowner operates his laker-type ships. In terms of the size of this niche fleet, the Szczecin-based shipowner ranks second in the world.

At present, Polsteam has a stable financial situation and proportionally low debt in relation to the value of its assets. Therefore, the shipowner intends to start implementing another investment program in the near future. In its first stage, the priority will be the purchase of laker-type bulk carriers, due to the large and constant demand for this type of vessel. In the second stage, the shipowner plans to purchase a modern, ecological ferry tonnage for his company Unity Line.

Polsteam commercial offer:

- World-wide bulk cargo tramp.
- Ferry service in the Baltic Sea.
- Commercial, operational and technical fleet management.
- Charter and brokerage.
- Agent service in Polish ports.
- Comprehensive technical fleet management.
- Casco insurance consulting.
- Manning with highly qualified maritime staff.
- Advice giving and intermediary service while negotiating employment terms and conditions for seafarers, including ITF standards.

FLEET:

Polsteam operates 62 vessels with a total tonnage of 2.2 million DWT. The fleet can be divided into panamaxs and a large group of handy-size vessels. Apart from bulkers Polsteam operates 4 ferries: m/f Polonia, m/f Gryf, m/f Wolin, m/f Skania managed by Unity Line.

With modern and relatively low aged tonnage Polsteam is a very competitive partner in the international shipping market.

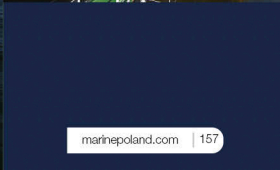
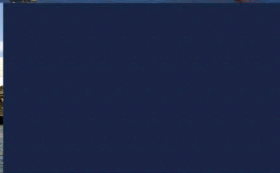
Polska Żegluga Morska

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phone: +48 913 594 333

fax: +48 913 594 288

www.polsteam.com.pl



*With great satisfaction we would like to inform you that,
on 1st January 2021 **SAFE Co. Ltd Sp. z o. o. and Alkor Sp. z o.o.**
have been combined into a single business entity.*

The company is located close to the center of Gdansk city and has convenient sea, land and air connections. It makes possible the effective organization of the deliveries in the domestic relations as well as the foreign relations and also enables quick personal contacts, necessary in business relations.

Depending on the client's requirements, our products may be manufactured according to the rules and with approvals of the all major control institutions and Classification Societies.

Shipbuilding / Steel Construction Department and Ship Repair:

- Building of the vessels or another floating units with length up to 90 meters
- Building sections and blocks of the vessels' hulls.
- Building of the hull outfitting including aluminum superstructures and wheelhouses.
- Building of the rudder blades, Kort nozzles, machining of the propulsion lines.
- Building of the steel constructions for offshore industry and constructions of bridges or viaducts
- Transport and loading of the heavy and large-sized cargos or construction up to 330 tons with the floating crane, larger - with the operation of pushing to transport pontoon.

- Floating docks with the following parameters: length - 155 m, inner width - 24m, lifting capacity - 6000Tons.

Anticorrosive Department:

- Performing anticorrosive works according to NORSOK
- M-501 standard.
- Performing fireproofing protection: Chartek, Interchar, Jotachar, Firetex certified.
- Performing floor systems eg. Hummervoll.
- Performing works according to IMO MSC resolution.
- Performing protection of waste gas desulfurization installations
- Performing thermally sprayed aluminum and zinc
- Well experienced management, foreman and quality control with FROSIO level III certificates.

www.safe.gdynia.pl

SAFE Co. Ltd Sp. z o.o.
80-873 Gdańsk, Na Ostrowiu 15/20, Poland
phone/fax: +48 58 350 64 78
e-mail: office@safe.gdynia.pl



About us

SEACON Engineering—since 2010, we have been an independent design office associated with the shipbuilding industry. We come from Gdańsk, the cradle of Polish shipbuilding. This is a place where our passion for shipbuilding was born and where we have gained professional experience and developed creativity. Whilst working with our clients, we always put emphasis on mutual respect and trust. The combination of the mentioned components and good communication allow us to provide services at the highest level.

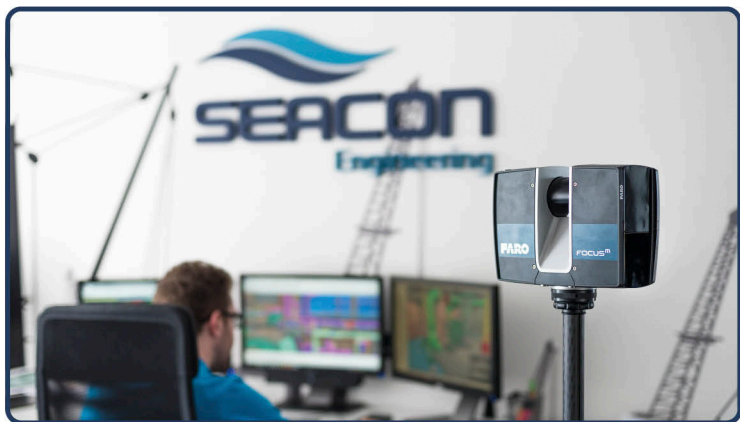
A wide range of design services

We design and conduct consultations regarding shipbuilding, offshore, and maritime architecture. We prepare conceptual, technical, and working documentation in a comprehensive way. We deal with a wide range of vessels, their equipment, and piping systems of various types. We also provide laser scanning services using the FARO Focus device - an advanced 3D scanner which enables fast and precise measurements of even complex objects, entire buildings, etc.



seacon.com.pl





SEACON Engineering

ul. Jabłoniowa 20, 80-175 Gdańsk, POLSKA

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office@seacon.com.pl



Foundation for Safety of Navigation and Environment Protection Ship Handling Research and Training Centre - Ilawa, Poland

The **Ship Handling Research and Training Centre at Ilawa** is owned by the Foundation for Safety of Navigation and Environment Protection, which is a joint venture between the Gdynia Maritime University, the Technical University of Gdansk and the City of Ilawa.

Two main fields of activity of the Foundation are:

- Training in ship handling. Since 1980 more than 3500 ship masters and pilots from 40 countries were trained at Ilawa Centre. The Foundation for Safety of Navigation and Environment Protection, being non-profit organisation is reinvesting all spare funds in new facilities and each year to the existing facilities new models and new training areas were added. Existing training models each year are also modernised, that's why at present the Centre represents a modern facility perfectly capable to perform training on ship handling of ship-masters, pilots and tug masters.
- Research on ship's manoeuvrability. Many experimental and theoretical research programmes covering different problems of manoeuvrability (including human effect, harbour and waterway design) are successfully realised at the Centre.

The Foundation possesses ISO 9001 certificate.

The Foundation for Safety of Navigation and Environment Protection offers consulting and assistance in the design of ships.

The offer includes:

- prediction of manoeuvring characteristics in the early design stage using computer simulation based on own mathematical model;
- verification of manoeuvring characteristics according to IMO requirements for which free running model tests are usually applied.

Research facilities of the Ilawa Centre are particularly suitable to realisation of the process of design and optimisation of waterway and harbour layouts. Mock-ups of tested areas and free running manned models are very effective in solving problems of safe manoeuvring on restricted waters. Desktop simulator technique, when needed, is also applied.

www.ilawashiphhandling.com.pl

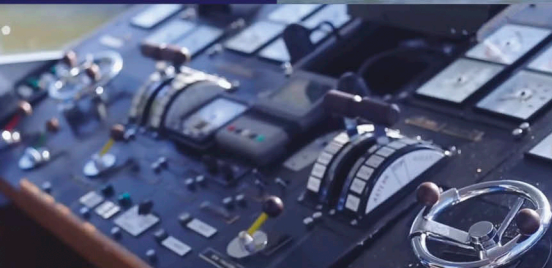
Ship Handling Research and Training Centre at Ilawa
80-278 Gdansk, Chrzanowskiego 36, Poland
phone / fax: +48 58 341 59 19
e-mail: office@ilawashiphhandling.com.pl



SHIP HANDLING
RESEARCH AND TRAINING
CENTRE



ILAWA - POLAND





SIARK-PORT Sp. z o.o.

Effective in cargo handling.

Siark-Port Cargo Handling Company was established in 1991. The company offers services in handling of dry and liquid bulk cargo, as well as break bulk cargo. Siark-Port operates on the OPP berth with a length of 275 m and draft of 10.20 m. In addition, it has 65 000 sq m of storage yards. Last year, Siark-Port had the annual turnover of 1.7 million tonnes and handled cargo from more than 200 vessels.

Efficient technology for bulk load unitization

In 2016, Siark-Port extended offer by providing innovating, fast and effective way for loading, weighting and packing fertilizers into big-bags directly next to ship. Through the use of load unitization method our customers can benefit from:

- avoiding contamination of the load,
- lowering the risk of cargo dampness,
- maintaining high quality of the cargo (quality is the same as it was in the vessel holds),
- transformation of bulk cargo into units (big-bags) that are easy to transport and distribute.

"We believe that effective cargo handling is shaped by a combination of timing, skilled employees and application of appropriate technical and operational solutions. As a company, we put emphasis on the training and compliance with safety rules by our staff. We highly value feedback from our customers, as it helps us to improve our service, both technology and quality wise."

Future developments

Siark-Port intends to continue developing. The company is preparing a 5000 sq m warehouse with a lower chute for dry bulk cargoes, combined with a series of conveyor belts and a ship loader. Siark-Port would like to get a handling capacity of 800 tons per hour. In the second investment stage, the company plans to build warehouses with an area of 6500 sq m for the storage of loads sensitive to weather conditions. Siark-Port's plan is to start handling cargo from vessels with a capacity of up to 45000 dwt.

"We are open to cooperation with importers or exporters planning to ship bulk by sea, other companies dealing with similar activities, and with logistics companies interested in our services. We offer a cooperative partnership in cargo handling within the supply chain."

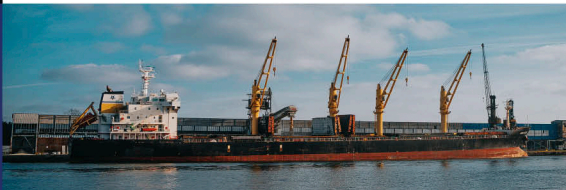
www.siark-port.pl

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phone: (58)-343-62-23

e-mail: biuro@siark-port.pl

Sales & Planning Specialist: +48 737 376 195, a.groth@siark-port.pl





Speed Sp. z o.o.

Speed up with us your logistics of bulk materials.

Our company operates in the field of transport, forwarding and logistics on the international market.

With our two sea handling terminals and land terminal, storage areas, advanced IT system and transport, we can offer high quality logistics services.

We provide full logistic service for cargoes delivered in bulk or unitized.

We offer handling of cargoes such as: cereals, meal, biomass, fertilizers, wood, feldspar, gypsum, lime, aggregates, fly ash, ores, coal and coke, and all other bulk goods delivered in bulk or unitized.

We provide transshipments in the GMP + standard.

Each year we handle over 300 vessels with handling rate up to 25,000 tons / day.



Speed Sp. z o.o.

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e-mail: speed@speed.gdynia.pl



SPEED Multipurpose bulk terminal Gdynia

- Quay parameters: 336 meters long, 7,0 meters draught
- Covered storage area 3250 m²
- Open storage area 25000 m²

SPEED Multipurpose bulk terminal Gdańsk

- Quay parameters: 1160 meters long, 9,3 meters draught
- Open storage area 77000 m²





MARITIME OFFICE IN GDYNIA

Main responsibilities of Maritime Office in Gdynia

- ensure maritime safety and security
- monitor vessel traffic
- protect marine environment
- monitor the use of sea routes, fairways and ports
- search and rescue of life at sea
- ensure fire protection of sea ports
- survey of marine equipment market
- construction, maintenance and protection of coastal enforcement
- spatial planning on sea areas

Tasks within maritime safety

- supervision of the safety condition of Polish flag ships (Flag State Control)
- inspection of foreign flag ships entering Polish ports (Port State Control)
- survey and certification of ships
- market surveillance of products approved under Marine Equipment Directive
- certification of seafarers private recruitment services according to MLC2006 Convention (more than 16 000 seafarers recruited in 2019 by agencies certified by Director of Maritime Office in Gdynia)
- certification of officers and ratings (almost 40,000 highly qualified seafarers in Poland)
- issue of qualification documents and seamen books to seafarers according to STCW Convention
- Polish Maritime Administration concluded bilateral agreements with foreign maritime administrations on mutual recognition of seafarers' certificates of competency and training courses.

Maritime Office in Gdynia is in charge of maritime safety monitoring systems

- Automatic Identification of Ships (AIS)
- National Safety at Sea System
- SafeSeaNet
- Long Range Identification and Tracking System LRIT
- CleanSeaNet
- Maritime Safety Information Exchange System
- Polish Harbours Information and Control System
- GMDSS / Polish Rescue Radio

Coastal protection and spatial planning are also important activities of Maritime Office in Gdynia

- Maintenance of coast in compliance with safety and environment protection conditions
- Construction of coastal embankments
- Maintenance and conducting forest economy

- Spatial planning process for the plan for EEZ, territorial sea and Gulf of Gdansk is under supervision of the Director of the Maritime Office

Maritime security

According to provisions of SOLAS amendments and International Code for Ship and Port Security – implemented through the Act on ratification of Amendments to the International Convention on safety of life at sea, 1974, adopted on 13 Dec 2002 - published in Journal of Law No.172 pos.1801 and in compliance with EU Regulation 725/2004

- Maritime Office in Gdynia performs functions of Regional Contact Point for ships and port facilities
- verification of security systems on ships and port facilities according to ISPS Code
- certification of ships and port facilities under ISPS Code:
- International Ship Security Certificates
- Statement of Compliance of Port Facilities

Marine environment protection

- Maritime administration provides monitoring of Polish sea waters (Exclusive Economic Zone) within the framework of co-operation with the Baltic States, according to the provisions of The Helsinki Convention 1974, as amended in 1992.
- participation in the sessions of MC and CC Committees (joined in Sea-based Pollution Group).
- ensuring air surveillance of the port and internal waters, carried out in close co-operation with the Border Guard and the Navy
- providing preventive measures against oil spills in ports and drilling platforms
- co-operation with numerous institutions in the scope of the application of MARPOL 73/78 requirements
- participation in the sessions of the Marine Environment Protection Committee of IMO
- Marine oil pollution is combated in co-operation with the Maritime Search and Rescue Service.

Hydrographic measurements and examination

- Hydrographic, bathymetric and sonar examination of sea areas using multibeam echo sounder (MBES) and side scan sonar (SSS)
- Vision survey of sea bottom using remotely operated underwater vehicles (ROV)
- Surveillance of underwater works, issue of underwater works permission
- Surveillance of archeological activities carried in connection with search and discovery of underwater monuments
- Monitoring and examination of ships wrecks
- Surveillance of sport and recreational diving on ships wrecks

Urząd Morski w Gdyni

81-338 Gdynia, Chrzanowskiego 10, Poland

phone: +48 (58) 355 33 33

e-mail: umgdy@umgdy.gov.pl

www.umgdy.gov.pl



International Cooperation. We work for and cooperate with:

- EMSA, EU Council and Commission Working Groups
- Committees of International Maritime Organization IMO
- International Labour Organization ILO
- HELCOM
- IALA
- PARIS MoU
- IMSO

We are certified for ISO 27001:2017 and ISO 9001:2015





MARITIME OFFICE IN SZCZECIN

TASKS AND COMPETENCES

Maritime Office in Szczecin is the Polish governmental maritime authority subordinated to Ministry of Infrastructure.

The territorial range of Maritime Office in Szczecin covers internal seawaters, territorial sea, exclusive economic zone, seaports, marinas and coastal zone from the meridian 16°41'56,70" E to the west border of Poland.

The most important tasks of Maritime Office in Szczecin are:

- monitoring of ships' routes and waterways, ensuring and maintaining ships' traffic ability on the fairways and safe port entrances,
- maritime safety and security, mainly by conducting ships' inspections, carried out by Flag and Port State Control officers; indirectly by issuing the certificates for the seamen,
- marine environment protection by providing the monitoring of Polish seawaters, coastal zone and ships' inspections,
- supervising over navigation aids, ensuring safety and efficient navigation by providing devices such as: lighthouses, seaway markers, buoys, fog signals and beacons,
- dredging the seaways leading to the ports and marinas, the maintenance of the hydrotechnical objects,
- shore protection, particularly the construction and maintenance of shore enforcements, dunes and protective forests within the coastal zone,
- covering the matters of the depth analysis and seabottom researches,
- management of waters and grounds covered with the seawaters and spatial planning on these areas,
- matters related to the safety of seaports and shipping,
- supervision over the rescue operations at sea,
- monitoring of underwater works and extracting property from the sea,
- fire supervision in Polish sea areas as well as ports and harbors,
- agreeing on decisions on issuing water permits and construction permits in the area of the service strip, sea ports and harbors, internal sea waters and territorial sea, as well as all other decisions regarding the development of this strip,

- control and supervision of compliance with the essential or other requirements of marine equipment products and recreational vessels placed on the market or putted into service,
- licences for laying and maintenance of submarine cables and pipelines in internal sea waters and territorial sea,
- protection of historical treasures and care of monuments in Polish maritime areas.

Currently, the most significant investments of Maritime Office in Szczecin are: "Modernisation of the Świnoujście - Szczecin Fairway by its dredging to 12.5 m" and "Nostrimaris – construction of two multi-purpose vessels".

The modernization of the Świnoujście - Szczecin fairway includes the dredging of the fairway to 12.5 m, along a section of approx. 62 km, with its simultaneous widening to 100 m and, inter alia, reconstruction of bank slopes, deepening and widening of turntables for vessels, as well as the construction of additional hydrotechnical structures in the form of two artificial islands in the Szczecin Lagoon, which will be created from the material excavated during dredging works.

Thanks to the dredging of the fairway to 12.5 m, the maximum permissible draft of the ships calling at Szczecin will increase to the value of approx. 11.0 m, and thus, the Szczecin port will be available for a specific group of large ships. The project is implemented with the participation of European Union funds, under the Operational Program "Infrastructure and Environment" for 2014 - 2020, and its total value is approximately PLN 1.4 billion. The investment will be completed in 2022.

The construction of two multi-purpose vessels is also a project co-financed by the EU under the "Infrastructure and Environment" Operational Program, from the 2014-2020 financial perspective. The project value is PLN 240 million.

Two twin ships, with the basic function of a sea icebreaker, in daily operation will be intended for the implementation of the statutory tasks of the Maritime Offices in Szczecin and Gdynia. The ships will be used for transport, handling, replacement and control of sea buoys, will also be equipped with specialized devices necessary to perform hydrographic measurements, along with the processing and processing of bathymetric data. They will also be able to support other services, e.g. in carrying out rescue and fire-fighting actions or combating oil spills. The multipurpose vessels will be approximately 60 meters long, and their maximum speed will be approximately 13 knots.

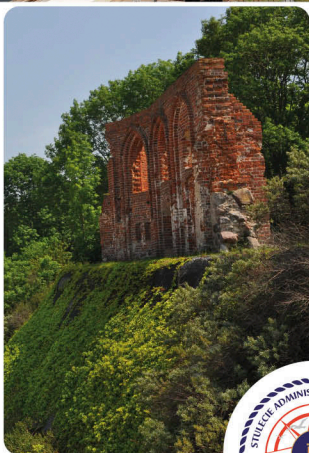
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