

GDYNIA



*– the best
deal Poland
has done!*

GDYNIA

Gdynia is a city:

with the highest quality of life among 19 Polish cities with a population of more than 200 thousand (the Diagnoza Społeczna survey headed by professor Janusz Czapieżski);

with one of the lowest unemployment rates in Poland (3.1% in June 2009);

with the fastest growth rate in Pomerania (as reported by the Pomorski Przegląd Gospodarczy 4/2007);

with the most business friendly environment in Poland (according to the Forbes List of Best Business Locations in 2007, 2008 and 2009);

with style – often referred to as the European gem of Modern Architecture;

hosting the HQ of the Polish Navy;

with the most advanced port in Poland and container terminals leading in the Baltic;

most frequently visited by the largest cruise ships in the world;

with the largest marina in Poland;

with the rapidly growing Pomeranian Science and Technology Park, hosting some of the best companies in the world;

with universities and colleges providing instruction to future maritime economy specialists;

with great schools and children, ranking among the best in Poland in exam results;

with the only Poland's science centre EXPERYMENT – a hands-on learning facility for the youngest;

where major cultural, business and sports events of European dimension are held – festivals, concerts, exhibitions, fairs, economic fora, sports games;

with a wonderful location – on the sea, among wooded morainal hills.

For Poles, Gdynia is a synonym of entrepreneurship, hard work and determination in the successful pursuit of one's goal.

It takes these qualities to make a city well-functioning, comfortable and friendly; where an interesting job, a good school and accommodation are easier to find than anywhere else. Public passenger transport functions well here, services are available and there is a variety of opportunities for attractive recreation, enhanced by the favourable natural conditions – the sea, the beach, the hills, the forest. You really feel an appetite for life in Gdynia!



He who has not yet experienced the rare phenomenon of Gdynia and may be sceptical of the prevailing opinions about it, should come here and check for himself. As a tourist or as a business person.

We suggest this publication as a guidebook. By giving examples and evidence, facts and figures if necessary, we will try to show that the praise Gdynia receives is justified and to remove any possible doubts about it.



G D Y N I A

This city is only eighty-odd years old, so it is really surprising that so many favourable circumstances have cumulated in such a short time, allowing Gdynia to build its renown. In 1920, while looking for the best site for a port, young engineer Tadeusz Wenda chose a fishing village in the Chylonka valley on the Gulf of Gdańsk. His expertise and imagination told him that a large, modern port should be designed and built right there.

And the idea materialised swiftly.

It took less than two decades for a fishing village, which Gdynia still was in 1920, to become a city with 100 thousand people in 1939, with modern commercial, fishing and naval ports, shipyards, banks, shipping companies, shipping brokers, forwarders, cinemas, a theatre and extensive artistic life.

This was possible owing to the kind of people who had come here from the most distant corners of Poland – hardened by earlier experience, daring, hard-working and determined. They decided to build from scratch not only a port and a city, but their own lives as well. They were engineers, architects, builders, craftsmen, merchants, doctors and artists – crème de la crème of the Polish population.

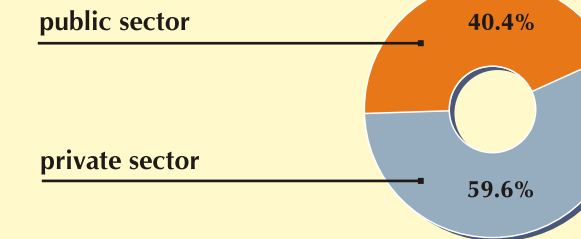
*The people of Gdynia
love challenges!*

A specific blend of characters, talents and professions was formed, as well as of customs and traditions – a cornerstone of a unique community. The people of Gdynia today are the third or even fourth generation of those settlers.

Today, Gdynia and its legend continue to attract people from various parts of Poland. They all have this special gene of romantic entrepreneurship, hard work and good management, which the founders of our city must have had.

Employment * 72 543

Structure of employment by ownership sector



Structure of employment by Polish Classification of Activities (PKD)

Agriculture, fisheries

Market services

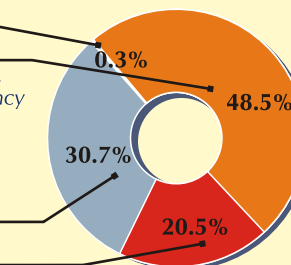
(trade, repairs, hotels, transport, communications, financial agency services, real estate services, other services)

Construction and other industries

Public services sector

(administration, education, health care and social aid)

* in companies hiring over 9 people



G D Y N I A

What business people like best is a good, investor-friendly business environment, with modern technical infrastructure, energy resources, well-educated people, good accessibility, high level of service, and last but not least, good leisure opportunities.

Gdynia, owing to the consistent policy of harmonious development, implemented by the local authorities, has sufficient water resources, an advanced waste disposal system, is easily accessible by road, rail and sea, and soon by air, too. It enjoys clean environment, quality education, efficient health service and public transport, as well as ample cultural and recreational opportunities.

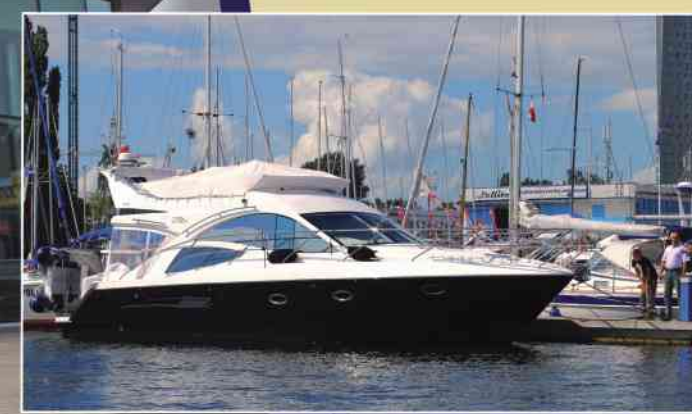
*What business
likes best*



There is strong financial sector in Gdynia – banks, insurance companies, consultancies, brokers and forwarders. The trade, transport and construction markets are also vast and varied.

According to a large-scale sociological survey Diagnoza Społeczna, which is a kind of portrait of Poland and the Poles, of the 19 largest Polish cities Gdynia provides the highest quality of life. This is good news for business.

Diagnoza Społeczna is the responsibility of the Council for Social Monitoring headed by professor Janusz Czapiński. The results are available at www.diagnoza.com.



Let us quote at least some of the facts and figures.

23.1 % of the inhabitants are very satisfied with their city. This makes Gdynia rank first among 19 largest Polish cities

49.5 % of the inhabitants see their lives as great or successful

3.16 % have symptoms of depression (the lowest rate of the 19 cities)

61 % have access to the Internet at home

46.2 % of the inhabitants have lived in the same place for years – the lowest rate of 19 – indicative of high mobility

35.8 % have changed employment at least once in the last 7 years (the highest rate of 19)

26 minutes is the average time spent travelling to work in Gdynia

9.5 % plan to work abroad in the next 2 years (the lowest rate except Warsaw, compare with Olsztyn – 27.1%)

3.2 % worked abroad between 2005 and 2007 (cf. with the figure for Wrocław – 6.8%)

66 % segregate waste

83 % declare egalitarian views

19 % trust other people (cf. with 22% in Poznań and 5% in Toruń)

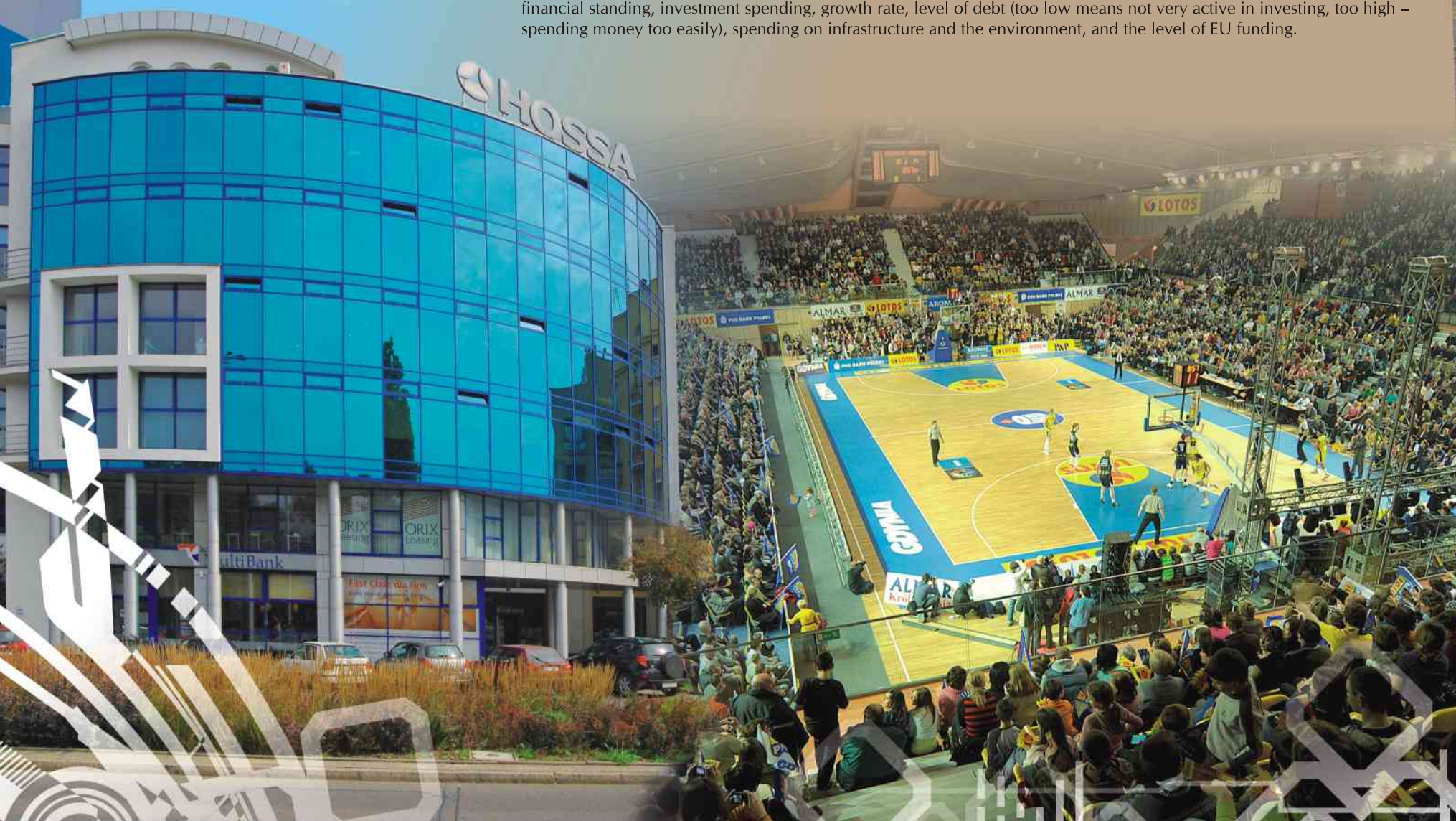
38 % think democracy is the best form of government

Pathology index: **-0.6**, with the starting value of 0

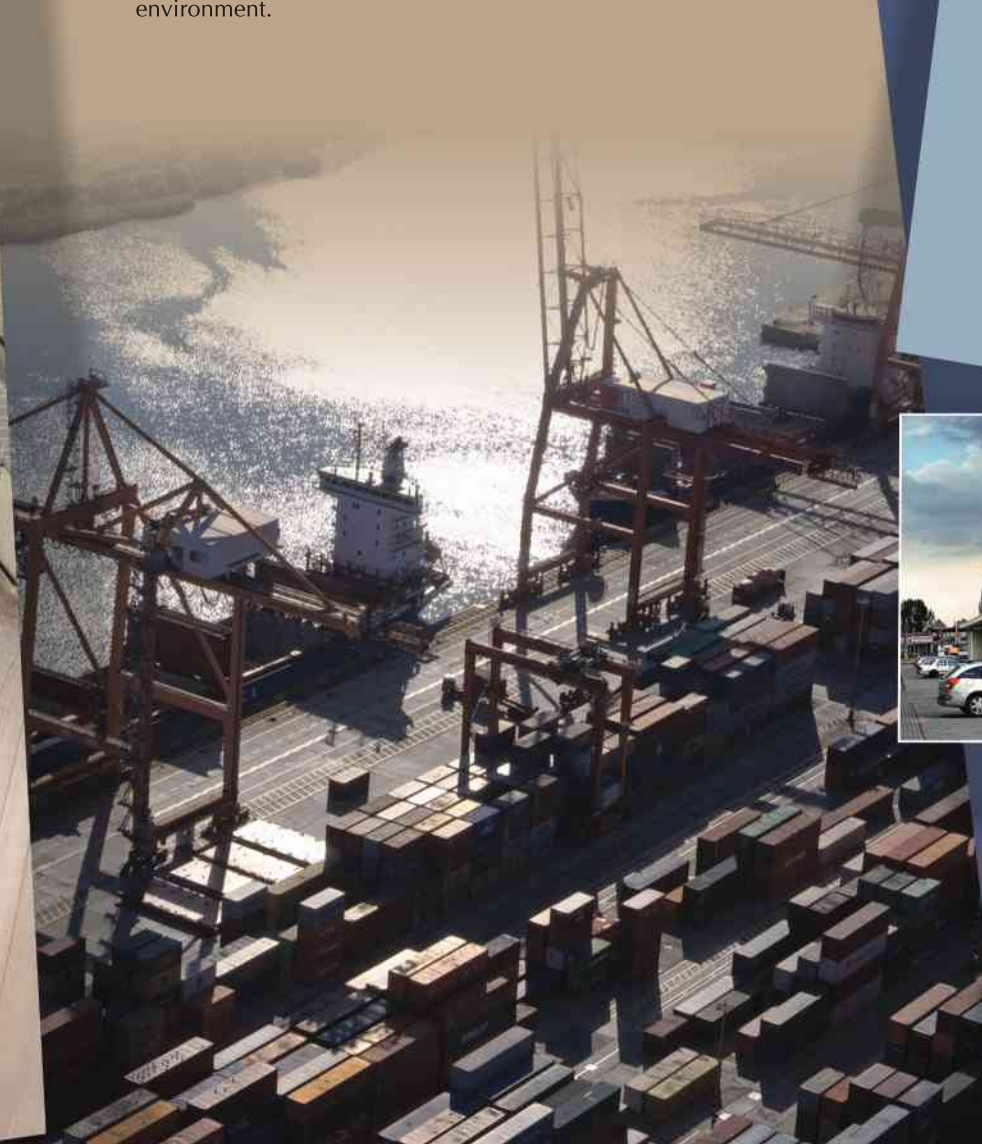
3.3 % have been victims of a crime (cf. with 21.3% in Katowice)
Gdynia ranks second in Poland for per capita income

GDYNIA

Gdynia has for years been ranking high on various lists for good management. The recent example is the "bronze medal" in the ranking of Best Polish Cities (held in July 2008) of a major national daily "Rzeczpospolita." The criteria were the financial standing, investment spending, growth rate, level of debt (too low means not very active in investing, too high – spending money too easily), spending on infrastructure and the environment, and the level of EU funding.



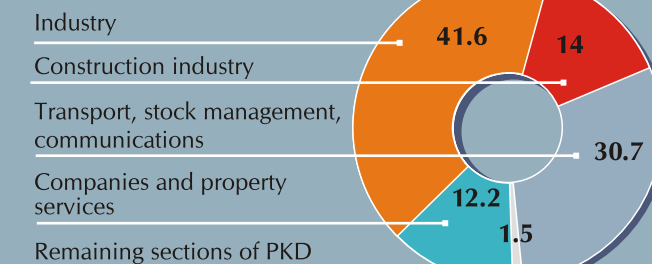
The stable local government, getting record support at the polls, creates good conditions for the local business, by building within the Polish and the EU regulatory framework a system of incentives for investors and by shaping an innovation-friendly environment.



Sales revenue *

Total revenue including goods and services sold 17 billion 9 billion

Percentage contribution:



* in current prices, in companies hiring more than 9 people



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Gdynia lies at a crossroads of the Pan-European Transport Corridor VI and the future Via Hanseatica. It is also a node of road, rail and sea, and soon – air transportation.

Gdynia has regular liner shipping with Scandinavia, the UK, Germany, the Mediterranean and the two Americas. The line to Karlskrona – a gateway to Scandinavia – is particularly vital and promising. In June 2009 two additional ferry connections were introduced – to Travemunde in Germany and to the Finnish capital Helsinki.

The recent years in Gdynia are marked by massive investment, especially in roads, resulting already in greater interest of investors, more cargo handled by the port, greater activity of the banking sector and a record-low rate of unemployment. This, in turn, translates into better quality of life and greater prosperity of the people.

The largest and most important road project implemented by Gdynia with the help of EU funding is the Kwiatkowski Route (Trasa Kwiatkowskiego), made operational in June 2008. It is very picturesque (which is not insignificant) and provides swift connection between container and ferry terminals at the port and the national and international road network. In fact, this is where the A-1 motorway in Poland begins.

The city en route



The Port of Gdynia Authority is involved in the upgrading of the road network in Gdynia. It co-funded the redevelopment of Janka Wiśniewskiego street – the ring road of the port – completed together with the Kwiatkowski Route and is now redeveloping Polska street, crucial for business in this part of the city.

Further development of the port and the port operators will be fostered by the Logistic Centre (Centrum Logistyczne) of ca. 175 thousand square metres. To make it attractive to investors, The Port of Gdynia Authority has started cooperation with the Pomeranian Special Economic Zone, to make the site of the Logistic Centre part of the Zone.

The Centre is being developed by the side of the Kwiatkowski Route, next to the container terminals and not far from the PKP-PLK sidings, which connect the area with the main E65 railway (Tri-City to Warsaw and Tri-City to Silesia).

This railway line is now undergoing a major redevelopment, as part of the regeneration of the Pan-European transport corridor linking the Baltic with the Adriatic and the Balkans. It takes about 5 hours by train from Gdynia to Warsaw today, which should go down to 2.5 hours when the project is completed.

Transport

Roads – total of kilometres	391.1
national	5.79
regional	17.83
county	112.44
municipal	255.04

Urban transport

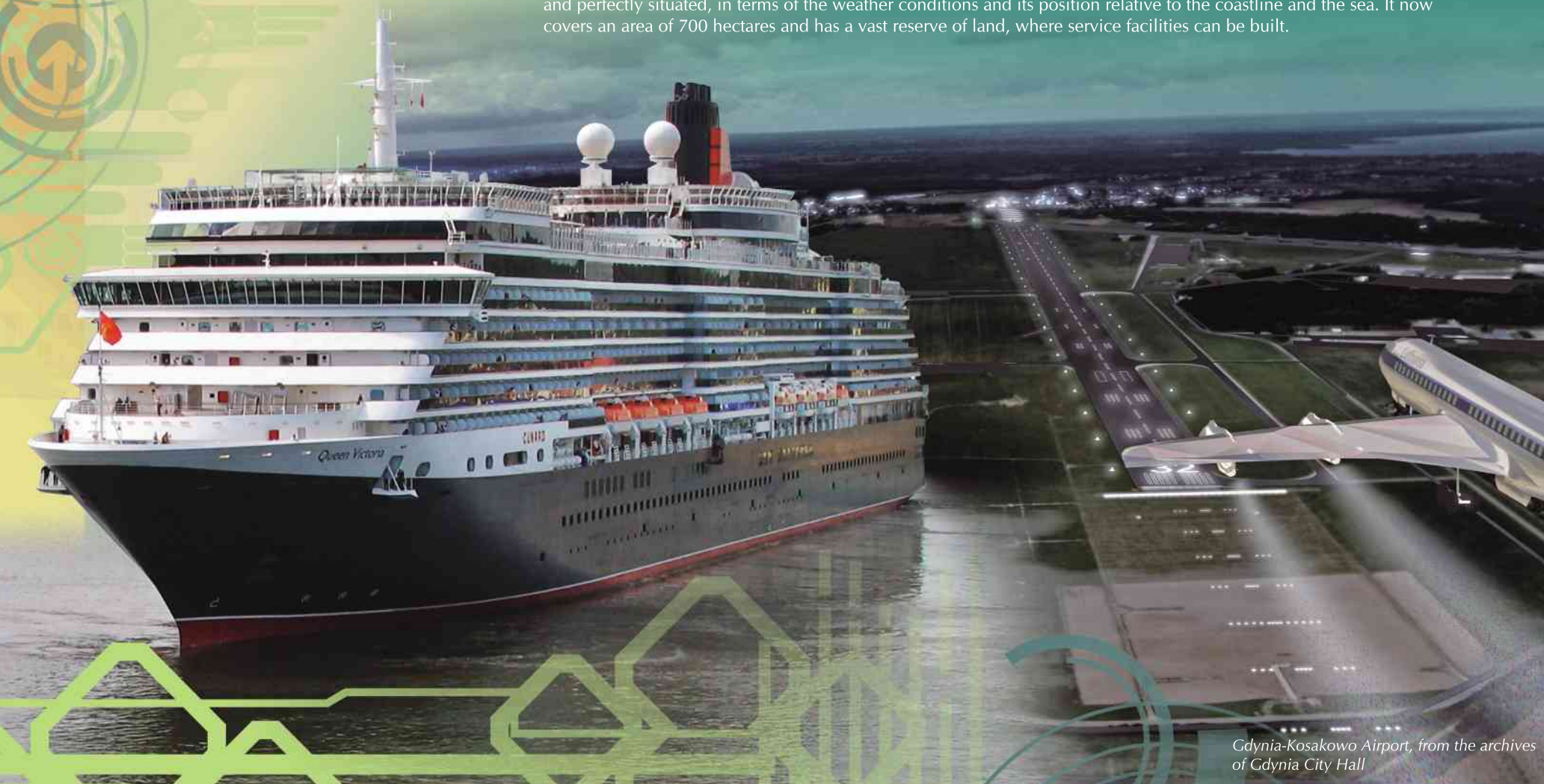
Buses	186
number of lines	77
routes in kilometres	193.1
Trolleybuses	69
number of lines	12
routes in kilometres	40.3
Length of urban rail (SKM) network in kilometres	11
Cars	109 524
Cars per 1000 residents	439



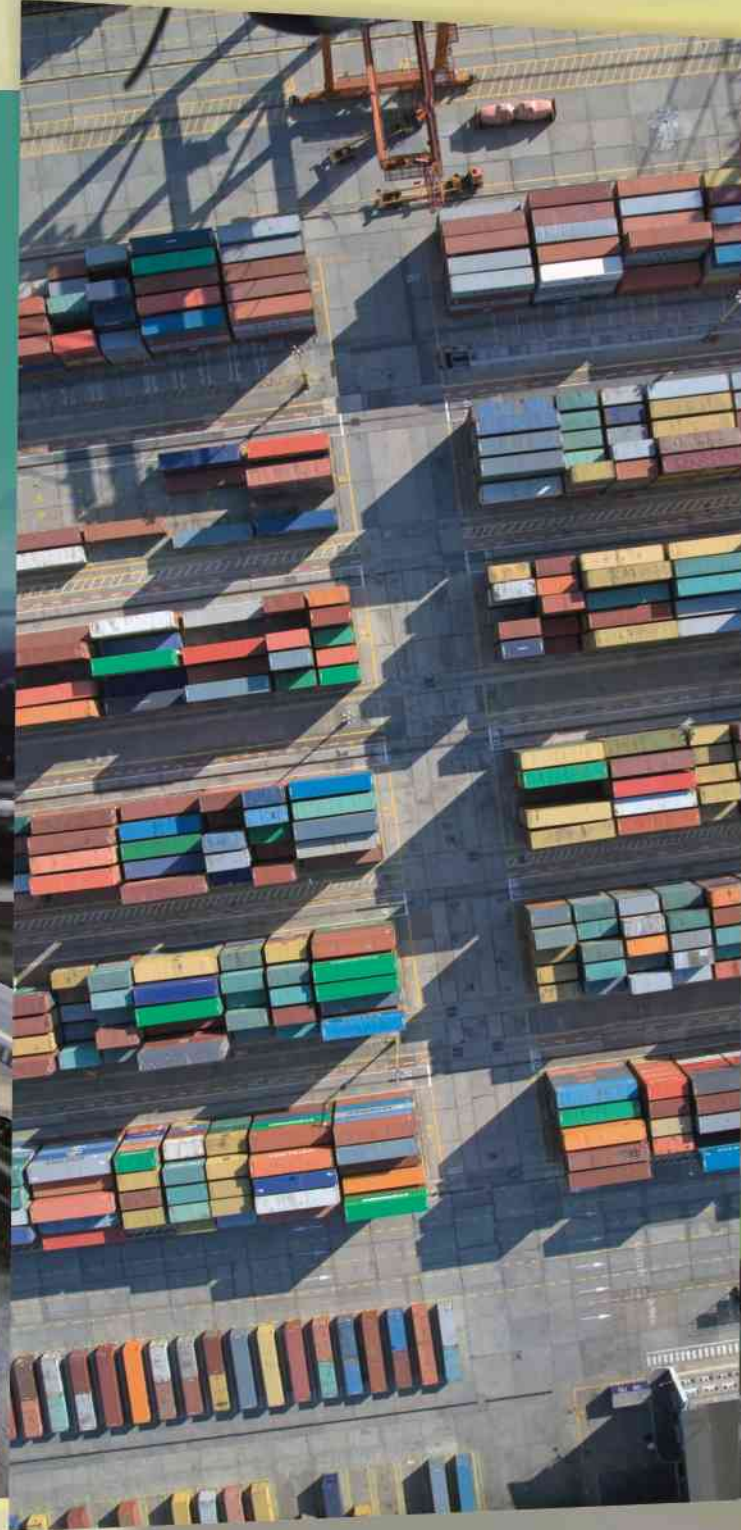
GDYNIA

Another boost for the city and the region will be the challenging project of converting a military airfield at Gdynia-Kosakowo (Babie Doły) into a civilian airport. A project company Port Lotniczy Gdynia-Kosakowo Sp. z o.o. has been established to this end.

The airfield, nearly seventy years old, is only a few minutes drive from the Kwiatkowski Route and the port. Constantly upgraded by the military, it is one of the safest and most advanced in Poland – fitted with state-of-the-art homing devices and perfectly situated, in terms of the weather conditions and its position relative to the coastline and the sea. It now covers an area of 700 hectares and has a vast reserve of land, where service facilities can be built.



Gdynia-Kosakowo Airport, from the archives of Gdynia City Hall



It also has a railway line, which will soon be the starting point of the metropolitan rail, connecting the airport with the centre of Gdynia and further on, with the Lech Wałęsa Airport and the Baltic Arena stadium – one of the Euro 2012 venues.

Basic reasons behind the idea of an airport in Gdynia, however, are the rising passenger figures on routes to and from Poland and the growing popularity of the so-called general aviation.

According to experts, the Gdynia-Kosakowo airport should play an important role in the airport network policy of the region. Initially, it should be an alternative to general and business traffic at the Lech Wałęsa Airport in Gdańsk. Within a longer time frame, depending on the growth in the volume of traffic in Gdańsk, the Gdynia-Kosakowo Airport can be seen as a second commercial airport in the Gdańsk-Sopot-Gdynia metropolitan area.

The local authorities and the Navy – the sole user of the facility today – are greatly committed to making the Gdynia-Kosakowo Airport a reality. There is also interest from companies in the aviation business in making capital investment in this promising enterprise.



Gdynia-Kosakowo Airport, from the archives of Gdynia City Hall



GDYNIA

Gdynia is one of the most rapidly developing Polish cities, where small and medium-sized enterprises play the leading role. The smallest among them – those with up to ten employees – account for more than 90 per cent of all businesses in Gdynia. Twenty years ago, like in the rest of Poland, it was the heavy industry that prevailed. In Gdynia it was connected with the maritime economy and enterprises would employ a few thousand people each.

*With the sea
in the coat of arms*

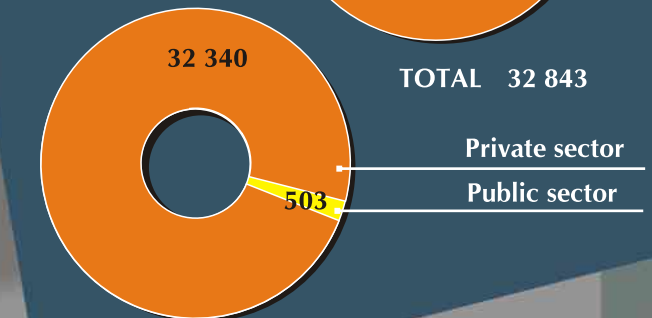
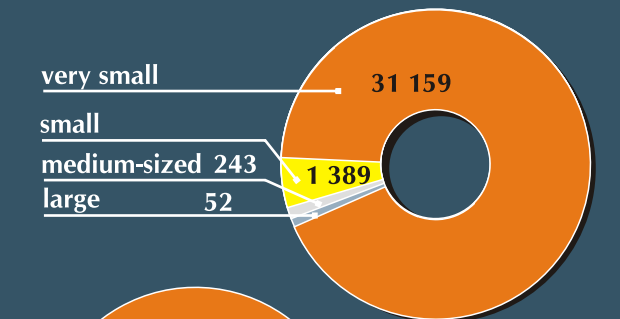


But maritime businesses have changed dramatically since then – introducing new technologies, new systems of management and winning new markets. At the same time they have had to confront previously unknown challenges, resulting from the opening of the borders and market competition. They are no longer monstrous enterprises, but modern companies – be it the port with numerous terminals, forwarders, brokers, logistic companies or shipping agencies. Forty per cent of Gdynia's workforce are employed in the maritime sector. And this is the sector that is most likely to grow.



Business entities by employment and ownership

Number of business entities



GDYNIA


Tomorrow belongs to small and medium-sized enterprises – flexible and innovative – from the sectors of high-tech, ICT, biotechnology, industrial design, environmental protection; but also providing the services that are in demand as the people become more prosperous. Gdynia has the lowest unemployment rate in Poland – 3.1% in June 2009.

A good company looking for highly-skilled people will find them in Gdynia, like Thompson Reuters did, starting their data aggregation centre here, one of six run by them all over the world. It studies the markets of Central and Eastern Europe and of the Middle East and employs young, well-educated economists. The Spanish Geoban has done the same, choosing Gdynia as its first Polish location. The ambitions of the local people are also illustrated by the Pomeranian Science & Technology Park, initiated by the local authorities and significantly co-funded by the European Union. This is a modern complex, perfectly situated, housing laboratories, prototype development sites, office, conference, exhibition, as well as leisure space. All this up to the highest standards, in a post-industrial site. The companies short-listed by the Academic Committee enjoy many bonuses here that assist them at the initial stage of competitive struggle. They can also count on professional support and consultancy.

*PPNT Expansion, design:
AEC Krymów & Rogoyska Architekci*



Gdynia for modern solutions



Young, creative people, who are only start-ups in research and business, find good conditions here to make their daring, sometimes even brilliant ideas become a reality. This applies mostly to biotechnology, the environment, industrial design and IT.

More than seventy companies operate in the Park, and the waiting list is growing. The planned extension seems necessary.



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Most of the Gdynia businesses have been founded in recent years, but the Port of Gdynia Authority (Zarząd Portu Gdynia S.A.), a real gem in the crown, is one of the oldest – after all, Gdynia started with the port in the 1920s.

The port of Gdynia is an A-class port, situated in Corridor VI of the TEN-T network. Its development is a priority in the policy documents of both Poland and the European Union.

The volume of the cargo handled in Gdynia has been growing steadily (by an annual average of 10-15% since 2003) for all cargo groups. The growth of ro-ro handling is one of the three priorities in the policy documents of the Port, together with container and ferry traffic. Two million tonnes of cargo are expected to be handled in 2010.



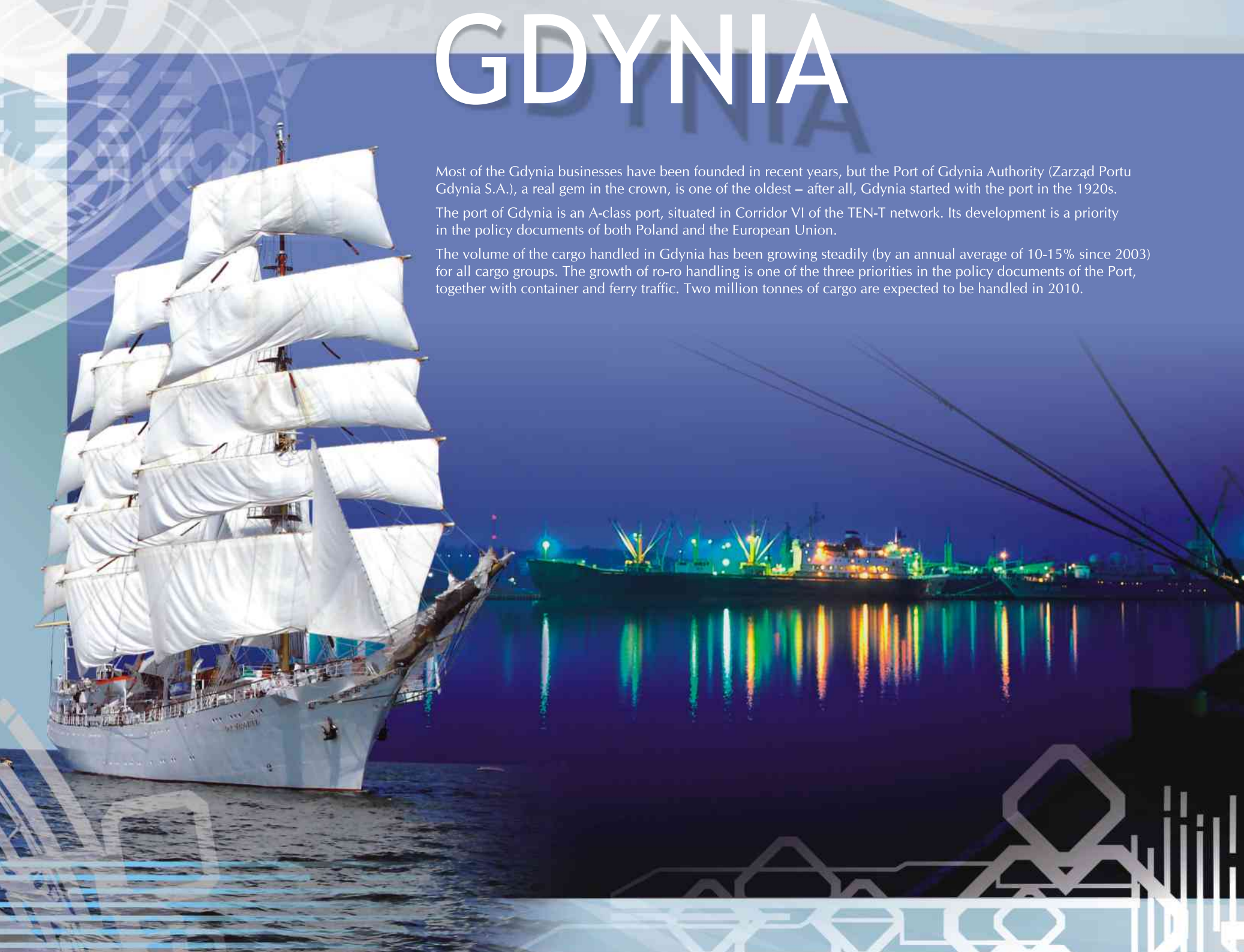
The Port of Gdynia is going through an investment boom. Major projects for the next few years are:

- building ferry-handling infrastructure, including road and rail access facilities;
- redevelopment of the port canal;
- building the infrastructure for the Logistic Centre of the port;
- building more infrastructure for the handling of ro-ro vessels, including road and rail access facilities;
- development of the Nabrzeże Bułgarskie area;
- building the facilities to control gasoline vapour emissions;
- refurbishment of the Nabrzeże Pomorskie, a mooring site for the Dar Młodzieży and a passenger ship berth.

The completion of these projects will assist the development of the business leaders operating at the Port of Gdynia: Bałtycka Baza Masowa sp. z o.o., BCT – Bałtycki Terminal Kontenerowy sp. z o.o., Gdynia Container Terminal S.A., Bałtycki Terminal Drobnicowy sp. z o.o., Bałtycki Terminal Zbożowy sp z o.o., Morski Terminal Masowy Gdynia sp. z o.o.

THE PORT

Calling vessels	4 031
Total cargo handling in thousand tonnes	12 913.8
Including seaborne trade: import	8 531.4
export	4 354.9
Passenger ships Number of passengers	252 120
Ferry shipping Number of passengers	374 889
Coastal shipping Number of passengers	381 922



G D Y N I A

Business leaders in Gdynia are companies of nationwide or international renown, from a variety of industries. This group include forwarders, among them C.HARTWIG Gdynia S.A., one of the oldest in Europe, or its new rival, AGROLAND.

Construction and real estate are strong in Gdynia, represented by developers, design offices, contractors, auxiliary services and estate agencies. The leaders here are, beyond doubt, Allcon, Hossa, Invest Komfort and Mega.

*Business leaders
in Gdynia*



The IT sector is growing fast in Gdynia. Most outstanding, award-winning companies here are VECTOR, IVO SOFTWARE and Asseco (formerly Prokom Software).

Gdynia is a real cradle of telecommunications companies. It is here that operators like Vectra or MULTIMEDIA Polska have emerged and grown, but also RADMOR – manufacturing radio stations and radiotelephones.

One of the best banks in the market, NORDEA Bank Polska has its head office in Gdynia, which adds splendour to both.

These are but a few examples. The full list of actual leaders is much longer.

