

اسئلة حوار ماريك بولندا



ISSUE FILE



**EXCLUSIVE INTERVIEW: MAREK GRZYBOWSKI,  
PRESIDENT OF BSSC, PRESIDENT OF THE BOARD  
OF THE POLISH NAUTICAL SOCIETY**

**Marek Grzybowski, President of BSSC, President of the Board of the Polish Nautical Society**

**How do you see the future of the Red Sea region and its navigation in light of geopolitical conflicts and this military escalation also in Black sea?**

The situation in the Red Sea has global significance not only for maritime transport. The blocking of ships in the Red Sea has economic significance on a local and global scale. The reduction in shipping traffic has reduced Egypt's revenue from the Suez Canal, threatening the transportation of oil and gas from the Arabian Gulf region to Northern Europe and to the Mediterranean and Black Seas. Supply chains from European Union industries to Asian countries and the entire Pacific region have been disrupted.

The supply of grain and food to African countries has been hampered. Countries in West Africa are particularly at risk of famine. The disruption of global economic ties has had a

particularly negative impact on developing countries, which have been hit hardest by the Red Sea blockade.

The fundamental issue in shipping is decarbonisation. Maritime transport is key to Europe's security. European shipowners control 39.5% of world tonnage. This makes Europe a leader in global transport chains. In the case of container fleet operators, the top five are 4 EU shipowners. Alphaliner is ranked first by MSC with a 20% market share, second by Maersk with a 14.3% share, and third by the CMA CGM Group based in Marseille, which has a 12.5% market share.

We have bigger and bigger ships. Mega container ships have to sail to Europe and the United States around Africa. This lengthens global logistics chains and increases the emission of harmful substances into the marine environment and the air.

**The maritime and port transport sector is going through a dangerous turning point in light of automation, digitization and artificial intelligence with the new rules of the International Maritime Organization. Do you agree with us and what are the features of this sector in the future in your opinion?**

Automation, digitalization and artificial intelligence facilitate trade. IMO regulations do not always keep up with the development of new technologies. Innovations in maritime transport allow for the optimization of maritime transport on a global scale. This provides savings for shipowners, freight forwarders and ultimately for consumers.

"Digital twins" and virtual logistics communities can help cope with supply chain disruptions. Digital twins have already entered the wide waters and are taking over seaports. Attacked by the Covid-19 pandemic, maritime logistics began to introduce IT tools on a large scale to handle connections between continents. The war in Ukraine and the circumvention of sanctions have incorporated satellite and AI systems into the port and ship surveillance system on an unprecedented scale. Tracking "shadow" ships and STS operations in seaports and anchorages has become common. Thanks to this, we know that not only Russian ports and ships but also ports and operators from countries that have introduced these sanctions are involved in bypassing sanctions and bans.

Missile attacks in the Red Sea region caused global general cargo and bulk cargo routes to have to be adjusted again. Ships returned to the connection from the times of the great discoveries to the routes followed by Cook, Magellan and traders of tea and other goods from India and the Far East.

Disruptions caused by the war in Ukraine and terrorist attacks (also in the West African region) generate further problems. They are related to changes in the logistics of bunkering and crew exchange, as well as the management of operational processes. First of all, they cause disruptions in meeting cruise schedule deadlines. This in turn disrupts the logistics of maritime hub ports based on harmonized connections at sea and on land.

**You head the Baltic Sea and space cluster in the Baltic Sea within the European network of Maritime clusters what do you offer through this to serve the transport, maritime, logistics and ports sector in Europe? Is it possible to cooperate with the Arabs?**

20.7 thousands entities are in the Polish Maritime Industry with direct , employment 160.7 thousands and indirect 3 035 thousands employment. Polish Maritime Industry with the revenues abot pln 251 272.3 million in 2022. The Polish Maritime Business invested about pln 4 400 million in 2022.

The Polish Maritime Cluster includes ports, production and repair shipyards, Marine fisheries and maritime manufacturing, shipping, scientific and research institutes, certification institutes, universities and vocational schools, production and service plants, including those related to tourism and offshore wind energy. An important part of the Polish Maritime Cluster is the Baltic Sea and Space Cluster.

The BSS Cluster Pentagon Helix HUB integrates the transfer of knowledge between science and business, supports social initiatives, local governments and administration, develops investor relations in the maritime and space industry. BSSC integrates technological, legal and economic solutions at the scientific, business and social level. Today the cluster develops in the Pentagon Helix formula, integrating the transfer of knowledge between science and business, supporting social initiatives, local government and administration, developing investor relations. Today the cluster's activity is characterized by a holistic, integrative and global approach, making the activity of maritime industries part of Economy 4.0.

Within the „Cluster” there are currently six Hubs: ICT & AI, construction of zero-emission ships – ZEVIInnovation, design and construction of installations producing green energy – GreenTech, scientific-research, legal-financial and educational. All hubs bring together around 60 companies, research centers and R&D units. Within the „Cluster” Hubs, i.e. highly specialized small clusters, operate successfully, a type of consortia. Within them, tasks are carried out in a specific field and professional activity. In other words, a team of experts from a given hub is responsible for issues it knows best.

Poland is the leader in Europe and the second country after the United States in the production of 6-9 meter yachts. There are over 1,100 companies operating in the Polish yacht and boat industry, employing approximately 40,000. employees. The yacht and boat sector is one of the 12 priority industries of the Polish economy. Over 95% of production is exported.

Poland has great educational and scientific-research potential. It is estimated that 800,000 seafarers need to be retrained for the green transformation by mid-2030.

Poland can support Arab countries in educating officers and sailors for ships and offshore installations, logisticians for ports and international transport. Polish universities and research institutes can conduct joint research of the sea and climate. We have a methodology for spatial planning and research on pollution of the sea and fish with chemical substances, including chemical weapons.

**Exclusive vessels are very popular in the Mediterranean countries as well as Norway, Finland, France and Germany. Cluster members have a strong position in Europe in the intermodal transport sector, maritime transport, logistics and ports, as well as shipbuilding and repair, fish processing and maritime education, science and research. In these areas, cooperation with Arabs is possible?**

Polish yacht shipyards and boat production plants produce over 22,000 yachts and boats annually. Many yachts receive awards in competitions for innovations and solutions related to the use of solar energy to power yachts.

Over 110 yachts and motorboats, houseboats, were exhibited at the Polboat Yachting Festival 2024 in Marina Gdynia. It is the largest exhibition of yachts on the water in this part of Europe. The event in Gdynia is considered one of the most important world events.

Poland is one of the most important countries in the world where the yachting industry operates. Polish yacht shipyards produce luxury yachts and ships available for every segment of the water recreation market. In the segment of motorboats up to 11 meters with an outboard engine, Poland is the European leader.

More than 50 percent of 11 m boats with outboard engines manufactured in Europe are manufactured in Poland.

In Poland, innovative vessels are manufactured for fishing, fish farm service, oil and gas platforms, offshore wind energy. We build fully equipped passenger ship hulls. Shipyards in Poland produce vessels for the construction of hydrotechnical installations at sea. For example: The NB 100 pontoon was built at the Polish CRIST Shipyard, Member of the Baltic Maritime and Space Cluster, for the Femern Link Contractors FLC consortium.

The NB 100 FLC. is a multi-purpose pontoon for the construction of the longest underwater submersible tunnel in the world. The tunnel is to be built in the Fehmarn Belt, between Germany and Denmark, between the German port of Puttgarden and Rodbyhavn on the Danish island of Lolland. CRSIT has completed over 500 projects, including jack ups, three vessels dedicated to the installation and servicing of offshore wind farms.

Poland is the largest importer of fish from Norwegian farms and fisheries and one of the largest exporter of the fish products to EU and world market. Polish ports play a leading role in the Baltic Sea. Transshipment in Polish ports is systematically growing. Through Polish ports we import, among others, oil and gas from Arab countries. The Polish economy exports various industrial and consumer goods to Arab countries, including yachts.

**The Kingdom of Saudi Arabia (KSA) is making steady progress in the maritime transport and logistics sector in line with Vision 2030. Three seaports have been ranked among the top 100 global ports. The question is: Do you think KSA is on the right track to compete globally? Is there any cooperation between Saudi and Polish ports?**

The Kingdom of Saudi Arabia (KSA) is on the right track to global competition. Not only cooperation between Saudi and Polish ports is possible. We have many areas of potential for joint action. Ports and port cities can be a base for business and tourism development, development of economic cooperation and exchange of scientists and students, conducting joint scientific research.

The Pomeranian Special Economic Zone operates in Poland. It is the largest economic zone in the Baltic Sea region. The zone is connected to the world economy through two

large ports in Gdańsk and Gdynia. The Pomeranian Special Economic Zone has once again found itself among the best companies managing the Polish Investment Zone. The Polish Investment Zone has issued 2,503 decisions in the country on support for investments with a total value of PLN 116.9 billion over 5 years of operation. The creation of approximately 50,000 new jobs has been declared.

The Pomeranian Special Economic Zone places great emphasis on the development of education in order to fill staff shortages. For this purpose, the Industrial Robot Programming Center and the welding center were established, which uses VR in training. The Pomeranian Special Economic Zone is a leader in Poland in 2022. In the fDi Global Free Zones of the Year 2022 ranking, the Company was ranked 2nd among special economic zones in Europe and 7th in the world.

Kingdom of Saudi Arabia ports and Polish ports and cities can be a bridge of cooperation in the area of business, exchange of people and development of innovations. Pomerania, with the ports of Gdańsk and Gdynia, has special conditions for cooperation in leading economic sectors.

The Pomeranian energy hub, maritime logistics hub, ship production for the offshore industry, quantum computer, federalization of leading universities, construction of a new opera house and establishment of a metropolis – these are key development activities for Pomerania.

The development goals of Pomerania will be implemented by representatives of science, politics and business. The Team of Economic Advisors at the Rector of Gdańsk University of Technology will coordinate work in 7 development areas. Experts from leading Pomeranian companies, scientists from Gdańsk University of Technology and University of Gdańsk were invited to the group of advisors. The University of Gdańsk conducts extensive activities within SEA EU - a consortium of universities from the European Union. Joint scientific research and international engineering, master's and doctoral studies are conducted. Universities from the Kingdom of Saudi Arabia can join in this research.

### **How can we promote the movement of investments in the maritime fields between Saudi Arabia and Poland?**

We can promote the flow of investments in the maritime sector between Saudi Arabia and Poland through personal contacts, joint business conferences and participation in trade fairs.

A good platform for business contacts is the International Maritime and Military Fair BALTEXPO, which will take place in Gdańsk on October 7-9, 2025. From today, exhibitors can register for the event. BALTEXPO gathered over 6.5 thousand visitors and over 200 exhibitors from 15 countries took part in the event in 2023.

A good platform for science business contacts is, for example, NEPTUN Summer School. It is an event dedicated to innovative research and modern industrial technologies. The event is organized by the Gdańsk University of Technology.

International Conference on Marine Navigation and Safety of Sea Transportation is a very good event for building business and scientific contacts. . It will be held from 11 to 13



June 2025 (Wednesday - Friday). The Conference is organized by the Faculty of Navigation of the Gdynia Maritime University (GMU) and The Nautical Institute.

The Conference is addressed to scientists and professionals in order to share their expert knowledge, experience and research results concerning all aspects of navigation, safety of navigation and sea transportation.

The 16th Edition of the most innovative World conference on maritime transport research designed to find solutions to challenges in waterborne transport, navigation and shipping, mobility of people and goods with respect to energy, infrastructure, environment, safety and security as well as to the economic issues. The international activity of GMU is carried out among others basing on over 20 bilateral agreements with foreign universities from 14 countries and also in the framework ERASMUS+ Programme, international projects and international seminars, conferences and workshops.

I think we can cooperate on many levels. We have a lot of space to work together in the maritime business and global logistics, trade and knowledge transfer.

#### BALTIC SEA & SPACE CLUSTER PROJECTS:

1. **IP3-4 BLUE GROWTH Project [2023- 2025] - I3 INSTRUMENT DG REGIO** - Unlocking the potential of Sustainable Blue Economy
2. **BLUEDOTS w ramach SMP-COSME-2023-SEED** - build the capacities of Social Economy SMEs acting in the Blue Economy to apply digital-social innovation
3. **Every1 project** set the goal to deliver an impactful concept that includes all elements needed to enable an effective participation of all European stakeholders in the digital energy market.
4. **GALATEA** - GROW AND ACCELERATE YOUR SMART PROJECTS IN NEW VALUE CHAINS OF THE EUROPEAN BLUE ECONOMY
5. **ZEVI Innovation** - “Strengthening Transnational Co-operation, Knowledge and Technology Transfer in Development of Electric Vessels and Fostering Innovations in SMEs” (MECHANIZM NORWESKI)
6. **SEA EU** - Build a true university partnership with an organisational culture based on open governance and co-creation with stakeholders to ensure that our vision is achieved.
7. **E-LASS** - European network for lightweight applications at sea
8. **INTERMARE** South Baltic – Strengthening the international activity of blue sector SMEs in the South Baltic Sea area
9. **ELMAR** - Supporting South Baltic SMEs to enter the international supply chains & sales markets for boats & ships with electric propulsions
10. **ECOPRODIGI** – Eco-efficiency to maritime industry processes in the Baltic Sea Region through digitalisation
11. **TENTacle** - Capitalising on TEN-T core network corridors for prosperity, growth and cohesion

12. **SMART BLUE REGIONS** - seeks to enhance blue growth opportunities based on increased capacity of Baltic Sea Regions to implement Research and Innovation Strategies for Smart Specialisation (RIS3).

