

morskiej, a wynikało to z obowiązku zapewnienia przez administrację morską bezpieczeństwa żeglugi morskiej. Nic się w tym względzie nie zmieniło. Obecnie instytucja stacji pilotowej z art. 229 k.m. również podlega nadzorowi administracji morskiej.

Dorota Pyć

RENDERING PILOTAGE SERVICES IN MARITIME PILOTAGE

The freedom to conduct economic activity is a public subjective right. For many years, Polish law determined the pilotage as pilotage service (public) and it was performed by the administration of maritime ports. In the second half of the 80s of the last century, along with legal changes aimed at the opening of Poland on the social market economy based on the freedom of economic competitiveness, the state monopoly was interrupted and private companies started to render services in maritime pilotage.

Polish law does not prohibit to render pilotage services by a maritime pilot acting as an entrepreneur. However, in practice pilotage services are provided by pilot entrepreneurs conducting business activities in the organizational and legal form provided by commercial law - as limited liability companies. This model has been functioning for nearly thirty years. Pilot stations which provide the state with pilotage services employ maritime pilots who have qualifications to pilot ships confirmed by appropriate documents. Pilots carry out pilotage activities as self-employed persons (single person business subject to the entry into the register pursuant to the Act on freedom of economic activity). They conduct economic activities which are possible only and exclusively because of their relationship with the pilotage entrepreneur.