



# World Scientific News

WSN 78 (2017) 170-174

EISSN 2392-2192

---

## Maritime transport in Poland

**Marcin Król**

Faculty of Management, Czestochowa University of Technology,  
69 Dabrowskiego Str., 42-200 Czestochowa, Poland

E-mail address: [marcinkrol.87@wp.pl](mailto:marcinkrol.87@wp.pl)

### ABSTRACT

Both ports and shipping are an essential and important factor in the international economy, which determines the activities of international commerce and business. They are a strategic component of the logistics chain that joins the Common European Market together with the world economy.

**Keywords:** maritime transport, maritime logistics

### 1. INTRODUCTION

Maritime logistics is the sum of all activities that improve the flow of cargo by sea and their transshipment in ports, [7] taking into account not only the coordination but also the integration of maritime transport with land transport. [13] By synchronizing and modernizing maritime and land space links, it meets not only the requirements but also the needs of buyers with minimal capital involvement, low cost, and the highest quality logistics services.<sup>1</sup>

### 2. MARITIME TRANSPORT IN POLAND

Maritime transport in Poland has been a major method of transporting goods for many centuries. [11] In the 16th century, the port of Gdansk was the main place from which goods

---

<sup>1</sup> [http://www.ptzp.org.pl/files/konferencje/kzz/artyk\\_pdf\\_2014/T1/t1\\_1043.pdf](http://www.ptzp.org.pl/files/konferencje/kzz/artyk_pdf_2014/T1/t1_1043.pdf)

were exported to Western Europe.<sup>2</sup> Most of them were agricultural crops and Polish forest products. In turn, the port located in Gdynia developed very well after the end of the First World War. By the end of the war after the Second World War, Polish maritime transport was growing rapidly, as the Polish state gained wide access to the Baltic Sea. Since then, Polish ports located on the Baltic Sea have been able to implement export plans for products manufactured in Poland.

At present, maritime transport is also dominant in the transport of products, this is true of Polish foreign trade. Commercial vessels are specialized in transporting products of different states of concentration. They come in good taste with gas, liquid and solid consistency, as well as bulk and bulk products.

Polish ports can handle over 55 million tons of products within a year, where more than 10% is transit goods. The main strategic ports of the Polish trade are located in Gdynia and in Gdańsk. The port located in Gdansk handles the most of the transshipments that depart from Poland. It is divided into two parts. The first is an internal port with container terminals and ferry terminals. Thanks to them, it is possible to reload sulfur, phosphorite and citrus fruit.

The second port is more modern and deep, and is called North Port. It is located in Naftoport, which is connected to Gdańsk Refinery, in addition to the port area there are transshipment and coal terminals. The previously mentioned port located in Gdynia was built in the twenties of the twentieth century. The main tasks performed at the port include reloading of bulk cargoes in containers [5].

Large mass cargoes are rarely transshipped in Gdynia. Ports at the seaside are important for the neighboring countries of Poland, Czech Republic and Slovakia. In Świnoujście and Szczecin, mainly coke, coal, metal ores, grain and granite are transshipped. There is also a ferry terminal and a gas port at the port of Świnoujście.

Apart from the mentioned ports in the Republic of Poland there are also ports in Kołobrzeg, where mostly small and grain packages are repackaged, as well as Police Port, which mainly serves Police Chemical Works.

Under the Polish flag there are a hundred cargo ships and seven passenger ferries. In addition to transshipments, the ports located in Poland serve ferry connections between Poland and the countries to which passengers are transported. In addition to the vessels registered in Poland in the Baltic Sea, transportation is provided by ships of other countries where the fees are much lower than in Poland. They are often called cheap flags.

## **2. INTERNATIONAL MARITIME SHIPPING IN MARITIME PORTS**

The advantages of maritime transport include the maintenance of transport and the degressivity of individual costs [5]. Maritime transport is cost-effective during long haul. [3] Another aspect is the easy way to network. Marine and shopping centers are close to the seaports. [2] Another important aspect is the large mass. Compared to other transport sectors it is in sea transport that the payload is much larger, so you can load more loads. Ships are prepared to carry a variety of loads. The range of vessels is unlimited [1]. Main disadvantages of transport are low service speed and significant lack of direct delivery of sender's load.<sup>3</sup>

---

<sup>2</sup> <http://swiatowa-logistyka.pl/transport-morski-w-polsce/>

<sup>3</sup> <http://katzm.uek.krakow.pl/ksiazki/11.pdf#page=37>

It is necessary to reload the goods at the seaport, and this lengthens the delivery time to the recipient [4].

**Table 1.** Poland 2000 – 2016 - international seaborne trade in seaports (thousands of tonnes)

<b>Year</b>	<b>Loading including transit</b>	<b>Unloading including transit</b>	<b>Transit</b>
2000	31 524,7	15 809,7	6 009,6
2001	31 526,2	14 683,6	7 056,7
2002	33 168,3	14 942,9	6 019,1
2003	35 772,8	15 171,4	11 610,8
2004	38 862,1	17 148,5	13 154,1
2005	41 150,2	17 338,4	12 625,2
2006	37 708,2	21 429,2	12 734,1
2007	30 681,4	27 954,8	11 237,5
2008	25 075,8	29 482,5	10 530,4
2009	24 551,2	24 429,2	7 813,71
2010	34 222,4	31 018,5	15 520,15
2011	26 744,1	35 497,4	9 949,41
2012	25 777,8	35 734	9 003,14
2013	29 179,8	36 818,7	11 607,69
2014	31 564,1	39 503,3	12 897,22
2015	31 127,1	41 324,6	10 425,24
2016	32 927,8	40 669	11 738,43

Source: Based on data from the Central Statistical Office.

The largest total transit with transit was recorded in 2005. It amounted to 41 150.2 thousand tonnes, while the smallest total transit withdrew in 2009 was 24,521.2 thousand tonnes. The largest total unloading with transit of 41,324.6 thousand tonnes took place in 2015, while the smallest was 14,683.6 tonnes in 2001.

Over the past 16 years the largest transit was observed in 2010 and amounted to 15 520.15 thousand tonnes, and the smallest in 2000, precisely 6 009.6 thousand tons<sup>4</sup>.

### **3. CONCLUSIONS**

The dynamic development of maritime transport seen in recent years is primarily related to the increasing globalization and the Europeanisation of economic relations as well as to the escalation of the volume of international trade in foreign trade. Gross exchange mentioned by means of sea transport.

Transport is the household department that is responsible for satisfying the needs of moving not only goods but also people. Essential elements of logistics systems that perform tasks related to the movement of components, materials, finished goods in subsystems of distribution, supply or production are transport of goods. From the point of view of trade participants, both in domestic and international trade, efficient transport can determine the effectiveness of a commercial transaction.

### **References**

- [1] Authorized Regular Shipping Service, Commission Staff Working Paper, Simplified Customs Procedures in Short Sea Shipping Brussels, 17.3.2004, SEC (2004)p. 333
- [2] Kumar, S and Hoffmann, J . 2002. Globalization: The Maritime Nexus. Maritime business and economics. LLP: London, November.
- [3] Micco, A and Pérez, N . 2001. Maritime transport costs and port efficiency. Inter-American Development Bank, IADB Annual Meeting, Santiago.
- [4] Misztal K. (red.), Organizacja i funkcjonowanie portów morskich, WUG, Gdańsk 2010, p. 11
- [5] Neider J., Transport w handlu międzynarodowym, WUG, Gdańsk 2006, p.31
- [6] S. S. Keshkamata, J.M. Looijenb, M.H.P. Zuidgeesta, The formulation and evaluation of transport route planning alternatives: a spatial decision support system for the Via Baltica project, Poland. *Journal of Transport Geography*, Volume 17, Issue 1, January 2009, Pages 54-64
- [7] X. Clark, D. Dollar, A. Micco, Maritime transport costs and port efficiency. Mimeo, World Bank, 2001 February.

---

<sup>4</sup> <http://stat.gov.pl/obszary-tematyczne/transport-i-lacznosc/transport/gospodarka-morska-w-polsce-w-latach-2012-2014,8,2.html>

- [8] X. Clark, D. Dollar, A. Micco, Port efficiency, maritime transport costs, and bilateral trade. *Journal of Development Economics*, Volume 75, Issue 2, December 2004, 417-450

( Received 14 June 2017; accepted 06 July 2017 )