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Jerzy Mlynarczyk

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Dr. hab. JERZY MLYNARCZYK
is the director of the Maritime Institute in Gdańsk and lecturer in maritime law at Gdańsk University.

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In December 1983, 22 years had passed since the passing of the maritime code, the first legal act in Polish legislation affirming comprehensive regulation of legal relations connected with shipping. Despite the dramatic changes that have occurred in Polish society since 1960, the code was in force in almost unchanged form, undergoing only slight amendments in 1977. The natural consequences of the passage of time on all laws made it imperative to introduce important amendments in some regulations.

Here, the general motivation constitutes the substantial development of international maritime legislation over the past twenty years, this deriving from both further advancements in the technique of utilizing the sea and the exploiting of its resources, as well as the far-reaching processes of change in the system of political and economic relations. After the coming into force of the maritime code, Poland ratified several international maritime conventions which gave to the unquestionable obligation to co-ordinate the principles of domestic law with the state's international commitments. Another legal factor justifying the need for change were the significant legislative steps taken in Polish internal legislation during the period the maritime code was in force, and as a result of which the civil code (1964), the civil proceedings code (1964), the law on international private law (1965), the law on state-owned enterprises (1981), the law on the real estate register and land registry (1965), etc., came into being. In the present situation, the need also exists to correct the archaic maritime law in force, with the context of the extensive assumption of the Polish People's Republic's maritime policy elaborated in 1971. Last of all, it is imperative that the results of doctrines and jurisdiction, as also the experience of maritime practice, be taken into account in amendments.

For many years, not only the range of amendments, but the planned method of embracing many problems and institutions of maritime law, have been the subject of discussions in international maritime legal circles. Several mature legislative projects were formed. Although the opinion as to the need for amendments is universally agreed, there also exist differences of opinion. However, in the present context, the need for amendments is universally agreed, there also exist differences of opinion. Here, the principles established in the international convention on the registration of laws for ships under construction, from 1967, should be utilized. This convention has not been ratified by Poland and has not, as yet, come into force, but growing interest can be observed in circles interested in shipbuilding, in the principles contained in the convention.

The outline of the first stage of amending the maritime code as mentioned here, has a good chance of being introduced relatively near future. Poland's maritime lawyers are not, however, losing sight of many other important problems related to further improvement of the new maritime law. Studies are being conducted extending the maritime code by new types of agreements (freight, charters, leasing, quantity contracts, etc.), also under consideration are corrections of the norms of international private law contained in the code, and there is no doubt that the problem of marine insurance requires certain changes as well. Everything suggests that the process of improving Polish maritime law constitutes an essential factor in the carrying out of the state's new maritime policy in the near future.