



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

GSG to prefabricate ship sections for Marine Projects



Profile of the Flensburger Schiffbau-Gesellschaft yard's vessel for Irish Ferries, the superstructure of which will be built at GSG and Marine Projects.

Fig.: FSG

Gdansk Shipyard Group (GSG) has signed a letter of intent with Marine Projects Ltd. regarding prefabrication of flat sections by GSG for Marine Projects. The ship sections in question will serve as components of superstructure for a car-passenger ferry. This relates to order Marine Projects Ltd. has acquired from Flensburger Schiffbau-Gesellschaft (FSG) yard in Germany.

Total of 2150 ton of flat sections will be prefabricated

by GSG during the first quarter of 2017. The steel parts will constitute components of a 160-metre long superstructure for the car and passenger ferry ordered at Marine Projects Ltd.

As announced late May 2016 - Flensburger Schiffbau-Gesellschaft (FSG), a subsidiary of Siem Group, has entered into a shipbuilding contract (welcomed as a surprise on the market) for one ro-pax ferry with Irish Continental Group (ICG). ICG operates a number of ferry routes out of Dublin and Rosslare through its subsidiary Irish Ferries.

The vessel will have a 194.80 m length overall and 31.6 m beam with a cargo capacity of 2,800 lane metres and an additional dedicated car deck for 300 cars. She will be equipped with 435 passenger cabins and a number of restaurants, bars and lounges on 4 decks, with a total capacity of 1900 passengers and crew, and will deliver optimal fuel consumption, while meeting current and known future environmental regulations. The vessel will have the building number 771 and will be delivered in May 2018.

The ferry superstructure sections prefabrication for Marine Project is not the first such significant order for GSG from the same client. In July a project, commenced in March, was successfully completed, calling for the construction at GSG of the steel structure components for the ship under construction at Gdansk based Marine Projects Ltd. According to this contract a hull block (ring section) weighing 509 tons was built. Furthermore, GSG has performed production of part of the blacksmith outfitting of the mentioned ship designed for live fish transport.

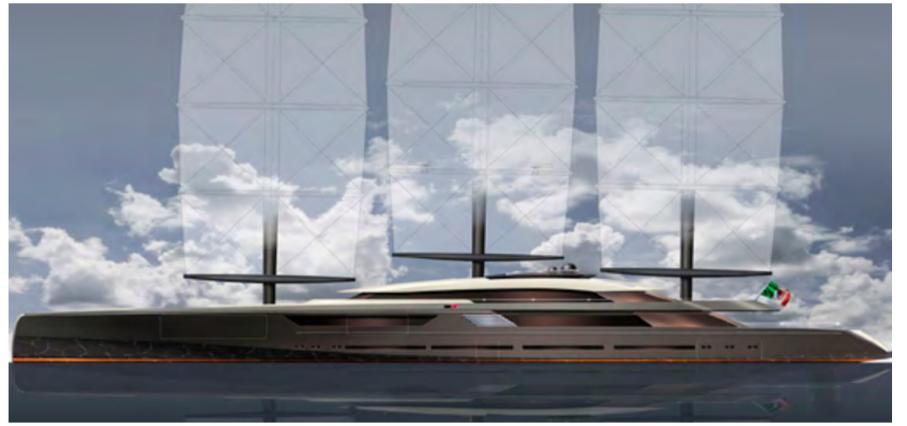
“The works have been completed within contractual schedule, while the cooperation with the client was very good” - said Przemek Kaszubowski, sales manager of GSG.

Another superyacht superstructures from Aluship Technology



Sailing superyacht Y712 with superstructure from Aluship Technology on a launching pontoon-barge.

Photo: Dutch Megayachts



Profile of the yacht Y712 Y712 Solar.

Fig.: Dutch Megayachts

Gdansk-based shipyard and aluminum structures fabricator Aluship Technology has supplied aluminum superstructures for another large yachts.

One of the recently delivered structures was destined for Dutch Oceanco yard for the newbuilding no. Y717. It is a 91.5 metre long yacht of the DP009 design from Luiz De Basto ship designers. It is expected to be ready for delivery in 2018.

On September 19, Oceanco launched one of the most interesting superyachts recently under construction worldwide, designated with yard's number Y712. This yacht is also equipped with aluminum superstructure from Aluship Technology, which was also responsible for detailed engineering of the structure. Y712 is a 106 metre long sailing superyacht described as the world's largest in its class (the one designed also to be propelled by sails only; there is a bigger yacht with sails - German built *A*, however this one is classed as a motor yacht, sail assisted only; famous sailing yacht *Maltese Falcon* in turn is 88 m long only).

Internal and external architectural design for Y712 has been developed by Nuvolari & Lenard, while naval architectural and marine engineering design comes from Dykstra Naval Architects. The yacht features gross tonnage of 2700. The yacht, probably to be named *Solar*, will be equipped with DynaRig sails system and it will have hybrid system on “mechanical side” of its propulsion.

SHIPREPAIRS AND CONVERSIONS

Special purpose vessels at Remontowa SA



Belgian dredger *Breughel* has arrived to Remontowa SA for its first class renewal repairs.

Photo: Piotr B. Stareńczak

Randomly picking from many vessels serviced and staying at Remontowa SA Shiprepair Yard in Gdansk each month, let us note just two photogenic units out of ships recently visiting the yard.

Since September 17, for over three weeks, *HHL Fremantle* (ex *Beluga Protection*), was staying at Remontowa SA, taken care of by West European market sales office. It is a heavy lift capable, large and heavy cargo carrying multipurpose vessel. Built at Chinese Hudong yard in 2011, it features 168.5 m LOA, 25.2 m beam, 9.5 m draft and 19 381 ton deadweight capacity. One of its deck cranes is able to lift 180 ton, while each of the remaining two - 700 ton (working in tandem being capable to handle cargo



Heavy-lift MPP vessel HHL *Fremantle* has undergone over three weeks repairs at Remontowa SA. Photo: Piotr B. Stareńczak

units up to 1400 t in weight). The Antigua & Barbuda flagged vessel is operated by German based Hansa Heavy Lift.

Belgian owned trailing suction hopper dredger *Breughel* from the same sales area has arrived at Remontowa SA for its first class renewal repairs and overhauls. It required quite a lot of work with piping system, among others. The specialist ship is 121.5 m long, 28.0 m wide and is operated by Belgian company DEME. Late September another dredger arrived at Remontowa, this time from the Jan de Nul fleet - *James Cook*.

Wallenius' vehicle carrier *Figaro* with new 120 ton bow bulb



New bow bulb was installed on vehicle carrier *Figaro* at Remontowa SA. Photo: Jerzy Uklejewski

In April Swedish car carrier *Carmen* had its new bulbous bow installed at Remontowa SA yard and recently - it was the case with similar vessel - *Figaro*. The owner of both - Wallenius Marine - is one of the largest European owners.

In a drive to reduce costs, ship owners and operators seek opportunities to lower fuel consumption on their ships. One of the methods to achieve this is hydrodynamic optimisation. A lot may depend on the shape of bulbous bow in this respect.

So far Remontowa SA has installed new bow bulbs with modified shape on such vessels as *Stena Vision*, *Stena Germanica*, *Stena Danica* and *Stena Spirit* ferries as well as some other ships.

Swedish flagged, Stockholm homeported PC/TC *Figaro* was built in 2011. It is 231.6 m long, 32.25 m wide, draws 11.3 m and features deadweight capacity

of 30 140 ton. It belongs to the breed of the world's largest vehicle carriers.

Besides replacement of a bow bulb, the works at Remontowa during *Figaro's* recent stay included application of six layers of ice resistant coating within area of changing draft, modification of one of decks prior to installation of a davit, modifications to fuel piping system, oil tanks cleaning, HVAC system repairs in galley, replacement of side shell in the area of some tanks, bottom valves overhaul as well as overhaul of the tunnel thruster.

OFFSHORE WIND

High rated performance of GSG prefabrication works at Veja Mate Offshore Wind Farm Project

Bladt Industries positively evaluated cooperation with Gdańsk Shipyard Group (GSG). Project consisted of prefabrication of 67 anode cages had lasted from October 2015 to August 2016. The GSG's partner, filling up Customer Satisfaction Evaluation Form, especially pointed out quality of cooperation with commercial department and professional skills in Project Manager actions, who was Marcin Nalesiński, GSG Towers. Veja Mate is Offshore Wind Farm located 95 km from Borkum Island in the German part of North Sea. It is estimated, that after commissioning in 2018, 67 Wind Turbine Generators of Veja Mate OWF will be able to produce c.a. 402 MW of electricity per annum – enough to power even 400 000 households in Germany. It will reduce emission by 18 million tonnes of CO₂.



GSG fabricated anode cage.
Photo: GSG

Customer Satisfaction Evaluation Forms are very important source of information. Thanks to them We receive full and reliable rate of our work, which is given by our Customers - says Jarosław Łasiński, GSG Towers CEO – Form filled up by Bladt Industries marks, that We are heading in good direction. By keeping high quality standard of products and services Gdańsk Shipyard Group confirms its strong position on offshore steel construction global market. I would like to especially thank Crew of GSG - without their everyday hard work, We would not be able to achieve high standards of production, which are so strongly praised by our Contractors.

Anode cages prefabricated by Gdańsk Shipyard Group for Bladt Industries are part of anticorrosion protection system for WTG's. Thanks to them life of these constructions is significantly extended. It is not the first so serious project, after which Gdańsk Shipyard Group received high rates from danish customer. In march this year We got opinion in like manner after production of Wikinger OWF elements - GSG prefabricated pipe elements of cement systems and watertight doors with frames.

MARINE EQUIPMENT

BoDo Constructor with interiors furnished by Uni-Mebel

Szczecin based Uni-Mebel, to the order of Poltramp Yard, has recently completed outfitting works on newly built offshore pontoon-barge *BoDo Constructor* designed for cable laying (mainly on offshore wind farms). The construction of the vessel was commissioned by German company Bohlen&Doyen GmbH, specialising in hydrotechnical and underwater works on the North Sea and the Baltic.

It was the first such a big floating unit designed, built and fully outfitted in the West Pomerania region since the closure of Szczecin New Shipyard in 2009.

The range of works performed by Uni-Mebel included overall outfitting of the whole accommodation block with area of 855 m². Uni-Mebel was taking part in development of the living quarters concept, making choices regarding colors of procured materials and interior outfitting components, among others. Uni-Mebel was also entirely responsible for material procurement and supplies, coordination and installation of: isolation, floors, ceilings, walls, doors, window recesses, furniture, railings, sanitary blocks, cold provisions store, etc. Most of the selected outfitting, such as sanitary blocks, doors or window recesses have been Polish made. Furniture for social spaces, destined for 50 persons crew, have been designed and manufactured by Uni-Mebel.

BoDo Constructor is 120 m long, 32 m wide, 6.6 m deep.

Results of works performed by Uni-Mebel have been shown in a video available at:

<https://youtu.be/ZI4CGPbKu24>

New directive on marine equipment 2014/90/EU

On 18 September 2016, a new Directive 2014/90/EU on marine equipment (MED) of 3 July 2014 has come into force repealing the previous directive 96/98/EC.

Existing EC type examination certificates (module B) and EC certificates of conformity (module G) issued under the Directive 96/98/EC will remain valid until:

- their expiry date, or
- the conditions of the certificate's validity are breached, or
- the Annex A to the directive is updated to reflect changes in reference to product requirements and/or its testing specification, or
- product no longer complies with the original type which EC certificate of conformity was issued for.

Existing EC quality system certificates (modules D and E) issued under the previous directive 96/98/EC will remain valid until their expiry dates.

Recertification of above mentioned certificates is to be carried out according to the requirements of the new MED directive.

Annex A.1

Previous Annex A.1, defining which equipment the MED directive applies to, will be replaced by a new implementing act. The new act will also indicate dates from which the requirements and testing standards are to be binding, including the dates for placing on the market and the final dates for placing on board, taking into account timeframes for shipbuilding. Until the first implementing act comes into force, the requirements and testing standards defined in the Directive (EU) 2015/559/EU still apply.

See web page: <https://www.prs.pl/product-certification/certification-of-marine-equipment-directive-96-98-ec.html> for more information about the new directive, including summary of the most important changes.

MISCELLANEOUS

Debate in Brussels on threats to fair competition in shipbuilding industry

On September 20, in Brussels, an informal meeting with representatives of European Commission took place, aiming at discussing the EU policy regarding shipbuilding industry in terms of elimination of threats from breaching the rules of fair competition.

Among the subjects discussed there were:

- South Korea and huge public funds support to shipbuilding industry in that country and possible resulting breach of free trade agreements;
- China and similar state support to shipbuilding sector as well as the possibilities of access for the European shipbuilding sector companies to the Chinese market;
- TTIP agreement under negotiations with the USA and the necessity of abolishment of current restrictions in shipping and shipbuilding sectors, including ship repairs;
- development of more effective functioning of the WP6 program within the activities of OECD;
- transparency of information and ensuring equal conditions for competition in the area of export loans.

The meeting was attended also by representatives of Polish Ministry of Maritime Economy and Inland Navigation, as well as the director of the Forum Okrętowe's office. The meeting has been organized by SEA Europe, with Forum Okrętowe being one of the members.

Maritime Institute of Gdansk co-organized conference in Finland

On September 15, in Finnish Hämeenlinna a session organized by Pomorskie Regional Government in Gdansk within a framework of BSSSC (Baltic Sea Smart Specialisation Conference) took place. The co-organizer was Maritime Institute of Gdansk, member of Forum Okrętowe.

Ms. Joanna Przedzimirska, manager of the project management centre of the Maritime Institute presented available financial instruments for smart blue growth. Among the session attendees were also Richard Tuffs, manager, ERRIN (European Regions Research and Innovation Network) of Brussels, Hilary Jane Lewis Karlson, consultant from Danish Technological Institute and Juha Valtanen, manager, Machine Technology Center Turku in Finland.

The session was moderated by Adam Mikołajczak, manager of the economy development department at Pomorskie Regional Government in Gdansk. Among the invited to attend was also the director of the Forum Okrętowe's office, asked to present the business and industry view on opportunities of co-operation in the area of the Baltic Sea.

Deltamarin's answer to Asian ro-pax ferry challenges

As a leading ro-pax ferry design company, Deltamarin is committed to finding a solution to the challenges of the Asian ferry market. The challenges at hand include large regional variations in cargo volume and composition, huge economic pressure on operators and unsatisfactory safety records especially in the developing countries. Deltamarin's answer to this is DeltaSAFER design, which is both safe and affordable at the same time.

DeltaSAFER is a family of safe and affordable new-built ro-pax ferries. The design combines cost-effectiveness with an exceptional level of safety in a modular platform developed to meet the needs of different kinds of routes.

The safety of the design is visible in various features. The selected set of the hull dimensions is characterized by a relatively large beam of 30 m. This, together with enhanced subdivision of the spaces below the main deck (including a triple bottom and triple side structure below the main trailer deck) results in high intact stability and survivability in case of damage. A simplified layout of the passenger spaces allows for smooth embarkation and evacuation. A redundant propulsion system helps to tackle extreme weather conditions, while an optimized hull form ensures low accelerations in waves and reduced power requirements.

The hull shape and structure give not only hydrodynamic benefits but also reduced construction costs. This includes the use of standard plate thicknesses and profiles as well as simple connection details, developed in cooperation with an Asian shipyard. Other cost-effective measures include aligning the interior standard with local expectations, and using a mix of several comfortable suites with a number of large common sleeping spaces for budget travelers. A selection of affordable equipment manufacturers has also been identified to keep the costs of the machinery as low as possible.

The DeltaSAFER design family covers a wide range of combinations considering passenger intake, cargo capacity and speed. Three variations are available so far:

DeltaSAFER25 - a “base case” design with high deadweight (9800 t), reduced speed (16 kn design speed) and 800 passengers. Other dimensions are: LOA 188.8 m, B 30.0 m, T 6.4 m and 2500 m lane metres.

DeltaSAFER21 - a Sino-Korean version with higher speed (20 kn), 2100 lane metres for cargo and a capacity of 1000 passengers.

DeltaSAFER15 - a South-East Asian option with reduced cargo capacity (5500 dwt) but increased passenger intake of 2000 people.

Other options, including a fast ro-pax ferry, are also currently under development. The available designs can be tailor-made according to specific client requirements. Deltamarin also offers a comprehensive construction services package with full engineering, procurement and project management (EPCM) support for construction.

“We are confident that our DeltaSAFER design offers Asian ferry owners and operators a solution well-suited to safe transportation at a reasonably low cost. An added benefit is the possibility to suit any capacity requirement – something not available in the second-hand market” - says Grzegorz Mazerski, project manager for DeltaSAFER and R&D manager at Deltamarin’s office in Poland.

The DeltaSAFER design family was unveiled at the SMM 2016 exhibition in Hamburg. Further details of the design will be presented at the upcoming Interferry conference in Manila, the Philippines in October.

The Maritime Economy Forum Gdynia

The Maritime Economy Forum will be held in October, once again in Gdynia. Last year’s change in the existing form of this very important event, which has been present on the business map of Pomerania for 16 years, was quite successful, as it showed how extremely important the maritime economy is for our region. The Maritime Economy Forum is a modern platform for exchanging experience and knowledge, stimulating creative discussions and meetings of specialists from different branches of the maritime economy. This brings the focus of the Forum on practical considerations, which are relevant to the business competitiveness and potential development of the maritime economy and Baltic ports.

Participants of this year’s Forum will be able to participate in four different panels: “Maritime Industries”, “Seaports”, “Maritime Logistics” and “Ship Management”.

The “Maritime Industries” panel will be aiming at taking a look at the accomplishments of the European Union countries, and identifying challenges facing Poland, all the more that the currently drafted shipyard law is aimed at triggering new impulses which will make it possible to utilise the potential of the Polish shipping industry even better.

Christophe Tytgat, Secretary General of SEA Europe, an organization associating shipyards and ship equipment manufacturers in the European Union countries, Norway and Turkey, has been invited to attend the Maritime Industry Panel, and he has confirmed his attendance. He will present experiences of EU countries in the area of implementation of the “Blue Growth” strategy. In this context, worth presentation are the accomplishments of the domestic industry in the area of environmentally friendly propulsion, which will be discussed by Andrzej Aksman, CEO of the Remontowa Marine Designs & Consulting design company,

one of the largest in Poland, having long-term experience in the area. To complement the subjects to be discussed, we will focus our attention at possible further development of the Blue Growth programme in Poland from the perspective of experiences regarding participation in EU programmes. Dr Kazimierz Szeffler, Eng., Director of the Maritime Institute, has also confirmed his attendance at the Panel.

The leader of the “Maritime Industries” panel will be Jerzy Czuczman - the president of the Society of Polish Naval Architects and Marine Engineers KORAB (TOP Korab) and the director of the Association of Polish Maritime Industries (Forum Okrętowe); participant and lecturer at numerous editions of the International Economic Forum Gdynia, discussing maritime economy and maritime industries.

During this year’s Forum, again, “Innovative Maritime Economy” awards will be handed in the following categories: “Personality”, “Innovative Undertaking”, “Innovative Design”, “Innovative Product” and “Innovative Technology”.

The Forum will be held on Friday, 14th October 2016 in the Conference Centre of the Pomeranian Science and Technology Park in Gdynia, al. Zwycięstwa 96/98.

Remontowa awarded for success on the French market



First from left - Piotr Kubicz, head of Western European market commercial office, Remontowa SA; Katarzyna Kuza, managing the WPHI office in Paris and Dariusz Wiśniewski, ambassador of the Republic of Poland in Paris.
Photo: WPHI Paryż

On September 13, 2016, the Polish Embassy in Paris held its annual awards ceremony for the best exporters to France. Prizes have been awarded by the Department of Trade and Investment Promotion in Paris since 2004. Winners are selected based on an analysis of the size and growth of exports in the featured industries. Among the winners for the year 2015 was Gdansk-based Remontowa Shiprepair Yard SA. The shipyard was represented by head of Western European market commercial office, Piotr Kubicz. A solemn meeting in Paris was attended by, among others, representatives of the French shipowners - CEO of Genavir, Eric Derrien and director of Brittany Ferries, Mikael Le Vourcha.

The winners received commemorative statues engraved with a dedication and a diploma signed by the deputy prime minister Mateusz Morawiecki and

minister of foreign affairs Witold Waszczykowski. The awards were presented by Dariusz Wiśniewski, the Polish ambassador in Paris and Katarzyna Kuza, director of Investment Promotion dept. in Paris.

Remontowa SA have been regularly collaborating with French shipowners since 1993, when the bulk carrier *Cetra Lyra* belonging to Louis Dreyfus Armateurs was under repairs in Gdansk. Since 2004, Remontowa has established close cooperation with Brittany Ferries in the area of repairs and rebuilding of car and passenger ferries, which are seen in Gdansk every year. In 2015 the shipyard refurbished six units from the French market, including ferries and a research vessel.

Poland at SEA magazine at SMM 2016



The circulation of the magazine provided for the trade fair has been entirely distributed during the event.
Photo: Piotr B. Stareńczak

PortalMorski.pl and PolandatSEA.com were among official media partners to the SMM exhibition 2016 in Hamburg. A special edition of the Poland at SEA printed magazine was also traditionally distributed at the fair.

The magazine has featured some chosen and the most interesting projects executed within the Poland’s shipbuilding industry, i.a. newbuilding orders, presentations on new vessels built and conversions executed in Polish yards, new ships designs, news on ship hulls and sections manufactured by Poland’s companies for foreign partners and on the offer of ship equipment producers and service suppliers.

The circulation of the magazine provided for the trade fair has been entirely distributed during the event. However, the most recent issue and some earlier ones published in 2016 are still available for download in the pdf version here: <http://www.polandatsea.com/magazines/>

Forum Okrętowe at SMM 2016



For the first time, the Polish Association of Maritime Industries (Forum Okrętowe) was among the exhibitors.

Photo: Grzegorz Landowski

From 6th to 9th September 2016, the 27th edition of the SMM exhibition in Hamburg took place. 50,000 industry visitors from 100 countries, and more than 2,200 exhibitors from over 60 states, i.a. from Iran, Malaysia, Greece and Singapore for the very first time, attended the event.

The main themes for this year's trade fair were: Digitization, Big Data and Green Propulsions. A new hall with 3,500 square metres of exhibition space was specially dedicated to new innovative green shipping solutions.

There were many Polish companies and institutions participating in the fair. For the first time, the Polish Association of Maritime Industries (Forum Okrętowe) was among the exhibitors. Many of its member companies such as: Remontowa Shiprepair Yard, Remontowa Shipbuilding, Remontowa

Marine Design, Remontowa Hydraulic Systems, Remontowa LNG Systems, Famor, Activ, Vistal, Polish Register of Shipping, Aluship Technology, H. Cegielski-Poznan and Towimor had their own separate stands.

Nevertheless, the Forum Okrętowe's members such as: Automatic Systems Engineering Ltd. (ASE), Enterprise for Manufacturing of Refrigeration Equipment (PBUCH SA) and ZinkPower Szczecin (KOPF Group) decided to commonly share one space under the brand of Forum Okrętowe. Such a solution minimizing the cost for a single participant, allows to be present on a stand of larger exhibition space and therefore to be better noticed by trade visitors.

Vistal Gdynia SA after the first half of 2016: Good financial results, increase in backlog

Vistal Group, one of the Poland's leading manufacturers of large-scale special steel structures, executing contracts for customers at home and abroad, in the first half of 2016 years generated revenues amounting to 202.8 million PLN (an increase of 2% year on year).

During this period, EBITDA earnings and EBIT fell by 2% (to 25.4 million PLN from 26.0 million PLN) and 5% (to 17.5 million PLN from 18.5 million PLN). Eliminating the impact of one-off event in the form of profit from the sale of fixed assets in the amount of PLN 3.3 million in the first half 2015 EBIT and EBITDA in the first half of 2016 increased by 15% and 12% respectively.

Group's net profit in the first half of 2016 years amounted to 12.5 million PLN comparing to 11.9 million in the first half of the previous year (an increase of almost 5%).

EBITDA margin declined by 0.6 p.p. to 12.5%, the EBIT margin fell by 0.7 p.p., reaching 8.6%, and net profit margin increased by 0.2 p.p. to 6.2%.

Value of the group's orders reached 402 million PLN - thus the group recorded an increase in the order backlog by almost 24% year on year. Additionally, the group negotiates further contracts with a total value of 380.7 million PLN.

According to the group on 17 August 2016 it paid dividend for the year 2015 in the amount of PLN 0.40 per share.

After the first half of 2016 years Vistal Group recorded a net profit higher by nearly 5%, amounting to 12.5 million PLN

The share of foreign sales in the group's revenues after the first half of 2016 years was 67.5% (136.9 mln PLN), while sales in the Polish market accounted for 32.5% of Group revenues (65.9 million PLN). This

means that the revenue earned in foreign markets in the first half of 2016 years increased by 43.1% y/y, sales on the Polish market fell by 36.1% y/y. This structure of revenues was related to shifting during the implementation of projects on the Polish market (delays in tenders) and the related continuing price pressure on domestic projects.

The group continues its international expansion by using a positive and steadily growing market infrastructure in foreign markets and increasing involvement in the area of port infrastructure and repair of vessels (i.e., in the marine and offshore segment).

In the first half of 2016 years the largest share (55.8% vs. 21.0% the year before) in the group's revenues - despite the difficult situation on the market for oil & gas - is the sale in the marine and offshore segment. By value, sales increased by 71.4 million PLN year to year. This is mainly related to the increase in the number of contracts in port infrastructure, such as the production of construction cranes and the implementation of a major contract for the Norwegian company Aibel (target for Norwegian drilling platform on the Johan Sverdrup).

Guests from Denmark impressed by Remontowa SA



Delegation of the Danish maritime industries at Remontowa SA.
Photo: Jerzy Uklejewski

On September 20, 2016, Remontowa SA hosted a visit from a delegation from Denmark. In its composition there have been 25 representatives of various companies from Danish maritime industry, including shipyards, ports, manufacturers and suppliers of marine equipment, as well as the maritime administration. Most of them had heard before about Remontowa SA, on its large scale and significance on the world markets, but wanted to see it with their own eyes, hence immediately at the beginning of their three-day stay in Gdansk, they visited the yard.

Guests were welcomed at the management office by a member of the management board for commercial affairs, Zbigniew Andruszkiewicz and director of the Scandinavian market commercial office Marcin Mađrąła, who gave a presentation on Remontowa SA. Danes are interested in yard's cooperation with their country and the whole Scandinavia, especially in the area of ferries and ships, ro-ro's.

The guests have not been hiding they were impressed with the vast area of the yard, yard's infrastructure and scale of the projects executed, the number of docks at Remontowa SA, as well as the number of vessels (that day 12 units were staying at the yard, yet this was not a peak number), number of employees and subcontractors (workforce of 1600). They admitted that in their country no such big yard exists and they must sometimes hire foreigners (including Poles).

Industrial Safety Certificate at Remontowa SA

Since the August 5 of this year, Remontowa SA has the industrial safety certificate in possession. Relevant documents have been received by Jarosław Flont, CEO, Remontowa SA from the representatives of The Internal Security Agency.

The certificate confirms the company's ability to ensure protection against unauthorised disclosure of secret information in connection with execution of contacts or tasks, including the ones related to state's defence. Obviously, after application for the certification, the yard had to fulfill a range of requirements, from organizational to technical ones.

Remontowa SA has acquired the certificate for the level up to "classified" valid for the Republic of Poland, EU and NATO areas.

The certification in question facilitates enhancing and widening the opportunities in seeking government and military contracts as well as entering tenders for works in this area.

PRS and Polsteam signed an agreement concerning the implementation of MRV requirements

On 1st July 2015, the Regulation of the European Parliament and the Council on monitoring, reporting and verification of carbon dioxide emission from maritime transport, and amending Regulation (EU) No 525/2013 entered into force. The changes were accepted by the Council on 5th March 2015 (17086/1/14 REV 1).

The primary goal of the regulation is to establish a European system of monitoring, reporting and verification (MRV) of CO₂ emission from ships. The first stage of proceedings aimed at reducing greenhouse gas emission from maritime transport.

- Polsteam is the shipowner, who is awakened of the need to take measures to adapt it's fleet to the world, European and national legislation concerning the protection of the marine environment - declared Mr. Paweł Szykaruk, the Polsteam General Director. - MRV is one of the many initiatives in the field of environmental protection undertaken by legislators recently - added Mr. Paweł Szykaruk.

- PRS, as an expertise institution acting on the international market, helps its customers to ensure the safety of people, floating objects, loads and, as in the case of MRV, the environment - said Andrzej Madejski, the President of the Board in PRS.

- The MRV Regulation shall apply to vessels with a gross tonnage over 5000, that is to those such as Polsteam owns - said at the meeting Mr. Grzegorz Wardzyński, the Director of Polsteam Technical Division. - The regulation applies to CO₂ emission from ships during their voyages from the last port of call to a port of call under the jurisdiction of the EU Member State, along with cruises from the port of call under the jurisdiction of the EU Member State to the next port of call, as well as for ships berthing or moving within the port under the jurisdiction of the EU Member State- explained Director Grzegorz Wardzyński.

The Regulation also determines next stages in implementing the MRV system. Until 31st August 2017, vessel owners altogether with other organizations and individuals that have taken over the responsibility for operation of vessels, are required to submit a Plan for monitoring CO₂ emission for each of their vessels to the verifiers, indicating one of the four methods of monitoring. Then, from 1st January 2018, owners of vessels or other organizations responsible for the operation, will be required to monitor CO₂ emission for each vessel in each trip all year long, using the monitoring plan and applying a suitable method for determining CO₂ emission and calculating its level. The last stage, starting in 2019, is the introduction of a requirement to submit by vessel owners and other organizations responsible for the operation, the report on CO₂ emission and other relevant information from all the reported period with reference to each vessel. This report shall be submitted to the European Commission and to the relevant authorities of the flag States by the 30th April of each year.

By signing the agreement with PRS, Polsteam gave themselves the means of assistance in the development of monitoring plans for CO₂ emission, verification of the plans, the choice of methods for monitoring CO₂ on their vessels, as well as training Polsteam employees in the process of adapting vessels to the new MRV requirements.

- Acting as a verifier of the MRV system and fulfilling the requirements of the European Commission, the Polish Register of Shipping will be responsible for checking the monitoring plans, verification of emission reports and documents required for the conformity confirmation - said Mr. Dariusz Rudziński, the PRS Member of the Board.

PŻM and H. Cegielski returning to close cooperation

On September 23, 2016, representatives of the Polish Steamship Company (Polsteam) and H. Cegielski Poznan signed a letter of intent regarding the maintenance of MAN engines onboard Polsteam ships and expanding cooperation between the two parties. During the meeting, the long-standing ties PŻM and Cegielski have developed in the past have been repeatedly emphasized along with willingness to work together as two well-known domestic brands contributing to Polish economy.

Cooperation between PŻM and H. Cegielski Poznań dates back for decades, and until recently the machinery from Poznan worked on all vessels of Polsteam fleet. The most recent engines of HCP, at the request of the shipowner, were brought in parts from Poland and installed onboard three ocean-going lakers (*Juno*, *Lubie* and *Solina*), built in the Chinese Mingde shipyard in 2011 and 2012. For more similar supplies, despite intensive efforts from PŻM, the licensor has not granted permission.

Currently, both parties want to return to their former close cooperation. - We signed today a letter of intent concerning the resumption of cooperation with the largest Polish manufacturer of marine engines H. Cegielski Poznan - said Grzegorz Wardzyński, director of Polsteam's technical division. - This cooperation is primarily related to maintenance of MAN engines, with which the half of Polsteam's fleet is equipped, as well as to supply of spare parts. This service is to be mainly preventive in nature, so that all engines operating on Polsteam operated ships run smoothly and flawlessly - said Grzegorz Wardzyński.

- By choosing Cegielski to service engines on our ships, and it is a very important factor in the operation of vessels, we are counting on the fact that each year the scope of our mutual cooperation will be expanded - Paweł Szykaruk, managing director of PŻM said.

At this stage, as the owner will want to take advantage of the technical advice of HCP specialists, so as to improve the work of the engines so as they are the most economical and environmentally friendly. Fingers crossed, to return to those times, when Cegielski was absolutely number one when it comes to the delivery of engines and spare parts for Polsteam ships - said Paweł Szykaruk.

- Cegielski (HCP) is a company owned by the State Treasury, so such customers as PŻM (state owned as well) are the priority for us - said Wojciech Więclawek, CEO, H. Cegielski Poznan SA

- The management board of H. Cegielski adopted a new strategy, aiming to offer Polish products to Polish companies, therefore - in this context - cooperation with the biggest national shipowner is very important to us. As a company we are currently undergoing the process of restructuring and investing heavily in new technologies to meet the expectations of our customers. We want to offer modern products that will strengthen our domestic economy - said Wojciech Więclawek.

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