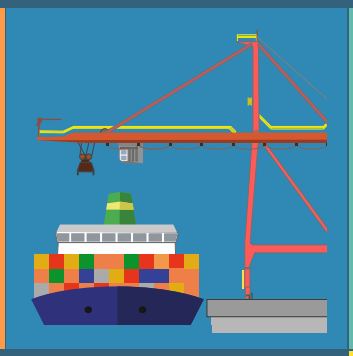
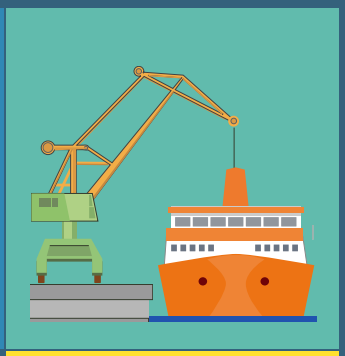
About Maritime Economy

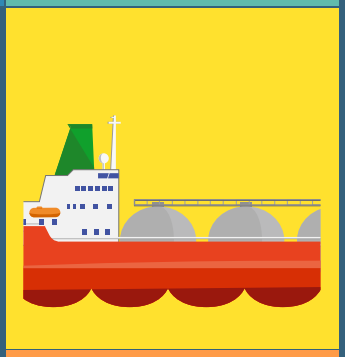
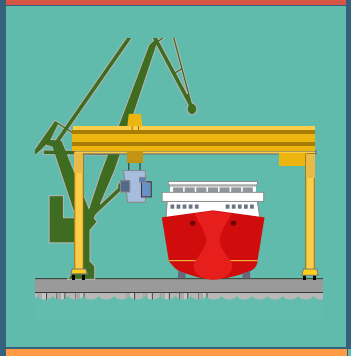
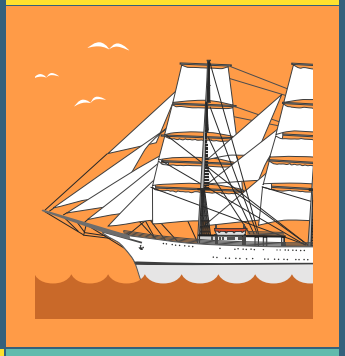
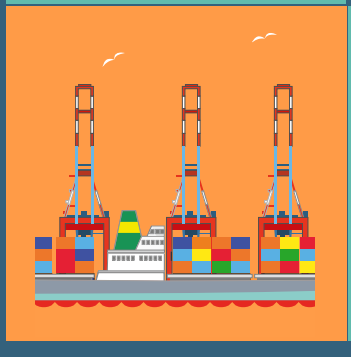
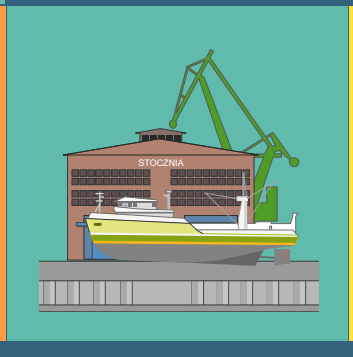


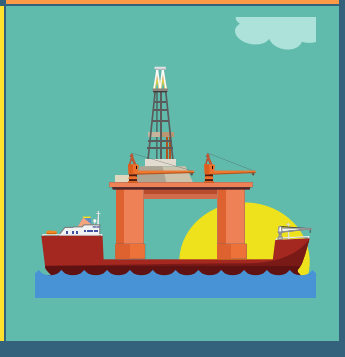




Do you know that:

The ocean covers more than 70% of the surface of our planet?

Around 80% of the volume of international trade in goods is carried by sea?

Krajowa Izba Gospodarki Morskiej

Polish Chamber of Maritime Commerce

1st Edition

Matitime Economy

Definition

It seems that the term maritime economy is easy to define. Unfortunately, it turns out that it is not so. In Poland we can find several definition, in the other EU countries or in the world alike.

Very often the definition of a maritime economy refers directly to economy definitions in general created by economy scholars and accepted in a particular country. More or less it is an activity involving production of goods and services according to demand and supply between participants with their relation to use of a sea.

This use may be different, from the general ones referring to area factor i.e. sea areas to indication of particular sectors of maritime business (in literature there can be found more than 100 sectors of maritime economy). Priority of economy politics of a country of an institution also affects a maritime economy definition. E.g. in the definition of the EU there is put stress on sustainable development.

Even the name for maritime economy may be different itself. Most probably it is a result these different definition of the subject. Instead of "maritime economy" we can find *Blue Economy* (in the EU papers) or *Ocean Economy* (Organization for Economic Co-operation and Development (OECD).

Our Expert definition

In 2008 one of the expert of our Chamber, cofounder of Maritime and Vistula River Basin Cluster, Witold Wacławik-Narbutt, Phd, because of wide discrepancies in the definition in Poland, recommended Polish government to accept the following definition: "*Maritime economy is a system of economic activities and results, connected with an environment of a sea and its basins, involving production and processing, distribution and consumption of goods and services.*"

We should take into consideration that the definition is very important not only because of cognitive and communication aspects. The accepted definition affects statistical research and its results translate into national policy.

Maritime Economy is not distinguished as a separate section both in the Statistical Classification of Economic Activities in the European Community (NACE, the EU) and the Polish Classification of Economic Activities (PKD).

In the Polish Classification of Economic Activities (PKD) we can find in:

Section A (Agriculture, Forestry and Fishing) – marine fishery
Section C (Industrial manufacturing) – ship manufacturing, repair and conservation
Section H (Transportation and Storage) – sea freight transport, cargo handling in seaports
Section P (Education) np.: schools of pilotage, maritime navigation, sailing

In our brochure we present some selected information referring to the basic sectors of maritime economy, which in our opinion associate the most with a common notion of maritime business.
Such as:

- shipbuilding industry
- shipping
- ports
- fishery
- maritime education
- offshore industry

Shipyard

Shipyard it a place where ships are built, repaired, rebuilt or dismantled ("recycled" in a shipbreaking yard). Mostly a shipyard is an assembly plant of different elements of a ship delivered by shipyard's cooperators what means that main ship's equipment is very often manufactured outside a shipyard. In general, from the beginning to the end as a whole unit in a shipyard there is built a hull of a vessel.

The initial phase of a shipbuilding process starts on a land. Works are carried out on a slipway or a dry dock. (A ship undergoing construction in a shipyard is said to be on the ways).

After all necessary assembling works when a hull integrity and watertightness is checked it may be launched. If a vessel was mounted on a slip it is left to slide into a sea. If in a dry-dock, the dock is filled with water.

After launching when the hull is docked to an outfit quayside.

In the shipyard you can find:

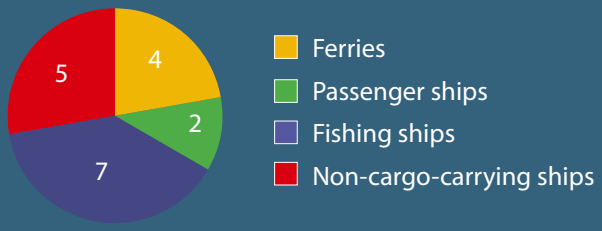
- A port basin or shipyard basin are water areas in the port or shipyard , usually of a narrow rectangular shape, enclosed with concrete quays where ships are docked.
- Wharf (or quay,) is a structure (mostly concrete) on a shore of a harbour with an area adapted for building, docking and handling ships
- Docks are constructions in shipyard used for building, checking and repairing ships There can be dry docks or floating (dry) docks. The letter can be used for repairs or checking of a ship's hull
- hull assembly area – it is a section of a shipyard (a big hall) where are built bigger elements of a hull (even whole sections). Next they are fixed together into a complete hull on a slipway or dry dock.
- Workshops – e.g. electric, welding, piping painting shop
- Mould loft - a hall with a large floor area where is reproduced in actual size a draughtsman's design for a ship.

Do you know that:

in Poland develops shipbuilding industry. The most importatnt representatives of this sector are "Remontowa" Group, Mars Shipyards & Offshore Group with MSR Gryfia (Szczecin), Shiprepair Yard Nauta (Gdańsk--Gdynia), Energomontaż-Północ Gdynia Ltd., Energop Ltd. (Sochaczew) or Crist S.A a strategic partner of Mars Group.

Polish shipyards and their cooperators employ about 40 000 people. Not only do they repair traditional vessels but also build advanced and environment friendly equipment for shipping and offshore industry e.g. for offshore wind energy sector.

In 2017 in Polish shipyards there was ordered 12 ships such as:

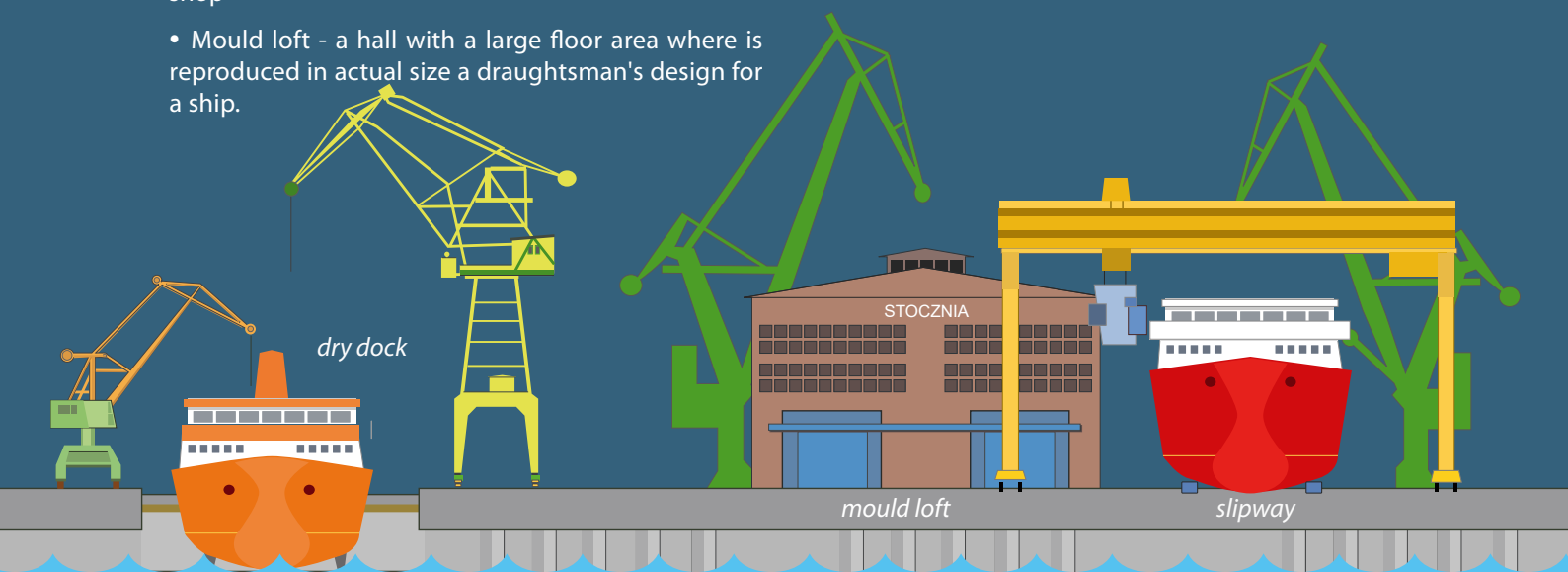


In the same year Polish shipyards repair 540 vessels. The value of repair was 311,8 million euros.

Do you know that:

The longest ship was built in Japan and it was supertanker "Seawise Giand". She had 458 m. and 564 763 DWT. Currently supertankers are still the longest ships in use.

Just after them in terms of length there are container ships which may reach the length of 400 meters. (Mærsk Mc-Kinney Møller - 399). For comparison, a standard football pitch has 105 meters.



Maritime Transport

Maritime transport is the transport of people or goods via waterways, mainly for commercial purposes.

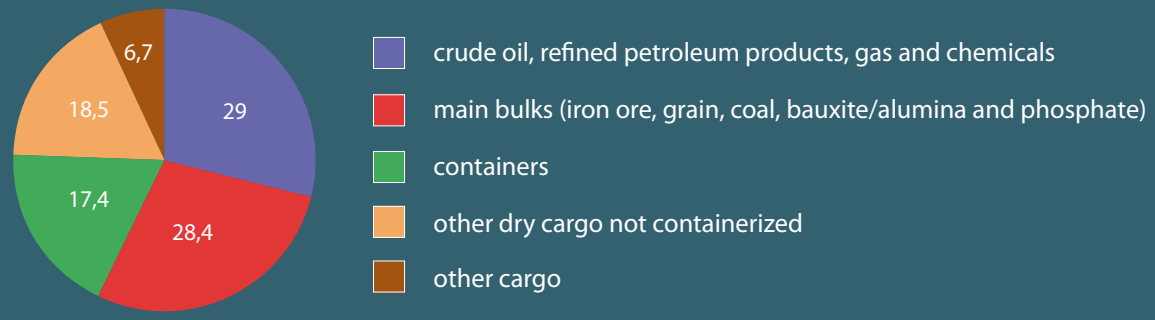
Maritime transport can be called the pillar of international trade. In average **80%** of the volume of international trade in goods is carried by sea.

Generally, the maritime transport may be categorized into three types due to the way a ship is operated. It may by performed by **liners** which operate regularly to a timetable (**line navigation**). Their service lines and time of their port calls are announced and available to everyone who wants to use it. Currently, this way of transporting cargo via seas is performed mostly in containers.

Tramp shipping is an irregular shipping. There are not a definite schedule and charted routes. Cargo is transported between ports under a charter (a special contract between a ship operator and a hiring party). The ship goes wherever a suitable cargo takes it. Mostly in this way is transported bulk cargo.

Cabotage is the transport of cargo and/or passengers between two ports in the same country on the same sea (small cabotage) or in the same country but on many seas (e.g. USA) – it is "major cabotage". Mostly it applies to shipping along coastal routes, and the vessels performing it have a shallow draught.

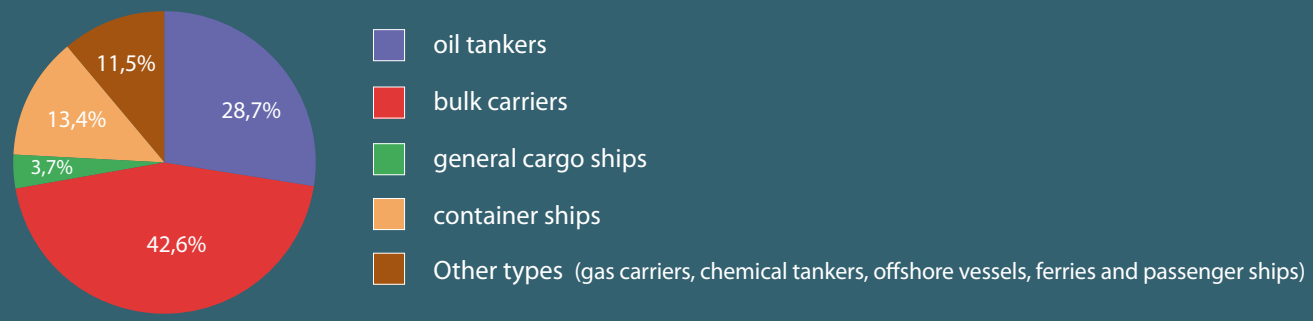
In 2018 ships transported 11 019 million tons of different cargo, in the following ratio:



data: Review of Maritime Transport 2019 - UNCTAD.

In 2019 the total world merchant fleet stood at 95 402 ships.

There were of the following type:



data: Review of Maritime Transport 2019 - UNCTAD.

In 2018 the average world merchant fleet was a. 21 years old. The average age of particular ships was as follows:

- bulk carriers - 9,07
- container ships - 11.89
- general cargo ships - 25.64
- oil tankers - 18.53
- other - 22.39

data: Review of Maritime Transport 2019 - UNCTAD.

Maritime Transport

Do you know that:

only 21 merchant fleet vessels are registered under the Polish flag. It doesn't mean that the Polish shipowners don't have ships. The largest Polish ship owner - Polsteam has 62 ships. They are registered under flags of convenience such as Panama, Liberia, Marshall Islands, Bahamas, Bermuda, Cyprus, Malta and many other.

Other Polish shipowners: Polish Ocean Lines, Euroafrica, POL-Euro, Polferries or Chipolbrok Chinese-Polish Joint Stock Shipping Company.

It is estimated that about 35 000 Polish seafarers work on the ships of the world fleet.

Deadweight tonnage (DWT)

is a measure of the cargo-carrying capacity of a ship, together with its crew, passengers, water (fresh and ballast), food supply, spare parts etc.

Top ship owning countries, 2018:

1. Greece
2. Japan
3. USA
4. China
5. Norway
6. Singapore
7. Germany
8. Great Britain
9. Hong Kong, China
10. Bermuda
11. Republic of Korea
12. Denmark
13. Netherlands
14. Switzerland
15. Italy

źródło: Review of Maritime Transport 2019, UNCTAD

Do you know that national fleet tannage matters?!

In some international organizations and institutions about the strength of a country vote decides its national fleet tonnage.

Poland as a state with small national merchant fleet tonnage (DWT) (going under Polish flag) has not sufficient vote power for shaping international maritime law system for sea use and navigation.

Leading flags of registration by dead-weight tonnage, 2019 :

1. Panama
2. Marshall Islands
3. Liberia
4. Hong Kong, China
5. Singapore
6. Malta
7. China
8. Bahamas
9. Greece
10. Japan
11. Cyprus
12. Isle of Man
13. Indonesia
14. Danish International Ship Register
15. Norwegian International Ship Register

źródło: Review of Maritime Transport 2019, UNCTAD

Do you know that:

One euro earned by maritime transport contributes to the income of three euros in other areas of European Union economy.

One job at sea contributes to creation of four jobs on land.
(data: Oxford Economics).

Do you know that:
Annually Polish seamen earnings transferred to Polish banks amount about **two billion zloty**.

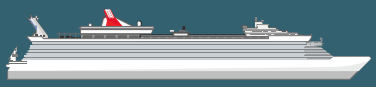
Drewry Agency estimates that there are **40 000** of Polish seamen working on different vessels of world fleet.

Ships are usually classified into the following types:

- general cargo ship

- container ship

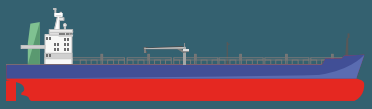
- cruiser ship



- bulk ship

- reefer ship

- oil tanker

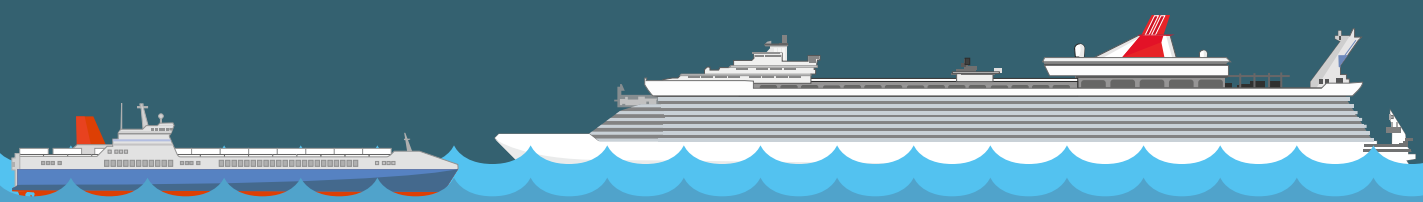


other:

- gas tanker

- roro

- tug



Port

Do you know that:

The traces of the oldest known harbour in the world was found in the area of Wadi al-Jarf (Egypt, Red Sea coast,119 km South of Suez). It was established about 4500 years age. One of the oldest port still operating is port in Egyptian Alexandria (est. a. 1900 BC).

The first Polish port on the Baltic coast was Wolin (conquered by Mieszko the First in 967). First written information about the port of Gdansk comes from "Life of St.Adalbert" (999).

Do you know that:

The port comprises the following areas:

- water area – where are located port approaches, roadsteads and port basins.
- land area – where are loading/unloading facilities and equipment, warehouses, yards and depots, roads and railroad tracks.

According to the maritime law the port water area is a part of a state internal waters.

In a port we can find different equipment:

- cranes (bulk and container handling cranes - ranging from rubber-tired gantry cranes (RTG's) to lift trucks)
- conveyor belts
- pipelines
- facilities and infrastructure for bunkering vessels (bunkering - transferring e.g. fuel to or from ships)
- there are also such structures as: wavebreakers, piers, wharfs, turning basin where the ship's turning manoeuvres are executed; docks and slipway (although those latter you can find in a shipyard).

40 billion PLN from ports!

In 2018 the Budget of Poland received from Polish ports authorities **40,6** billion zloty from: VAT, duties and other taxes. – that is the cost of the „**Program 500+**" (state social porgramm for kids in families).

Do you know that:

In Poland, there are four seaports of the fundamental importance for national economy - Gdańsk, Gdynia, Szczecin and Świnoujście, 33 ports of seaport status such as Elbląg, 17 smaller harbours, and 10 sea marinas.

Three of Polish having a status of seaports are not located at the seaside but on the rivers. They are:

- port of Elbląg on the Elbląg river,
- port of Police and
- port of Szczecinon the Odra rivers.

Those rivers from the port areas to their mouths are internal seawaters of Poland.

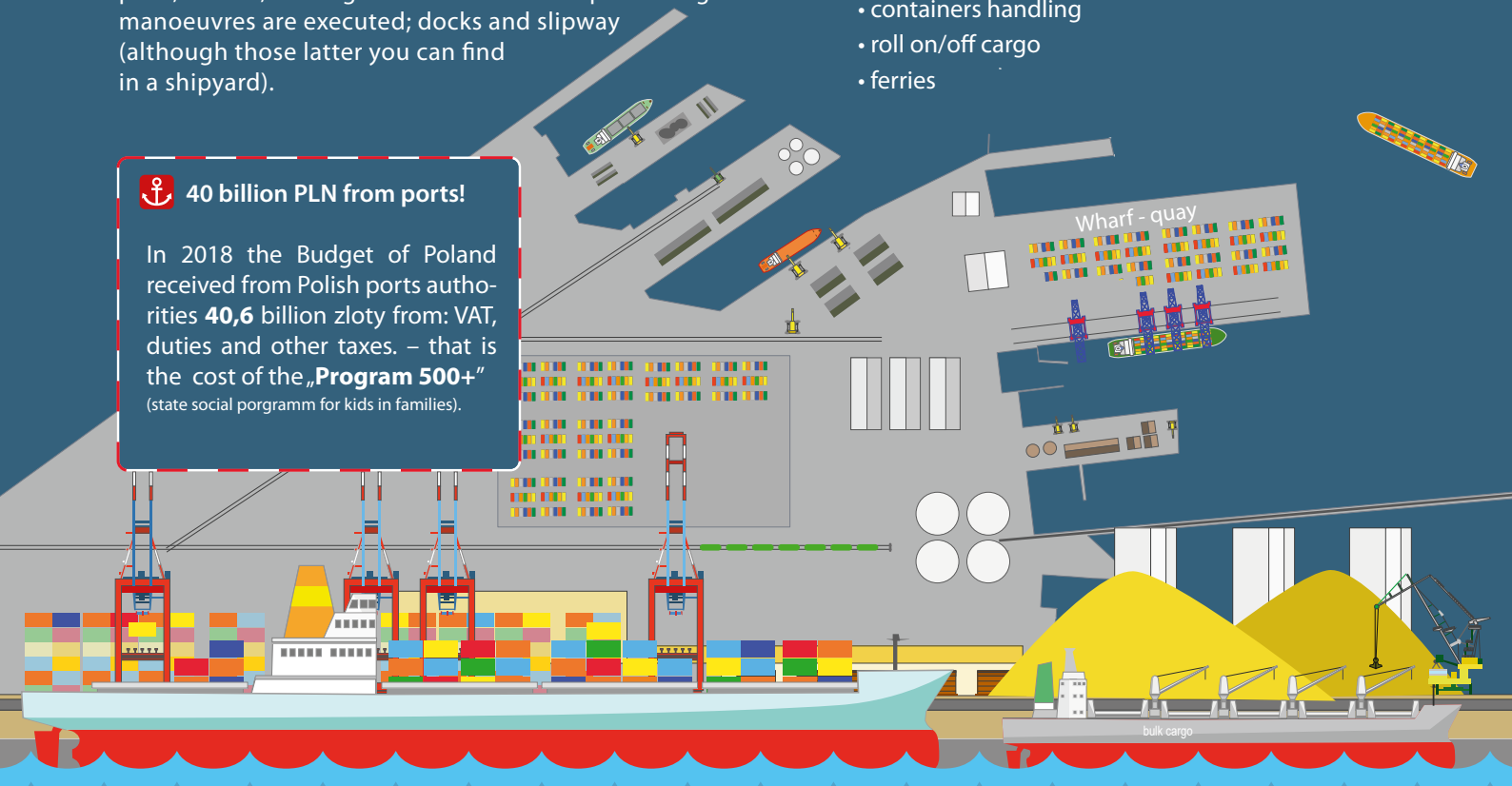
On wharfs (quays) there are often located port terminals. Port terminals are particular kind of loading/unloading terminals. They can have a universal and specialized character.

Universal wharfs can handle:

- general cargo (breakbulk cargo and containerized cargo)
- bulk cargo (for different liquid or dry cargo or for liquid and dry cargo)
- mixed (for general and bulk cargo)

Specialized terminals can be for:

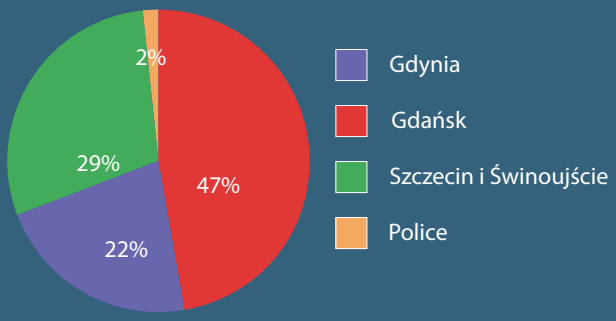
- breakbulk cargo only
- bulk cargo only (for handling one kind of cargo - e.g. crude oil or natural gas)
- containers handling
- roll on/off cargo
- ferries



Port

Cargo traffic share in major Polish seaports in 2019.

Data: Namiary na Morze i Handel - Namiary Sp. z o.o.



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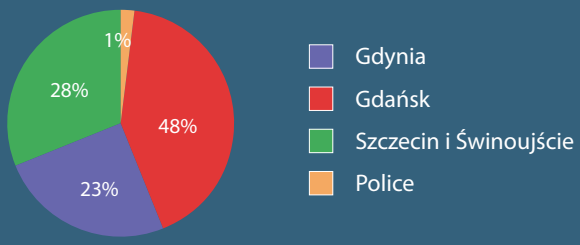
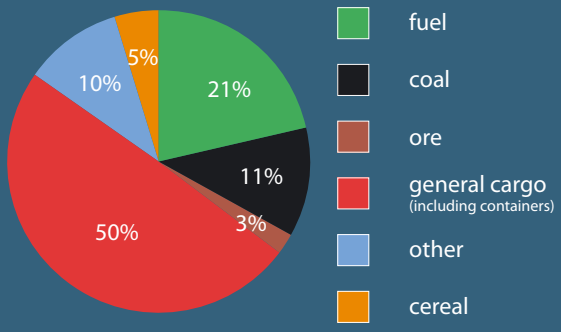
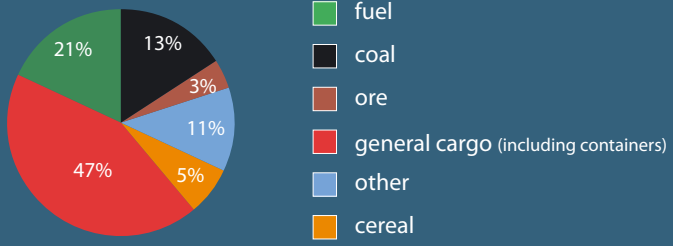


Cargo traffic in Polish seaports by cargo category in 2019.



Cargo traffic in Polish seaports by cargo category in 2018.



Do you know that:

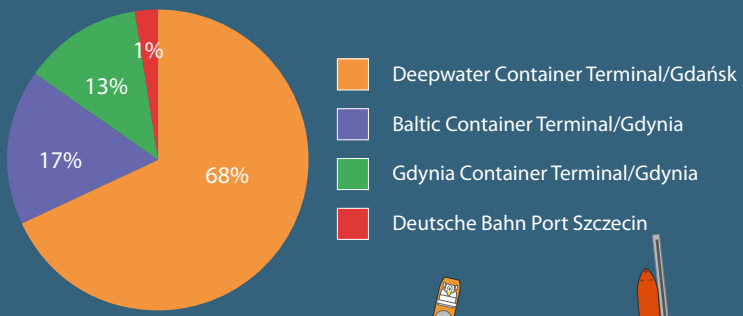
In 2019 the total traffic of containers at Polish seaports terminals was 3044592 TEU*

*TEU - twenty-feet equivalent unit,
unit of cargo capacity based on the volume of a 20-foot-long container

Czy wiesz, że:

In 2018 the total traffic of containers at Polish seaports terminals was 2 818 481 TEU*.

Container terminals share in containers traffic in 2019.

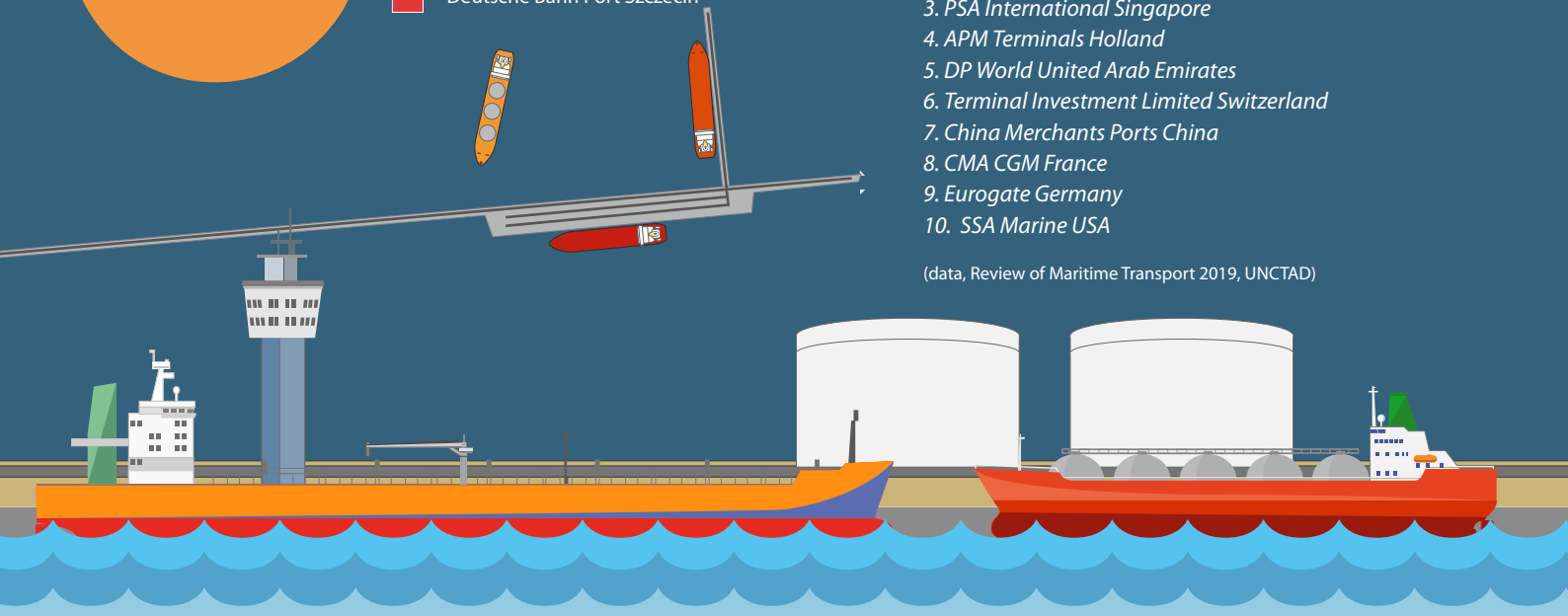


Container terminals share in containers traffic in 2018.

10 top global terminal operators, throughput and capacity, 2018

1. COSCO China
2. Hutchison Ports Hong Kong, China
3. PSA International Singapore
4. APM Terminals Holland
5. DP World United Arab Emirates
6. Terminal Investment Limited Switzerland
7. China Merchants Ports China
8. CMA CGM France
9. Eurogate Germany
10. SSA Marine USA

(data, Review of Maritime Transport 2019, UNCTAD)



Maritime Education

Do you know that:

Polish maritime education skills and knowledge of their graduates have worldwide recognition. There are two public higher maritime schools:

- Gdynia Maritime University - the largest in Poland and one of the largest in Europe, in 2020 we celebrated 100th Anniversary of its establishment.

- Szczecin Maritime Academy - one of the best-equipped maritime universities in the world.

These schools are public technical higher education institution offering engineer and master degrees in all maritime economy sectors. You can choose among faculties such as:

- Navigation,
- Marine Engineering,
- Electrical Engineering
- Faculty of Management and Quality Science
- Engineering and Economics of Transport,
- Faculty of Computer Science and Telecommunications,
- Faculty of Mechatronics and Electrical Engineering

About 10 000 students from Poland and abroad broaden their knowledge about maritime matters on higher education level. Apart from the aforementioned institutions they study it on the University of Gdansk, Gdańsk University of Technology, Univeristy of Szczecin, West Pomeranian University of Technology in Szczecin.

Personnel for shipping and offshore is also trained in vocational secondary schools and training centres.

Do you know that:
In Poland in maritime economy professions study more and more women.
According to Statistical Yearbook of Maritime Economy (GUS Yearbook 2018) on 2018, in the years 2016-2017 maritime higher schools left 2101 graduates (BA, MA) - 957 of them were women. On Navigation faculties there were 86 women out of all 384 graduates.

In shipyards and harbours there is a growing demand for graduates of technical vocational and trade schools. In coming years this demand is forecast to increase.

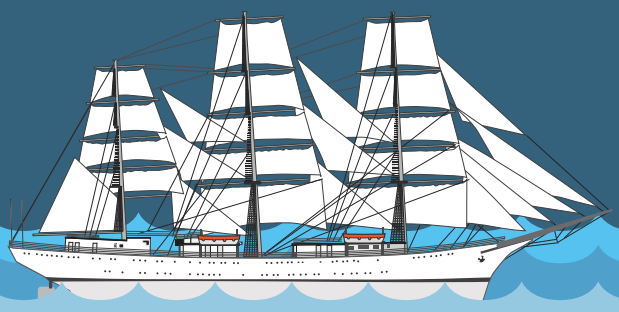
According GUS Yearbook 2018 In vocational and trade schools are educated mostly hull and deck assemblers. In 2017 these schools left 176 people in the mentioned professions.

In technical secondary schools are educated: offshore vessel construction technicians, sea navigation control technicians, ship mechanical engineering technicians, port and terminal operations technicians. Besides the mentioned jobs to work in the maritime economy branches are required – among others - machine and crane operators, drivers, electricians, stevedores, dockers, ship chandlers, ship's agents. Education in these professions can be get on special trainings or courses organized by special schools, centres or institutions – for example some of the at the Polish Chamber of Maritime Commerce.

Polish maritime academies in their didactic and research work use several ships. For example: s/v „Dar Młodzieży", m/s „Horyzont II", m/s „Nawigator XXI" czy r/v „Oceanograf".

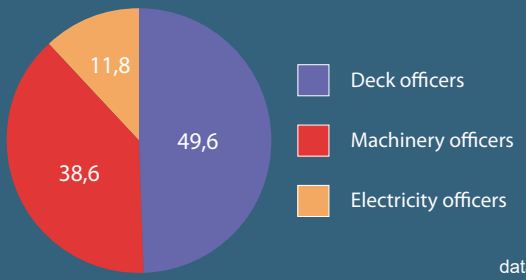
Generic (merchant navy) prefixes:
(used above):

m/s - motor ship
s/v - sailing vessel
r/v - research vessel



Officer's certificates of sea-going vessels are issued in Poland by Maritime Offices. Now there are two such offices – in Gdynia and in Szczecin.

In 2017 the Maritime Offices issued in total 2883 such officer's certificates for deck machinery and electricity officers (for sea/ocean, near-coastal shipping and open sea fishery)



data. GUS Yearbook 2019

Marine Fishery

According to the Food and Agriculture Organization of the United Nations' data in 2018 there were capture **84,4** million tons of marine fish.

In 2018 the largest fishing fleet had: Indonesia - 719 769, China - 682 416, Japan - 230 504
(including different sizes of vessels).

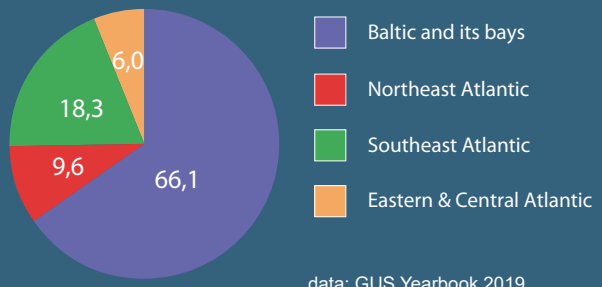
In Europe: Greece - 14 934, Italy - 12 059 and Spain - 8 976 vessles.

Polish fishing fleet consists of 834 vessels. In the deep sea fleet there are three trawlers. The other vessels are mostly fishing cutters and fishing boats (motor and rowing boats).

In 2017 the cutters and boats caught in Baltic sea and its bays **137 721** tons of fish. Mostly, there were cods, herrings, sprats, flatfishes and sea trouts.

In the same year Polish trawlers caught **70 582** tons of fish in the Atlantic Ocean– majority of them were horse mackerels and mackreles.

Polish fishing fleetfish and shellfish catches by areas in 2018



data: GUS Yearbook 2019

A trawler is a large boat used for catching fish with a trawl net. This special net is being dragged or pulled through water behind one or more trawlers – depending of the trawling method.

The largest trawler is the trawler-factory Russian "Vladivostok 2000" – it has 228 m. Polish trawler-factory is called "Wiesbaden" and she has 91 m.

The largest fishing boat ever built is regarded to be "Annelies Ilena" (ex. Atlantic Dawn). She has 145 m long and can transport 7 000 tons of frozen fish. It is enough to serve a meal for 18 million people.

What is interesting this vessel is registered under Polish flag, although the owner is from the Netherlands. Her home port is Gdynia.

Offshore

At its beginning the offshore industry comprised mostly industry related to oil and gas extraction from the seabed. At present to this industry can be added wind farms located on the sea which harvest wind energy to generate electricity.

Wind blows stronger and more steadily over the sea than over the land. There are not obstacles in its way which may occur on the land.

In Poland there are intensive works aiming at construction of wind farms on the Baltic sea. The are to provide not only ecologically clean energy but also they will contribute to development of Polish busines and an increase in employment.

It is estimated that the wind farms on the sea will cover sea areas of a total surface a. 2500 km^2. They will generate energy which will satisfy a. 30% of Polish national electricity demand.

From the seabed there is extracted oil and natural gas. Oil rigs (oil platforms) are large steel or concrete construction equipped with facilities for drilling to explore, extract, store, and process petroleum and natural gas. Most popular their types are:

- conventional fixed platforms (built on concrete or steel legs, or both, anchored directly onto the seabed)
- jack-up
- semi-submersibles (floating platforms that can be moved from place to place)
- drillships

Jack ups are the most popular mobile drilling platform. These rigs can be jacked up above the sea using their legs which are placed on the seabed while the drilling equipment is over the sea surface.

Polish company Lotos Petrobaltic S.A. has got two such platforms called Petro Giant and Lotos Petrobaltic. Both platforms can operate on the sea areas to 110 m deep. The former drills to depth of 7620 m, the latter to 9000 m. The extraction takes place in the area of Polish the economic zone the Baltic Sea, on the two deposits.

According to Polish Geological Institute in 2019 extraction of oil from deposits on Polish economic zone on the Baltic Sea reached 27,7% of the whole domestic extractions.

In 2019 the extraction of hydrocarbons by LOTOS Petrobaltic S.A. was on the level 4 575 boe/d (Barrel of oil equivalent per day).

Port of Gdynia Authority S.A.

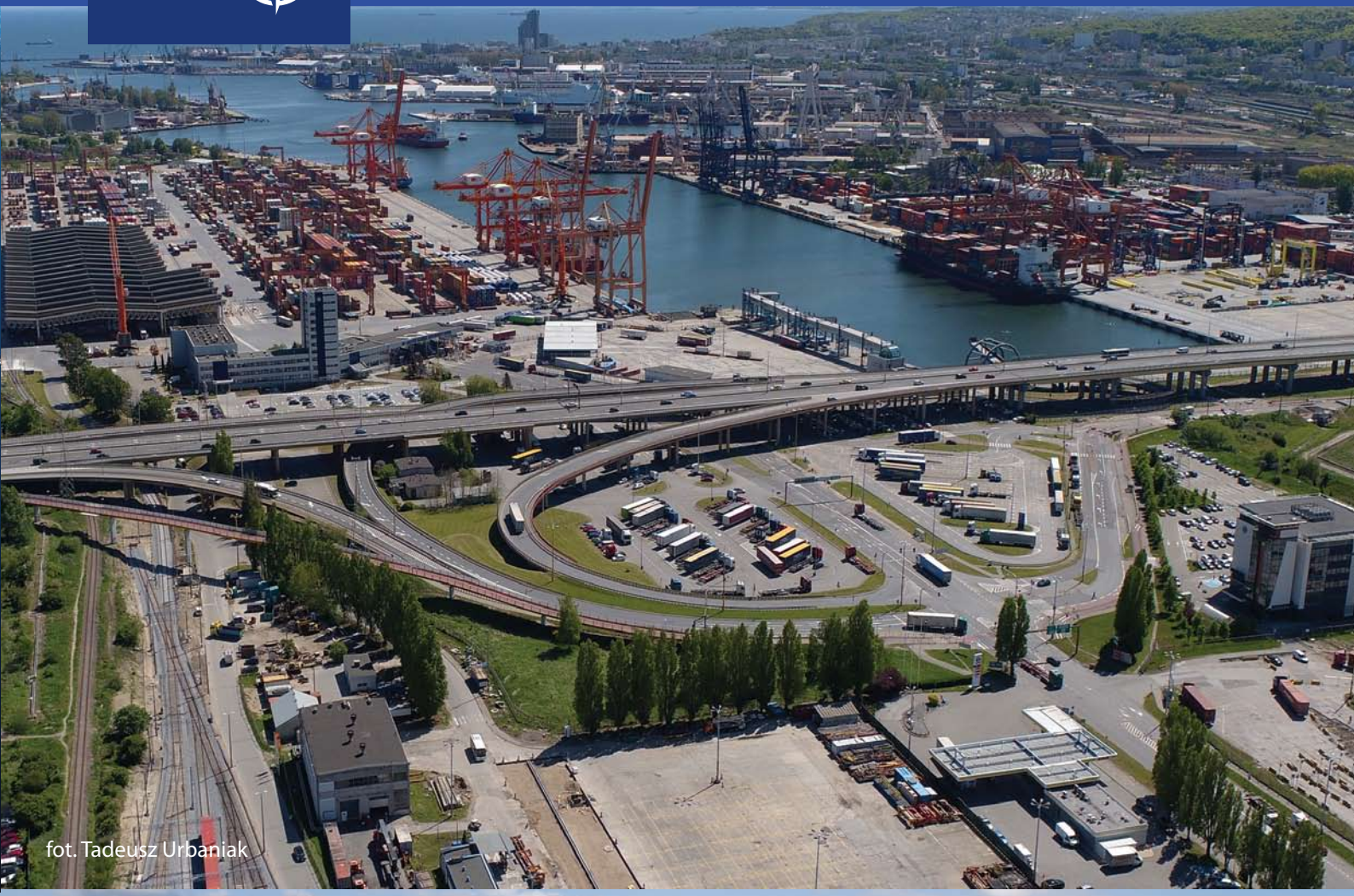
The Port of Gdynia is a node of the TEN-T core network and the entry point of the Baltic-Adriatic Corridor, the extension of which connects Gdynia with Sweden via Gdynia-Karlskrona Motorway of the Sea. The modern infrastructure of the port and its terminals is used by world largest shipping operators, including MSC, Hapag--Lloyd, Unifeeder, Containerships, MacAndrews, Transfennica, Finnlines-Grimaldi and Stena Line.

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

The full potential of the port will be used after the construction of the Outer Port, which is a strategic investment of the Port of Gdynia. The project has received the approval of the Government of the Republic of Poland and has been included in the governmental draft of the Polish seaport development program until 2020 (with an outlook until 2030).

The Deepwater Outer Port will be built on the basis of the existing Silesian Quay - on artificial land extending beyond the current protective breakwater. Its construction has become a necessity in the face of growing market competition and forecasts of demand for container cargo handling in Polish seaports, which will increase to about 9.5 million TEU in 2050. The Outer Port, as a pier being a flooded sea area, increases the port area by 151 ha and the handling capacity by 2.5 million TEU.

Port of Gdynia Authority S.A.



fot. Tadeusz Urbaniak

fot. Tadeusz Urbaniak

HES Gdynia Bulk Terminal

HES Gdynia Bulk Terminal, investments in efficiency and ecology. **HES Gdynia Bulk Terminal** is a part of HES International Group, one of the largest independent dry and liquid bulk terminal operators in Europe. HES Group terminals operate at most prime port locations in Europe, and in the ports that are connected with the world major trade locations.

HES Gdynia Bulk Terminal is also one of the largest dry and liquid bulk terminal in Polish ports. It provides various handling services of grains, animal feed products, coal, cokes, minerals, aggregates, ores, biomass and fertilizers and also storage services in warehouses and on open yards. Furthermore, the terminal is equipped with the liquid piping installation to load and discharge chemicals (The International Maritime Dangerous Goods (IMDG) Code class 3, 6, 8 and 9) and fuels.

Main advantages of **HES Gdynia** are its location at the main entrance of Port of Gdynia allowing panamax vessels to maneuver safely, round-the-clock terminal operations and also the excellent connections with direct road and rail network.

Tonnage volumes in 2019 .

In 2019, over 6 million tonnes of bulk products were transloaded at HES Gdynia, including 2 million tonnes of liquid products such as 1,8 million tonnes of diesel and 0,2 million tonnes of chemical products. Moreover, the terminal handled about 4 million tonnes of dry cargo, including 2,4 million tonnes of coal and coke, 1,6 million tonnes of agriculture products and 0,05 million tonnes of other dry bulk cargo. In 2019, HES Gdynia operated 262 vessels, 216 in import and 46 in export relation.

Continuous development.

HES Gdynia is one of the most innovative and dynamically developing terminal operators in Poland. For many years the company has been pursuing developments that not only optimized the operations at the terminal but also reduced an impact on the terminal surrounding and natural environment.

In November last year a multipurpose crane Gottwald, with a max capacity of 124 tons, was acquired by the terminal and another new rail grab-hook crane was installed at Dutch Quay with a max capacity of 40 tons. The design and operational solutions have a significant impact on reducing emission of dust during operations, moreover a high level of automation and energy return modules significantly impact an energy consumption.

Investments with care for the environment.

HES Gdynia Bulk Terminal Sp. z o.o. carries out extensive activities to maximize reduction of the nuisance of the company's operation on environment, through investments minimizing dust emission from dry bulk cargo, that is in line with the policy of the HES International Group.

In 2018, the company purchased two fog units, that generate anti-dust wall, with 10,000-liter wheel barrels and also replaced grabs with larger ones in order to reduce the number of individual handling operations. Also, the test air gauges were installed at the terminal to monitor the air quality and particulates PM2.5 and PM10. Furthermore an undercarriage washing platform were installed to eliminate transport of dust on truck wheels outside the terminal.

The Polish Chamber of Maritime Commerce

The Polish Chamber of Maritime Commerce (the PCMC) has been created by the enterprises involved in maritime economy over 20 years ago. The principal purpose of the activities of the Chamber is to create conditions for using the sea as a natural factor of economic development of our region.

The PCMC is an non-governmental body established and given powers under the Commerce Chambers Act 1989 (Ustawa o Izbach Gospodarczych z 30 maja 1989) and its Statute.

The PCMC realizes its aims carrying out the following activities:

- assisting local economic initiatives and undertakings aimed at the development of entrepreneurship in the maritime economy;
- integrating the community of entrepreneurs involved in various fields of maritime economy and assurance of representation of this group of enterprises in relations with institutions of state and local administration organizing business and social contacts for its members;
- organizing information-providing, advisory and training events for enterprises of maritime economy.

The PCMC has two departments in Gdynia (Pomeranian Regional Departament) and in Szczecin (West Pomeranian Regional Departament) .

The PCMC has over 100 members from the following areas of economy such as: shipyard industry, harbour operators and co-operators, freight forwarding and transport, international trade, maritime education and law, and other.

The PCMC press organ is "Namiary na Morze i Handel" magazine published every two weeks.

The Polish Chamber of Maritime Commerce structures operate the following sections:

- Average Agents' Office
- Team of Sworn Experts
- Mediation Team
- Documents Validation and Authorization Section

At the Polish Chamber of Maritime Commerce is located the International Court of Arbitration.

The Validation section carries out the functions of chambers of industry and trade and chambers of commerce in terms of attesting documents required in international trade, in particular:

- validates contracts, trade invoices, specifications, waybills, certificate of photo sanitary, veterinary and radioactivity inspection, powers of attorney or other documents.
- issues certificates of origin for exported goods.
- issues certificates of origin for goods delivered as purchases financed from assistance and other funds.

The Section for Validation cooperates with the state administration and with representative offices of foreign countries in Poland within its range of activities.

The Average Agents' Office was established over 60 years ago. First in the structure of Polish Chamber of Foreign Trade and later in result of organizational changes became a department of Polish Chamber of Commerce.

Average Agents' Office represents foreign insurers on the territory of Poland in respect of:

Survey of cargo damaged in land, sea and air transport; hull and machinery survey and supervision on repairs of ships; survey and supervision on loading/securing of heavy lifts, especially deck cargo; insurance investigations in case of theft/robbery of trucks, containers and/or cargo; salvage sale of damaged goods; assistance to Polish companies in case of General Average and, upon authorisation, signing of General Average Guarantee; legal assistance in decisions concerning disputes, arbitration and litigation falling within the regulations of the maritime and commercial code; settlement of Insurance Policy claims; recovery claims.

Trainings and courses

The Polish Chamber of Maritime Commerce offers many professional courses and trainings. The dates of the courses are scheduled (please visit our website for more information) or may be organized on a request.

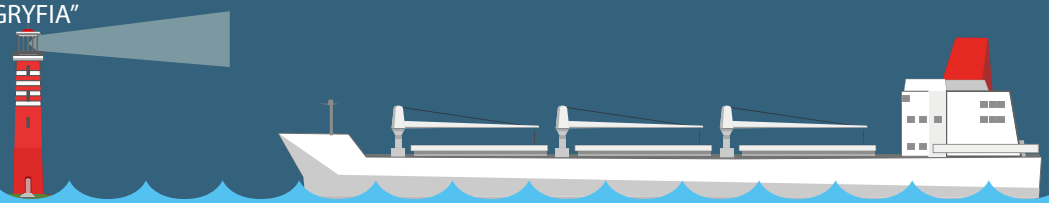
The Team of Sworn Experts offers service of high class experienced professionals and specialists in different areas related to the maritime economy.

Referring to the PCMC experts' opinions you can avoid possible loss and problems and achieve notable benefits in your business.

The Members of the Chamber, 2020

A-M-S Adam Miszkiewicz
Academy Maritime Services Ltd.
Ahlmann – Zerssen
Akademia Marynarki Wojennej
Akademia Morska w Szczecinie
ANDREAS
Aramis Shipping Agency
Baltic Stevidoring Company
Baltimar
Bałtycka Baza Masowa
Bałtycki Terminal Kontenerowy
Bulk Cargo-Port Szczecin
Bureau Veritas Polska
Centrum Nowych Kompetencji
Centrum Techniki Okrętowej
Cortez
Cronimet Inowrocław
CSL International Spedition
Dalcontrol
Dalmor
Dariusz Biernacki Port Advice and Support
Doker
Enamor
EPA Marine
Euroafrica Services Limited
Eurocargo Survey
Fast Terminals
Finnlines Polska
Finomar
Flying Dutchman Poland
Fosfan
Fundacja Bezpieczeństwa Żeglugi i Ochrony Środowiska
Gdynia Container Terminal - Hutchison Ports
Green Managment
HES Gdynia Bulk Terminal
Kancelaria Adwokacka Adwokata Piotra Barteckiego
Kancelaria Prawnicza Zbigniew Jaś
Kingsped
Kołobrzeska Stocznia Remontowa „DOK"
Lamal
Libra, Przedsiębiorstwo Handlowo-Usługowe
Link
Link Ludmiła Maria Zawołek
Loadmaster & Baltic Kontor Services
Magemar Polska
Mapalu
Marine Services Jan Plażuk
Maritime Safety & Security
Międzynarodowe Targi Gdańskie
Morska Agencja Gdynia
Morska Stocznia Remontowa „GRYFIA"
Naftoport
Namiary
Nauta Hull
Neptun Ship Service Ltd.
Ośrodek Badawczo - Rozwojowy Centrum Techniki Morskiej
Ośrodek Szkolenia Zawodowego Gospodarki Morskiej
Centrum Szkolenia Nurków Zawodowych
Ośrodek Szkolenia Zawodowego Gospodarki Morskiej
OT Port Świnoujście Sp. z o.o.
P.U.H. Cold Tech
Pacific Trade and Service
Partner
PIHZ Certyfikacja
PKP Cargo Connect BR Szczecin
Polska Żegluga Bałtycka
Polska Żegluga Morska
Polski Rejestr Statków
Polskie Linie Oceaniczne
Polskie Terminale S.A.
Polsteam Shipping Agency Sp. z o.o.
Pomorska Specjalna Strefa Ekonomiczna
Polish Baltic Company
Sea Light
Shipcontrol
Solidus
Spedkon Plus
Spółka Wodna „Międzyodrze"
Stocznia Remontowa „NAUTA"
Submarine Techniczne Zaopatrzenie Statków
SVS-MARINUS
Studium Doskonalenia Kadr UM w Gdyni
Szkoła Morska w Gdyni
Terminal Promowy Świnoujście
TUiR Warta S.A. - Oddział Morski
UMS Marbalco
Uniwersyteckie Centrum Medycyny Morskiej i Tropikalnej
Uniwersytet Morski w Gdyni
Wilhelmsen Ship Service Polska
Zarząd Morskich Portów Szczecin i Świnoujście
Zarząd Morskiego Portu Kołobrzeg
Zarząd Morskiego Portu Elbląg
Zarząd Morskiego Portu Gdańsk
Zarząd Morskiego Portu Gdynia
Zarząd Morskiego Portu Police
Żegluga Polska
Żegluga Szczecińska

Stowarzyszenie Ekspertów Morskich MEA
Stowarzyszenie Importerów Ryb
Stowarzyszenie Miłośników Suchacza i Okolicy
Stowarzyszenie Rozwój i Praca Przyszłością Samorządu
Stowarzyszenie Rybaków Zalewu Wiślanego
Związek Armatorów Polskich



Do you know that:

some small flags which you can sometimes hanging over ships belong to International Code of Signals (ICS).

The ICS it is a system of signals and codes for vessels to communicate some messages often related to safety of navigation.

In 1965 the International Maritime Organization adopted the ICS as it is known today. It went into effect four years later. However, the communication with code flags on the sea between ships had been known since 16th century.

To development of the system of flag signals code mostly contributed the British. The code we know today formed at the turn of the 20th century.

Signals can be sorted into three groups:

- Single-letter signals which are important and often urgent and important
- For other messages there are used two-letter signals , sometimes followed with a numerical flag.
- Three-letter signals beginning with "M"; these are the Medical Signal Codes.

Mike - "My vessel is stopped and making no way through the water"

Some examples of single-letter ICS signals:

Bravo - "I am taking in or discharging or carrying dangerous goods"

Delta - "Keep clear of me; I am maneuvering with difficulty"

Golf - "I require a pilot"

Kilo - "I wish to communicate with you"

Papa - "In harbour: All persons should report on board as the vessel is about to proceed to sea"

Yankee - "I am dragging my anchor"

Zulu - "I require a tug"

At the Polish Chamber of Maritime Commerce there is International Court of Arbitration. It has operated for almost 70 years what makes it the oldest arbitration court dealing with international trade and transport, shipping and other maritime business cases in Poland.

Lighthouses

A lighthouse is a navigational sigh. Mostly it is a high tower located on the sea coast or offshore (on the lake coast as well, but not in Poland).

Lighthouses send light signal which are characteristic to them. Sometimes they can also send sound or radio signals – e.g. in case of fog.

On the Polish coast there are 15 lighthouses. Polish polar stations maintain in their area two more lighthouses.

Not all lighthouses can be called lighthouses in a navigational meaning. For example lighthouses in Sopot, Wladyslawowo, Nowy Port or Świnoujście are only called lighthouses. You won't find them in "the List of Lights" or other official publication for maritime navigation.

The lighthouses have been known since antiquity. The first information in writing about them are from 5th century BC. The most famous lighthouse – recognized as one of seven the antiquity wonders - was the lighthouse located on the Faros Island, near Egyptian Alexandria. I was built in 3rd century BC. And his originator is said to have been Alexander the Great.

The tallest still functioning and traditionally built is the stone-built lighthouse in Île Vierge in France – it has 82,5 m.

The tallest Polish lighthouse is the brick-built lighthouse in Świnoujście – it measures 65 m what ranked it on the 16th place on the tallest traditionally built lighthouses in the world.

źródło: www.ibiblio.org/lighthouse/tallest.htm