



ZWIĄZEK PRACODAWCÓW  
FORUM OKRĘTOWE  
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER FEBRUARY 2018

## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### SHIP REPAIRS AND CONVERSIONS

#### Express overhaul of *Barfleur* ferry engines



*Barfleur* ferry at Remontowa SA.  
Photo: Skyland

in France. The vessel underwent scheduled repair and maintenance works, with the main item being the overhaul of four main engines and three auxiliary engines. After completing the work and undocking the unit, her engine room has been prepared for start-up. Among others trials while moored have been performed. On Friday 23, 2018, the ship left Remontowa SA and sailed to France.

*Barfleur* car-pax ferry, owned by the French carrier Brittany Ferries, after the repairs completed in Remontowa Shiprepair Yard SA, left on 23 February. Brittany Ferries is a leading Breton shipping operator in the western part of English Channel, with a fleet of 8 passenger and car ferries, including one fast catamaran, and an extensive network of crossings on routes between France, England, Ireland and Spain. This makes another ferry of Brittany Ferries, which has undergone refreshing touches at Remontowa SA this year, as several days earlier, the vessel *Mont St Michel*, belonging to the same shipowner, left the shipyard.

Built in 1992, *Barfleur* serves a daily route between Poole on the south coast of England and Cherbourg

As the shipyard emphasizes, its cooperation with this shipowner has been established as early as 14 years ago. It was started in 2004 with the repair of, among others ...the *Barfleur* ferry. Since then, every year, the Breton shipowner has been entrusting the shipyard with repair and maintenance works of several of its units.

### Environmentally-friendly *Stena Scandinavica* left Remontowa SA yard



*Stena Scandinavica* at Remontowa SA.  
Photo: Sławomir Lewandowski

On February 20, the large ro-pax ferry *Stena Scandinavica*, left Remontowa SA according to the schedule. In addition to the refurbishment of the unit, it has had scrubbers installed, aiming at reducing emissions of harmful substances into the atmosphere.

*Stena Scandinavica*, 243 m long, 29.3 m wide and featuring gross tonnage of 57,958, is one of the largest passenger and car ferries in the fleet of the Swedish shipping company Stena Line. The ship can accommodate 1,300 passengers and transport 300 trucks. It operates on the Gothenburg (Sweden) - Kiel (Germany) route.

At Remontowa Shiprepair Yard, belonging to the Remontowa Holding capital group, a scrubber system was installed on the ferry, which will limit the emission of sulfur to the atmosphere in the exhaust

gases generated by the ship's engines. It was the most important point in the repair programme for this vessel, implemented in the overall formula - from the design of the system, through the supply of scrubber, assembly, commissioning, and delivering to the owner.

So far, Remontowa SA has made over 40 such installations on several dozen ships of leading European shipowners. In addition to the installation of the flue gas desulfurization system, the scope of works on the unit was very wide - 110 tons of steel were processed, 15 kilometers of cables and approx. 10 km of pipelines were laid out. The exhaust system was also replaced with four main engines, and silicone coatings were placed on the hull.

### RMDC - BWTS projects for leading shipowners

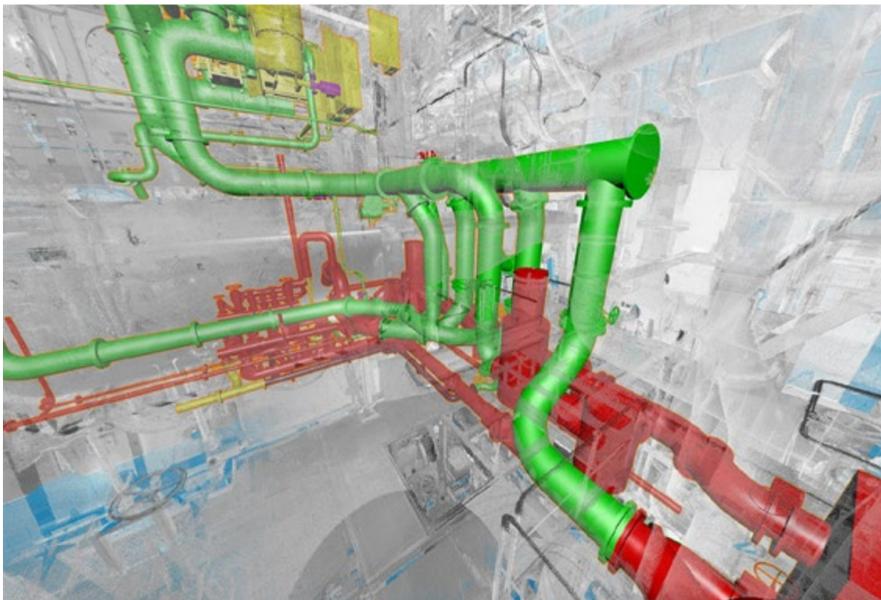


Fig. RMDC

The ballast water treatment system installation project is currently underway onboard Polish Steamship Company's kamsarmax vessel *Karpaty*, with major participation of the Remontowa Marine Design & Consulting (RMDC) design office, member of the Remontowa Holding capital group.

RMDC offers consulting and engineering services to shipowners, enabling optimal selection of ballast water treatment systems (BWT) and develops comprehensive conversion and retrofitting designs allowing for quick installation of the selected system. Extensive experience gained during execution of many installation projects for renowned foreign shipowners and cooperation with leading suppliers of BWT systems allowed RMDC to win a contract for a complete conversion of engine room / retrofitting of BWT systems

onboard four units of the "Karpaty" class of kamsarmax bulkcarriers, belonging to Poland's largest shipping company - Polish Steamship Co. (Polska Żegluga Morska), basing on the installation of a modern Pure Ballast ballast water treatment system from Alfa Laval.

Among RMDC clients, in terms of services in this area, there are also reputable foreign shipowners, including Teekay Shipping, Subsea Seven, Carisbrooke Shipping, with UV (ultraviolet radiation) and EC process

(electro-chlorination) based systems installed, from range of manufacturers, including: Alfa Laval , Enviro-cleanse, Headway, MMC, Ocean Saver, Optimarin, RWO-Veolia, Trojan Marinex and Wartsila.

## Ferry parade at Remontowa SA - a video supplement



Seven ferries at Remontowa SA.  
Photo: Skyland

In the previous edition of the newsletter we informed about the record accumulation of as many as seven ferries at Remontowa Shiprepair Yard. This situation seems to have occurred twice. After the large British ferry *Pride of Rotterdam* had left the yard, six ships of this type, of various sizes, but also mostly sizeable, remained in the Gdansk based yard. Later, *Barfleur* of Brittany Ferries joined the pack gathered at the yard and before *Mont St Michel* (of the same operator from France) departed Remontowa, for a short period, seven ferries were staying once again there.

That's when the drone video material was recorded, with spectacular views of as many as

seven ferries being serviced at the same time at Remontowa. A video made of this footage gained a lot of audience not only in Poland but also abroad. It has been also shown by specialist, industry - maritime news portals, including in the United States (popular gCaptain website), Turkey and Greece among others.

Short film is available at: <http://www.portalmorski.pl/tv/filmy/rekord-w-liczbie-promow-pobity>

## OFFSHORE

### PRS an appraising body for the operations of the offshore exploration and production plant

As announced in the official communication - on January 10, 2018, the Higher Mining Authority in Poland granted Polski Rejestr Statków (Polish Register of Shipping) with status of expert on offshore mining plant (offshore exploration and production structures) operations in the XXII group - the study of technical and organizational solutions for prospecting, exploring or extracting hydrocarbons from the deposits in the maritime areas of the Republic of Poland .

The basis for applying for the aforementioned rights was the earlier issue of Directive 2013/30 / EU of the European Parliament and of the Council - 2013/30/UE of 12 June 2013 on safe operations related to oil and gas deposits in sea areas and amendments to Directive 2004/35/WE. The directive specifies the requirement for having (by countries operating offshore) an expert body to assess the safety of hydrocarbon extraction and processing.

The hope was expressed that the expert qualifications obtained will allow for the expansion of the Polish Register of Shipping SA in new areas related to hydrocarbon deposits within the borders of sea and land areas, and to raise the level of safety and environmental protection.

## MARINE EQUIPMENT

### Famor is being modernized with help of European funds

Famor became involved in the project "Modernization of the R&D and technology and production base and Famor SA lighting products".

The subject of the project is the implementation of the results of research and development works in order to launch new and significantly improved products and modernize the company's production and development base, leading to the creation and extension of advanced capabilities in the field of product and service development.

The investment will consist (among others) of:

- execution and purchase of tools and instrumentation necessary for the production of new products created as a result of research and development works,
- purchase of specialized tools for engineering design, IT and laboratory equipment as well as machines and devices that create a technological sequence necessary for the production of new lighting products and increase the production capacity,
- implementation of new technological processes and performance of modernization works in production rooms.

As a result of the project, the company will implement the first stage of comprehensive modernization of lighting products consisting in the transition from currently used traditional light sources to LED and OLED.

## MISCELLANEOUS

### Lotos Petrobaltic and Jotun Polska - new members of Forum Okrętowe



Jerzy Czuczman and Michael Thorup Kruse.



Grzegorz Strzelczyk with Piotr Soyka.

February 27 saw two companies being accepted as members of the Association of Polish Maritime Industries Forum Okrętowe during the organization's board meeting, namely: Lotos Petrobaltic SA and Jotun Polska Sp. z o.o. The presentation of the first of them was given by Grzegorz Strzelczyk, president (temporarily in charge) of the management board of Lotos Petrobaltic SA, while the second one - by the CEO of Jotun Polska Sp. z o.o. Michael Thorup Kruse.

Lotos Petrobaltic SA is the only Polish company involved in the exploration and production of oil and gas deposits on the Polish shelf of the Baltic Sea and the first Polish shipowner operating on the international offshore market to become a member of Forum Okrętowe. The company employs approximately 360 people, including 225 employees being the crew of three offshore oil platforms, operated on the Baltic Sea and owned by Lotos Petrobaltic SA. One of them - *Petrobaltic* (formerly - a drilling rig) - is currently being upgraded at Remontowa Shiprepair Yard and converted into a production facility, which will eventually replace the Lotos Petrobaltic platform operating temporarily on the B8 deposit.

The company produces 210,000 tons of crude oil, or over 1.5 million barrels, annually.

Jotun Polska Sp. z o.o., in turn, based in Kowale, is a Polish subsidiary of an international company, which is a manufacturer of paints and coatings, having 63 companies and 37 production plants worldwide, with products sold in over 100 countries. In Poland, Jotun has been operating for 25 years, supplying its paints both to the land and sea markets.

## **Meeting on the Shipyard Act at the Ministry of Maritime Economy and Inland Navigation**

On 8 February 2018 at the MGMiŻŚ headquarters a meeting was held on the functioning of the Act on the Activation of the Shipbuilding and Complementary industries with the participation of shipbuilding industry and Forum Okrętowe representatives.

The meeting was organized in connection with the observations of the shipbuilding sector regarding the functioning of the Act, provided by the Association of Polish Maritime Industries in a letter dated 31.08.2017 as well as the ones submitted during the discussion at the Maritime Economy Forum in Gdynia on October 13, 2017.

Minister Marek Gróbarczyk welcomed the guests and opened the discussion. In its course, he announced the first revision of the functioning of the Act, and therefore invited representatives of the industry to share their observations and possible comments regarding the application of the Act.

The discussion on various aspects of the functioning of the Act and the observation of entrepreneurs took place in the following thematic groups:

- zero percent VAT rate
- the need to specify precisely some of the terms used in the Act
- one percent flat rate tax on the value of sold production.

In addition to the discussion, Forum Okrętowe indicated that when designing changes, it is worth using also the insights provided in the letter of 31/08/2017, containing an extension (further issues) comparing to the scope of the issues discussed above.

Furthermore, by pointing to matters enabling the improvement of competitiveness of the Polish shipbuilding industry, representatives of the sector reported the need to create mechanisms for access to guarantee funds that protect shipyards and shipowners during the construction of the vessel, ensuring operational liquidity. Therefore, the Ministry informed about the ongoing works on establishing a Maritime Investment Fund, which is to become a tool for supporting maritime economy entities, such as shipyards, ship owners and ports.

## **About ships and shipyards on Radio Gdańsk**

A president of Forum Okrętowe, Jerzy Czuczman, brought the current situation of the Polish shipbuilding industry to the “maritime edition” of Artur Kielbasiński’s “People and Money” program on Radio Gdańsk, on February 14, to which the representative of Forum Okrętowe was invited along with representatives of local media and the chamber of commerce, as well as one of the Tri-City private shipyards.

Discussion panel was focused, inter alia, on what kinds of ships from the Polish shipyards are expected by the contracting entities from the north, on the profitability of contracts for the construction of partially equipped ships for the order of the Nordic shipyards, on the expectations and requirements of the buyers.

**Audio recording from the Radio Gdańsk studio (discussion in Polish) is available at:**

<https://radiogdansk.pl/audycje-rg/ludzie-i-pieniadze/item/72421>

## **PRS authorized by the Islamic Republic of Iran**

On 21st February 2018, Polski Rejestr Statków (Polish Register of Shipping) received the official authorization of the Ports and Maritime Administration (PMO) of Islamic Republic of Iran. Thereby, the PRS joined the group of eight other classification societies, that are recognized by that state.

The authorization of Iranian maritime administration allows PRS to inspect and audit ships with a flag of Iran, as well as to perform audits of Iranian shipowner’s offices for compliance with the requirements of international conventions and agreements, to which Iran is a party.

On the ground of the positive results of the carried audit, PRS may issue certificates on behalf of the government of the Islamic Republic of Iran: the documents shall confirm, that the Iranian ships meet relevant requirements and authorize these vessels to navigate internationally.

The PRS undertook activities aimed at obtaining recognition of Iran in 2016, after the sanctions imposed on that country by the international community were lifted. The last stage of the recognition process was the audit of the PRS Head Office, conducted last week by the PMO representatives.

## **The warranty representative of the Remontowa Shipbuilding yard in Canada**

Canadian shipyard Meridian Marine Industries Inc., the company from Richmond on the river Fraser, has obtained a contract for the implementation of warranty service for three ships of the „Salish” class built at Remontowa Shipbuilding SA yard, ordered by the Canadian shipowner BC Ferries. The Canadian shipyard will represent Remontowa Shipbuilding in the aforementioned extent on the local market.

*Salish Orca, Eagle and Raven* were handed over to Canadian shipowner in 2017, and under a contract with BC Ferries, they are covered by a two-year warranty. Ferries operate on the Southern Gulf Islands - Tsawwassen and Comox - Powell River routes in British Columbia.

Remontowa had not previously had a representative office in Canada to serve a warranty on ships. The contract means that Meridian will - if necessary - perform work with its own forces (steel, pipeline, carpentry and joinery) or hire local subcontractors.

## **The bankruptcy of another company from the Vistal group declared**

District Court Gdańsk - North, VI Commercial Division, announced on February 15, the bankruptcy of Vistal Marine Sp. o.o., being part of the Vistal capital group, in which the parent company is Vistal Gdynia SA in restructuring.

Basic range of activities at Vistal Marine Sp. o.o. included repairs and construction of vessels (mainly ship sections). The company also specialized in prefabrication and assembly of pipelines and prefabrication of steel structures.

## **Will Vistal leave the sector of marine and offshore activities?**

Vistal Gdynia assumes converting the part of the company's debt into the capital to be taken over by the largest creditors. Furthermore, restructuring plan includes divestments and costs reduction and focusing on the most profitable part of the former activity. This is to allow return to profitability from 2019. Vistal Gdynia wants to concentrate in the future mainly on the production of prefabricates and assembly of steel structures, in particular bridges, in which - as it was revealed - the group has experience enabling profitability. The group is to focus on the Nordic market and on the construction of railway bridges in Poland.

This would mean moving away from activities on the shipbuilding and ship hull / sections markets, offshore construction and port facilities fabrication, or reducing the group's involvement in these sectors.

In November 2017, the District Court for Gdańsk - North department opened the Vistal sanation proceedings.

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