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# REORGANIZATION OF POLISH MARINE ENTERPRISES

STATUTE ON STATE BUREAU OF CONSTRUCTION PROJECTS -- Monitor Polski, No A-23, 2 Mar 50

The statute of the State Bureau of Marine Construction Projects, a state enterprise, established by order of the Minister of Navigation, 22 November 1948, follows:

## I. GENERAL REGULATIONS

### Article 1

The state enterprise entitled "State Bureau of Marine Construction Projects, hereinafter called the "enterprise," was created by the order of the Minister of Navigations on 22 November 1948, was amended by his order of 22 November 1949, and is governed by the provisions of the 3 January 1947 decree on the formation of state enterprises and by the present statute.

### Article 2

1. The enterprise has legal status.

2. The enterprise operates within the framework of the state economic plans according to the financial-economic plan for the settlement of accounts.

### Article 3

The enterprise is located in Gdansk.

### Article 4

The activities of the enterprise comprise:



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1. Development of technical documentation required for the realization of the investment and repair plans of institutions subject to the Ministry of Navigation pertaining to: (a) development of ports, (b) security of the coast lien, (c) development of shipyards, (d) development of fisheries, and (e) development of enterprises subject to the Ministry of Navigation.

2. With the approval of the Minister of Navigation, the enterprise shall direct its own projects in special cases.

3. The enterprise shall prepare plans for the management of entire port areas or parts thereof.

4. It shall execute various other tasks pertaining to the design, construction, and installations required by the Ministry of Navigation.

## II. SUPERVISION BY MINISTRY OF NAVIGATION

### Article 5

The enterprise is subject to the Ministry of Navigation.

### Article 6

A director, who represents the administration, and a vice director, subject to the director, both appointed by and subject to recall by the Minister of Navigation, shall constitute the management and administrative body of the enterprise.

### Article 7

1. Liabilities incurred by the enterprise shall not be valid unless approved by: (a) two members of the management; (b) one member of the management and one authorized commercial representative working within the sphere of his authority; or (c) two authorized commercial representatives working within the sphere of their authority.

2. The above provisions do not preclude special assignment of individual or joint authority for the execution of legal acts or other acts of a specific nature.

3. Paragraphs 1 and 2 do not include signatures on drafts, checks, loan documents, issuance of credits, and documents authorizing these activities. These documents require the two signatures as indicated in Paragraph 1, one of which must be a person specificed in Article 8.

### Article 8

The Minister of Navigation shall entrust the financial management to one member of the administration or to one authorized commercial representative; and, if necessary, shall authorize other persons for temporary duty in connection with financial management, or for the execution of specific acts within the sphere thereof.

### Article 9

1. In addition to his responsibilities as director, the financial manager is also responsible for the observance of regulations governing financial operations; he is especially responsible for the status of the accounting, for the execution of the financial plan, and for issuing proper periodical financial statements and other financial reports.



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2. If, in his opinion, the activities of the enterprise do not conform to the regulations governing fiscal management, the financial manager shall submit his opinion in writing to the administration; should the administration disregard this opinion, he shall bring it to the attention of the Minister of Navigation and the bank handling the investment.

3. Should the manager decide that the execution of a proposed project, not excluding those mentioned in Article 7, Paragraph 3, does not conform to regulations governing fiscal management, he shall conform to the written order of the director and at the same time submit his opinion (protest) to the Minister of Navigation and the financing bank.

4. Cases in which the administration is to request the opinion of the financial manager on proposed projects shall be defined by regulations. The procedure to be followed when persons other than the director represent the enterprise, or in case the financial management is handled according to Article 8, will also be established by regulation.

Article 10

1. The administration shall handle all the business of the enterprise.

2. The administration is responsible for the management of the enterprise and shall conform to regulations in force, and to this statute.

Article 11

The approval of the Minister of Navigation is required for the following:

1. Regulations concerning the organization of the enterprise and the division of activities.

2. Formation, division, consolidation, or discontinuance of individual branches of the enterprise or its factories.

3. Authorization of commercial representatives required for the commerical register.

4. Conditions and scope of proposed collective agreements between employees and the enterprise.

Article 12

A Social Supervision Council shall be formed for the enterprise whose sphere of activities, appointment, and release of members, organization, and operating procedure shall be established by resolution of the Council of Ministers based on Article 10 of the 3 January 1947 Decree.

## III. ENTERPRISE PROPERTY AND ITS ACCOUNTING

Article 13

The calendar year shall be the fiscal year of the enterprise.

Article 14

1. The enterprise shall manage and use the immovables turned over to it officially in the name of the State Treasury.



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2. Within the framework of the economic and the financial plans, the enterprise may acquire immovables to be used for its purpose but to be the property of the treasury.

3. The movables assigned to the enterprise are officially separated from the total property of the treasury and are turned over to the enterprise as its own property.

4. The enterprise may acquire and dispose of immovables and incur liabilities in its own name.

5. For liabilities incurred by the enterprise, exclusive of its responsibility in connection with its own property, the State Treasury is responsible up to the total value of immovables used and managed by the enterprise but remaining the property of the State Treasury.

Article 15

1. The enterprise shall submit financial statements, reports of its activities, recommendation for the division of income or provisions to cover losses, financial, economic, or investment plans to the Minister of Navigation for his approval.

2. Special regulations and orders of the proper authorities shall establish accounting procedure; reporting periods; financial, economic, and investment plans, and the period for their approval; division of income and coverage of losses; and the basis for the formation and handling of special funds.

Article 16

1. The Minister of Navigation shall have constant supervision over the activities of the enterprise, especially the following: (a) conformity with the financial and economic plan, (b) conformity with accounting regulations, and (c) conformity with the principles and orders of supervising authorities.

2. Activities of the enterprise covered by special regulations shall be controlled accordingly.

## IV. LIQUIDATION AND REORGANIZATION OF ENTERPRISE

Article 17

Liquidation or reorganization of the enterprise shall be by order of the Minister of Navigation, in agreement with the Chairman of the State Economic Commission and the Minister of the Treasury.

CREATES CENTRAL ADMINISTRATION OF SHIPBUILDING INDUSTRY -- Monitor Polski, No A-24, 3 Mar 50

CZP Okret. (Central Administration of the Shipbuilding Industry) is a state-owned enterprise established by an order issued 20 February 1950 by the Ministry of Navigation in accordance with Articles 1 and 2 of the decree, dated 3 January 1947, pertaining to the establishment of state-owned enterprises as legal entities. CZP Okret.'s activities will be to coordinate, supervise, control and manage the operations of the following state enterprises:



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Gdansk Shipyard -- state-owned enterprise in Gdansk
North Shipyard -- state-owned enterprise in Gdansk
Gdynia Shipyard -- state-owned enterprise in Gdynia
Szczecin Shipyard -- state-owned enterprise in Szczecin
Fishing Shipyards -- state-owned enterprise in Gdynia

CZP Okret. comes under the jurisdiction of the Ministry of Navigation. Its headquarters will be in Gdansk.

With the establishment of CZP Okret., the Association of Polish Shipyards (ZSP) is no longer in effect, being dissolved as of 20 February 1950. The assets of the Association of Polish Shipyards, a state-owned enterprise, will be transferred to the shipyards listed above.

The Gdansk, North, Gdynia, and Szczecin shipyards will be responsible for the building and repair of ocean-going vessels and for other assignments of the Minister of Navigation consistent with the shipyards' technical facilities.

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