

July 2020

pcc

CHEM NEWS

Newsletter of the PCC Rokita Capital Group and affiliated companies

Samotnia
*– my place in
the Giant Mountains*

Into
the Unknown

The story of
– more than – one house



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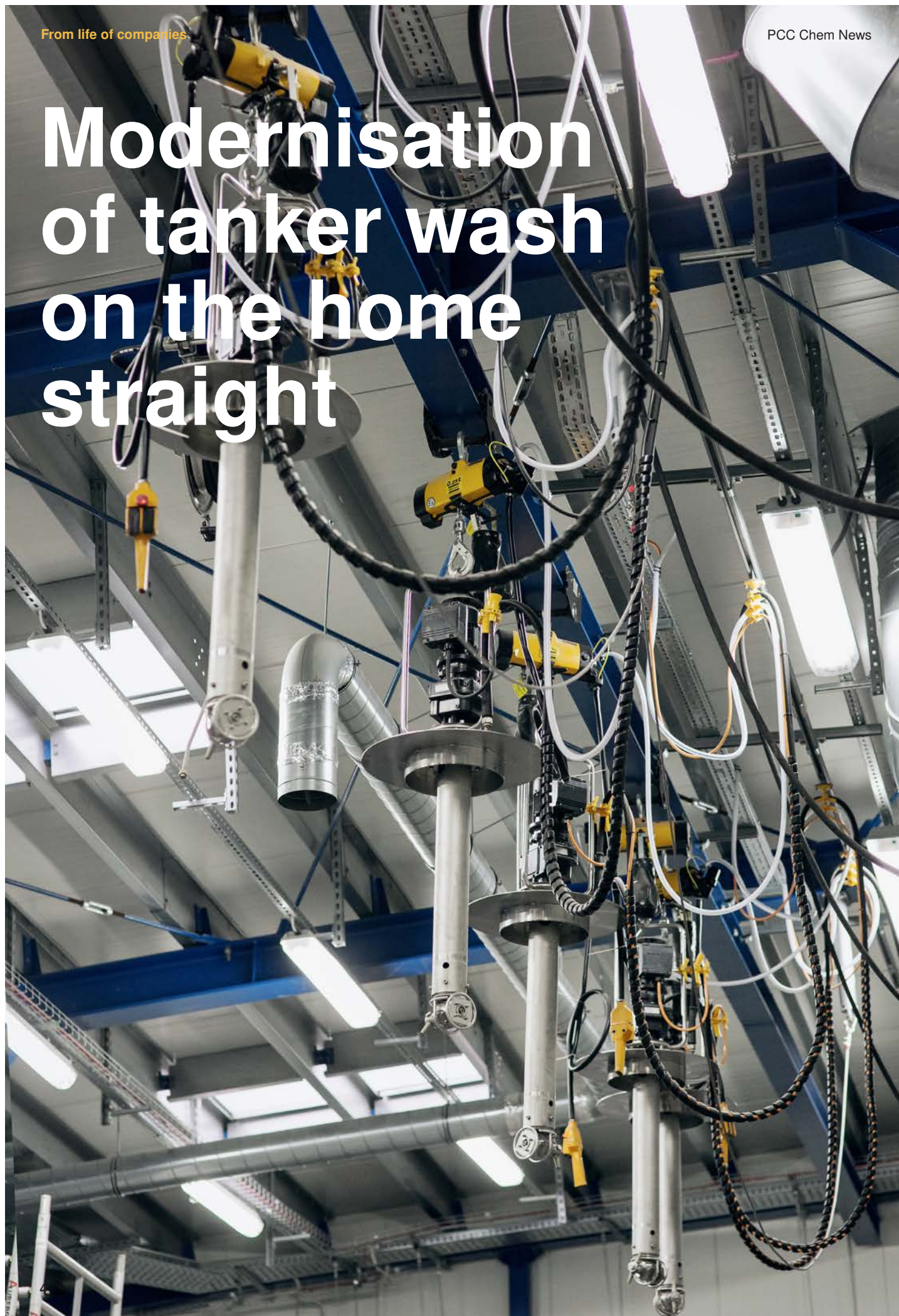
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Modernisation of tanker wash on the home straight



Until now, the wash had one full-size and one supporting washing stand. By the end of August, another full-size stand, equipped with five washing heads, will have been built. Also, the current washing stand will be modernised and adapted to hold not only typical tank-containers, but also unusual tankers, including those with large tank capacity. Additionally, an automated station for washing large, portable IBCs and other types of containers will be erected. The modernisation will result in the possibility to wash three tankers at the same time.



PCC Autochem's decision to modernise the wash stems from the increased demand for this type of services. Installation of modern washing devices will make it possible to carry out comprehensive cleaning services in a more efficient and quicker manner.

It is the only wash in Lower Silesia with an ECD certificate – a document confirming compliance with international quality standards. The wash handles tankers, tank-containers and containers for chemicals and fuels transportation.

Regular cleaning of tankers is extremely important when it comes to tanks in which hazardous substances are transported. For this, you need specialised equipment and qualified staff. Trans-

port companies are required to comply with numerous regulations, for example: they have to ensure safety and keep the tanks impeccably clean and sterile. To avoid contamination, any residue left behind by the transported substances or foodstuffs should be removed thoroughly. Therefore, washing facilities must be very effective. The tank should be checked for cleanliness before each loading to ensure it does not contain residues or odours left behind by the previous load.

Tank cleaning must be carried out by specialised washes equipped with appropriate equipment – if only because of frequently transported substances that are hazardous to people and the environment. The PCC Autochem wash has state-of-the-art, high-tech devices that

make it possible to wash tanks without exposing people and the environment to any negative effects.

When the modernisation process is finished, the efficiency and capacity of the wash will increase significantly, which will result in reduced waiting time for the washing services. Plus, the use of top-class washing devices will facilitate reduction of heat emission as well as water, steam and electricity consumption.

Łukasz Moroziuk
Wash Manager
PCC Autochem

Izabella Zalewska
Board Adviser
on Social Communication
PCC Rokita

PCC Autochem with an even better SQAS result in the transport sector



The end of January saw an SQAS assessment take place at PCC Autochem. The two-day audit confirmed the company's activities comply with CEFIC guidelines in the transport sector in 87% – **A RESULT THAT EXCEEDS THE EUROPEAN AVERAGE BY AS MUCH AS**

14%

PCC Autochem has been subjecting the quality and safety of its services in the transport module to SQAS audit in a three-year cycle continuously since 2005. At that time, it was the 6th company in Poland to have such an assessment carried out. Over the past 15 years, the company has carried out subsequent reviews of its procedures and employed solutions to adapt them to

the growing requirements of the system. The latest changes in the SQAS evaluation form were introduced in 2019, so now, for the first time since that moment, employees had the opportunity to face new and much more detailed guidelines in practice. Preparing the PCC Autochem team for this year's SQAS audit was therefore quite a challenge. Despite that, the team managed to raise the bar and achieve a result higher than the pre-

vious one by 2%, which is a gratifying reward for all the work put into preparation for the audit.

By using the standard evaluation questionnaire, the system provides useful feedback on the strengths and weaknesses identified during in the assessment process. The end result of the audit is a detailed report specifying the percentage of compliance with the guidelines

and summarising individual areas of the company's operations.

Companies from the TSL sector, which cooperate with the chemical industry on a daily basis, more and more frequently have to face the need to adapt to the increased standards imposed by the market. This trend is particularly noticeable in such areas as global security and the improvement of operating conditions and its impact on the environment. Participants in the logistics chain must ensure that their operations are carried out in a safe and controlled manner. It was exactly for this purpose that in the mid-1990s, the **European Chemical Industry Council** (CEFIC) established SQAS, i.e. Safety (of conducted operations) and Quality (of rendered services) Assessment for Sustainability.

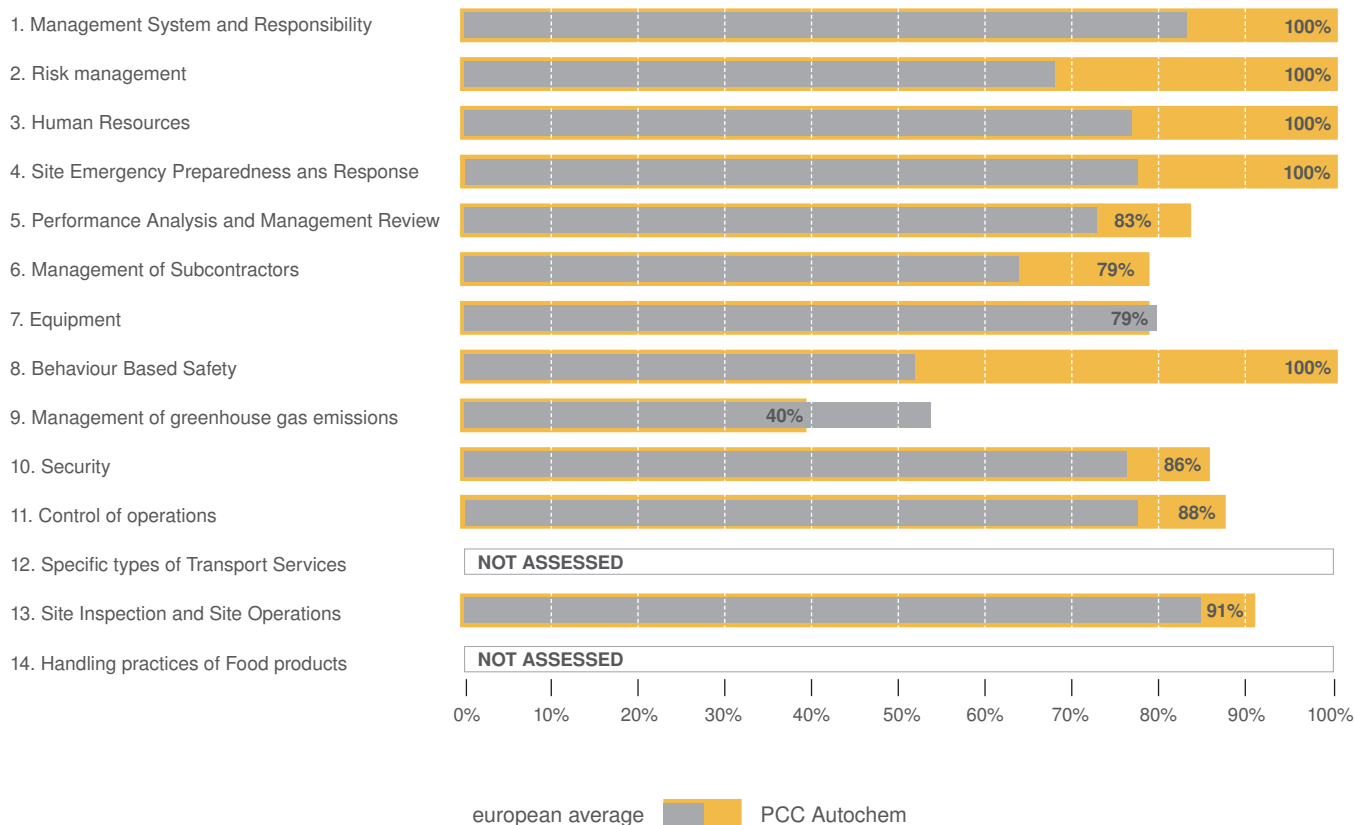
The system is based on activity standards and procedures advocated for companies from the chemical industry, as well as those cooperating with it, which have been developed in an international forum. These standards are to be not only economically, but also socially effective, as well as have a positive impact on the natural environment. The SQAS system largely uses the procedures of various systems, but it makes them more specific to the industry requirements of the manufacturers, increasing the number of controlled elements depending on the rank of the area. It is therefore a very precise assessment tool in the hands of logistics chain participants.

Recently, aiming at promoting the use of the SQAS database as much as possible, CEFIC has introduced a new functionality to it. Being convinced that this would be beneficial for the assessed

companies, on 1st April the authority to use its measures was extended, making them available to the entire community of chemical companies being SQAS members (unlike before, when this privilege applied to producer members and companies that purchased the extended functionality package only). This change will make it possible to compare one's own company's report with the results of other companies as well as provide an opportunity to fully assess the performance of subcontractors, washes, warehouses, etc. It will also later allow for a better assessment of suppliers and may also in future be used as a tool for remote audit of suppliers.

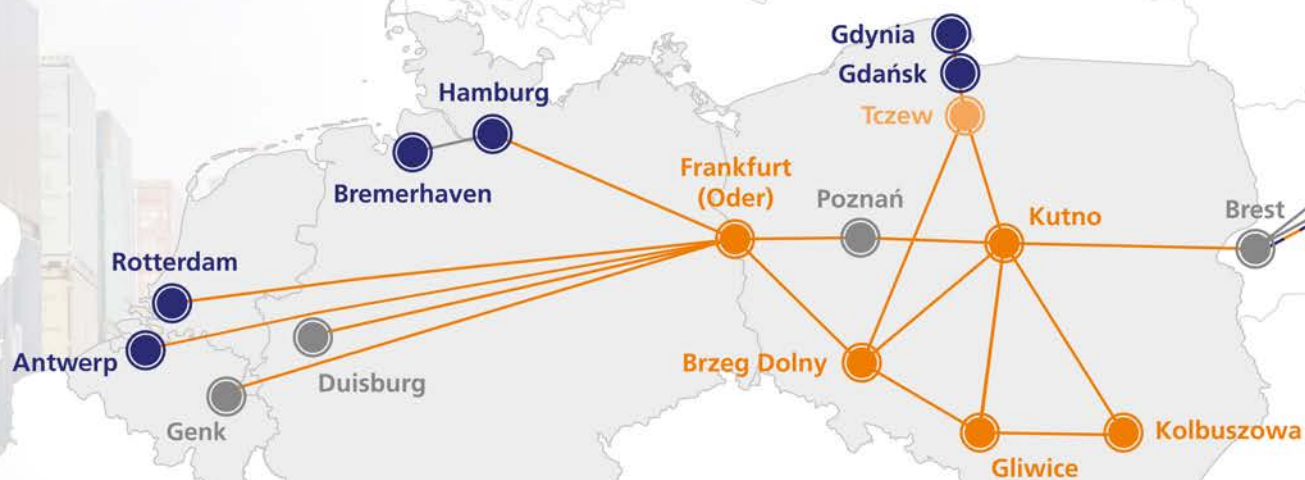
Ilona Tabaka-Dąbrowska
Specialist, Management
Representative for QMS
PCC Autochem

Industry Range of scores per section



Intermodal: a proven solution in uncertain times

Despite the difficult situation on domestic and foreign markets, our trains continue to run according to the regular connections network.



We strive to ensure regular and timely door-to-door delivery. Both intra-European and Asia-Europe connections are carried out without interruption.

Not only do we maintain regular connections, we are constantly looking for further development opportunities and trying new directions to provide our customers and partners with the best service possible. We will inform all those interested about the new connections as they come to be.

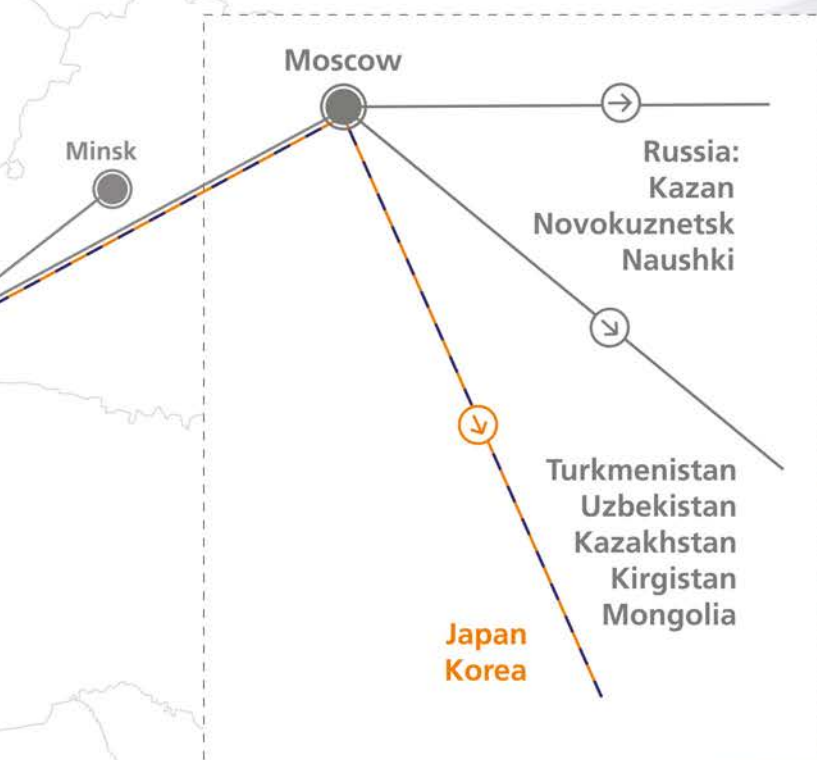
If you want to take a look at the current timetable, it is available at: <https://www.pccintermodal.pl/rozkład-polaczen/>

Running regularly for 15 years!

This year marks the 15th year since the first intermodal connection was launched – precisely on 11th August 2005 the first PCCI train, loaded with 88 containers, set off on a journey from Brzeg Dolny to the Port of Świnoujście.

The current situation around us may delay the celebration of the 15th anniversary a little bit, but... We encourage you to follow our FB profile: <https://pl-pl.facebook.com/pccintermodal>, as we are preparing a contest for you on this occasion.

Joanna Radziuk
PCC Intermodal



Intermodal is primarily all about rail connections, but not only...

Goods pick-ups from and deliveries to customers are done by trucks (we offer car transportation within 150 km from the terminals).



And what do our drivers think about their work?

...here's a few words about the "normal" working day in the life of a PCCI driver.

People may think that every day in the life of a driver is the same. But they couldn't be more wrong!

Drivers face new challenges on a daily basis. Of course, it's very difficult to be ready to set off at four in the morning when you need to pick up / deliver a container, but once you get behind the wheel of your lorry and start its powerful engine... You just want to be on the road as soon as possible!

In winter I make first tyre tracks in the snow as I hit the road (sometimes I start even before snowploughs). Usually, such

moments break you down. What's next? But when you look back on those moments of doubt in the spring and summer, you only smile to yourself as you know it was great!

The work is not light: the heavy vehicle, loading, unloading, lots of dangers on the roads, possible breakdowns, road patrols, and many other surprises of various types.

A big upside of this job is that you are somewhere else every day. You meet new people – some of them nice, other not so much ;) Another – and an even greater – upside is that handling all these orders would not be possible without all the professional forwarding and technical support I have in my company. A team of qualified loading device operators is also very important, as they get their job done quickly, making everything ready for the road.

I've worked as a driver for twenty-two years, so it is hard to choose just one specific day to describe, as every one of them is different. Every day brings some funny or unpleasant event. But you can always count on moral support from your colleagues. Regardless of the directions we go in on a given day, we always support each other.

At PCCI, we are all very close with each other: drivers, trucking, technical department, transshipment terminal. Probably, that's because we all like each other very much. By creating – what I would call – a great team, we are able to deal with even the most difficult of tasks. There have been many adventures, but if I wanted to describe them all, I'd have to write a book ;)

Marcin Osadnik

Driver at the PCC Gliwice Terminal
PCC Intermodal





– my place in the Giant Mountains

Introduction of the various restrictions in the operation of eating places and hotel facilities allowed the mountains to once again show us what a joy mountain treks are – away from other people, in peace and quiet.

Normally, in the middle of the day, the Samotnia mountain refuge is often avoided by me, for although it is on a wonderful and beautiful route from Karpacz, good weather always makes it extremely busy. I used to go there early in the mornings, watching the sunrise on my way to Mount Śnieżka, or in winter, but when I entered the Karkonosze National Park and didn't see a single tourist on the trail, I decided to return to Samotnia.

The trails were empty again and the mountain huts all over the Sudetes closed, but what is most important – the few tourists that were there greeted each other warmly when passing each other.

But for me – an amateur photographer – the most important thing was that you could photograph all the places that are usually full of tourists, but on that day were completely empty and absolutely unique.

Lying approximately two hours by car away from our corporate headquarters, the Giant Mountains are my favourite mountain range. Great rock formations, gorgeous trails and unpredictable weather, especially on the tip of their "Queen" – Mount Śnieżka (1603 m a.s.l.), make this place extremely beautiful for me. The proximity of the Wrocław agglomeration makes this mountain region frequently visited by Lower Silesians, but when I went there for a trek at the end

of May, the mountains were still waiting for tourists. Usually at this time of the year, the entire Giant Mountains region (from the Szklarska Pass in the west to the Lubawska Pass in the east) should be swarmed with tourists greedy for magnificent landscapes.

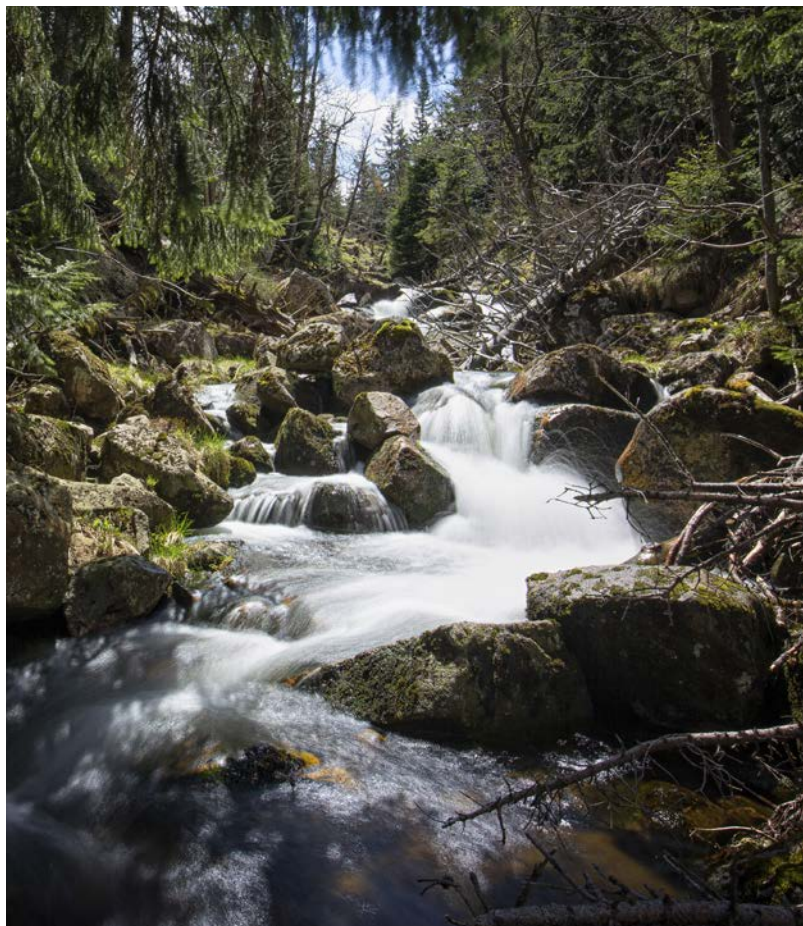
For me personally, Samotnia is the most beautiful place in the Giant Mountains. Recent modernisation of the trail to Samotnia made it accessible to everyone, but it also means that when all the restrictions are lifted, the trail leading to Samotnia will be well travelled. The approach from the Wang Temple is quite steep at the start, but the trail gets very calm and pleasant further up.

In my opinion, there is no need to write much about this place. Just read how Bogusz Zygmunt Stęczyński saw the area around the ponds in the Giant Mountains while wandering around Lower Silesia in the summer of 1844, and plan a trip there:



*Silver Crest offers vistas well within our reach:
we stop breathless, enchanted, entranced and bewitched.
Two lakes here: the Big One in a stony shrine:
it glitters, it attracts you with powers divine.
Among the naked mountains, uncared-for, forlorn,
down yonder lies the Small One, but scarcely adorned;
somewhat deeper, somehow sadder, by the valley borne,
surrounded by impressive, time-worn rocks and boulders:
witnesses to the Creation, and Nature's beholders.
A lonely hut for shepherds, a distant sheep's bleat,
a safe haven for hikers, their place of retreat,
where flickering flames crackle from twilight till dawn,
with the shepherds a-slumber on their mattresses drawn.*

Bogusz Zygmunt Stęczyński



Maciej Trubisz
Editorial Team

Dream big. Travel far. Live life to the fullest.

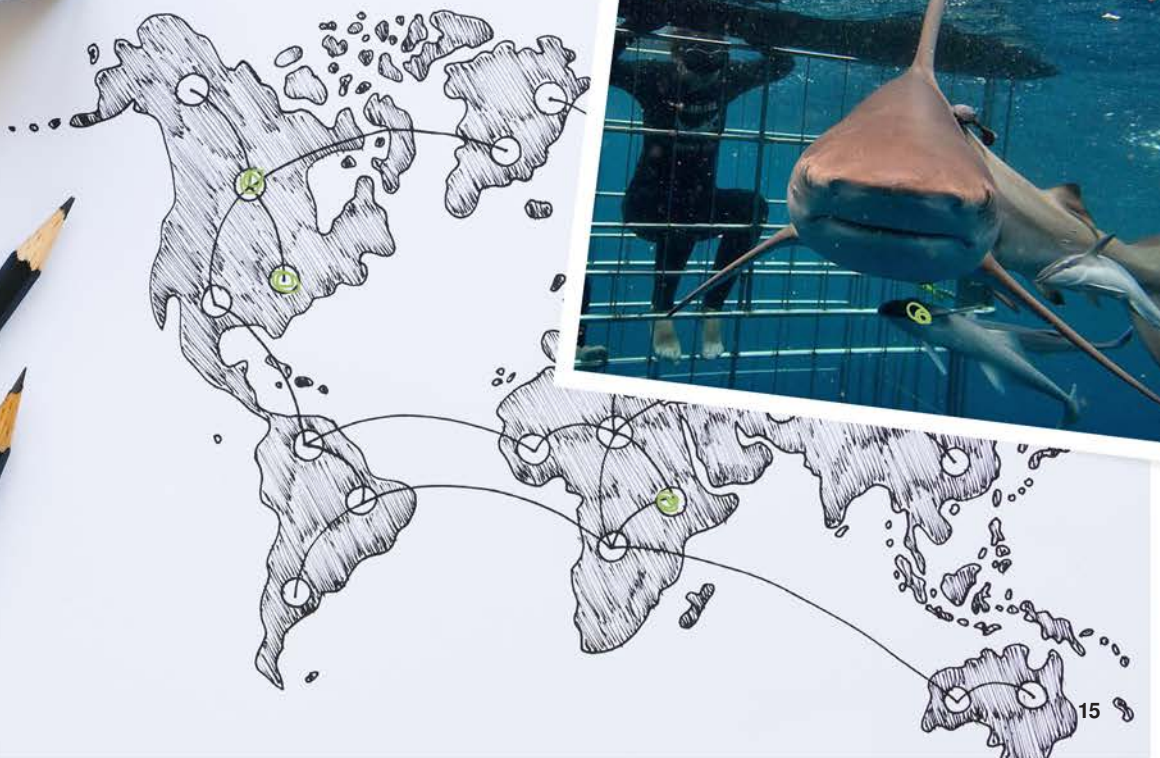
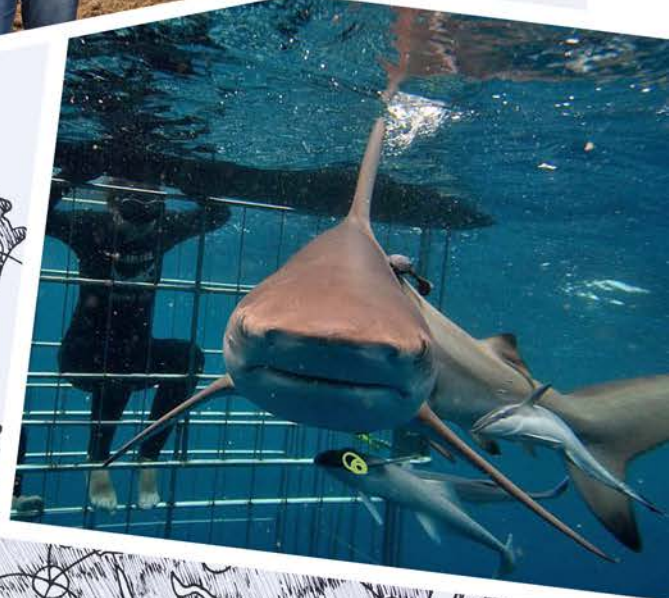
Meet Monika – an accountant who proves that accounting has many faces! Monika has been pursuing her dreams passionately for over 10 years!

On my blog – <https://mistourist.pl/> – I share my passion for travelling, going on adventures and living in harmony with your dreams. I love discovering new places, collecting new experiences and ticking off one dream on my list after another. Travelling for over 10 years, I've been absolutely crazy about this passion of mine. So far, I've been able to visit dozens of countries in Europe, Asia, Africa and South America. My travel dream is to visit every continent. I plan all trips on my own, using the internet and the knowledge shared by locals. This allows me to get off the beaten track and write on my blog about all the unique experiences, unforgettable memories, beautiful places and my inspirations as well as provide various practical tips, which can sometimes be really hard to find in guidebooks. It's my belief that travel motivates, inspires, and changes lives. That's why, on my blog I share my travel stories so as to take you to the most beautiful and unique places in the world, show the life on the other side of the world, foreign cultures and customs.

Monika Mizera
Accountant
PCC Intermodal



*Travelling for over 10 years,
I've been absolutely crazy about
this passion of mine.*





Into the Unknown

The Trans-Siberian Railway is a railway line of 9,289 km connecting the Russian capital, Moscow with the port city of Vladivostok, located far in the east of the country. This world's longest railway cuts through eight time zones, and it takes seven full days to travel from Moscow to Vladivostok – without any stops.

In addition to the Trans-Siberian line, there are also two other routes: Trans-Manchurian and Trans-Mongolian. The Trans-Manchurian line goes all the way to China, passing through such cities as Harbin and Changchun. The Trans-Mongolian line, on the other hand, will take you to Mongolian border towns as well as to Ulaanbaatar – the capital of Mongolia.

A Trans-Siberian Railway trip has always been our dream. It is a journey both in space and time. We set off from the heart of Russia – Moscow, travel through the vastness of Transcaucasia and Russian

steppes bordering Mongolia, and end our journey in Vladivostok, peering at the Sea of Japan and the islands that may one day become our travel destination. A journey on the Trans-Siberian Railway is an expedition for travellers who wish to experience a homely, eastern ambience, jump into Lake Baikal straight from a banya (a steam bath), ride off-roaders from a bygone era and be filled with nostalgia for the times past. Of course, it won't do without politics talks with locals over a shot of vodka.

A trip on the Trans-Siberian Railway is an option for seasoned backpackers who

understand that in order to see and experience something, you also need to get tired and go outside your comfort zone.

On the route you will see such gems as: Moscow, Irkutsk, Lake Baikal, Ulan-Ude and Vladivostok. Each of these places is different, has its own, wonderful atmosphere and impresses with its diversity.

You can watch the journey story at: <https://youtu.be/GkUGsUAFdqg>

Krzysztof Godzwon
PCC Intermodal



Moscow

The largest city in Europe and the country's capital – with 15 million inhabitants and 490 bridges! Big world, big business, big money and glamour, but also extreme poverty next to golden palaces.



Irkutsk – The Gate of Baikal

The city lies on the Irkut River. It was founded in 1661 for defence purposes. Irkutsk is located near the gem of Siberia – Lake Baikal. It's known for its beautiful, colourful, wooden houses with painted and richly ornamented shutters, built on permafrost and often sunk in the ground up to the shutters. Irkutsk is often referred to as the Gate of the Baikal – it is the cultural and scientific centre of Eastern Siberia.





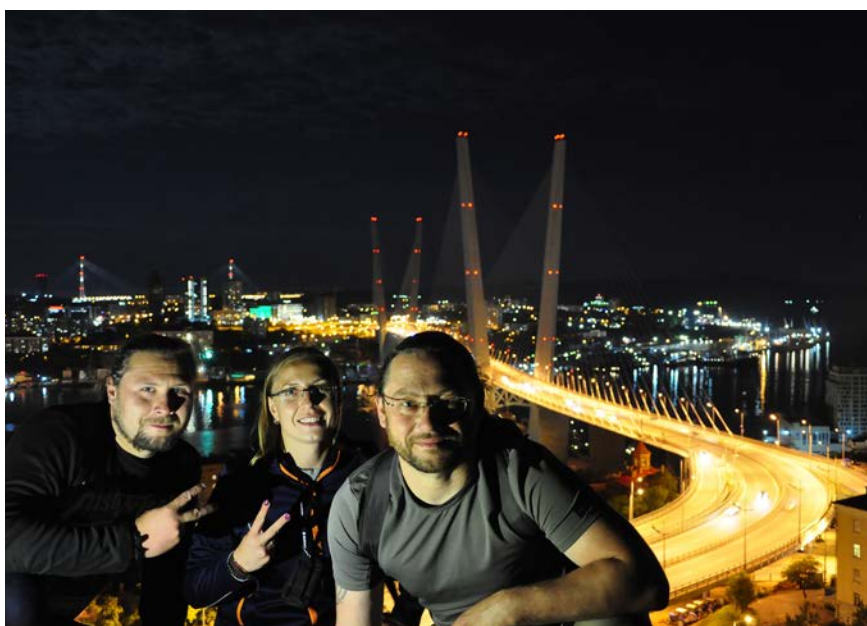
Baikal – a record-breaking lake

LAKE "BEST" in almost every aspect: it is the oldest and deepest lake in the world. The lowest point of the bottom of the lake lies 1183 m below sea level, which means it is the lowest cryptodepression in the world. Lake Baikal is also one of the most beautiful and biodiverse lakes on our planet. In 1996, Lake Baikal – together with the surrounding areas – was included on the UNESCO World Heritage List. If time permits, we will also visit the Island of Olkhon, the largest of the Baikal islands and the local centre of shamanism.



Vladivostok

A city in Russia, the capital of Primorsky Krai (the Coastal Territory). The end point of the Trans-Siberian Railway. An important seaport – as depicted by warships mooring there. Incredible diversity in terms of residents' nationality.



The story of – more than – one house

I recently set out to explore the area I've lived in for some time (no, this piece is not intended to directly support the tourism industry, and it does not contain product placement). I didn't expect the stroll to turn out as exciting as one around Rome would be. But Wrocław's Krzyki district actually turned out to be very charming, especially in the spring, when the beautiful mansions on Eagle, Hawk, Falcon and other bird-named streets are overflowing with fresh greenery.

Being legitimately delighted is fully understandable, then. I become truly delighted every time I look at the tenement house on the corner of Raclawicka and Jastrzębia streets. Only a few years ago, it housed a branch of the Crocow State Drama School. While still in college, I envied the students of the School – but it was not the field of study I envied them, but the fact that they got to attend classes held in this – true – pearl of architecture of the early 20th century. Usually, whenever passing by, I looked up, staring at this great structure ornamented with intricate stone and wooden details (photo 1). The eye is especially drawn to polychromes with still life motifs in the balcony railing (photo 2). I often wondered who this house (as well as other ones) belonged to before Breslau became Wrocław.

The answer to this question came out of nowhere one day. That day I took a look not on the building's beautiful main entrance, but on a few paving slabs in the yard, next to the main entrance, and noticed that they didn't match the whole thing. I had either never seen them before (some kind of selective blindness) or they've been put there recently (selective blindness is more likely). In any case, these slabs – most ordinary paving slabs, like the ones that always deform and loosen in pavements, enraging everyone – lie here perfectly evenly and remind us of the tragic fate of the pre-war owners of this house, brothers Richard and Paul Ehrlich and their close ones. Like many other Jews from Lower Silesia, they were murdered in 1943 in Terezin, Czech Republic. However, before this happened, Paul and Richard were elite Lower Silesian architects creating such masterpieces as the mansion on

the corner of Raclawicka and Jastrzębia – the home of Paul Ehrlich. They came from a family of assimilated Jews from Wrocław. Their father was a proficient designer, but it was Paul and Richard's projects that created Wrocław as we know it today. The Ehrlich brothers can easily be put on a par with such kingpins of the architecture profession of that period as Max Berg (by the way, Paul also graduated from the Department of Architecture of the Royal Technical Higher School of Charlottenburg) or Richard Konwiarz (author of the very characteristic shelters – on Strzegomski Square and Grabiszyńska Street). Right from the beginning of their careers, the Ehrlichs both carried out significant works and took part in architectural competitions important for the city (competition design for the square around St. Elisabeth's Church or one for the construction of the municipal savings bank in the



Photo 1. Representative stairs of Paul Ehrlich's mansion



Photo 2. Façade of Paul Ehrlich's own house on the side of Raclawicka Street



Photo 3. Details of wooden construction elements in Paul Ehrlich's mansion



Photo 4. Façade of the Jewish community's tenement house on Włodkowica Street



Photo 5. Representative gate of the tenement house on Włodkowica Street

Market Square) as well as sat on the jury of such competitions. It is enough to follow the trail marked out by the subsequent realisations of the brothers' projects to grasp how significant their contribution to the development of "urban fabric" was. The brothers' works had much more luck during the turmoil of the war than they did, so today we are able to get the feel of pre-war Breslau. The house on the corner of Raclawicka and Jastrzębia streets is a place quite distant from the centre of the city and all its most frequented places, but several buildings designed by the Ehrlichs can be admired without even leaving the area of Podwale Street. For example? Tenement houses nos. 5-9 on Włodkowica Street, which form one of the most harmonious places in Wrocław – today, a place known for great, atmospheric pubs, with Mleczarnia at the forefront. The layout implemented in the years 1899-1902 for the Jewish community – and still belonging to it today – includes the yard with the White Stork Synagogue, which was also rebuilt in accordance with Paul and Richard's design. Another very characteristic project from the same period of their activity is the Trautner department store of Louis Cohn. This tenement house stands at no. 49 in the northern frontage of the Market Square. I believe it's hard not to notice the hemisphere/globe-shaped window on its top floor when passing by. Here too, we can admire very interesting details. It is worth mentioning that Richard Ehrlich also designed the tomb of the Cohn family. Right to the left of the Trautner building, there is a tenement house that originally housed the Hünert department store. Although the building's architecture harks back more to older build-



Photo 6. Former Trautner (on the right) and Hunert (on the left) department stores

ings, dissociating it from the modern form of the Trautner, both were created in the same period of the Ehrlichs' activity. The next example of a very successful design is another department store – that of Julius Schottlander himself (photo 7), Wrocław's industrialist and philanthropist, founder of, among others, the Wrocław South Park, and at the same time the man after whom today's Karkonoska Street was named until 1934. The building was erected just before World War I at 34 Świdnicka Street, opposite the Monopol Hotel. The building received very good reviews in the then German press, mainly for its modern design. The Ehrlichs showed a very open approach to new forms – and so, in the end of 1920s and in 1930s they carried out very successful modernist projects. Standing to this day, the apartment blocks at Olszewskiego Street, which constituted an unrivalled model for later designers of housing estates in the Polish People's Republic, are an example of the "new construction" era. Unfortunately, one of the larger housing investments in the modernist style, the Szczepin estate, no longer exists.

At the end of their professional activity, Paul and Richard designed a multi-family housing building for poor Jewish families, funded by the Jewish community, which stands to this day at the intersection of Aleja Pracy and Hallera streets (here, a map of the very centre of Wrocław won't be enough). These are very characteristic multi-family brick buildings designed over a period of several years by various architects – an example of very successful architectural realisations "for the people." Another one is the still very pleasant to the eye old workers' housing estate by the CHP plant in Siechnice. What's more, the CHP buildings were also designed by the Ehrlichs, as well as a facility in Wałbrzych that serves the same function. Coming back from Wałbrzych to Wrocław,



Photo 7. Julius Schottlander's department store, 34 Świdnicka Street



Photo 8. Junction with Aleja Pracy Street. The corner building is one of Ehrlichs' last projects

we should take a detour to Sobótka to take a look at the still standing summer house from 1929.

In Wrocław alone there are many more interesting buildings designed by the Ehrlichs. First of all, the new Jewish cemetery in the Kozanów district together with administrative buildings and the Monument to the Victims of World War I (the cemetery is worth seeing even from the outside), the Jewish hospital at 96 Sudecka Street (the Railway Hospital after the war), the orphanage at 3 Pereca Square (today Etz Chaim Elementary School for Dialogue Between Cultures at 57 Żelazna Street), the spinning mill of the Schwerin&Söhne company in the Grabiszyn district at Ostrowskiego Street (today the area of SWPS University of Social Sciences and Humanities), the building of the Jewish school at 10 Łąkowa Street from 1910 (today WSB University in Wrocław). In the Krzyki district we can see buildings constituting spectacular examples of mansions from the early 20th century: the mansion of Fritz Ehrlich at 12 Akacjowa Street (photo 10) with its beautiful library and Jewish bathhouse, the mansion of Paul Wolfes at 15 Orla Street, the beautiful and well-kept mansion of Adolf Sternberg at 23 Kasztanowa Street (photo 11), or the equally impressive house of Georg Cohn at 9/11 Jaworowa Street (a wonderful building, but covered with trees on its prettiest side, so you need to take a walk if you want to confirm its beauty). All within 1.5 km of Paul Ehrlich's house. In some of them the original interiors survived to this day, so as soon as the borders – and doors – are open again, I'm going to knock on some of the doors and ask the owners to let me see the insides with my own eyes. And I will start with the one on the corner of Raclawicka and Jastrzębia streets.

The list of buildings would be much longer if not for the war damage of Wrocław. Each of the buildings I mention here tells the story of the life of people who devoted almost forty years of their professional life to their city, enriching it with world-class architectural designs. And today, thanks to the two brothers, the story of one house let us take a journey not only in space – that is, around that city – but also in time.

For those interested, here you can find numerous photos of buildings and projects of the Ehrlich brothers: https://polska-org.pl/3220035,Richard_i_Paul_Ehrlich.html

Bartosz Bańkowski
Director for New Technologies
PCC Rokita



Photo 9. Siechnice – entrance gate to the estate for the CHP plant employees



Photo 10. 12 Akacjowa Street – the mansion of Fritz Ehrlich



Photo 11. 23 Kasztanowa Street – the mansion of Adolf Sternberg, designed by the Ehrlich brothers



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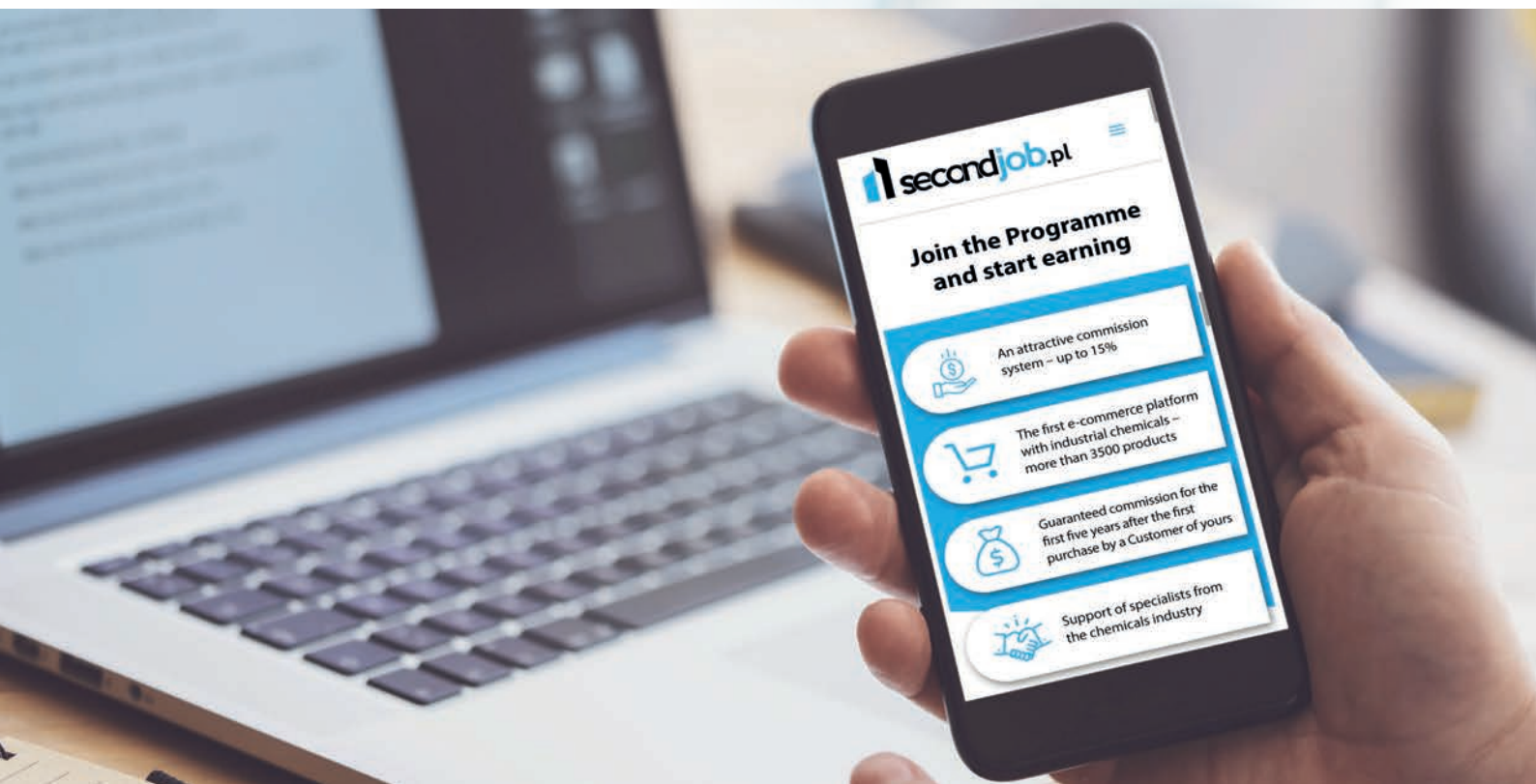
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