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For the current government, the maritime industry is one of the key branches of the national economy. The appointment of the Ministry of Maritime and Inland Navigation was one of the first decisions taken after the elections were won in 2015. Since its inception, a process of construction and reconstruction, and the creation of a new policy began related to the entire maritime sector. The concept of development and reconstruction was spread over many years, based on five main areas: shipbuilding, shipping, ports, fisheries, and maritime education.

The priority of the current government and the Ministry of Maritime and Inland Navigation is to create foundations for the development of the Polish maritime economy. This is equivalent to the recovery of shipbuilding and inland waterways, and to stabilizing the situation of fisheries, especially protecting coastal fisheries. One of the priorities of the Ministry is to build a shipping channel through the Vistula Spit. This project involves both an improvement in the safety of eastern areas of the country and the European Union, as well as economic development and tourism through the opening of the Vistula Lagoon and the ports of the Bay of Gdansk, and more broadly by entering the Via Carpatia transport corridor.

The Ministry has created a framework to facilitate entrepreneurial activity, and in such a way, it is designed to impact the maritime area. It naturally supports all initiatives that influence development, promote entrepreneurship, encourage activity, facilitate business contacts, and build the right business image.

Congratulations to the creators of the MarinePoland.com directory for the idea. I hope that the project fulfills the expectations of the initiators to effectively promote Poland and Polish companies on international markets.

***Marek Gróbarczyk***  
*Minister of Maritime and Inland Navigation*



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# CRIST Shipyard gaining momentum

Innovation, cooperation with local and foreign investors, as well as further exceptional shipbuilding. Gdynia's CRIST shipyard is growing very rapidly and its units are increasingly recognizable by the world's tycoons. Grzegorz Róžański, vice-chairman of CRIST shipyard, reveals existing and future plans and unique projects.

## **MarinePoland: Is CRIST Shipyard currently enjoying a good moment?**

GRZEGORZ RÓŻAŃSKI: Definitely yes. With new customers and promoting our services, new projects have emerged. Bearing in mind how many units we are now producing, we can say we have a deficit in one area - if there was more space, we could certainly use it to increase our production while at the same time entering markets which opened during the crisis in the Offshore/Oil & Gas sectors.

## **Since its transformation, CRIST has gained a completely new infrastructure, and new potential. It has always prioritized innovative units. When did your projects begin to be appreciated around the world?**

For a long time, our company has had a strong position in Scandinavia, Denmark, the Netherlands and Germany, and our newly constructed Thor units have cemented our position and enabled us to appear on the new market of jack-up units, where today we are the leader in Europe.

Thor is a floating, self-elevating, construction and repair platform commissioned by the German concern - Hochtief. At that time, due to our company's lack of adequate infrastructure, the hull of the unit was created in the former Gdynia Shipyard, then we transported it to Gdansk, where it was equipped and handed over to the owner. The unit left the shipyard in March 2009. The construction lasted 9 months. Thor allowed us to enter the field of innovative solutions and the project launched our rapid growth, which has been recognized by many clients.

## **This is a record time for the construction of such a platform. What did CRIST shipyard build after that?**

Another unit which required the infrastructure in Gdynia, was Innovation. It is the most modern Heavy Lift Jack-Up Vessel in the world. It was built for the German-Belgian shipowner HGO, who provided their services in the installation of offshore wind farms in the North Sea to, inter alia, the French company Areva. The unit length of 147.5 m can accommodate up to 100 crew members and reaches a top speed of 12 knots.





The carrying capacity of the unit is 8 000 t, the crane enables constructions of up to 1 500 t to be lifted, the engine room power is 29 000 kW and the four 80-meter-high legs, controlled by an electrical lifting/lowering system, along with the unit's DP2 positioning system, are the main parameters for hydro-technical engineering work while maintaining full autonomy. The construction of such an innovative unit was a big risk and a real challenge. When negotiating the contract for the construction of Innovation, we did not have the manufacturing sites in Gdynia. There was no dock or crane, nor the necessary technical infrastructure.

### **So the construction of this unit was a gamble?**

It was an extremely great risk that we took with no assurance that we would be able to use the infrastructure in Gdynia. But as soon as we signed the contract for the construction of Innovation and started to prepare the documentation, the tender issues were solved. We gained access to the infrastructure and... we no longer needed to worry. We were able to see the construction through to the end.

### **How was Innovation perceived in the global market?**

With great applause. Innovation stood out not only thanks to its parameters. The unit sailed out in August, the ceremonial raising of the flag was in September and after that, the unit immediately sailed out to work. That was in 2012. Foreign experts hailed Innovation as the most technologically advanced watercraft in the world. We proved that CRIST, along with our subcontractors, can build such a high-tech unit in Poland.

### **Were there other orders as a consequence of Innovation?**

Yes, there was Vidar, the second Heavy Lift Jack-Up Vessel type unit commissioned by Hochtief Solutions. It is used for constructing and operating offshore wind farms. The ship is 140.4 meters long and 41 meters wide and has a cargo deck area of 3 400 square meters, supported by a 1 200 t crane. A characteristic element of its construction are four legs with a height of 90 m and a diameter of 4.8 m, allowing the installation of the foundations of wind turbines at depths up to 50 meters. With an installed power capacity of 24 000 kW, Vidar has DP2 positioning ability and a top speed of 10 knots. The unit was designed by the Polish design office StoGda. To meet the deadline expectations of the owner, we took the risk of designing and constructing the unit simultaneously, and as a result, we built it within 24 months. Vidar left our shipyard in December 2014.

### **And in fact, these three specialist ships have made you into a global, valued shipyard, producing innovative units. However, do you also focus on other constructions?**

Our specialty, alongside ships operating oil rigs and oil fields, are also units for the fishing industry. From the very beginning we built hulls for partly equipped fishing vessels, and now, next to this type of unit, we are also constructing vessels which are fully equipped for the transport of fish feed and fresh fish. Last year we handed over two fully equipped units to supply feed for salmon farms, to a Norwegian company, and at present we are running discussions on the construction of another unit of this type. In August, we signed a contract for the construction of another vessel for a customer in Norway, this time for the transport of live fish for fish farms located on high seas. Other units worth mentioning are partly-equipped hulls. Thanks to long-term cooperation with leading shipyards in Norway, in the last two years, our portfolio has increased with two units for laying cables on the seabed and two units for servicing offshore wind farms. The experience gained and the growing market demand for vessels operating wind farms has given us the opportunity to participate in future discussions concerning the construction of this type of unit. The next one is likely to enter the implementation phase in the first half of 2017.

### **You are also contributing to the construction of an electric ferry shuttle. How is this going?**

The completed ferry, after sea trials, with all the equipment and electric drive, powered by batteries, will be handed over to a Finnish shipowner in April next year. This will be the second such unit built in Europe. For us it is also an innovative project, the construction of which is supported by the StoGda design office and CTO. The ferry shuttle will be 90 m long, 16 m wide, can accommodate up to 90 cars, and with a speed of 11 knots. The service from Parainen-Nauvo is to be launched in summer 2017. I like the fact that it is a Polish product. Of course, we are cooperating with renowned suppliers from abroad, but the project, in the construction itself and the share of sub-contractors and suppliers from Poland, gives us the privilege of saying it was "Made in Poland". Currently, we are entering the phase of merging the hull with the installation of equipment, and the work is progressing according to schedule. Before the end of the year, we plan to finish all the assembly so that we can book the first quarter of 2017 for connections, equipment start-up and sea trials. There is a great chance that this unit will leave our shipyard within the contractual deadline.

### How did your adventure begin on the French market?

We have been on the French market for a long time, but when our flagship units appeared - Thor, Innovation and Vidar, French investors started showing much more interest in our company. In 2014, we were asked about the possibility of building a jack-up which would lay a concrete foundation on the seabed for the construction of a highway along the coast of the island of Reunion. The existing road was very dangerous because of continually falling rocks. We accepted this project. It was the owner's idea, and the documentation was compiled along with StoGda. The unit is 107 m long and 40 m wide. A very important feature are the two cranes that support the deck, which have the capacity of 2 500 t each. In total, it has a 5 000 t lifting capacity, in addition to its own concrete production on the deck and a lifting system, based on 8 legs hydraulically lifted and raised. In our acquisition and implementation of this contract, our experience with Thor and Vidar helped a great deal, where we had to deal with a lifting system based on hydraulics. The unit was put into service at the end of August and the coast of Reunion already has the first foundations laid, weighing 3 500 t. The fully equipped unit was built in the contractual period of 14 months, which was also not without significance for deciding on the choice of shipyard. Certainly, this fact also contributed to the signing of our next contract with a French customer.

### Is it true that your innovative solutions will also contribute to increasing the surface area of the Principality of Monaco?

You could say so. On 2nd September we signed a contract with Bouygues Construction, which is planning to build a housing estate on water in Monaco. Our dock, with a length of 56.4 meters and a hull weight of 4 000 t, is to sink the foundations on which apartment buildings will later be constructed.

The project will increase the surface area of the principality by as much as 6 ha. And in this case CRIST will perform the documentation and deliver the vessel in record time for us, that is, in June 2017. Therefore, there are nine months of intensive work ahead of us. The core of this project is developed by our shipyard, an innovative ballast-measurement system, providing the continuous monitoring and maintenance of the appropriate dock immersion, with simultaneous variable cargo loading during the operation of laying foundations on the seabed. The unit will be fully equipped so it is also up to us to perform sea trials, and one element of this will be to immerse the dock to 20 meters. Design work is already in place and we are already building. In October, we started plate burning, and the first sections are already in the prefabrication phase.

### Creative ideas enable you to break more and more records and create more innovative units. This is hugely appreciated by the maritime industry. What does CRIST shipyard plan for the future?

For sure, we will continue to build more fishing vessels, ferries and offshore units. At the same time, we are still developing the renewable energy sector. The first structures of an offshore transformer station are being implemented, and the prospect of obtaining further contracts is likely. We are moving closer to the construction of another jack-up. Negotiations are ongoing, and the unit is expected to start work at the beginning of 2020. We are also discussing building another innovative unit for laying foundations on the seabed. This is a completely innovative solution, and for us - another challenge. But this is what makes us exceptional. Also, summarizing current and future activities, we can safely say that we will continue our work in the direction of innovative projects and prototypes, giving us a development and opportunity perspective.





# Catching the wind

The rapid development of the offshore wind sector in Poland can provide up to 77 thousand new workplaces and increase the Gross Domestic Product of Poland by PLN 60 billion by 2030 - states the McKinsey & Company report. The first offshore wind farm in Poland is due to start producing energy in 2022.

“*Poland has started building offshore wind farms later than other European countries, which should be perceived as our advantage. It gives us a special opportunity to benefit from the experience of such countries as Germany, Denmark or the United Kingdom and use their brand new technological achievements. As a result, we can build modern offshore wind farms with more effective and powerful turbines at a lower cost.*” - says Łukasz Sikorski from DNV GL.

Eight companies have already been awarded concessions to build offshore wind farms on the Baltic seabed in the Polish sea economic zone. It is not yet decided which of them will start producing energy first, although officially the most advanced is the private joint-stock company Polenergia.

Company representatives have named the year 2019 for the start of construction work on the Morska Farma Wiatrowa Bałtyk Środkowy III (with a total planned power output of 600 MW).

“*To start producing energy, both formal agreements and detailed technical knowledge are needed*” - points out Mieczysław Twardowski, CEO of the Polish company Baltex Group, which was awarded a concession to build three offshore wind farms in the Baltic Sea.

“*We have started checking real wind power in the concession locations, in cooperation with the National Research and Development Centre (NCBR). This will help us to choose the optimum power of turbines*” - says Mieczysław Twardowski.



## We are there

It is also significant that Polish business is already involved in producing offshore wind farms. According to the European Wind Energy Association, Polish companies dominate the production of foundations for offshore wind turbines. The President of the EWEA, Giles Dickson, said that the development of offshore wind farms built in the North and Baltic seas, is a chance for Polish industry, including shipbuilding.

“*Our company is in the process of building 30 service platforms for an offshore wind farm, commissioned by Bladt Industries, and we are to finish this project in the beginning of 2017. We also get a lot of other inquiries concerning offshore wind farms, so I am convinced that we will keep on manufacturing for this sector.*”

- says Dawid Jaworski, CEO of Energomtaż-Pólnoc Gdynia (EPG).

Another company involved in producing towers for wind turbines is Gdańsk Shipyard. The company is considered to be one of the five top producers of wind towers in the world. Its factory is equipped with the most efficient line for the production of wind towers in Poland (up to 28 per month).

ST3 produces offshore foundations – jackets, monopiles and transition pieces. Thanks to solid engineering expertise and the ability to innovate, the company can design and construct the right solution for different clients. CRIST shipyard's representatives (the company is famous for producing Heavy-Lift Jack-Up Vessel Innovation and HMV VIDAR) point out that production for the needs of the offshore market has been their domain since 2010 and it accounts for above 50% of the total income of the company.

## Expectant future

Experts have noticed that it is now possible and expected in Poland to build offshore wind farms with a total power of 6 GW by 2030. On the other hand, it is not yet certain who will build the first Polish offshore wind farm and what technical solutions are to be used. Some insist that it is important not to define stiff guidelines for technical solutions now, but to be ready for even newer and more effective technologies to come in the next few years.

“*Our main goal now is to transfer know-how from other, more experienced countries and mobilize Polish companies to develop their offer dedicated for the European offshore wind market*” – says Mariusz Witoński from the Polish Offshore Wind Energy Society (PTMEW).

So far in Europe more than 40 billion euros have been invested in the development of offshore wind farms, not counting additional investments in the supply chain, such as ports and transport networks. The industry employs 75,000 people, with the potential to achieve 250-300 thousand jobs in the years 2025-2030.



# DCT Gdansk - the largest and fastest growing container terminal in the Baltic Sea Region

DCT Gdansk is the only deep-water terminal on the Baltic Sea with direct ocean vessel calls from the Far East. When, in 2016, the company completed the construction of its second deep-water berth, the annual throughput capacity of the terminal reached 3 million TEU.

” *The second berth allows the terminal to meet the growing demand for deep-sea services in the region. This investment cements the position of DCT as the largest container terminal in the Baltic and strengthens the role of the Port of Gdansk as a key port in this part of Europe* – says Maciek Kwiatkowski, Chief Executive Officer of DCT Gdansk SA.

## Latest investments

With the second berth, the terminal has doubled its handling capacity, which will permanently change the position of the Polish economy in this part of the world. The new berth, equipped with five state-of-the-art STS cranes (one of the largest cranes in Europe), with an outreach of 25 rows, and fifteen fully electrified RTG cranes, is about 650 m long and up to 17 m deep. It is able to handle Ultra Large Container Vessels of a capacity exceeding 18000 TEU. The berth cost €200 million and was financed by a group of commercial and development banks.

” *We represent "patient capital", which comes from union pension funds. We make long-term infrastructural investments on a global scale, and Gdansk is one of the most valuable among them* – said Grant Smith, Managing Director of the GIF II Fund and a member of the Supervisory Board of DCT Gdańsk.



## Starting from Asia

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

With easy nautical accessibility, comprising a 17.0m-deep approach channel, up to 16.5m deep along the berth, and year-round ice-free access combined with operational excellence, DCT is a natural gateway for all CEE containerized trade volumes. Thanks to infrastructure investments of the Polish Government and the City of Gdansk, the DCT terminal is well linked with the international hinterland, which ensures its ideal position as a true Central European and Russian Gateway.

Since 2007, DCT has gradually become a Baltic hub handling Polish import and export, transshipment and transit.

The completion of the DCT investment combined with the potential of Gdansk, resulting from an attractive location with the position of the Port of Gdansk on the Baltic-Adriatic corridor of TEN-T, creates significant growth opportunities and brings nationwide economic benefits.



# Designed in Poland

Many Polish marine and offshore design offices have achieved a very good position on the global market. Many of their regular clients are shipyards and shipowners from Norway, the Netherlands, France, Germany, as well as from Turkey, Brazil, and Asian countries.

Most Polish design offices related to the maritime industry were established two decades ago during the time of political and economic changes in our country. They were created on the basis of project teams from large Polish state-owned shipyards. Nowadays, they easily meet the standards of world classification societies such as DNV-GL, ABS, BV, LR, PRS. We have prepared an overview of the must-know marine and offshore design offices in Poland, and their latest achievements.

## NED-Project

### NAVAL ARCHITECTS, ENGINEERS, SOFTWARE SOLUTION PROVIDERS AND MANAGEMENT CONSULTANTS

During the last few years NED has supported our many customers in challenging projects, especially within the field of passenger cruise and mega yacht design, under construction in various European shipyards.

The Company has designed other technically advanced ships such as a semi-submersible heavy lift ship for OHT in Norway, a cable-laying barge built at Poltramp Yard for Bohlen & Doyen, and a research vessel for the University of Gothenburg built by NAUTA shipyard, which is part of the MARS Group.

NED has also participated in engineering and operational work related to the Costa Concordia Wreck Removal Project, cooperating with many of the salvage world's best experts and consultants.

Currently, NED has been awarded the opportunity to design a multi-purpose tug for the Polish Navy as a first step in the Navy's modernization program, causing NED to develop in-depth skills and procedures and obtain confidential and Security Clearance Certificates to support NATO navy projects.

” *Planning, forecasting, project cash flow and document management are part of our in-house Project Management software. Our many years of experience with unpredictable markets motivated us to develop and support a new solution to manage projects and processes more effectively. The effort resulted in our project management software called Wayman. Today, it's the most effective management solution on the market and we are proud to be part of the Wayman development.*” – says Zbigniew Szyca, NED-Project CEO.

In the near future, keel laying of the ROPAX 16-027 for Polferries (228m length) is expected to begin and NED is working on a multipurpose ice-breaking vessel and a new generation of fishing vessels.

” *Our goal is to always listen to our customers and develop solutions that work, which in turn can be effectively built*” – said Mr. Szyca.

## StoGda

StoGda is a design company whose activity concentrates both on the marine market, where ship and offshore structures are designed as well as the onshore market, where industrial structures, installations and natural gas compression stations are designed. The company was established in 1997 by former employees of the Gdańsk Shipyard Design Office and in 2017 it celebrates its 20th anniversary of activity.

Ships and other constructions designed by StoGda can be seen all over the world. StoGda's values are quality, on-time delivery, innovation and fair business practices. The company attaches great importance to a friendly atmosphere at the office and mutual trust in contact with clients.

StoGda provides a wide range of design services in the following fields: shipbuilding (tankers, product & chemical carriers, ferries, passenger vessels, car carriers, container vessels, etc), offshore vessels and constructions (wind farm installation jack-up vessels, supply vessels, barges, pontoons, etc), offshore structures (structures of drilling platforms and gas & oil platforms), onshore constructions (structures and industrial installations, natural gas compression stations) and other tailor-made projects.

In the past six years, StoGda has designed a series of wind farm installation jack-up vessels, which only a few companies in the world are capable of doing. One of StoGda's projects, Vidar, was granted the Polish maritime business award in the Innovative Project category.

Currently, StoGda is working on innovative and technically advanced projects, such as: Hybrid Ferry, Economical and Ecological Tanker, Live Fish Carrier or Floating Dock, which serves as a building base for concrete caissons to become part of the expanded land-area of Monaco.





## RMDC (Remontowa Marine Design & Consulting)

RMDC (a member of REMONTOWA HOLDING SA) was originally created in 1998 as a design office of Gdansk Remontowa Shiprepair Yard. Today, it is the largest, independent marine and offshore design office in Poland. The company renders design services to foreign and Polish shipyards and shipowners.

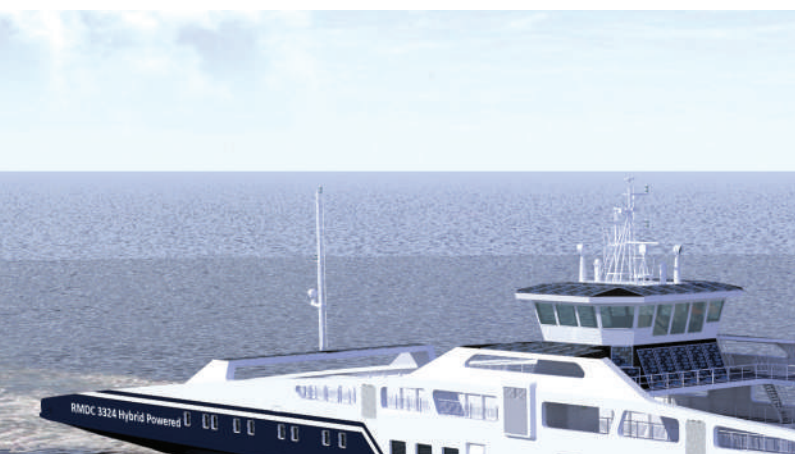
It is noteworthy that RMDC has experience with LNG-fueled vessels, subsequent to the Remontowa Shipbuilding contract with the largest Canadian ferry Operator BC Ferries for three newly built ferries based on RMDC concept designs. They can carry 600 passengers and 150 personal cars. RMDC developed both the basic and detailed documentation. The first newly built ferry "Salish Orca" embarked on her unique virgin trip to Canada in November 2016.

” *The year 2016 is also significant for our naval activity. The basic and detailed design of a new generation vessel, Minehunter Kormoran II, was developed at our office. She will enter the Polish Navy in 2017. Moreover, our naval architects have prepared concept designs regarding requirements of the Polish Navy for: SAR; Degaussing Ship; Logistic Support Ship, Replenishment Ship and Electrical Intelligence Collection Ship*” - says Iwona Rojek, RMDC Sales Manager.

RMDC has also expanded its services into 3D Laser Scanning and reverse engineering, very helpful in conversion works.

” *We provided the complete documentation for the installation of scrubbers onboard the cruiser "Explorer of the Seas", where the installation is being done practically during the voyage. We have started long-term cooperation with Teekay in BWTS installation projects. RMDC has already prepared feasibility studies for different vessels and will continue with basic and detailed designs*”  
- adds Iwona Rojek.

The latest achievement of the RMDC team is a contract with Jadrolinija, Croatia, for the initial and basic design of a new ro-pax ferry (2000 passengers and 206 cars).



## MIDCON DESIGNER Ltd

For 28 years now, MIDCON DESIGNER Ltd has specialized in designing offshore vessels according to the operator's directives and the requirements of classification societies. The company's portfolio includes designs of ferries, tugboats, icebreakers, passenger ships, bulk carriers, container ships, coast guard vessels, barges, rigs, FPSOs and non-standard constructions: floating ferry piers for Norway and a vertical-lift pedestrian and vehicle bridge for Szczecin. The company holds the ISO 9001:2008 DNV-GL quality certificate.

## NELTON

During its 17 years of existence, the vast majority of NELTON projects concerned ships and floating structures.

Recently, the firm has been broadening its operations, proven by cooperation established with offshore companies, for which Nelton has been preparing workshop documentation for land steel constructions (mainly bridges and cranes).

Furthermore, the design of two passenger carriages for a Swiss client might be considered as the next substantial step in a new direction. Nevertheless, design and engineering for the marine industry still constitutes Nelton's core activity and main area of focus. For instance, last year brought several possibilities for the reconstruction of existing vessels, plus the design of a catamaran ferry from the ground up.

Due to the fact that Nelton wants to take the initiative itself, and thus develop new solutions, a complete new series of fishing vessels and workboats has been created.

The offer includes vessels of lengths varying between 15 and 60 meters, and gives shipowners the possibility of a flexible selection of equipment and devices. However, on the subject of new projects, it is essential to mention Nelton's cooperation with the German design office KABE GmbH, as this has resulted in the creation of advanced concepts. Namely, the partners have developed ideas for an innovative container ship powered by three sources of energy, as well as for a fully electric ferry.



# Invest in Poland

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

## Pomeranian Special Economic Zone and Baltic Port of New Technologies

The Pomeranian Special Economic Zone has been operating in Pomerania under the Council of Ministers since 2001. Its main task is to accelerate the economic development of the region by attracting Polish and foreign investors to the economic zone. The Pomeranian Special Economic Zone covers 30 sub-zones in four provinces: Pomerania, West Pomerania, Kuyavia-Pomerania and Greater Poland. Their total area is approx. 2040 hectares. These industrial areas are situated on major routes and close to international sea ports and airports. An investor who receives a permit to operate in the Pomeranian Special Economic Zone, in addition to these attractive areas, also gains: aid in the form of exemption from corporate income tax (CIT or PIT); the opportunity to benefit from investment incentives, e.g. exemption from property tax, or EU subsidies; comprehensive services during the implementation of the investment project.

In Gdansk, the Pomeranian Special Economic Zone has allocated areas for the marine industry situated on the Isle of Ostrow. This area was bought from Gdańsk Shipyard. Currently, design works are being undertaken related to the preparation of the technical infrastructure for future investors. The development of this area is part of a program to support the industry in accordance with the resolution on shipbuilding, adopted by the Government, allowing shipyards, among other marine businesses, exemption from VAT.

Investors have already been invited to submit applications. Companies related to the maritime sector, however, have priority. The Isle of Ostrow provides a total of 23.3261 hectares of land at their disposal. This unique, terrain, well-communicated with transportation, is ideal for the maritime business.

This investment on the Isle of Ostrow is not the only project designed for the marine industry. In Gdynia, solely for the industry, the Baltic Port of New Technologies (BPNT) has been constructed. It is supported, among others, by the Foundation Center of Marine Technology, which supports the activity of research and development, with a particular focus on: innovative marine technology in the field of specialized vessels, marine and coastal structures, and logistics based on maritime transport and inland waterways. BPNT is an innovative project supporting the development and reconstruction of the shipbuilding industry. Thanks to the project, investors receive assistance in the implementation and transfer of new technologies.

In addition, they have at their disposal office space, conference rooms, and modern research laboratories. BPNT is also an excellent base for companies operating in areas of the shipyard.

*The Pomeranian Logistics Centre*



Furthermore, BPNT's advantage is also its location near ports and modern logistics centers. The excellent infrastructure for conducting production activities, good transport links to the center of Gdynia, the Tri-City Bypass and the airport make it an ideal place for marine business. It provides the opportunity to work with experienced companies, as in the vicinity of BPNT there are in fact mainly companies from the shipbuilding industry and related industries: Crist shipyard, Nauta Shipyard, Vistal, Hydromega, Gafako and Energomontaż.

BPNT actively cooperates with local authorities and participates in the activities of the Maritime Cluster, which brings together modern companies of the maritime industry and offshore companies. It coordinates cooperation between businesses, local government, universities and business institutions.

BPNT also offers a modern office building, the Aquarium. This is a business center with an area of 7 000 m<sup>2</sup>, and a class B+ technical standard. It is situated in the post-shipyard area, in a convenient location between the city center and Kwiatkowski Bridge in Gdynia. The office space on each floor totals 627 m<sup>2</sup>. There is also a Conference and Training Centre with a view of the Gulf of Gdynia and Gdynia. Companies planning to start up their own business can apply for additional activities in the Special Economic Zone. BPNT simply confirms the success of this project.

The Pomeranian Special Economic Zone also includes 50 hectares of developable land in the High Technologies Industrial Park in Stargard. This offer is addressed to investors introducing modern technologies in products and innovations in the areas of technology and environmental protection processes, e.g. those dealing with port and marine technologies. The main advantage of this place is its location. Stargard is located 36 km from Szczecin, 40 km from Poland's western border, about 35 km from the international airport in Goleniów, 120 km from the ferry terminal in Swinoujscie and about 180 km from Berlin. This enables direct cooperation with domestic and foreign markets.

The latest project of the Pomeranian Special Economic Zone related to the maritime industry is the Sailing Zone. This sports-business initiative connects the popularization of sailing as an active form of spending free time and the possibility to exchange experiences and make new contacts. Examples of such activities include a regatta organized by the Business League of Sailors, and the promotion of active leisure activities among children.

*The Baltic Port of New Technologies*

## **Pomeranian Logistics Centre**

The Pomeranian Logistics Centre (PLC), managed by the Gdansk Economic Development Agency (InvestGDA), is also a very attractive investment opportunity. This offers 187 ha of investment space for rent, directly adjacent to the Gdansk port. This area is suitable for warehouses and production halls with integrated office space, forming a total of about 500 000 m<sup>2</sup>. PCL is located in the hinterland of the largest container terminal in the Baltic Sea, DCT, and also has excellent access to national and international roads and railway connections. In addition, it provides broad logistics capabilities in the field of multimodal transport.

The Pomeranian Logistics Centre is adjacent to Koga, a modern office building. In this A-class port office building, tenants are offered 7 060 m<sup>2</sup> of office space and a representative entrance lobby with a reception, social rooms, hygienic and sanitary facilities, including showers for bicycle commuters, as well as recreation and sports facilities located outside the building. Both the Koga office building, as well as all areas of the Pomeranian Logistics Centre, are connected directly with the seaport by internal roads.

Polish coastal areas are important economic centers with both intellectual potential and scientific and research facilities. These areas create favorable economic conditions for investment and for conducting maritime business. These investment areas are suitable for even the most demanding customers. The proximity of universities provides broad opportunities for cooperation with research centers, and also allows the acquisition of qualified human capital.

These areas have great potential and are already transforming Poland into a modern business center. Due to the conditions and traditions, the maritime economy is essential for further development.

# LNG Terminal in Swinoujście

immediate success and bright future

In mid-July 2016, the LNG terminal in Swinoujście began operating commercially. This is significant not only for Poland but for the entire Baltic Sea region. This, the largest investment in the maritime history of our country, turned out to be a success. We have already delivered considerable amounts of supplies and there are discussions about the expansion of the plant.

The LNG terminal houses a system for the receiving and regasification of liquefied natural gas (LNG). The regasification process converts gas from a liquefied state to natural gas. In such a state, the gas is sent via the gas pipeline network to customers. The operator of the plant is Gaz-System.

The LNG terminal in Swinoujście is designed for the reception, regasification and delivery of up to 5 billion cubic meters of gas per year to the Polish transmission network. The following facilities have been built: a new breakwater with a length of approx. 3 km, a quay with a mooring system which allows the unloading of methane with a capacity of 120 thousand cubic meters of LNG (in the case of conventional ships) to 217 thousand cubic meters (in the case of Q-flex ships), two cryogenic gas tanks (each with a capacity of 160 thousand cubic meters) installations for regasification, and the Swinoujście - Szczecin pipeline, approx. 85 km long, connecting the LNG terminal with the Polish transmission system.

The biggest challenge was to build the breakwater from scratch. It was the first project in many years to be constructed in sea conditions in the open sea. This required detailed coordination of works due to the parallel execution of construction works of the new breakwater, carried out by the Maritime Office in Szczecin, as well as a number of technical arrangements implemented during the construction phase.

The first delivery of liquefied natural gas for the terminal start-up was completed on 11 December 2015. Unloading the ship took 8 days. A month later testing began on the regasification system, and the natural gas obtained from the first delivery of the LNG terminal was shipped to the national transmission system.

On June 19 2016, the first commercial supply of LNG to the terminal completed unloading. The national transmission network received more than 120 million cubic meters of fuel gas imported on board the methane carrier - Al Nuaman.

## The terminal means security

The LNG terminal is primarily a very important element of Polish energy security, giving the country gas independence. The investment enables the reception of natural gas by sea from virtually any direction in the world. The regasification ability of the terminal can reach 5 billion cubic meters, a third of Polish demand. The Świnoujście terminal is the first investment of this kind in Central and Eastern Europe. Along with the expansion of gas transmission pipelines and, in particular, interconnections with gas systems in Europe, this will present new opportunities in the commercial trading of natural gas for the Polish economy, which could significantly strengthen the Polish position on the European market. Handing over the LNG terminal in Swinoujście and the passage of the first ship from Qatar, is also a determining factor in building a new gas strategy for the country, i.e. the "Poland without Gazprom" strategy.

The construction of the LNG terminal was implemented in 2008 for this very purpose, to guarantee Poland an alternative source of gas from around the world, not only from Qatar, but also from the United States, Canada, and African and Asian countries.

The development of a competitive gas market is of great importance also in a regional context. Poland, as a transit country, plays an important role in the European system. Hence the need for the expansion of the transmission infrastructure. In October this year, an agreement was signed with the EC regarding financing the construction of a gas pipeline between Poland and Lithuania. As a result, the Baltic countries will be more integrated with the European network.

The terminal in Swinoujscie should therefore have no complaints concerning a lack of customers because there are more and more places from which Poland can import LNG. Gaz-System recently spoke with partners from the United States about US export potential and conditions for contracting a supply of LNG using American partners. If we manage to gain customers from this part of the world, the Polish LNG terminal will become a real gateway for a supply of liquefied natural gas exported from manufacturers around the world to customers in this part of Europe.

## **The future can only be bright**

The LNG terminal will gain further importance due to the the Baltic Pipe project, involving the construction of a gas pipeline from Swinoujscie to Norwegian hydrocarbon reserves in the North Sea. PGNiG has already started negotiations with the operators of gas pipelines in Poland, Denmark and Norway regarding this concept. PGNiG has 19 concessions for the exploitation of hydrocarbons in the North Sea, which is more than 0.5 billion cubic meters of gas.

The Baltic Pipe project between Poland and Denmark, which is to be used for transporting natural gas from Norway, is one of two Polish gas infrastructure projects which last year, received financial support for preparatory work from the EU fund "Connecting Europe".

The Baltic Pipe project was funded to the amount of 400 thousand euros. This would mean the further independence of Poland from Russian gas supplies. Not only will Poland benefit from the LNG terminal, but our neighbors: Ukraine, the Czech Republic, Slovakia and the Balkan countries are also counting on independence from Russia.

In addition, the gas connection between Poland and Slovakia is getting closer, thanks to which it will be possible to bring gas to the south-eastern part of Poland, where an extensive transmission system and storage infrastructure already exists.

The future of the terminal is good enough to have already planned the expansion of its third tank. According to research by Gaz-System, customers are already interested in increasing the regasification capacity, and additional services: handling LNG tankers and smaller vessels and most importantly bunkering (i.e refueling ships). The concept of constructing a second LNG terminal continues to return. Last year, Gaz-System created the technical possibility of importing natural gas to Poland from the west using the Yamal gas pipeline. Thanks to this, the import ability in this section increased by 3.2 billion cubic meters per year. Thus, Poland can import annually approx. 5.5 bcm of natural gas per year from Germany, only via the Mallnow Reverse point.

The Polish LNG terminal can already be regarded as a great success. And the future will only give both the terminal and Poland more importance on the European gas market.



# Polish shipyards

- diversification of products and services, a flexible approach to the client and openness to new technologies - a recipe for success in a crisis.

Polish shipyards have adapted their profile of ongoing production and repairs to the trends on the global market. Specialized, innovative units are sold around the world and participate in spectacular projects. At the same time, a flexible approach to the client, a very wide range of services and use of the latest technology place Polish shipyards among the strongest players in the repair and ship conversion market in Europe.

While the countries of the Far East have become leaders in the production of large transport ships, Polish shipyards have found their own niche, gaining clients interested in building high-tech, specialized, environmentally-friendly units, fishing boats and technologically advanced offshore units.

## Direction innovation

One of the largest companies in the shipbuilding industry in Poland is Crist Shipyard in Gdynia, which specializes in the implementation of specialized, innovative and often pioneering projects. The construction of a series of unique units - Heavy Lift Jack-Up Vessels (Thor, Vidar, Innovation), used to install offshore wind farms, have already given the company from Gdynia a place in the world league. The shipyard's last completed project in 2016 is the Zourite unit (Octopus).

The creation of this specialized self-lifting barge was necessary to build a bridge off the coast of Madagascar. The huge structure is deposited on the seabed on four legs, and thanks to its exceptional lifting capacity, is able to lay bridge spans at sea. The contract for its construction amounted to over 90 million euros and the barge is already in operation. At the end of 2016, the shipyard launched another unusual construction. The pioneering unit NB56 is a modern dock, which will "build" a housing estate on the water in Monaco. The innovative ballast and measurement system will provide, among other things, continuous leveling of the unit, safety during construction works, and protection from the wind, waves and sea currents. As a result, neither the dock, nor the prefabricated foundations for these modern apartments will be damaged. Additionally, the unit will have masts installed for feeding in concrete, and optional cranes.

## Tradition and modernity

Ambitious targets are also set by Nauta Shiprepair Yard, well-known among the world's shipowners, which in 2016 celebrated its 90th anniversary. The functioning of the shipyard, in addition to traditional repair activities, since 2012, has also included the construction of innovative research units, fishing boats and offshore units. The shipyard is working simultaneously on the construction, renovation and modernization of several units. In 2016, the shipyard handed over two innovative research units for the University of Gdansk and the University of Gothenburg. At the end of 2016, it also signed another agreement for the construction of five partially equipped fishing boats for the Danish shipowner Karstensens Skibsvaerft AS. The shipyard also has to their credit the construction of specialized offshore units. Nauta is intensively developing activities related to the repair and reconstruction of units. The recently expanded infrastructure of the shipyard in Gdynia and access to two dry docks has allowed them to implement even the most complex orders and execute works on the largest units sailing the Baltic Sea.

The biggest player in the shipbuilding market in Poland is the Remontowa Holding Group and despite its size (more than 4 000 employees), it can easily be identified as an example of a well-functioning brand on the market today and in today's economic reality. Certainly, Remontowa stands out as an independent brand recognized not only in Europe. Today, annual sales of the group have reached the level of 600-700 million dollars, and it has more than twenty plants. The flagship company of the group is Remontowa Shipyard which, in addition to traditional repairs and conversion, in recent years, also specialized in repairs and alterations of offshore platforms. Remontowa is also clearly focused on innovation. The shipyard's most recent success is the reconstruction of the "Stena Germanica" ferry, powered by methanol. Another group company which focuses on new technologies is Remontowa Shipbuilding. This is evidenced by the unique cable layer, Siem Aimery, designed for the laying, lifting and maintenance of undersea cables, which is now being used to connect underwater power cables between wind farms in Norway. This is a very advanced unit, the first of its kind, and was built specifically for this type of service. It was designed from scratch, and the value of the contract exceeded 100 million euros. Another specialty of the yard in recent years has been building modern, technologically advanced ferries powered using green gas or Dual Fuel.

Marine Repair Yard Gryfia SA, which has its plants in Szczecin and Swinoujscie, also offers a wide range of services and has many years of experience. The shipyard offers services in the field of repairs, class maintenance, reconstructions and the construction of new units. The shipyard is one of the largest suppliers of the largest Polish shipowner Polsteam. In 2017, Polsteam will, in Gryfia, renovate 12 bulk carriers with a capacity of 30 to 38,000 DWT. For over 15 years, the shipyard, at its plant in Swinoujscie, has also been a producer of steel constructions mainly for the offshore sector.

## Wide range of partners

Apart from the large shipyards in Poland, modern ships are also produced by smaller, specialized companies. Safe Shipyard in Gdansk has built Rotor®Tug innovative hybrid tugboats. At the same time, other modern projects, such as the construction of Multicat type units, have been constructed.

Safe Shipyard is associated by capital with Alkor, which is a strong subcontractor of the naval sector in the field of the renovation and conversion of ships.

Wisła Shipyard in Gdansk specializes in the construction of technologically advanced units, mainly for fishing and fishing research. The shipyard in its lifetime has built more than 12 specialized units.

Among the shipyard companies operating near the western Polish border, noteworthy are the achievements of Poltramp Yard from Swinoujscie, specializing in the construction of aluminum hulls. The shipyard is constructing a special, passenger catamaran powered by solar power, the hull of which is made solely of aluminum. The portfolio of the yard also includes other units, such as a 120-foot barge specialized for laying undersea cables.

Partner Shipyard in Szczecin specializes in building partly equipped hulls of medium size. In 2015, the shipyard built a modern, partly equipped hull of a special unit designed to handle wind farms. Recently, the shipyard has, among other things, been fulfilling an order for two partially equipped hulls of cement vessels for SMT Shipping.

Total employment in the shipbuilding sector in Poland is estimated at 35,000 people. It is so varied and adapted to global trends that you can easily find partners to build both new, innovative and demanding craft, as well as smaller specialized vessels. It is also difficult in Europe to find a better offer in the field of complex renovation, the conversion of ships, steel construction, hull sections and offshore structures.

# Ports of Poland – European scope, local challenges

Gdansk, Gdynia and Szczecin-Swinoujscie play an important role on the Baltic Sea and are access points to the Baltic-Adriatic corridor of the European TEN-T network. Cargo turnover in these three major Polish seaports exceeded 80 million tons in 2016. Although each of the three largest Polish ports declares versatility in terms of business activity (handling bulk cargo, containers and passenger ferries), they are distinctive and hard to compare.

## Gdansk: two in one

The Port of Gdansk is one of the largest seaports on the Baltic Sea, with a turnover of 37 million tons of cargo in 2016. It is a major international transportation hub situated in the central part of the southern Baltic coast, which ranks among Europe's fastest growing regions.

Thanks to the construction of the Deepwater Container Terminal - DCT in 2010, Gdansk became a hub for Eastern-Central Europe. DCT handles the largest container ships approaching from the Far East. Completion in 2016 of the expansion of the second DCT terminal T2 increased the transshipment capacity to 3 million TEU.

At the end of 2016 the Port of Gdansk signed three important agreements for EU grants. This will enable the financing of the infrastructure investments planned in and around the port in the coming years. This is part of a major investment program focused on improving the road and railway entering and leaving the port.

The Port of Gdansk comprises two principal sections with naturally diverse operational parameters: the outer port performs its operations on piers, quays and cargo handling jetties situated on the waters of the Gulf of Gdansk. This section of the port offers modern facilities suited to handling energy raw materials such as liquid fuels, coal and liquefied gas. The Deepwater Container Terminal is also situated in the outer port.

The inner port is located along the Dead Vistula and the Port Channel. It offers a comprehensive range of terminals and facilities designed to handle containerized and bulk cargo, passenger ferries and ro-ro vessels, passenger cars, and citrus fruit, sulphur and phosphorites. The other quays fitted with versatile equipment and infrastructure are universal in use and enable the handling of conventional, general as well as bulk cargo such as rolled steel products, oversize and heavy lifts, grain, artificial fertilizers, ore and coal.

In addition, the Port of Gdansk plays an important role as a link in the Trans-European Transport Corridor connecting Scandinavian countries with South-Eastern Europe.

*phot. Kacper Kowalski/The Port of Gdansk Authority SA*





## Gdynia: 95 years of experience and still competitive

Major investments are also expected in the Port of Gdynia, which will celebrate its 95th birthday this year. Gdynia is situated near Gdansk on the western coast of Gdansk Bay (its turnover in 2016 slightly exceeded 19.5 million tons).

The Port of Gdynia focuses on continuous development, modernity and versatility. Ongoing investments in infrastructure make the port capable of handling virtually all commodity groups, including containers, conventional general cargo, bulk cargo, ro-ro, as well as liquid bulk cargo and high and heavy transshipments.

From the standpoint of increasing competitiveness, a key investment in the Port of Gdynia is the construction of a turntable. The completion of the project is planned for 2018. This will allow Gdynia container terminals to handle the largest container ships with a length of 400 meters. Adequate transport access will improve the port's competitive position and help to attract more cargo and investments.

It should also be noted that the Port of Gdynia has very favorable conditions of navigation. It is sheltered by the Hel Peninsula, which provides year-round natural protection for anchored ships. The outer breakwater, with a length of 2.5 km, and the harbor entrance, with a width of 150 m and a depth of 14 m, make the port easily accessible from the sea.

Gdynia is also the only Polish port that has a Motorway of the Sea connection with Sweden (Gdynia-Karlskrona). It is also a leader among other Polish ports in terms of cruise ships. In 2017, there are 64 visits planned of cruise ships up to 300 meters long.

## Lots of changes in the West

The Ports of Szczecin and Swinoujscie cooperate closely under one management, amounting to a turnover of 24 million tons in 2016. The Port of Swinoujscie, thanks to the favorable geographical position and excellent navigation conditions plays an increasing role in the region. Thanks to such investments as the LNG terminal and Poland's largest ferry terminal, Swinoujscie is increasingly mentioned as the location for implementing other port projects such as the deepwater container terminal.

### *The Port of Gdynia*

Whereas, the Port of Szczecin is the Polish gateway to the inland route network in Central Europe. Its further development is based on the improvement of access from the sea by deepening the Swinoujscie-Szczecin water route to 12.5 meters, and on the governmental program of the reconstruction of river navigation in Poland.

The Port of Swinoujscie can handle vessels of a draught of up to 13.2 m and a length of up to 270 m. One of the main features of this port is the largest terminal in Poland for handling dry bulk cargo, mainly coal - both exports and imports, and imported iron ore for Polish, Czech and Slovak steel companies. What the port in Swinoujscie also has to offer is a ferry terminal equipped with five stations to handle passenger-car ferries and car-railway ferries on the route to and from Sweden. In Swinoujscie there is also a new terminal that specializes in handling agro-food products, equipped with a flat storage warehouse with a total capacity of 50,000 tons.

The Port of Szczecin is located about 68 km from the sea. The trip by the waterway from Swinoujscie to Szczecin takes about 4 hours. The port can handle vessels of a draught of up to 9.15 m and a length of up to 215 m. The Port of Szczecin is universal and handles both general cargo and bulk cargo goods. It specializes in the handling and storage of containers, steel products, oversized cargo, paper and cellulose. The Port of Szczecin is the largest transshipment center of granite blocks in Poland. It also handles dry bulk cargo - such as coal, coke, aggregates, grain, fertilizers and liquid cargo.

# Real Boat Evacuation Drill Training

Sim-Systems recently designed and created a simulator for ship evacuation training for Szkoła Morska (Maritime School) in Gdynia, Poland. The simulator was built for training purpose and real life usage.

” *Free Fall Life Boat FFB57C2, built by Ustka Shipyard, uses a 30-45-degree tilt, providing training participants with a free fall effect*” - said Tomasz Tokarski, a Sim-System representative.

The simulator uses hydraulic actuators, which modify the horizontal lay out of the boat.

The free fall effect meets the needs and requirements of safety training and it also eliminates problems and threats occurring during traditional boat drills, when the life boats are disassembled and thrown into the water off the ship. This is also significantly cheaper, and does not depend on weather conditions.

The real life boats are made out of polyurethane resin and despite solid construction, they are not designed for a frequent contact with a sea water surface.

” *The main purpose of the training is to become familiar with all the procedures taking place during ship evacuation*” - said captain Alfred Naskret, the president of The Gdynia Maritime School.

The fall of the boat down to the water has always been dangerous due to the risks involved. This type of training was not hugely popular, however there has always been a necessity to know this.



## Controlled Threat

In order to create a simulation of a real ship evacuation, a special warehouse space at Hutnicza Street in Gdynia has been adapted for a new simulator's activities. There is a dedicated space for the ship crew, where life jackets are stored, and there is also a ship evacuation gangway. To make the training even more realistic, special audio and visual effects have been implemented for the simulation. They also offer a rain option to simulate what actually happens in a typical evacuation.

” *The mechanism of life boat fall from a ship vessel into the water is a common occurrence. Therefore, it is easy to recreate*”  
- explained Tomasz Tokarski.

After life boat disengages off the vessel, the unit falls in a parabolic arch down to the water, hits the surface, submerges and rises to the water surface due to buoyancy.

” *The simulation system with hydraulic actuators safely reenacts the occurrence of all the events and in addition to the above, it's creating sea waves*” - Tokarski adds.

At the very end of the simulation, the trainees hear a sound of an approaching helicopter and learn the procedures of departing the life boat.

” *The first training sessions on the innovative simulator have already taken place. There is a lot of interest and talks with various maritime entities and it looks like the simulation is becoming our export offer. At present we are working on IMO model training, which will help tremendously to conduct the training activities*”  
- said captain Alfred Naskret.





# "AHB" Service LTD.

## **AHB Service** overhauls and repairs of ships are our family business

Overhauls, repairs and replacements of main and auxiliary diesel engines are the main business area of AHB Service, a Gdańsk-based family company renowned for its quality, reliable performance and mobility. The company also deals with engine room equipment and ensures the delivery of spare parts.

– For 27 years we have specialized in the repair of various types of diesel engines, engine rooms and deck equipment – explains Hanna Borejszo, President of AHB Service. – We only hire the best engineers and technologists, so we are well recognized by domestic specialists in shipbuilding and ship repairs. For many of them we have become a strategic partner through the years.

AHB Service was established in 1989 with workers previously employed in a state-owned company, ZUT Zgoda Świątchłowiec, which was a licensed producer of Sulzer engines. Since then, its strategy has focused on continuous development and the upskilling of employees, which has helped to build a robust and harmonious team.

– Our secret is flexibility in adapting to market conditions and constant innovation - reveals Hanna Borejszo.

As mobility became one of the most sought-after factors on the repairs market, the company started to spread globally to provide repairs of engines worldwide at sea and in port, including the complete replacement of main and auxiliary engines during mooring in ports or shipyards all over the world and repairing engines at sea.

– Our employees can be found on ships berthed in ports and shipyards around the world and on the decks of cruising ships – says Hanna Borejszo. – We can already name 26 countries in which our specialists have helped to overhaul, repair or replace main or auxiliary diesel engines. Our work also includes the renovation of approximately 30 ships per year.

Nowadays, AHB Service provides repairs and overhauls of such engines as WÄRTSILÄ – SULZER (Z40, ZA 40S, A25, A20), WÄRTSILÄ, M.A.N., M.A.N. B&W, PIELSTICK, MaK, SKL, YANMAR, DAIHATSU and BERGEN. The company also offers the grinding of crankshafts, the honing of cylinder liners and the regeneration of spare parts.

– The services we provide are recognized by the Russian Maritime Register of Ships (RMRS), which attests the repair and regeneration technologies that we apply. Our work such as the regeneration of parts has received Lloyd's Register certification. We are also honored to be a member of the Polish-Norwegian Chamber of Commerce, and the Employers of Pomerania, and to support the Polish Ship Managers Association – lists Hanna Borejszo. – Moreover, we are present at leading international maritime trade fairs, such as SMM in Hamburg.

AHB Service provides favorable conditions for cooperation, and additional services, having also expanded into diesel locomotive engines. Similarly, in this sector it provides overhauls & repairs and crankshaft grinding.

The location of AHB Service in Gdańsk has allowed the company to establish contacts with shipowners arriving at the largest port in Poland. Through the years, the company has become well-known among shipowners as a reliable contractor for repair services performed on ships.

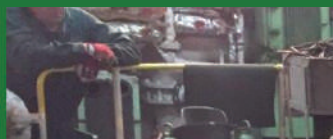
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Alkor Sp. z o.o.

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

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

ALKOR is one of a few repair shipyards in Poland having available its own floating dock. The dock is 150 m long and 24.7 m wide between the side walls, and its lifting capacity is 6,000 t.

Since the beginning of its existence the company has carried out repairs and conversions of nearly 800 ships of different types and flags including ships of the Polish, Icelandic, Norwegian, British, Dutch, German, Greek and other Owners.

ALKOR offers all kinds of repair services and maintenance such as steel works, cleaning and painting, electrical works, engine and machine works, piping, hydraulic, refrigeration equipment and accommodation.

The best proof for ALKOR are the customers themselves – who are satisfied and, with no sign of hesitation, give orders for repair of their subsequent vessels.

With our own floating dock,  
mooring berth and dock cranes –  
we offer the full scope of ship repair, class survey,  
conversion & lengthening work  
on various types of vessels

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**ALKOR**







# AN-ELEC

ELECTROTECHNICS : PROJECT / REALIZATION / SERVICE

Since its establishment in 2006 **AN-ELEC** specializes in providing full electrical outfitting and engineering for marine and industry sectors. We deliver our services worldwide.

We operate at every stage of project lifespan: concept, design, execution and maintenance. We provide our customers with full system integration, consultancy to new constructions as well as repair, modification and rebuilding of existing objects. We meet our partners' expectations by ensuring full service and maintenance during building time, warranty period and after its expiry to give you satisfaction.

'Our main goal is to deliver the best possible solutions for shipowners, shipyards and all our customers'

- Cable trays, cable pipes, penetrations, penetrations, foundations performing and assembling in steel, stainless steel or aluminium
- Power or signal cables, fiber optic cables laying, connecting, testing and repairing
- Full assembly of electrical heat tracing
  - Installation and connection of explosion proof equipment
- Installation of various electrical equipment from lighting fixtures, power sockets and alarm panels to switchboards and consoles
- Design, assembly and start up of switchboards, control boards and consoles
- Engineering and installation of automation system
- Providing maritime and industrial service including definition of problems, finding the best possible solutions and removing malfunctions

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# Bulk Cargo – Port Szczecin Sp. z o.o.

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

Bulk Cargo – Port Szczecin established in 1991 is the biggest, multipurpose stevedoring company within the ports of Szczecin and Świnoujście. Our core business is handling and storage of bulk commodities: coal, coke, ore, scrap, grain and fertilizers and general cargoes: steel products, forest products, break-bulk in big bags. Bulk Cargo – Port Szczecin has evolved from a reloading and storing company specializing mainly in handling bulk cargoes into organization which handle a broad spectrum of cargoes coming through the ports and the Odra River mouth.

#### **We offer:**

- deepest berths in the port of Szczecin
- 11 berths with a total length of 3 364 m and draft up to 9.15 m
- The largest areas of storage yards and 50000 sqm in warehouses

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

#### **We provide complementary services for the cargo, such as:**

- sorting, crushing and packaging of bulk goods, stuffing and stripping of containers
- unitizing (palletizing, bagging, shaping, foiling)
- marking, repair packs, etc.

In order to provide our customers with a comprehensive and convenient service, we operate as forwarding agent as well.

#### **The scope of our activities includes:**

- international and domestic forwarding, logistics supply chain
- organization of cargo handling, storage, custom's clearance
- organization of the inland waterways transport and sea carriage.

[www.bulkcargo.com.pl](http://www.bulkcargo.com.pl)

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## CRIST S.A.

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

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

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

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

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

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

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

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

[www.crist.com.pl](http://www.crist.com.pl)

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



## ELPO Firma Usługowa

**Service company ELPO operates since 1991.** ELPO specializes in moving heavy loads of large-scale cargo using hydraulics.

"We perform our services in the shipyards, seaports, production halls, power substations, power plants, bridges, viaducts etc.

Our company has various sets of hydraulic equipment, depending on the weight and size, which can be combined in any system for lifting, spreading and relocating. Thanks to many years of experience we also built a hydraulic skidding system (type HWS-280) designed to improve the movement by sliding. The system provides constant pressure distribution on the ground and transported cargo. We can build a system of 24 hydraulic skid shoes HWS-280 with a nominal capacity of 150 tonnes for each unit and lifting height of 200 mm.

Our offer also includes a HSP-140 (4) and HSP-250 (8) hydraulic climbing system which enables lifting of heavy construction in safe manner.

We are also providing services of weighing heavy construction elements (up to 1600 tonnes) by using electronic strain gauge systems with the printout of the weight and the designation of the center of gravity (CoG). We also provide weighing service by means of hydraulic method with simultaneous registration of weighing up to 2500 tonnes or more. Our weighing systems have certificates from Calibration Office of Weights and Measures in Gdańsk.

On our client order we perform stress tests of structural elements with simultaneous registration of process and with the development of the documentation of the stress test report. Our load tests recording systems have Certificate of Calibration Office of Weights and Measures in Gdańsk.

We offer wide range of the other services associated with the use of hydraulics: unloading, reloading, and relocation of heavy machinery in production halls among others. In addition, we offer unloading of transformers, turbines, generators, which later we can move on the foundations of the substations, power plants and other destinations.

[www.elpo.pl](http://www.elpo.pl)

ELPO Firma Usługowa  
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e-mail: [elpo@elpo.pl](mailto:elpo@elpo.pl)

Project Manager: +48 506 034 136, [adam.tusk.elpo@gmail.com](mailto:adam.tusk.elpo@gmail.com)







## Energomontaż-Północ Gdynia S.A.

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

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

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

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

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

[www.epgsa.com](http://www.epgsa.com)

Energomontaż-Północ Gdynia S.A.  
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Escort Sp. z o.o.

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

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

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

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

- **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<sup>2</sup>.

[www.escort.com.pl](http://www.escort.com.pl)

Escort Sp. z o.o.  
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**ESCORT**





# FAMA<sup>®</sup>

FAMA Sp. z o.o.

**FAMA Sp. z o.o.** is a production company with a highly qualified staff and a modern machinery park.

In co-operation with scientific & technical institutions, the design office carries out highly advanced projects. The company implemented ISO 9001:2008, ISO 14001:2004 and OHSAS 18001:2007 systems.

## Main product groups:

- winches, pullers, hoists
- cranes, davits
- anchor devices and mooring gear
- ladder devices
- transport systems
- crane and transport equipment
- hydraulic power units
- high-momentum hydraulic motors

We design and produce also specialised devices for individual use.

## We provide also the following services:

- metal processing: machining on traditional and CNC machine tools
- thermal & chemical processing
- powder painting
- metal sheet bending
- laser, mechanical and gas cutting
- welding of steel and aluminium structures
- repairs of devices
- execution of new parts and devices acc. to delivered
- documentation



[www.fama-gniew.pl](http://www.fama-gniew.pl)

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e-mail: sekretariat@fama-gniew.pl

# FAMA<sup>®</sup>



# Famor - innovative solutions

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

## **FAMOR Product Portfolio:**

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

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

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

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

[www.famor.pl](http://www.famor.pl)

Famor S.A.  
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e-mail: sekretariat@famor.pl





## HYDRO-NAVAL Spółka z o.o.

**HYDRO-NAVAL** designs and manufactures efficient and functional solutions for numerous industries offering a wide range of products.

We have almost 40 years of experience in production of complete, advanced machinery and equipment; hydraulic, electrical and PLC installations and systems.

The company has production hall equipped with 18 overhead cranes lifting up to 25 tons and the universal production park offering complex machining and welding of steel structures of various dimensions.

Carbon and stainless steel machinery manufactured in HYDRO-NAVAL is equipped with electrical and hydraulic systems and enhanced with corrosion protection surface treatment to meet any market-specific requirements. The finished product is the highest-quality machinery holding international certificates of classification societies (DNV GL, ABS, BV, ABS etc ) and adapted to operate in the most demanding conditions.

Our whole production process is subject to strict control and steep quality requirements in line with ISO 9001 series and ISO 3834-2:2005 standard regarding welding of metallic materials. We are also certified with NATO approved AQAP 2120:2009 certificate for military contracts.

Modern facilities, skilled personnel and almost 40 years of experience demonstrate our ability to design and implement comprehensive projects for many industries.

[www.hydro-naval.com](http://www.hydro-naval.com)

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

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

### Two main fields of activity of the Foundation are:

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

The Foundation possesses ISO 9001 certificate.

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

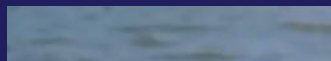
### The offer includes:

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

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

[www.ilawashiphhandling.com.pl](http://www.ilawashiphhandling.com.pl)

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phone / fax: +48 58 341 59 19  
e-mail: [office@ilawashiphhandling.com.pl](mailto:office@ilawashiphhandling.com.pl)



## Kancelaria Radcy Prawnego

### **The Law Office Legal Consulting - Mateusz Romowicz,**

with its seat in Gdynia, was established in 2006 by Mateusz Romowicz.

The Law Office provides services to clients from different branches and sectors of the economy in Poland and abroad. These include companies from the shipbuilding, maritime, shipping, and construction industries, and companies involved in international trade or transport.

The Law Office provides a wide range of legal services for commercial companies and individuals running a business. The form and scope of the legal services offered by the Consultancy take into account the legal requirements imposed on entrepreneurs, the pace of business, and the specifics of international trade relations.

We collaborate with our clients based on an understanding of the nature of their business, and tailoring our offer to the needs and objectives of their operations. The specialists working with us guarantee the highest level of ethics and competence of the services provided.

The Law Office provides legal services in Polish, English, and German.

The Consultancy consistently ensures that all orders are carried out in a timely manner and at the highest professional level.

An important aspect of the services we provide is our response speed, and the awareness that we may not - at any stage - block business decisions in an unjustified manner.

We strive to recommend to corporate clients solutions that optimise economic and tax risks.

To ensure efficient communication with the Consultancy, each client is assigned a lawyer who is responsible for getting to know the specifics of the client's business operations and for ensuring efficient communication between the Consultancy and the client.

The Law Office's team delivers timely, comprehensive and professional legal services to its Clients. In addition to their wealth of knowledge, what distinguishes our people is their experience in maintaining long-term, day-to-day services alongside legal consulting for physical persons and for economic entities of a variety of legal-organisational forms.



Legal  
Marine  
Mateusz Romowicz





Morska Agencja Gdynia Sp. z o.o.

# Morska Agencja Gdynia Sp. z o.o.

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

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

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

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

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

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

[www.mag.pl](http://www.mag.pl)

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*MAG*



## Muehlhan Polska Sp. z o.o.

**Muehlhan Polska Sp. z o.o.** is a member of the Muehlhan Group - one of the leaders in the international marine market in the field of anticorrosion protection.

Located in the Gdańsk Division of the company, the Anticorrosion Plant offers comprehensive maintenance & painting services for repair and building shipyards, the gas and petroleum industry, the land industry and the wind energy industry, including: blast cleaning and mechanical cleaning of steel surfaces, high-pressure washing above 1,700 bars and with the use of the  $\mu$ -jet technology patented by the Muehlhan Group, and applications of all kinds of protective coatings. The important part of the company's activity is also carried out by the Scaffold Department engaged in technical consultancy, design, lease, assembly and disassembly of scaffold systems, canvas cover systems, industrial tents and special structures.

The company employs over 500 highly qualified and experienced employees, whose rich experience and professionalism allow us to offer a high quality of services and products to our customers.

Muehlhan Polska Sp. z o.o. has quality certificates based on integrated management system: Germanischer Lloyd: ISO 9001, ISO 14001, BS OHSAS 18001; Office of Technical Inspection ISO 9001; Military Centre for Normalisation, Quality and Codification: 1710H.

The head office of the company is based in Szczecin, which is the seat of the Steel Plant specialising in the construction of steel structures for the shipping industry, including ship and yacht hulls, sections, blocks of superstructures, ship crane columns, coamings, offshore and other structures, including tanks, halls, masts, (rail and column) structures for the „roller-coaster” system etc.



## Shiprepair Yard "NAUTA" S.A.

Nauta Shiprepair Yard is a key player in the MARS Shipyards & Offshore group which is the largest Shipyard potential in the southern Baltic area.

Over 90 years of its activity, Nauta has performed numerous extensive repairs on various types of ships. It has also designed and built nearly 500 fishing and special purpose vessels. Apart from the civilian production, Nauta also provides services in the area of repairs and building of the naval vessels for the Polish and foreign navies.

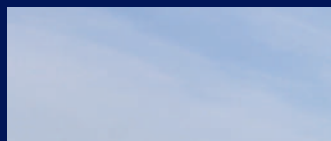
At the end of 2012 Nauta transferred most of its production facilities to the area which previously belonged to Gdynia Shipyard. The acquisition of new land and water area has created enormous growth opportunities for Nauta Shipyard.

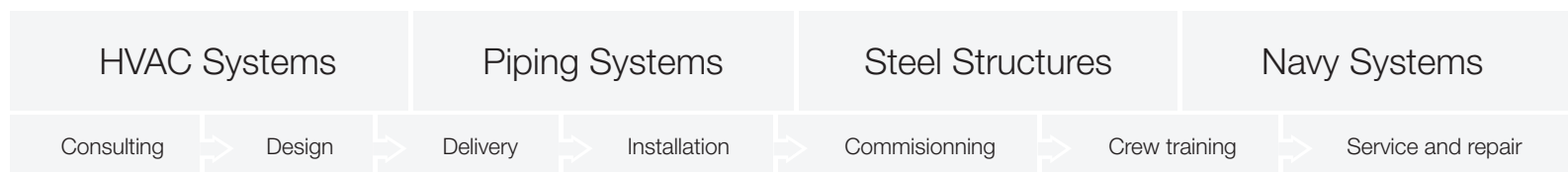
### **Nauta:**

- Ideal place for newbuilding activity and repairs of the largest vessels operating in the Baltic region;
- Access to the 379m x 70m and 240m x 40m graving dry docks;
- 4 floating docks including the one with a 12,000 – tones capacity, capable of handling 210 - meter long vessels;
- 2 slipways at Gdansk facility;
- Facilities fully equipped to carry out most advanced ship repairs, conversions and constructions to the ship owners requirements and demands.



# NAUTA





Navy-San started its activity on marine market in 1999. Steady and effective growth lead to becoming a limited liability company in 2014. In 2016, company structure is made of more than 50 skilled marine technicians and a strong engineering and design support. Experienced managers ensure the highest quality of services and level of customer satisfaction. Operating from headquarters in Gdynia, POLAND, the company provide services worldwide, focusing on Baltic Region and Northern Europe.

The company's mission is to ensure safety and work comfort of vessel crews by means of professional and ecology-conscious services. The main objective of quality management is to achieve customer satisfaction through professional and safe services.

The company specializes in providing complex design, delivery, installation, commissioning and repair of HVAC, piping systems, steel structures, specialized naval equipment and general ship- repair projects.

Our services are tailored for new shipbuilding projects as well as repair, conversion, or modernization projects.

Navy-San provides professional and complex services for the Navy, various ship-owners, shipyards, and other companies from marine sector.

In 2014 – 2016 period, company took part in major marine projects in Poland, including the modernization of FPF-1 oil rig, complex renewal of Polish Navy warships and new shipbuilding projects – i.e. “Zourite” – a specialized jack-up barge.

In response to changing market demand, the company adapts and grows along with every new project.

Navy-San is currently in process of implementing Quality Management System. The goal is to implement and certify the QMS in DNV-GL in 2017. The currently implemented Quality Management System includes process management, relevant suppliers and subcontractors, which effectively allows maintaining the highest level of quality and subcontracting services.

Providing the highest standards of safety at work and environmental protection during the execution of projects is a crucial and strictly observed quality objective.

**NAVY**  **SAN**  
CREATIVE ENGINEERING





# NYBORG - MAWENT

## Nyborg-Mawent S.A.

**Nyborg-Mawent S.A.** has been designing and producing industry fans for land, marine and offshore industry for many years.

The company focuses on creating a flexible offer, directed to customers that require reliable and sustainable devices, as well as the ones that need tailored solutions. Both directions became domain and main area of development for fan producer from Malbork.

Many years of experience in land industry fans production resulted in wide product portfolio for ventilation systems in energy, electro-mechanical, casting, building, agro-food and wood industry.

In Nyborg-Mawent's offer you can find:

- Centrifugal fans with capacity up to 300 000 m<sup>3</sup>/h, pressure up to 30 000 Pa and working temperatures up to 500 °C.
- Axial fans with capacity up to 500 000 m<sup>3</sup>/h, pressure up to 1 600 Pa and working temperatures up to 200 °C
- Atmosphere mixing devices with capacity up to 100 000 m<sup>3</sup>/h, pressure up to 1 000 Pa and working temperatures up to 1 100 °C
- Ventilation ancillaries such as cyclones, silencers, regulation equipment, heat and sound insulations, cabins etc.

All fans are available in standard, corrosion resistant and heat resistant applications.

Marine industry from the beginning was one of the main areas of operation. In 2001, when the company became a part of Nyborg Group, it received a great impulse for intense offer development, including radial and axial fans for marine and offshore, but also specialised equipment such as louvers, dumpers, tanks, fire dumpers, ventilation hoods and silencers. Axial fans work with capacity up to 500.000 m<sup>3</sup>/h and pressure up to 1.600 Pascal.

Company's great advantage is its complex offer – from the idea, through design and construction, following realisation and ending with tests confirmed by specialised inspections, also from certification societies. Nyborg-Mawent products work on installations all over the world – from North Sea, through Far East, to African tropics.

[www.nyborg-mawent.com](http://www.nyborg-mawent.com)

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# PARTNER-SHIP

The main area of the **PARTNER-SHIP** activity is metalworking and plastics processing.

Due to the large potential of machinery and indispensable skills of their employees, they are able to regenerate and produce a wide variety of equipment and spare parts. The company offers works to its customers, such as; lathing works, milling works, cutting the teeth of wheels, threading, cutting the worm and worm wheels, chiselling grooves, splined milling, drilling works, borer works, grinding works and many other metalworking services.

Thanks to highly developed cooperation, PARTNER-SHIP is able to have products finished by e.g. hardening, tempering, carburizing, Corr-I-Durr, galvanizing, chroming and painting.

For harbour industry they make a lot of new elements and regenerate used ones such as: transport baskets, traverse, carriage for forklift trucks, rolltrailers, cable drums, conveyors, cylinders, grippers, bale grippers for bulk cargo, grapples for scrap buckets for excavators and other elements of metal and plastic.

Typical works done by PARTNER-SHIP for shipbuilding industry are new elements production and used elements regeneration such as: cleats, rollers, handles, hinges, roller fairleads, wedge closings, screw closings, hatches, rope drums, anchor winches and mooring winches, gears, worm gears, shafts, pistons, connecting rods, cylinder heads, manifolds, pneumatic and hydraulic actuators, and other elements of metal and plastic.

They also realize orders for energy industry, construction industry, petroleum industry, military industry, mining industry, railway industry, and the rest of the machining industry. In every industrial sector there are cranes, overhead cranes, hoists, trolleys, stacker cranes, etc. apart from them there are still a lot of other machines and devices appearing in all industries.

An important part of PARTNER-SHIP business area is repairing, recovery, and also production of unusual tools, devices and replacement parts. The company is able to design, prepare complete technical documentation, and then make an unusual machine or device part.

[www.partner-ship.pl](http://www.partner-ship.pl)

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***PARTNER-SHIP***





# Polski Rejestr Statków S.A.

**PRS** is an independent expert institution acting on the international market, whose business is conducted for the benefit of the community.

Polski Rejestr Statków performs activity in many areas which may be divided into the following basic groups:

- Performing surveys for compliance with the requirements of the Society's own rules for classification and construction and/or the requirements of the relevant international conventions as well as national regulations regarding the following:
  - sea-going ships,
  - inland waterways vessels, yachts and boats,
  - naval craft and other special purpose objects intended for the State security and defense,
  - steel structures, pipelines and industrial installations, as well as land objects,
  - construction and repair of containers,
  - manufacture of materials and products,
  - manufacturers and service suppliers.

- Certification of products for compliance with European Union directives.
- Certification of management systems for compliance with international and national standards.
- Provision of technical expertise and advisory services.

Through the formulation of the requirements, survey and issue of the appropriate documents, PRS assists State Administrations, Underwriters and the Society's clients in ensuring the safety of people, floating objects, land undertakings, the safety of carried cargo and that of the natural environment.

[www.prs.pl](http://www.prs.pl)

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## PZT - Portowy Zakład Techniczny

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

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

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

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

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

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

For heavy elements transportation we use a Self-Propelled Modular Transporter (SPMT) made by Scheuerle. The transporter set consists of ten different trailers having altogether 46 wheel axles and four different drive units, and can be used for moving large-size cargo with the total weight of up to 1.600 tonnes. Each pair of wheels has its own suspension and turns independently, making it possible to move in any direction and to rotate the cargo around any defined point. The SPMT facilitates the transportation of goods even in the most logistically demanding locations. Remote control allows the operator to reach the destination safely and with great precision.

[www.pzt.com.pl](http://www.pzt.com.pl)

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# P.P.U.H. Ruroserw inż. Ryszard Szmit

Production, Service and Trade Company **RUROSERW**, inż. Ryszard Szmit was established in 1989. The Company started its activity from services in shiprepairing industry.

During several years of fruitful activity the Company has been developing and expanding its scope of production.

Today Ruroserw can offer a wide range of services: starting from shiprepairing, newbuildings up to prefabrication, fitting and mounting of steel construction for civil engineering. RUROSERW Company posses offices and workshops at its own premises in Gdansk at Marynarki Polskiej Street, just next to Port of Gdansk. RUROSERW Company has over 200 employees of various trades.

Thanks to high qualified staff, middle supervisory staff and good professional level of workers RUROSERW establishes a good relations with many polish as well as with foreign companies.

## In scope of RUROSERW's activity is:

### REPAIR OF SHIPS IN FULL RANGE:

- pipe works, hull works, locksmithing, welding, electrical, insulation, mechanical,
- power hydraulics etc.

### CONSTRUCTIONS AND ELEMENTS MADE FROM ALUMINIUM

- stairs and gungways with certificates
- other constructions

### CLEANING, BLASTING AND PRESERVATION JOBS

- blasting, shot-blasting of steel elements
- metalization
- hot galvanizing of elements
- painting
- rubber coating of steel elements

### DESIGNING, PREFABRICATION AND PRODUCING OF CONSTRUCTIONS

- steel constructions
- ventilation system, pipe systems etc.
- gratings steel and galvanized including support constructions
- mooring bollards and other ships' equipment and devices

### CONSTRUCTIONS AND ELEMENTS MADE FROM STAINLESS STEEL

- realings, ladders and gungways
- ventilations
- other equipment

### HEAT EXCHANGERS WITH LLOYD'S REGISTER CERTIFICATE - DESIGN & PRODUCING:

- coolers of water, oil, turbocharging air
- heaters of water, fuel etc.
- condensers

[www.ruroserw.com.pl](http://www.ruroserw.com.pl)

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# SAFE Co. Ltd Sp. z o.o.

**SAFE Co. Ltd. sp. z o.o.** is a fully private company, actively and expansively operating on ship industry and offshore market from more than twenty years.

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

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

## Anticorrosive Department:

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

## Shipbuilding / Steel Construction

### Department and Ship Repair:

- Building of the vessels or another floating units with length up to 90 meters
- Building sections and blocks of the vessels' hulls.
- Building of the hull outfitting including aluminum superstructures and wheelhouses.
- Building of the rudder blades, Kort nozzles, machining of the propulsion lines.
- Building of the steel constructions for offshore industry and constructions of bridges or viaducts
- Transport and loading of the heavy and large-sized cargos or construction up to 330 tons with the floating crane, larger - with the operation of pushing to transport pontoon.
- Floating docks with the following parameters: length -155 m, inner width – 24m, lifting capacity – 6000Tons.

[www.safe.gdynia.pl](http://www.safe.gdynia.pl)

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# Gdynia Maritime School Ltd.

The **Gdynia Maritime School Ltd.** was founded in 1988.

## The company manages:

- non - public post secondary maritime school educating in officer navigator and engine officer job.
- non - public training centre educating mariners, officers, maritime administration employees, wind energy employees, drone operators and sailors.
- publishing activities in the preparation and issuance of scripts and books thematically related to ongoing training.

The Gdynia Maritime School is a founding member of the National Chamber of Maritime Commerce and a member of the National Forum of Non-Public Education and the Polish Maritime Industries Forum. The school has been active in the Polish Maritime Cluster, being in the authorities.

In July 1998, the School obtained the international certificate of quality according to the standards ISO 9001: 2000 for the organization and training of maritime studies, awarded by Lloyd's Register Quality Assurance.

Our teaching staff consists of 130 best in your field educators and practitioners with many years of professional experience in working on ships offshore, including instrumental Higher Maritime School in Gdynia, currently the Maritime Academy, shipping companies and the Maritime Administration and the management of institutions in this OTC (Officer Training Centre of Gdynia Maritime University LTD.).

[www.morska.edu.pl/en](http://www.morska.edu.pl/en)

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## SZKUNER Sp. z o.o.

**SZKUNER** repairs and rebuilds tugs, navy ships, icebreakers, hydrographic ships, river barges and many others. On our area are built catamarans and yachts.

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

[www.szkuner.pl](http://www.szkuner.pl)

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## UNITEST Marine Simulators Ltd.

**UNITEST** has been founded in 1990 as a private - owned enterprise and 26 years later, the company has been converted into UNITEST Marine Simulators Ltd.

The company staff includes many experts from Gdynia Maritime University (Poland), young dynamic programmers and the computer graphic designers. Dr Leonard Tomczak who is the President of Board was also the founder and managing director of the original UNITEST enterprise.

In the beginning the company's activities were concentrated on the design and production of diagnostic and measurements instruments for the ship engine rooms. Gradually, the scope of company activities was broadened and in 1994, UNITEST has started to develop the Computer Based Training (CBT) interactive programs for marine engineering students and maritime engineers. Currently UNITEST CBT package includes 33 independent programs and the new modules are being developed.

Since 1995, UNITEST has begun to produce the engine room simulators and the first low speed diesel engine room simulator was produced two years later, followed by medium speed diesel and steam turbine engine room simulators. UNITEST, has become a supplier of the customized dual-fuel engine simulators for BC Ferries ships built in Remontowa Shipyard, Gdansk (Poland).

UNITEST is world leader in creation of maritime training software and the fully interactive engine room simulators with the realistic 3D visualization of the machinery space. Additionally, UNITEST simulators use state of the art proprietary integrated checklists and the fully automated assessment of the trainee competencies.

UNITEST also creates interactive programs adapted to the needs of different marine equipment manufacturers. These programs, by using 3D technology, usually extend the operator's manuals and allow the better understanding of the equipment construction and functioning. UNITEST constantly cooperates with ALFA LAVAL (Sweden), Kistler (Switzerland) and another maritime manufacturers. Recently, UNITEST has become the exclusive supplier of the customized simulators for all new electronically controlled low speed diesel engines produced by Winterthur Gas and Diesel (Switzerland) – formerly the part of the Wärtsilä corporation.

In order to expand the offer, UNITEST has started to develop the 3D mobile applications which have to support the engine room maintenance works.

[www.unitest.pl](http://www.unitest.pl)

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# UNITEST





# VERG ON-SITE MACHINING SOLUTIONS

Any unplanned failure is always a big challenge in even best organized Shipyard. In order to quickly and effectively neutralize the risks of unexpected shutdowns, VERG has prepared a number of solutions that will allow getting rid of many problems and restoring operation of the entire plant.

In-Situ Service – Rental of Portable Machine Tools – Sales of OSM Equipment – Special Machinery. Our company has gathered the most outstanding specialists in the field service industry, which converts to a large extent into the timely implementation of projects and, even most important, performing tasks according to our customers' specifications. Our own design office and measuring department equipped with the latest laser equipment allow our company taking part in the most demanding projects in Europe.

## Flange Machining

VERG has a large fleet of flange facers and orbital mills. The machines are mounted on both inner and outer diameters of a flange and, in certain cases, directly to the face or heat exchanger bottom. Pneumatic, hydraulic or electric drives permit the use of our equipment for many tasks. Machines with automatic radial and axial feeds allow complete remachining of the flanges. Work range from 0 to 8500mm.

## Milling

Machining of large flat surfaces is possible through the use of mobile gantry and 3-axis milling machines. These machines, like the other machines in our offer, have drives of various types, which increases their versatility. On our stock, we have both lightweight aluminum machine tools, designed for tasks performed at heights and in confined areas, as well as heavy duty equipment, allowing increasing productivity and maintaining tolerances similar to those that can be obtained when machining with stationary machines.

## Boring and Drilling

Over a dozen mobile boring machines – both compact and high performance – and a wide range of magnetic drills allow us making holes from a few millimeters to more than four meters in diameter. Our mobile service teams are equipped with many special attachments for mobile boring machines, which is why such a work as facing, grooving, boring of tapered holes and honing is not a problem. Automatic welding systems complete the range of our machines.

## CNC Threading

Broken pins, damaged threads and poorly made holes pose a huge problem for each installation. For the biggest thread diameters, our company uses a special CNC machine. Damaged threads are no longer a problem with the use of advanced technology. We are able to rework or make new thread, even if the size is M210, directly on site, also in positions difficult to access. We also have special technology to remove pins that cannot be removed in a traditional way.

## 3D Measurement and alignment

Since the implementation of each project according to specifications obtained is a priority for us, our specialists are equipped with advanced, state of the art measuring equipment. We have several laser tracker devices and measuring arms. The equipment is mainly used for the geometric measurements and precise setup of mobile machines. The measurement is also offered as a separate service. A comprehensive report with visualizations and diagrams follows each measurement project

## Rentals and Special Solutions

This year, in order to meet the expectations of our customers, we launched the rental of mobile machines. We have more than twenty different machines of leading manufacturers in our fleet. In addition, using the experience of our technicians and in collaboration with our design office, we are able to adapt a standard device for each task or create a completely new solution, including CNC machines.

**Save your time and money! VERG in-situ service brings solution to you.**

[www.verg.com.pl](http://www.verg.com.pl)

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**24/7 Global  
In-Situ Service**



**Rental of portable  
Machinetools**



**Line Boring, Flange Facing,  
Drilling, Milling**



**Laser  
Alignment**



## Vistal Gdynia S.A.

During 25 years of Vistal's activities, the group has accumulated vast experience, recruited the best specialists in the field, and completed

Vistal was set up in 1991 as a small bridge building company and over the years was expanded to a major group of companies employing more than one thousand workers. The initial trade interest has remained a core business throughout the years, during which Vistal has manufactured over 250 steel bridges, however, the commercial activities expanded vastly and now include manufacture of steel structures for construction, energy, marine, offshore, or handling industries. Moreover, Vistal has entered the market for complex turn-key projects that include hydraulic installations, mechanical assemblies, or even delivery of complete multi-discipline projects.

The workmanship and quality of products are of the utmost importance, therefore, Vistal takes pride in the Integrated Quality Management System developed in accordance with standards such as: ISO 9001:2008 (Quality Management System), ISO 14001:2004 (Environmental Management System), OHSAS 18001:2007 (Occupational Health and Safety System), NORSOK standard, or EN ISO 3834-2 (Quality requirements for the fusion welding of metallic materials). What is more, Vistal has cooperated with a number of classification societies: DNV, ABS, Lloyd's Register or BV.

One of the most noteworthy assets of Vistal is an excellent location in Gdynia. The company owns two quaysides in the harbor and a brand new workshop built on one of them in 2013. The new facility allows for manufacture of structures up to 8000 tons in a single element, while preserving even the most restrictive requirements of the offshore market. The quayside areas are more than suitable for assembly and testing of the most complicated equipment and machines that can also be loaded on a vessel using a variety of means such as floating cranes, SPMTs, or via skidding.

Thanks to Vistal's experience, facilities, and resources, the company can easily adapt to the ever-changing market and fulfill the most demanding client's needs. The scope of capabilities includes designing works, fabrication, corrosion protection, assembly, testing, and on-site installations. Vistal has been successful in a wide range of projects; from steel bridges, through offshore flares, deck modules or vessels, to complete crane units. No challenge has ever been declined and no project declared to be too difficult. Vistal is always up to the task.

Some of the most notable advantages of Vistal are:

- Focus on Quality and HSE
- Direct access to two quaysides in Gdynia harbor
- Delivery of highly complex turn-key projects
- Fulfilment of the most restrictive offshore requirements
- Tailor-made project management solutions

[www.vistal.pl](http://www.vistal.pl)

Vistal Gdynia S.A.

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THE ART OF LIVING AT SEA COMBINE  
CUSTOM DESIGN AND THE F

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