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1. General Remarks

25X1 Though the drafting of the Six Year Plan has not yet been completed, it is already evident what the scope of the plan is to be. The section of the
25X1 Plan dealing with Maritime Economy will include the following:

a. Ports
b. Merchant Shipping
c. Dockyards

2. Ports

The ports will have to handle the increased requirements of the overseas trade and transit shipping from other countries. The transloading capacity of the ports, in the light of the Six-Year Plan, should be at least 25 percent above the maximum demand for their services. According to the Plan, the demand for the transloading facilities in 1955 will amount to 24.6 million tons; therefore, it is necessary to equip the ports to handle 33 million tons. The increased capacity will be achieved through (a) modernization, reconstruction, and increase of port equipment; (b) specialization of ports.

a. Modernization and Reconstruction of Equipment

1) At the outset of the Six-Year Plan period, the reconstruction of Gdansk, Gdynia, and Szczecin ports should be completed. No further significant increases in the size of these ports are anticipated, and emphasis will be laid rather on developing the technical facilities of the ports.

2) This year (1949) there are 11 cranes for every 1,000 m. of wharves. In 1955 there will be 15 cranes for every 1,000 m. wharves.

3) By 1955 the transloading equipment would increase by 50 percent of the 1949 level; the average use of cranes would be diminished by 70 percent and the area of the warehouses in the ports increased by 70 percent.

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b. Specialization of Ports

1) The specialization of ports would be as follows:

a) Gdynia-Gdansk port will handle small goods.

b) Szczecin and Swinoujscie will be detailed for the handling of bulk goods and will serve as transit ports for the Baltic trade of Czechoslovakia and other countries.

c) Small ports, at present engaged in transloading of coal, will by 1955 primarily serve the fishing industry and their own hinterland.

2) Specialization of ports will not be strictly adhered to, as the underlying principle is that they should, in case of necessity, be capable of dealing with all types of shipping.

c. Transloading

The intended increase in the capacity of the ports to 24.6 million tons is equivalent to an increase of 30 percent over the 1949 level. The plans for the further 25 percent increase of the capacity, as a margin in case the turnover targets are achieved, have not been worked out as yet. The increase in the transloading capacity of the ports is planned as follows:

Gdynia-Gdansk	11 percent
Szczecin	107 percent
Small ports	27 percent

d. Role of Ports in the National Structure

On the organization side of the Six-Year Plan the following are envisaged:

1) Securing recognition of Gdansk-Gdynia as a base port at International Shipping Conferences.

2) Singling out of ports from the national economy and putting them on an independent economic basis. This is scheduled to take place within the first year of the Plan.

e. Numerical Data

The following figures for the second quarter of 1949 are included in the report for the purpose of illustration:

1) In the second quarter of 1949, the Polish ports have handled 4.3 million tons of goods. About 0.9 million tons of these were incoming goods and 3.4 million tons outgoing. Only 80.7 percent of the quarterly plan was realized.

2) Subdivision into Goods Groups (Second Quarter of 1949):

	Thousands of Tons	% of the Plan
Coal, bunker coal., coke	3,074	74.1
Bulkgoods - special (including grain)	172	122.9
Ores and other bulk goods	654	109.7
Small goods	406	90.4
	4,306	

3) Deviations from the expected targets were caused:

a) In the coal group -- by short delivery of coal from the interior.

b) Small goods group -- by lack of goods for transloading in the ports servicing the Regained Territories.

4) The share of the Regained Territories in the turnover of small goods, expected to be 30 percent, [illegible] only to 26.7 percent.

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5) The high percentage figure in the special bulk-goods group was caused by the volume of exported grain included in the group, which was 10 times more than the target.

6) In the Port of Szczecin there is a considerable increase in the turnover. The average for the 1st half of 1949 is 86 percent above that of the same period for 1948 and 35.5 percent above 1948 yearly average.

2. Merchant Shipping

a. Development of Merchant Shipping

1) The increase of strength of merchant shipping outlined in the Six-Year Plan is as follows:

For regular liners	262 percent
For tramps	357 percent

2) The increase of the carrying capacity of merchant shipping is to be:

For regular liners	160 percent
For tramps	261 percent

3) Within the 6-Year Plan the tonnage of merchant shipping necessary for carrying the goods which will pass through the Polish ports in their final stage of development in 1955 has not yet been definitely established. The maximum possible for Polish merchant shipping, 50 percent of goods hauled, could not be achieved without placing considerable orders for ships abroad, and such a measure would introduce a number of unknown factors into the planning.

4) The target of 600,000 DWT would allow, according to calculations made, for carrying 20 percent of the total turnover of goods by the Polish merchant shipping (16 percent of bulk and 39 percent of small goods). The goods carried by Polish merchant shipping in 1949 (first 6 months) amounted only to 7 percent.

b. Modernization of Merchant Shipping

1) The program of modernization of merchant shipping within the Six-Year Plan aims at taking obsolete units out of service and substituting newly constructed ones for them. At the end of the Six-Year Plan period, merchant shipping is to consist of 75 percent of the units built within the period of the plan and only 25 percent built prior to that.

2) In 1955, the composition of merchant shipping is planned to be:

Motor vessels	51 percent
Steam vessels	45 percent
Turbine vessels	4 percent

Increases in the ships' speed:

For liners built within the Six-Year Plan - 13.4 knots (1949 - 11.9 knots)
For tramps built within the Six-Year Plan - 12.7 knots (1949 - 10 knots)

c. Equipment

The newly-constructed ships will have up-to-date navigation equipment such as radar, gyrocompass, and radio-telephones.

d. Goods carried by Polish merchant shipping in the first and second quarters of 1949 and percentage of Plan realized:

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	Regular Tonnage	Tonnage	Total
1st Quarter % of the Plan	121,000 tons 241.9	212,000 tons 93.1	319,000 tons 126.3
2nd Quarter % of the Plan	140,000 tons 137.9	355,000 tons 312.7	495,000 tons 218.8
1st half-year, 1949 % of the Plan	261,000 tons 174.9	566,000 tons 206.6	814,000 tons 215.4

3. Shipyards

a. The data of the Six-Year Plan does not give a comprehensive picture of what the production of the shipbuilding yards will be at the end of the planning period. It is, however, shown quite clearly that the capacity of shipbuilding yards is to be increased to 600 percent of the 1949 level.

b. The table below gives planned increases of the production capacities considered realizable, of different sections of the shipbuilding industry in percentage (1949 = 100). The increases are dependent on planned reconstruction and modification of the assembly plants and slipways, and increase in the amount of machinery and equipment in the yards.

c. 1955 scheduled level of production of the Polish shipbuildings yards (1949 = 100).

Utilization of slipways in shipyards -- number of ships	235 percent
Utilization of slipways in shipyards -- tonnage	747 percent
Utilization of docks in shipyards	194 percent
Production of hull-building section	176 percent
Productivity of equipment-building section	377 percent
Percentage of prefabricated production	183 percent

d. The following is the planned shipbuilding program for the Gdansk Shipbuilding Yards Combine for the 1949 -- 1955 period, which is part of the Six-Year Plan.

	Tonnage	Units	Total Tonnage
Colliers	2,500 tons DW	6	15,000 tons DW
Colliers "Kolno" Type	3,200 tons DW	24	76,800 tons DW
Tramps	4,800 tons DW	12	57,600 tons DW
Tramps	1,600 tons DW	5	8,000 tons DW
Tramps	2,000 tons DW	1	2,000 tons DW
Oil-burners	650 tons DW	5	3,250 tons DW
Oil-burners	3,000 tons DW	4	12,000 tons DW
Oil-burners Kermit Type	4,000 tons DW	4	16,000 tons DW
Oil-burners	7,300 tons DW	18	131,400 tons DW
			322,050 tons DW

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