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The Maritime Economy on the Right Course. **Minister** Arkadiusz **Marchewka** Sums up 2024

The year 2024 once again brought many events through which the maritime industry in Poland lived. In a conversation with Arkadiusz Marchewka, the Secretary of State responsible for maritime issues in the **Ministry of Infrastructure**, we sum up those events that fell under the jurisdiction of the Polish government, and in particular this ministry.

It is almost a year of your activity at the Ministry of Infrastructure in the Department of Maritime Economy and Inland Navigation. It has been a very intense time; many decisions were made. What were the most important decisions that you had to take this year, and which had the greatest impact on Poland's maritime economy?

Indeed, this year was very intense and concerned the implementation of various kinds of initiatives. Firstly, we unlocked funds from the National Recovery Plan, thanks to which investments related to ports and the offshore industry have already begun. The European Commission approved public aid amounting to PLN 900 million for the construction of an installation terminal in Gdańsk. Contracts have already been signed, a building permit issued, and everything has moved forward. Moreover, we are carrying out activities related to the modernization of the infrastructure in ports that are to be service ports: Ustka, Łeba and Darłowo. There, tenders have already been announced-for example, for the renovation of breakwaters. In Darłowo, a breakwater over one hundred years old will finally be renovated.

In each of the ports crucial to the national economy, very important decisions have been taken. I will start with the west. The port in Świnoujście – here, a number of steps have already been taken. We have signed several contracts which are elements of the development of the container port in Świnoujście. We took over this project with a delay of more than one year because before the 2023

elections, when the previous government adopted this resolution, its schedule had already been delayed by over a year. We are making up for this lost time. We have already signed several of the most important contracts. Two weeks ago, among other contracts, one was signed for a ferromagnetic survey, that is, a study of the seabed, where a 70kilometer waterway will be constructed. The value of this contract is 13 million PLN. It is being carried out by the Maritime Office. As for the port, contracts have already been signed, including for studies related to the port basin, infrastructure, or the location where road and rail infrastructure will be built.

Now we move on to the Tri-City ports. We decided that the largest grain terminal-fully in Polish hands-will be built in Gdańsk, to be executed by the company Port Gdański Eksploatacja, which belongs to the Gdańsk Seaport Authority. The truth is that for 8 years it had been said that an agro-products terminal, and later a grain port, should be created, yet none of that came to pass. In the first year, we made some concrete decisions and we would like this terminal to reach a handling capacity of 2 million tons of grain per year at the turn of 2027, which will make it the largest agro-products terminal in the Port of Gdańsk. But other important things also happened in Gdańsk. Of course, the aforementioned installation terminal for offshore wind farms, but also the expansion of the Baltic Hub, which is another concrete step in the development of the largest container port in Poland.

In Gdynia, a few months ago, we signed a contract for the construction of a breakwater for the external port, which is also a very important project. We are carrying out work that next year is intended to indicate concrete solutions that will accelerate the construction of the Red Road.

In addition, we oversee two shipyards: the Szczecin Wulkan Shipyard and the Gryfia Maritime Repair Shipyard. I began my tenure by initiating very detailed audits from which we encountered very unpleasant surprises. Our predecessors had left us contracts with a profitability of minus 80%. The losses on these contracts amount to PLN 100 million each. A large dock was supposed to be constructed, to be completed in 2022, nothing of which materialized. Our predecessors had left huge losses and unfinished constructions, but we are now rearranging things so that the Gryfia Shipyard receives a new dock and the Wulkan Shipyard gets back on track. We are on the right path. I can say that we are working on recapitalizing the Company Development Fund, which is currently overseeing these initiatives, in order to enable further pro-investment actions. We will finish this dock.

There are, of course, also initiatives by the Maritime Offices. Here, I can say that we have reached an agreement, for example, with the local government of Elbląg. We did not use blackmail, as did our predecessors by saying that the last kilometer of the approach channel to the port in Elbląg would only be deepened if the city handed the port over to the state. There is no more blackmail. We have reached an agreement. The last kilometer of the approach channel has been designated as access infrastructure to the port. We are taking measures intended to achieve a much more significant scope than originally planned because we want the width at the bottom of this approach channel to be 36 meters, so that 100meter ships can enter without tug assistance. This will be the next stage of our work, which we plan to complete in 2027. It can therefore be said that there have been many such initiatives and that something important has happened in every area.

> **A very important topic is the role of ports in energy security, which has significantly increased in recent years. The LNG terminal in Świnoujście, which is now already expanded, is of key importance for the entire region, but there are also concrete plans regarding the construction of an FSRU terminal in Gdańsk, not to mention the expansion with another transshipment station for Naftoport. How do you assess the role of Polish ports and these investments in terms of the country's energy and economic security?**

Polish ports are the pillars of our security, both economic and energy, but also military. And indeed in each of these ports significant investments are being implemented that strengthen our energy security. Looking at Świnoujście – yes, the expansion of the gas terminal is nearing completion. Gaz-System is at the stage of accepting all the works, therefore the transshipment capacity of the port in Świnoujście will definitely increase. Now, it already meets almost 40% of what households consume, so this potential will be further increased. What is also important, two weeks ago a new station began operation in the terminal. With this station, not only can we introduce gas into our system, but also transfer or export it further to other European countries, which strengthens our security, as well as that of our neighbors and of the entire EU. These are concrete initiatives that over the past months have been yielding tangible results.

Looking further east, speaking, for example, of the FSRU terminal, at the beginning of next year we already plan to sign a contract for the construction of infrastructure for this port, that is to say — a breakwater that will shield this terminal. The value of this investment is about PLN 800 million. We also plan an expansion of Naftoport with another oil transshipment station. These initiatives, which will also be implemented in 2025, are a joint investment of Naftoport and the Maritime Board of the Port of Gdańsk.

Measures related to energy security are very clearly visible in Polish ports, and they are also the pillar of our energy transition. But that is not all, because ports, or the maritime economy, also play a very important role in the construction of the first nuclear power plant in Poland. We have signed contracts for the construction of an almost onekilometerlong pier, to which the largest structures for the first nuclear power plant in Poland will be brought. They will be transported by sea and through this pier directly to the construction site of the power plant. This is also a large undertaking-one kilometer from the land into the sea, 5 meters above the water surface. This is a very important investment being carried out by the Maritime Office in Gdynia.

The next topic is offshore wind. We are on the eve of events that have been long-awaited for many years – physical work on the installation of offshore wind turbines in the Polish Baltic waters is beginning. This is also evident in the entire business environment – there are new investments in the port of Gdańsk, and in the port of Gdynia a spectacular vessel has recently appeared, which will participate in these investments. There are investments in the ports of Świnoujście and Szczecin. And these are concrete measures: in Gdańsk, a wind tower factory and the T5 installation terminal; in Świnoujście, an installation terminal; in Szczecin, two factories for offshore wind components. There are very many investors and indeed 2025 may be the year of offshore wind energy, as the investments are entering a strategic phase. But in the shipbuilding industry and in the smaller navigation sector, voices of alarm are emerging regarding local content, especially concerning smaller companies, for smaller businesses that also see their potential believe they have a place here.

A new chapter in the maritime economy has begun: offshore wind energy. It is, of course, up to us how this chapter will be written. Investments in ports, both in installation ports (that is, in Świnoujście and in Gdańsk) and in service ports (in Ustka, Łeba and Darłowo), are already being carried out. They are simply meant to utilize the potential associated with the offshore industry. We plan to allocate several hundred million euros from the National Recovery Plan for this, so these investments will accelerate. As for the issue of local content, yes, I agree with that because I have been observing for several months that indeed this opportunity, which stands before the Polish maritime economy, must also be an opportunity for local companies. It must not be that our large energy conglomerates which are carrying out these initiatives will only use foreign companies for this because they meet some specific criteria. Since the first phase was already programmed years ago and it is difficult to do anything about it now, I think that in the implementation of the second phase, actions must be taken that will significantly strengthen the role of Polish enterprises in this process. We, as the Ministry of Infrastructure, are to receive from the Maritime Offices analyses of further locations on the Baltic for the development of offshore wind farms, so there will certainly be plenty to do. It is not just about installing these large wind turbines at sea, but also about matters related to their operation, such as the construction of CTV vessels, functioning in service ports, and providing crews that will subsequently operate offshore wind farms. We must, together with the Ministry of State Assets, which oversees whether it is PGE or Orlen, determine a strategy so that our local companies also benefit from it.

The example of Świnoujście hurts me the most. Please note, this installation port is almost complete. Everything is going according to plan. By the end of this year, the investment is supposed to be finished. There is no delay there. From the moment the construction site was taken over, everything has gone according to plan. However, in 2023, in May, a final contract was signed stating that the implementation of this investment would be performed by the Danish port in Roenne on Bornholm. Utter irresponsibility, because how can millions of PLN be spent on implementing an investment in a Polish port, using, among other things, EU funds for this purpose, but signing a contract to perform these actions in a port completely elsewhere, abroad? So now we are doing everything to make up for that. We are working on preparing a project for the second stage of the development of the expansion of the installation port in Świnoujście and we will be seeking EU funds in this matter.

Polish Ports 2030 Congress – Summary. Another Important Edition with Strategic Conclusions

The first two editions of the Polish Ports 2030 Congress showed that Poland's port industry not only can, but also should, speak with one voice. **The third edition**, held this year, for the first time so clearly defined its needs, while also becoming a ground where important steps and decisions were made.

This year's edition once again set new records. Around 900 participants registered and, over the course of two days, listened to and took part in a series of industry discussions. This year also marked the debut of an exhibition zone, where Congress partners could present their stands, as well as a dedicated workshop area.

The heart of the event, however, remained the discussion panels. There were as many as ten, designed to cover the broadest possible spectrum of issues: from a general overview of the situation of the ports and their development since Poland's accession to the EU, to investment, infrastructure, and technology matters.

Among the many conclusions and recommendations that emerged during the debates, one fundamental need came to the forefront — repeatedly emphasized in nearly every discussion: the necessity of long-term planning and of building a lasting strategy that would underpin the development of the ports and their surrounding environment.

Such a long-horizon development framework — whether for the ports themselves or for Polish industry more broadly — would give businesses a clear direction for growth, while also providing a basis for decisions with long-term consequences. Many participants stressed that responsibility for creating such a strategy should rest with the government.

WIKE, and GPB will jointly participate in tenders for vessel charters for PGE.

On the second day of the Congress, an agreement was signed on the use of port infrastructure for the construction of an offshore wind farm. Under the agreement, turbine installation for the BC-Winds farm, developed by Ocean Winds, will be carried out from the newly developed T5 terminal at Baltic Hub in Gdańsk. The agreement was signed by representatives of Ocean Winds and Baltica 2, the facility's tenant.

Another partnership between companies key to Poland's offshore wind supply chain was officially announced in the studio of GospodarkaMorska.pl. The agreement between the CRIST and ASE groups is a sign of the consolidation of Poland's industrial potential in the offshore wind sector.

The Congress also had its less formal side. Beyond the unique networking opportunities — there is no other event in Poland that gathers so many people engaged in maritime industry matters in one place — it was also an occasion to celebrate the sector's achievements. As tradition has it, during the evening gala — this year highlighted by a performance by Ania Dąbrowska — the Maritime Economy Lighthouse Awards were presented.

The Congress also demonstrated that the maritime industry is not passively waiting for ready-made solutions, but is actively forging collaborations and agreements that contribute to the development of the Polish economy. Several significant documents were signed during this year's event. On the first day, in the presence of Deputy Minister of Infrastructure Arkadiusz Marchewka, the Agreement on Cooperation of Polish Seaports was formally signed by the presidents of the ports of Gdańsk, Gdynia, and Szczecin–Świnoujście. The document provides for joint efforts to strengthen their position in the European and global transport-logistics system, as well as cooperation in infrastructure investments. One of the planned initiatives is the preparation of a joint "Development Program for Polish Seaports to 2035 with a Perspective to 2060."

For several years, offshore wind has remained one of the key topics for the maritime sector. During this year's Congress, four companies involved in the sector — each with a different business profile — signed a letter of intent to cooperate in the development of an offshore wind fleet in Poland. The document was signed by representatives of PGE Baltica (offshore wind farm developer), CRIST (shipyard), Baltic Industrial Group (shipyards), and WIKE (a CRIST group company and future offshore fleet operator). They declared cooperation in the design and construction of installation and service vessels for offshore wind farms. CRIST,

Port of Gdańsk Achieves Record Profit. Poland's **Largest Seaport** to Expand Further

Another busy year is behind the Port of Gdańsk. There was no shortage of ships and transported goods, yet alongside its ongoing **cargo handling** operations, the Port of Gdańsk Authority, together with its partners, is carrying out a development program.

Poland's largest seaport continues to grow. Its container handling capacity is set to increase soon, an offshore wind base is under construction, a new grain terminal is in the pipeline, and numerous smaller investments are underway. New areas, including those with direct sea access, are awaiting investors. Moreover, 2024 demonstrated that both finances and cargo handling operations at the Port of Gdańsk remain strong.

In 2024, the Port of Gdańsk once again recorded excellent cargo handling results. A total of 3,559 commercial ships were serviced, and 77.4 million tons of cargo were handled. However, it has been observed that this result follows the conclusion of a large-scale coal import campaign, which began in 2022 and ended in 2023, significantly impacting the cargo volumes in those years.

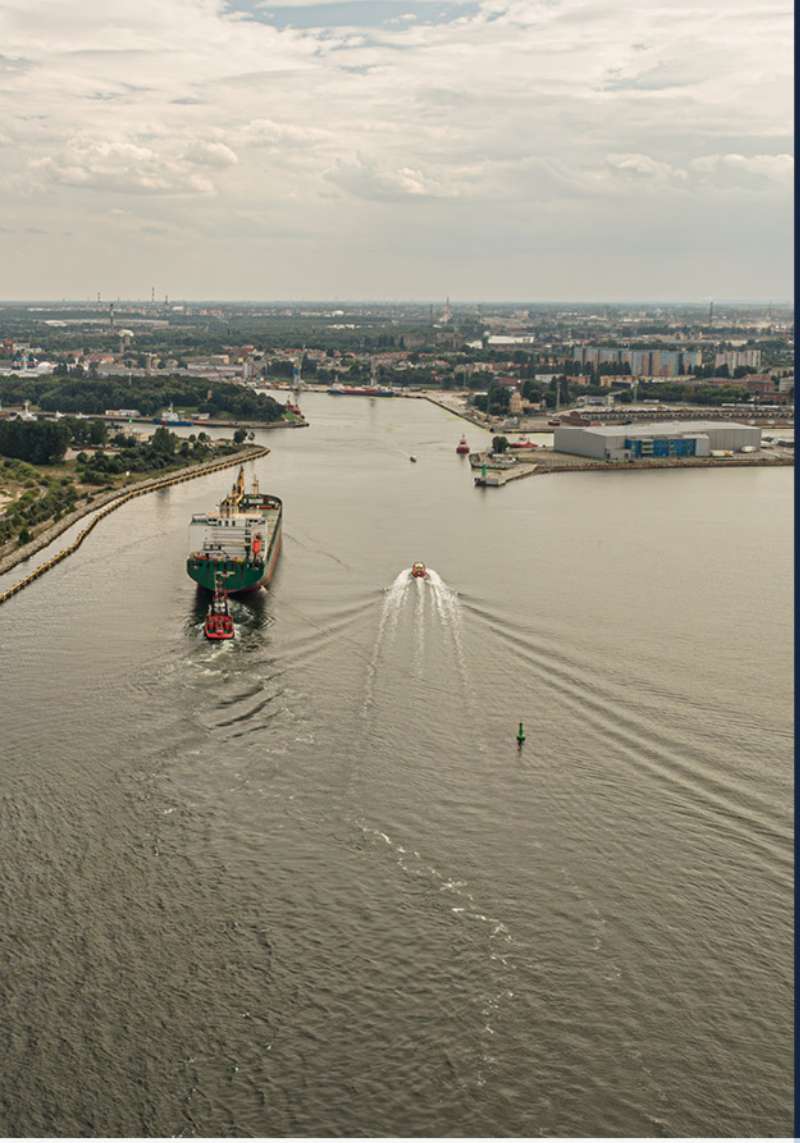
The year 2024 brought another record for liquid fuel handling at the Port of Gdańsk, with a 5% increase, reaching nearly 40 million tons. This represented 51% of the total cargo handled at the port. The second-largest cargo category in Gdańsk was general cargo, including containerized goods, which amounted to 23.4 million tons, making up 30.2% of all handled goods. Last year, Gdańsk handled 7.8 million tons of coal, 3.5 million tons of other bulk cargo, and 2.9 million tons of grain.

Naftoport, the terminal responsible for crude oil and liquid fuel transshipments, handled exactly 38.8 million tons of cargo, delivered by 489 ships.

The Port of Gdańsk reported that 3,559 ships called at the port in 2024, which is 43 fewer than in 2023. However, on average, the vessels were larger. The average gross tonnage of ships arriving in Gdańsk in 2024 was 1.6% higher than the previous year, reaching 25,025. This was due to an increase in the number of tankers and ocean-going vessels. Additionally, 60 cruise ships (18 more than the previous year) and 293 ferries (6 fewer) called at the port in 2024.

The Baltic Hub in Gdańsk, the largest container terminal in the Baltic Sea, also had a successful year. It achieved an operational result of 2,242,401 TEU, which was exactly 191,588 TEU more than the previous year. This was made possible by servicing 642 ships, including 147 ocean-going vessels. The terminal's management also boasted a record for handling a single vessel, with 20,459 TEU transshipped during one call.

The port's financial situation remains strong. Gdańsk closed 2024 with financial results of approximately PLN 264 million, which is a 24% increase (PLN 51.7 million more) compared to the previous year. According to the Port of Gdańsk Authority, this was due to higher sales revenues and lower costs.



at Naftoport. A new berth is being built to accommodate the largest tankers for crude oil and petroleum products.

Additionally, early-stage work is underway to establish and launch a floating storage and regasification unit (FSRU) within the Port of Gdańsk in the Gulf of Gdańsk. At the end of the year, the investor, Gaz-System, received a construction permit for the terminal and its necessary infrastructure, including an undersea gas pipeline connecting the FSRU to the mainland. According to the Deputy Minister of Infrastructure, the signing of a contract for the construction of a protective breakwater for the terminal was planned at the beginning of 2025. The vessel itself is being supplied by the Japanese company Mitsui O.S.K. Lines, selected through a tender. The ship is under construction at HD Hyundai Heavy Industries in Ulsan, South Korea. The FSRU is expected to be operational between 2027 and 2028.

New updates on a major investment in the Port of Gdańsk emerged at the end of the year. In December, Prime Minister Donald Tusk announced that a modern grain terminal would be built at the Szczecińskie and Wiślane quays. The operator will be Port Gdański Eksploatacja, a company owned by the Port of Gdańsk Authority. This investment will include the construction of nine storage silos with a total capacity exceeding 152,000 tons. By 2026, the terminal's handling capacity is expected to reach 2 million tons, with a further increase to 3 million tons the following year.

"*We have achieved a stable and balanced financial and investment position, which directly supports the business strategies of our partners and the results of the Port of Gdańsk. We are also making our own investments and continuously commercializing previously undeveloped spaces. We ensure the competitiveness and brand of the Port of Gdańsk by constantly improving management procedures, and considering the needs of our stakeholders. All of this contributes to strong financial results, even in challenging times,*" said Dorota Pyć, President of the Port of Gdańsk. "*We have also begun work on the Port of Gdańsk Development Strategy until 2060. We aim to be a sustainable port within the blue and green economy.*"

Investments are ongoing in Gdańsk to enhance the port's capacity. The most prominent and widely followed developments are those at the Baltic Hub. The T3 terminal, which will increase container handling capacity by 1.5 million TEU, is nearing completion. At the end of last year, construction officially began on T5, which will open a new chapter for both the Baltic Hub and the entire Port of Gdańsk. T5 will serve as an installation base for offshore wind energy projects.

Another important investment, not only from a commercial perspective, but also for national energy security, began last year

Port of Szczecin-Świnoujście. Less, but Better

The Szczecin-Świnoujście port complex handled **32,305.8 million** tons of cargo in **2024**. This is less than the previous year, but the port authority is far from raising the alarm.

The Szczecin and Świnoujście Seaports Authority announced that in both ports, a total of 32,305.8 million tons of cargo were handled in 2024. This is 8.5% lower than before, yet still a solid result. Paradoxically, it also allows for a positive outlook on the future, as in the second half of last year, the downward trend that had persisted since the end of 2022 was halted. Additionally, despite the decline in cargo handling, the financial result was significantly positive. The ports earned PLN 147,679,848, which is PLN 27.3 million, or 23%, more than the previous year. Container handling also performed well – both ports handled 11.39% more than the previous year, totaling 75,292 TEU.

"*I believe this is a very good result because the anomaly related to the extraordinary demand for energy resources has passed, and we have reached our standard, normal cargo handling volumes appropriate for the existing infrastructure,*" commented Jarosław Siergiej, CEO of the Szczecin and Świnoujście Seaports Authority.

Optimism in Szczecin and Świnoujście is not only fueled by financial results. The West Pomeranian port is becoming an important center for Poland's developing offshore wind sector. In recent months, numerous investments related to offshore wind energy have been established within or near the port areas. The most significant of these is the Orlen Neptun Installation Terminal, which will be put into operation later this year. However, port areas are also home to a factory of one of the leading wind turbine manufacturers, Vestas, as well as a factory producing structural components for offshore wind farms, such as towers, masts and foundations.

Rafał Zahorski, plenipotentiary for port development at the Szczecin and Świnoujście Seaports Authority, says that many companies in the region are directing their services toward the offshore sector.

"*In the Szczecin area, specifically in Skolwin, apart from Teleyard, there are currently six more offshore companies. In Police, an offshore factory is also under construction. In Święta, Szczecin, a port for shipping wind turbine blades is also planned,*" Zahorski enumerates.

Tele-Fonika Kable, a leading supplier of cables for offshore projects in Europe, is also establishing its logistics base with a transshipment quay in Szczecin.

However, the ports in Szczecin and Świnoujście are not putting all their eggs in one basket. Other investments are ongoing which will increase their capabilities and create entirely new opportunities. The flagship investment remains the construction of the Deepwater Container Terminal in Świnoujście. Although the documentation for this project is still being compiled and the necessary permits obtained, port CEO Jarosław Siergiej does not entertain the possibility that it might not materialize.

"*I cannot imagine a large, significant port today without a major container terminal capable of handling over a million TEU units and accommodating ocean-going vessels. This is a must-have for a modern port in terms of diversifying its operations and responding to market demands, as an increasing amount of general cargo is transported in containers. There are also attempts to transport bulk goods in containers. This is an unstoppable,*

growing trend. Therefore, as the leading port in the southern Baltic, the Szczecin-Świnoujście port complex must have such a terminal, and it will have one," says Siergiej.To some extent, a commitment to completing this project is the construction of breakwaters to protect the terminal. The Deepwater Container Terminal will be an external port, meaning it will be built on an artificial peninsula extending into the sea. Therefore, it requires additional protection against wave action, a function that will be served by a new protective breakwater. Ultimately, the terminal is expected to accommodate the largest container vessels capable of entering the Baltic, reaching lengths of up to 400 meters. For this, an appropriately prepared approach channel to the port is necessary. The construction of the entirely new maritime access route to Świnoujście is being handled by the Maritime Office in Szczecin. This project has also become a pretext for another initiative, tentatively called "12.5 for Szczecin".

"*We have investments that form a comprehensive program aimed at making the port accessible to ships with greater draft and, therefore, higher cargo capacity. These investments involve modernizing and adapting quays, port basins and approach channels to a technical depth of 12.5 meters. These projects are currently about 85-90% complete. We plan to finish them by mid-2025, at which point we will be able to say that the port in Szczecin is 'Panamax ready', meaning it can accommodate Panamax-sized vessels with a capacity of about 40,000-45,000 tons*," describes CEO Jarosław Siergiej.

The investment activity of the Szczecin and Świnoujście Seaports Authority and the availability of land within the ports' boundaries are attracting other investors. Last year, an agreement was announced with a consortium made up of Tridente, Speed, and Polski Cement to establish a new transshipment terminal and a cement factory in Szczecin. Additionally, other terminals are expanding, including Alfa Terminal (currently with the largest methanol handling capacity in the Baltic), Bulk Cargo-Port Szczecin (acquired by new owners with specific investment plans), and the LNG Terminal in Świnoujście (which recently added another gas storage tank).

A separate topic is the Świnoujście Ferry Terminal. In 2024, it was able to fully utilize its new capabilities for the first time, following modernization work completed in the fall of 2023. Two smaller ferry berths were combined into a single 294-meter-long berth. The loading ramp and terminal facilities were also upgraded. All of this has already yielded results, particularly in the development of intermodal transport. The port is now receiving rail freight transported by ferries. In December 2024, following test runs, pilot shipments of trains with trailers were launched from Silesia to Gothenburg and Stockholm via the Świnoujście terminal. As a result, last year, more than 5.865 million tons of general cargo passed through the terminal, representing a slight increase compared to 2023. Ferries operating from Świnoujście transported a total of 433,281 trucks, 998 trailers and 80 rail wagons in 2024. And that is not all-the new year has seen another step forward: a contract has been signed for the modernization of ferry berth number 4, which will increase its capacity.

Despite a slight decline in cargo handling in 2024, the ports of Szczecin and Świnoujście are experiencing dynamic growth, investing in infrastructure and diversifying their operations. The development of the offshore sector, the construction of the Deepwater Container Terminal, and the deepening of port basins and quays are projects that will strengthen the position of the port complex in the Baltic in the coming years. The stable financial performance and increasing investor interest indicate that this strategy is yielding results, and the ports look to the future with optimism.

Port of Gdynia on the Eve of Major Changes

Slightly fewer total cargo operations, but more containers and a significant increase in net profit — this was the picture of 2024 at the Port of Gdynia. However, the most important things are still ahead.

The Port of Gdynia closed 2024 with solid results, confirming its stable position in the region. Market changes — such as the phasing out of coal imports and stabilization of grain transshipments — did not shake the port's fundamentals. Total cargo throughput reached 26.9 million tons, remaining a very good result compared to the record year of 2023. The biggest satisfaction came from the financial side: the net profit of the Port of Gdynia Authority reached PLN 138.6 million, over 30% higher than the previous year. These results demonstrate the port's resilience to changing market conditions and its ability to adapt flexibly to new challenges.

The Port of Gdynia maintained 9th place among Baltic ports in total cargo throughput. Container operations performed particularly well. The three container terminals operating in the port handled a total of 974,586 TEU, representing a solid 11.52% year-on-year increase. In terms of container throughput, Gdynia approached its record level from 2021, which stood at 986,000 TEU. These numbers clearly indicate the goal the operators in Gdynia have set for the next 12 months.

"Crossing the one million TEU mark is within reach and represents a realistic goal for the future," says Piotr Gorzeński, President of the Port of Gdynia Authority.

In container throughput, Gdynia is now in 4th place in the Baltic, surpassed only by Klaipeda, St. Petersburg, and Gdańsk.

"The Port of Gdynia is highly flexible — when one segment experiences a decline, other types of cargo stabilize the situation. Let me remind you, we are the largest grain port on the Baltic, but we also handle a wide range of other goods, which allows us to adapt freely to market conditions," summarizes Gorzeński. *"In the future, we plan to continue developing other segments that will ensure stability even during market challenges."*

However, the most important developments are still ahead for the Port of Gdynia. Development plans go beyond the reconstruction and refurbishment of quays and infrastructure. Work is ongoing practically everywhere — from the tender for a new operator of the grain terminal to the newly constructed warehouses at the HES Gdynia Bulk Terminal. One of the more interesting projects is the preparation of a new 480-meter turning basin for ships, which will allow Baltimax vessels — the largest ships that can navigate the Baltic — to access the container terminals located at the end of the port channel. To make space for the turning basin, the floating dock belonging to PGZ Stocznia Wojenna (PGZ Naval Shipyard) had to be relocated. Appropriate arrangements and designs between the involved parties have already been completed. The new dock basin has been prepared deeper in the channel near the Naval Shipyard quay. Once the dock is moved, dredging works for the turning basin can be completed. The entire project is linked to the ongoing reconstruction of the Helskie Quay, with all work scheduled for completion by 2026. Larger ships may, however, be able to call at Gdynia even before that date.

The most spectacular project, with origins going back at least a dozen years, is the Outer Port. This will be a new artificial peninsula of approximately 150 hectares, extending the existing Węglowe Pier. A deep-water transshipment terminal will be located there,

handling containerized cargo as well as wind energy equipment, project cargo, and military goods. The minimum estimated container throughput capacity is 2.5 million TEU per year. The Outer Port will feature a total of approximately 3,330 meters of operational quays, including 1,910 meters of the main container terminal quay. The project is currently in the preparatory phase. A contractor for the breakwater securing the new pier has been selected, and a private partner for construction and later operation of the Outer Port is being sought.

"This is currently the only possibility for further development, given the space limitations in the inner port. We are preparing this project as a Public-Private Partnership (PPP) and are negotiating with potential private partners to develop an optimal business model. Moreover, the Outer Port should be seen through a dual lens: as a project aligning with the EU's modern transport networks strategy under TEN-T and as a fundamental project in terms of security," explains Piotr Gorzeński.

Even the largest expansion plans will stall if another key project — the so-called Red Road — is not realized. This road is intended to serve as the main land transport artery for cargo to and from the port areas to the developing Logistics Valley and the Tricity bypass, while also connecting two parts of the city and relieving the old, failure-prone Kwiatkowski Viaduct.

"The Red Road is needed now, regardless of the Outer Port. Currently, the Port of Gdynia faces serious road transport problems, as seen when a single large grain ship can block Polska Street. Furthermore, the Kwiatkowski Viaduct is still used for very heavy traffic related to military cargo, and its technical condition is deteriorating. This is a critical transport route for the city. How will we cope if it needs to be closed? Building the Red Road is the only solution. Without this key artery, it is hard to imagine the city or the future Outer Port," says Gorzeński.

The need for the Red Road has been raised for over a decade, but progress seems to have accelerated recently. A design contract for the first stage of the route has been signed, and a team of local and central government representatives working on the "Report under the Pact for Poland's Security — Central Pomerania" has indicated that work could be expedited. On August 23, Deputy Minister of Infrastructure Stanisław Bukowiec announced that the ministry is working on special legislation to enable faster construction of the Red Road. Due to its strategic importance, the section should be subject to a special legislative process. Estimated costs have risen from PLN 2 billion to about PLN 4.5 billion, with benefits including simplified permitting and faster environmental approval.

If the synergy of these investments is maintained, the Port of Gdynia will gain entirely new capabilities in the coming years, with a real chance to strengthen its position in the Baltic. Gdynia is already an important hub for grain shipping, and recent years have shown the terminals' flexibility in handling a wide range of cargo.

The Port of Gdynia consistently invests in emission reduction and ecological initiatives. A key project was the construction of modern ship sewage reception infrastructure fully compliant with MARPOL requirements for special areas, such as the Baltic Sea. This EU co-financed investment includes collection points at passenger quays, retention tanks, and a mechanical-chemical treatment plant, enabling safe reception of waste from both passenger and commercial vessels.

Additionally, some port service vehicles have been replaced with electric and hybrid models, with charging infrastructure installed on site.

Through consistent efforts — from fleet electrification to modern sewage reception systems to strategic projects like the Outer Port — Gdynia is setting new standards in sustainable port development. This approach enhances not only the port's economic potential but also its image as a modern, eco-friendly transport hub. The Port of Gdynia is increasingly recognized as a key Baltic logistics hub and a model for the port of the future: innovative, flexible, and environmentally responsible.

Baltic Hub Container Terminal in Gdańsk Expands and Increases Cargo Handling

Baltic Hub, the **largest container terminal** in the **Baltic Sea**, is expanding with a brand-new quay named T3, which is set to be operational in mid-June 2025. This investment will introduce a new deep-water quay designed to accommodate ocean-going container ships.

The new T3 container quay is one of the most spectacular investments in Poland's port industry in recent years — an industry that has seen numerous developments. To construct it, an entirely new peninsula had to be created directly in the sea. After the official opening of T3 in mid-2025, the largest container ships capable of entering the Baltic will be able to dock there. By increasing its handling capacity by 50% — from 3 million to 4.5 million TEU — Baltic Hub is cementing its position as the undisputed leader in the regional container market, offering capabilities unmatched by any other terminal or port in the Baltic region.

Additionally, a 36.5-hectare maneuvering and storage yard will be available. The new infrastructure aims to boost port capacity and cargo handling, positively impacting the economic growth of both Poland and the entire Central and Eastern European region.

A Multi-Billion Investment in Port Infrastructure

The construction of Baltic Hub's third deep-water quay officially began on November 28, 2022, with an investment cost of approximately PLN 2 billion. The general contractor for the project is Budimex. The construction has been divided into two phases. In the first phase, a consortium of Budimex and DEME built a 36-hectare platform adjacent to Terminal 1 (T1). This platform, entirely built in the sea, was completed in 2024.

The second phase involves constructing a 717-meter-long quay wall with a depth of 17.5 meters. Work on this phase began in early 2023 and is expected to be completed in the second quarter of 2025.

STS Cranes Ready for Operation

According to plan, Baltic Hub T3 will be dedicated to container handling and storage. The terminal yard covers 36 hectares and features a deep-water quay measuring 717 meters in length and 18 meters in depth, enabling the handling of the largest 400-meter-long container ships.

To operate the new quay efficiently, state-of-the-art equipment is required. In October 2024, four STS (ship-to-shore) cranes arrived in Gdańsk. These cranes have successfully completed all preparation stages and are now fully ready for operation. Currently, operator training is underway for those who will handle daily cargo operations. In March 2025, the final three STS cranes arrived in Gdańsk and are now undergoing commissioning and operational testing.

Each STS crane weighs nearly 2,000 tons, stands over 96 meters tall (140 meters with the boom raised), has a lifting capacity of up to 65 tons, and can lift containers up to 55 meters high and extend them 74 meters over a ship's deck.

Additionally, T3 will feature 20 automated rail-mounted gantry cranes (aRMGs), which were delivered in parts and systematically assembled on-site. These cranes will operate the terminal's storage areas. Baltic Hub reports that using this technology will optimize container handling and enhance operational safety. The aRMG cranes are also designed to be more efficient and safer, as they are remotely operated from an administrative building, eliminating the need for operators to work directly on the yard. They are powered by electricity, and Baltic Hub sources energy from renewable sources.

First Test Docking of a Container Ship

At the end of February 2025, the first test docking and handling operation took place at the newly constructed T3 quay, serving as a trial run for employees before the terminal begins regular container handling for ships arriving at the Port of Gdańsk from around the world.

The honor of the first docking and inaugural cargo handling at the new quay went to the CMA CGM Tivoli, a container ship built in 2024 and part of CMA CGM's fleet, a long-term partner of Baltic Hub. The vessel measures 205 meters in length, 30 meters in width, and has a capacity of 32,245 GT. It is also notable for its environmentally friendly LNG propulsion, which helps reduce CO2 emissions during navigation.

Test operations are always a challenge, but this one was completed successfully. A total of 1,474 TEU were handled during the operation, providing a practical test for the four new STS cranes that will service ships at the quay.

T5 is Next in Line

That is not all. Work has already begun on the further expansion of Baltic Hub, this time with the T5 quay. However, its function will be entirely different — it will serve as an installation and service base for offshore wind energy. Its lessee and operator in the initial phase of operation will be the Polish company PGE, one of the developers of offshore wind farms on the Polish coast. The investor is the company Istrana — a special-purpose entity of which 85% is owned by the Polish Development Fund (which is also a shareholder in Baltic Hub), while the remaining 15% remains in the hands of Baltic Hub itself.

It is worth adding, however, that T5 has been planned and designed in such a way as to fulfill other functions as well. After 2034, which marks the end of the so-called first phase of Poland's offshore wind development, the investor will conduct analyses to determine market demand and answer the question of whether T5 will continue to function as an installation terminal or whether there will be greater demand, for example, for container handling.

T5 will be built in a similar manner to T3 — it will be entirely new land reclaimed from the sea. It will cover an area of 21 hectares. Upon completion, planned for mid-2026, installation ships and other vessels involved in offshore work will have access to two quays with a total length of 800 meters, and a Ro-Ro ramp. The terminal will also include heavy-duty assembly and storage areas for wind tower components. The quays will be deep-water, with basin depths of 17.5 meters. The construction work is being carried out by the company NDI, which was selected through a tender process.

Record Cargo Handling in 2024

In 2024, Baltic Hub achieved an operational record of 2,242,401 TEU, an increase of 191,588 TEU compared to 2023. This result reinforces Baltic Hub's position as the leading container terminal in the Baltic Sea.

The record was made possible through continuous investments, the implementation of modern technologies, high-quality service, and strong client collaboration. The achievement also reflects the dedication of the entire Baltic Hub team.

The terminal also set new records in vessel handling. In 2024, a total of 642 ships called at the terminal, including 147 ocean-going vessels. Another milestone was reached when a single vessel docking resulted in the handling of 20,459 TEU.

Other impressive feats included a record-breaking daily shift in April 2024, during which 1,731 trucks and 2,652 containers were processed, with an average handling time of just 32 minutes. Additionally, during the night shift from September 7 to 8, 2024, a total of 888 containers were handled in just 12 hours.

Port Gdański Eksploatacja: Versatility Means Security

Port Gdański Eksploatacja is one of the largest operating companies in Polish ports, operating — as its name suggests — in the Port of Gdańsk. Its importance has been growing in recent times. Under the company's auspices, a new grain terminal is being built, and the company management also emphasizes its role in ensuring Poland's security.

Port Gdański Eksploatacja carries out its cargo handling operations at the Inner Port of Gdańsk. The range of cargo handled is very broad — bulk goods such as coal, coke and aggregates, but also timber, grain and even containers or project cargo. In addition, the company offers packing, storage and logistics services, handling both truck and rail transport. This makes it one of the key cargo handling terminals in the Port of Gdańsk.

In recent months and years, the company's employees have had no shortage of work. PG Eksploatacja became one of the crucial terminals in the early stages of the conflict in Ukraine. When EU countries, including Poland, quickly imposed sanctions on Russia and stopped purchasing energy resources from Moscow, the company was one of those that took on the responsibility of ensuring Poland's energy security — through it, huge amounts of coal were imported into the country. The terminal's role was so significant that the owner of PG Eksploatacja — the Port of Gdańsk Authority — abandoned its earlier plan to sell the company.

Challenges, however, remain. Currently, PG Eksploatacja's management is focused on planned investments, including renovations and upgrades as well as commercializing paved storage areas for specific types of cargo. In recent years, the company has expanded its fleet of handling equipment — adding three Liebherr 550 cranes and two Liebherr 280 cranes, which have significantly increased bulk cargo loading rates and the capacity for handling industrial and oversized structures.

One of the most prominent projects is the creation of the so-called Agro Terminal, a grain hub intended to serve Polish harvests and ensure the country's food security. According to Andrzej Kuźmicz, CEO of Port Gdański Eksploatacja, this will be an automated, innovative facility that will not require dozens of personnel.

"It consists of a set of silos and flat storage warehouses, dedicated exclusively to handling agricultural products, including imports," he explains.

He adds that the infrastructure will be accompanied by investments in specialized equipment capable of both loading and unloading ships — a quay crane that can operate in both directions.

"The main goal is to ensure a daily throughput of 20,000 tonnes, matching the loading rates of European ports," says CEO Kuźmicz.

The first contract has already been signed, under which a flat warehouse will be built at the Szczecińskie Quay. If needed, it will also be able to handle other cargo groups.

Ultimately, the Agro Terminal will have 160,000 tonnes of storage

It is worth remembering that Port Gdański Eksploatacja functions as a dual-use port. This means that, in addition to being ready to handle various cargo groups, it is also on standby for military cargo handling, including during international exercises. Its infrastructure therefore plays an important role in ensuring Poland's military security.

"Today, we are not driven solely by economic considerations and project results. The security of infrastructure is paramount. We are also focused on defense-related aspects, whether for our own country or for our neighbors," assures CEO Kuźmicz.

He adds that Port Gdański Eksploatacja should be viewed as part of a larger system whose existence is essential, as it supports other entities in achieving their financial results.

"Thanks to the infrastructure we build, the development we pursue, and the new projects we implement, we will be able to provide opportunities for the agricultural, chemical, trade and manufacturing sectors, as well as for many companies — including state-owned enterprises — that will carry out specific projects with us. We want these companies to achieve their financial goals. And if, through negotiations and our pricing policy, we also manage to achieve a good financial result, that will be a great success. But if, for some reason, we do not achieve that result in a given area — yet still ensure security for the national or international economy — then I believe that is also a goal worth pursuing, regardless of financial outcomes," concludes **Andrzej Kuźmicz.**

capacity and an annual handling capacity of around 3 million tonnes — more than four times the current grain handling capacity at this location.

However, Port Gdański Eksploatacja does not intend to abandon other cargo groups. Maintaining the terminal's universal character is both a market advantage and a serious challenge. It is easier and cheaper to operate specialized infrastructure for just one type of cargo.

"It has to be said clearly: today, none of the private terminals in the Port of Gdańsk maintains readiness to handle such a wide range of cargo, both in export and import. Of course, we pay the cost of this readiness because some cargo groups require us to assign more personnel to form a gang. We maintain this readiness so that our businesses and our economy can benefit from this type of logistics channel. I believe that our versatility — spread across the number of cargo groups we handle and the number of quays we operate — means that our quays are highly diversified. It's not as if they work exclusively with one cargo type. We can move steel product handling from one quay to another, because at each quay we have the necessary land-based equipment and trained professional crews. We strive to maintain versatility not just at a single quay, but to ensure that all quays are diversified," explains Andrzej Kuźmicz.

Szkuner: Tradition at Heart, Change in Mind

The **Władysławowo**-based company Szkuner, which manages the local port, ship repair yard, fish processing plant, and fishing fleet, is one of the oldest enterprises in Poland's maritime sector. After years of focusing on survival, in the third decade of the 21st century, the company is once again starting to think boldly about growth and expanding its horizons.

Szkuner's history dates back to 1955. Two years later, the company took over the management of the land and waters of Władysławowo Port, and then began to develop its fishing and processing operations. The town of Władysławowo grew around the activities of Szkuner and the port — created from two villages (Wielka Wieś and Hallerowo), it took its name from the port, which itself was named in honor of King Władysław IV.

Szkuner has weathered decades of change in the country and survived the toughest period of the 1990s, when the Polish fishing industry essentially collapsed. Although the company's operations shrank significantly — at its peak it employed well over 1,000 people and its fleet consisted of nearly 60 vessels — it is one of the few companies in the industry to survive to the present day.

"The last few years have been a time when Szkuner entered a growth phase. It stabilized at its current level, began making profits, and thus started generating funds for development and modernization," says Witold Wawrzonkoski, CEO of Szkuner.

What will the company's growth look like in the coming years? According to the CEO, the company's core business remains unchanged — *Szkuner is above all about Baltic fishing, fish processing, ship repair, and port operations. However, each of these areas is undergoing a transformation. Until recently, the company's entire range of activities was tied to fish — that, however, is now history. For shipyard operations, the fishing sector is no longer the top priority, though it remains important. The same goes for the port itself, which is still a major fishing harbor but* — as Wawrzonkoski says — *is on the brink of a dramatic change.*

"We want to become a service port for the offshore sector, one of the most important in Poland. This is a huge opportunity not only for the port, but also for the shipyard and the entire company," he says.

The development of offshore wind energy presents promising prospects for the Władysławowo company, but taking advantage of them will require investment.

"We are preparing to modernize and rebuild our port quays, for example, which will primarily serve offshore operations. Today we can accommodate most offshore-related vessels — small CTVs, small tugs, research platforms carrying out various tasks. But our ambition is to be able to receive slightly larger vessels, such as SOVs, which have a draft of 5–6 meters. That requires modernization, quay reconstruction, and dredging the port. With relatively modest

investments compared to other ports, Władysławowo Port can be adapted to become fully ready and fully versatile as a service port for the offshore industry," says the CEO.

Changes are also coming to the ship repair yard adjacent to the port. In the past, the yard's workers dealt almost exclusively with fishing vessels. In recent years, however, the range of ships coming to Władysławowo has broadened considerably — now including small passenger vessels, as well as vessels belonging to the Polish uniformed services and other state institutions. Soon, vessels serving the offshore wind sector may join them. Szkuner wants to provide the yard with the right conditions to handle repairs for such ships.

"To that end, we are rebuilding the side carriages used to haul vessels ashore, so they can also accommodate CTVs, which are much wider catamarans. We would also like to rebuild the slipway itself to allow for the reception of much larger vessels, with a deadweight of up to 400 tons. The next few years will bring serious investment challenges, also involving the search for financing sources for these projects," says Wawrzonkoski.

Still, Szkuner sensibly does not intend to base all its operations on offshore wind energy and ignore seven decades of tradition. The most important part of the company remains the catching and processing of Baltic fish. In recent years, the company has invested in modernizing its production hall, although the management admits that not all plans have yet been completed.

Another project Szkuner is preparing for is achieving energy efficiency.

"We have ready-made plans for installing photovoltaic systems on virtually all the roofs of our buildings. The installation will be large, with a capacity of nearly 1 MW. We will be implementing this within the next 2–3 years," the CEO explains.

Witold Wawrzonkoski is also increasingly looking out to sea. Currently, the company's fishing fleet consists of five vessels, crewed by 25 people. They are not new ships, but thanks to regular upgrades and repairs, they will serve for many more years.

"But slowly, slowly, in the back of my mind, I have an increasingly strong thought about buying more vessels, reversing the downward trend, and being the first Szkuner CEO in many, many years to expand the fleet," says **Wawrzonkoski**.

Port of Kołobrzeg – adaptive,multifunctional, and poised for the **future**

An interview with **Artur Lijewski**, President of the Management Board, Port Morski Kołobrzeg Sp. z o.o.

In 2025, Port Morski Kołobrzeg Sp. z o.o. — the operator of the largest port on Poland's Central Coast — marks its 25th anniversary. You have been with the company for more than two decades and have served as President of the Management Board for the past eleven years. From this long-term perspective, how would you assess the company's evolution and overall contribution?

The company was established at a time of considerable uncertainty. The 1996 Act on Seaports and Marinas allowed local governments to acquire the depreciated infrastructure of liquidated state-owned enterprises through buyouts, but it provided no mechanisms for financing their modernisation. By the time Port Morski Kołobrzeg was formally established in January 2000, much of the port's infrastructure had already passed into private ownership. We began with just two quays under our management and no existing operational model for small ports to draw on. Today, we oversee approximately 60% of the port's quay length and manage around 40% of its land area. That progress is the result of consistent municipalisation efforts, and the steady implementation of best practices developed over many years.

The port has undergone significant change over the past 25 years. Which investments have been most transformative?

Once the door opened to EU funding, we moved quickly. That support allowed us to launch a number of projects — altogether worth around PLN 90 million. One of the biggest steps was the full overhaul of the Fishing Port. We also expanded the Yacht Port and developed the Salt Basin and Salt Marina. Each of these investments made the port more capable, more attractive, and better prepared for future growth. We also brought new life to the 18th-century Morast Redoubt. Working with a group of history enthusiasts and reenactors, we were able to turn it into a place that serves both education and tourism. Soon, an observation deck will be added to the embankment, giving visitors an even better view of the area.

Right now, we're building a multi-level car park for 360 vehicles on the port grounds, through a public-private partnership. And we're also planning new, all-season attractions that bring together learning and leisure. Our goal is simple: to create lasting value — for the port, the people of Kołobrzeg, and everyone who visits.

The Port of Kołobrzeg was one of the first in Poland ready to handle the transit of Ukrainian grain after Russia blocked exports through the Black Sea. What made that possible?

It's largely thanks to how well-adapted our port is. We have the only operational rail siding on the Central Coast that leads directly to the quay. Keeping it running took real determination — there were times when some wanted to reduce the port's role and focus solely on tourism. But the pandemic clearly showed the value of economic

balance. While tourism came to a standstill, the port kept moving.

There's now a growing awareness of how much the port contributes to the local economy. The opening of a new transport corridor and the rise in cargo traffic have led to a noticeable increase in transshipments. Interestingly, trains carrying goods through the port district — right past a street lined with restaurants — have become something of an attraction for visitors.

There's been growing interest in the port's expansion. What's the vision behind that?

To make full use of the port's potential — and to be prepared for new challenges, including those related to Baltic Sea security — we need to make some key upgrades: adjusting the port entrance and redeveloping part of the quay. While only around 15% of the work falls directly within our managed area, we've taken the lead on the project, working closely with the Ministry of Defence and the Maritime Office.

Once the work is complete, we'll be able to handle vessels up to 130 metres long, 20 metres wide, and with a draft of 7 metres — compared to today's limits of 100 metres, 15 metres, and 5.5 metres. This will open up entirely new opportunities for the port, including offshore operations and ferry services. We're currently running the tender process for technical documentation and are actively working to secure full funding for the upgrades.

Could offshore wind energy be an opportunity for the port and the city?

Absolutely. Offshore wind is a major driver for developing new port functions and boosting the local economy. As of January 1, 2025, Kołobrzeg's city limits have expanded by 44 hectares of former rural land — perfect for industrial use and for establishing a so-called dry port. We're already in dialogue with companies in the offshore sector — we've signed several letters of intent — and Kołobrzeg's close proximity to the concession area near the Ławica Odrzana point bar makes us a natural hub for offshore wind farm support services. That said, completing the planned infrastructure investment is critical. Without it, we simply won't be able to accommodate larger service vessels in the port.

You're also the president of the Small Ports Association. Can you tell us more about its purpose?

The Association was founded in 2015 to strengthen cooperation and communication between the management boards of smaller ports. We share many of the same challenges — underinvestment in access infrastructure and the constant need to maintain navigable depths in port channels. We exchange knowledge, share solutions, and refine our management practices together. We don't compete with the major ports — in fact, we complement them and help strengthen the broader national maritime system.

Thank you for speaking with us.

Bulk Cargo-Port
Szczecin Celebrates its 30th Anniversary

The year **2024** marks the **30th anniversary** of Bulk Cargo-Port Szczecin, the largest multifunctional cargo handling operator at the Port of Szczecin. This period is particularly significant due to ownership transformations that took place at the end of the year when Rhenus Port Logistics became the majority shareholder of the terminal.

Bulk Cargo-Port Szczecin was established in 1994 and has since evolved from a company specializing in bulk cargo handling and storage into an operator managing a wide range of cargo passing through the ports at the mouth of the Oder River. The company's milestone anniversary was celebrated in November at the Polish Theatre in Szczecin, gathering employees, contractors, partners and friends who have contributed to its shared success over the years.

Three Decades of Growth and Success

As the largest terminal operator in Szczecin, Bulk Cargo handles approximately four million tons of cargo annually. The terminal consists of eleven berths and the quay spans a total length of 3.5 kilometers. Its services at the Baltic port include handling bulk and general cargo using specialized equipment, storage, transshipment, and inland waterway, road and rail transport. While the terminal was historically known for handling coal and ores for Polish mines, steelworks and coking plants, today it is a multifunctional hub, enabling the handling of bulk, general and liquid cargo.

"In these three decades, we have built a strong brand, gaining the trust of local and international partners. Through investments in modern technologies, infrastructure and automation, we have

streamlined cargo handling and logistics processes. This has led to improved safety, increased efficiency, higher turnover, and an expanded service offering for our customers," said Adam Czarnul, a board member of Bulk Cargo-Port Szczecin, during the anniversary celebration.

A New Chapter with Rhenus Port Logistics

During the celebration, the significance of the company's collaboration with its new investor, Rhenus Port Logistics, was highlighted. The company brings valuable experience and know-how, supporting the continued growth of Bulk Cargo as a universal operator. Joint efforts are focused on implementing sustainability and innovation strategies, strengthening its position in the port industry.

The Rhenus Group has been active in Poland and the Szczecin port for over 30 years. Initially acquiring a 40% stake in Bulk Cargo-Port Szczecin in 2022, Rhenus increased its ownership in October 2024 by purchasing an additional 58.5% of shares. This brought its total stake to 98.5%, making it the majority shareholder.

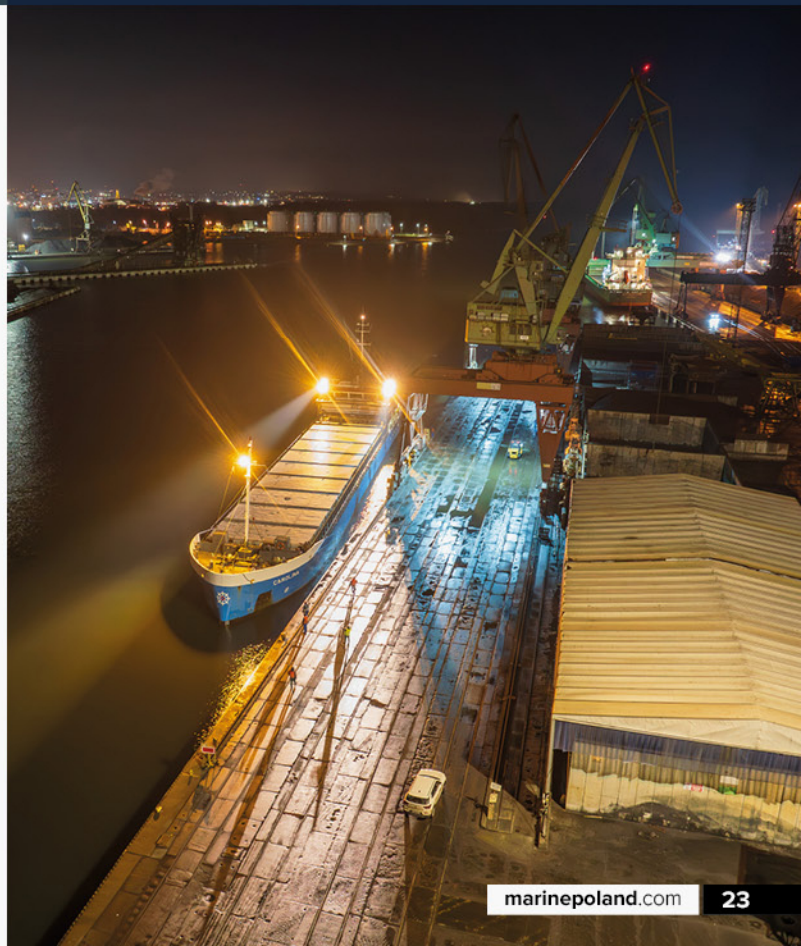
"The acquisition of Bulk Cargo shares took two years and is a key step in expanding the Rhenus Group's portfolio. We value tradition while also embracing modernization through energy transformation, which presents significant opportunities for a location like the Port of Szczecin. This requires further infrastructure investments. While this will take time, we are very pleased with our current collaboration with the Szczecin-Świnoujście Port Authority. None of this would have been possible without the hard work of everyone over the past 30 years, during which the company has grown dynamically to employ over 300 people. This has laid the foundation for a strong operator, which is now becoming part of the Rhenus Group," said Michael de Reese, Director of Rhenus Port Logistics.

The Future: Digitalization and Alternative Fuels

Looking ahead, Bulk Cargo-Port Szczecin is committed to development and infrastructure modernization. Key investments include quay redevelopment, the acquisition of modern cranes, and the expansion of storage facilities by an additional 20,000–25,000 m^2. Thanks to the "12.5-meter program", which aims to deepen the port to this depth, the terminal will be able to accommodate ships with a greater draft, enhancing its competitiveness.

The company plans to intensify digitalization efforts to improve efficiency and cargo handling speed. At the same time, it is strengthening its cooperation with freight forwarders and expanding inland transport. Bulk Cargo also intends to actively participate in the energy transition, preparing for the handling of alternative fuels such as hydrogen and green methanol.

With the majority acquisition by Rhenus Port Logistics, the company gains capital support, enabling further growth. Bulk Cargo plans to increase employment and collaborate with the Maritime University of Szczecin to attract young professionals to the port industry.



FSRU in Gdańsk – a Key Investment for Poland's Energy Security

An FSRU (**Floating Storage & Regasification Unit**) terminal is currently under construction in the Gulf of Gdańsk, within the administrative boundaries of the Port of Gdańsk. It will become Poland's second LNG import facility after the terminal in Świnoujście. The project, developed by **Gaz-System**, holds strategic importance for the energy security of both Poland and the broader Central and Eastern European region.

The terminal will diversify gas supply sources by enabling the import of LNG from various parts of the world. It will strengthen Poland's energy independence, support the energy transition by using natural gas as a bridging fuel, and enhance the role of the Port of Gdańsk as a regional gas hub. Gdańsk is already home to Naftoport, a major facility on Poland's energy map and a key hub for the trade of liquid fuels.

Three Components of the Investment

The entire FSRU project consists of three interconnected elements.

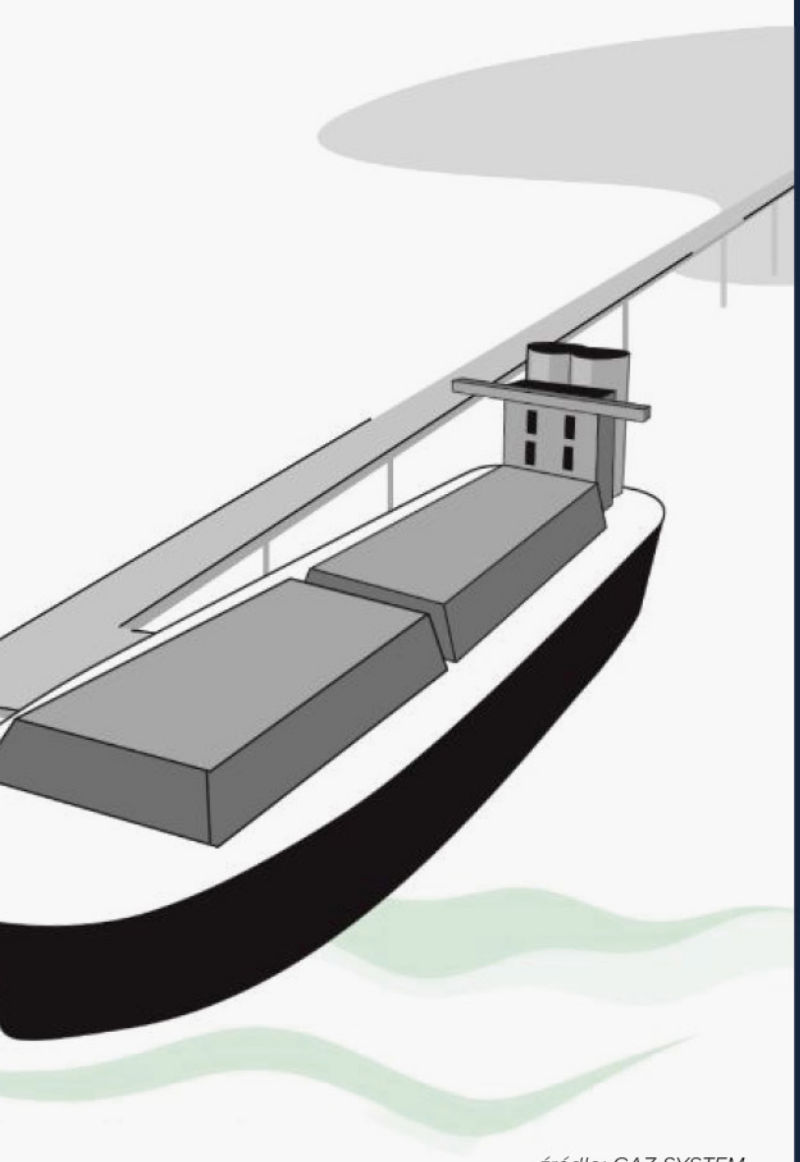
First, the core of the system is the floating unit that will receive LNG from carriers entering the port. The Floating Storage and Regasification Unit (FSRU) will be permanently moored at a dedicated jetty. LNG carriers will dock side-by-side with the FSRU. Upon berthing, LNG will be unloaded using cryogenic hoses connected to the transfer manifolds of both vessels. The unloading process will be continuously monitored.

Second, the project includes the mooring jetty, breakwater, and a subsea pipeline approximately 3.3 km long that will connect the FSRU to the onshore gas distribution network. The breakwater is being built by the Maritime Office in Gdynia. The subsea pipeline will be laid beneath the seabed of the Gulf of Gdańsk, running from the mooring jetty to a valve station located near PERN's storage facilities in the Górki Zachodnie area.

The shoreline crossing will be achieved using trenchless microtunneling technology, ensuring the beach and dunes remain undisturbed and accessible. The use of state-of-the-art technologies will minimize the investment's impact on the natural, recreational, and tourism values of the area.

The third component of the project involves the construction of about 250 km of gas pipelines connecting the Port of Gdańsk to the national gas transmission network. These new pipelines will enable gas delivery to consumers further inland and will run to the town of Gustorzyn, comprising the segments Gdańsk-Kolnik, Kolnik-Gardeja, and Gardeja-Gustorzyn.

The total value of the project is estimated at approximately PLN 4.7 billion, although final costs will depend on market conditions and possible price fluctuations.



źródło: GAZ-SYSTEM

Gaz-System has signed a 15-year agreement with Orlen for full utilization of the capacity of the first terminal, while talks with potential foreign buyers are ongoing regarding the possible second unit.

First FSRU Ordered

In April 2024, Gaz-System signed a charter agreement outlining the delivery and operation conditions for the FSRU to be deployed in the Gulf of Gdańsk. The contract was signed with White Eagle Energy Ltd., a company from the Mitsui O.S.K. Lines group. The chartered FSRU will have a storage capacity of approximately 170,000 m^3 of LNG and a regasification capacity of around 6.1 billion m^3 of natural gas per year.

Onboard regasification systems will have a nominal capacity of no less than 783,500 m^3/h. The charter agreement is valid for 15 years with an option for extension. Gaz-System has also secured the right to purchase the vessel under the terms of the contract. The FSRU will be built by South Korean shipyard HD Hyundai Heavy Industries, with which White Eagle Energy Ltd. has already signed a construction agreement.

Deadlines on Track

2025 is a critical year for the realization of the project, as it marks the beginning of full-scale work both onshore and offshore. Schedules for each segment are precisely defined.

"The onshore section of the project, namely the pipeline transporting gas from the Port of Gdańsk, is expected to be completed by 2026, and there are no concerns about meeting this deadline," said Iwona Dominiak, Gaz-System's spokesperson. *"The FSRU itself is scheduled to be ready in 2027, at which point it will be moored at the completed jetty in Gdańsk. We plan to receive the first LNG deliveries at the floating terminal in the first quarter of 2028."*

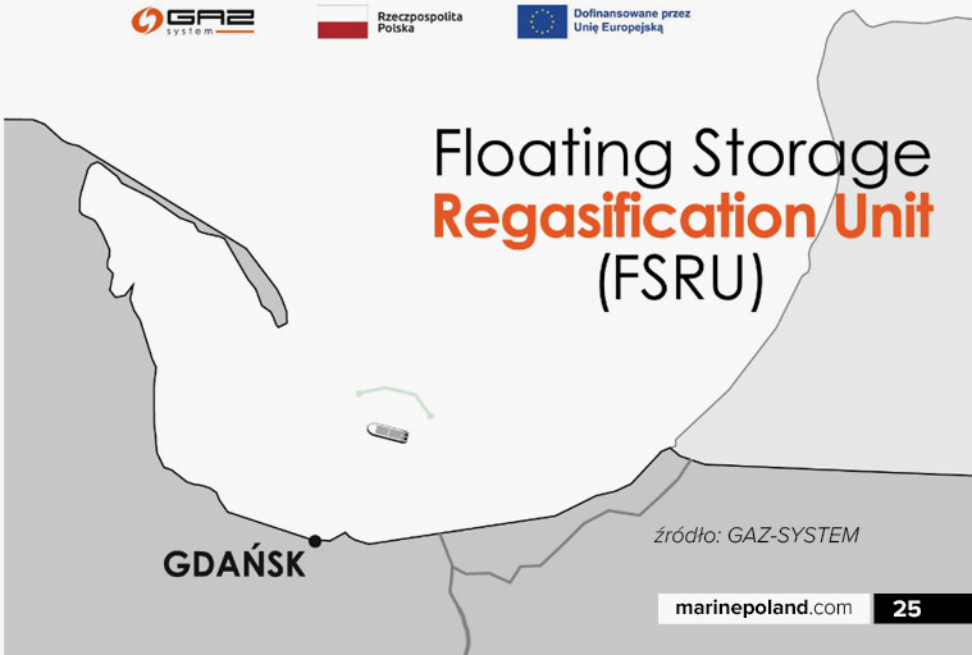
All procedures and orders are proceeding according to schedule, and all deadlines are expected to be met.

Option for Two Vessels

The terminal is being built in the southern part of the Gulf of Gdańsk, about 3 km offshore, near the Baltic Hub container terminal and within the boundaries of the Port of Gdańsk. The moored FSRU will have a regasification capacity of around 6.1 billion cubic meters of natural gas per year — equivalent to about 30% of Poland's current gas demand.

There is a future option to accommodate a second FSRU with a capacity of 4.5 billion cubic meters per year at the same jetty, although its deployment will depend on market demand. Currently, there is no confirmed need for a second unit, but the investor has explored the option. It is already confirmed, however, that the entire capacity of the first FSRU has been contracted by the Orlen Group, which includes Poland's largest gas distributor, PGNiG.

GAZ system
Rzeczpospolita Polska
Dofinansowane przez Unię Europejską



źródło: GAZ-SYSTEM

O&M Bases and Installation Ports – A Key Element of **Offshore Wind** Farms

An Operation & Maintenance Base, sometimes referred to as a service port, is an essential part of the infrastructure supporting the operation of offshore wind farms. The location and efficiency of the port determine the continuity of work and the stability of energy production. Such a port creates new jobs and increases local budget revenues.

Qualified personnel are on duty 24/7 at O&M bases, ensuring the uninterrupted and safe operation of offshore wind turbines. In the event of a failure, they immediately set out to sea in fast vessels to carry out repairs and restore turbine functionality. They also conduct scheduled technical inspections and monitor the condition of the installations.

Installation ports, on the other hand, serve a different purpose – they are a departure base and a construction hub for vessels involved in the construction of offshore wind farms. Due to the size of the turbine components handled there, they must be adapted to very heavy loads. Installation ports also require large storage areas with a high load-bearing capacity and zones for preliminary assembly works. Strong quays are necessary as well, capable of servicing massive installation vessels, jack-ups, and smaller support ships.

With the development of offshore wind energy in Poland and the ambitions of the country and local companies to establish themselves in this new sector, both installation ports and several service bases are now being established along the Polish coastline for the projects of various developers.

Offshore Wind Terminal – Orlen Neptun Installation Port in Świnoujście

The offshore wind installation port in Świnoujście is the first infrastructure of its kind on the Polish coast, built to support the rapidly growing offshore wind sector. Located on the site of a former shipyard, the terminal features two modernized quays, measuring 249 and 246 meters in length, 75 meters in width, and an impressive point load capacity of up to 80 tons per square meter. With a depth of 12.5 meters, it can accommodate installation vessels over 200 meters long.

The port also includes an assembly hall with technical facilities and an administrative building. The terminal will be a key hub for the construction of offshore wind farms not only in Poland, but also in Germany, Sweden and Denmark. It is set to begin operations in June this year.

The strategic investor of the project is Orlen Neptun, a company within the Orlen Group responsible for the development of offshore wind energy. This terminal will service all projects under the second phase of Orlen's offshore wind program, aiming to build five wind farms with a total capacity of 5.2 GW by 2040. The total investment value was approximately PLN 440 million, of which PLN 180 million was provided by Orlen Neptun.

Terminal T5 – PGE Baltica Installation Port in Gdańsk

Since November 2024, construction has been underway at Baltic Hub in Gdańsk on Terminal T5, which will serve as an installation base for PGE Baltica's offshore wind energy projects.

fot. Ocean Winds

The terminal will handle the storage, pre-assembly, and loading onto installation vessels of turbine components for the Baltica 2 project – PGE's first offshore wind farm, developed in partnership with the Danish company Ørsted. It is very likely that T5 will also be used for future PGE projects.

The investor is Istrana, a special-purpose vehicle in which the Polish Development Fund holds 85%, with the remaining 15% owned by Baltic Hub. More details about T5 can be found in a separate article.

Baltic Power – O&M Base in Łeba

In early 2024, construction began on an O&M base in Łeba to support the Baltic Power offshore wind farm, a joint project between the Orlen Group and Northland Power. Currently in its final stages, the base is expected to be operational later this year for installation activities, and from 2026 onward it will serve regular maintenance needs.

Built by Erbud, this base will be the homeport for vessels transporting equipment and technical personnel for maintenance tasks. About 60 employees will work there, and the base will service the farm throughout its entire life cycle – at least 25 years.

The 1.1-hectare site will host a spare parts warehouse and a workshop. The quay will accommodate vessels up to 35 meters long, and 3–4 specialized vessels will operate permanently from the base, each capable of carrying up to 24 technicians. The estimated investment cost is around PLN 62 million.

PGE Baltica – O&M Base in Ustka

The O&M base for PGE Baltica's offshore wind farms in Ustka is under construction, with completion planned for Q4 2026. Korporacja Budowlana Doraco is building the port, while Sweco is supervising the project.

Located in the western part of Ustka's port, on a former fish processing plant site, this center will handle the day-to-day monitoring and maintenance of PGE's offshore wind farms. It will house spare parts storage, an administrative building, a maneuvering area, green spaces, and about 260 meters of quay for CTV vessels (Crew Transfer Vessels).

The site's location was chosen for its proximity to the wind farms and optimal navigation conditions.

MFW Bałtyk – O&M Base in Łeba

The service base in Łeba will serve as the logistics hub for projects by Equinor and Polenergia – MFW Bałtyk II and III – with a combined capacity of up to 1440 MW, enough to supply about 2 million Polish households.

Designed by Gdańsk-based architecture studio B-CA, the project emphasizes climate neutrality and the use of renewable energy and local materials. Construction began early this year, with completion expected by mid-2026.

The base will include modern office spaces, a remote control and monitoring center, spare parts storage, and quays.

F.E.W. Baltic II – O&M Base in Ustka

RWE signed a lease agreement for land at the Port of Ustka to build a service base for the F.E.W. Baltic II offshore wind farm, with construction planned after 2025. The base is expected to operate for at least 30 years and create about 50 permanent jobs.

Designed by Bilfinger Tebodin, the project aims for high functionality, modern architecture, and BREEAM "Excellent" certification for sustainable construction.

Located at the Western Quay of Ustka Port, the base will monitor and maintain the F.E.W. Baltic II wind farm, which will cover about 41 km^2 in the Polish Baltic Sea, approximately 50 km offshore.

BC-Wind – O&M Base in Władysławowo

The service port in Władysławowo will be an integral part of the service base for the BC-Wind project developed by Ocean Winds. It will support around 31 wind turbines located about 36 km from the port – a 75-minute trip by boat.

Located near the unloading quay and passenger pier, the base will include logistics and storage areas, offices and warehouse buildings. The quay available to Ocean Winds will be about 60 meters long.

The base is scheduled for completion in 2025, although the general contractor for the construction has not yet been announced.

New Offshore Wind Installation **Terminal** is Rising in Gdańsk

The **T5** terminal at **Baltic Hub**, which will serve as an installation base for PGE Baltica's offshore wind energy projects, is already taking shape. Once completed, at the end of **2026**, it will be able to accommodate the largest installation vessels.

The construction works taking place near the Baltic Hub terminals have attracted the attention not only of the Polish port and shipping industries, but also of the international energy sector. Following the completion of the T3 deep-water terminal for container ships, the next phase has begun — the construction of terminal T5. At the very least, in its initial operational phase, T5 will be dedicated to servicing offshore wind energy.

Let us recall: Terminal T5 was designed to serve as an installation base for Polish offshore wind farms. It will host the storage, preliminary assembly, and loading of turbine components onto installation vessels for the Baltica 2 project — PGE's first offshore wind farm, developed in partnership with the Danish energy company Ørsted.

Who is behind T5?

The investor is Istrana, a special-purpose company in which 85% of the shares are held by the Polish Development Fund (which is also a shareholder in Baltic Hub), while the remaining 15% are owned by Baltic Hub itself.

"Istrana, as a special-purpose vehicle, has no employees apart from the management board. All services necessary for the project are provided by Baltic Hub employees based on a cooperation agreement between the companies. This mainly concerns engineers — the entire engineering project management team comes from Baltic Hub's investment team and is treating this as the next stage of development," explains Lech Paszkowski, president of Istrana.

He adds that all actions are carried out under an officially signed cooperation agreement between the two companies. Some construction-related services are also provided by external firms contracted by Istrana.

"For instance, the contract engineer managing the construction — Royal HaskoningDHV — is hired directly by Istrana, as is the general contractor, NDI. Istrana holds both the financing and the legal title to the land where the project is being developed. However, to avoid expanding its internal structures unnecessarily, we rely as much as possible on Baltic Hub's resources," Paszkowski says. Istrana will not be dissolved after the investment is completed. The company plans to continue operating for as long as offshore wind activities are conducted at Terminal T5. This is due to funding received from the National Recovery Plan. According to initial assessments, this will be for at least 10-15 years, though potentially much longer. Paszkowski notes that after 2034, which marks the end of the first phase of Polish offshore wind development, Istrana will assess market needs to determine whether T5 should remain an installation terminal or shift to another role, such as handling container transshipments.

Primarily Offshore Wind

"This is a highly versatile terminal, designed to enable the handling of various types of cargo, not only for offshore wind. Of course, offshore wind will be the primary cargo type in the initial operational phase, and all specifications — such as load capacity, quay length, etc. — are tailored to it. However, all the hydrotechnical infrastructure of a universal nature can be used in various ways," says Paszkowski.

The announcement of the implementation of a Ro-Ro ramp at the terminal sparked interest from logistics companies, especially those handling Project Cargo. Nevertheless, offshore wind remains the top priority.

"We've already signed a sublease agreement with the Baltica 2 project company for the first PGE Baltica project — the Baltica 2 wind farm. We're also in talks regarding Baltica 3, and in the future, Baltica 1. So it's possible that the terminal will be fully occupied by Polish offshore wind projects," Paszkowski says.

The Istrana president adds that although construction works have only recently begun, cooperation with PGE and Ørsted has been ongoing for quite some time.

"To begin designing, it's crucial to understand the functions the area will serve. That's why we received the necessary offshore wind logistics know-how — how the handling operations are conducted, where components are stored, what loads are involved, and what vessels will call at the terminal. The inclusion of the Ro-Ro ramp in the project is also a result of this early-stage collaboration," he explains.

Representatives of PGE Baltica and Ørsted, the two partners in the Baltica 2 project, continuously monitor progress and maintain ongoing consultations.

"They ask us questions, and we in turn ask them questions, because the more we refine the technical aspects, the better the terminal will suit their needs. Our goal is to avoid a situation where we build infrastructure that later needs costly adjustments," assures Paszkowski.

T5 is being designed to operate independently of the rest of the Baltic Hub infrastructure, at least in its initial offshore wind phase. The terminal area will be separated from the rest of the Baltic Hub Container Terminal, as different operators will be working there. Paszkowski adds that Baltic Hub itself does not plan to carry out any activities at T5 during its offshore wind phase. Operations will be the responsibility of the sublessee — likely a turbine manufacturer or supplier for the wind farm in question.

Polish ports are built on containers

Polish container terminals handled a record volume of **3.27 million TEU** in **2024**. A decade earlier, it was 2.14 million TEU, and in 2004 only 449 thousand TEU. This segment is therefore the fastest growing area of port activity in the last twenty years.

This is confirmed by the share of containers in the total turnover, which increased from 9% in 2004 to 23% in 2024 (in the meantime, it reached 27%). This results both from trade development processes on the domestic and Baltic markets, as well as from global trends, because containers are a technology dedicated to handling intercontinental trade in industrial products. Modern, global supply chains based on production in Asian countries, mainly in China, and supplying the world's largest consumer markets, North America and Europe, create a huge stream of cargo handled by sea container connections. Polish ports serve the global market, where container transport grew by 5.3% in 2024, meaning a record volume estimated at 168 million TEU. During this time, total port transshipment was around 900 million TEU, which shows the complexity of logistics chains using containers, where transshipment models (hub & spoke) are commonly used.

The development of container traffic in Polish seaports also results from the rapid development of both transshipment potential (terminals) and investment activities carried out in the hinterland infrastructure. A key element of the competitiveness of container ports is efficient road and rail access, in particular, connections on the north-south axis. The construction of the A1 motorway, or the S3 and S7 expressways, as well as the modernization of the E/CE65 and

E/CE59 railway lines significantly increase the range of influence of Polish ports, and thus the number of their potential customers. They also shape the service of transit markets. Another element is the large and constantly developing transshipment capabilities of the terminals. Today, the total potential can be estimated at 5.05 million TEU. However, the final investment works are currently underway on the next part (T3) of the Baltic Hub terminal, which will increase this potential by another 1.5 million TEU. At the same time, pre-investment activities are being carried out on two terminals for servicing ocean container vessels, the Deepwater Container Terminal in Świnoujście and the Outer Port in Gdynia. In total, these investments should increase the transshipment capacity by an additional 4 million TEU. The above investments are to be implemented by private investors, but they require large expenditures from the maritime administration responsible for ensuring access to ports from the water (approach fairways, breakwaters). In this context, it is worth taking a look at the current market situation and pointing out future opportunities for the growth of volumes.

Currently, the global container transport market is experiencing a period of turbulence resulting from the trade policy promoted by the United States, where, in addition to the customs duty system, additional fees are planned to be implemented for sea transport performed by ships manufactured in China. This may cause changes in the market, including the modification of the spatial structure of sea container transport. The turn of 2025 was already marked by the impact of the new US trade policy, which was announced and then implemented by President Donald Trump. The pillar of his actions, known from his previous term, are customs tariffs imposed on almost all U.S. trading partners. In the first quarter of the year, we observed a trade war and the launch of a spiral of retaliatory tariffs. American tariffs for China rose to 145%, and Chinese tariffs to 125%. However, negotiations were quickly launched, which resulted in reducing the charges to 30 and 10 percent, respectively. Europe was also subjected to new tariffs, which were suspended after a few days. In the longer term, we can also expect positive decisions resulting from bilateral trade negotiations. This will undoubtedly be a strong signal for further growth in container transport and transshipment.

Interestingly, when applying the above to the functioning of global maritime container transport, one can notice a temporary, positive impact of the events at the turn of the year on the current situation. There was a significant increase in import shipments to the United States, as companies feared cost increases in the coming months of 2025. A particularly large increase was observed in the China-

USA relationship, and exports of European goods to the United States also grew. Analyses of the results of the main American ports, both those from the end of last year and the first quarter of 2025, confirm this phenomenon. The largest American ports increased their turnover in the first quarter of this year, Los Angeles (+5.2%), Long Beach (+26.6%), New York & New Jersey (+10.0%). The transshipment turnover of Chinese ports also increased. All the ten largest container hubs recorded growth amounting to 8.4%, translating into 61.1 million TEU. A particularly large volume growth was recorded by the ports of Shenzhen (+1.23 million TEU), Ningbo-Zhoushan (+0.93 million TEU) and Shanghai (+0.76 million TEU).

Positive changes in container traffic were also visible in Europe, where market leaders improved their results. Rotterdam increased container traffic by 2.2%, reaching 3.36 million TEU in Q1 2025, while the ports of Antwerp-Bruges gained 4.5%, which translated into 3.43 million TEU. It is worth noting that the port of Rotterdam lost its position as the European leader to the Belgians. Transshipment in Q1 2025 also increased in the next ports on the list, in Hamburg by 1.1% (1.9 million TEU), and in Valencia by 3.4% (1.3 million TEU). According to the German port, export flow on connections to the United States increased by almost 18%, which confirms the thesis of the increased activity of importers wanting to make deliveries before the new duties. The second Spanish port, Algeciras, recorded a weaker result, with traffic dropping by almost 11% (0.62 million TEU). It should be mentioned that overall turnover among European leaders fell, mainly caused by a reduction in bulk cargo, which was intensively imported in 2024.

In Polish ports, the first quarter of the year also ended with an increase in container traffic. A growth of 20% was achieved, with a total volume of 926.2 thousand TEU. The Baltic HUB terminal served the largest share of these containers (624.0 thousand TEU; +17%). However, Gdańsk was not the market leader in terms of

growth, with the highest dynamics recorded in the ports of Szczecin and Świnoujście. The increase by 39% was due to large relative changes in Szczecin, as well as the launch of container handling at the OT Port Świnoujście terminal. It should be noted, however, that the ports of the west coast operate on much lower volumes than Gdynia or Gdańsk, as the total transshipment in the first quarter was only 23.8 thousand TEU. A solid increase in traffic was also visible in Gdynia, where the volume increased by 26.5%, reaching 278.4 thousand TEU. In this case, too, it is worth emphasizing that, in addition to two large container terminals operating in the port for many years (BCT, GCT), container transshipment is slowly developing at the OT Port Gdynia terminal.

In the coming months of this year, however, some corrections in global container transport are expected, resulting from the implementation of the regulatory package in the United States. This is how both carriers and container ports assess the situation. Hapag-Lloyd indicated that customers have canceled around 30% of cargo

that was originally supposed to sail from China to the USA. At the same time, the American National Retail Federation predicted that in the second half of the year the volume of imported containerized cargo to the USA would drop by at least 20%. The high degree of uncertainty is also indicated by representatives of ports, both American (Los Angeles) and European (Antwerp), who unanimously predict traffic restrictions from April/May of this year. However, the indicated opinions were formed during the period of the greatest market turbulence, and business practice shows that pragmatism wins over politics and trade barriers turn out to be much smaller than originally indicated. The functioning of global supply chains, which determine production in all regions of the world, requires global trade and therefore intercontinental container transport.

In the case of Polish ports, tensions between the United States and the European Union will probably have a marginal impact on current and future container traffic, which results from the limited importance of the States as a trading partner for Poland. Our trade relations indicate relatively balanced flows of goods, and 2024 ended with a deficit of EUR 491 million. This was mainly due to the increase in imports of American LNG. Ensuring good macroeconomic and social prospects in the country is much more important for the further development of container flow. The investment program implemented as part of the National Reconstruction Plan is an element undoubtedly supporting this challenge, thus the main effect should be to strengthen Poland's international competitiveness. The economic growth will further translate into consumption, largely based on goods imported from Asia, mainly in containers. The situation in the region is also important, in particular, the further direction of the war in Ukraine. An end to the conflict will stabilize the situation in the Baltic Sea region and undoubtedly support an increase in the turnover of the container terminals. In addition, it may mean a reduction in sanctions and return of transit traffic towards Russia or Belarus, which would create another positive impulse activating container transshipment in Poland. Therefore, our ports must be ready for increased container transshipment needs, especially in ocean relations.

Maciej Matczak, Ph.D., D.Sc.
Associate Professor
Gdynia Maritime University

Shipyard Review 2024/25

The past months have shown the huge potential of the Polish shipbuilding industry. **Polish shipyards** are engaged in a full range of activities — from simple class inspections and basic dock repairs, through the construction of complex offshore structures, to building state-of-the-art ferries and naval vessels, among others.

CRIST

One of the most dynamic Polish shipyards had no grounds to complain about lack of work.

In recent months, CRIST has completed a dozen or so larger and smaller projects. Among the most important is undoubtedly the new cable-laying vessel for Nexans, built in cooperation with Ulstein Verft. Nexans Electra measures 150 meters in length and can accommodate a 90-person crew. CRIST had previously completed a similar project for the same client. The new vessel has an additional cable carousel and can carry 14,000 tons of various cables on board. It will be capable of laying up to four cables simultaneously.

In spring of last year, CRIST also began work on CSOV vessels for offshore wind farms. The Polish shipyard is again cooperating on this project with Ulstein Verft and JM Morgan Asset Management. A total of two such ships will be built (though the contract includes an option for two more), which will join the Bernhard Schulte Offshore fleet. The nearly 90-meter-long vessels will be prepared for tasks such as servicing and maintaining wind farms, as well as supporting their construction. The first hull left Gdynia in December 2024, the second in March 2025. Final outfitting is being completed in Norway.

Another offshore vessel in Gdynia was ordered by Maersk Supply Service. Sea Dragon, as the vessel is called, is an Offshore Support Vessel. The vessel will accommodate a total of 164 people. It is scheduled for delivery to the shipowner in the first quarter of 2027 and will operate as support at the White Rose oil field off the coast of Newfoundland and Labrador.

In September last year, the second of the prototype vessels for the project of building the tunnel connecting Denmark and Germany was also delivered. These two pontoons are covered in a separate article.

CRIST is also actively involved in the "Miecznik" program, which

involves building three modern frigates for the Polish Navy. In summer 2024, the shipyard began cutting steel for the first block — ORP Wicher. CRIST is to deliver partially equipped and painted bow and stern blocks for all three ships.

Operating within the CRIST Group, CRIST Offshore, specializing in constructions for the offshore market, also had a busy year. In November 2024, two steel elements of the Hugin A platform, which will operate in the North Sea, were shipped to the client. CRIST Offshore was responsible for steel prefabrication and anti-corrosion treatment.

However, a more important event for the Polish offshore market was the signing of a contract with Ocean Winds for the design, construction and commissioning of a fully equipped offshore power station. The station was ordered for the BC-Wind offshore wind farm, being built in Polish waters. As a result, CRIST Offshore became a Tier 1 supplier for the offshore market, occupying the highest level in the supply chain.

KARSTENSEN SHIPYARD POLAND

Gdańsk-based Karstensen is also busy, launching new fishing vessels one after another. In the past year, the shipyard delivered additional partially equipped hulls, some of which were launched in front of an audience. Karstensen, among other projects, recently built the trawlers Ásgrímur Halldórsson, Rogne and Hargun. The launch of the latter was delayed due to an accident during the launch of a patrol vessel at the nearby Baltic Operator shipyard.

Karstensen also built smaller fishing ships, such as Ocean Way and Vigilant, as well as vessels exceeding 70 meters like Havfisk and Herøyhav, and the nearly 84-meter Pathway, built for one of the largest fisheries operators in the UK. More on Karstensen's activities can be found in a dedicated article.

MARINE PROJECTS

In January 2024, Gdańsk-based Marine Projects delivered the stern block of the Star of the Seas cruise ship, being built by Finland's Meyer Turku for Royal Caribbean. The block, divided into two parts, had a total weight of 780 tons.

A year later, the shipyard completed work on the hull of the modern fishing vessel Austral Odyssey, which will go to the Australian operator Austral Fisheries. The ship, which measures 70 meters in length, will be outfitted in Norway at Baatbygg. Construction began in 2023, and delivery to the client is scheduled for late 2025.

Marine Projects is also involved in the ferry-building program for Polish operators. The shipyard is one of the subcontractors for blocks that are assembled and outfitted at another Gdańsk shipyard — Remontowa.

CONRAD SHIPYARD

Conrad Shipyard, a subsidiary of Marine Projects, specializes in luxury yacht construction. In 2024, it gained recognition with the

yacht Extra Time — an elegant 44-meter vessel, the second of the Conrad C144s series. In July of the same year, construction began on another superyacht — the Conrad C-140 sailing yacht, designed in collaboration with the renowned designer and architect Frank Neubelt. In January, the shipyard also announced work on the third vessel of the C144s series, named Moonlight, ordered by a client from the Middle East. The yacht is scheduled for delivery in 2025.

SZCZECIN SHIPYARD "WULKAN"

2024 began with an important event for Szczecin Shipyard "Wulkan" — the transport of the first module of the dock which was under construction. The module weighed over 4,000 tons and was moved from the shipyard to Drzetowskie Quay on a pontoon. This was one of the largest operations of its kind in Poland in terms of cargo weight. In the following months, however, financial problems emerged, slowing the project. A year later, the Ministry of Infrastructure and the State Development Fund, which owns the shipyard, announced that "Wulkan" would be recapitalized to complete the dock's construction and invest in new production halls and machinery.

Meanwhile, "Wulkan" managed to secure several orders from the Polish market. The shipyard will build a small buoy-laying vessel for the Maritime Office in Szczecin. The contract was signed in April 2025, and the vessel is expected to be completed within 18 months. Work on a Crew Transfer Vessel for PŻB Offshore is also set to begin this year.

MARINE SHIP REPAIR YARD GRYFIA

At Marine Ship Repair Yard Gryfia, ongoing repairs and class inspections of various vessels continue. In recent months, ships such as the offshore vessels SAR Balder and REM Cetus, the dredger DC Ostend, and the ferry Gryf of Unity Line have been docked at the Szczecin yard.

In August 2024, Gryfia hosted a unique ceremony — the christening of the Polish Shipping Company ship Karlino. Interestingly, the ship is not new, but previously there had been no opportunity for the ceremony. It was therefore organized after completion of a class inspection conducted at Gryfia.

NAUTA SHIPREPAIR YARD

The quays and docks of Gdynia-based Nauta are never empty. The shipyard continuously carries out larger and smaller repairs and class inspections of various types of vessels. Nauta prides itself on long-term cooperation with many shipowners who regularly bring their vessels here. One of them is Songa Shipmanagement; in recent months, its chemical tanker Songa Jade underwent its third class inspection under the Korean Register of Shipping. During the work, a ballast water treatment system and a scrubber were installed. Later, the tanker Songa Atlantic also underwent a class inspection. This was the sixth vessel of this operator to visit Nauta in 2024.

Nauta has also undertaken other interesting tasks. One such project was installing a rotor sail on the cement carrier Cemcommander. The installation took just a few days, but the operation was larger — part of the shipyard area around the vessel was reserved for the sail manufacturer, Norsepower, whose engineers also worked on site.

Observant eyes could also spot familiar vessels at the shipyard quays. In addition to the frequent visits of ships of Wilson and BBC, the ferry Baltivia, previously owned by Polferries, briefly appeared in Gdynia. Before changing owners, it underwent minor works in the shipyard.

Nauta also cooperates on naval vessel repairs. In 2024, after a long overhaul carried out by a consortium of Nauta and PGZ Naval Shipyard, the rescue ship ORP Piast returned to service. Slightly earlier, work on the minesweeper ORP Nakło was completed — almost two months ahead of schedule. In 2025, repair work on ORP Mamry was finished. At the end of 2024, yet another naval vessel arrived at Nauta — this time a special one: the training sailing ship ORP Iskra, a 49-meter, three-masted barkentine of the Polish Navy.

REMONTOWA SHIPREPAIR YARD & REMONTOWA SHIPBUILDING

The companies belonging to the largest shipbuilding group in

Poland, located on Ostrów Island in Gdańsk, also had no grounds to complain about a lack of diverse activities.

Among the multitude of daily shipyard operations carried out by the crews of both companies, the ongoing construction of three ferries for Polish shipowners stands out (this program is described in a separate article), as well as participation in naval shipbuilding programs for the Polish Navy (also covered in a separate text). Other vessels are also being built in Gdańsk. Notably, a contract was signed for seven electric ferries for the Scottish shipowner Caledonian Maritime Assets Limited. Electric double-ended ferries are also being built at the yard for the Norwegian company Torghatten Nord AS.

The docks on Ostrów Island, as usual, also received a full range of vessels for repair or overhaul. Among the ships that arrived in Gdańsk for this purpose was the cable ship Atalanti, being prepared here for its next project. This is worth mentioning, among other reasons, because the vessel was transported to Gdańsk aboard a heavy and oversized cargo ship, Kang Sheng Kou, and then launched in the roadstead of Gdańsk port. Overall, Remontowa shipyard workers dealt this year with a wide variety of vessels — from ferries and passenger ships, through tankers, bulk carriers and general cargo ships, to units dedicated to the offshore sector.

PGZ NAVAL SHIPYARD

In recent months, PGZ Naval Shipyard has been busy. The company's operations are driven by programs for the modernization of the Polish Navy, in which the shipyard participates. Preparing for the construction of new warships required thorough preparation. Separate articles cover both the modernization programs of the Polish naval fleet and the investments within PGZ Naval Shipyard itself.

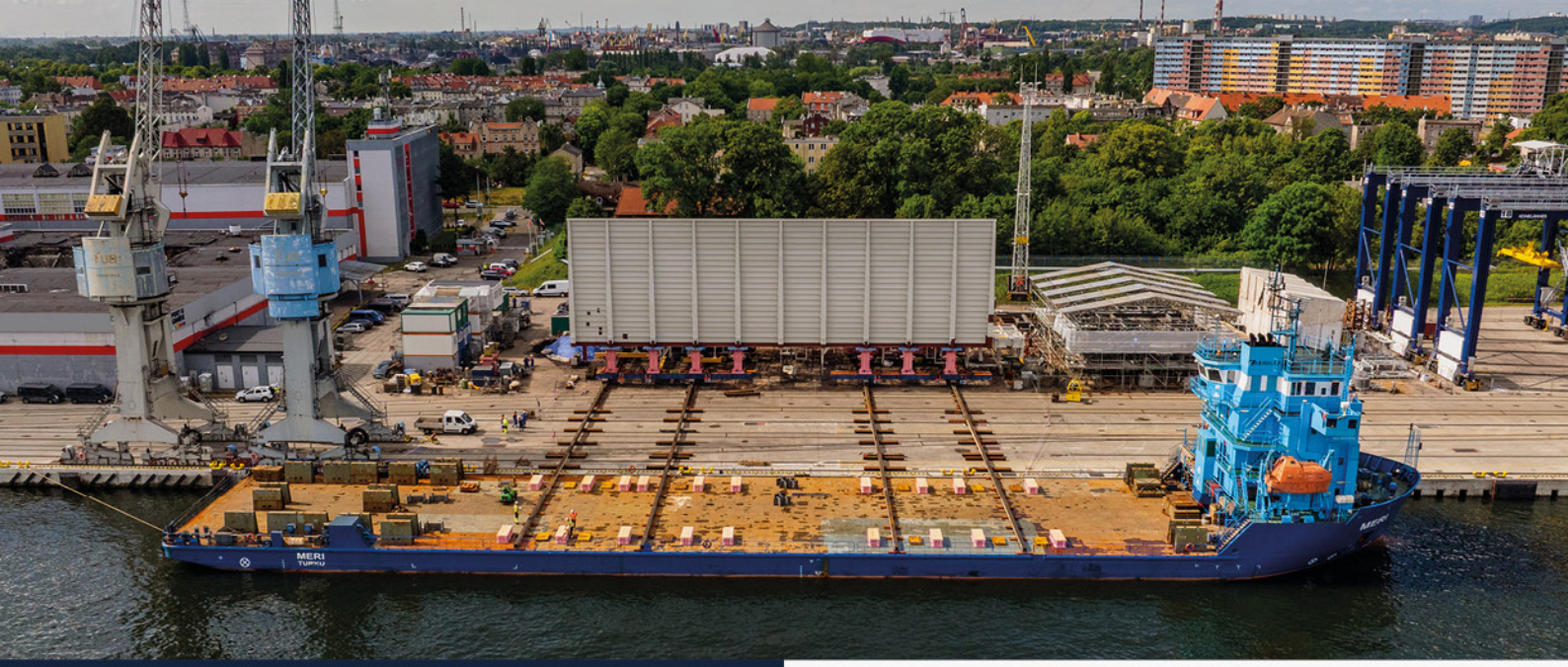
However, the company is not concerned only with new military vessels, but also carries out regular repairs and upgrades of existing units. Recently, the Polish minehunters ORP Necko, ORP Nakło and ORP Mamry left the shipyard docks after modernization, along with the refurbished rescue ship ORP Piast.

MOSTOSTAL POMORZE

Mostostal Pomorze has recently been specializing in the construction of steel structures for the offshore market, particularly oil & gas. In recent months, several massive structures have been built in the yard to form parts of drilling and production platforms for a Norwegian partner.

In spring of last year, special steel structures ordered by Aker Solutions for gas projects in the Norwegian Sea were shipped from Gdańsk to Norway. Three sets of prototype structures, each weighing 300 tons, were constructed over 11 months and equipped with pipelines, mounted on suction anchors, and protected against corrosion. They will be installed on the seabed, several hundred meters below the water surface.

In December, the first large module of a production platform was shipped north. The structure itself weighed approximately 530 tons, but with its base and supports, its mass reached nearly 800 tons. To load it onto the ship, for the first time in the company's history, SPMT (Self-Propelled Modular Transporter) dollies were used. The exported module will become part of the largest production platform in Norwegian history.



In July 2025, an even larger module, weighing about 690 tons, was shipped to Norway.

BALTIC OPERATOR and ENERGOMONTAŻ-PÓŁNOC GDYNIA

Baltic Operator Shipyard and Energomontaż-Północ Gdynia, part of the Baltic Industrial Group, have recently carried out interesting projects.

Baltic Operator is building two patrol vessels for the Finnish Border Guard (Rajavartiolaitos). The partially outfitted hulls of Turva-class vessels are being built in Gdańsk.

The offshore market is another area of activity for Baltic Operator, in which Energomontaż-Północ Gdynia also participates. The Baltic Industrial Group has constructed, among other things, two offshore substations in Polish waters for the Baltic Power wind farm. Each substation weighs approximately 1,300 tons and measures 20 × 40 × 40 meters, roughly the height of a five-story residential building.

For another project — Baltica 2, jointly developed by PGE and Ørsted — steel structures for wind turbine foundations are being built, including anode cages and mooring structures.

Importantly, in summer 2024, the Baltic Industrial Group, together with CRIST Shipyard, began forming a consortium to offer fully equipped offshore transformer stations. Company representatives also stated that one of the group's strategic directions in the coming months and years will be nuclear energy — they plan to participate in the construction of Poland's first nuclear power plant.

SUNREEF YACHTS

Sunreef Yachts, specializing in luxury catamarans, also enjoyed another successful period. In 2024, the company announced that its order book had reached PLN 3 billion.

In 2024, the Sunreef lineup was expanded with the 77 Ultima, featuring a sporty hull and 304 m^2 of living space. Next came the 40M Sunreef Explorer Eco, a transatlantic catamaran with a solar panel coating that transforms all hull and superstructure surfaces into energy sources. The same concept is applied in the nearly 15-meter Sunreef 35M Eco, unveiled in June 2024. In the same month, the company announced the launch of the new 100 Sunreef Power 2.0. Early in the fall, the catalog expanded with the flagship Ultima 111, inspired by automotive design but focused on comfort. In 2025, the Ultima 55 debuted at the Dubai Boat Show — the first yacht produced at the Ras Al-Khaimah facility.

WISŁA SHIPYARD

Last year, Gdańsk's Wisła Shipyard participated in an interesting project, building a partially outfitted hull for a modern 44-meter trawler. The ordering party is MEST Shipyard from the Faroe Islands, with the vessel designed by Polish design office Seatech Engineering.

ALU INTERNATIONAL SHIPYARD

At Alu International Shipyard in Gdańsk, two CTVs (Crew Transfer Vessels) were built for the offshore market. The customer is FRS Windcat Polska. Windcat 61 and Windcat 62 are MK5 series catamarans, designed by Windcat. Each measures 27.4 meters and offers 70 m^2 of cargo space. They can run on marine diesel (MGO) or be easily adapted to use hydrogen fuel.

MONTEX

At the end of 2024, it was announced that Romanian energy company OMV Petrom is building its first Field Support Vessel (FSV). The contract was awarded to Norwegian yard Green Yard Kleven, which subcontracted hull construction to Gdańsk's Montex. This is a significant order — the vessel will be a nearly 90-meter catamaran. Montex is expected to complete the work by early 2026.

Montex is also involved in building Polish ferries, producing sections of ro-pax superstructures.

STAL COMPLEX

Stal Complex workers were also involved in ferry superstructure work, being mainly responsible for this task. The contract also included partial outfitting, such as foundations and piping installations.

STAL-REM

Stal-Rem, another company within the Remontowa Holding, also participated in ferry superstructure construction. Additionally, the company is building two modern hybrid and battery-powered work vessels for the Norwegian aquaculture company Abyss. The Gdańsk yard will construct both hulls, each 29 meters long and 12.6 meters wide.

Stal-Rem is also building fishing vessels, including the trawler Bingo IV, the seiner Bernt Oskar, and the crab-fishing vessel Bella K. The company is very active in ship conversions and repairs.

NET MARINE GROUP

Net Marine Group, including Pomerania Shipyard in Szczecin, reports several completed projects. After dock work, vessels such as ESL Europa and St. Pauli 2 departed the yard, and the shipowner

Wilson also frequently used its services for ships including Wilson Baerl and Wilson Newcastle. The latter was the 25th vessel docked at Net Marine since November 7, 2023, when the first ship was docked.

A notable project was the dock overhaul of the submersible pontoon Finomar 1, owned by another Szczecin company, Finomar. The 48-meter pontoon is equipped with an innovative tilting system, allowing it to launch even the most challenging cargoes. Another vessel visiting Net Marine in 2025 was the training and research ship Horyzont II of Gdynia Maritime University, which underwent comprehensive dock repairs at Stocznia Pomerania.

Focus on the **Navy**

The geopolitical situation and Poland's growing importance on the international stage have led to an increased focus on developing the potential of the **Polish naval forces**. Several programs are currently at various stages of progress and are expected to result in a substantial number of new ships entering service with the Polish Navy over the coming years.

Commentators sarcastically remark that Poland has finally remembered it has access to the sea — and can make use of it. On one hand, maritime infrastructure projects have been launched; on the other, an urgent need for the significant modernization of the Polish Navy has become clear to ensure it is prepared for the challenges of the second quarter of the 21st century and beyond.

The Polish Navy has long been neglected to such a degree that each time new programs for the construction or modernization of warships are announced, public debate often raises the question: "Do we really need this?" The answer remains consistently affirmative. Poland is a major maritime country, with dynamic ports and growing infrastructure — including critical infrastructure. The country's international standing is rising, and recent developments — particularly those affecting Baltic Sea security — prove that a capable, well-equipped navy along with international defense cooperation are indispensable.

To perform its role effectively in the Baltic and ensure the safety of shipping, infrastructure, and above all, people, the military must have appropriate resources. In recent years, a number of modernization programs for the Polish Navy have finally been initiated. The most spectacular are those involving the delivery of new vessels. Let us take a look at the most important ones.

"Miecznik"

The "Miecznik" program is the largest modernization project of the Polish Navy and a driving force for many other efforts, including the expansion of capabilities at PGZ Naval Shipyard, the technical support base for Polish warships.

Under this program, three state-of-the-art multi-role frigates are to be built in Polish shipyards. These ships will form the core combat strength of the fleet. Construction is underway, overseen by a consortium of the Polish Armaments Group (PGZ) and PGZ Naval Shipyard. The first ship — ORP Wicher — is expected to enter service in 2028. Work on the second frigate, ORP Burza, is scheduled to begin in May 2025. The third vessel, ORP Huragan, is set for delivery between 2031 and 2032.

The frigates are based on the British Arrowhead 140 design, modified to meet the Polish military's needs. The design was selected via a competition, and its owner is the British defense company Babcock.

The Polish frigates will measure over 140 meters in length and will be equipped with advanced weaponry, including CAMM and CAMM-ER anti-air missiles and anti-ship missiles.

"Orka"

Another high-profile project for the Polish Navy is the "Orka" program, which aims to acquire new submarines. After years of political delays, the project has entered the implementation phase. The selection of a supplier is scheduled for 2025. Defense firms from South Korea, Germany, Sweden, France, Spain and Italy have shown interest in participating. Poland plans to acquire three submarines, with the first potentially being delivered after 2030 if procurement moves forward this year.

Currently, the Navy operates just one submarine — the 40-year-old ORP Orzeł. In light of the planned acquisition of three new vessels, maintaining ORP Orzeł in operational condition for several more years is crucial to allow future crews to gain experience in submarine operations.

"Kormoran II"

The "Kormoran II" program aims to enhance the Navy's mine warfare and sea lane protection capabilities by introducing three new Project 258 mine countermeasure vessels. These ships will detect, identify, and neutralize sea mines, protect shipping lanes and critical infrastructure, and escort other naval units.

The new vessels will be equipped with multiple sonar systems, the "Toczek" mine neutralization system, and a 35mm OSU-35K gun system, and will work alongside unmanned underwater vehicles.

Three vessels — ORP Kormoran, ORP Albatros and ORP Mewa — have already entered service. Three more — ORP Jaskółka, ORP Rybitwa and ORP Czajka — are under construction and expected to join the fleet in 2026 and 2027. The ships are being built by a consortium of Remontowa Shipbuilding, PGZ Naval Shipyard, and Ośrodek Badawczo-Rozwojowy Centrum Techniki Morskiej (Maritime Technology Center). The consortium also plans to offer Project 258 ships to foreign navies.

"Ratownik"

"Ratownik" means "rescuer". As the name suggests, the "Ratownik" program will deliver a modern rescue ship. It will support naval operations and conduct search and rescue missions.

The contract was signed in December 2024, again with PGZ, PGZ Naval Shipyard, and the Maritime Technology Center responsible for construction. The vessel will cost close to PLN 1 billion.

The future ship, not yet named, will measure 96 meters long, 19 meters wide, and displace up to 6,500 tons. It will have a range of 6,000 nautical miles and a top speed of 16 knots, with a crew of approximately 100.

Construction is expected to begin in late 2025, with the keel laid that winter and launching in 2027. The vessel is slated to enter service in 2029.

"Delfin"

In 2023, construction began on ORP Jerzy Różycki, the first vessel in the "Delfin" program, which will provide two SIGINT (signals intelligence) ships. The second ship, ORP Henryk Zygalski, is also under construction, with its keel laid in January 2024.

The contract, signed with the Polish Armaments Agency, was awarded to Swedish defense contractor SAAB, while the hulls are being built at Remontowa Shipbuilding in Gdańsk.

Named after Polish cryptologists who helped break the Enigma code in WWII, the ships are expected to enter service by 2027. They will intercept and analyze enemy communications and monitor surface and underwater movements—vital for early warning and intelligence for the Polish Navy, and for overall Baltic security awareness.

fot. saab

"Murena"

The Polish military has been increasingly vocal about reviving the previously shelved "Murena" program, which could result in the acquisition or construction of missile corvettes. These ships would fill the gap between the large "Miecznik" frigates and smaller naval units.

However, "Murena" remains in the early planning phase. The Navy has yet to determine the strategic usefulness of smaller warships in its future force structure.

Changes at **PGZ Stocznia Wojenna**: The Shipyard Ready for **New Challenges**

Numerous programs aimed at equipping the Polish Navy with new vessels, along with the resulting need for a facility capable of providing comprehensive shipyard services for these units, have led to an increased focus on PGZ Stocznia Wojenna (PGZ Naval Shipyard) in **Gdynia**. For several years, the facility has been undergoing a transformation to become a key element of technological support for the **Polish Navy** for decades to come.

PGZ Stocznia Wojenna is a Gdynia-based shipyard owned by Polska Grupa Zbrojeniowa (PGZ; Polish Armaments Group) — a state-owned company and one of the largest defense groups in Europe. The shipyard specializes in operations involving military and other governmental vessels. Although the Polish Navy had been neglected for years, with a shortage of new armament programs, the shipyard, as a result, successfully operated also in the commercial market, mainly carrying out conversions and repairs.

The driving force behind the changes was the "Miecznik" program, which envisions the construction of modern, multi-purpose missile frigates for the Polish Navy using domestic resources. It is the largest program of its kind in Poland. The task was entrusted to a consortium comprising Polska Grupa Zbrojeniowa, PGZ Stocznia Wojenna, and Remontowa Shipbuilding (which later withdrew from the consortium but remained involved in the program as a partner). From the outset, it was clear to everyone that PGZ Stocznia Wojenna must play a key role in the "Miecznik" program and subsequent modernization projects of the Polish fleet. Therefore, changes to the shipyard itself were also included in the program.

Currently, the modernization program of PGZ Stocznia Wojenna in Gdynia is nearing completion. Its most important element was the construction of a new hull assembly hall. This was a necessary condition for the construction of the frigates under the "Miecznik" program — PGZ representatives emphasized that the work could not take place outdoors due to security reasons, work pace, and cost control. Therefore, a large hall was built where hull blocks would be delivered and assembled.

Construction of the hull hall began in June 2023. The structure measures 154 meters in length, 34 meters in width, and 46 meters in height (including rooftop ventilation equipment). The main gate alone weighs 34 tons, and the overhead cranes installed inside are capable of lifting up to 100 tons.

The hall is the tallest structure of its kind in Poland and one of the tallest on the continent. Built on the waterfront, the blue structure, adorned with the slogan "#strongertogether", has permanently changed the skyline of Gdynia's port and shipyard area.

The new hall, towering over the shipyard infrastructure on the northern bank of the port channel in Gdynia, is not the only change

at the shipyard. Workers who had been familiar with the shipyard in past years might hardly recognize it today. The infrastructure now includes a new production hall covering nearly 5,000 m², which houses all the outfitting departments. Adjacent to it, at the very heart of the shipyard, a modern four-story office building has been constructed. Additionally, a completely new logistics and storage hall has been built to house special-purpose components, featuring a high-storage section and a licensed warehouse for sensitive materials. Naturally, the entire shipyard's roadways and storage yards, and — very importantly — the quay have also been reconstructed.When it comes to the quay — one of the shipyard's key elements and a well-known landmark in the port channel, the floating dock, has changed its location within PGZ Stocznia Wojenna. For years, it was stationed in its dock basin on the eastern side of the shipyard, in Port Basin IX, near the so-called Captain's Spur and the inner gate of the port separating the outer harbor from the inner channel, next to the turning basin — an area used for maneuvering ships before entering the channel. Although the relocation of the dock was not directly part of the shipyard modernization program, it fitted perfectly into it. The actual reason for the relocation was different: as part of the development of the Port of Gdynia.

The Port of Gdynia Authority is carrying out investments aimed at enabling the port terminals to accommodate larger vessels — longer and with deeper drafts — to increase the port's cargo handling capacity. Besides deepening the port basins and modernizing the quays, an enlarged turning basin was also required. This brings us back to the floating dock — it was precisely this element of PGZ Stocznia Wojenna that was obstructing the expansion of the existing turning basin. Therefore, the Port of Gdynia Authority and PGZ Stocznia Wojenna agreed to relocate it.

A new dock basin was constructed on the western side of PGZ Stocznia Wojenna for this purpose, and the dock was towed to its new location in April 2025. This relocation created the necessary space for expanding the turning basin, which, after the works are completed, will be able to accommodate even the largest container ships on the Baltic Sea, reaching up to 400 meters in length.

All the infrastructure investments made at PGZ Stocznia Wojenna not only prepare the shipyard for work on the "Miecznik" program, but also on other vessels under future Polish Navy modernization projects. More importantly, they significantly enhance the shipyard's production capabilities. These improvements go beyond just the construction of new facilities — they also involve installing modern shipyard equipment within them. All this means that the shipyard is ready not only to meet the demands of the Polish military, but also to become an attractive production and repair center on the international market.

Specialist Vessels from Poland Help Build Record-Breaking **Underwater Tunnel**

The **underwater Femernlink** tunnel will soon connect Germany and Denmark. It is a remarkable feat of engineering, and its construction requires not just any vessels, but high-tech, specialized maritime machines designed and built specifically for this project. These two extraordinary vessels were built at **CRIST shipyard** in Gdynia, Poland.

Femernlink is one of Europe's most exciting engineering ventures. The 18-kilometer-long structure will connect Puttgarden in Germany with Rødbyhavn on the Danish island of Lolland. Building it, however, is no simple task. The project involves placing 89 prefabricated concrete segments on a carefully prepared seabed. Once completed, in 2029, the tunnel will allow cars to cross the Baltic Sea between Puttgarden and Rødbyhavn in just 10 minutes, and trains in 7. This will significantly reduce travel time between the capitals of Germany and Denmark. Currently, a ferry operates on this route, taking about 45 minutes.

To carry out such a complex project on the seafloor, a fleet of highly specialized vessels is required. Besides more conventional tugs and support ships, two vessels form the heart of the construction. These specially designed pontoons — known in Poland mostly as the MPP (Multi Purpose Pontoon) and NB100 and in Denmark and Germany as Maya and Ivy1/Ivy2 — were built at CRIST shipyard in Gdynia. Both were technological marvels and essentially prototypes — nothing like them had ever been constructed before.

Calling the MPP and NB100 "pontoons" — while technically accurate — can be a bit misleading. In both cases, these are massive, unpropelled structures packed with cutting-edge technology, designed for very specific tasks.

The first to be completed was the MPP, previously known by its construction number NB131. This specialized pontoon was designed and built to lay gravel on the seabed, forming the foundation on which the tunnel segments would be placed. Construction began in Gdynia in 2021. The pontoon measures 130 meters, and with its conveyor belts extending beyond the hull, reaches 149 meters in total length. Two massive gravel tanks can hold up to 14,000 tons. The MPP is operated by a 19-person crew.

At the heart of the MPP is a special tool designed for precision gravel placement on the seabed. This system was designed and built in Poland by the design firm StoGda and CRIST shipyard. It is remotely operated and can be lowered to 46 meters below the waterline from beneath the vessel's hull.

The MPP was officially handed over to the client — the Femern Link Contractors consortium — on October 9, 2023. CRIST representatives noted that despite their extensive experience in

the massive tunnel segments onto that prepared base. Each segment weighs about 80,000 tons and measures over 200 meters in length. Constructing a pontoon structure needed to handle this is an enormous task.

NB100 is essentially two pontoons connected by a bridge structure called a truss. They can operate as a single unit or independently. This is why in AIS tracking systems, NB100 appears as two units: Ivy1 and Ivy2. Each 100-meter pontoon is equipped with generators, winches, hydraulic systems, and other specialist equipment.

The structure was delivered to the client in September 2024. Shipbuilders involved in the project said that, in terms of complexity, NB100 even surpassed its older sibling, the MPP Maya.

"We faced many challenges, starting with documentation — the pontoons are subject to shipbuilding regulations, while the trusses connecting them fall under Eurocode standards, specifically EHC4 — one of the most sophisticated and demanding codes. Integrating all of this required extensive collaboration with the classification society. Material selection and approval was the first hurdle. The next challenge was the construction itself. The project is filled with equipment — essentially a giant open machine room. There are nearly 60 winches on board, each weighing over 40 tons. The vessel has two yellow lowering frames. Each frame weighs over 300 tons. Everything is suspended on steel cables and must operate autonomously 45 meters underwater. It's an incredibly complex project," explained project director Łukasz Topa.Notably, many Polish subcontractors were involved in the construction of both vessels for FLC, including StoGda, which was responsible for the working design.

building one-of-a-kind specialized vessels (including electric ferries, the heavy-lift jack-up Zourite for bridge construction on La Réunion, and the Marco Polo dock used to expand the territory of Monaco), the MPP was one of the most challenging projects ever undertaken.

"This is an extremely critical structure. We've never done so much welding, all of which had to be 100% inspected. We learned a lot," said Ireneusz Ćwirko, president of CRIST.

"From the outside, it might look like a pontoon, but inside — considering the number of installed systems and the underwater frame that can descend 40 meters and works autonomously, connected to the ship by only two cables — it's one of the most complex projects we've ever built," added project director Łukasz Topa.

The MPP arrived at the construction site in mid-2024 and received its official name there — Maya.

At the same time as the naming ceremony for Maya in Denmark, final construction was underway at CRIST on another vessel for Femern Link Contractors — this one designated NB100. While the MPP's role is to lay gravel, NB100's job is to transport and position

Karstensen Shipyard Has Settled in Gdańsk: Launch After Launch

After a months-long relocation from **Gdynia** to **Gdańsk**, Karstensen Shipyard Poland has firmly established itself in its new home. The year 2024 marked the first full year of operations at the new site, and the shipyard has been making highly efficient use of its infrastructure.

Karstensen Shipyard Poland is arguably the most efficient shipyard in Poland. In 2024, several partially outfitted fishing vessel hulls were launched from its docks and slipways in Gdańsk, built on behalf of its parent company, Karstensen Gruppen. The shipyard's new site, which had been lying idle for years, has been bustling with activity ever since Karstensen took it over in 2023. New hulls are constantly being constructed, visible even to city residents as they commute to work or school.

To truly grasp the significance of the shipyard's location for the city of Gdańsk and its residents, one must visit the city in person. The area is home to the iconic green Kone cranes, which are likely the most distinctive feature of the city's skyline. After years of dormancy, these cranes are once again in operation and have become a key part of Karstensen's infrastructure. From the very beginning, the shipyard has been committed to restoring them to their former glory. The cranes are clearly visible from the city's main viewpoints and even from the very heart of Gdańsk — all it takes to see them is to simply stand on the platform at Gdańsk Główny railway station. The shipyard's location along a busy road and near the core route of the SKM suburban railway means that hundreds of thousands of passengers each day get a glimpse of the shipyard's docks and

yards from their train or car windows.

The new headquarters bring not only new opportunities but also new responsibilities. After a full year of operation in Gdańsk, any doubts have been put to rest: the historic Gdańsk shipyard is once again bustling with activity, with new vessels continuously taking shape in its docks.

The Gdańsk shipyard area falls under the supervision of a heritage conservator, and Karstensen Shipyard Poland maintains close cooperation with his office, as certain investments and modifications must be approved. However, this poses no challenge for the shipyard, as its goal from the outset has been to restore the site's industrial function while respecting its history. Large infrastructure elements, such as the Kone cranes, have been preserved, as have smaller details like informational plaques. The facade of the production hall still proudly bears the inscription "Stocznia Gdańska" (Gdańsk Shipyard).

It looks like even more Gdańsk-built fishing vessels will be sailing the waters of the Northern Hemisphere, particularly the North Sea, in the coming years. The new shipyard site offers greater capabilities, with a fully equipped and production-ready area that is three times larger than the one in Gdynia. Moreover, unlike its previous location, the Gdańsk site provides direct access to the waterfront and two launch slipways, enabling Karstensen to manage multiple projects simultaneously.

In 2024, six vessels were launched from Karstensen's Gdańsk facility, all of them being fishing ships — the shipyard's longstanding specialty. The partially outfitted hulls were then towed to Karstensens Skibsvaerft A/S in Denmark for final outfitting. This collaboration has been in place for years and is highly valued by clients worldwide. In 2024, a vessel with a hull built in Poland was recognized in the prestigious Baird Maritime Awards, winning in the "Best Large Trawler" category. The vessel, named Gollenes, was launched in 2022 at Karstensen's previous Gdynia location.

The demand for Karstensen-built vessels is reflected in statistics. In the UK alone, 11 of the 23 largest pelagic fishing vessels have been supplied by Karstensen. Over the past few years, eight vessels longer than 69.95 meters have been delivered to British shipowners from Poland and Denmark. Among them are the Artemis, Altaire, and Christina S., all of which are now part of British fishing fleets.

Polish Ferries for Polish Operators: Two Already Launched, Soon to Sail the Baltic Sea

When, in 2021, a government-level decision was made to build three modern **Ro-Pax ferries** in a Polish shipyard for Polish operators, there was no shortage of skeptics. Four years later, two hulls have been launched, and the first vessel is expected to be delivered to its operator in 2026.

The Polish ferry construction program assumed that a Polish shipyard, with the involvement of Polish subcontractors and suppliers, would build three (possibly four) large, modern Ro-Pax ferries for Polish operators: Polska Żegluga Morska Polsteam (operating Unity Line) and Polska Żegluga Bałtycka (operating Polferries). The program officially started in 2021 with the signing of a contract with the builder. Although there were obstacles along the way, it seems that soon the first vessel will take on board its first passengers. It will be a significant event not only for the ferry lines and their passengers and customers, but also for the shipyard — the project's success and the recognition of the new vessels may bring the shipyard new clients.

The formal recipient of the new vessels is the company Polskie Promy (Polish Ferries), whose shareholders are the State Treasury and Polska Żegluga Morska. Both ferry operators will charter the ferries — two vessels (the first and third built) will sail in Unity Line's colors, while one (the second) will be operated by Polferries. However, the contract includes a clause for the optional construction of a fourth vessel, intended ultimately for Polferries.

The ships are being built in Gdańsk by Remontowa Shiprepair Yard, part of Remontowa Holding. According to the plans, the ferries will be the most modern vessels operating in the Baltic Sea. Each will

fot. Unity Line

be powered by hybrid engines using traditional marine fuel and LNG. The ferries will measure 195.6 meters in length and 32.2 meters in width. Notably, each will be equipped with two azimuth thrusters instead of conventional propellers and two bow thrusters to significantly improve maneuverability in ports. The construction is not carried out solely by Remontowa — it also involves domestic subcontractors. Work on the hull blocks and superstructures has also been carried out by shipyards such as Marine Projects, Montex, Holm, and Stal Complex.

For the future users of the vessels, one thing is particularly important: each ferry will offer 4,100 meters of lane length and will be able to carry 400 passengers and 50 crew members simultaneously. These ferries will replace older, smaller and more exploited vessels in the operators' fleets, which are also increasingly struggling to meet the stricter environmental standards in the Baltic Sea region.

In October 2023, a ceremonial launching of the first ferry's hull took place at Remontowa Shiprepair Yard. The second hull was launched just over a year later. In both cases, the hulls were towed to the shipyard's quay for further outfitting — the installation of superstructures and equipment. These two events were almost identical, but an important development occurred between them behind the scenes — a change in the financing method for the Ro-Pax construction.

The public learned about this change during the launching ceremony of the second hull. Deputy Minister Arkadiusz Marchewka, responsible for the maritime economy, revealed that "the financing plan adopted by the previous government did not stand the test of time, causing ongoing payment difficulties." However, all parties involved — the government, the shipyard and the shipowners — emphasized that a satisfactory solution had been found, saving the project.

Thus, work at the shipyard continues. The first vessel is to be delivered for operation in 2026, and the third hull is planned to be launched in autumn 2025. The operators are eagerly awaiting these ships — competition in the Baltic region is fierce, and for Polish ferry lines, these new, low-emission, and above all, spacious ferries could be the key to regaining market share.

Naturally, the main contractor, Remontowa Shiprepair Yard, also hopes for the project's success and positive feedback from future passengers, crews and shipowners. Moreover, the conceptual design, technical documentation, and working designs were prepared by another company from the Remontowa Holding group: Remontowa Marine Design. The shipyard already has experience in building smaller ferries, up to 130 meters long, mainly for short-sea shipping. It is no secret that the potential success of these new Polish ferries could shake up the European ferry-building market and bring new orders to the contractor. European shipowners seeking to renew their fleets should therefore closely watch Poland and its shipyards, which can offer a high-quality and, what is important in today's geopolitical reality, continentally-sourced alternative to Chinese producers.

Polish Shipbuilding Sector on a Wave of **Innovation** and **New Technologies**

The Polish shipbuilding sector is not only about production and shiprepair yards. It includes numerous design offices, universities and maritime schools preparing specialists for careers in marine industries. It also encompasses the Maritime Technology Centre with its historical contribution to developing the Polish ship and yacht construction industry, with competencies allowing more than just ship model testing.

Here, designs for model basins and aerodynamic tunnels are also developed. The Polish Register of Shipping has a significant role in growing the capacity of our shipbuilding industry, with hundreds of ships and vessels constructed under its supervision.

In recent years, the Polish shipbuilding industry has undergone a significant revolution, adapting to market demands. These demands require innovative vessels, highly advanced technological constructions, and environmentally friendly propulsion systems. Norway prides itself on being the first country to put electric-powered ferries into operation. Norwegians, on all forums, stress that they have successfully operated electric ships for 10 years, while other countries are still running pilot projects of electric ferries.

However, it should be emphasized that Poland pioneered the electrification of passenger water transport in the 21st century. Before MF Ampere sailed the waters of Sognefjord, the electric passenger ship Nowa Hanza was already sailing in Elbląg. Over the last 10 years, Polish shipyards have built electric ships for Norway, Finland, and Transport for London, which to this day perform reliably in all operational conditions.

The fact that experience pays off is evidenced by Remontowa Shipbuilding receiving a new order for a series of electric ferries. More than 15 years ago, Remontowa also carried out a pioneering

"CRIST shipyard has a whole palette of innovative vessels in its portfolio. Initially, there was Innovation — an installation vessel for building offshore wind farms — and its successor Vidar, followed by the jack-up rig B392," lists CRIST president Ireneusz Ćwirko. After these, the shipyard carried out other innovative one-off projects.

"An original design was the self-elevating barge Zourite (Octopus). It had 8 legs, hence the name," recalls Krzysztof Kulczycki, chairman of CRIST's supervisory board.

By recently signing an offshore station construction contract, CRIST Offshore, a company belonging to the CRIST group, joined the top league. The contract with Ocean Winds covers the design, construction and commissioning of an offshore electrical substation for the BC-Wind wind farm. This is a gateway to a new level of implementing marine technologies in marine industries.The Naval Shipyard, the Maritime Technology Centre, and the Polish Register of Shipping are creating a new chapter in the shipbuilding industry. They are participating in projects to build ships and auxiliary fleet units for the Polish Navy. The construction of frigates, minehunters, tugs, and other vessels represents reaching the highest level of technology in design, production, and cooperative logistics.

Finally, it should be emphasized that the Polish shipbuilding and repair industry actively participates in fleet decarbonization. In the docks of Polish shipyards, ships or their components with a high degree of complexity and low-energy equipment are being built. It was in Polish shipyards that the electrification of the Norwegian and Finnish fleets began, and this today is gaining great momentum and being developed in other regions.

Marek Grzybowski

conversion of the Stena Germanica ferry, which received a propulsion system and engines powered by methanol.

Undoubtedly, the initiator of introducing new technologies in the Polish shipbuilding industry is CRIST. Recently, at CRIST shipyard, the NB 100 unit was handed over to the Femern Link Contractors consortium, which is building an underwater tunnel connecting Denmark and Germany. The NB 100 FLC is an extremely technologically complex pontoon for constructing the world's longest immersed underwater tunnel. *"Without a doubt, the NB 100 pontoon can be called a technical marvel,"* said Ireneusz Ćwirko, president and one of the founders of CRIST shipyard.

The vessel for servicing Norwegian wind farms, CSOV Olympic Boreas, won the "Maritime Innovation of the Year" award in 2024. The service ship was built at CRIST S.A. shipyard in Gdynia and equipped by Ulstein Verft shipyard for the operator Olympic Opary.

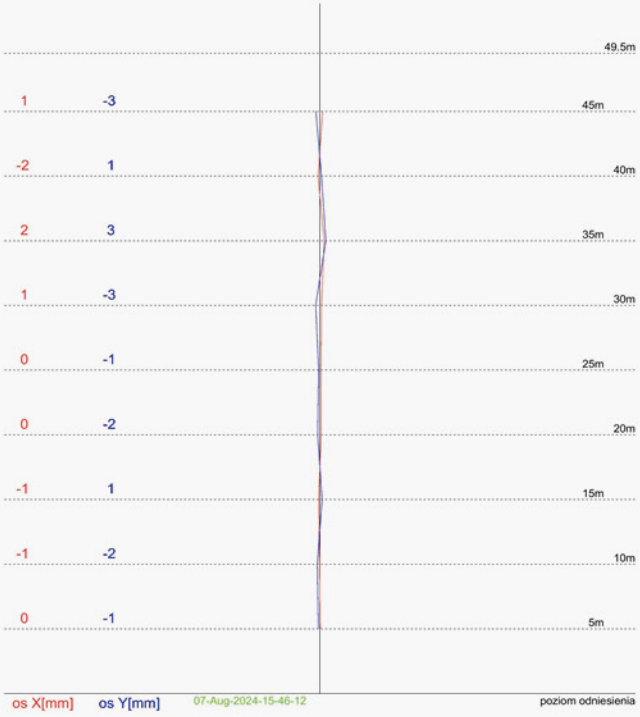
For Maersk Supply Service Canada Ltd., a service vessel intended to operate in Canadian offshore oil and gas fields is being built. The OSV, provisionally named Sea Dragon, 109.7 meters long and 22 meters wide, will be equipped with class 3 dynamic positioning technology and advanced navigation systems. The ship will have two battery sets with a capacity of 1 MWh each. The batteries, together with electric motors, will allow fuel savings of up to 35%.

Modern technologies as an opportunity for the development of the polish **wind energy** sector. The SLIPFORM Technology as a case in point

Thanks to European funding, polish entrepreneurs, in cooperation with polish research centers, are developing and implementing an increasing number of technological and process innovations. One such innovation is the slipform technology developed by the **Szczecin-based** company **SLIPFORM ltd**, which has designed and implemented a solution for the construction of tall concrete structures.

This technology involves the almost continuous (vertical or inclined) raising of slipforms, while simultaneously carrying out multiple tasks, such as reinforcement installation, concrete placement, curing, and application of protective coatings — all within a single technological process. These operations are typically conducted 24 hours a day. The slipform climbing rate is usually between 3 and 8 meters of structure height per day. Thanks to close cooperation between scientists and industry practitioners, modern slipforms have been designed and introduced into operation, along with automation systems for their control. Appropriately developed algorithms allow for real-time control of the geometry of the rising structure, as well as monitoring the strength development of the concrete mix to prevent formwork lifting before the concrete reaches a defined minimum strength. This data can be made available in real time to engineering staff, management, and investor oversight teams (including via GSM networks) in the form of tables or charts (for example: a live graph of vertical deviation of the tower shaft).

Slipforms are primarily used for erecting tall structures, including those with variable cross-sections or wall thicknesses. Their use allows for the construction of any structure at a rate of 3 to 8 meters of height per day. For example, the reinforced concrete shaft of a 49-meter-high radar tower with a 6-meter diameter was built



using SLIPFORM's technology in just under 10 days. This means a 150-meter-tall wind tower could potentially be built in only 30 days! More importantly, slipforms enable the construction of towers with any diameter and thus any heigh at virtually any location, including hard-to-reach areas.

The use of slipform technology provides for much faster construction compared to traditional formwork methods. It saves time needed not only for the construction itself but also for handling the necessary equipment (cranes, scaffolding, formwork, etc.). Moreover, slipforming results in a completely monolithic structure, significantly enhancing the quality and durability of the structure. This technology could be successfully applied to the construction of both offshore and onshore wind farms.

Why use this technology for building onshore wind towers?

- the height of the tower depends on its diameter and slipform technology allows the construction of towers with any diameter in any location, even remote or difficult-to-access.
- the structure is fully monolithic, requiring no joints or technological breaks, which are typically the weakest and most costly components of prefabricated structures.

Why use this technology for building GBS (Gravity-Based Structures)?

- It provides for the installation of much larger turbines (15 MW and more).
- It does not disturb the seabed.
- It generates no vibrations or noise, which could otherwise harm the sensory organs of marine animals (e.g., porpoises).
- It creates a suitable base for the colonization of new life forms such as algae or seaweed (which can also be utilized in other industries).
- It significantly reduces the required quayside area compared to building GBS with traditional formwork.
- It allows for rapid launching of finished structures and even partial concrete casting directly on the water.
- It is cost-competitive compared to monopiles or jackets.
- It reduces reliance on steel supply chains and factories producing monopiles or jackets.
- Concrete structures are more durable and resistant to seawater erosion; now we can design structures with service lives well beyond 50 years.
- Full recyclability of the structure after its operational life ends.
- Concrete structures have a much broader supply chain and can be constructed by local construction companies (local content).
- The raw materials are widely available and can be delivered without using land transport (e.g., sand from seabed dredging, aggregates from Scandinavia, cement from newly established plants in the ports of Szczecin or Gdańsk, Poland).

The use of proprietary algorithms by SLIPFORM ltd. allows for the near-complete elimination of the most common construction errors associated with this type of structure. This makes slipform technology an even more justified and efficient solution for the construction of tall concrete structures.

We invite you to cooperate,
Daniel Kisała
CEO
SLIPFORM ltd.

CRIST Offshore Joins the **Offshore Premier League**

Ocean Winds, the developer of the BC-Wind offshore wind farm project in Polish waters, has signed a contract with Gdynia-based CRIST Offshore for the design, construction and commissioning of an offshore electrical substation. With this agreement, **CRIST Offshore** becomes a Tier 1 supplier in the offshore market — occupying the highest level in the supply chain.

wizualizacja, fot. Ocean Winds

The official contract signing for the design, construction and commissioning of the offshore substation for the BC-Wind farm took place at CRIST shipyard on the last day of March. The ceremony gathered numerous stakeholders involved in the development of Poland's offshore wind energy sector, as well as local and national authorities. The significance was clear — this agreement marks a major milestone not only for the BC-Wind project, but also for the Polish shipbuilding sector, demonstrating that domestic companies can act as Tier 1 suppliers contracting directly with developers, not merely participating lower down in the supply chain.

"*This is a breakthrough moment, as, for the first time in the history of Poland's offshore wind industry, a Polish contractor will be responsible for virtually the entire scope of work, including the execution, delivery, turnkey handover and commissioning of an offshore transformer station for the BC-Wind farm,*" emphasized Jakub Budzyński from the Polish Offshore Wind Energy Society.

The offshore substation ordered by Ocean Winds will serve as the heart of the wind farm. Installed on a monopile, its function will be to collect energy generated by wind turbines, transform it to 275kV, and export it to shore via transmission lines. It will include a power transformer to convert electricity from 66kV to 275kV, an emergency power source, fire protection and ventilation systems, and a suite of

wizualizacja, fot. Ocean Winds

safety systems. The station will be unmanned, meaning it will not be permanently staffed — technicians will visit by sea for maintenance and repairs. The entire structure will measure approximately 30 x 20 x 20 meters, about the size of a multi-story building, and consist of five decks (technical, cable, main, first, and roof deck, the latter equipped with a platform for helicopter personnel transfers during emergencies or when marine access is unavailable). The estimated weight is around 2,000 tons.

"CRIST Offshore took part in an entirely open tender process but had already proven its capability to deliver significant offshore infrastructure. The Polish industry has also demonstrated its value in other offshore wind farm projects across Europe, including for Ocean Winds, which helped it progress to this next stage. We went through a full project assessment, including competency checks, a review of past projects, and production capability assessments, before making the final selection," explained Dan Finch, Country Manager for Ocean Winds in Poland.

Andrzej Czech, a member of the management board at CRIST Offshore, stated that construction will begin upon receiving the Notice to Proceed — an official go-ahead indicating that the developer has finalized contracts with key suppliers and secured project financing. This is expected in Q4 2025 or early 2026.

For now, CRIST Offshore will focus on preparing all the necessary project documentation. Czech added that the entire potential supply chain for CRIST Offshore is already practically in place.

"To submit this proposal — which we worked on for two years — it wasn't enough to just say we know how, we can, and we're capable. We had to present concrete technical solutions, so we know the supply chain inside and out," said Czech.CRIST shipyard and its subsidiary, CRIST Offshore, have long sought direct contracts with developers that would position them at the forefront of offshore wind farm construction. The deal with Ocean Winds could therefore open the door to more wind farm projects, both in Poland and abroad. Ewa Kruchelska, Vice-Chair of the Supervisory Board at CRIST, made no secret of the company's ambition to become a leader in offshore electrical substations.

"This is the most important development for the Polish offshore wind supply chain so far. We are becoming a primary contractor for developers, and that gives us great confidence for the future. We're pleased that a developer has finally placed its trust in a Polish company," commented Kruchelska.

For CRIST shipyard (the parent company of CRIST Offshore), the next goal is equally important — offshore wind vessels. Kruchelska confirmed that this remains a top priority: *"That's our next aim. We want to build an offshore fleet in Poland for the second phase of wind farm development. We have the expertise in Poland — we know how to build both construction and service vessels."*

CRIST Offshore is a company dedicated to offshore industry projects and is part of the CRIST Group, a respected Polish shipyard known for producing specialized and unique vessels. The company was founded in 2011 and supplies structures to the Polish and European markets using shipyard infrastructure in Gdynia.

BC-Wind is an offshore wind farm project located about 23 km north of the coast, near the municipalities of Krokowa and Choczewo in the Pomeranian Voivodeship. The project is expected to reach a planned capacity of 390 MW and cover a total area of 90.94 km^2. It will be capable of supplying electricity to approximately 488,000 households annually.

Baltic Power Rises. Construction Underway on the Offshore Wind Farm of **Orlen Group** and Northland Power

The beginning of 2025 marks a historic milestone for **offshore wind energy** in Poland. This is when construction and installation work began on the country's first offshore wind farm.

Construction of the Baltic Power wind farm at sea began in January 2025, with the first monopile foundations installed in February. In April, Baltic Power announced the successful installation of five transition pieces. These are steel structures that connect the monopiles with the towers of offshore wind turbines and offshore substations. A total of 78 such components will be installed as part of the Baltic Power project. Each structure weighs up to 350 tons and measures over 20 meters in height. The supplier of the transition pieces for the turbines in the Baltic Power project is Smulders.

"It's worth noting that most of the auxiliary structures for the transition pieces were manufactured in Smulders' Polish facilities in Żary, Niemodlin and Łęknica. We now have the first locally produced components of our offshore wind farm installed at sea," emphasized Grzegorz Szabliński, CEO of Baltic Power. The construction is scheduled to be completed by 2026.

Modern, Giant Wind Turbines

The Baltic Power offshore wind farm is a flagship project of Orlen Group and Northland Power, aligning with the development of a clean, low-emission economy. Located about 23 km north of the coastline near Choczewo and Łeba, it is the most advanced investment currently underway in the Polish offshore sector. The concession allows for electricity generation up to 1.2 GW, with a target capacity of 1140 MW based on the selected turbine technology.

The 130 km^2 Baltic Power site will feature 76 wind turbines, each with a generating capacity of 15 MW. These are among the most advanced turbines available on the market today, and Baltic Power will be one of the first wind farms in the world to deploy them. The turbines will exceed 200 meters in height, with a rotor sweep area of around 43,000 m^2 each.

Why Offshore Wind Farms?

Offshore wind is one of the fastest-growing energy sectors in Europe. Increasing efficiency and minimal environmental impact make this technology a source of clean and cost-competitive electricity for millions of Europeans. Around 25 GW of offshore wind energy is currently installed across the waters of 12 countries, with about 2 GW located in the Baltic Sea. Experts estimate the total potential of the Baltic at 85 GW — nearly twice the total installed capacity in Poland today.

choice. Baltic East is one of five wind farms to be developed in the second phase of Orlen's offshore program, with locations awarded in October 2023.

Of these projects, Baltic East is the most advanced, although still in the early planning stages and dependent on future auction outcomes. These auctions, scheduled for autumn 2025, will determine the value of Contracts for Difference (CfD), allowing for stable investment financing. If everything proceeds as planned, an investment decision is expected in 2028, with offshore construction starting in 2030 and the farm becoming operational by 2032.

Terminal to Support Projects

To support future offshore projects, Orlen is building an installation terminal in Świnoujście. It will be the first facility of its kind in Poland dedicated to offshore wind farm logistics. Located on the site of a former shipyard, the terminal is scheduled to begin operations in June 2025.

Covering around 20 hectares, the terminal will enable the handling, storage and pre-assembly of key wind turbine components such as towers, blades and nacelles. Equipped with two quays measuring 246 and 249 meters, it will accommodate the largest jack-up and heavy lift vessels transporting turbines over 14 MW.

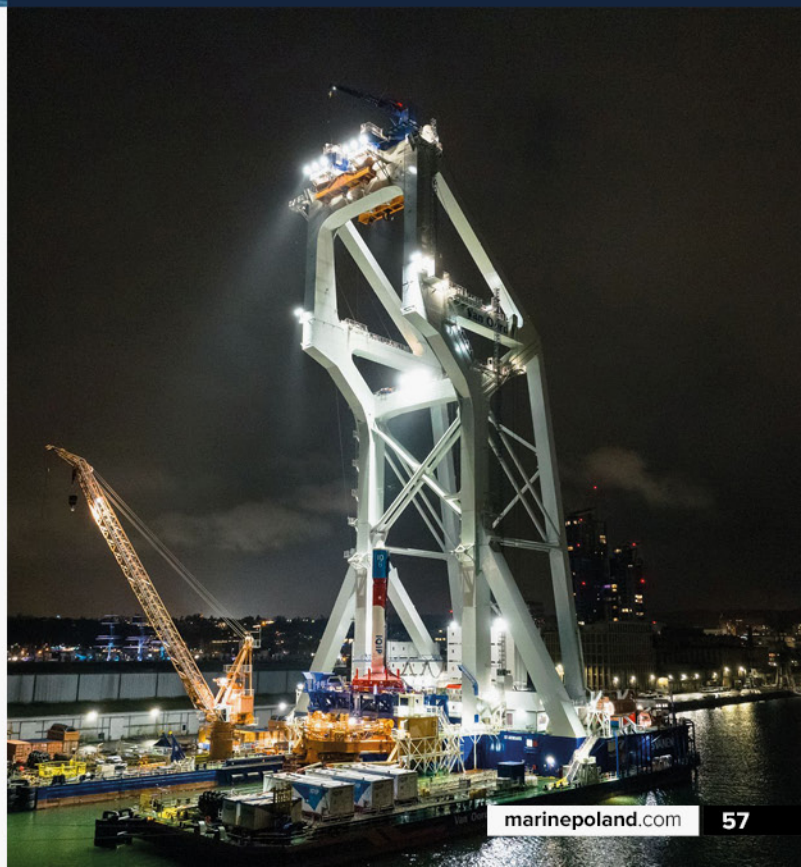
The terminal's infrastructure will allow for the installation of over 80 offshore turbines annually, supporting wind projects including those from the second phase of Orlen's program, such as Baltic East. While the terminal will primarily serve Orlen Group projects, it will also be open to other developers working in the Baltic and North Seas.

Importantly, the Baltic Sea is considered an ideal location for offshore projects due to three main factors. First, it is relatively shallow, making investments more predictable and cost-effective. At the Słupsk Bank, where Baltic Power is being built, the depth ranges from 20 to 40 meters. Second, weather conditions on the Baltic are favorable for energy production. At 100 meters above sea level, winds blow at speeds of 8–10 m/s for at least 250 days a year, a key factor for efficient energy production. Lastly, the southern Baltic Sea does not freeze in winter, facilitating both the construction and operation of wind farms.

Not Only Baltic Power

The Baltic Sea's potential means current projects are just the beginning, with a second, even larger phase of investments expected. One of the upcoming projects is Baltic East, planned for the Słupsk Bank near the Baltic Power site.

This new wind farm has the potential to supply clean energy to up to 1.25 million Polish households. Current plans involve building a 112 km^2 farm with around 65 offshore wind turbines, each with a capacity ranging from 14 to 20 MW depending on the final technology



BALTEXPO2025: Great Ambitions and an Important Role

The International Maritime and Military Fair BALTEXPO2025, which this year will take place at Gdańsk's AmberExpo from **October 7–9**, is on its way to becoming the most important maritime trade event in the Baltic region. This year's edition is meant to be another step forward for the fair itself, and thus for the entire maritime sector.

When in 2023 the International Maritime and Military Fair BALTEXPO returned with its 22nd edition, everyone asked themselves how this well-known brand in the Polish market would fare in the new realities. We knew the answer immediately after the event: "A successful return of an important brand" — we wrote on the pages of the GospodarkaMorska.pl portal. Two years later, the time has come for BALTEXPO to take another step on the path to being recognized as the most important maritime fair in the Baltic Sea Basin.

Let us recall: in 2021, during the Maritime Economy Forum, it was officially announced that BALTEXPO "is returning to Gdańsk". The brand of the fair and the right to organize it were acquired by MTG SA Gdańsk International Fair. Its previous owner, the Warsaw Exhibition Board, although it had kept the event alive, had lost the trust and interest of the maritime industry, and the event, which for years had been the driving force for the sector, had clearly lost its significance.

The new owner, MTG, decided to dust off the BALTEXPO brand and restore its former significance. The first edition under the auspices of the new owner, held two years ago, received very good reviews from the industry. The 'new' BALTEXPO attracted over 200 exhibitors from 15 countries, and during the three days of the event, more than 5,000 guests crossed the threshold of the AmberExpo hall. The formula was also refreshed, with an increase in accompanying events.

MTG, however, is aware that the success of its first edition should be merely an introduction. The organizers cannot rest on their laurels, so as not to repeat the mistakes that befell the previous owner of the BALTEXPO brand rights. Thus, the fair must evolve from edition to edition, not only to keep up with the development of the industry, but also to serve as an attractive platform for potential new exhibitors and participants. Andrzej Bojanowski, president of MTG SA Gdańsk International Fair, announces that in 2025 the event will be even bigger.

"*Our ambition is to build this project to be the most important in the Baltic Sea Basin within three editions. This is something we are working on, something you are working on, but also something our clients are working on, because it is quite significant, both in the military and civilian sectors. There is a great perspective, a lot is happening in the world, a lot is happening in Poland, there are considerable budgets, especially in the military area. There are also ideas for broadly understood maritime construction, not only shipbuilding and not only shipyard activities related to vessels, but also in the energy sector. So it seems that we have something to talk about, we have something to show, and we have something to*

sell," says Andrzej Bojanowski. The honorary patrons of the event, who have entrusted the project to MTG, are confirmation of the ambitions of this year's edition of BALTEXPO. Although there are still a few months until the fair, the organizers have already announced the following patrons of the event: the Ministry of Infrastructure, the Ministry of National Defense, the Maritime Office in Gdynia, the Maritime Office in Szczecin, SAR — Maritime Search and Rescue Service, and SEA Europe (Shipyards' & Maritime Equipment Association of Europe).

BALTEXPO 2025 once again aims to address maritime and military topics in a comprehensive manner.

"*We wanted BALTEXPO to be perceived from the perspective of ports, infrastructure, and the maritime energy industry, because enormous changes are taking place in these areas. Nevertheless, a challenge for us is the close timing of our event with the event in Kielce, one of the largest in Europe, focused on the broadly understood military economy, albeit with a slight maritime accent. That is why we now see an opportunity to combine civilian and military themes, to create an event that is valuable for both exhibitors and visitors. Strong military traditions give us a solid foundation for rebuilding the BALTEXPO brand as a new, versatile product*," comments Andrzej Bojanowski.

During the fair, the Baltic Ports Organization conference will also take place in the AmberExpo halls, an event well-regarded by representatives of Baltic Sea ports. The agenda also made room for the Salmon Evening, inaugurated in 2023 — an event with a networking and integrative character — as well as the awarding of the Golden Anchors, industry awards granted to companies and institutions whose projects and products have or may have an impact on economic development.

"*We would like to continue developing, but we are focusing on raising quality, not on increasing scale. The Salmon Evening gala is meant to be a truly valuable event, just as it was in the previous edition. Certainly everything will be prepared to welcome the guests. An important element is also the accompanying events held outside the main venue. Last year we organized visits to Mostostal and the shipyard, and now we are planning a visit to the Baltic Hub. We would also like to prepare an interesting presentation of naval units, including showcasing the Kormoran at the quay. The presentation may be open to the public or exclusively for selected groups of visitors and decision-makers. We plan to diversify the three-day stay of guests by offering interesting events outside the halls as well*," reveals Andrzej Bojanowski. He adds that he is pleased with the inclusion of the Baltic Ports Organization meeting

in the BALTEXPO agenda. "*This is very important for us because we do not want to focus only on our own ports. We could talk about them and show the achievements and plans of the Maritime Offices and all ports, not only those of strategic importance, but also those municipal ones, in Kołobrzeg, Darłowo, Ustka, Łeba — they too are developing. However, it is very important for us to exchange experiences, to observe and listen to what our neighbors from the Baltic are expecting or planning to do.*"

The president of MTG SA Gdańsk International Fair does not hide the fact that BALTEXPO is to become an international-scale event and serve the promotion of Polish industry abroad. However, this requires a new systematic approach to export promotion. The organizers of the fair also want to take advantage of the Polish presidency in the Council of Europe and summarize it from the perspective of the maritime industry.

"*This is a good place to discuss what we said about the maritime economy for Europe in Poland, and how the Danes will continue from that,*" comments Bojanowski.

Another aspect remains, that of serving the industry itself and helping to solve its most pressing problems. Among those that have been continuously mentioned over the years as the most serious is the lack of personnel. At the turn of the century, the Polish maritime sector not only lost significance, but also did not enjoy a good reputation. Both have changed, but generational gaps cannot be filled so easily, especially since this industry competes for staff with other, often related, industries, whose importance and attractiveness have also increased. The arenas of this race for talent are educational institutions — no longer just higher or post-secondary schools, not even secondary schools, but increasingly, primary schools. The industry wants to promote itself and interest potential future employees from the youngest possible age. Thus, BALTEXPO 2025 will once again be open to schools.

"*Young people must have many alternatives. We have learned to live in a society that likes to choose from a wide range of offers, to get acquainted with them, to touch them, to be prepared for them. It is not just about bringing those children by tram or bus from their schools, letting them into the hall, letting them run around, and that is it, our role fulfilled. The educational project related to the maritime economy and energy lasts all year round. We cooperate with foundations, we cooperate with the city and the province, and we work on reaching out to schools, on selecting those schools, and above all, teachers who want to listen, who want to learn something in order to pass it on to children and youg people in a way that is more understandable to them,*" explains the president of MTG.

The BALTEXPO fair will traditionally take place in the autumn — Octo- ber 7–9. However, intensive backstage work has already been underway since the conclusion of the 2023 edition. The organizers continue to encourage companies and institutions to participate in the event as exhibitors. On the website baltexpo.eu, there are links to the registration system both for companies that have previously participated in the fair and for completely new exhibitors.

EKO-KONSULT
– Partner in the most challenging investments

Experts in energy transformation of ports and implementation of alternative fuels **(RFNBO).** The modern investment landscape is filled with complex challenges, rapidly evolving regulations, and rising expectations — from both public authorities and society.

Planning and executing projects, especially in the maritime sector, requires not only vision and capital but above all, competent expert support. Investors must consider legal, environmental, technical, and operational aspects from the conceptual stage — not to mention complex administrative procedures and the need for transparent communication with stakeholders.

For over three decades, EKO-KONSULT has been supporting the implementation of strategic and complex investments in the maritime economy. Their team of experts integrates legal, environmental, technical, and operational knowledge, ensuring efficient and compliant project execution — from planning through to infrastructure commissioning.

A new era for ports and shipping — alternative fuels (RFNBO) and decarbonization

Climate change, EU climate policy, and the challenges of decarbonizing maritime transport are driving ports and logistics operators towards low- and zero-emission fuels — such as RFNBO (Renewable Fuels of Non-Biological Origin), including hydrogen and e-fuels.

EKO-KONSULT actively supports maritime sector entities in preparing investments related to hydrogen and ammonia bunkering infrastructure, green hydrogen production in ports, and the integration of ports into local and European alternative fuel supply chains. The company's experts assist in assessing investment feasibility, preparing risk analyses, obtaining environmental decisions, and implementing solutions in accordance with ESG principles and the EU Taxonomy.

Energy transformation of ports — new operational models and safety

Ports are becoming energy hubs — generating renewable ene-rgy, developing energy storage facilities and smart power management systems, investing in shore-to-ship (OPS) installations, and integrating charging systems for autonomous vessels. EKO-KONSULT understands the complexity of such projects — offering impact assessments, technical solution design, development of HAZOP and SIL scenarios, and consultations with certification bodies and public authorities.

Proven experience in project execution

EKO-KONSULT has participated in strategic infrastructure projects of national significance, such as:

- The waterway connecting the Gulf of Gdańsk with the Vistula Lagoon

- The second line of the Pomeranian Pipeline Gdańsk–Płock
- The FSRU terminal and subsea gas pipeline in the Port of Gdańsk
- The FSRU breakwater
- Grid connections for offshore wind farms
- Site documentation for Poland's first nuclear power plant — PGE EJ 1

The company has prepared risk analyses and safety documentation for: PGNiG, PERN, DCT Gdańsk, PKN Orlen, the former LOTOS Group, Orlen Petrobaltic, Energobaltic, Energa-Operator, and Polskie Sieci Elektroenergetyczne (PSE).

Comprehensive support from EKO-KONSULT includes:

- Identification of environmental requirements
- Coordination with public administration and industry institutions
- Risk assessments, HAZID, HAZOP, SIL, QRA, Seveso
- Legal advisory and stakeholder engagement support
- Ensuring project compliance with ESG and EU Taxonomy regulations

EKO-KONSULT — your partner in the green transformation of the maritime economy

The world of ports and shipping is entering a new era — based on sustainability, digitization, and safety. In this reality, EKO-KONSULT is an indispensable advisor — combining experience with a vision for the future. If you're planning an investment in new infrastructure, a hydrogen hub, power station, or energy storage facility — talk to us. Together, we'll prepare your project for the future.

Map of Polish **Maritime Organizations** – How to Build Synergy in the Maritime Economy

> The Polish maritime industry sees an opportunity in cooperation and consolidation.

The consolidation of companies and the monopolization of markets has become a fact. In the economic arena, the rules of the game are set by the biggest players. The global economy is developing at an ever-increasing pace and under pressure of global change. Market processes are dictated by large and ever-larger economic entities, as well as international economic organizations. The main trends are set by the leading markets concentrated in politico-economic organizations such as the European Union, APEC, the Association of South-East Asian Nations, or Mercosur in Latin America. The main technological changes are determined by regulations from the IMO, the EU, and other organizations.

Smaller players try to grow by aligning themselves with global players or by creating industry organizations, clusters, and groups of entrepreneurs operating in a chosen market. The scale of integration of companies in various configurations is reflected in the fact that the European Cluster Collaboration Platform (ECCP) currently supports over 1,500 cluster organizations. These clusters operate in 200 regions of the European Union, but many also expand their activities beyond regional boundaries. In addition, there are clusters active in Norway, Switzerland and Iceland. The ECCP's goal is to help clusters connect, collaborate and access information in order to support their members in positioning themselves in international markets. The platform emerged from the need to assist cluster members in competing in a market dominated by large companies or regulated by protectionist government policies.

The maritime industries market is currently a particularly challenging one. Firstly, it has undergone a process of mergers and acquisitions and, in many areas, is now an oligopolistic market. Secondly, it operates across many countries and regions and is strongly influenced by protectionism. Companies often receive direct support in international markets. This is the case, for example, with Innovation Norway, the Polish Investment and Trade Agency (PAIH), and the Polish Agency for Enterprise Development (PARP). A similar role is played by Chinese government agencies and the Belt and Road Initiative, which directly supports Chinese companies in expanding into international markets. Thirdly, small companies often compete against each other for market share and operate on the brink of profitability. Fourthly, joint action allows for competitive advantages to be built based on cooperation and innovation.

This is why the active participation of both large and small companies in clusters and economic communities is so important. This should be emphasized — active participation, not passive membership. Experiences from the Baltic Sea region and the Scandinavian countries show that Norwegian, Danish, Swedish and Finnish companies build their competitive advantage not on low prices, but on cooperation and offering expensive, innovative products. That is why consolidating companies in the maritime sector in the Polish market and supporting their activities domestically and, above all, internationally is so important.

One of the youngest organizations is the Polish Maritime Technology Forum, which brings together companies focused on shipbuilding

and repair, offshore, and supporting institutions. The flagship event of the PMTF is a cruise organized with GospodarkaMorska.pl, and the "Lighthouses of the Maritime Economy" competition in the "Maritime Technology Leader" category. Operating in the same field is also the Ship Forum, one of the oldest organizations (30 years of activity), bringing together companies involved in ship production and repair. Within the Ship Forum, key documents, such as the "Assumptions for the Development Strategy of the Shipbuilding Industry in Poland", have been developed. The West Pomeranian Maritime Cluster clearly states in its mission that it is focused on stimulating the development of the maritime economy in the West Pomeranian Voivodeship. The organization's motto is: "Compete where you must — cooperate where you can."

The Baltic Sea and Space Cluster is a key maritime cluster in the Baltic Sea region, an active member of the European Network of Maritime Clusters (ENMC), the United Nations Global Compact, and the European Cluster Collaboration Platform (clustercollaboration.eu). The cluster has taken an active part in international projects such as GALATEA, ZEVInnovation, and INTERMARE, and is a business partner of the European University of the Seas (SEA EU). It promotes Polish maritime economy companies on the global market and positions SMEs internationally through current projects such as I3-4 BLUEGROWTH and BLUEDOTS.

All the above-mentioned organizations have been actively involved in supporting the development of offshore wind energy and promoting the participation of Polish companies in building offshore wind farms in Poland's Exclusive Economic Zone. However, particular attention and effort are devoted to this issue by the Polish Chamber of Offshore Wind Energy (PIMEW). The flagship event of PIMEW is the Offshore Wind Logistics and Supplies conference, and an initiative with significant educational value is the Offshore Academy.

When listing organizations working to promote Poland's maritime economy worldwide, one cannot omit WISTA Poland — the Women's International Shipping & Trading Association, which operates in Poland. The association not only supports women working in virtually all maritime industries, but also promotes large and small Polish companies through contacts with leading maritime entities and organizations around the world. It should be emphasized that in Poland's maritime economy women often hold top organizational and managerial positions in institutions (IMO, ESPO) and maritime companies.

Clusters, chambers, forums, associations and foundations — every form of integration among companies and institutions active in Poland's maritime economy is invaluable. Many managers, when joining these organizations, often expect quick sales results or even assume that without their own effort and initiative, the organizations will secure their position in the international market. In reality, building relationships takes years.

Marek Grzybowski

STOCZNIA SZCZECIŃSKA "WULKAN" LTD.

Stocznia Szczecińska "Wulkan" Ltd. – Advanced Shipyard Solutions for Offshore, Vessel Construction and Industrial Leasing

Stocznia Szczecińska "Wulkan" Ltd. is a leading shipyard known for its advanced capabilities in offshore production, vessel construction, and shipyard facility leasing. Equipped with state-of-the-art infrastructure and certified under ISO 9001:2015, ISO 14001:2015, ISO 45001:2018, ISO EN 3834:2002 and PN EN 1090-1:2009+A1:2012 standards, we ensure the highest quality and reliability in every project.

Offshore Production — Foundations for Wind Farms

In response to the growing demand in the renewable energy sector, Stocznia Szczecińska "Wulkan" places a strong emphasis on offshore production. Its advanced facilities and the expertise of its workforce enable the production of large, precise components such as primary and secondary steel structures, transport elements, and transformer stations. The team of engineers and production staff ensures compliance with the stringent requirements of this market, delivering durable and reliable solutions that meet the expectations of developers and contribute to the long-term success of offshore wind energy projects.

Shipyard Services — Construction of Floating Units

Stocznia Szczecińska "Wulkan" offers comprehensive shipbuilding services, specializing in the construction of various types of vessels, ranging from commercial ships to specialized offshore support units. Its team of highly skilled specialists and modern workshops enable the launch and delivery of fully outfitted vessels up to 250 meters in length, tailored to meet specific client requirements. The shipyard provides advanced logistical equipment, including multi-axle platforms with a lifting capacity of up to 414 tons, gantry cranes, and prefabrication halls equipped with state-of-the-art tools.

Its greatest advantage lies in the availability of quays with a total length of 610 meters and slipways, allowing the efficient management of large-scale and complex vessel projects. Challenging projects are executed in collaboration with business partners, forming dedicated consortia to ensure the seamless fulfillment of contract requirements.

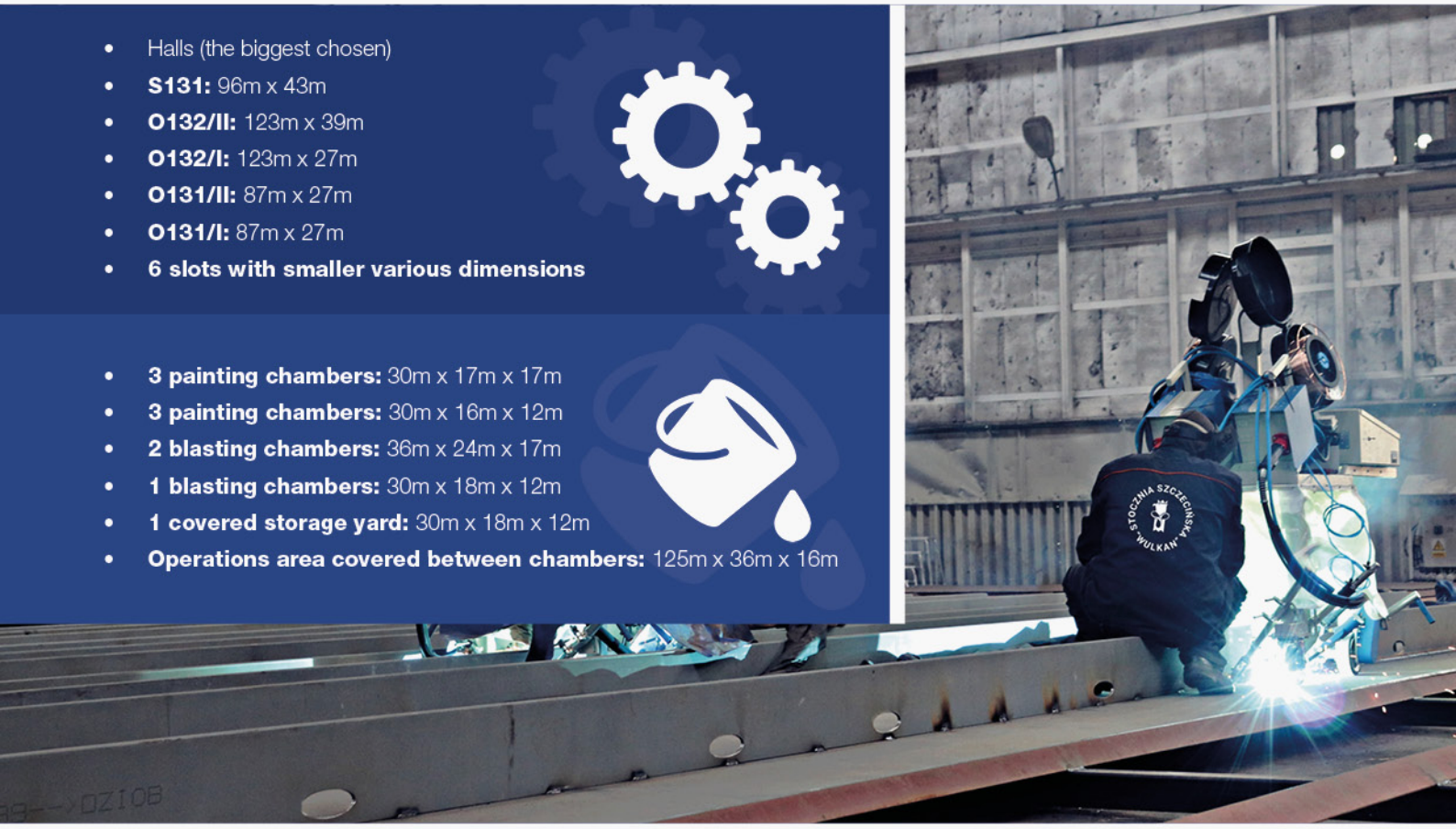
Facility Leasing — Production Space for Business Partners

In addition to our production capabilities, Stocznia Szczecińska "Wulkan" offers a unique opportunity for companies to lease shipyard facilities. Extensive infrastructure — comprising almost 100,000 m² of production halls, workshops, painting chambers, and approximately 140,000 m² of open areas equipped with cranes and quay access — provides an ideal environment for companies seeking space for industrial projects. Stocznia Szczecińska "Wulkan" offers also supporting services such as:

- **Initial maintenance of steel materials,**
- **Welding, cutting, and bending of sheets and profiles,**
- **Rental of chambers for cleaning and hydrodynamic painting,**

- Halls (the biggest chosen)
- **S131:** 96m x 43m
- **O132/II:** 123m x 39m
- **O132/I:** 123m x 27m
- **O131/II:** 87m x 27m
- **O131/I:** 87m x 27m
- **6 slots with smaller various dimensions**

- **3 painting chambers:** 30m x 17m x 17m
- **3 painting chambers:** 30m x 16m x 12m
- **2 blasting chambers:** 36m x 24m x 17m
- **1 blasting chambers:** 30m x 18m x 12m
- **1 covered storage yard:** 30m x 18m x 12m
- **Operations area covered between chambers:** 125m x 36m x 16m



- **As well as solutions for heavy vertical and horizontal transportation tasks.**

These capabilities provide companies access to specialized facilities and expert support, maximizing productivity while reducing operational costs.

Experienced and Skilled Workforce

At Stocznia Szczecińska "Wulkan", our success is built on the expertise and dedication of our workforce. Our team includes highly trained welders, crane operators, and machine operators, all bringing extensive knowledge and technical skills to every project. This experienced crew ensures the highest quality standards across all production areas, executing each project with precision and professionalism. Our welders are certified to meet industry standards, and our crane and machine operators are proficient in handling complex tasks, reinforcing our reputation as a reliable partner in the maritime and offshore sectors.

Advanced Infrastructure and Technical Excellence

Technical infrastructure of Stocznia Szczecińska "Wulkan" supports a wide range of complex industrial and maritime projects:

- **Over 230,000 m² of production area, including covered workshops, halls equipped for large-scale fabrication, painting chambers, and squares with quay access.**
- **Ramps, cranes, and gantries capable of handling vessels and components of significant size and weight, ensuring versatility in project handling.**
- **Advanced metalworking equipment, including automatic and semi-automatic welding, cutting, and bending machines, meeting the highest standards in quality and compliance.**

Why Choose Stocznia Szczecińska "Wulkan"?

Stocznia Szczecińska "Wulkan" is more than a shipyard; it's a reliable partner in delivering innovative solutions for offshore, maritime, and industrial clients. The combination of technical excellence, flexible facility leasing options, an experienced workforce, and comprehensive shipbuilding services allows us to support a wide range of projects tailored to each client's specific needs.
If you are looking to build durable foundations for offshore wind energy, construct advanced vessels, or lease high-quality production facilities, Stocznia Szczecińska "Wulkan" is equipped and ready to help you achieve your goals.

Contact us:
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sekretariat@stoczniawulkan.pl
www.stoczniawulkan.pl
ul. Antosiewicza 1, 71-642 Szczecin

TOWIMOR mooring and anchor winches for lng **arctic vessels**

The increased demand for **LNG** in recent years has led to a simultaneous increase in demand for LNG-class vessels, whose primary LNG loading point is the Arctic region (northeastern Siberia), with transportation taking place via subpolar sea routes, including the **Arctic Sea Route**.

Towimor, based in Torun, as the main supplier of mooring and anchoring equipment to the Korean shipyards, which manufactures this type of vessel, has, in response to its requests for proposals, begun research and development work on equipment that can be used on this type of vessel. Towimor supplies its equipment to South Korean and Chinese shipyards.

The project was implemented as part of the NCBiR program: "Intelligent Development Operational Program – Fast Track". The project's goal was to develop a mooring and anchoring system with a hydraulic drive, adapted to a wide temperature range from -52 to +45 degrees Celsius, intended for operation in explosion-hazardous areas. Requirements of minimum design temperature of -52°C, and the equipment's suitability for operation in an explosion-hazard zone were the greatest difficulty.

The R&D work aimed to resolve technological issues related to the design consisting of hydraulic, mechanical, and electrical components.

Technological issues requiring R&D were identified for each of these components.

The hydraulic component, consisting of hydraulic valves and a two-speed hydraulic motor, a hydraulic power unit, and associated hydraulic equipment, required the use of special construction materials and the development of special sealing compounds for the hydraulic valves, enabling the regulation of the hydraulic fluid flow rate across various temperature ranges. The development of a manifold with a valve system was required to direct hydraulic oil to the engine chambers responsible for its higher or lower absorption capacity, which translates into rotational speed and torque.

The mechanical section consists of a closed gear, seals, rolling bearings, a main shaft, a mooring drum, a mooring brake, an open gear for lifting the anchor, a chain wheel assembly, and an anchor brake. The drums on the main shaft and the chain wheel assembly rotate using slide bearings. The main shaft rotates using rolling bearings in the stand and the gear. Detachable claw clutches transmit power to the mooring drum or chain wheel.

The technological challenge for the mechanical section was selecting lubricants and seals that would allow for operation at very low temperatures. Gears, as well as rolling and sliding bearings, require lubrication. Conventional lubricants have a use range of approximately (-)30°C. The same applies to seals, which are required to seal the enclosed gear. The presence of high loads requires the use of EP (extreme pressure) lubricants. As part of the R&D work, various lubricants and seals were tested to find appropriate ones.

The electrical section consists of control cabinets located below deck to power and control the heating system and the anchor dropping system, the hydraulic unit, and above deck — the inductive winch sensor, control pendant, and the oil heating system in the gearbox. The electrical section is responsible for reliable operation of the power and control system in low temperatures, salinity, and humidity. The electrical equipment on the open deck will be responsible for controlling the anchor drop function with an appropriate and controlled anchor chain release speed. R&D work will focus on developing a dedicated control unit for speed-controlled anchor dropping. It will be necessary to install low-

temperature-resistant and intrinsically safe inductive sensors on the anchor attachment, responsible for measuring the speed and length of payed out chain. One of the new and unconventional elements will be a winch gear heating system, used to heat the oil to ensure optimal operating temperature. The technological challenge was selecting a heating system for the winch gear, installing a temperature sensor to measure the oil temperature, and developing a method for installing the heating cables along with the temperature measurement system.

In this article we will reveal some results of mechanical part.

In the mechanical section, the challenge was selecting seals, oil, and grease for operation in low-temperature conditions down to -52°C in mooring and anchor winches. Despite the use of an oil heating system, it would be very beneficial to be able to start the device without heating it in an emergency.

The following tests were performed:

- seal tightness tests during and after operation in a climatic chamber at -52°C,
- brittleness tests of seal materials at temperatures of -52°C and -62°C,
- grease plasticity and oil fluidity tests at temperatures of -45°C and -52°C,
- oil viscosity tests at temperatures of 45°C and 20°C,
- determination of the maximum non-seizing load of oils and greases using a 4-ball tester.

Special low-viscosity synthetic oil, tested in a climate chamber at temperatures down to -52°C, did not solidify, which is beneficial in the event of an emergency start-up of the winch with cold oil. At such low temperatures, the oil was highly viscous, but the planned heating of the winch gear would allow the oil to operate at optimal temperatures.

Due to doubts as to whether the special low-viscosity synthetic oil could provide the protection as currently used oils, a four-ball test was performed. This showed that at normal temperatures, the lubricity of the oil was no lower than that of the popular mineral oils, used in mooring winches. The maximum non-seizing load for both the standard oil, and synthetic oil, was approximately 78 daN. This allows this special low-viscosity synthetic oil to be safely used in place of mineral oils.

Two greases that, according to their manufacturers, can operate down to -50°C were also tested. Both greases retained their plasticity at -52°C. In the 4-ball test, firs one demonstrated very good lubricity, achieving a maximum non-seizing load of 123.6 daN, compared to 78.5 daN achieved by the standard grease used in standard anchor-mooring machinery, meaning it can safely replace standard mineral greases. Second grease performed significantly worse in the 4-ball test, achieving only 49 daN of maximum non-seizing load. Reduced lubrication properties will impact the performance of bearings on the main shaft of winches, bearings on the drive shaft of windlass, bearings on the axle of windlass, as well as the operation of rolling bearings on the main and drive shafts in small windlasses. Both greases proved suitable to use, although the loads on the lubricated elements may need to be adjusted.

Seal tightness tests -52°C and brittleness tests of seal materials at temperatures of -52°C and -62°C were performed for sealings made from such materials:

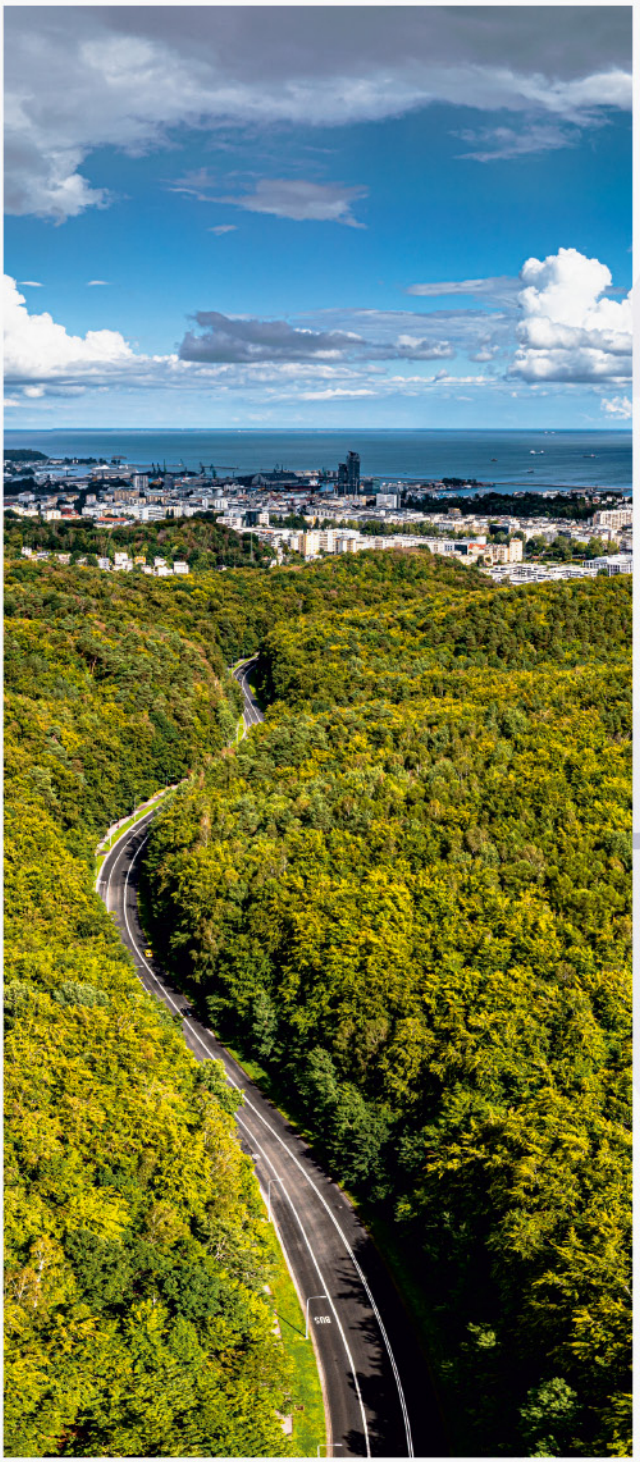
- silicone,
- teflon,
- low temperature NBR.

Teflon was sufficient with temperatures but difficult to montage and susceptible to damage, low temperature NBR failed both tests, silicone passed both tests. Silicone seals were chosen to the project.

Heating the oil in the gearbox turned out to be an interesting and challenging task. The device's intended use in an explosion-hazardous area imposed temperature restrictions on components in contact with an explosive atmosphere. Operating the device on an open deck, at extremely low temperatures, and exposed to wind, results in significant heat loss. The heating system's task was to provide the best possible insulation against heat loss and to deliver heat energy to the gearbox oil as efficiently as possible. The very low thermal conductivity of the oil causes the oil to burn during heating, which makes the use of heaters difficult and ineffective. The decision was made to heat the entire outer surface of the tank using self-limiting, semiconductor heating wires. This solution is safe in terms of the explosion zone and also allows the introduction of heat into the oil over a large surface area, preventing it from burning.

Fundusze Europejskie Inteligentny Rozwój
Rzeczpospolita Polska
Narodowe Centrum Badań i Rozwoju
Unia Europejska Europejski Fundusz Rozwoju Regionalnego

GDYNIA



GDYNIA
POLISH CITY OF THE FUTURE

GDYNIA AND THE SEA. ACTIVE DEVELOPMENT.

The maritime-based economy accounts for a significant part of the pace of economic development in Gdynia. Here, maritime tradition goes hand in hand with state-of-the art technology, which is successfully implemented and serves all residents and businesses located in the city. The Port of Gdynia is one of the fastest growing Polish ports, and the construction of the external pier, which will increase the area and handling capacity, is a guarantee of an increase in its turnover volume and thus its importance in the Baltic Sea. According to experts, Gdynia also has all the assets to benefit from investments related to the construction of offshore wind farms in the Baltic Sea.

More than half of all logistics and ship-building related companies in the region are located in Gdynia. This is over two hundred companies, each of which benefits from the capital of excellently educated young people. Gdynia's advantage is its strategic location and accessibility by air, sea (regular ferry connections with Sweden) and land (the A1 motorway and S6 expressway, direct railway connections with all major cities in Poland). Passengers are accommodated by a modern ferry terminal from which the largest vessels operating on the Baltic Sea depart. The planned construction of the Red Road (Droga Czerwona) will provide direct connection between the Port of Gdynia and the network of national roads, including the S6 expressway, which will improve accessibility of the port and increase its handling and development potential.

IDEAL CLIMATE FOR INVESTMENT, MODERN BUSINESS **AND LIVING**

fDi POLISH CITIES OF THE FUTURE 2019/20
MID-SIZED CITIES WINNER
GDYNIA

fDi STRATEGY AWARDS 2017
SPECIALISM: MARITIME
GDYNIA

ISO 37122
WORLD COUNCIL ON CITY DATA
EARLY ADOPTER

A SMART CITY WITH A VISION FOR THE FUTURE.

The key to success is the city's economic potential and the idea of how to use it. City management is greatly facilitated by smart city solutions. Gdynia was the first city in Poland and in this region of Europe to undertake certification for compliance with international standards, resulting in it obtaining the ISO 37120 public service quality certificate, and now takes pride in the WCCD certification in accordance with the new ISO 37122 standard, which is named the smart city certification.

The business services sector is developing more and more dynamically, and Gdynia's activity in this field, including creating conditions for the creation of new office space, has been noted by the Association of Business Service Leaders (ABSL). It has already awarded Gdynia the distinction in the Supporting Cities category three times (2018, 2019, 2021).

Gdynia makes the most of its development opportunities and attracts more companies from the BPO/SSC sector. The city is one of the most friendly places to live and work on the map of Poland and Europe. It offers a high quality of life and favourable conditions for personal development, which increasingly becomes a factor in the choice of place of residence. The city's prestige is based on its consistent efforts to build a place where people live well. The implemented solutions take into account the needs of different groups of residents, and each new public space is created with attention to detail and accessibility for all.

A highly prestigious project is the development of Gdynia's waterfront. On the very seashore there is already a hotel-office-residential complex with the Courtyard by Marriott Gdynia Waterfront hotel and the highest residential building in Tricity. The second stage of this project – Waterfront II – is currently under construction. The development includes residential and office buildings, numerous service premises, a hotel, conference and spa space, as well as public facilities. The newly designed development with an estimated area of 75,000 square metres, harmonising with the modernist architecture of Gdynia, will complement this most representative part of the city with a new, accessible space with extraordinary potential.

Gdynia was the first city in Poland to measure its carbon footprint based on the guidelines in the 'Global Protocol for Community-Scale Greenhouse Gas Emission Inventories' developed by the World Resources Institute, C40 Cities and ICLEI. Climate change mitigation activities are carried out in Gdynia in harmony with increasing biodiversity, supporting the economy, improving public health and quality of life.

The city also took the podium three times in the LivCom Award rankings. In 2019 and 2021, it came in third, and in 2023, it won the first place in the world in the medium-sized city category in terms of quality of life. In turn, The fDi Magazine, which is part of the Financial Times, has awarded Gdynia the title of 'Polish City of the Future' three times in a row, and in 2025 the magazine put Gdynia in TOP 10 European Cities and Regions of the Future 2025, in the Business Friendliness category.


marinep

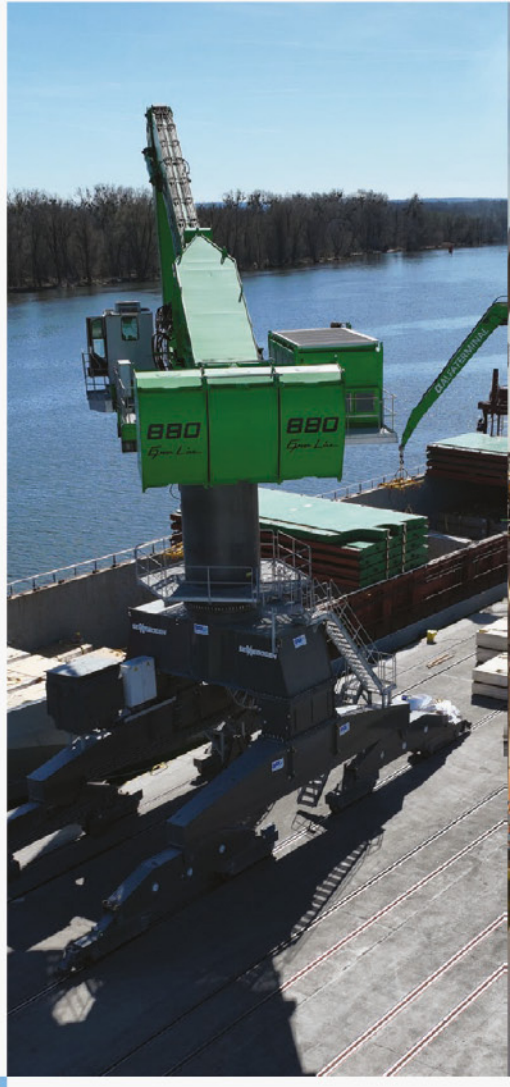
COMPANY **PRESENTATIONS**

AlfaTerminal

Alfa Terminal Szczecin 20 years on the transshipment and logistics market.

Based in North of Szczecin with area of 48 hectares is the first terminal in Szczecin area and the largest private terminal in Szczecin and Świnoujscie area. This makes us an ideal distribution hub for the Central European market for bulk, break bulk materials and liquid chemicals.

Alfa Terminal Szczecin is part of KRONOSPAN group with access to own railway freight services, sea going vessels and sister terminals (Riga, Constanta, Salzburg).



KRA-1
Bulk and Breakbulk

- Modern quay
- Length 421m
- DRAFT 9 m (froma 11.2025 - 11 m)
- 2 x 400 m railway tracks along the quay
- Fire protection

KRA-2
Liquid chemicals

- Modern new quay
- Length 266 m
- Max LOA 217 m
- DRAFT: 11 m
- Full fire protection

Proud of:

- Modern equipment: cranes, forklifts, loaders, discharging arms
- 100 000 tons tanks farm
- 20 000 ton bulk cargo warehouse future 120 000 tons.
- 19 000 m2 break bulk warehouse
- 70 000 m2 outside storage space
- 80 tons mobile Liebherr LHM 280 crane
- Own railway service
- Expanded own railway siding to 11,5km (260 wagons)
- Weighbridges for wagons
- Possibility of loading all typs of wagons
- Out of the box solutions
- Dedicated team

Bulk cargo:

- Urea and Fertilisers
- Minerals
- Aggregate
- Recycling wood
- Woodchips
- Pig iron

Breakbulk cargo:

- Wood boards
- Wood pulp
- Big bags
- Steels and aluminnium
- Palletized cargo
- Roundwood
- RDF
- Container

Liquid chemicals cargo:

- Methanol
- Benzin
- Tanker handling station on the quayside for parafine (wax), UAN, other liquids

Additional Service for urea and ferthilizers:

- Packing in Big Bags
- Inhibitor coating urea equipment
- Pallet, banding

Alfa Terminal Szczecin in Numbers in last twelve months

- 1,5 mio tons total handled per annum
- 400 vessels served
- 20 000 wagons transshipped

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Phone. +48 607 910 016 | e-mail: m.grabowicz@alfaterminal.pl
office@alfaterminal.pl | www.alfaterminal.pl

AN-ELEC

ELECTROTECHNICS

project / realization / service

ISO 9001 2015 CERTIFIED

SNA NEN 4400-2 CERTIFIED

VCA** CERTIFIED

We deliver our services worldwide

an-elec.pl

Since its establishment in 2006 **AN-ELEC** specializes in providing full electrical outfitting and engineering for marine infrastructure and industry sectors.

Electrical switchboards and control pannels

Own production hall. Realization from design to implementation and maintenance.

Monitoring and fire protection systems

Installation and connection of monitoring systems, both in the ship and land industry.

Track, cable ladders, pipes and cableways

Installation of cable trays and ladders for projects carried out abroad or in Poland.

Fiber optic and LAN

Delivery, assembly and connection of LAN networks cat. 6, 6a, 7, 7a or fiber optic in sea and land projects.

Service

Starting-up, testing or supervising. Troubleshooting in the ship and land industry.

Electrical equipment

Installation of the final electrical equipment in the marine and land industry.

Cables installation

Installation of high, medium and low voltage cables in land and sea projects. Assembly, laying or pulling.

Electrical infrastructure

Review, verification, modernization of the existing electrical infrastructure.

Ship's automation

Modernization, reconstruction, installation for existing or new units.

aste®

Marine products for ships and offshore

ASTE delivers state of the art solutions - electrical installations components - to leading ship manufacturers. We offer BAND-IT steel bands and ties, Huber+Suhner cables with DNV, NEK certification, PMA cable protection system, TY-RAP ties with and without a metal tooth, DEFEM wire ducts, and identification system for cables and equipment, and other cable accessories made of both plastic and steel.

All products are of the highest quality, confirmed by certificates and approvals for the marine market such as DNV GL, LR, NEK, ABS. ASTE provides a professional advice and expertise for clients.

www.aste.pl

banding

HV cables

protection

identification

CHARTERS #IWS #MARINE OPERATIONS #OFFSHORE #RENEWABLE ENERGY

ABOUT US

Baltic Diving Solutions is Poland based diving, ROV, inspection, maintenance and technical support to the shipping, oil and gas and renewable energy sector contractor.

Our priority is to provide highest standards of services based on the personnel that have over 15 years international experience in subsea industry and modern equipment that follows latest industry standards. Impressive safety record and efficient planning of operation are the key values of our operations.

Baltic Diving Solutions has implemented ISO 9001, ISO 45001 and ISO 14001 QSHE management system and is approved contractor by the ABS, Bureau Veritas, DNV, Lloyds Registed and RINA.

VESSELS

- Baltic Surveyor
- Baltic Constructor
- Baltic Jet
- Baltic Messenger

DIVING SYSTEMS

We operate state of the art diving systems for various applications - inshore, nearshore and offshore.

EQUIPMENT

BDS operates wide range of unique equipment. Falcon ROV, USBL, pipe/cable tracking systems, MBES, UXO equipment, marine RTK , Toyo dredging pumps, hydraulic tool, topside and subsea welding and burning sets allow us to support wide range of marine projects.

baltic®
engineering

BALTIC ENGINEERING

BALTIC ENGINEERING 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 9001:2015 Certificate, AQAP 2110:2016 Certificate, Approval Certificates issued by the Polish Register of Shipping, authorization of the Chester Molecular™ manufacturer and others.

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

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tel. +48 58 303 45 08
fax +48 58 322 50 10
e-mail: firma@baltic.gda.pl

ISO 9001:2015 ISO 9001:2015 AQAP 2110:2016

Baltic Hub Container Terminal

is Poland's largest and fastest growing container facility, and the only deep-water terminal in the Baltic Sea Region having direct ocean vessels calls from the Far East. Located in the heart of the Baltic, in the Port of Gdansk, the terminal operates as a natural Baltic Hub.

Baltic Hub connects Poland to the largest shipping trade-lane between Europe and Asia, ensuring the Polish goods can be traded more efficiently in terms of costs, delivery time and a lower carbon footprint per container than alternative ports.

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, Baltic Hub is the natural gateway for all container trade volumes in Central and Eastern Europe (CEE).

Thanks to infrastructure investments of the Polish Government and the City of Gdansk, Baltic Hub Container Terminal is well linked with the international hinterland, which ensures its ideal position as a true Central European Gateway.

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 CEE markets.

From the terminal's beginnings to becoming one of the 15 largest container terminals in Europe - this significant milestone will be the next step in Baltic Hub Gdansk's history. With the construction of the new terminal, known as T3,

Annual Throughput Capacity:
4 500 000 TEU

Berth Specifications:
2 017 m of Quay Length
with up to **17 m** Depth

Year-Round
Ice-Free Access

RTG Cranes Number:
50

Baltic Hub Container Terminal Sp. z o.o. Kontenerowa 7, 80-601 Gdansk, Poland

a third deep-water quay located at the new port area was created, increasing the handling capacity of Baltic Hub by 1.5 million TEUs, to 4.5 million TEUs. The investment is worth Euro 470 million, and the third deep-water quay will be 717-metre-long with a depth of 17.5 m and 36 ha of yard.

The T3 project also involves the purchase of 7 quay cranes that are able to handle the world's largest vessels, and 20 fully automated Rail Mounted Gantry cranes for the container yard, which will be remotely operated by operators located in ergonomically-designed workspaces. This will allow for a safer, efficient, modern and more comfortable working environment 365 days of the year.

Baltic Hub can boast an impressive track-record of continuous development in terminal infrastructure and modern handling equipment. The terminal also actively involved in various environmental and local community protection activities, being the foundations for sustainable socio-economic development.

Baltic Hub is 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.

RMG Cranes Number:
4

STS Cranes Number:
21

Rail siding:
7 rail tracks with
Combined Length of **5.25 km**

Warehouse Size:
8.200 Sq Meters

Reefer Plugs:
1.092

phone: +48 58 737 90 00 e-mail: marketing@baltichub.com www.baltichub.com


ICON OF THE SEAS

BOHAMET

For 40 years, BOHAMET S.A. has been setting the benchmark in the production of windows and doors for the marine and shipbuilding industries.

Since 1985, we have been consistently building our position as an industry leader by delivering solutions that combine top-tier quality with innovation. Through continuous improvement of our production processes, we provide products that effectively respond to the evolving needs of the marine and industrial sectors.

Our long-standing experience and proven reliability make us a trusted partner in the most demanding projects. We are proud to be chosen by clients around the world, from shipowners to industrial manufacturers, for whom durability, precision, and on-time delivery truly matter.

Our offering covers a wide range of solutions in key industry segments:

- Windows, portholes, wipers, doors, and hatches
- Lightweight aluminium structures, including advanced balcony systems
- Specialty glass - bullet-resistant, fire-resistant, heated, and energy-efficient
- Military-grade products - bullet-resistant glazing, EMS glass, blast-resistant solutions
- Offshore and wind energy components - Ex-rated, fireproof, and soundproof elements
- Solutions for the mining sector - Ex components
- Deck equipment and mooring fittings - bollards, railings, and more
- Comprehensive metal processing services

Our technical expertise and engineering capabilities allow us to support our clients in delivering even the most complex and non-standard projects. Partnering with BOHAMET means working with a team that understands your needs and delivers complete, ready-to-implement solutions, from concept to execution.

All our products meet stringent international standards and are certified by organizations such as MED, Lloyd's, DNV, USCG, and BV.

BOHAMET S.A.
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86-005 Ciele

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bohamet@bohamet.com
+48 52 32 03 900

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 cargoes: coal, coke, ore, scrap, grain, fertilizers
- general cargoes: steel products, forest products, break-bulk in big bags
- liquid cargoes: sulphur acid, liquid tar and others

We offer:

- deepest berths in the port of Szczecin
- 8 berths with a total length of 2800 m and draft up to 11,00 m
- the largest areas of storage yards and 60000 sqm in warehouses
- a universal range of handling and associated services - port forwarding, customs services, rail services

As the most universal stevedoring company in Poland, with its annual turnover of **4-6 milion tonnes** and over 200 skilled workers, we offer efficient, high quality cargo handling. We have the deepest berths in the port of Szczecin and the largest storage and warehousing areas. Our attractiveness is further enhanced by a very convenient location at the crossroads of transport routes, comprehensive handling and storing offer covering wide variety of cargoes.

AEO

GMP+ Feed Safety Assurance

ISO 27001 BUREAU VERITAS Certification

www.**bulkcargo**.com.pl

Bulk Cargo – Port Szczecin Sp. z o.o.
70-661 Szczecin, Gdańska 21, Poland
Phone: +48 91 430 73 73,
e-mail: biuro@bcps.pl


MANITOWOC 220
BULK CARGO PORT SZCZECIN


TUKAN

CHIPOLBROK

Global carrier, local partner

Chinese-Polish Joint Stock Shipping Company (Chipolbrok) has been committed to providing professional and pioneering shipping services since its establishment in 1951.

Chipolbrok has developed into an ocean shipping corporation with a fleet of 30 professional heavy lift vessels. With over 70 years of ocean shipping experience and consistent high quality service, Chipolbrok has won a high reputation in the field of worldwide heavy lift, project and bulk cargo transportation. Chipolbrok connects Europe, Asia, North and South America, Australia and the Persian Gulf.

The Head Office of Chipolbrok is located in Shanghai, China, with a Branch Office in Gdynia, Poland. Chipolbrok has established a worldwide network, including Chipolbrok America Inc., a subsidiary company in Houston, U.S.A.; Chipolbrok Shipping L.L.C, with its office in Dubai, serving the Middle East region; a joint venture agency in Singapore; representative offices in Beijing and other major cities as well as a network of agencies in major global ports. With an internationalized team and professional crew, Chipolbrok will continue to provide customers around the world with professional and reliable ocean shipping services for heavy lift and project cargo.

Chipolbrok offers nowadays not only well-known connections in our traditional liner services covering main shipping routes but growing size and number of vessels suitable to carry big lots of bulk cargoes on our own and charter tonnage fully box-shaped and without centerline bulkhead. This gives new opportunities to our customers and allows us to connect unbalanced project and commodity markets worldwide.

1.2 million
DWT

700 tons
Heavy Lift Crane

Ranking around the Word
In terms of multipurpose
heavy lift vessels
– **3rd** in the global

30
Vessels in total

GLOBAL CARRIER LOCAL PARTNER

Chipolbrok is the leading project and conventional cargo carrier offering presently following regular liner sailings:

EUROPE
Far East service

NORTH AMERICA
Far East service

WEST AFRICA
Far East service

AUSTRALIA & OCEANIA
Far East service

SOUTH AMERICA
Far East service

LinkedIn

Head Office Shanghai
55 Yanan Road East
200002 Shanghai, China
Phone: (86-21) 63360108
e-mail: shipping@chipolbrok.com.cn
www.chipolbrok.com.cn

Chipolbrok | Branch Office Gdynia
Śląska 17, 81-319 Gdynia,
Phone: +48 58 6286525
e-mail: shippinginfo@chipolbrok.com.pl

CRIST®

*Our activity started in **1990** – initially as a business partnership between two engineers, and since 2010 we have been operating as a steadily growing joint-stock company.*

We specialize in shipbuilding, offshore constructions, steel structures, marine engineering, and civil engineering. We continuously develop and adapt our offer to meet changing market demands. We are the only shipyard in Europe that has constructed four Jack-up Vessels, three of which are designed for the installation and servicing of offshore wind farms.

CRIST is part of a group of companies known for their innovation, niche products, and efficient supply chain organization. We cooperate with clients from Poland, Germany, Norway, Denmark, Finland, Iceland, France, the Netherlands, and UK.

Our priority is to provide services and products that not only meet but exceed our clients' expectations and requirements. We focus on reliability and performance. We care deeply about quality, which is consistently monitored and certified by international technical organizations and classification societies.

CRIST has always been active in shipbuilding, steel construction, and ship repair. Economic changes and the growth of renewable technologies – such as wind and hydroelectric energy – have created opportunities for us to enter new markets.

For this reason, we are currently involved in projects related to specialized coastal structures, sea transport, and units for marine resource exploration.

For many years, we have supported eco-conscious initiatives that led to the execution of ambitious and innovative projects, including offshore constructions, barges, and ships designed for wind turbine installation.

By serving the offshore sector, we have successfully taken advantage of our market niche. The construction of advanced units for installing and servicing offshore wind farms places us among the leading European companies in this field.

www.crist.com.pl

CIRST S.A.
Kadłubowców 11,
81-336 Gdynia, Poland
phone: +48 58 769 33 00,
fax: +48 58 769 33 01
e-mail: biuro@crist.com.pl

CRIST®

Power of experience

Force of innovation

YOUR PARTNER IN LOGISTICS

CSL sp. z o.o. | (+48 91) 822 84 00 | sekretariat@csl.eu
Tadeusza Apolinarego Wendy 14 Street,
70-655 Szczecin, Poland

CSL it is not only a forwarding and customs agency. CSL is your business partner with whom you will redefine logistics, which will positively impact your company. This is best described by the company's statement, which is:

"Creating a new reality in logistics and giving customers a competitive advantage"

MAIN SERVICES WE PROVIDE:

- ***Maritime transport*** and port services
- ***Land transport*** in Europe
- ***Customs agency*** - comprehensiveness and security in customs clearance
- ***Air transport*** - the fastest transport
- ***Insurance*** - to secure your load
- ***Intermodal*** - green transport
- Logistics for ***e-commerce***
- ***Brexit*** - we provide services to help you manage all paperwork and transport from and to UK
- ***Warehouses*** around the world
- ***LCL/LTL*** - Less then Container Load / Less Than Truck Load

Our branches are located in the key ports in Poland:

SZCZECIN ŚWINOUJŚCIE GDYNIA/GDAŃSK

We also operate in European ports, thanks to cooperation with proven companies and logistics partners.

We offer our clients a full range of ***customs services*** in the field of import and export and the movement of goods in accordance with current UCC regulations using available customs facilities, tailored to the individual needs of the client.

Our ***Customs Agency*** and ***Port Servicees*** in Świnoujście are open 24 hours, 7 days in a week.

We have our own state-of-the-art ERP system – we collect and process data to better manage our transports and take accurate decisions.

Find out more about our company on:

www.csl.eu

ENVIRONMENT SOCIAL GOVERNANCE

CSL sp. z o.o. is committed to adhering to ESG (Environmental, Social, and Governance) principles.

We operate in compliance with ethical standards, environmental responsibility, and social engagement, ensuring sustainable and transparent business practices.

We are committed to sustainability and environmental protection. Our core values include reducing CO_2 emissions in our operations and utilizing natural energy sources. We strive to implement eco-friendly solutions that align with global efforts toward a greener future.

Our attributes:

Quality Security Agility Creativity

CSL clearly stands out from other companies in the industry, which is why it is often awarded and receives many distinctions. Another Forbes Diamonds are just the latest of these.

Diamenty Miesięcznika Forbes 2023

Diamenty Miesięcznika Forbes 2024

CSL Sp. z o.o. prioritizes the quality and safety of its services. This is evidenced by numerous certifications, adopted standards, and an insurance package, the most important of which include: ISO 9001:2015 certification, IFS Logistics certification, and AEO certificate.

Throughout the 26 years of our operations as CSL, we have also pursued other projects. Our passion for culture, the sea and pro-social activities allowed us to launch compelling pursuits and initiatives.

- ✔ Regional Culture Center “Stara Rzeźnia”
- ✔ “Moja Łasztownia” Foundation
- ✔ Book and suvenir shop “Kubryk Literacki”
- ✔ “Nowa Rzeźnia” restaurant

DAMEN

DAMEN SHIPYARDS GDYNIA S.A.

DAMEN yachting

DAMEN SHIPYARDS GDYNIA (DSGd) was established in 1991 based on the best traditions of Polish shipbuilding. Since 1996 DSGd has been a member of the Dutch **DAMEN Shipyards Group** and has been continuously growing – currently employs 145 people. In 2019, together with Amels Holland, DSGd became a part of **DAMEN Yachting** division. Damen Yachting produces customized superyachts, designed according to individual requirements of the clients.

Since its establishment, the shipyard has completed a total of 110 projects, among of which, 40 pcs of fully equipped tugboats were delivered to the Owners. The other projects were partly equipped hulls of luxury mega-yachts for Damen Yachting. Currently the shipyard produces two 60-metre-long yachts of the LE60 series per year. Since its debut in 2020, yachts from this series have gained many rewards and popularity among clients worldwide.

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

PRS 1936

ISO 9001:2015

www.**DAMEN**.pl

The shipyard is located on Indyjska Street in the Port of Gdynia. It has access to the Norwegian and United States quays. Work is carried out in four production halls equipped with their own lifting facilities, as well as in dedicated workshops for piping and pre-treatment of hull sections. This is where partially equipped hulls of luxury ocean-going yachts are manufactured. The plant's capabilities are also constantly growing. The completion of the latest investment enables DSGd to independently produce aluminium constructions.

DAMEN SHIPYARDS GDYNIA offers design and construction of the following types of vessels:

- harbour and ocean-going tugs (also with azimuthal propulsion),
- oil spill vessels,
- fast rescue and patrol vessels,
- research vessels,
- motor yachts,
- navigational marker vessels.

The shipyard also offers project execution in the following professional activities:

- steel sections or complete hulls of ships,
- prefabrication and assembly of piping systems: steel pipes, small diameter pipes (hydraulic working air), 'soft' pipes such as PVC, copper),
- prefabrication and assembly of outfitting (foundations, floors, inserts etc.),
- aluminium structures and outfitting,
- prefabrication and assembly of steel and aluminium cable trays and secondary strips for cables,
- sandblasting and painting work (paint application possible from primer to topcoat).

DB Port Szczecin

Your comprehensive **logistics partner** on the **Baltic Sea**

DB Port Szczecin is a universal handling terminal located in a strategic point at the intersection of main transport routes in Europe. Our port specializes in comprehensive logistics services for all types of cargo - both import and export. Modern infrastructure and an experienced team guarantee the highest standard of services provided.

The Port of Szczecin gives shippers a competitive advantage by providing:

- Over 3 km of quays adapted to handle a variety of vessels.
- Container terminal with a reloading capacity of **150,000 TEU** per year and a storage capacity of **5,000 TEU**, equipped with 160 slots for refrigerated containers.
- General cargo terminal handling cargo such as steel, wood products, non-ferrous metals, cocoa, granite blocks.
- Bulk terminal adapted to handle coal, ore, grain, fertilizers and other bulk cargo in bulk and big bags.
- Project cargo terminal dedicated to oversized and heavy loads such as wind towers, transformers, military vehicles.
- A Customs Free Zone enabling the storage and handling of goods without the need to immediately pay customs duties and taxes .
- Covered warehouses: over **63,000 m²** of warehouse space.
- Storage yards: **210,000 m²** of open storage yards.
- Rail tracks: over 5 km of rail tracks ensuring efficient intermodal service.

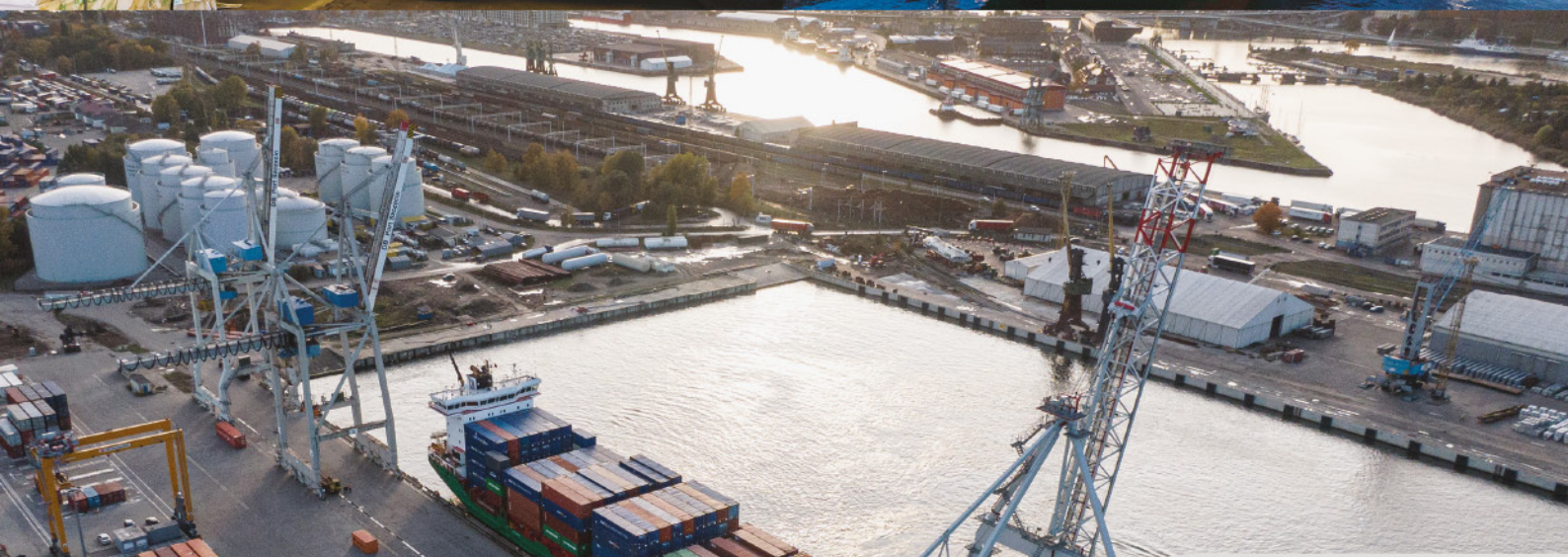
Certificates and accreditations:

- GMP+ – a guarantee of the highest standards in handling agro goods.
- NATO Commercial and Government Entity Code – enabling reloading of military equipment.
- Quality certificate **ISO 9001:2015**.

Additional services:

- Stuffing and stripping of containers.
- Fumigation and phytosanitary control.
- Handling of dangerous goods in accordance with international standards.
- TOS Autostore and WMS management systems for full control over your cargo.
- Full logistics services for the first and last land mile.

WWW



DB Port Szczecin Sp. z o.o.

ul. Bytomska 14,
70-603 Szczecin, Poland

Phone: +48 91 430 86 60
E-mail: sales @dbport.pl

DB Port Szczecin

Your port to the world.

EKO-KONSULT
ASE GROUP

EKO-KONSULT – leader in environmental and technical consulting for the maritime and energy industries

For over three decades, EKO-KONSULT has been setting the direction for development in the field of environmental and technical analysis as well as industrial risk management. It is not just a company – it is an institution with a strong market position, a trusted partner for investors, institutions, and strategic infrastructure operators.

Comprehensive approach – from planning to operation

From the outset, EKO-KONSULT has focused on providing comprehensive support for investments – both in the planning and operational stages. Thanks to its interdisciplinary team of experts, the company effectively integrates knowledge in environmental protection, engineering, chemistry, and process, explosion, and fire safety. This approach enables the implementation of complex projects in line with the highest national and international standards – including **IACS**, **EMAS**, **SEVESO III**, and the **EU Taxonomy**.

Key areas of activity include:

- Environmental impact assessments (EIA), environmental reports, site documentation.
- Risk and safety analyses: HAZOP, HAZID, QRA, FTA.
- Explosion hazard assessments (DZPW), classification of Ex zones.
- Fire safety analyses and SEVESO documentation.
- Safety Integrity Level (SIL) assessments.
- ESG advisory, decarbonization, CCS, and non-financial reporting.
- Development of crisis management and business continuity plans.

Key projects for the maritime and energy sectors

EKO-KONSULT's portfolio includes hundreds of projects of strategic importance for Poland's maritime and industrial economy. The most notable projects include:

- Complete environmental documentation for the Vistula Spit Canal – one of the most important hydrotechnical investments of recent years.
- Environmental and formal analyses for the second line of the Pomeranian Pipeline (Gdańsk–Płock).
- Expert reports for the construction of the FSRU terminal and LNG infrastructure at the Port of Gdańsk.
- Support for offshore projects – including energy connections from offshore wind farms.
- Site documentation for Poland's first nuclear power plant (PGE EJ 1).

www.ekokonsult.pl

Partner to industry leaders – trusted by the market

EKO-KONSULT collaborates with the largest companies in the energy and transport sectors: PGNiG, PERN SA, PKN Orlen, the former LOTOS Group, Polskie Sieci Elektroenergetyczne, DCT Gdańsk, Energa-Operator, PKP PLK, and many others. The projects implemented include both environmental documentation and advanced risk analyses and emergency management plans. The company consistently supports its clients in implementing best industry practices and standards.

Responding to the challenges of transformation and sustainable development

The changing regulatory landscape and European climate policy require companies not only to comply with regulations but also to strategically plan their transformation. EKO-KONSULT actively supports clients in:

- Decarbonizing industrial and logistics processes.
- Optimizing resource and energy consumption.
- Implementing CCS technologies (carbon capture and storage).
- Preparing documentation required by banks and institutions financing green investments.
- Developing ESG strategies, scenario analyses, and climate risk management.

This approach positions EKO-KONSULT not just as a service provider, but as a partner supporting the development of sustainable, crisis-resilient business models.

Safety Academy – developing technical competence

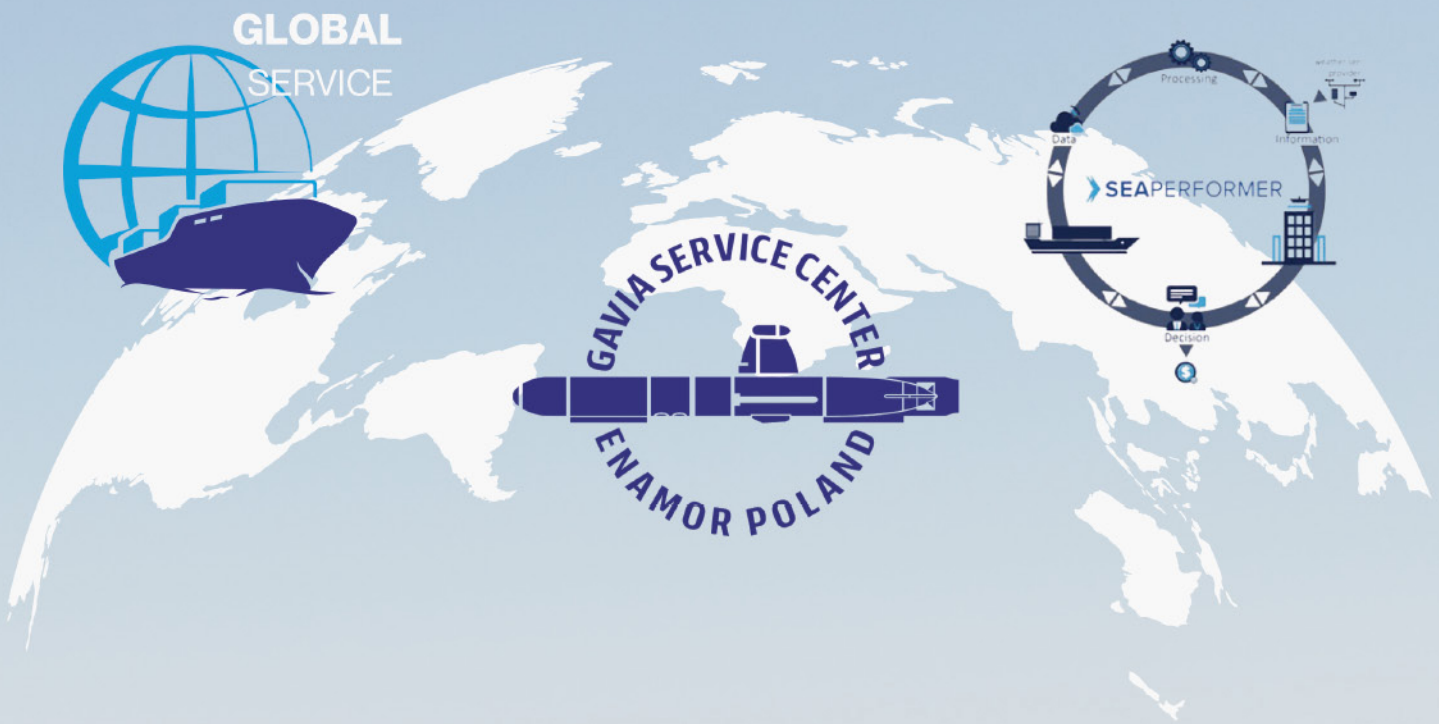
An integral part of the company's operations is the EKO-KONSULT Safety Academy – a training platform that educates hundreds of specialists across Poland every year. Topics include industrial and explosion safety, risk management, environmental protection, ESG, SIL, and SEVESO III. Training is conducted by experienced practitioners and auditors with many years of experience.

Numbers that speak for themselves

- Over **30 years** of experience.
- More than **300 technical** expert opinions and analyses.
- Over **700 environmental** assessments.
- More than **1,000 specialist** training sessions.
- Over **10,000 satisfied clients**.

EKO-KONSULT Sp. z o.o.
80-557 Gdańsk, Narwicka 6, Poland
phone: +48 58 554-31-38/39
e-mail: biuro@ekokonsult.ase.pl

enamor®



ENAMOR LTD. IS A POLISH TECHNOLOGY COMPANY BASED IN GDYNIA, DELIVERING ADVANCED MARITIME SOLUTIONS FOR OVER 35 YEARS. THE COMPANY SPECIALIZES IN NAVIGATION SYSTEMS INTEGRATION, VESSEL AUTOMATION, AND MARITIME COMMUNICATION, PROVIDING COMPREHENSIVE SERVICES FOR COMMERCIAL, NAVAL, AND SPECIAL-PURPOSE VESSELS.

enamor.pl/en

SINCE 1989

MODERN TECHNOLOGICAL SOLUTIONS

- MRV & DCS REPORTING
- VOYAGE INSIGHT
- ROUTE OPTIMIZATION & MONITORING
- CII & FLEET PERFORMANCE MONITORING
- REMOTE ASSISTANCE
- GLOBAL TECHNICAL SUPPORT 24/7
- ON-BOARD SERVICE
- EUROPEAN SERVICE & SUPPORT OF APP GAVIA 24/7

Global REACH

35 years OF EXPIERIENCE

WITH A STRONG FOCUS ON RELIABILITY, INNOVATION, AND CUSTOMER SERVICE, ENAMOR IS A TRUSTED PARTNER FOR SHIPOWNERS, SHIPYARDS, AND MARITIME INSTITUTIONS WORLDWIDE.

Escort TECHNOLOGY

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.

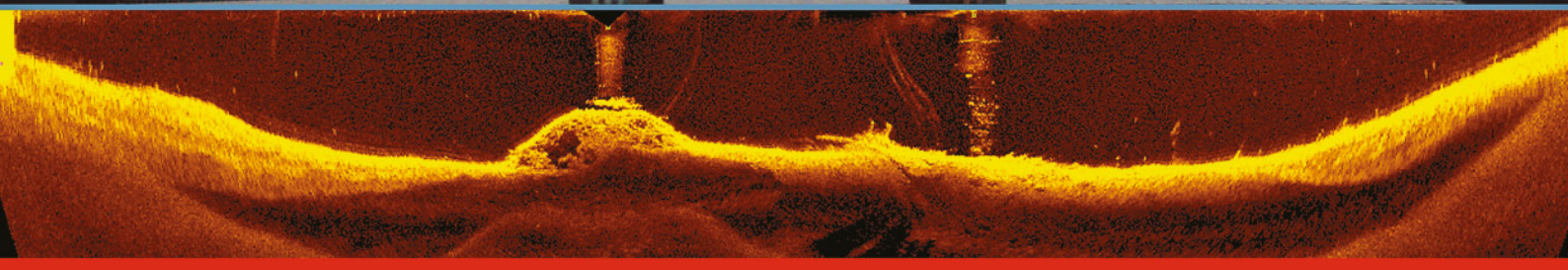
Although monitoring, exploration and underwater measurements based on its existing equipment is possible, the company has developed and put into production a number of hydro acoustic systems to support such research, including the following systems:

- **HSMD** - 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 km^2.

www.escort-technology.com



Escort Sp. z o.o.
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gen Dezyderego Chłapowskiego 8, Poland
phone: +48 914310400, fax: +48 91 48 24 777
e-mail: escort@escort.com.pl

+48 914-310-400

FAIRPLAY TOWAGE

#STRONG CONNECTION

FAIRPLAY TOWAGE POLSKA is a part of the FAIRPLAY TOWAGE GROUP - one of Europe's leading tugboat operators and has been presented in Polish ports for more than two decades. This includes towage and mooring services in ports: Szczecin, Gdynia, Świnoujście and Police, as well as sea towing, offshore works and salvage operations, mainly on the Baltic and Noth Sea.

We are proud to offer stable and convenient job for our employees, meeting HSQE standards on around 30 tugs, flying only Polish flag.

We are a reliable partner for operators of drilling rigs, transport pontoons, LNG terminals and FPSO.

In Polish ports, we operate a modern fleet of port tugs with various types of drives adapted to both local market requirements and needs from the safety of navigation. Our potential is complemented by sea tugs, ready to depart at any time and qualified mooring personnel, available 24 hours, 7 days a week.

We hold ISO:9001 and ISM certificates, issued by PRS. Our highest management standards allow us to cooperate with the most demanding clients.

*WWW.**FAIRPLAY-TOWAGE.GROUP**/PL/*
FAIRPLAY-TOWAGE/

We are ready for new challenges faced by Polish maritime economy - we arrange work related to the construction phase of offshore wind farms not only with our fleet, but also by developing our own ideas and inventions in this area. We also take the environmental aspect into account by reducing gas emissions with fleet renewal program which includes tugs with new IMO Tier III standards and even zero emission engines. Every day we improve our tow business step by step to become even better. Following this idea, we have chosen the path to become more sustainable, more efficient, and to demonstrate responsibility towards future generations.

Our professional team may challenge any task related to towage, mooring or offshore!

#STRONGCONNECTION IS OUR MOTTO

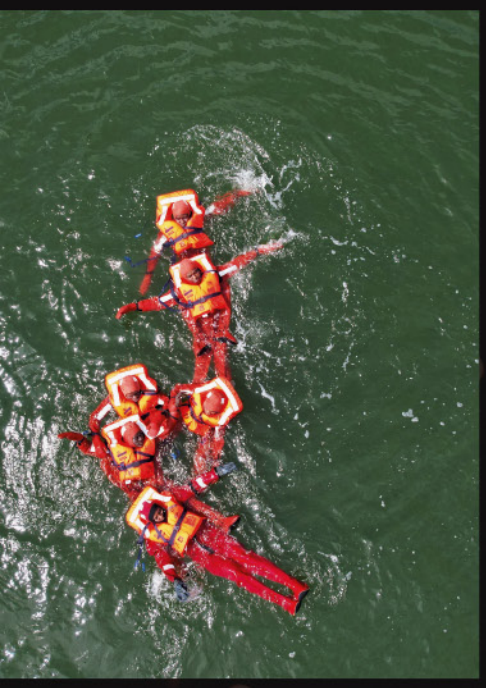
FAIRPLAY IS OUR COMMITMENT

What FAIRPLAY stands for:

- FAIRNESS
- RELIABILITY
- EFFICIENCY
- INNOVATION
- #STRONGCONNECTION

The name of our company was chosen deliberately. It is not only synonymous with a tug that carried this name back in 1895, but also with a commitment that we have been honouring for more than 120 years.

Fairplay Towage Polska Sp. z o.o. Sp.k.
ul. Celna 5
81-337 Gdynia
Poland



TRAINING CENTER

4000+

People trained annually

170+

Trainings per year

40+

Dedicated courses and training programs

FACILITIES INCLUDE:

- Fire spread trainer
- Petrochemical fire simulation chamber
- Thermal chamber
- Valve closing trainer with burning gas
- Smoke chamber
- Fixed and semi-fixed fire extinguishing systems
- Practical fire extinguisher operation station
- Leak sealing and spill cleanup station
- Lecture hall and social facilities

SPECIALIZED TRAINING ON DEDICATED SIMULATORS:

- Fire suppression of burning car
- Flare combustion chamber trainer
- Indoor fire trainer
- Fire suppression of burning tank and cooling of installations
- Petrochemical fire outbreak trainer with hydrocarbon leak

GBT GDANSK Limited Liability Company

GBT Limited Liability Company is a result of a joint venture between Malteurop Polska and Copenhagen Merchants. The Malteurop Group is one of the world's leading malt producers, with a current annual production capacity of more than **2,2 million tons**. The Company is present in 14 countries in Europe, North America, Oceania and Asia, with 27 industrial sites.

Copenhagen Merchants is a leading international grain broker, focused mainly on grain originated from Nordic countries, Germany and the Baltic Sea. CM terminals are located in Denmark, Sweden, Poland and Latvia with a total storage capacity of 600 thousand tons of grain.

Gdańsk

GBT Sp. z o.o.
ul. Promowa 1,
80-702 Gdańsk

office.gbt@gbtgdansk.com
Mobile: + **48 514 016 256**

The Gdansk Bulk Terminal is located on the Bytomskie Quay in the Port of Gdansk. The construction of the Terminal was completed end 2012 and the first vessel was loaded in January 2013. GBT is made up of modern, fully automated silos and flat storages with a total capacity of 55.000 tons, which allows a multi-bulk handling in import and export relations. In addition, the Terminal is equipped with a comprehensive technology of grain-drying and a pre-cleaning.

The Terminal has a modern and fully equipped laboratory, which allows quick and accurate analyzes on customer requests. Additional services also include a shipping agency, fully integrated with the activity of the Terminal.

Our Mission – Responsibility, Flexibility And Efficiency

The Gdansk Bulk Terminal is qualified at handling bulk agricultural commodities, mainly grains and meals. The terminal's quay handles vessels of up to **55.000 DWT** (not fully loaded to max draft of 10,2m).

Meeting the growing expectations of its customers, GBT began recently the loading of containers with bulk material.

The Gdansk Bulk Terminal has been accredited by DEKRA:

ISO 9001:2015

Quality Management ISO 9001 www.dekra-seal.com DEKRA certified

GMP+MI105

Feed Safety GMP+ www.dekra-seal.com DEKRA certified

GMP+

Feed Safety GMP+ www.dekra-seal.com DEKRA certified

GMP+GMO

Feed Safety GMP+ www.dekra-seal.com DEKRA certified

www.GBTGDANSK.com

Grupa Przemysłowa baltic

WE ARE A HOLDING COMPANY OF BALTIC OPERATOR, STOCZNIA GDAŃSKA, AND ENERGOMONTAŻ-POŁNOC GDYNIA.

We are participating in the energy transformation of Poland and Europe, leveraging our industrial heritage and cutting-edge technologies.

Offshore & Onshore

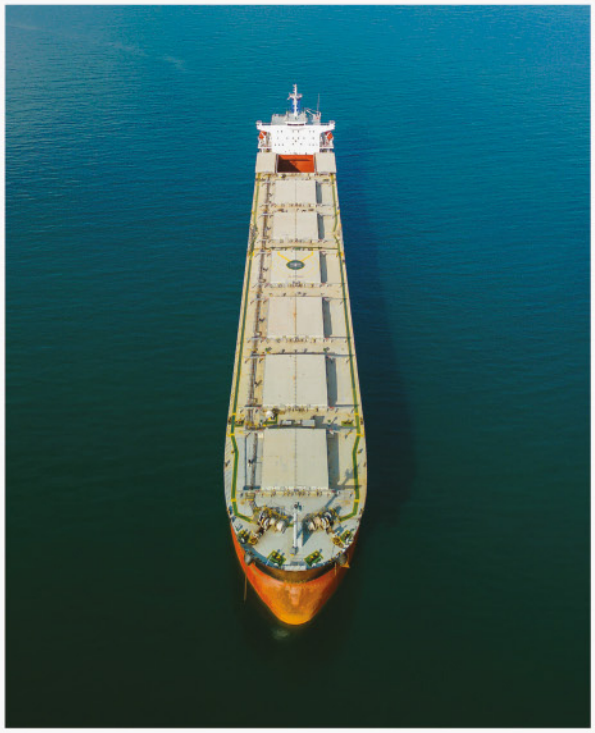
We implement projects for national and European leaders in the wind tower, onshore and offshore structures, and shipbuilding sectors. We are the largest manufacturer of large-scale steel structures in Central Europe.

Grupa Przemysłowa Baltic sp. z o.o

Na Ostrowiu 15/20
80-873 Gdańsk (Poland)

email: gpb@gpbaltic.pl
T.: +48 58 76 91 600

HERITAGE POWERING THE FUTURE



Nuclear energy

Energomontaż-Północ Gdynia is a proven partner in nuclear energy. We have implemented projects with the highest quality requirements for the Finnish Olkiluoto 3 and the French Superphénix.

Today, we are building a competitive advantage with NQA-1 certification, which opens the way to a global supply chain and participation in the first Polish nuclear project in collaboration with Westinghouse.

Shipbuilding & Equipment

Building on the 80-year heritage of the Gdańsk Shipyard, we create modern seagoing vessels for various purposes, including blocks for the world's largest cruise ships and passenger ferries. comprehensive ship repairs for tourism and the marine industry.

www.gpbaltic.pl

Morska Stocznia Remontowa
GRYFIA

ABOUT US

Morska Stocznia Remontowa „Gryfia" S.A. has been occupying a significant place on the map of Europe for 70 years in the field of comprehensive repairs and reconstruction of commercial ships, passenger ferries and specialized multi-purpose vessels.

The central location of the shipyard in Europe, its close proximity to the main communication routes of Western European land transport and important shipping lines within Baltic Sea basin, have formed favourable conditions for the repairs of the world's largest shipowners.

SHIPREPAIRS

REBUILDINGS • CONSTRUCTION

POTENTIAL

Currently Gryfia is carrying out a groundbreaking investment regarding a new floating dock of **235,6 m** in length and **36,7** m in width, alongside with respective infrastructure. By 2024, it will be one of the largest dock in this part of Europe. MSR "Gryfia" S.A. has three floating docks, the lifting capacity of the biggest one is **15 000 tonnes**, has a qualified crew, the necessary infrastructure, quays with a total lenght of over **1,4 km**, adequate lifting capacity.

Morska Stocznia Remontowa GRYFIA

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e-mail: info@msrgryfia.pl

www.**msrgryfia**.pl

35 YEARS HACO® SP. Z O.O.

35 Years on the market

HACO Ltd. was established in 1989 and is carrying its activities at Pruszcz Gdański from 20 years.

We are the fabricator of wide range of ship's fittings and constructions.

Our offer:

- Ship constructions
- Off-shore constructions
- On-shore constructions
- Laser cutting
- Gas cutting
- Plasma cutting
- Mechanical processing of steel structures

Well equipped machinery lets us to make wide range machining of produced elements – milling, planing, drilling, threading, grinding, turning etc. All constructions can be delivered equipped with hydraulic and electric installations. We also make the surface finishing with galvanizing, blasting and painting with primer and top coat paints.

HACO also fabricates parts and constructions used in the extractive industry. From a few years we are fabricating parts of drilling systems for oil rigs, service baskets for deep extraction systems, parts of on-shore and off-shore servicing units. The final product is a complete device, equipped with all installations, tested and delivered directly to the end customer.

Our recipients are companies from all continents and many countries, carrying business of sea and inland freight as also those extracting fossil fuels.

We also offer services of laser, plasma and gas cutting. Highest quality of our services is proven by classifica- tion societies certificates and ISO9001 system.

HACO Ltd.
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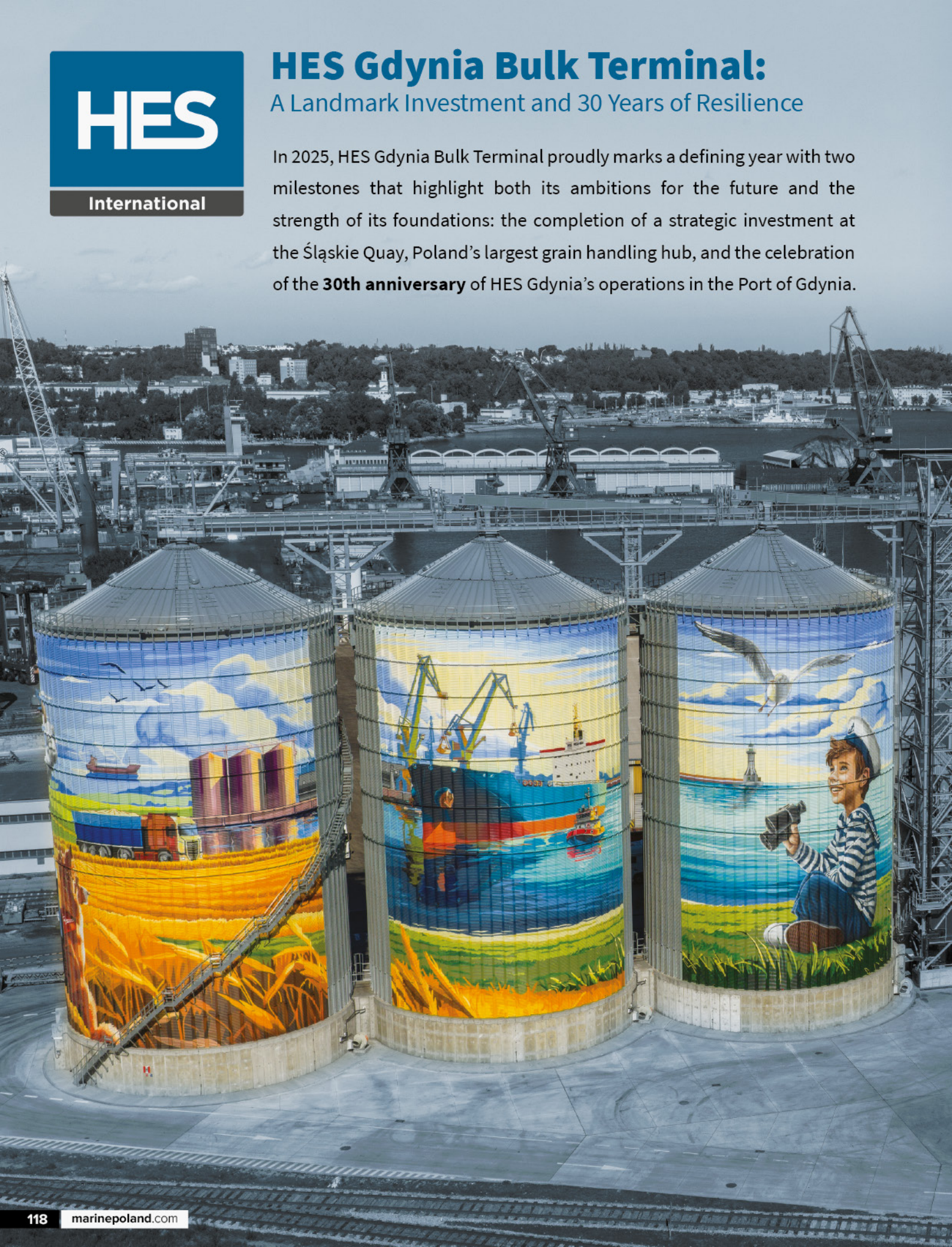
HES International

HES Gdynia Bulk Terminal:

A Landmark Investment and 30 Years of Resilience

In 2025, HES Gdynia Bulk Terminal proudly marks a defining year with two milestones that highlight both its ambitions for the future and the strength of its foundations: the completion of a strategic investment at the Śląskie Quay, Poland's largest grain handling hub, and the celebration of the **30th anniversary** of HES Gdynia's operations in the Port of Gdynia.



www.hesinternational.eu

HES GDYNIA BULK TERMINAL Sp. z o.o.

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T: +48 58 627 43 18

A Strategic Investment at the Śląskie Quay

In August this year, HES Gdynia completed a landmark project and received the operating permit, significantly strengthening Poland's role in global agricultural trade. The investment has transformed our terminal into the largest grain handling and storage facility among Polish seaports, with a total grain capacity of 240,000 tonnes.

The expansion was delivered in two phases. In May, we opened a state-of-the-art flat warehouse, with four independent chambers for flexible storage of different grain types, with a total capacity of 64,000 tonnes. This was followed in August by the commissioning of three vertical silos with a combined capacity of 21,000 tonnes, completing the second stage of the project.

The result is a fully integrated and automated logistics hub serving the Baltic region. The facility now provides:

- **85,000 tonnes of automated grain intake and dispatch capacity,**
- a conveyor system linking storage, handling, and vessel loading with high efficiency and minimal environmental impact,
- modern truck and **rail loading stations with bottom-discharge technology**, reducing road congestion and increasing throughput,
- capability to efficiently handle both Panamax and Capesize vessels.

Altogether, this investment increases the terminal's grain export storage capacity by 150% and enables an additional annual throughput of 1.5 million tonnes. It not only addresses changes in the agri-feed market but also ensures future-ready infrastructure to meet evolving global supply chain requirements.

30 Years of Reliability and Partnership

While this new investment sets the stage for the future, 2025 is also the year we celebrate our 30th anniversary of operations in Gdynia. Over three decades, HES Gdynia Bulk Terminal has grown into one of the Baltic Sea region's leading bulk cargo operators. The terminal is part of the international HES International Group and currently handles between 4 and 6 million tonnes of dry and liquid bulk annually, including grains, feedstuffs, coal, aggregates, biomass, chemicals, and fuels.

From the restructuring of the mid-1990s to today's modern, certified operations, HES Gdynia has consistently invested in technology, infrastructure, and people. The result is a company trusted by customers and recognized as a cornerstone of Poland's maritime economy.

"Our 30-year journey reflects resilience, adaptability, and the dedication of our people. The growth of HES Gdynia has been possible thanks to the work, knowledge, and commitment of many individuals," emphasizes Tomasz Pietrewicz, CEO of HES Gdynia. "This anniversary is a shared success – proof of the trust we have built and the value we deliver every day."

Commitment to Safety and Sustainability

HES Gdynia's development strategy prioritizes innovation and responsibility: automation, digitalization, dust suppression, energy-efficient equipment, and advanced environmental monitoring all form part of the company commitment to ESG standards and sustainable logistics. As a critical infrastructure hub, the company contributes directly to Poland's food, energy, and industrial security. The terminal maintains international certifications including ISO 9001, 14001, 22000, 45001, GMP+ FSA, and ISO 27001, underscoring its dedication to quality, safety, sustainability, and information security.

Looking Ahead

The completion of the new HES Gdynia investment and the 30-year anniversary together symbolize continuity and ambition. One milestone honors the legacy the company has built over three decades of reliable operations, the other looks to the future, equipping the terminal with modern infrastructure to strengthen Poland's logistics potential and support global trade.

HES Gdynia Bulk Terminal is ready for the next chapter: building resilience, advancing sustainability, and continuing to deliver trusted solutions for partners in Poland and worldwide.

HG Solutions

Intelligent technology / Sustainable future

Who We Are

At HG Solutions, we are a beacon of innovation in the maritime industry. As a proud member of the Hareid Group, we bring a legacy of excellence and a future of innovation to the shipbuilding world. Our headquarters in Gdynia, Poland, is not just a location; it's a hub of maritime mastery.

The heart of HG Solutions is our dedicated team. Our engineers, technicians are the foundation of our strength. Their unparalleled expertise and commitment to excellence are what make us a leader in the industry. Together, we are HG Solutions – a brand synonymous with quality and innovation in naval engineering.

What We Do

Our expertise spans the design and construction of new maritime electrical installations, production of switchboards, integrated automation systems, and the meticulous testing and repair of vessels. We are the architects of the seas, transforming blueprints into majestic marine vessels that are not only sea-worthy but future-ready.

Our Legacy

With a history steeped in successful projects, we have consistently delivered vessels that not only meet but exceed the rigorous demands of naval warfare. Our commitment to quality and precision ensures that every ship we touch is battle-ready and built to last.

Electrical Engineering

Our team of experts crafts the vessels of tomorrow, today. HG Solutions stands at the forefront of naval engineering, boasting years of experience and a team of highly skilled professionals. Our expertise in repairs, retrofit, and new constructions of civilian and warships has earned us a reputation for excellence within shipowners and NAVY forces.

Switchboard Production

The heart of a vessel's electrical system, our switchboards, are built to power the giants of the seas efficiently and reliably. Our products meets the highest demands as EMC, Shock, Vibrations tested and approved.

Retrofit & Upgrading

We ensure every ship that leaves our docks, yards and ports is in prime condition, ready to face the vastness of the open waters with confidence. We understand the importance of keeping a fleet in top condition. Our repair and modernization services ensure that each vessel remains at the cutting edge of and naval technology and capability.

Electrical Installations

As supplier of the full electrical scope, we cover the entire process from design to delivery, including the onboard electrical steelwork, cable pulling, termination and commissioning. This means our technology is based on real, hands-on shipbuilding experience.

Service 24/7

A one stop shop for maintenance, spare parts, inspections and upgrades across product brands simplifies keeping your vessels operational and competitive. We provide service and maintenance for all onboard electrical systems and components.

Our Commitment to Quality

We are **ISO 9001:2015, 14001:2015**, and **45001:2018** certified by **DNV**, a testament to our unwavering commitment to quality and environmental stewardship. Our work complies with the highest standards and regulations, ensuring safety and excellence at sea. Moreover we have **License** to work in military industry, **Export control certified** system as well we meet **AQAP 2110** standards and requirements.

Innovating for Efficiency

Our R&D efforts are focused on developing an intelligent, integrated system for energy-efficient operation of auxiliary ship systems. This modular and scalable innovation is set to revolutionize energy consumption, operational lifespan, and safety across the maritime industry.

Join Us on Our Voyage

Partner with HG Solutions and steer your fleet into a future where tradition meets innovation. Together, we will set sail towards a horizon of endless technical possibilities.

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Values | Accountable | Effective | Engaged | Brave | Curious

www.**jppmarine**.com

JPP Marine is a group of marine professionals – ex. class surveyors and ship's superintendents, experienced in tankers, bulk carriers, container, ro-pax and cruisers ships.

With years of experience we are able to react in time and consecutively to meet the needs and requirements of ship's owners. Since the day JPP Marine was founded, the company has developed dynamically. Starting as a company carrying out ship repairs we have grown and diversified to a world-wide operating group of in the maritime business, successfully carried out by well-trained employees who are the backbone of our company.

A strong team of professionals has made it its mission to suport international customers reasonably and reliably in the long term. And yet, our main target is to improve our performance permanently.

We consider your vessel as to be our vessel, your problem as to be our problem, thus we act as the vessel's superintendent and/or consultant with third parties – especially Classification Societies – for the benefit of vessels and owners. Our concept and top priority is to carry out repairs on the vessels with as little interruption of the charter as possible in conjunction with high standards of quality. Our customers benefit from short delivery times and a successful collaboration and fast communication. Our international customers thank us through long-term relationships.

The communications between all parties concerned works perfectly, but it is a never ending process due to permanent implementations of state-of-the-art. technologies.

Optimal Vessel

Optimal Vessel software is a modern solution for a fleet management and a vessels operative performance analytics designed and developed by JPP Marine company.

The main aim of the system is to support the decision-making process by providing continuous and legible information from the ship. Our novel application links vessel and ground team, shipowners, superintendents, managers and crew with dataset from subsystems and dedicated sensors and presents them as an intelligent insight on the web application and onboard.

A reliable analysis increases transparency and facilitates informed decision support to fleet manager that decreases negative impact on the environment by fuel consumption optimisation and leads to significant reduction of operational costs.

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Poland

MAG®
Morska Agencja Gdynia

Handling the heaviest. Delivering the best – for Polish ports **since 1951.**

Discover **Morska Agencja Gdynia** – one of the most recognized brands in the maritime and logistics industry.

With 75 years of uninterrupted operations, a fully Polish-owned structure, and deep roots in the maritime sector, we are a proven and trusted logistics partner — both at sea and on land.

We are one of the oldest and most experienced companies in Poland's transport and logistics sector. Since 1951, **Morska Agencja Gdynia** has been delivering professional support for both Polish and international business. We are a **Polish company with 100% domestic capital**, operating continuously for over seven decades.

Today, we are the **undisputed leader in port agency services in all Polish seaports**. We handle **all types of vessels** — from bulk carriers and container ships, to heavy lift vessels and offshore units. We also hold a **leading position in handling and transshipping wind turbine components** and other complex project cargo.

Our team has extensive experience in managing **cargo with exceptional weight, size, and configuration**, including heavy machinery, industrial equipment, and other non-standard shipments. We plan and supervise every stage of the operation — safely, efficiently, and on time.

Thanks to our **in-house customs agency, modern high-capacity warehouses, dedicated equipment, and well-trained, experienced personnel**, we offer reliable and flexible services across key logistics hubs in Poland. We also provide **tailored air freight solutions**, ensuring fast and secure deliveries across the globe.

Each year, we coordinate the movement of thousands of containers by sea, rail, road, and air. We handle general cargo, oversized and heavy loads, as well as dry and liquid bulk. Our service range includes bonded warehousing, long-term storage, and rental of modern office space.

www.mag.pl

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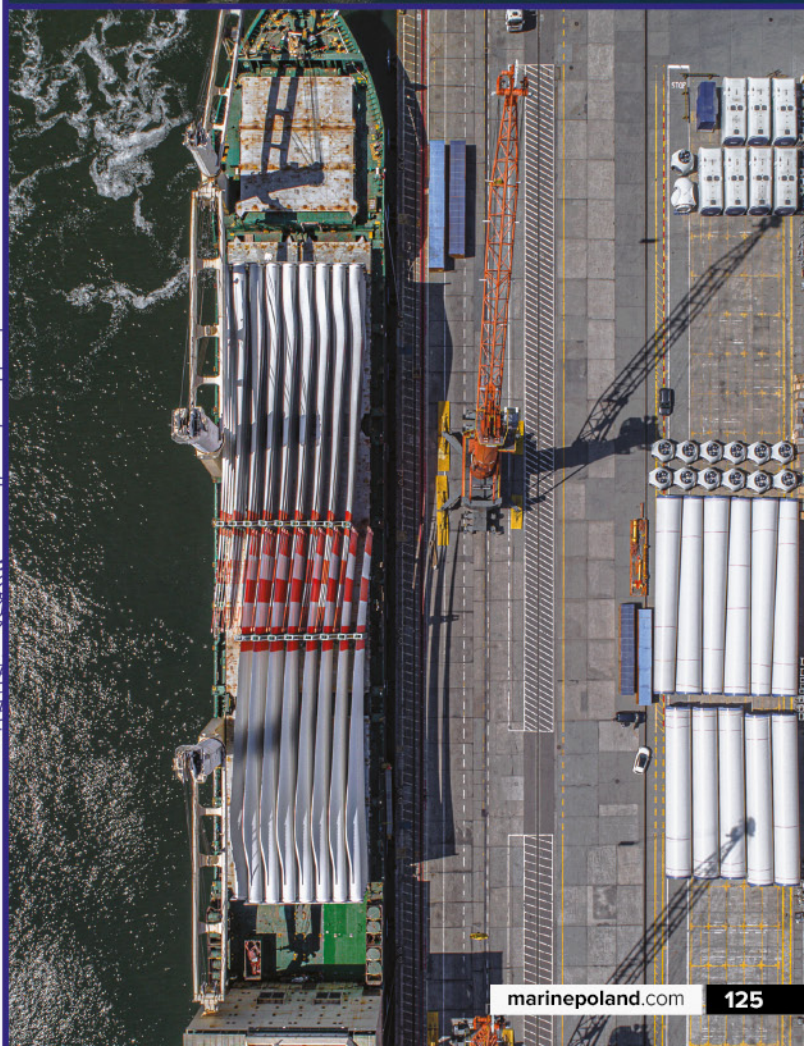
phone: +48 (58) 785 37 85
fax: +48 (58) 785 37 86
e-mail: mag@mag.pl

We also bring long-standing experience in assisting foreign insurance companies with marine-related claims, including those involving vessels, cargo, and crew. As a trusted partner, we support insurers and shipowners when local expertise is essential.

Every year, we facilitate approximately **1,500 employment placements for Polish seafarers**, offering them stable, safe jobs with reputable shipowners from Germany, the UK, Denmark, Ireland, Greece, and the USA.

Morska Agencja Gdynia is more than a logistics provider — we are your long-term partner, backed by decades of know-how, a solid operational foundation, and a deep commitment to the development of Polish ports and the wider maritime sector.



MEWO

Our strength lies in people

We are an independent company operating in the European offshore market for over a decade. Our service portfolio includes comprehensive geophysical, geotechnical and environmental surveys as well as inspections of underwater infrastructure. We have specialist survey and measurement equipment based on advanced technology, a highly-skilled survey and measurement team, in-house technical facilities, and we also cooperate with universities and scientific institutions.

We focus on conducting work in safe, sustainable, efficient and effective manner.

SECTORS IN WHICH WE PROVIDE OUR SERVICES:

offshore wind farms	maritime administration
telecommunications	pipelines and cables
oil and gas	dredging works
mineral resources	science

We are a team of professionals, full of passion and knowledge, who want to change the industry for the better while maintaining the highest standards of safety, and employing the most up-to-date technologies available on the global market. It is the power of teamwork that we believe is the key to the success and viability of every project we undertake.

Geophysical surveys

- hydrographic surveys
- UXO surveys
- OBN seismic surveys
- analysis and interpretation of data processing results
- preparation of reports and resultant maps

Environmental surveys

- avifauna
- benthos
- ichthyofauna
- geochemical surveys
- hydrochemical surveys
- hydrometeorological surveys
- hydrological surveys

ROV inspections

- detection of pipeline leaks
- cable tracking
- inspections of underwater structures
- construction work support
- cable and pipeline monitoring
- emergency tasks

Photogrammetry

- 3D inventory surveys of wrecks and other objects
- bathymetric measurements and analyses
- quay inspections
- coastal change monitoring
- inspections of wind farm structures
- seabed sediment surveys
- marine ecosystem surveys
- coastline mapping

Geotechnical surveys

- sediment sampling
- static CPT sounding
- geotechnical drilling
- preparation of comprehensive administrative documentation

MEWO S.A.
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phone (+48) 502 058 294
e-mail biuro@mewo.eu

mewo.eu

mewo | contact

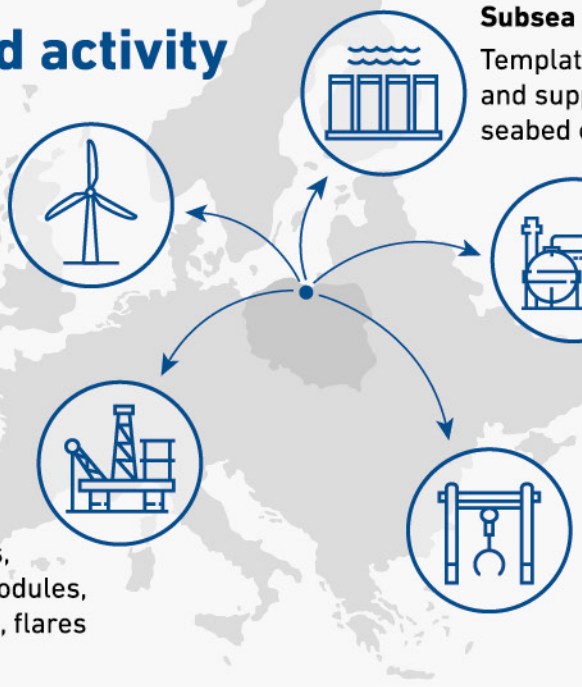
YOUR LEADING PARTNER FOR OFFSHORE PROJECTS:

OIL & GAS, SUBSEA AND OFFSHORE WIND INDUSTRY

MOSTOSTAL POMORZE

Based in Gdańsk, we have established ourselves as a leading manufacturer of large steel structures. We carry out projects mainly for the offshore industry, but also for: shipbuilding, construction infrastructure, petrochemical and oil-processing structures.
The company has been in business for more than 20 years, offering a comprehensive service from ordering steel materials, fabrication & assembly of structures to corrosion protection and loading. Mostostal Pomorze SA staff supports customers at every stage of the project, offering the most advantageous technical solutions and closely supervising the construction process.

Areas and activity



Subsea structures
Templates, manifolds, protective and supporting structures for seabed equipment

Offshore wind energy industry
Offshore substations (OSS), transition pieces (TP), secondary steel elements for wind towers: boatlandings, anode cages, J Tubes, maintenance platforms

Petrochemical and refinery industry
Silos, tanks, industrial installations, pipelines including plant equipment assembly

Oil & gas industry
Offshore platforms, accommodation modules, support structures, flares

Bridges and cranes
Overhead cranes and crane booms, bridges, footbridges, industrial structures, conveyors, steel hall components

Quality, Safety and Environment

People are the most important asset of a company. Therefore, protecting their health is our priority.
An Integrated Management System has been implemented in accordance with the requirements of the standards: **PN-EN ISO 9001:2015**, **PN-ISO 45001:2018**, **PN-EN ISO 14001:2015.** We are also certified to **AQAP 2110**.
Mostostal Pomorze SA has adequate resources and procedures in place to ensure the ability to manufacture steel elements and structures in the **EXC4 class**.

ISO 9001:2015 ISO 14001:2015 ISO 45001:2018 POLSKIE CENTRUM BADAŃ I CERTYFIKACJI SYSTEM ZARZĄDZANIA AQAP 2110:2016

www.mostostalpomorze.pl

Contact us:
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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.

No other maritime terminal may supply crude oil and petroleum products to Polish refineries. The company is also an element of the petroleum supply logistics for two eastern German refineries.

For three decades, Naftoport was the only alternative oil supply route. Later on, it developed its capacity to serve as a fully complementary supply line. It is now a key component of the domestic oil logistics system – 100% of crude supplies come to Poland through the Naftoport terminal.

The Naftoport handles transshipment for: crude oil, diesel oil, fuel oil, gasoline, jet fuel, condensates and other fuels. Transshipments of oil products are carried out for Rafineria Gdanska, connected with terminal by pipeline network.

Naftoport is an environmentally-friendly facility that 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 are fully adapted to receive hydrocarbon vapors. 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.

Naftoport.pl

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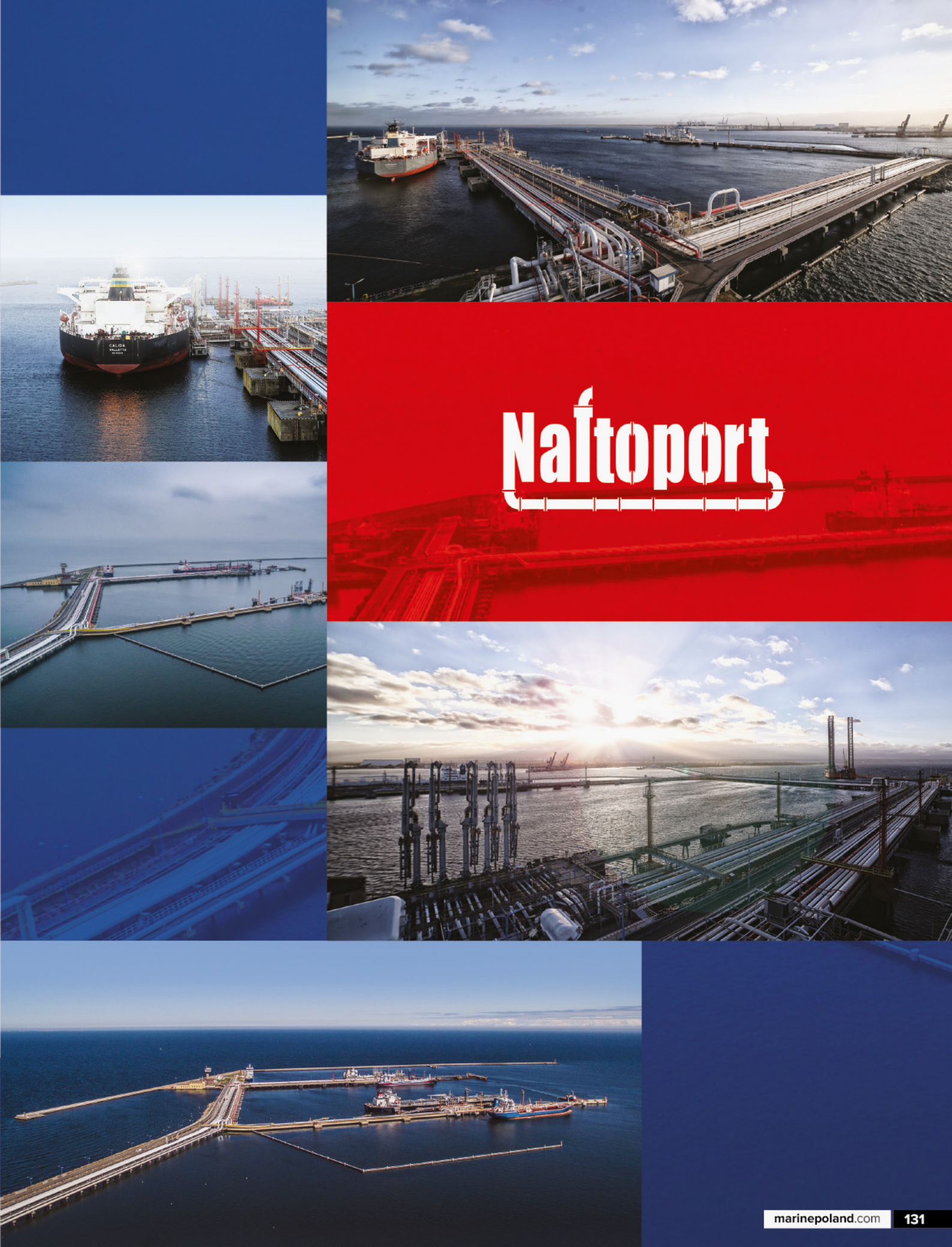
Naftoport

NAUTA

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.

Nauta offers:

- A 24 hour – 7 day – 365 days per annum service;
- Comprehensive repairs and special surveys of all kind of vessels;
- Increased production assets offering complex engineering, mechanical, welding, electrical, fitting and hull services;
- Number complicated conversions and lengthening/shortening projects irrespective of the line of the cut, including conversions of oil and gas drilling rigs;
- A team of highly skilled professionals and a number of meticulously selected co-operators, all of whom are always ready to meet the growing demands of our clients;
- Installations of exhaust gas cleaning systems;
- Installation of Ballast Water Treatment Systems;
- Green Maritime technologies;
- Hydro blasting up to 2500 Bar;
- Nearly 2000 m of berths;
- 4 docks;
- Defense production.

www.nauta.pl

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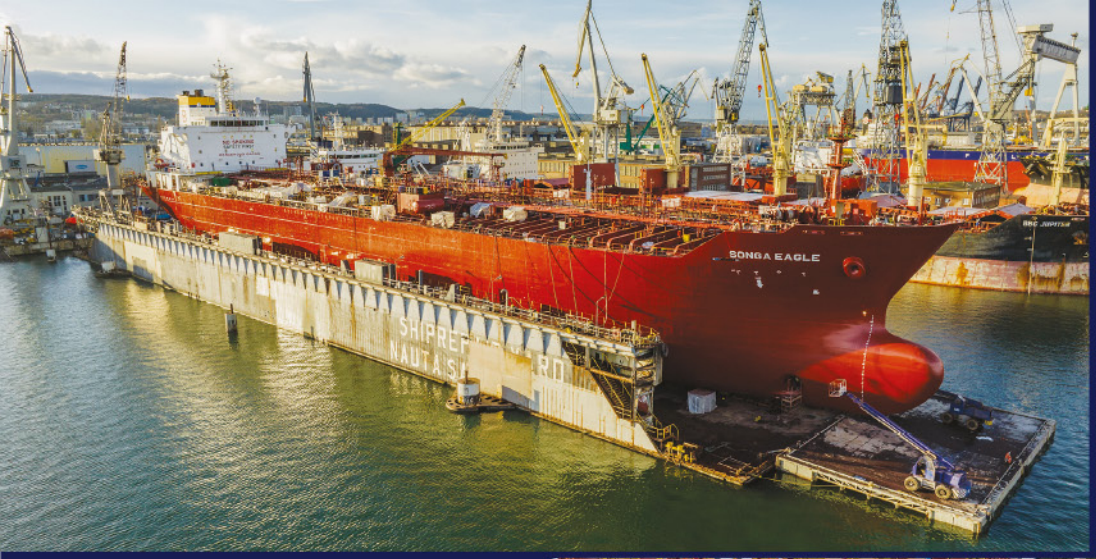

NAUTA

NAVI ENGINES
www.naviengines.com.pl

Navi Engines is a leading provider of marine engine services, specialising in both main and auxiliary marine engines, including II and IV strokes.
With a commitment to excellence, our services extend beyond in-port maintenance to include support at sea during voyages.

At Navi Engines we pride ourselves on our 24/7 availability, ensuring that our team of engineers are ready to respond to our customers' needs whenever and wherever they arise.
This commitment has made us a leader in our industry.

Our mission is clear: to provide the highest quality services that not only meet, but exceed our clients' expectations, while adhering to the strictest industry standards.

Our head office is located in Gdynia, a major Baltic Sea port in northern Poland, and serves as the hub for our operations. The company also expanded its global presence with a strategically located subsidiary in Panama, which increases its ability to provide comprehensive engine service solutions globally. Since 2016, with over two decades of collective experience among our technicians, Navi Engines has been at the forefront of the industry.

We are specialized in repair and overhauling of mentioned below types of engines:

Bergen/Rolls Royce | **Sulzer** | **HiMSEN** | **Volvo PENTA**

Caterpillar | **Cummins** | **Deutz** | **MAN** | **Yanmar**

Daihatsu | **Scania** | **Mitsubishi** | **Mak** | **Wärtsilä**

Navi Engines Sp. z o.o.
1 Hutnicza st. 81-212 Gdynia, POLAND | Phone: 48 665 285 355
Mail: office@naviengines.com.pl | www.naviengines.com.pl

Navi Engines

"OUR MISSION IS CLEAR:
to provide the highest quality services that not only meet, but exceed our clients' expectations, while adhering to the strictest industry standards."

NAVY SAN

CREATIVE ENGINEERING

20 YEARS

Navy-San has been on the shipbuilding market for over 20 years. It was founded by experts from the Polish Navy, Tri-City shipbuilding industry and international shipping fleet. Due to its stable and efficient growth it was transformed into a limited liability company in 2014, and soon became the leader in the sector of ship renovation and equipment, specialising in sanitary and HVAC systems.

More than 50 qualified shipyard workers support each project on the technical and construction side. Navy-San, with the headquarters in Gdynia, delivers its services worldwide, with a focus on the Baltic Sea and Northern Europe.

HVAC and ventilation system

Complex technical design, material and machinery delivery, installation and commissioning of:

- Ventilation systems
- Air-conditioning systems
- Chilled water systems
- Chillers – "made to measure" production for particular project
- Filter ventilation systems and anticonamination systems for navy vessels
- Heating systems
- Periodic testing and cleaning of ventilation systems according to the IMO regulations
- Refrigerated stores
- Freezing systems, etc.

Ship fresh water, outbord and sewage system

Complex technical design, material and machinery delivery, installation and commissioning of:

- Fresh water production systems (desalination – reverse osmosis)
- Water treatment systems (mineralisation, water softening)
- Tap water systems – comprehensive construction
- Sewage systems (gravity and vacuum systems, pumps)
- Sewage treatment and handling systems for ships
- Deaeration systems (filters, pipelines, etc.)
- Plastic pipeline systems (PP, PVC, PE, PB and others)

All of the services listed above

may be delivered in the following range:

- Deinstallation
- Technical consulting
- Technical documentation and design
- Materials and machinery supply
- Workshop prefabrication
- Repair and overhaul
- Installation
- Commissioning, tests and adjustments
- User's training
- Inspection
- Maintenance and post-guarantee service

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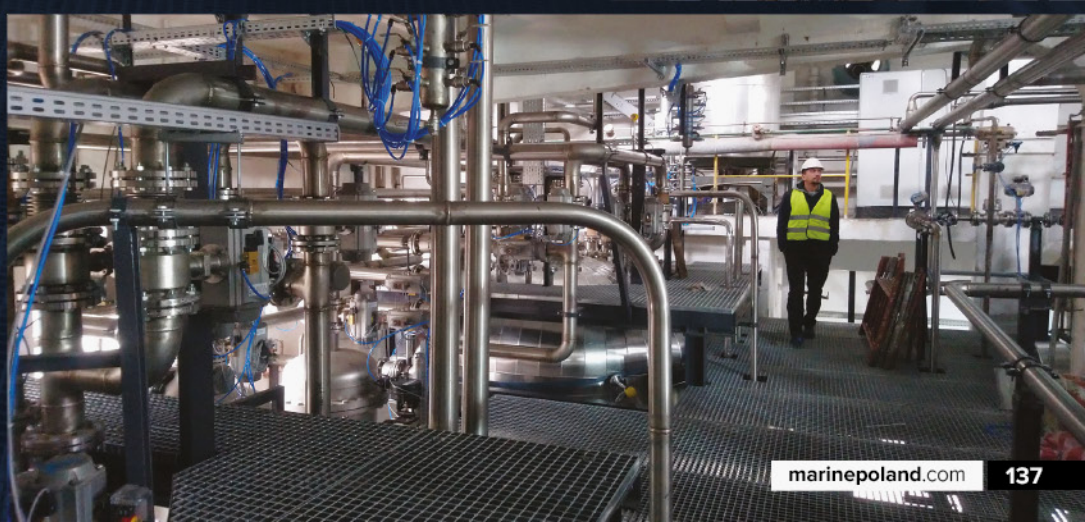

nglmachining • in-situ machining • 3Dmesurements • nglmachining

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

NGLMachining Sp. z o.o.
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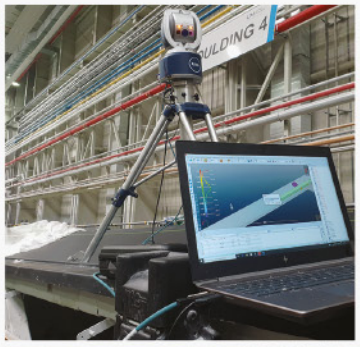
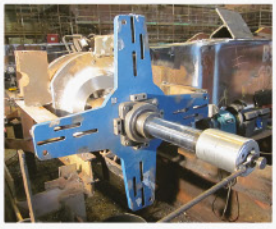
phone: +48 505 126 744 / +48 728 998 335
e-mail: r.bogusz@nglmachining.com

MG Machining

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.

NYBORG - MAWENT

NYBORG-MAWENT S.A. – Poland's Leading Provider of Ventilation Solutions for the Marine and Offshore Industries

In a world where reliability and safety are paramount—especially in the demanding environments of the marine and offshore sectors—NYBORG-MAWENT S.A. sets the standard in industrial ventilation.

With nearly **70 years of experience**, a global footprint, and a cutting-edge R&D and production facility, we continue to pioneer the design and manufacture of high-performance industrial fans for land-based, marine, and offshore applications. For decades, we have specialized in engineering ventilation systems built to operate in the most demanding environment.

Our product portfolio includes:

- Centrifugal fans – capacities up to 300,000 m³/h, pressure up to 30,000 Pa.
- Axial fans – capacities up to 500,000 m³/h, pressure up to 1,600 Pa.
- Ventilation accessories – silencers, cyclones, louvers, dampers, ventilation heads, ducts, and more. All systems are available in versions resistant to corrosion, extreme temperatures (up to 1100°C), and aggressive chemical environments.

A Future-Ready Acoustic & Aerodynamic Lab

Today's marine industry demands not only durability and strength but also innovation. In response, we've launched a one-of-a-kind **Acoustic and Flow Laboratory** – the only facility of its kind in Poland – dedicated to developing the next generation of ventilation solutions. These fans offer higher energy efficiency and significantly reduced noise levels.

Our lab enables advanced testing under ISO 13347 and ISO 3741 standards, allowing for accurate measurement of key parameters such as noise, performance, and efficiency. It also serves as a hub for engineering talent development and collaborative research with our clients.

Marine-Grade Quality, Certified Worldwide

Since our founding, **NYBORG-MAWENT S.A.** has had a strong presence in the maritime sector. As part of the international Nyborg Group since 2001, we've significantly expanded our product line for offshore applications. Our offering includes ventilation ducts, weather louvers, fire dampers, and silencers – compliant with the strictest international standards and classification societies such as **DNV, ABS, and Lloyd's Register.**

Our equipment performs with exceptional reliability in the world's most extreme conditions – from the North Sea to the Far East and the African tropics.

By combining engineering expertise, advanced manufacturing capabilities, and a passion for innovation, **NYBORG-MAWENT S.A.** delivers solutions that make industrial systems run **quieter, safer, and more efficiently.**

NYBORG-MAWENT – Excellence for our clients, and for the environment.

NYBORG-MAWENT S.A.
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82-200 Malbork

www.nyborg-mawent.com

office@nyborg-mawent.com +48 55 646 63 00

POLISH **MARITIME TECHNOLOGY** FORUM

Polish Maritime Technology Forum consists of entities, that are courageously looking ahead and perceiving 21st-century challenges as new opportunities.

WE INVITE ALL WHO SHARE THE VISION.

Challenges to be met in the 21st century urge for a new and even broader approach toward the maritime industry. Conservative approaches are the result of a traditional perception that clearly distinguishes the three areas: ship newbuilding, ship repair and supply chain. This no longer seems fully adequate.

The prime drive for change is the unending development of technology. It creates new opportunities for the exploration of various water resources. Innovative advances trigger the changes in vigorous entities within the maritime economy. It seems that the right response to the challenges of the future is to be strongly intertwined with the cooperation of several diversified stakeholders. All of them complement each other, and gather impressive amounts of knowledge and skills unavailable for those acting individually, even those belonging to big industrial groups. Integrating, comparing and developing ideas, opinions, skills and tasks is inevitable and simply a necessity, which we support.

There is nothing new in saying the process of continuous development determines the ability to respond to market needs and expectations. Both now and to an even larger extent in the future.

This is why we work toward a common ground for communication, exchange of ideas, and cooperation, leading us to optimal results and meeting the challenges of the future.

www.pftm.pl

EKSPLOATACJA
PORT GDAŃSKI

Port of Gdansk Cargo Logistics S.A.

Comprehensive port services

Handling and storage
General cargo and bulk cargo
Import and export

Almost **30 years of market activity**. Services are performed on 8 quays located along both sides of the Martwa Wisla river:

- Węglowe
- Rudowe
- Administracyjne
- Dworzec Drzewny
- Oliwskie
- Wiślane
- Szczecińskie
- WOC

Certificate:

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

We offer transhipment: bulk, groupage, oversized, container

- Steel products as profiles, sheet piles, bars, wide rods, billets, slabs, rolled sheets, tubes, welded maches;
- Scrap;
- Constructions, oversize sections, projects cargo, vehicles, building and road construction machineries and modular houses. We have equipment to handle projects cargo up to 160 t, the possibility of handling heavier structures after individual analysis;
- Containers;
- Ro-Ro vehicles;
- General cargo – unitized cargo in big bags, pallets and crates;
- Coal, coke;
- Dry bulk cargo.

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

Experience is our strength.

Port Gdański EKSPLOATACJA S.A.
Roberta de Plelo 6, 80-548 Gdańsk, Poland
phone: +48 58 737 63 00, +48 58 737 64 20
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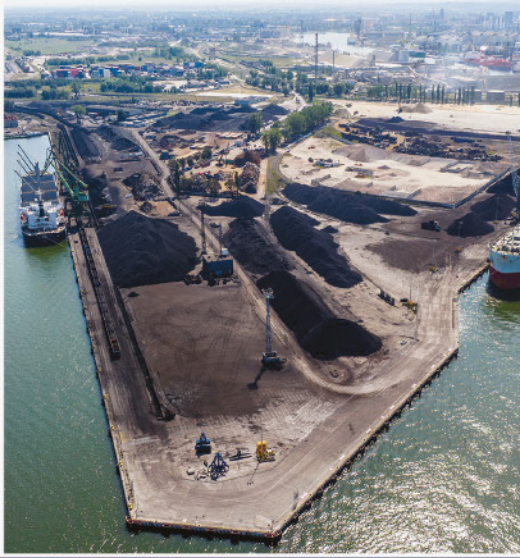
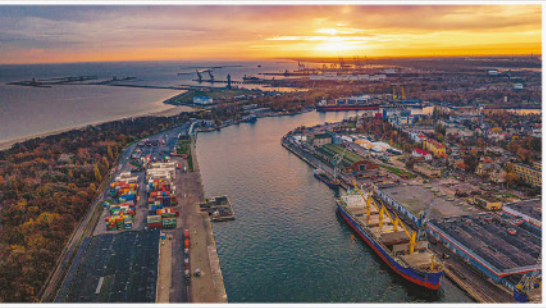




EKSPLOATACJA
PORT GDAŃSKI

PGZ Stocznia Wojenna

Building Poland's Maritime Security Since 1922

PGZ Stocznia Wojenna is Poland's oldest continuously operating shipyard, founded in 1922. For over a century, we have been dedicated to maintaining, modernizing, and building naval vessels for the Polish Navy, playing a crucial role in Poland's maritime defense capabilities.

As part of Polish Armaments Group (PGZ), we combine traditional craftsmanship with cutting-edge technology to deliver comprehensive solutions for naval forces.

Core Business Areas:

Naval Shipbuilding

Design and construction of advanced warships, including frigates, patrol vessels, and specialized units.

Ship Repair & Upgrades

Comprehensive maintenance and upgrade services for naval fleet throughout vessel lifecycle.

Systems Integration

Development and integration of advanced naval communication, navigation, and weapon systems.

Through Life Support

Complete technical support for vessels from construction to decommissioning.

Current Major Projects:

We are currently executing Poland's largest naval modernization program, including construction of three Miecznik-class frigates, the Ratownik rescue vessel, and Kormoran II mine countermeasures vessels. These projects represent the most significant investment in Polish naval capabilities in decades.

Modern Infrastructure:

Our state-of-the-art facilities include Poland's tallest ship assembly hall (46m height), advanced production halls, floating dock (**8,000t capacity**), and testing laboratories. This infrastructure enables simultaneous execution of multiple large-scale naval projects.

Strategic Location:

Located in Gdynia, adjacent to the Naval Port, we provide unique advantages for naval operations, maintenance, and logistics support.

www.pgzsw.com.pl

PGZ Stocznia Wojenna
ul. Śmidowicza 1,
81-103 Gdynia, Poland

+48 58 627 81 00

E-mail: **biuro@pgzsw.pl**
www.pgzsw.pl

OUR FERRIES

ŚWINOUJŚCIE - YSTAD

M/F VARSOVIA | M/F MAZOVIA

GDAŃSK - NYNÄSHAMN

M/F WAWEL | M/F NOVA STAR

CHARTERED

M/F CRACOVIA

WHY TRAVEL WITH US?

POLFERRIES IS THE POLISH NATIONAL FERRY OPERATOR WITH NEARLY 50 YEARS OF EXPERIENCE ON THE BALTIC SEA. WE CONNECT POLAND WITH SCANDINAVIA, OFFERING RELIABLE TRANSPORT FOR PASSENGERS AND CARGO. TRADITION, SAFETY, AND MODERN COMFORT ARE AT THE HEART OF EVERYTHING WE DO.

PŻB offshore

FOUNDED IN 2023 AND HEADQUARTERED IN KOŁOBRZEG, PŻB OFFSHORE IS A KEY COMPONENT OF THE PŻB GROUP'S STRATEGIC EXPANSION INTO THE OFFSHORE WIND ENERGY SECTOR AND POLAND'S NATIONAL ENERGY.

WWW.PZBOFFSHORE.PL

Zarząd Portu Morskiego
Elbląg Sp. z o.o.

Elblag 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 Szkarpawa and by Pilawa Strait near Baltiysk. 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 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). Elblag 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 transhipment 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.

PORT GDAŃSK

ON THE WAVE OF CHANGE

Port of Gdańsk enters a new era of development

Poland's largest sea port remains the container leader in the Baltic Sea and holds an impressive second place in terms of total cargo handling. It is ranked 9th among European Union ports. Ahead of Marseille, Bremerhaven and Barcelona.

The Port of Gdańsk: a key hub on the Baltic Sea

The Port of Gdańsk is the only port on the Baltic Sea capable of handling the largest ocean-going vessels in the world. It is a multifunctional port with various types of goods being handled on the quays, ranging from coal, fuels, grain, fertilisers, timber, cars, specialist equipment, frozen fish, citrus fruits, luxury yachts to oversize cargo. The Port of Gdańsk is the only Baltic port that supports direct container connections with China. It currently operates more than a dozen regular sea connections. Apart from Europe, the regular destinations for goods are Asia, the USA, as well as Central and South America. For Asia, it is a marine gateway to the markets of Central and Eastern Europe, the most dynamically developing region of the European Union.

Fuel and containers on top

In 2024, the Port of Gdańsk handled 3,559 commercial vessels with 77.4 million tonnes of cargo on board. Liquid fuels are still the dominant cargo group, with almost 40 million tonnes. They have been setting records for two years and account for 51% of total cargo handling. In second place is general cargo (including containerised cargo), and next are coal, other bulk cargo such as aggregates and sulphur, and grain.

Last year saw the beginning of strategic investments and the continuation of projects already underway. For several years, the Port of Gdańsk has been gradually investing in quays in the Inner Port, as well as in access infrastructure from the land side. Thanks to such investments, the port can develop and attract investors to do business there.

The port is currently undergoing a transformation such that in 2–3 years, it will be completely unrecognisable. The Baltic Hub terminal is completing the construction of quay T3, creating an additional 36 hectares of Polish land area, While the length of the quay is 717 m and the depth is 17.5 m. Thanks to this investment, Poland now has one of the largest terminals of its kind on the continent.

Offshore, FSRU and W station

Another strategic investment, crucial for the development of offshore renewable energy sources in Poland, is the construction of an offshore wind installation terminal for servicing offshore wind farms. In January 2025, dredging work was completed to prepare the basin for the construction of an artificial island with an area of 21 hectares. After transforming the sea into land, a deep-water terminal will be created with a quay length of 800 metres and a depth of 17.5 metres beside the quays, allowing the mooring of installation and supply vessels. The work is due to be completed in 2026.

Work is also underway in the Port of Gdańsk on the construction of infrastructure for a floating FSRU LNG terminal. It will be located in the southern part of the Gulf of Gdańsk, not far from the Baltic Hub container terminal, about 3 km from the coastline. This is an extremely important investment because it ensures security and diversification of supply. It is also necessary from the point of view of the energy transition, as it will accelerate the move away from high-carbon energy sources. The terminal is scheduled to be commissioned at the end of 2027/beginning of 2028.

The construction of a new cargo handling station for crude oil has also begun. Thanks to this investment, the Naftoport terminal is to have its sixth station, including the second one adapted to receive large VLCC ocean-going tankers. The new station will be able to handle around 9 million tonnes per year.

GAT coming soon

In the context of the global climate, and geopolitical and economic changes, food security is becoming an increasingly important element of national and international policy. As a modern cargo handling hub, the Port of Gdańsk has been actively involved in this trend by supporting the export and development of Polish agriculture.

Port Gdański Eksploatacja, a company dealing, for example, with cargo handling, is in the planning stages of building the Gdańsk Agro Terminal (a large flat warehouse with a capacity of 30,000 tonnes on the Szczecin Quay and a complex of steel silos with a total capacity of 100,000 tonnes on the Wiślane Quay). Ultimately, GAT is to have a modern grain terminal capable of handling around 3 million tonnes per year. This investment is primarily intended to ensure the operational resilience of the Port of Gdańsk to fluctuations in supply and demand in the agri-food sector.

All these investments are part of the development concept of Gdańsk and the region as the country's key energy centre. Its investments, good financial results and stable cargo handling show that the Port of Gdańsk is on the right path.

portgdansk.pl

Port of Gdynia prepares for its next chapter

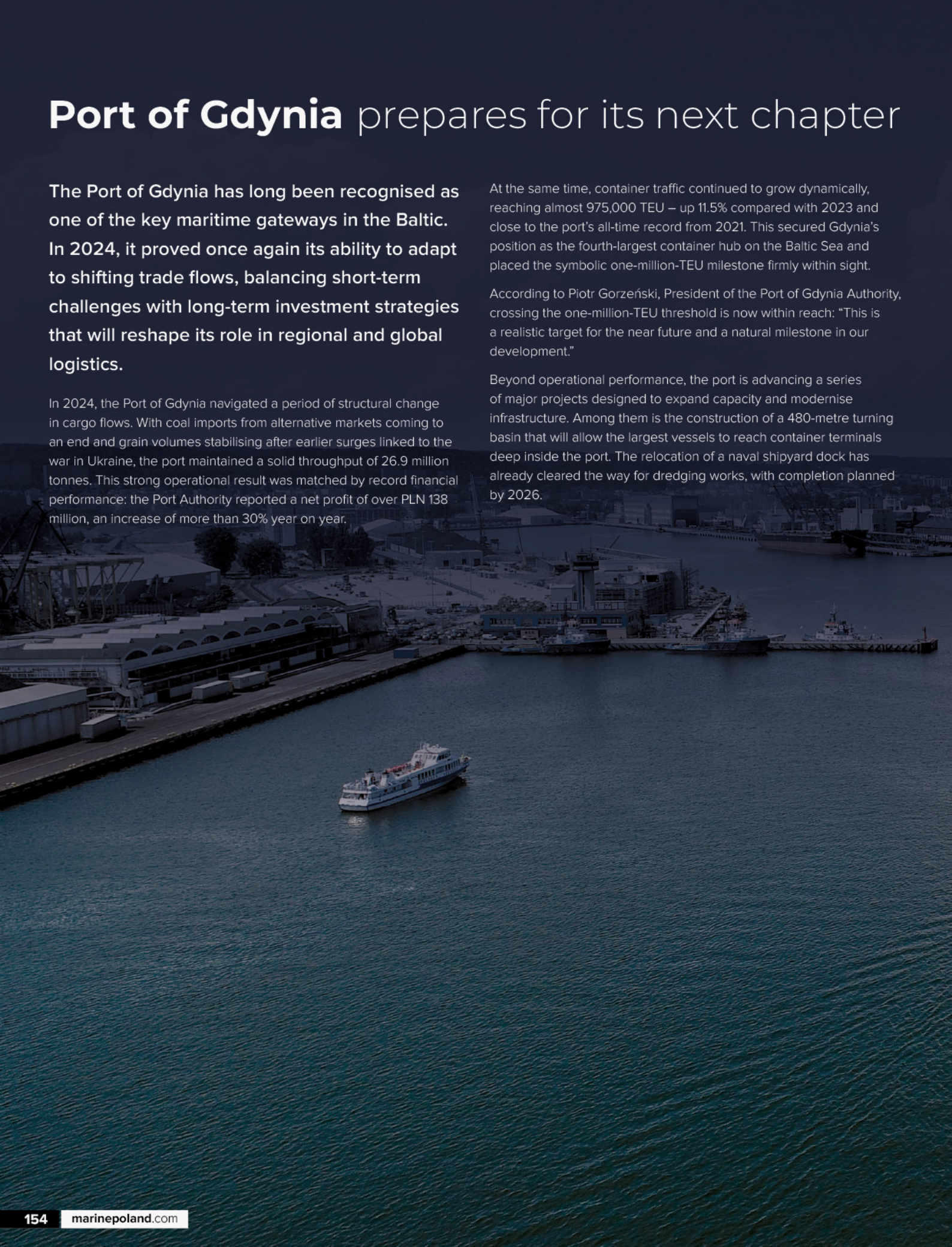
The Port of Gdynia has long been recognised as one of the key maritime gateways in the Baltic. In 2024, it proved once again its ability to adapt to shifting trade flows, balancing short-term challenges with long-term investment strategies that will reshape its role in regional and global logistics.

In 2024, the Port of Gdynia navigated a period of structural change in cargo flows. With coal imports from alternative markets coming to an end and grain volumes stabilising after earlier surges linked to the war in Ukraine, the port maintained a solid throughput of 26.9 million tonnes. This strong operational result was matched by record financial performance: the Port Authority reported a net profit of over PLN 138 million, an increase of more than 30% year on year.

At the same time, container traffic continued to grow dynamically, reaching almost 975,000 TEU – up 11.5% compared with 2023 and close to the port's all-time record from 2021. This secured Gdynia's position as the fourth-largest container hub on the Baltic Sea and placed the symbolic one-million-TEU milestone firmly within sight.

According to Piotr Gorzeński, President of the Port of Gdynia Authority, crossing the one-million-TEU threshold is now within reach: "This is a realistic target for the near future and a natural milestone in our development."

Beyond operational performance, the port is advancing a series of major projects designed to expand capacity and modernise infrastructure. Among them is the construction of a 480-metre turning basin that will allow the largest vessels to reach container terminals deep inside the port. The relocation of a naval shipyard dock has already cleared the way for dredging works, with completion planned by 2026.



The flagship investment, however, is the **Outer Port**. Built on a new 150-hectare artificial peninsula, the facility will provide more than 3.3 km of operational quays, including a 1.9 km deepwater container berth, and a minimum capacity of 2.5 million TEU per year. Designed to handle not only containers but also offshore wind components, project cargo and military shipments, the Outer Port is being developed under a public-private partnership model. The breakwater contractor has been appointed, and negotiations with potential private partners are underway.

"This is the only viable direction for further growth, given the space constraints of the existing port," Gorzeński explained. "It is both a cornerstone of the TEN-T Baltic-Adriatic Corridor and a strategic project for security in the region."

Infrastructure on land is equally crucial. The long-planned **Red Road** will serve as the main road connection between the port, the Tricity bypass and the emerging Logistics Valley. By relieving the congested and aging Kwiatkowski Flyover, it is expected to ensure smooth inland access for both commercial and military cargo. Design work for the first stage has already started, and government representatives have recently signalled accelerated timelines.

Alongside these large-scale projects, the Port of Gdynia continues to invest in sustainability. A flagship initiative has been the EU-co-financed construction of sanitary wastewater reception infrastructure, fully compliant with MARPOL requirements for the Baltic Sea. The system includes fixed PRF (Port Reception Facilities) dedicated for ferries and cruises on passenger quays, retention tanks and a mechanical-chemical pre-treatment facility, allowing safe collection of wastewater from ferries, cruise ships and commercial vessels. In parallel, part of the port authority's fleet has been replaced with electric and hybrid vehicles, supported by new charging infrastructure.

Through consistent action – from modernising its vehicle fleet and developing wastewater reception facilities to advancing major strategic projects such as the Outer Port – Gdynia is setting new standards in sustainable port development. This integrated approach not only enhances the port's economic potential and international standing but also strengthens its image as a modern, forward-looking, and environmentally responsible transport hub.

Increasingly, the Port of Gdynia is being recognised not only as a key logistics gateway on the Baltic but also as a model of the port of the future.

Kołobrzeg
Sea Port Authority Ltd.

The Management Board of Port Morski Kołobrzeg Sp. z o.o. – proudly operating the largest port in Central Pomerania.
We look forward to working with you!

We operate the largest port in Central Pomerania. At present, the port can accommodate vessels up to 100 metres in length, 15 metres in beam, and with a maximum draft of 5 metres. However, we are actively pursuing an investment project that, upon completion, will allow us to welcome larger vessels – up to approximately 130 metres in length, 20 metres in beam, and with a draft of up to 7.5 metres.

The port features a total quay length of 4,717 metres, with ZPM Kołobrzeg managing 3,049 metres – equivalent to 65% of the entire quay infrastructure. In the Commercial Port area, the quays offer a maximum load capacity ranging between 35 and 40 kN/m². Annual transshipment volume stands at approximately **300,000 tonnes.**

Although the Port of Kołobrzeg is not classified – under current legislation – as a port of strategic national importance, it successfully fulfils all the functions typically associated with such facilities. These include transshipment and storage, industrial and shipbuilding operations, military activities, as well as services for passenger shipping, yachting, and fishing. Since 2006, EU co-financed investments in the port have exceeded PLN 90 million.

The Port of Kołobrzeg is well integrated with the national transport network via the Kołobrzeg bypass, which connects directly to the S6 expressway and the redeveloped S11 route. Rail access is ensured by the only certified siding in Central Pomerania, featuring a 621-metre-long track. Thanks to its close proximity to Szczecin–Goleniów Airport and seamless access via the S6 expressway, travel time from the port to the airport is approximately one hour. Additionally, a recreational airfield is located nearby in the village of Bagicz.

Strategically positioned on transport corridors between Northern and Southern Europe, the Port of Kołobrzeg plays a key role in the regional logistics network.

We offer a diverse portfolio of investment-ready sites, both within the port and in its surrounding areas. The port is also fully equipped to support offshore wind farm operations.

www.**zpmkolobrzeg**.pl

Port of Kołobrzeg Management Board

ul. Portowa 41, 78- 100 Kołobrzeg,

phone: **+48 94 351 67 65.**

PORT SZCZECIN-ŚWINOUJŚCIE

Good access to the European transport system

Container terminal

Modern ferry terminal

General cargo terminal

Dry bulk terminal handling such cargoes as grain, coal and ore

Liquid bulk cargo terminal

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,
- 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 32 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.PROMAP.eu

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.

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.

www.**promap**.eu

www.PROMAP.eu

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 fitments according to customer's requirements and specifications;

This also applies to fixed sidelight portholes.

PROMAP Ltd.
Ludwikowo 2a, St., 85-502 Bydgoszcz, Poland

phone: +48 52 321 61 31,
fax: +48 52 376 47 26
e-mail: office@promap.eu

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 (SPVD),
  - 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.**

prs.pl

CommittedToSafety

- CLASSIFICATION & SURVEYS
- INDUSTRIAL SUPERVISION
- CERTIFICATION
- KNOWLEDGE SHARING
- R&D
- TRAINING COURSES AND SEMINARS

PRS
1936

PRS - Head office
al. gen. Józefa Hallera 126, 80-416 Gdańsk, Poland
phone: +48 58 346 17 00; +48 58 751 11 00
e-mail: mailbox@prs.pl

ROJAM®
SAFETY CENTER

- CONSULTING
- WORK AT HEIGHT TRAINING
- SALES OF PPE EQUIPMENT
- INSPECTIONS OF PPE
- FALL ARREST SYSTEMS

SAFETY WORK AT HEIGHT

ABOUT US

ROJAM is one of the leading companies offering services using specialised techniques to perform work at heights. Our services are used by all those who work at heights in their daily lives or are just taking their first steps in this industry.

We want to ensure that everyone who works at height approaches it consciously and safely.

Work at heights is classified as particularly dangerous work and involves a high risk of accidents. It is the responsibility of every employee to undergo and complete training in this area. The equipment used during the execution of orders should be properly selected and inspected once a year.

WWW.ROJAM.EU

WORK AT HEIGHT TRAINING

- IRATA TRAINING FOR WORK AT HEIGHT USING ROPE ACCESS
- GWO TRAINING FOR WORK ON WIND TURBINES
- ITRA TRAINING IN ROPE RESCUE TECHNIQUES
- OTDL – Polish training standards for safe work at height (OTDL PP), in the rope access (OTDL DL), for rope rescue (OTDL RESCUE),for confined spaces (OTDL PZ), for periodic inspections of personal protective equipment, and for persons supervising work at height.

- INSPECTION OF PERSONAL PROTECTIVE EQUIPMENT WITH PETZL CERTIFICATE
- CONFINED SPACES TRAINING
- OTHER SPECIALIST TRAINING

SALES OF WORK AT HEIGHT EQUIPMENT

Personal protective equipment for work at height.

FALL ARREST SYSTEMS

We carry out investments related to the permanent protection of employees working at height. Authorization by 3M.

INSPECTIONS OF PPE

Periodic inspections of personal protective equipment against falls from a height.

MOBILE TRAINING CENTER

We have the ability to carry out training in almost any place thanks to our Mobile Training Center.

The trailer is certified for GWO onshore mobile training.

Our Mobile Training Center is adapted to training in safe work at height as well as confined spaces.

HEIGHT IS NO LIMIT

+48 58 350 62 70

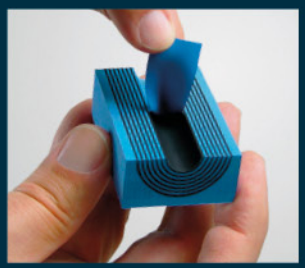
ROJAM SAFETY CENTER
ul. Geodetów 11
80-298 Gdańsk

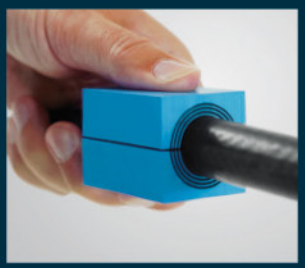
biuro@rojam.eu

Roxtec – the complete sealing solution provider

We serve and support customers worldwide with multi-cable and pipe transits as well as technical sealing expertise and digital solutions for transit design and safe long-term transit management.

Roxtec sealing solutions for cable, pipe and conduits penetrations provide certified protection against multiple risks. You can use them to prevent several hazards, including fire, gas, and water. The modular-based mechanical seals make a difference in demanding industries and challenging projects within everything from the marine industry through to wind farms and advanced facilities.





Safety and flexibility

The sealing system contributes to ensuring safety, efficiency, and operational reliability. Our invention for adaptability, Roxtec Multidiameter™, is based on sealing modules with removable rubber layers and ensures perfect tightness around cables and pipes of different sizes.

Certificates and tests

Headquartered in Sweden and with more than 30 subsidiaries around the world, Roxtec is a group built on customer focus and an entrepreneurial spirit. Our mindset is to help protect life and assets and make our world a safe and sustainable place. We have, for example, extensive research and development resources, a fire test lab and further testing capabilities for use in the product development and pre-certification process as well as for the customization of sealing solutions.

Certified protection

The Roxtec system provides protection against:

Fire
Secure certified fire protection.
Prevent smoke from spreading.

Gas
Guarantee full sealing against air and gas pressure.

Water
Avoid water ingress.
Prevent humidity, flooding, and corrosion.

Pressure
Protect against catastrophic pressure and constant pressure.

Electricity related danger
Protect against EMI, EMP and the effects of lightning strikes.

Particles
Take control of dirt, dust, chemicals, and fumigants.

Pests
Prevent snakes, insects, and rodents.

Blast load
Protect against vibration, shock-waves, and the risk of explosion.

Roxtec Poland Sp. z o. o.
Sobieskiego 35B
84-230 Rumia
+48 58 622 02 08
pl-info@roxtec.com

Visit roxtec.com or scan to learn more →

Roxtec

SBT SZCZECIN Limited Liability Company

Szczecin Bulk Terminal was founded by Copenhagen Merchants, the winner of auctionfor the lease of the Ewa terminal, organized by the Szczecin and Świnoujście Port Authority. Copenhagen Merchants is a leading international cereal broker focused primarily on grains from the Scandinavian countries, Germany and the Baltic Sea basin. CM holds transshipment terminals in Denmark and Latvia with a total storage capacity of approximately 500 thousand tons of grains.

The terminal is located on the Zbozowe berth at the Port of Szczecin (site of the former Ewa terminal). The company has carried out the terminal modernization works, which was delivered to Customers in August 2016. The SBT consists of fully automated silos with a total capacity of 48,000 tonnes and a transhipment system that allows both import and export handling.

Szczecin

Szczecin Bulk Terminal Sp. z o.o.
ul. Hryniewieckiego 26
70-606 Szczecin

biuro@sbtszczecin.com
Mobile: + **48 91 430 85 10**

Offer

Szczecin Bulk Terminal in numbers:

Storage capacity:

- 40 silos: 50,000 t
- fully equipped laboratory

Ship transhipment installments:

- loading max 1000 t/h

Trucs:

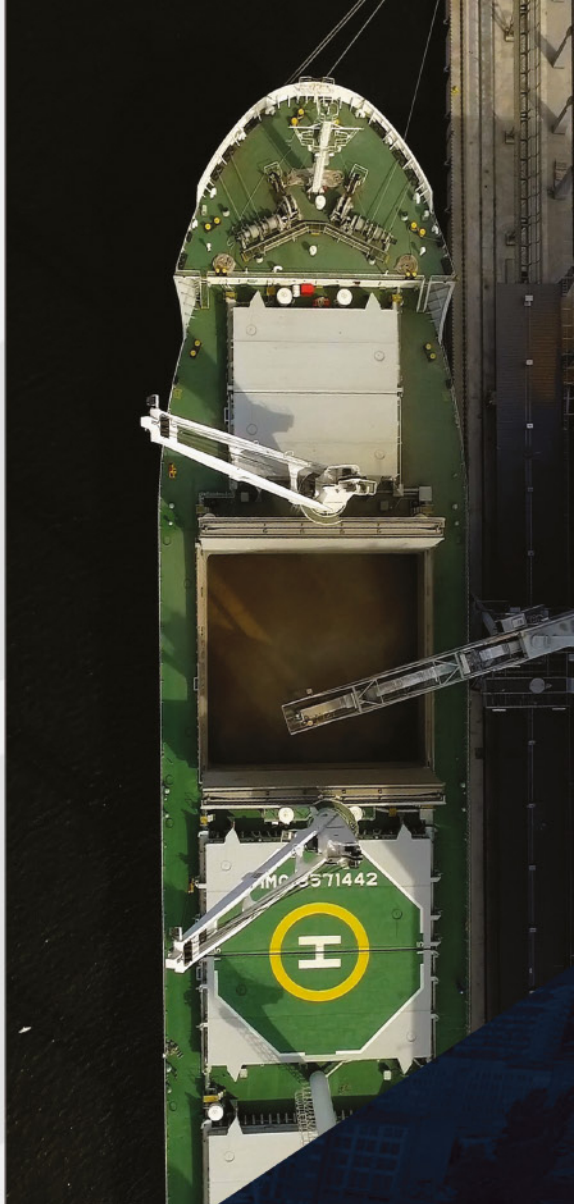
- 2 separate intake pits with a capacity of 300 t/h each
- loading: 300 t/h

Wagons:

- 2 fully automated unloading and loading system with a capacity of 300 t/h
- loading of wagons 300 t/h

The SBT berth:

- Max draft: 9.15 m
- Overall length: 250 m
- Max DWT: 85,000



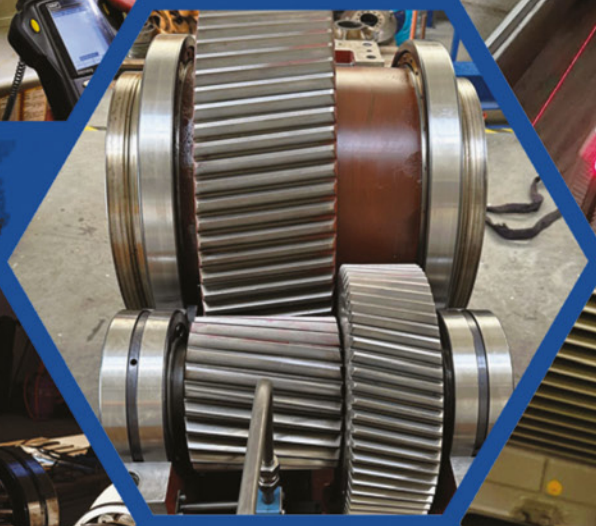
www.SBTSZCZECIN.com

SHIPART is an independent service company
for marine and land - based industry.
Many years of field experience made us what we are today:

specialists in propulsion systems and gearboxes.

With the philosophy of being experts through hands-on field experience
we offer:
- marine propulsion overhaul services,
- verification and repair of gearboxes,
- laser measurement and alignment services,
- verification of bearing condition using
  vibration measurement and analysis,
- on-site fan balancing,

and many other!



www.shipart.eu
e-mail: office@shipart.eu
phone: +48 691 224 726

YOUR RELIABLE SERVICE PARTNER

SHIPCON.PL
DESIGN - ENGINEERING

DESIGN
TEAMWORK
RELIABILITY

ShipCon Ltd. was established in Gdynia in spring **1999**. Originally, it aimed at supplying the needs of Icelandic ship market, and specialised in fishing vessels design. Afterwards, we extended our services by additional vessel types, such as tugs and supply vessels, as well as other steel constructions: linkspans and offshore.

Our offer comprises producing classification and technical documentation according to requirements of relevant classification societies and marine administration offices. Furthermore, all workshop and lofting documentation complying with executor's technological conditions is available.

Repair and rebuilding work considered, we cooperate with specialised companies, which, accompanied by the work of our qualified staff in construction supervising, ensures complex tasks completion with a guarrantee of high quality and promptness. The Company is able to meet any expectation of the customer and produce an optimum offer based on up-to-date contructional and technological solutions and allowing for various production, realization and economy requirements.

www.**shipcon**.pl

SHIPCON SP. Z O.O.

Head Office:
ul. Marynarki Polskiej 100
80-557 Gdańsk, Polska

E-mail: shipcon@shipcon.pl
Tel.: +48 882 166 781

SLIPFORM

SLIPFORM ltd. specializes in the design and construction of high-rise concrete structures using slipform technology. This method involves an almost continuous (vertical or inclined) lifting of the formwork while simultaneously carrying out multiple processes, such as reinforcement installation, concrete placement, concrete curing, and application of protective coatings- all in a single, uninterrupted technological cycle. The work is typically carried out 24 hours a day. The slipform system's climbing rate usually ranges from 3 to 8 meters of structure height per day. This technology can be successfully applied in the construction of onshore wind turbine towers as well as gravity-based structures (GBS) for offshore wind farms.

Advantages of using slipform technology for concrete structures:

- significantly faster construction times compared to traditional methods,
- no limitations regarding the height, width, or thickness of the walls,
- fully monolithic structures without construction joints or interruptions,
- high construction precision thanks to the use of automated slipform systems from Open Mind company.

Why use this technology for building onshore wind towers?

- The height of the tower depends on its diameter and slipform technology allows the construction of towers with any diameter in any location, even remote or difficult-to-access.
- The structure is fully monolithic, requiring no joints or technological breaks, which are typically the weakest and most costly components of prefabricated structures.

Why use this technology for building GBS (Gravity-Based Structures)?

- It provides for the installation of much larger turbines (15 MW and more).
- It does not disturb the seabed.
- It generates no vibrations or noise, which could otherwise harm the sensory organs of marine animals (e.g., porpoises).
- It creates a suitable base for the colonization of new life forms such as algae or seaweed (which can also be utilized in other industries).
- It significantly reduces the required quayside area compared to building GBS with traditional formwork.
- It allows for rapid launching of finished structures and even partial concrete casting directly on the water.
- It is cost-competitive compared to monopiles or jackets.
- It reduces reliance on steel supply chains and factories producing monopiles or jackets.
- Concrete structures are more durable and resistant to seawater erosion; now we can design structures with service lives well beyond 50 years.
- Full recyclability of the structure after its operational life ends.
- Concrete structures have a much broader supply chain and can be constructed by local construction companies (local content).
- The raw materials are widely available and can be delivered without using land transport (e.g., sand from seabed dredging, aggregates from Scandinavia, cement from newly established plants in the ports of Szczecin or Gdańsk, Poland).

The use of proprietary algorithms by SLIPFORM ltd. allows for the near-complete elimination of the most common construction errors associated with this type of structure. This makes slipform technology an even more justified and efficient solution for the construction of tall concrete structures.

We invite you to cooperate,
Daniel Kisała | CEO | SLIPFORM ltd.

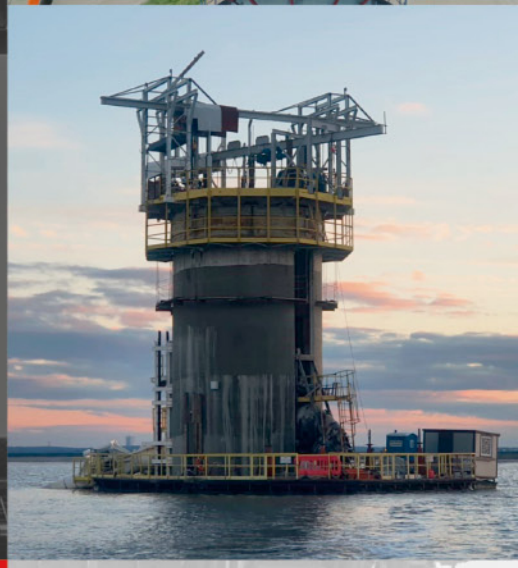
36	**16**	**78**
Completed design studies and construction expert reports	Completed construction projects	Investor and author supervisions completed

SLIPFORM

is an innovative technology of sliding formwork

used for the construction of:

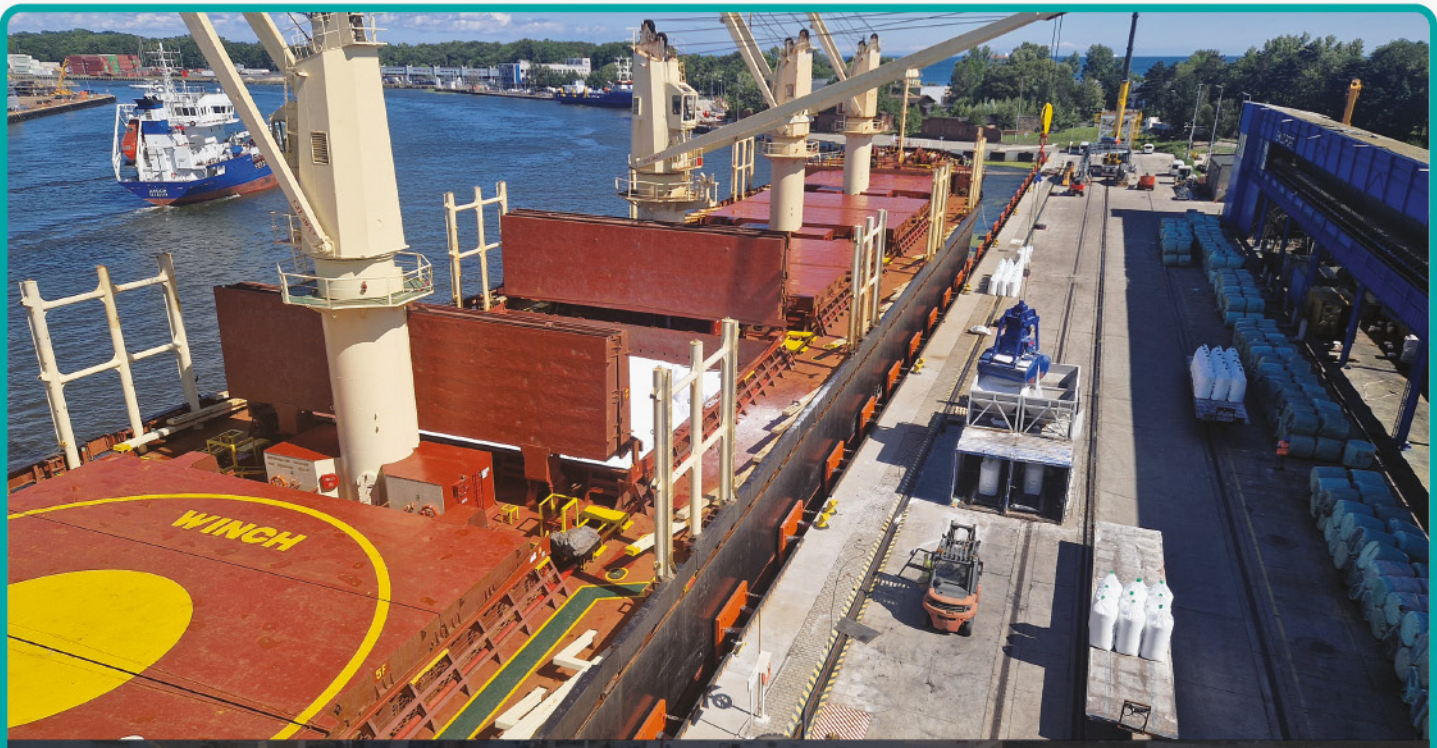
- **HYBRID WIND TOWERS**
  ONSHORE
- **GBF**
  OFFSHORE



SLIPFORM

office@slipform.ltd
+ 48 502 825 015
www.slipform.ltd


SOLID PORT
Solid Port Sp. z o.o.
Effective in cargo handling.
Siark-Port operates on the berth with a length of 360 m and draft of 10.60 m and provides storage services on 65 000 sq m of storage yards.
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 provide a cooperative partnership in cargo handling within the supply chain.
THE SCOPE OF THE SERVICES OFFERED:
• transshipment • loading • discharge • handling of liquid and dry bulk cargo • handling of package freight, heavy cargo, oversize cargo • load securing • packing dry bulk materials in big bags directly next to the vessel • container stuffing and stripping • storage of dry and unit-load goods • load manipulation • mooring • trucks weighing services • railway wagons handling
STARNES
www.solidport.pl
SOLID PORT SPÓŁKA Z OGRANICZONĄ ODPOWIEDZIALNOŚCIĄ
80-601 Gdańsk, mjr. Henryka Sucharskiego 69, Poland
Phone: 58 768 67 56
Email: biuro@solidport.pl



THE YEAR 2024 IN NUMBERS:

• 1.6 million of tons handled • 179 ships • 64 thousand trucks handled
• 48 employees • 33 years on the market

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.

OUR COMPANY

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.

Each year we handle over 300 vessels both in export and import.

We offer handling of cargoes such as: grains, coal and coke, iron ores, wood, fly ash, aggregates and all other dry bulk goods delivered in bulk or unitized.

SPEED BULK TERMINAL GDYNIA

Universal handling terminal

- Vessels up to 7.9 meters draft
- Covered storage area 3 250 m²
- Open storage area 50 000 m²

SPEED BULK TERMINAL GDAŃSK

Universal handling terminal

- Vessels up to 9,0 meters draft
- Covered storage area 8 500 m²
- Open storage area 100 000 m²

CONTACT US

Phone Number
+48 602 522 999

Website
https://speed.gdynia.pl/

SZKUNER **repairs**

and rebuilds tugs, navy ships, icebreakers, hydrographic ships, river barges and many others.

On our area are built **catamarans** and **yachts**.

www.SZKUNER.pl

SHIPYARD was set up in **1955** as a fishing repair department in SZKUNER. Over the years we became an independent division of the company.

In our history we rebuilt and repair over **4000 ships**.

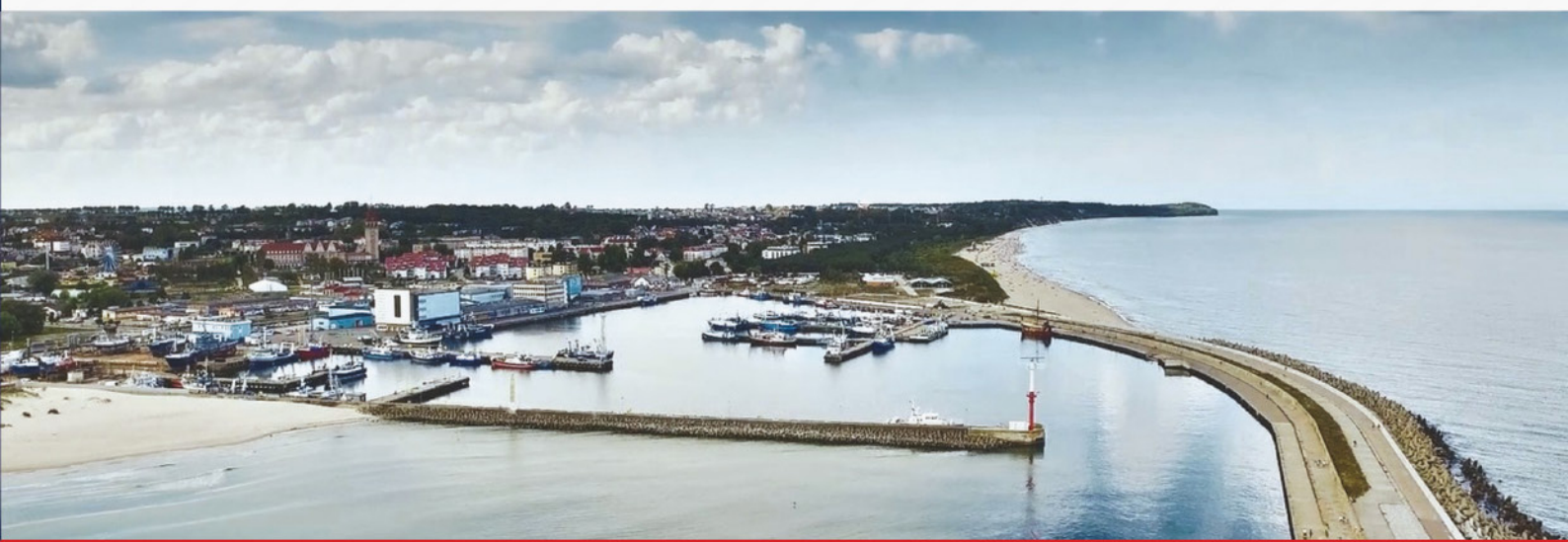
We are open not only on the inside and external fishing market from Holland, Germany, Denmark, Norway or Island but also a completely different segment.

The company is situated in Władysławowo (the North of Poland) and our yard is next on out of the open Baltic Sea.

Also hotel facilities are available in the close vicinity of our company because Władysławowo it is one of the most popular and beautiful resorts on the Baltic Sea.

The key objective of SZKUNER SHIPYARD activity is to satisfy our customers by providing high-quality work within the scheduled time and at reasonably low prices.

High quality of our work is certified with Quality System **ISO 9001:2008**, approved by **DNV – GL.**



phone: +48 58 677 74 01
fax: +48 58 677 74 01
e-mail: stocznia@szkuner.pl

SZKUNER Sp. z o.o.
84-120 Władysławowo,
Portowa 22, Poland

TOWIMOR S.A.

TOWIMOR, a world leader of the anchoring and mooring systems

We specialize in:

- Big machinery on big ships
- Electric and hydraulic drive
- Standard, ultra-low temperatures and explosion-proof solutions

TOWIMOR.com.pl

Address:	Phone:	Email:
TOWIMOR S.A. Starotoruńska 5, 87-100 Toruń, Poland	+48 662 188 681	towimor@towimor.com.pl

Headquarter located in Poland and production facilities in Korean Busan (center of Korean shipbuilding) and Chinese Yancheng (center of Chinese shipbuilding).

We are providing extra, special functionalities of the winches:

- **Back-up** new redundancy concept securing ship in case of drive failure
- **Smart Winch (Mooring Host System)** to monitor and operate winches from the bridge (and office as well)
- **Fully Automatic Windlass Brake** to protect windlass motor against burning and against losing the anchor
- **Radio Control** to operate winches remotely

As a global supplier we are providing global service network, covering every area of the world.

VENKON

TERMINALS

A **Modern** Leader in Port and Logistics Services in **Gdańsk** and **Elbląg**

Venkon is a dynamically growing company specializing in port and logistics services, steadily strengthening its position along the Polish coast. Operating in the Port of Gdańsk and, more recently, as a lessee of the infrastructure at the Elbląg Sea Port (a strategic investment from 2021–2024), Venkon combines years of experience with an innovative approach to cargo handling. In recent years, the operator has handled an average of approximately **320,000 tons** of goods annually, servicing a broad range of cargo – from mineral raw materials to oversized loads. Thanks to modern infrastructure and a professional team, the company has earned a reputation as a reliable and efficient port operator, supporting both local businesses and international partners.

Key cargo groups handled by Venkon **include:**

- **Feldspar** – a mineral used in the glass and ceramic industries
- **Olivine** – used in foundries and the production of refractory materials
- **Nepheline syenite** – a valuable raw material for ceramics and glass
- **Clay** – including Ukrainian clay, valued in ceramic production
- **Fertilizers** – chemical and mineral products for agriculture, requiring proper storage and packaging
- **Dutch mobile homes** – oversized cargo requiring specialized handling and transport
- **Road aggregate** – construction materials (e.g., gravel, crushed stone) used in infrastructure projects

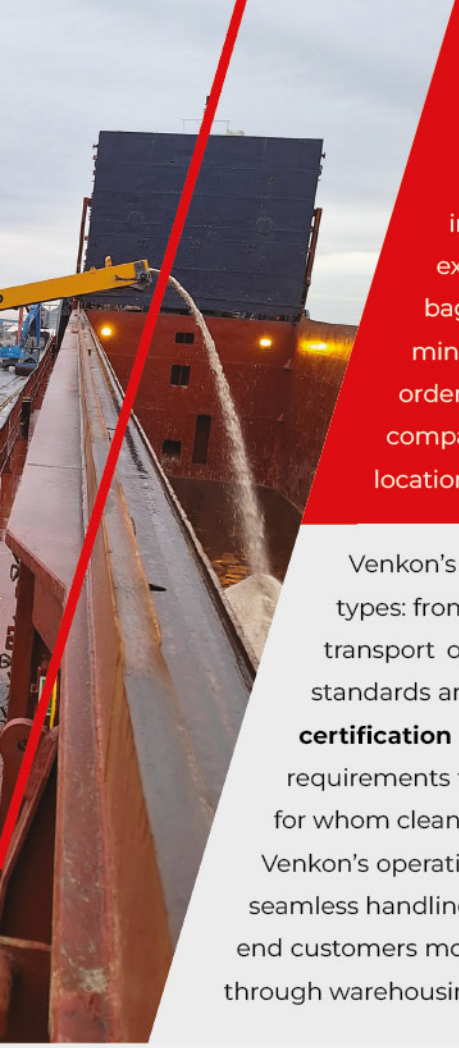
This diverse cargo portfolio demonstrates the company's flexibility. Venkon is capable of adapting to the specific requirements of each shipment – from loose bulk materials to palletized goods and oversized structures. Imported feldspar, olivine, and nepheline reach Polish industrial plants through Gdańsk, ensuring production continuity. In the case of unusual cargo such as Dutch mobile homes, the experience of the Venkon team guarantees safe unloading from vessels and efficient land transport – a capability proven repeatedly in practice.

+48 509-980-721 +48 508-296-369

Venkon Sp. z o.o. Sp. k.
ul. Cyfrowa 6
71-441 Szczecin
venkon4u@gmail.com

ul . Chemików 4
Gdańsk

ul. Radomska 23D
Elbląg



Modern and Efficient Logistics Services

In the competitive port services market, modernity and reliability are key – and Venkon delivers on both fronts. The company is equipped with advanced technical infrastructure that ensures efficient and safe handling of all types of cargo. A prime example is its automated Big Bag packing line, which enables rapid and precise filling of bags (ranging from 500 kg to 1250 kg) with bulk materials such as fertilizers, sand, or mineral granulate. High packing efficiency allows Venkon to fulfill large-scale packaging orders within short timeframes, maintaining top quality and accuracy. Additionally, the company owns mobile packing units that can be used directly at the quay or in other locations, offering clients flexibility (e.g., packaging directly from a ship's hold or storage silo).

Venkon's modern equipment fleet also includes loading machinery suitable for various cargo types: from cranes for heavy bulk materials to forklifts and conveyor belts that streamline internal transport of general or palletized cargo. All operations are carried out with the highest safety standards and in compliance with international quality norms. One such confirmation is the **GMP+ certification** Venkon holds for storage and cargo handling – a testament to meeting stringent requirements for feed and food-grade supply chains. This positions the company to also serve clients for whom cleanliness and quality control in logistics are paramount.

Venkon's operational efficiency translates into shorter vessel and land transport service times. Fast and seamless handling means ships can leave port sooner, reducing costs for shipowners, and cargo reaches end customers more quickly. The company also optimizes logistics processes – from unloading planning, through warehousing, to loading onto trucks or railcars.

The Stocznia Szczecińska "Wulkan" *is a leading shipbuilding contractor and service provider and a partner in implementing offshore projects in the Region of Western Pomerania.*

Scope of business

As a company, we commenced our business in 2014. We employ some key staff and personnel, who have been active in the shipbuilding and offshore industries for years now.

In terms of organisation, we have been incessantly improving our processes in the area of project management and, as part of our production, we cooperate with subcontractors in the construction of finished ships and large-scale steel structures in the marine power engineering segment.

The Stocznia Szczecińska "Wulkan" has been cooperating with several tens of companies, which employ nearly 1,800 staff and personnel, and which make use of the Shipyard's technological infrastructure. Those are primarily companies from the shipbuilding sector associated with shipbuilding and offshore industries. The Shipyard's infrastructure makes it possible to implement a full technological process of building ships and other large-scale structures, including those for the offshore sector. Thanks to a partnership-like and economically efficient operating formula, it is possible to meet the most serious challenges in those production areas. We are able to process up to several tens of thousands tons of steel per annum.

The proper implementation of the production process at the Stocznia Szczecińska "Wulkan" is guaranteed by a continuous improvement of the implemented integrated Quality and Health & Safety Management System that is based on the standards:

ISO 9001:2015, ISO 14001:2015, ISO 45001:2018,
EN 1090-1+A1:2012, EN ISO 3834-1:2007
and **AQAP 2110:2016.**

Infrastructure

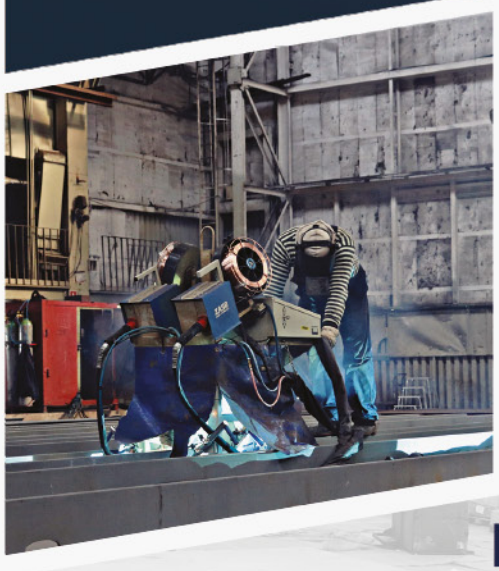
The Szczecińska Stocznia "Wulkan" is a company, whose technical infrastructure enables the pursuance of production in a stream-and-slot technological chain system, dedicated to the ship-building and offshore production. As part of the possessed technological process lines, we carry out work ensuring the highest quality in the fields of:

- Surface protection and pre-treatment of metallurgical materials,
- Prefabrication of all large-scale steel structures, sections and blocks of ships,
- Cleaning and corrosion protection of steel structures,
- Launching of ships - we have slipway centres (three slipways and yards with cranes at the slipways).

We have got wheeled platforms with a lifting capacity of up to 414 tonnes and some appropriate gear for vertical transport, prefabrication and equipment shops and quays with a total length of 610 m.

We use state-of-the-art, fully automated machinery and we have been constantly developing the technologies applied. Our welding technologies have been approved by classification societies associated with the I.A.C.S.

We make up a modern, innovative, responsible and partner-oriented company. These values are the foundation of our continuous development.



Stocznia Szczecińska „Wulkan” sp. z o.o.
ul. Antosiewicza 1, 71-642 Szczecin, Poland
phone: +48 91 810 29 00
e-mail: sekretariat@stoczniawulkan.pl

www.**stoczniawulkan**.pl

WUPROHYD

WUPROHYD Ltd. provides services in:

DESIGN • INVESTOR'S SUPERVISION • EXPERTISE
CONSULTING • EXECUTION OF "TURNKEY" STRUCTURES WITH SPECIALIZATION IN HYDROTECHNICS

DESIGN		EXPERTISE		EXECUTION
	CONSULTING		INVESTOR`S SUPERVISION	

WUPROHYD Ltd.
Design office

81-456 Gdynia, Kopernika Str. 78, Poland

www.**wuprohyd.**pl

WE OFFER:

- DESIGN - MAINLY HYDROTECHNICAL
- INVESTOR`S SUPERVISION
- TECHNICAL INSPECTION OF STRUCTURES
- EXPERTISE, CONSULTING, STUDY-WORKS
- EXECUTION OF "TURNKEY" OBJECTS

WE SPECIALIZE:

- TRADE PORT AND TERMINALS
- FISHING HARBOURS
- PIERS
- YACHT PORTS - MARINAS
- QUAYS
- BREAKWATERS
- WATER LANES AND MANEUVERING AREAS WITH SUITABLE BUOYAGE
- RO-RO RAMPS
- PROTECTION AND STRENGTHENING OF THE SEA SHORE
- DOLPHINS
- AND OTHER ENGINEERING CONSTRUCTIONS FOR EG. BOTTOM REINFORCEMENT, SPECIAL FOUNDATIONS, NAVIGATION SIGNS

(+48) 58 622 37 87
(+48) 58 622 96 48
(+48) 58 622 96 56

biuro@wuprohyd.pl

INDEX OF COMPANY PRESENTATIONS

TransLogistica Poland

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12th International Transport & Logistics Exhibition

4 - 6 November 2025
EXPO XXI WARSAW

translogistica.pl

Leading Transport & Logistics Event in Central-Eastern Europe

VISITOR REGISTRATION

430 exhibitors

12 000 participants

45% foreign companies

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e100

TIMOCOM

Türkiye Pavilion

WBX World Breakbulk Expo

The Largest
B2B Exhibition in Asia
for **Breakbulk &**
Project Cargo

89%
Exhibitors Rebooked for 2026

50%
International Exhibitors

EXHIBITING CATEGORIES

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- AIR TRANSPORT
- RAIL & ROAD TRANSPORT
- PORTS & TERMINALS
- FREIGHT FORWARDERS
- EQUIPMENT
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