



# **Polish Maritime Export Catalogue for Greece** 2020/2021

A guidebook to the Polish maritime sector



Embassy of the Republic of Poland in Athens  
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Embassy  
of the Republic of Poland  
in Athens



## Ladies and Gentlemen,

In this difficult year, due to the global pandemic, we were not able to meet in person during the International Shipping Exhibition – Posidonia in Athens. I am personally very sorry, that I still have not had the chance to meet representatives of one of the most important sectors of the Greek economy – the shipping and maritime industry. I do hope, that in the years to come, when the global health and safety is back in place, we will have plenty of occasions to cooperate and strengthen the already established friendly ties.

The first Polish Pavilion in Posidonia happened in the symbolic year for the Polish nation. In 2018 we celebrated 100 years of regaining independence. After 123 years of non-existence on the map of Europe, exactly in 1918 – at the end of WWI, after the dramatic struggle for our freedom, Poland regained its independence. From day one we started our great endeavor to build our state and economy, which was not easy at all if you can imagine. Right after the drama of the war, in 1920, another symbolic event, known as “Poland’s Wedding to the Sea” took place on February 10, 1920. On that day Gen. Józef Haller, one of the key military commanders who restored the Polish independence, threw a platinum ring into the cold waters of the Baltic Sea. After 100 years of separation Poles were extremely happy to regain access to the seaside, that had been taken away from them by Russia and Prussia. Since then Poles are devoted to their sea. The interwar period was primarily marked by the construction of the port and city of Gdynia. In the 30’s, this port began to successfully compete with other ports of the Baltic and the North Seas. The day before the outbreak of World War II, the Port of Gdynia was a modern and fully equipped port. The development of Gdynia influenced not only the development of maritime economy, but the shape of the whole Polish economy – until 1939 as much as 80 % of Polish export and 65 % of import were made by sea. Gdynia at the time was the Polish “window” to the world.

For years we have developed a strong economy in seaside regions. We managed to create a shipbuilding industry, that became a very important component of our growth. However, companies that create the Polish shipbuilding and maritime sectors went through and survived, many difficult moments including WWII and after that, when the iron curtain divided our continent, years of communism. While reflecting upon the achievements of this industry, it is worth recalling that Gdańsk – the cradle of the Polish sea industry – is the city where World War II began. After the war, the legendary Gdansk Shipyard was the place where big waves of strikes and demonstrations against the communist regime started. Indeed they led to the creation of the Solidarity trade unions marking the beginning of the fall of communism in Europe. Polish seamen have always been strong, determined, and very much independent. They fought for Polish freedom and contributed to bringing modern thinking to our politics and economy. Polish shipyards were engines for our development and technological progress. This is still a reality today. Although, I dare say – in a competitive world – the challenge has become greater.

I would like to encourage you to go through the presentations of the Polish entrepreneurs that are collected in this material and hopefully to start a beneficial cooperation with Polish partners.

Find us on:  
[www.gov.pl/greece](http://www.gov.pl/greece)  
[twitter.com/PLinGreece](https://twitter.com/PLinGreece)

Artur Lompart  
Ambassador of the Republic of Poland  
to the Hellenic Republic





## A story of resilience

### The Polish Shipbuilding Industry

The Polish shipbuilding industry is a dynamic and competitive sector deeply embedded in the European shipbuilding value chain. After a difficult transformation throughout the 1990s, over the past decade it left the past behind and has reemerged as a hotspot for growth.

#### Donec quis nunc

Back in the 1980s shipbuilding industry in Poland was one of the largest branches of the economy and the country was among the top ten largest producers of ocean-going vessels. Although the Gdansk Shipyard was a cradle of a pro-democratic trade union-turned-popular movement Solidarity, under the shock therapy of far-reaching free market reforms large, bloated state-run shipyards experienced enormously painful doldrums throughout the 1990s and 2000s, struggling against collapsing Eastern market, their traditional customers and East Asian competitors. That confluence of adverse market factors finally led to a demise of large shipyards in the late 2000s, triggering chaotic reductions in excess capacity and mass layoffs among other negative consequences.

In the shadow of battered large shipyards, a rich talent pool of highly qualified, entrepreneurial engineers, designers, technicians, managers created a vibrant maritime SME sector capable of unlocking opportunities arising from a technological revolution the shipping industry is entering in. This radical makeover of the industry's size and structure produced a sector that is more lean, flexible, financially sustainable and, the most important, market-savvy. The effort paid off: in the mid-2010s the Polish shipbuilding industry entered a strong growth phase.

Core competences and knowledge capital of Polish shipbuilders and ship designers translated into high-quality, competitive products that won the market recognition.

In particular small and medium-size ferries, auxiliary and support vessels (such as icebreakers, tugs, research vessels, PSV vessels), offshore vessels and large structures such as oil rigs made a name for reemerging Polish shipyards. More recently, Poland has rapidly surfaced as a green shipbuilding hub, owing to pioneering solutions for low-emission vessels with alternative propulsion systems, in particular LNG/electric hybrid and all-electric.

Beyond newbuildings, two core domains of the industry are production of ship modules – in fact often close to the state of fully outfitted vessel – and ship maintenance, repair and conversion (SMRC) services that enjoy the trust of international maritime classification organizations. Competences of the industry in the latter field is also underscored by a rank among the best 10 repair shipyards in the world. As the IMO has launched its reinvigorated green agenda, spearheaded by the BWM Convention and the Global Sulphur Cap, Polish shipyards provided reliable installation service of exhaust gas cleaning systems (EGCS) and ballast water management systems (BWMS).

A remarkable achievement of the Polish shipbuilding industry is a social dialogue between the employers and the employees associated in trade unions that truly enhanced mutual understanding within the industry and provided a stable operational and employment environment.

## As it is today...

The Polish shipbuilding industry consists of big, active major shipyards and several dozen shipbuilding companies. The sector generates ca. €3 bn in turnover annually and employs ca. 40,000 people directly in shipbuilding and altogether 120,000 with the domestic supply chain, predominantly in maritime equipment manufacturing. The shipbuilding creates high quality jobs, what is reflected in the average salary in the industry that is around 20 per cent higher than the national average.

The significance of shipbuilding industry is underpinned by its inclusion in the Strategy for Responsible Development, a long-term national economic development strategy adopted in 2017. This key document identifies the shipbuilding industry as a sectors vital for some of its overarching priorities: reindustrialization and high value-added exports.

In 2019 Polish shipyards delivered 6 fully outfitted (turn-key delivery) vessels, accounting for a total of 11.4 thousand GT and 27.4 thousand CGT. Noteworthy, the disparity between the output in gross tons and compensated gross tons values itself clearly illustrates the level of technological advancement of the projects.

While the volume of delivered units halved after three years of successive increase, dragged by the global downturn, the orderbook registered the strongest result over the recent years. As of the end of the year, the newbuilding order portfolio stood at 23 vessels accounting for a total of 82.8 thousand GT and 96.8 thousand CGT.

## Wider perspective: the value chain

The unimpressive figures above do not reflect the true scale and potential of the Polish shipbuilding industry, which lies in an important role it plays in the European shipbuilding value chain as a competent supplier of ship modules and reliable maritime equipment. Out of its total output, as much as 70% is for exports, predominantly to Norwegian, Dutch and German shipyards. What illustrates how deeply embedded in the production process of Western European shipyards the Polish industry is, according to data from SEA Europe, the total output of our shipyards is several times higher than the raw numbers that include only turn-key deliveries: in 2019 stood at 120 thousand GT and 233 thousand CGT. This discrepancy exposes the largest challenge the Polish shipbuilding industry faces today: moving up the value chain.

## In tune with trends

With technological prowess and innovativeness Polish shipyards command, the industry is well-prepared to expand under accelerating green trends. They have already proved themselves on the rapidly growing market of low emission vessels, early on introducing to the offer highly successful vessels with alternative propulsion systems, in particular hybrid-electric and all-electric ferries that won industry awards, such as the Elektra with the Ship of the Year title at the Sulfur Cap 2020.

High hopes for shipbuilding revival are linked to offshore wind energy. By the mid-2020s investments in offshore wind in Europe will have overtaken investments in offshore oil & gas; in Poland an updated national energy strategy identifies this renewable as pivotal to the country's energy transition. Already having a strong position in the niche of specialist offshore vessels, the Polish shipbuilding industry stands to play a special role in enabling and realizing the incoming wave of multibillion investment projects.

Find us on:  
[www.gov.pl/web/infrastruktura](http://www.gov.pl/web/infrastruktura)  
[twitter.com/MI\\_GOV\\_PL](https://twitter.com/MI_GOV_PL)



## Important for foreign investors interested in the Polish market

Poland is the largest country in Central and Eastern Europe and we are the 6th largest economy in the EU. Poland enjoys economic stability with the high rate of growth (5,1% GDP in 2018) with the low public debt, lower than EU average. Low indebtedness of the Polish government contributes to Poland's high resiliency to external shocks. Poland was the only country in CEE region and one of few in the world that has not experienced economic recession during the global crisis in 2008/2009. Our growth is reinforced by Public investments, including those co-financed due to the availability of EU funds (115 bn. EUR) under the 2014-20 Multiannual Financial Framework, e.g. in transport infrastructure, improving of the environment and R&D.

Adopted in 2018 the Act on New Investment goes in this direction and puts in place a new mechanism of granting support to investors, which will replace the existing support system provided under Special Economic Zones (SEZs) law, in operation since 1994. The key rules underlying the new investment law are: support for micro, small and medium-sized enterprises; tax exemptions related not only to investment location but also to quality of investment and created jobs.

The new law finally eliminates territorial restrictions in investment which up till now covered only 0,08% of the Polish territory producing inequalities in social and economic development. Under the new concept, the Polish Government aims to level the playing field in development of all Polish regions and medium-sized cities so that benefits resulting from the economic growth could be available to all Polish citizens. By putting on an equal footing regional development irrespective of location of an investment new rules on investment make the whole territory of Poland the Single Investment Area, the so called POLAND: INVESTMENT ZONE. Apart from Polish Investment Zone we offer tangible support for investment in the form of grants. Government grants are provided on the basis of Programme for supporting investments of major importance to the Polish economy for years 2011-2030. This year we will introduce some key changes to the Programme providing more funding for the support of investment to cover a greater number of investors and investment opportunities and thereby stimulating innovative development of national economy.

Investment attractiveness of Poland is appreciated by foreign investors. According to the conducted investment climate research by the Polish Investment and Trade Agency with the support of HSBC and Grant Thornton, 92 percent of investors consider Poland to be a good place to invest and would make the decision to invest in our country again. According to the EY's European Attractiveness Survey, Poland was considered the 5th most attractive destination for FDI in Europe and the 1st in Central and Eastern Europe, ahead of the UK, Germany, France and Spain.

Furthermore last year the global index agency FTSE Russell changed Poland's classification from emerging markets (developing countries) to developed markets, thanks to which Poland was among the 25 most developed economies in the world.

Strengths of Poland which are often highlighted by investors are: a relatively large internal market (38 million consumers) and access to the European market of 500 million consumers, as well as to the Eastern European countries. In addition, they emphasise the friendly and stable macroeconomic situation combined with a strong internal demand and a thriving business environment.

For information use link to the Polish Investment and Trade Agency:  
<https://www.paih.gov.pl/en>

Find us on:  
[www.gov.pl/web/rozwoj-praca-technologie](http://www.gov.pl/web/rozwoj-praca-technologie)  
[twitter.com/MRPIT\\_GOV\\_PL](https://twitter.com/MRPIT_GOV_PL)

# LIST OF COMPANY PRESENTATIONS

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Baltic Operator Sp. z o.o.  
<https://gdanskshipyard.pl>

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Bota Technik Sp. z o.o. Sp. Kom.  
[www.botatechnik.com](http://www.botatechnik.com)

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Morska Stocznia Remontowa "Gryfia" S.A.  
[www.msrgryfia.pl](http://www.msrgryfia.pl)

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H.CEGIELSKI-POZNAŃ SA  
[www.hcp.eu](http://www.hcp.eu)

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PRS (Polish Register of Shipping)  
[www.prs.pl](http://www.prs.pl)

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Port of Gdansk Authority  
[www.portgdansk.pl](http://www.portgdansk.pl)

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Remontowa Shiprepair Yard  
[www.remontowa.com.pl](http://www.remontowa.com.pl)

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Nauta Shiprepair Yard  
[www.nauta.pl](http://www.nauta.pl)

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Szczecin Industrial Park  
<http://szczecinshipyard.com>

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WSK International Sp. z o.o.  
[www.wskseparator.com](http://www.wskseparator.com)

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**BALTIC  
OPERATOR**

## Baltic Operator Sp. z o.o.

Baltic Operator was established in mid of 2018 and is a limited company in the Group of Industrial Development Agency JSC. Baltic Operator deals with active management, optimization and development of companies in the broadly understood international shipbuilding, wind energy, offshore (oil & gas) and transshipment infrastructure sectors, closely cooperating and utilising the experience of Stocznia Gdańsk S.A. and Stocznia Gdańska sp. z o.o. As the leader of the industrial consortium, Baltic Operator focuses in particular on business development towards modern, complex products manufactured based on the best available technologies and management techniques.

### Prefabrication Hall K1

The biggest prefabrication hall in the Central Europe (6,5 ha):

- Lifting capacity 200 t
- K1 length: 331 m, width 211 m
- Height to the crane hook – 21 m
- Annual steel cutting capacity for K1 – 100 000 t
- Max. structures diameters: 25x40x15 m with max. 320 t

### Blasting and Painting Facilities

LKM1 (equipped with: 1 blasting, 1 metalizing and 2 painting chambers)

- Painting section length up to 38 m
- Chamber dimensions (HxWxL): 13,6 x 19,0 x 40,0 m

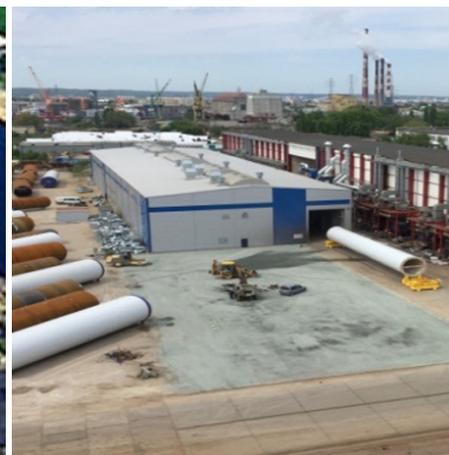
LKM2 (equipped with: 1 blasting, 1 metallizing and 2 painting chambers)

- Dedicated for wind towers production,
- Chamber dimensions (HxWxL): 6,5 x 7,5 x 40,0 m.

### Gas and plasma cutting

Company has modern machinery park which allows gas cutting for plates to 120 mm of thickness and plasma cutting for plates to 30 mm of thickness. Plates and profiles bending

Bending machines has possibility of plates bending from 10 to 120 mm thickness and up to 8 meters of diameter.





### CSP – Flat Panel Line

CSP line is an automated production line for panels of maximum dimensions: 12.0 m x 12,5 m and thickness of 4 to 40 mm with stiffeners.

### LSP – Flat Panel Line

LSP line is a compact technological line comprising ten automated workstations. Panels with sizable dimensions of 20 m x 27 m and 4 mm to 90 mm thickness can be made (with 1st and 2nd group stiffeners).

### MPL – Micro Panel Line

MPL line is a technological line comprising two automated workstations (assembly platforms). MPL allows fully automated fabrication of straight elements into constructionally separated precast (Micro Panels).

### Offered products within group:

1. Shipbuilding including vessels, hulls, blocks and flat panels with over 1 000 turnkey projects in shipyard history since 1947.
2. Wind towers including: onshore and offshore towers with capacity of 18 wind towers sections per week.
3. Offshore structures including: substations, platforms, subsea and secondary steel since 2012.
4. Onshore structures including: cranes, bridges, port equipment since 2011.

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

Baltic Development Academy is welding school which organizes training in the field of safe use of welding equipment and examinations for welders acc. to ISO 9606 and for mechanized equipment operators acc. to ISO 14732. All actions are supervised by DNV/GL or other foreign classification societies.

### Additional information:

- 1,5 km to open sea,
- Draught on Kaszubskie Quay – 9,2m,
- Internal means of transport:
  - Self-propelled platforms up to 360 tons of capacity,
  - Mobile lifting equipment 2x60 tons of capacity,
  - Rail-road ferry with 360 tons of capacity.
- Possibility of road and sea transport,



## Bota Technik Sp. Z O.O., Sp. Kom.

Our company is highly specialized in servicing of mechanics of ships propulsion systems.

Main areas of our expertise are:

- thrusters,
- shaft lines and propellers (CPP and FPP)
- gearboxes,
- stern tube seals,
- steering gears,
- couplings,
- engines.

BOTA TECHNIK offers also service:

- power hydraulically driven deck equipment (winches, cranes),
- automation (remote controls),
- design support (spare parts, new buildings).

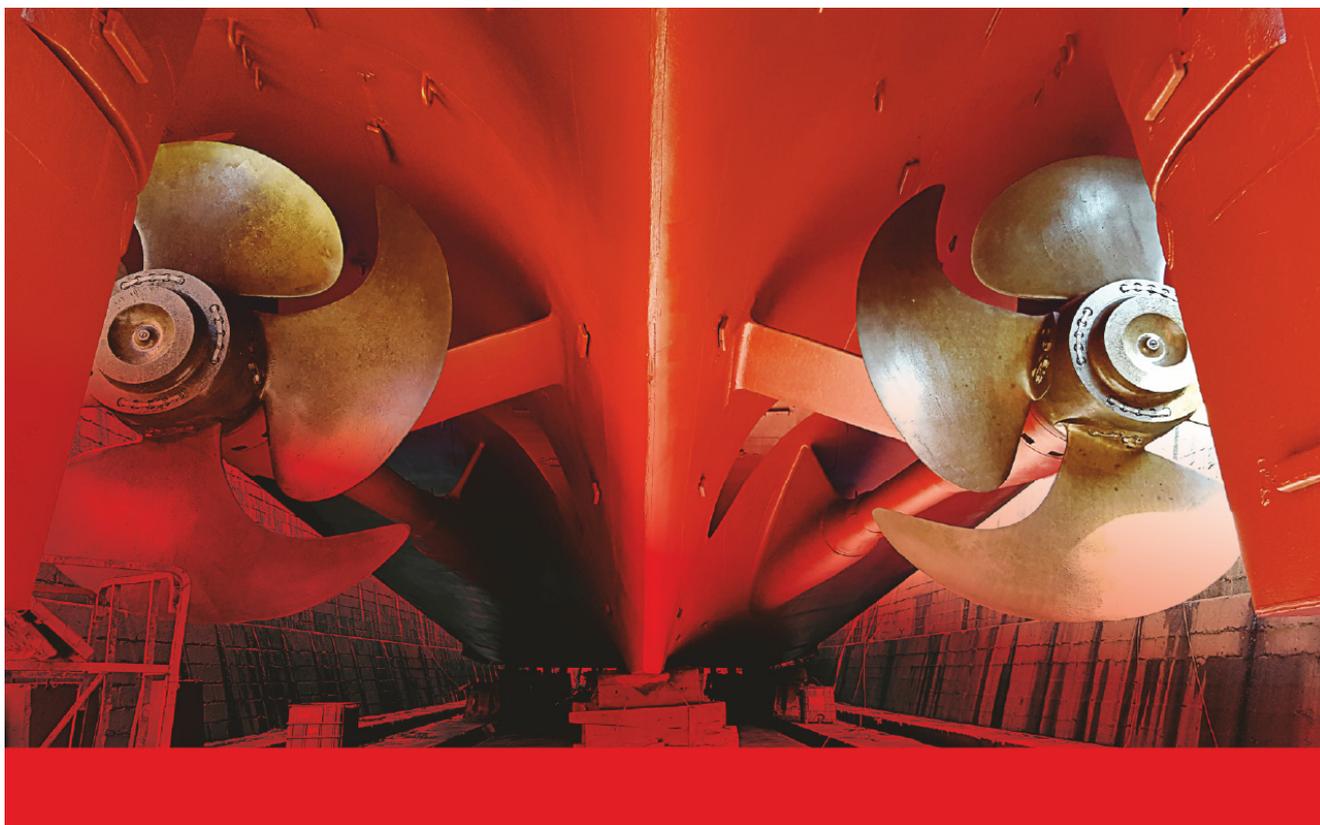
Our company has high ability and lots of experience in realization of service jobs in nearly every part of the world. We realise around 400 service jobs every year worldwide.

We can offer flexible type of service teams from single engineer to complete team of servicemen.



We are an authorized representative of:







## Morska Stocznia Remontowa "Gryfia" S.A.

Morska Stocznia Remontowa "Gryfia" S.A., belongs to a group of the best-known repair yards at home and abroad. Has been, for many years, successful in dealing with repairs, conversions and newbuilds that are carried out for the needs of our customers. We offer full service of sea ships of any type and size up to panamax.

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

The shipyards' location at the heart of Europe, close proximity to main overland routes and important shipping routes as well as good infrastructure make the shipyards a good partner in repairing ships. In addition, thanks to the fact that the shipyard is located close to the German border, devices and spare parts from suppliers in West Europe can be easily transported and specialized service technicians can get quick access.

They trusted us:

GAS CERBERUS, LPG Tanker,  
STEALTH MARITIME CORPORATION SA, Greece

ICE CONDOR, Chemical Tanker,  
ROSWELL TANKERS CORPORATION, Greece

STEN MOSTER, Oil & Chemical Tanker,  
REDERIET STENERSEN AS, Norway

CLAUS, Chemical Tanker,  
CARL F. PETERS GmbH, Germany

CITY OF ST. PETERSBURG, Car Carrier,  
FAIRMONT MANAGEMENT CANADA, Canada

ELBE HIGHWAY, Car Carrier,  
„K" LINE EUROPEAN SEA HIGHWAY SERVICES GmbH, Germany

EEMSBORG, General Cargo Vessel,  
WAGENBORG SHIPPING BV, Netherlands

PINTA, Trailing Suction Hopper Dredger,  
JAN DE NUL, Belgium

TIDEWAY ROLLINGSTONE, Pipe Burying Vessel,  
TIDEWAY LUXEMBOURG SA

MIEDWIE, Bulk Carrier,  
POLSTEAM, Poland

SANDNES, Self-Discharging Vessel,  
HJH SHIPMANAGMENT, Germany

CSL TRIMNES, Self-Discharging Vessel,  
CSL EUROPE, United Kingdom





1846

H.CEGIELSKI-POZNAŃ S.A.

## H.CEGIELSKI-POZNAŃ SA - QUALITY & RELIABILITY

HCP SA was manufacturer of engines under MAN/B&W and Wärtsilä / Sulzer licenses.

Now we provide:

- OEM spare parts to 2-stroke and 4-stroke engines,
- Professional diesel engines' service in a range of:
  - maintenances,
  - overhauls,
  - repairs,
  - inspections,
  - regulations and timings,
  - overhauls of Alpha lubr. system,
  - realignment/ lifting,
  - overhauls of fuel booster pumps, main hydraulic pumps, A4VSO pumps,
  - exhaust valve actuators,
  - hydraulic accumulators,related to main and auxiliary engines.
- Maintenances and upgrading of remote control systems,
- Verifying of spare parts required to each work,
- Solving of technical problems connected with the engines.

Our service teams (totally employed in technical department ca. 40 technicians) have wide range of service experience from different background and also engines outside our production (eg. MaK, Yanmar, Daihatsu and others).

HCP team works according to the implemented Quality Management System ISO 9001 as well as Health & Safety Management System. Welding certificates and also first level of Industrial Safety Certificate enabling us signing of confidentiality agreements with our clients.

We do the job all over the world. Join the group of business partners that have trusted us.

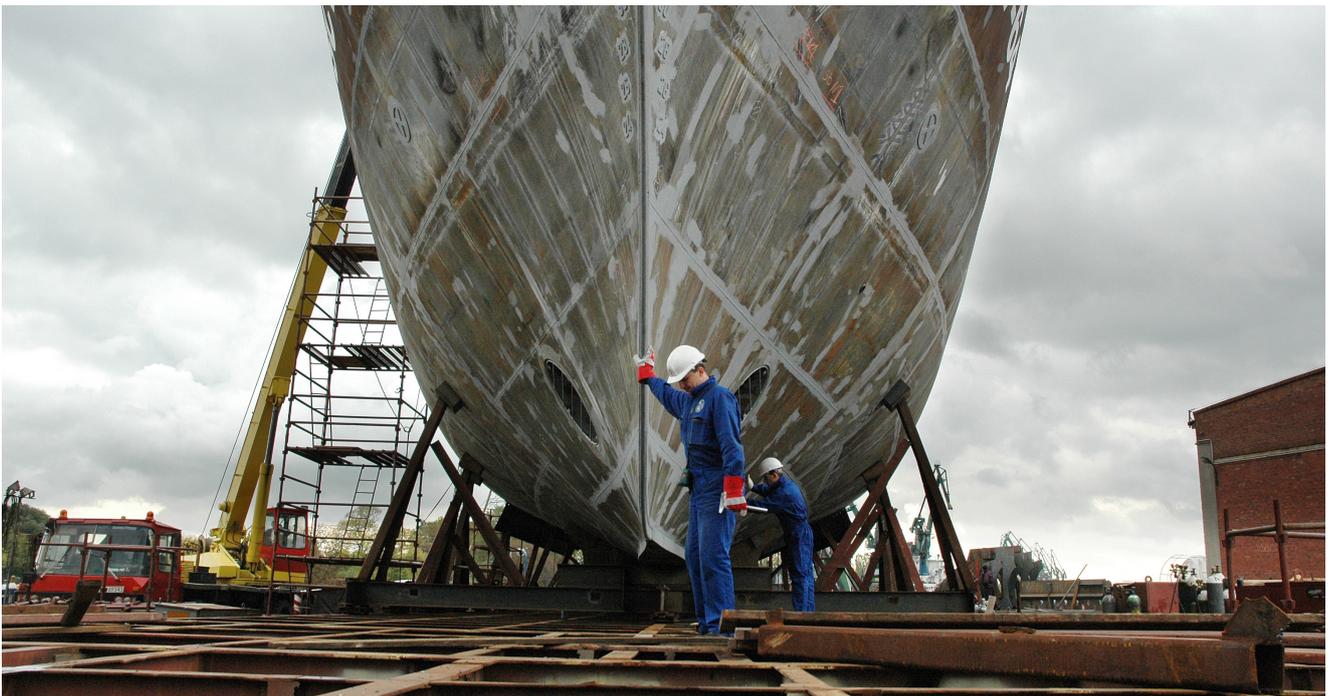






## Polski Rejestr Statków

PRS is an independent expert company providing surveys, certification and advisory services for companies from various industries worldwide. By formulating requirements, supervising and issuing relevant documents, we help to ensure the safety of people and property and the protection of the natural environment. We have been operating since 1936 and have offices, representative offices, surveyors and agents in Poland and many other countries. We are a Polish classification society and a member of the International Association of Classification Societies (IACS). We conduct classification and statutory supervision over all types of vessels and other facilities. PRS may operate as a recognized organization for floating units throughout the Community inland waterway network. We conduct technical supervision in the field of cubature and hydrotechnical construction, certification and supervision over the design, construction and operation of offshore platforms (based on the recognition of Polish Ministry of Maritime Industry) and certification of offshore wind energy components. We supervise the design, construction and operation of offshore wind farms as well as energy systems based on renewable energy sources. We perform technical supervision over the construction and operation of roads, highways, bridges, viaducts and related facilities. Our offer also includes certification of management systems for compliance with national and international standards (we are accredited by the Polish Center for Accreditation). As a notified body in the European Commission, we certify products for compliance with EU directives and ordinances. We certify welding personnel. Our range of services is supplemented by trainings in the field of technique and technology, formal requirements and management systems.





Our services are divided into below areas:

- Ship surveys that is:
  - classification, appraisal and technical survey of the construction, reconstruction and operation of ships, yachts and other vessels, as well as facilities related to the exploration and exploitation of the sea and water bodies,
  - technical supervision over the production of materials for the construction, repair and equipment of ships,
  - statutory surveys of vessels (acc. to SOLAS, MARPOL, Load Line etc.), within powers given by governments,
  - development of ship stability and cargo software for specific ships,
  - reporting, monitoring and verification of CO2 emission from ships (MRV),
  - certification for compliance with ISM and ISPS Code and the requirements of MLC 2006;
- In the field of advisory services and certification of materials:
  - type approval of products, so called EU RO Mutual Recognition,
  - advice to shipowners in emergency situations (ERC),
  - survey of containers under construction and in service, testing, inspection and approval of containers,
  - approval of method 2 for determining the verified container weight (VGM);
- Industrial Surveys covering:
  - technical supervision over cubature and hydro-technical construction as well as construction and operation of environmental protection objects,
  - technical supervision over the construction and operation of pipelines, transportation systems for gas, oil and petroleum products, power, cooling equipment and industrial installations,
  - technical supervision over the construction and operation of roads, bridges and related facilities,
  - certification and supervision over the design, construction and operation of fixed offshore platforms, based on own regulations,
  - certification of offshore wind power plants components,
  - supervision over the design, construction and operation of offshore wind farms,
  - certification and supervision over the design, construction and operation of energy systems based on renewable energy sources,
  - reliability and risk assessments of industrial facilities,
  - technical supervision over floating objects permanently moored;
- Management System Certification and EMAS verification;
- Products Certification for conformity with the EU directives and regulations;
- Certification of welding personnel in scope of PED directive;
- Engineering Related Consultancy (technical appraisal and consulting, technical and financial analysis);
- R&D (participation in projects);
- Training courses and seminars for:
  - shipowners, shipbuilders and ship designers,
  - people dealing with management systems.

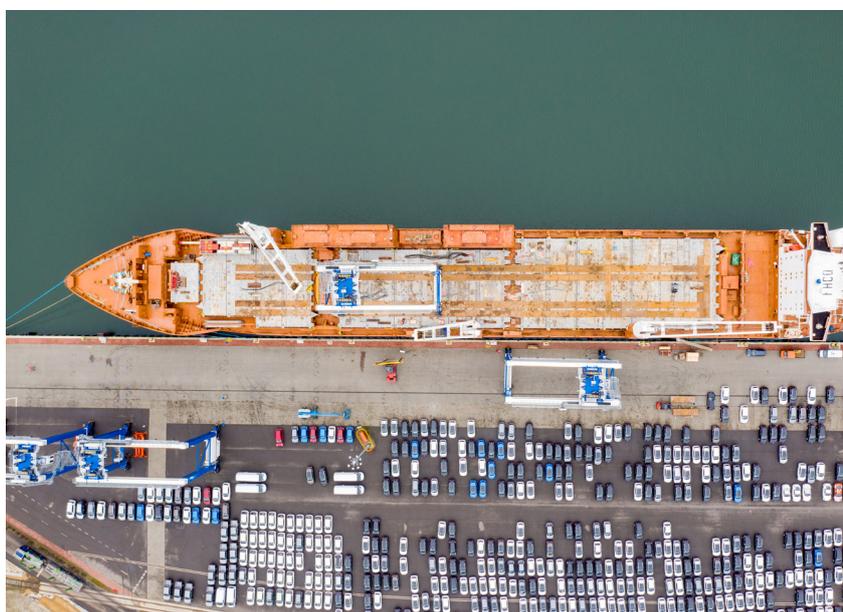
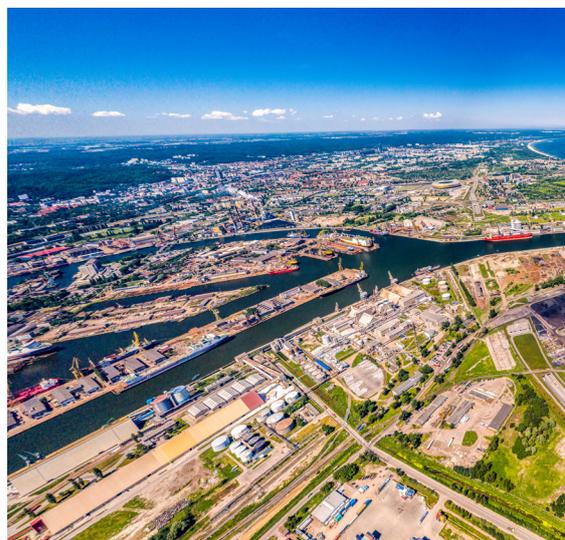
## Port of Gdansk

The Port of Gdansk is located in one of the fastest growing regions in Europe, with access to a market base with a customer population exceeding 100 million. Other advantages of the port include exceptional hydrographic conditions, making it possible to accommodate vessels with a draft of up to 16.5 m in the Outer Port. The lack of tides ensures draft stability and the avoidance of freezing-related problems. As a result, the Port of Gdansk can be used to handle goods 12 months a year.

The Port of Gdansk offers full access from both land and water, making the transport of goods quick and easy. This is possible because of an extensive railway infrastructure that reaches virtually every location within the port, as well as a road infrastructure ensuring access to national roads and the A1 motorway within 15–20 minutes from any terminal within the port.

Currently, the share of the Port of Gdansk in the Polish maritime market stands at 48%. In 2019, the Port of Gdansk handled 52 million tonnes of cargo. It is already the largest seaport in Poland and the second largest container port on the Baltic Sea. It is divided into two parts: the Inner Port, stretching along the Martwa Vistula River and the port canal, and the Outer Port, which is located within the waters of Gdansk Bay. Such a division makes it possible to handle both smaller vessels and global mega-giants, including 400-metre container ships.

The Port of Gdansk is a universal one, where all cargo groups are successfully handled, including containers, automotive products, liquid fuels, dry bulk cargo, and chemical products. A great advantage of the port is its diversity in terms of the available types of terminals and quays. Diverse as they are, they can be fully customised to suit specific needs and the activities of any customer. The Port of Gdansk focuses on continuous development, with infrastructural investments in its quays, yards, and road and rail system, and in deepening the water so that reloading processes can be as efficient as possible.





#### A PORT BUSINESS CAN TRUST

It is possible to pursue a business within the premises of the Port of Gdansk, including in the field of production and services, maritime reloading or industrial port activities. The port also offers land and real estate for lease, rental or use.

There is a Duty Free Zone within the port, which makes an attractive business option for entrepreneurs who import goods and operate storage centres or provide logistic services. The area of the zone can be used for open-ended storage of goods from the territory of the European Union and beyond, without quotas (designated quantities of goods free of customs duty) or qualitative restrictions on a duty- and tax-free basis. The option is available for all products admitted to trading.

#### CENTRAL PORT

The investment project is implemented under the Public-Private Partnership formula and assumes the step-by-step establishment of new terminals, depending on the needs of private operators. The project includes the construction of breakwaters, a grain terminal, a container terminal and depot, a passenger terminal, a ro-ro and automotive terminal, a marina for shipping service vessels and a local control centre, a multi-purpose terminal, a chemical terminal, a shipyard and an offshore terminal. The last stage of the project will be the construction of an LNG terminal and an LNG power plant.

The Port of Gdansk is well connected with Central and Eastern Europe, and thanks to new infrastructure investments, also with Greece in the future.



## Remontowa Shiprepair Yard

Remontowa Shiprepair Yard remains a dedicated partner of the Hellenic commercial Shipping Industry, sharing decades of cooperation as well as common values such as commitment to excellence and a result-oriented mentality.

Our fruitful cooperation throughout the years has created a platform for numerous opportunities and has provided vast mutual benefits as around 1000 Greek vessels were repaired, converted and upgraded in our Yard. Today, together with our Clients, we focus mainly on standard dry dock repairs and BWTS retrofits including systems such as: Erma First, Alfa Laval, DESMI, Ecochlor, Optimarin, Kuraray, Sun Rui and Techcross. Nevertheless, we are always ready to implement different systems when required.

Whenever you are interested  
you are kindly invited to visit us on  
[www.remontowa.com.pl](http://www.remontowa.com.pl)  
or contact us directly:



Aleksander Walewski  
Commercial Manager  
Greece and Cyprus, Mobile +48 508 394 732  
Aleksander.Walewski@remontowa.com.pl

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## Nauta Shiprepair Yard

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

Nauta offers:

- A 24 hour – 7 day – 365 days per annum service;
- Comprehensive repairs and special surveys of all kind of vessels;
- Increased production assets offering complex engineering, mechanical, welding, electrical, fitting and hull services;
- Number of complicated conversions and lengthening/shortening projects irrespective of the line of the cut, including conversions of oil and gas drilling rigs;
- A team of highly skilled professionals and a number of meticulously selected co-operators, all of whom are always ready to meet the growing demands of our clients;
- Installation of exhaust gas cleaning systems;
- Installation of Ballast Water Treatment Systems;
- Hydro blasting up to 2500 Bar;
- More than 3050 m of berths;
- 4 docks.







## Szczecin Industrial Park

Szczecin Industrial Park is a company with a lot of experience and production potential. The shipbuilding infrastructure has a type of direct line and in work centre technology chain, dedicated to large-scale production. The shipyard builds completed ships, as well as other large-scale steel constructions.

Several major areas can be featured in the shipyard's infrastructure:

- initial maintenance, processing and bending of sheets and profiles
- prefabrication of all steel structures and ship sections
- cleaning and painting of steel structures and ship sections (including offshore)
- slipway centers (3 slipways and slipway yards with cranes), horizontal transport up to 414 tons
- equipment halls
- quays

The total area of the Szczecin Industrial Park is over 45 ha. Production halls, mostly with hoisting cranes, have over 80 000 m<sup>2</sup>, and yards – up to 10 ha. The 750 m quays are equipped with cranes with a lifting capacity from 16 to 50 t.

The largest slipway, the New Volcano (Wulkan Nowy), has a length of 266 m, width 39 m and is equipped with a crane with a lifting capacity of 450 t. It also has the capability to travel on the pier over the water. The constructions, due to the aggressiveness of the natural environment in which they later operate, are characterized by very strict technical requirements.

Szczecin Industrial Park is perfectly connected by land, water and rail.

There are over 60 companies active in the Park real estate, specializing in shipbuilding, steel constructions and offshore.

Szczecin Industrial Park potential and infrastructure allow project management (including large steel structures) and the production of all structures dedicated also to the wind industry.



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## WSK International

WSK International has spent fifty years building a skill base at its office in Krakow, Poland. During that time it has focused on separator manufacture and has a long established track record for safety, reliability and quality, with state of the art technology. WSK International team always delivers high quality and speed connected to effectiveness.

Our main business is marine separator spares - full range of compatible spares for Alfa Laval lubrication and fuel oil separators. We not only make them to the highest international standards, but we also supply them when you need them, where you need them, irrespective of time and place.

From years we are also known as a supplier of complete separators for the re-built and upgrade of fuel and lube oil purification installations. They are covered by our total service support, certificate and warranty. Our expanding field of activity are gaskets and plates for marine heat exchangers, fully compatible with Alfa Laval, APV/SPX, GEA, Hisaka and Sondex.

Manufacturing is in accordance with our own drawings and specifications observing all essential tolerance demands. All products are covered by a guarantee and they are inspected and tested by our own, fully trained, personnel.

For more details and contact particulars you are welcome to visit our website: [www.wskinternational.com](http://www.wskinternational.com)

Or contact our local agent: [www.shipspareparts24.gr](http://www.shipspareparts24.gr)







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Embassy  
of the Republic of Poland  
in Athens



Ministry of Economic Development,  
Labour and Technology

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