

MARITIME ECONOMY IN REGIONAL SPATIAL PLANNING

Priorities for developing the maritime economy in the Westpomerania Region, Poland



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MARITIME ECONOMY IN REGIONAL SPATIAL PLANNING



Priorities for developing the maritime economy in the Westpomerania Region, Poland

- Developing of the Central European Transport Corridor
- Improving of competitiveness of seaports
- Strengthening of the competitive position of inland shipping
- Developing of small seaports
- Developing of ship refurbishment capacity in sea and river shipyards
- Educating of highly qualified staff for the maritime economy and inland shipping
- Conducting of research and development in the maritime economy
- Improving of the marine environment and protection of sea coast
- Improving of maritime safety
- Promoting of sustainable development of sea fishing
- Supporting of sustainable use of natural resources in the Baltic Sea
- Developing of maritime tourism
- Developing of spatial planning in maritime and coastal areas.



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1. Maritime economy in national policy and Strategy for Development of Westpomerania Region*

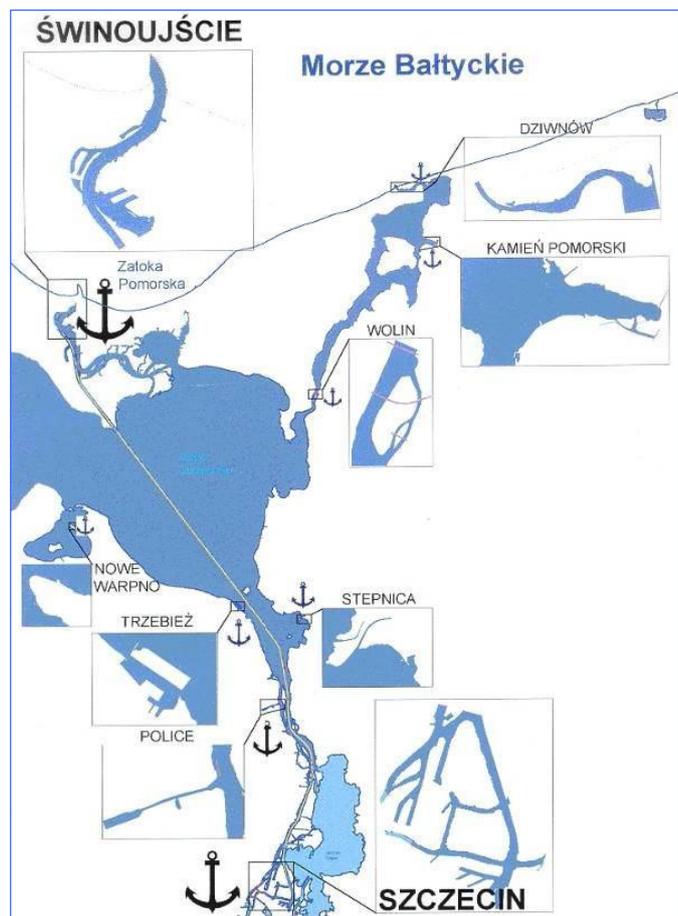
The maritime economy is one of the most important elements of the contemporary global economic system. The European Commission Blue Paper on *Integrated Maritime Policy* COM(2007)575] covers such spheres as research, safety, biotechnology, national heritage, education, ecology, energy, information technology, clusters, medicine, maritime spatial planning, science, defence, ocean science, oceanographics, law, sea and inland waterway ports, fisheries, sport, shipyards, telecommunication, tourism, natural resources, labour, sea-land spatial management, catchment areas, sea and inland shipping. Thus, the maritime economy is a broad system of economic activity with major consequences for the marine environment and catchment areas. It involves production and processing, distribution and consumption of goods and services, as well as maritime spatial planning.

According to the *Strategy for developing maritime economy until 2015*, approved by the Council of Ministers of Poland in 2005, maritime economy includes:

- 1) sea transport,
- 2) seaports,
- 3) inland shipping,
- 4) shipbuilding,
- 5) exploitation of marine natural resources,
- 6) sea fishing, fisheries and fish processing,
- 7) scientific research and development,
- 8) education and human resources,
- 9) sea and inland waterway administration,
- 10) sea heritage and awareness,
- 11) maritime and inland tourism.

In 2009 new priorities were set for the Polish maritime policy:

- 1) development of maritime education, science and research,
- 2) development of seaports and their protection,
- 3) incentives for sea transport,
- 4) Improvement of national energy security,
- 5) Sustainable development of sea fishing,
- 6) Sustainable use of sea and ocean natural resources,
- 7) Improved marine environment and protection of sea coast,
- 8) Improved maritime safety,
- 9) Improved maritime management.



Porty ujścia Odry (Ports on Oder Estuary)

Source: Woś K. *Kierunki aktywizacji żeglugi śródlądowej w rejonie ujścia Odry w warunkach integracji Poland z Unią Europejską (Directions for developing inland shipping on the estuary of Oder and Poland's integration with the European Union)*. Oficyna Wydawnicza Sadyba, Warsaw 2005; as in: *Strategy for developing the maritime economy in the Westpomeranian Region until 2015*. Szczecin 2010.

* Based on: *Wybrane uwarunkowania rozwoju gospodarki morskiej w rejonie ujścia Odry (Selected conditions for developing the maritime economy on the estuary of Oder)*, Collective work, Marshal's Office of Westpomeranian Region – Department of Regional Policy, Szczecin, February 2011.

The maritime economy plays a key role in the economy of the Westpomerania Region. This has been expressed in the *Strategy for developing the Westpomerania Region*. The document reads: *'the development of the maritime economy in the region should be combined with establishing the Central European Transport Corridor CETC-ROUTE65 as a key mechanism for enhancing accessibility and competitiveness of the region. This will involve modernising ports through investment and changes in the organization and legal structure.*

The largest challenge is the building of an external basin with an LNG terminal in Świnoujście. The terminal is necessary for servicing gas carriers transporting liquefied natural gas. The building of the terminal fits into the Polish government policy of diversifying energy supply to Poland. Such a large investment Project should contribute to the economic development of Świnoujście and its surroundings. This modern strategic facility should BOOST the position of the city at the international arena and should also encourage foreign direct investment.

Strengthening the role of the Szczecin-Świnoujście Port Complex is crucial for the economic position of the region. It is important to accelerate the development of small seaports on the coast and modernisation of the Szczecin – Świnoujście fairway with its deepening to 12.5 m. Increasing the capacity of inland shipping should balance the transport system connected to the ports of the Oder Estuary and strengthen their competitive position. Partnerships in the form of local fishing groups implementing local development strategies for fishing areas are some of major opportunities to integrate local communities in those areas where fishing has always been a major sector'.

2. Maritime economy in the Spatial Development Plan of Westpomerania Region

2.1. Conditions

Major sectors in the regional economy include: services, transport, maritime economy, tourism, industry and agriculture.

The position of the Westpomerania Region in the Polish maritime economy is presented in the table below.

Maritime economy in sea regions (2008)

Item	Region			
	Pomorskie	Warmińsko -Mazurskie	Zachodniopomorskie	
			2008	2000 =100
Maritime companies	5 866	178	2 839	141.2
Employment in maritime economy in 000	44 627	614	23 844	70.7
Investment in maritime economy in PLN million	696.2	2.0	323.4	n/a
Cargo handling in seaports in thousand tones	29 935.5	2.0	18 895.0	83.2
Sea transport fleet in thousand DWT	312.3	–	2 294.7	101.6
International passenger ferry transport in thousand people	151 627	–	523 560	106.0
Ships in operation	16	–	4	16.0
thousand DWT	236.6	–	100.9	20.9
Fishing boats	142	–	55	35.5
Sea catch in tonnes	80 797.8	641.4	44 711.0	43.2
Students in higher maritime schools and maritime courses in other universities	8 644	–	5 315	100.7

Source: GUS and MIR

Due to its location on the coast and close to the border of the country, in particular the operation of seaports in Szczecin and Świnoujście, transport links between the region and the rest of Poland and Europe are of particular importance. Main links extend northward across the Baltic Sea to Denmark and Sweden and southward to the southern and central Poland, Czech Republic and Austria, as well as south-west to Berlin.

The Central European Transport Corridor, linking Scandinavia, Baltic ports of Ystad and Świnoujście with Zagreb and Crete, passes through the Westpomerania Region, Poland. The corridor includes S3 expressway and parallel to it railway lines and the Oder waterway. Via Hanseatica, a west-east route, passes through the region beginning in Hamburg, Germany, and going to Klaipeda, Lithuania.

In the region situated is the main navigable stretch of the Oder River connected with the network of waterways in Western Europe.

The geographic location of the region determines its potential and development opportunities:

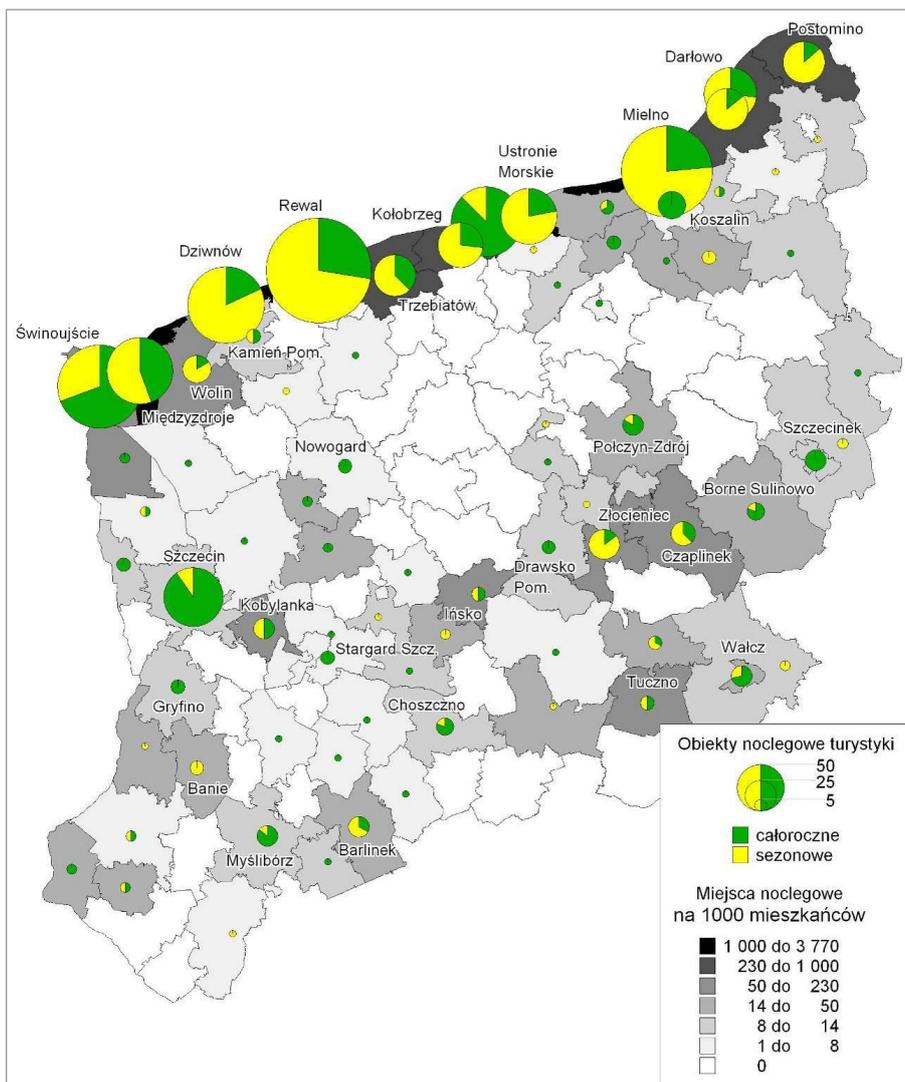
- sea shipping and business activity related to it as well as Rother modes of transport servicing seaport from the side of land; sea shipping in the region concentrates in ports on the Estuary of Oder, namely Szczecin, Świnoujście, Police, and the Baltic Coast with smaller seaports of Kołobrzeg and Darłowo. Additionally, the area includes the Szczecin Lagoon and a number of ports and marinas on the coast developing tourism and fishing (Dziwnów, Stepnica, Nowe Warpno, Trzebież and others);
- ship building and repair (Szczecin, Świnoujście, Kołobrzeg, and Darłowo);
- other industries sending or receiving products by sea: chemical industry (Police and Szczecin), metallurgy (Szczecin), coke production;
- transport, storage and transmission of liquid and gas fuel;

- sea and lagoon fishing and fish processing;
- maritime and coastal tourism (Szczecin Lagoon and along sea coast) and residential building industry at the coast.

Regional maritime economy centres include seaports on the Estuary of Oder and the Baltic Coast. The ports determine spatial and economic development of the sector. Ports themselves constitute transport nodes with functional links with other branches and companies, activity of which requires access to the sea.

The region has 18 seaports of various size, functions and spatial impact. Only several of them are important for the economy. Ports of major significance for the national economy include Szczecin and Świnoujście. Rother ports involved in cargo handling are Police, Kołobrzeg, Darłowo and Stepnica. Ports in Nowe Warpno, Trzebież and Dziwnów are fishing, passenger and yacht ports. Other small ports are used by fishermen and sailors. However, previously some of those ports were involved in trade and cargo handling as well.

Dredging and maintenance of appropriate depth in access router to Świnoujście and the fairway between Świnoujście and Szczecin is crucial for the future operation of the Szczecin and Świnoujście seaports. Approach channels on the Pomerania Bay should enable



Tourism base in Westpomeranian Voivodeship

chips of 15 m in draught to call to the port of Świnoujście. It means that underwater structures, in particular the Nord Stream pipeline from Russia to Germany, should be placed at a minimum depth of 17 m to avoid any obstruction to accessing seaports by ships of 15 m in draught. The depth of the fairway from Świnoujście to Szczecin should be at least 12.5 m since such a standard is offered by other competitive ports on the Baltic Sea, namely Rostock, Gdynia and Gdańsk.

Benefits to seaports and related companies are not limited to profits generated by their business activity and stimulating the development of port cities. Seaports and their surroundings attract maritime companies, including operators, cargo handling and companies manufacturing equipment for ships, shipyards, fishing companies, as well as related to the maritime sector universities, sea salvage services and maritime administration. Maritime sector companies, in particular in large ports, stimulate the development of the region and other areas through their broad cooperation links. This applies especially to the shipyard industry and sea transport.

An important branch of the maritime sector is the exploitation of marine resources. The main commercial resource of the Baltic is fish. Since the early 90s, Szczecin was a national deep sea fishing and fish processing centre. After the deep sea fishing fleet stopped operating, the fish industry in the region has been developing based on internal and external waters. Since 2004 the potential of the Polish fishing fleet has been gradually reduced following the EU policy. Apart from seaports, Baltic sea fishing centres in the region are fishing marinas situated on the coast. Fishing is also provided on the Szczecin Lagoon and adjacent water bodies as well as Dziwna and Kamieński Lagoon.

The second major resource of the Baltic are minerals. The bottom of the Baltic Sea, in particular the Pomerania Bay (Oder Bank), Słupsk Bank and north of Koszalin and Darłowo, contain major deposits of building materials, such as boulder stones, gravel, rocks and sand. The Oder Bank contains heavy minerals, including ilmenite, rutile, zircon, granite and magnetite.

Similarly, smaller deposits are situated on the Słupsk Bank. The Baltic Sea contains quite a large number of iron-manganese aggregates. Their mining, however, is not economically viable at the moment. On top of that, searching for oil and gas is in progress.

Sea climate results in wind blowing nearly all year round which is favourable for establishing wind farms. Specific locations within the Polish exclusive economic zone are particularly suited for that purpose, especially on the Pomeranian Bay, as well as north of Darłowo and Ustka. Wind farms should not be built on the territorial sea to preserve landscape and promote intensive tourism and fishing.

Coastal tourism is an important sector of the regional economy. The coastal strip includes 15 municipalities which account for 85% of hotel facilities and two thirds of the total number of tourists coming to the region. Every year, the coastal strip is visited by over one million tourists. The most popular is the western part of the coast from Świnoujście to Rewal, and sections near Kołobrzeg and Mielno. Kołobrzeg plays a special role on the coast attracting 250 thousand tourists every year. Other important tourism centres include Świnoujście, Rewal, Mielno and Międzyzdroje.

Maritime and water tourism also develops on the Estuary of Oder and the Szczecin Lagoon.

2.2. Vision

The vision for spatial development of the Westpomerania Region until 2020 highlights relations with the sea in their various aspects:

- The Westpomerania Region will strengthen existing and develop new links with regions and cities in Poland, Europe and in the Baltic Sea Region. The cooperation will boost the development of science and economy in the region as well as contribute to optimum transport systems in this part of Europe. The Central European Transport Corridor will evolve to become a strip of socio-economic development along the north-south axis.
- The regional economy will develop based on production of goods and provision of services of high added value, strong sector of tourist services, as well as modern and effective agriculture sector. The maritime economy, sea shipping in particular, will play a significant role. Resources and economic sectors specific for the region will be utilized to their full potential. New technologies and innovation will be supported by regional universities and R&D centres. The region will remain a major tourist destination providing various forms of water tourism as a main tourist product.
- The regional transport network, including roads, railway lines and inland waterways, will develop into an integrated system contributing to the utilization of coastal and border location of the region. The system will ensure good transportation links between specific centres and areas inside the region. Road transport will be based on a network of expressways linking the region with other regions in the country. Modernised railway lines will ensure fast connections to other cities in the region and large cities in the country, Berlin and other European cities. Rebuilt and refurbished regional rail network will constitute a core of public transport. The Central European Transport Corridor will help including the region in the European logistic and transport chain. Sea-land cargo transport will be based on a system of intermodal transport, encompassing the Oder waterway. Main seaports will become competitive by adjusting their handling systems to advanced requirements of sea shipping, extending the port infrastructure, including the development of an external port of Świnoujście and inland links. The development of airports in Goleniów and Zegrz Pomorski will increase accessibility of the region at the European level.
- The Westpomerania Region will be perceived as an easily accessible nodal area in Poland and Europe on north-south and east-west routes in Europe, an area of many environmental and landscape qualities attractive for tourists. Good transportation links with the rest of the continent, highly qualified staff and international network facilitating the flow of information, knowledge and scientific and economic cooperation will help the region to be perceived as an attractive location for investors. Szczecin and its functional area will stimulate the development of areas on both sides of the Polish-German border and play again its historical role of the capital of the large Pomerania Region.

2.3. Strategic objectives and goals for spatial development of the region

A strategic objective for the Westpomerania Region is its **sustainable spatial development contributing to spatial integration of the region with Europe and the rest of the country, internal cohesion of the region, improved competitiveness and increased level and quality of life for its inhabitants brought to the average level for the European Union.**

Detailed goals included in the *Spatial Development Plan for Westpomerania Region* related to the maritime economy are:

- 3.3.2. Strengthening external links of the region;
- 3.3.8. Economic growth;
- 3.3.9. Development of transport infrastructure;
- 3.3.10. Development of technical infrastructure, renewable sources of energy and e-services
- 3.3.12. Development of a metropolitan functional region of Szczecin.

2.4. Directions and objectives

As regards **3.3.2. Strengthening external links of the region** the plan sets the following directions and objectives:

Direction 3. Development of infrastructure contributing to strengthening external links of the region:

- ◆ promotion and development of the Central European Transport Corridor CETC-ROUTE65 – covering such cities as Szczecin, Świnoujście and municipalities within the CETC in the following counties: Choszczno, Goleniów, Gryfino, Kamień, Myślibórz, Police, and Stargard.
- ◆ extension and modernisation of Via Hanseatica – linking cities of Koszalin, Szczecin and municipalities along national road no. 6 in counties of Białogard, Goleniów, Gryfino, Kołobrzeg, Koszalin, Police, Sławno, Świdwin.

The plan recommends extending and modernising a land transport system to ports on the estuary of Oder and other seaports in the region, modernising the Oder Waterway, preparing the project of building the Oder – Danube Canal.

As regards **3.3.8. Economic growth** the plan sets the following directions and objectives:

Direction 2. Extension of maritime economic potential based on seaports:

- ◆ building of the external port of Świnoujście
- ◆ establishing a terminal or a post for servicing cruise ships in Szczecin
- ◆ extending land infrastructure of the ferry terminal in Świnoujście
- ◆ building of a maritime passenger terminal in Kołobrzeg
- ◆ restructuring fishing ports and marinas to provide tourist services (tourist sea fishing and passenger transport) in municipalities on the Szczecin Lagoon and Baltic Coast
- ◆ building road and railway line to the port of Police.

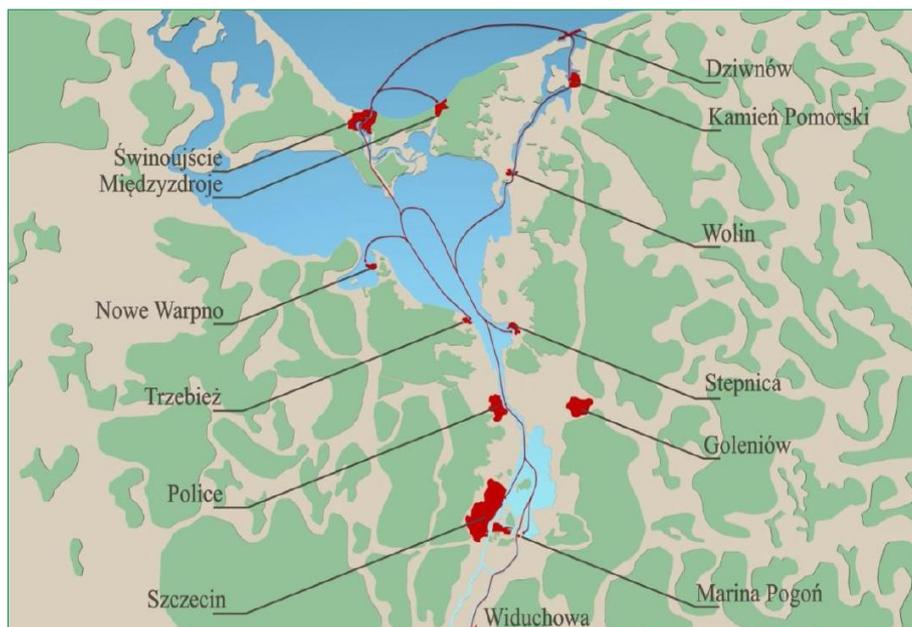


Project of the external port In Świnoujście

The Plan suggests adjusting the internal infrastructure and cargo handling technologies in ports to modern sea shipping standards, modernising the port of Stepnica to service the Goleniów Industrial Park, including building new roads and/or railway lines, promoting the shipyard production and modern technologies within the port, creating infrastructure in ports and their vicinity supporting the exploitation of geological marine resources, creating a science and research centre dealing with maritime issues based on the potential of higher education institutions or as an independent new organisation, developing a study for seaports on increasing their cargo handling capacity and improving accessibility from land and sea as well as a study of a waterway link (Ina River) between the Goleniów Industrial Park and the Oder River.

Direction 4. Use of tourist potential in the region as a factor stimulating economic and social growth:

- ◆ developing tourist functions in seaports and fishing marinas – in particular towns of Chłopy (Mielno Municipality), Dąbki (Darłowo Municipality), Dźwirzyno (Kołobrzeg Municipality), Jarosławiec (Postomino Municipality), Kamień Pomorski, Kołobrzeg, Mrzeżyno (Trzebiatów Municipality), Niechorze (Rewal Municipality), Rewal, Szczecin, Świnoujście, and Ustronie Morskie.
- ◆ building and modernising marinas in the Westpomerania Sailing Trail – towns of Darłowo, Dziwnów, Gryfino, Kamień Pomorski, Kołobrzeg, Lubczyna (Goleniów Municipality), Mielno, Mrzeżyno (Trzebiatów Municipality), Niechorze (Rewal Municipality), Nowe Warpno, Stepnica, Szczecin, Świnoujście, Trzebież (Police Municipality), Wolin.
- ◆ modernising the waterway from the Szczecin Lagoon through the Dziwna River to the Baltic Sea – municipalities of Dziwnów, Kamień Pomorski, and Wolin.



Westpomeranian Sailing Route, source: Strategy for Maritime Economy Development in Westpomeranian Voivodeship until 2015

- ◆ developing tourism along a canal linking lake Liwia Łuża and the Baltic Sea – Municipality of Rewal.
- ◆ developing tourism on lake Jamno; building a link with the Baltic Sea to make it accessible for yachts, boats and kayaking – municipalities of Koszalin and Mielno.
- ◆ developing tourism on the Kamień Lagoon – municipalities of Dziwnów, Kamień Pomorski, and Wolin.
- ◆ developing water tourism centres in selected locations – municipalities of Nowe Warpno, Stepnica, Trzebież, and Wolin.

As regards **3.3.9. Development of transport infrastructure**, the plan sets the following directions and objectives:

Direction 4. Development of sea transport:

- ◆ modernising and dredging of the Świnoujście - Szczecin fairway to 12.5 m on its total length – internal sea waters in municipalities of Goleniów, Police, Stepnica, Szczecin, and Świnoujście.
- ◆ Building port infrastructure and transport and infrastructure links with the hinterland of the external port of Świnoujście – covers the City of Świnoujście.

The Plan suggests modernising of port infrastructure and investing in infrastructure promoting the development of main national ports, modernising of infrastructure and investing in development of small ports, solving the problem of depositing dredge spoil by using it or depositing at silt sites, improving accessibility to ports by modernising railway lines and roads.

Direction 5. Improving navigability of the Oder River

- ◆ modernising hydrotechnical facilities on Oder from Zatoń Dolna to the estuary to class V of the Oder Waterway between Szczecin - Zatoń Dolna (Hohensaaten), equal to parameters of the German stretch of the Oder-Havel Canal – covers municipalities of Boleszkowice, Cedynia, Chojna, Gryfino, Kołbaskowo, Mieszkowice, Szczecin, and Widuchowa.
- ◆ modernising the Szczecin water node – covers the City of Szczecin:
 - rebuilding of a bascule railway bridge on km 733.7 on the Regalica River,
 - rebuilding of railway and road bridges on Western Oder and railway bridges on Regalica and Parnica,
 - strengthening of river banks from the estuary of Dąbska Struga to Regalica,
 - strengthening of river banks on Western Oder,
 - implementing of the River Information System (RIS) on the lower stretch of Oder.
- ◆ implementing key investment under the Programme for Oder 2006 from Zatoń Dolna to the estuary – covers municipalities of Boleszkowice, Cedynia, Chojna, Gryfino, Kołbaskowo, Mieszkowice, Szczecin, and Widuchowa:
 - rebuilding and repairing of regulation facilities on the border stretch of Oder to ensure navigability,
 - modernising waterway on lake Dąbie
- ◆ rebuilding of quays and river marinas to cater passenger traffic – covers the municipality of Gryfino
- ◆ building a river port in Szczecin integrated with the seaport – covers the City of Szczecin.

The Plan suggests building a river port in Szczecin on the Regalica River based on infrastructure of a company port of Wiskord.

As regards **3.3.10. Development of technical infrastructure, renewable sources of energy and e-services**, the plan sets the following directions and objectives:

Direction 3. Reducing the consumption of fossil fuels and larger use of renewable energy sources.

The Plan suggests using sea areas for developing wind energy within the Polish economic zone (12 nm from coast) based on separate regulations.

Direction 7. Improving flood protection:

- ◆ Continuing the implementation of the *Seacoast Protection Programme* – covers municipalities of Będzino, Darłowo (city and municipality), Kołobrzeg (city and municipality), Mielno, Postomino, Rewal, Trzebiatów, and Ustronie Morskie:
 - vicinity of link to lake Wicko,
 - on peninsula of lake Kopań,
 - vicinity of Darłowo,
 - on eastern part of peninsula of lake Bukowo,
 - on western part of peninsula of lake Jamno,
 - vicinity of Sarbinowo,
 - vicinity of Ustronie Morskie,
 - vicinity of Kołobrzeg,
 - vicinity of Dźwirzyno,
 - in eastern part of Mrzeżyno,
 - vicinity of Niechorze,
 - vicinity of Rewal,
 - vicinity of Darłowo.

The Plan suggests developing a feasibility study for building a storm gates at the estuary of Świna to the sea.

As regards **3.3.12. Development of a metropolitan functional region of Szczecin**, the plan sets the following directions and objectives:

Direction 5. Strengthening the Szczecin functional area as an economic growth centre

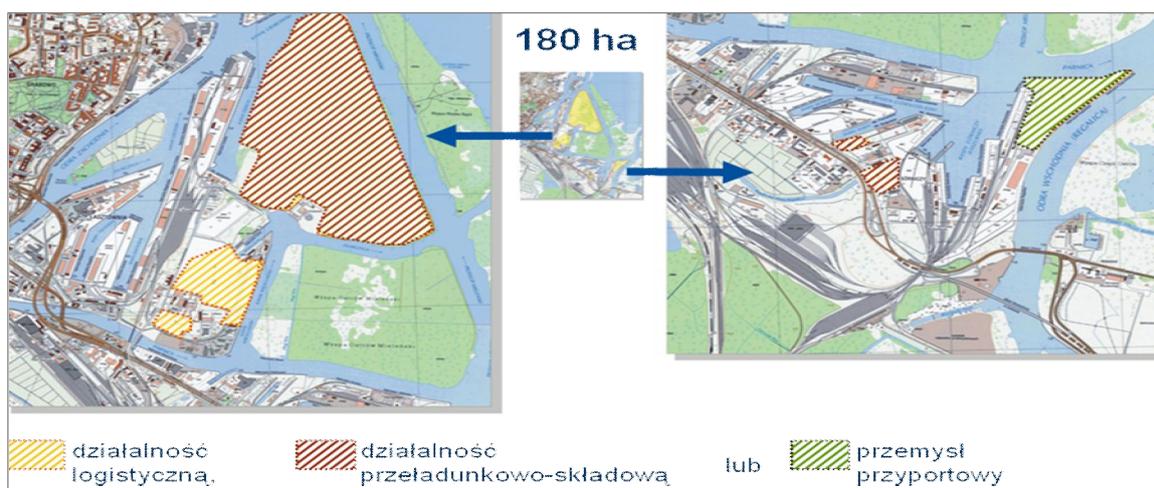
- ◆ developing post-industrial land and restoring economic activity there; developing post-military land with special emphasis on economic functions (industry and services) and introducing city functions – covers municipalities of Goleniów, Gryfino, Police, Stargard Szczeciński, and Szczecin.
- ◆ extending the port of Szczecin (container base, sea-river transshipment centre, logistic centre) – covers the City of Szczecin.
- ◆ building of a berth for servicing cruise ships – covers the City of Szczecin.
- ◆ extending of the port of Police to increase its cargo handling capacity and new specialist services – covers municipality of Police.
- ◆ developing ports of Trzebieży and Nowe Warpno through intensive development of existing and new functions, chiefly tourism – covers municipalities of Nowe Warpno and Police.
- ◆ extending of marinas network within the Westpomerania Sailing Trail – covers cities of Lubczyna (Goleniów Municipality), Nowe Warpno, Szczecin, and Trzebież (Police Municipality).

- ◆ Extending of marinas on the Oder Waterway – covers municipalities of Gryfino, Kolbaskowo, Szczecin.
- ◆ Using of Nowe Warpno Peninsula for developing windsurfing and kitesurfing – covers municipality of Nowe Warpno.

The Plan suggests creating preferences for attracting shipbuilding to Szczecin (sub-zone of special economic zone, industrial park on shipyard land) or other production related to the maritime economy (oceanotechnology, exploitation of marine resources) and establishing of a maritime cluster.



Spatial development of port in Szczecin



Main investment areas in port of Szczecin

3. Maritime issues in the draft concept of spatial development of the country until 2030

In 2030, benefits of the coastal location will be used for promoting socio-economic development. Sea areas and the coastal zone will be developed together in a rational manner with due respect to biodiversity and environmental protection by implementing integrated spatial planning that guarantees long-term use of natural resources and development potential of the Baltic Sea and coast. New forms of activity on coastal areas will develop, such as use of renewable sources of energy, marine culture for ecological purposes and maritime tourism. Transport accessibility of coastal areas will strengthen the development of seaports as regards deep sea cargo handling for Tricity, Warsaw, Poznań and Szczecin.

Complementing functions within the whole Baltic Sea region will contribute to the growth of functional metropolitan areas, with main nodal centres in Copenhagen, Malmö, Stockholm, Helsinki, Riga, Vilnius, Klaipeda, Tallinn, Tricity, Warsaw, Poznań, Szczecin, Berlin, and Hamburg.

Until 2030, cargo transport will stimulate modernisation and extension of infrastructure facilitating intermodal services (including intermodal centres and terminals) and bulk cargo transport between metropolitan areas, border crossings, seaports, as well as key economic centres. As regards inland shipping, modernising of the Oder Waterway will become a priority, and in the field of sea shipping investment improving inland accessibility of the main Polish seaports (Szczecin, Świnoujście, Police, Gdańsk, and Gdynia).

An integrated spatial approach to the development of ports and port areas should improve land and sea accessibility to Polish ports, as well as support their integrated development in a broader context of regional and national economic processes. This is going to be a key element of integrating local spatial planning for the all coastal municipalities combining activities on land and sea and encompassing the introduction of specific standards for developing coastal areas.

Failure of spatial planning to intervene at sea and land will translate into unused potential of as much as 10% of the territory of the country. At the moment, planning the development of maritime areas extensive, since it is limited to several sectors only, including shipping, fishing and tourism. However, the basic form of developing the maritime area is environmental protection.

A specific type of functional areas can be found at the interface of land and sea. Due to the lack of physical barriers to anthropogenic and natural factors, the coastal zone is very special and requires coordinating activities and solving spatial conflicts. The established at the national level coastal zone ensures relevant integration of the domestic

maritime policy and development stipulated by national and regional plans. This should contribute to developing specific and cohesive spatial plans for maritime areas in a hierarchical system of the national spatial planning. The developing of maritime spatial plans encompassing goals and objectives of the maritime policy and corresponding national sector related programmes and strategies (e.g. energy, transport, and fisheries) and spatial development programmes (e.g. development of port regions) will help defining various uses of maritime areas. This will ensure mechanisms for adjusting national and regional policies and strategies to benefit from opportunities created, such as production of renewable energy in maritime areas, maritime tourism, marine culture (e.g. development of industrial infrastructure and environmentally friendly transport in coastal zone).

This will restore proper role of the national administration in spatial development of the coast, as well as determining legal norms and tax regulations promoting rational use of maritime space at all spheres: sea bottom, space under the bottom, and water column and surface. Current regulations are imperfect, and the same applies to the maritime policy of the country and regulations supporting the implementation of spatial plans for maritime areas. It is also necessary to define methodology for developing such plans. Poland will try to convince other states to revise the UN Maritime Convention. This effort aims at restoring rational management of maritime space similarly to that on land and gaining full capacity in the exclusive economic zone to promote spatial management. This includes the development of linear infrastructure, transport corridors, protection of habitats and cultural heritage.



Spatial development of port in Szczecin
Areas of singular occurrence in macro-regional scale

The draft concept includes such function areas as 6.3.1. Coastal zone and 6.3.2. Polish exclusive economic zone

4. Proposed regulations concerning spatial planning in maritime areas

Draft amendment to the law on spatial planning and development and certain other laws of 13th September 2010 contains proposed new regulations as regards spatial planning in maritime areas.

Plans for economic use the Polish maritime space while preserving environmental values require specific regulations in the field. So far this issue has not been reflected in the Polish legal system, which now results in the lack of coordination in planning in general and planning on maritime areas in particular. Multiple-year negligence in the field of planning on maritime areas result in the shortage of basic knowledge about those areas, including geographic spatial information, maps, information and data on resources, as well as monitoring of phenomena in the maritime space and at the interface with land, e.g. climate changes. The use of maritime resources will generate a number of conflicts, and coordinated planning should reduce those conflicts significantly.

The draft law amending the Law in spatial planning and development and certain other laws attempts to regulate planning procedures for maritime areas. It includes several new terms:

- Planning acts – are the *Spatial Development Plan for internal sea waters and territorial sea and the Spatial Development Plan for the adjacent maritime zone and the exclusive economic zone*,
- Maritime area – is a sea area referred to in Art. 2.1 of the Law of 21st March 1991 on maritime areas of the Republic of Poland and maritime administration (JoL of 2003 no. 153 item 1502 as amended),
- Water body – is a separate section of a maritime area of defined boundaries, determined in the *Spatial Development Plan for internal sea waters and territorial sea or in the Spatial Development Plan for the adjacent maritime zone and the exclusive economic zone*,
- *Adjacent maritime zone* – area of 12 nm in width adjacent to the territorial sea.

According to the draft law, the minister relevant for the maritime sector is responsible for spatial policy in maritime areas.

According to the draft law, designation of areas, locations for building and implementing public investment and ways and conditions for development should be defined in spatial development plans for internal maritime waters and the territorial sea, as well as spatial development plans for the adjacent maritime zone and the exclusive economic zone. The above should be also based on the Law of 21st March 1991 on maritime areas of the Republic of Poland and maritime administration.

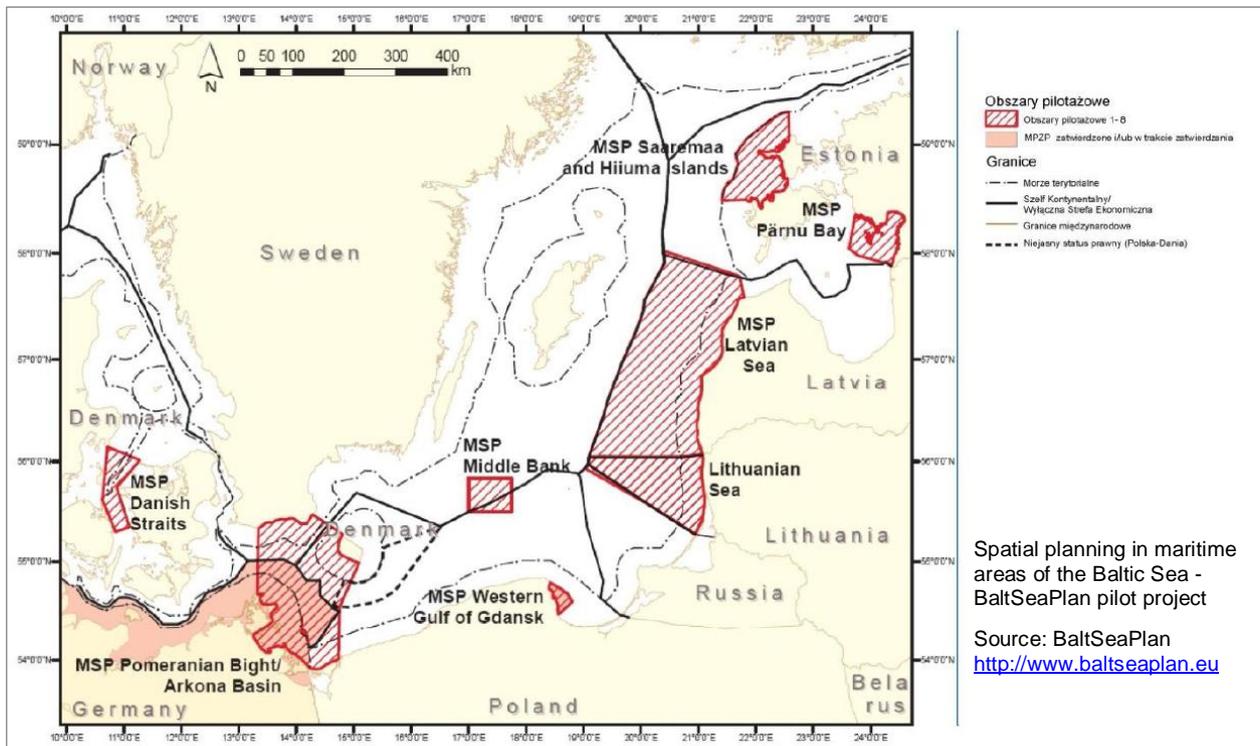
According to Art. 2.3 and Art. 6.1 of the Law of 15th December 2000 on self-governing organisations of architects, construction engineers and urban planners (JoL of 2001 no. 5 item 42 as amended), the development of draft spatial development plans for external sea waters and territorial sea, as well as spatial development plans for the adjacent maritime zone and the exclusive economic zone provides for spatial planning at regional and local levels. People involved in developing such plans should be members of the relevant organisation of professionals.

The draft law includes further links between planning documents by the following:

- consulting the draft study of conditions and directions for spatial development of a municipality as regards compliance with rules pertaining to the technical strip, buffer strip and seaports and marinas, as well as compliance with the provisions of the Spatial Development Plan for internal sea waters and territorial sea,
- consulting the draft local Spatial Development Plan as regards the development of the technical strip, buffer strip and seaports and marinas, as well as compliance with the Spatial Development Plan for internal sea waters and territorial sea adjacent to the area covered by the plan,
- consulting draft urban planning regulations as regards the development of the technical strip, buffer strip and seaports and marinas,
- consulting the implementation of the urban development plan with the director of a relevant maritime office as regards the development of the technical strip, buffer strip and seaports and marinas,
- adjusting local government planning documents to the Spatial Development Plan for internal sea waters and territorial sea,
- assessing local government planning documents from the point of view of the Spatial Development Plan for the adjacent maritime zone and the exclusive economic zone, and the Spatial Development Plan for internal sea waters and territorial sea,
- consulting the draft Spatial Development Plan of the region or the plan for a functional area as regards maritime areas,
- implementing provisions of the Spatial Development Plan of the Region to the Spatial Development Plan for internal sea waters and territorial sea.

The draft law introduces a new chapter of 'Spatial Planning on Maritime Areas'. Similarly to planning inland, the chapter defines competences of various bodies and procedures for developing planning documents. The last version of the draft law contains a number of corrections and additions made during the consultation procedure.

According to the draft law, maritime administration bodies are responsible for developing spatial management plans for internal sea waters and territorial sea as well as the adjacent maritime zone and the exclusive economic zone, referred to in the Law on Poland's maritime areas. They also develop analyses, studies, concepts and programmes pertaining to spatial management issues. The draft spatial development plan for internal sea waters and territorial sea and spatial development plan for the adjacent maritime zone and the exclusive economic zone are developed by a director of a relevant maritime office.



The two spatial development plans take into consideration goals and directions defined in the long-term national development strategy, mid-term national development strategy and other development strategies, regional spatial development plan and national spatial development plan and governmental programmes, referred to in Art. 48.1, as well as valid permits, referred to in Art. 23, Art. 23a and Art. 26 of the Law of 21st March 1991 on Poland's maritime areas and maritime administration.

The two spatial development plans contains provisions binding for coastal regions and municipalities as regards development of regional and local spatial development plans and urban planning regulations.

Additionally, the two spatial development plans may include information regarding locations for future public investment.

The law defines the content and scope of those plans and procedure for drafting those plans.

The law requires a minister responsible for the maritime economy, in consultation with the minister relevant for building, spatial development and housing, to define the scope of wording and maps to be included in the Spatial Development Plan for internal sea waters and territorial sea and the Spatial Development Plan for the adjacent maritime zone and exclusive economic zone (in the form of a regulation). Since no such regulation was adopted, the maritime administration remained idle and refrained from planning maritime areas.

The law stipulates that the national level the minister responsible for building, spatial management and housing should coordinate compliance if spatial development plans for internal sea waters and territorial sea and spatial development plans for the adjacent maritime zone and the exclusive economic zone with the National Spatial Development Plan, long-term national development strategy, mid-term national development strategy and other development strategies and governmental programmes. The provisions of the National Spatial Development Plan are binding for the director of the maritime office while elaborating spatial development plans for internal sea waters and territorial sea and spatial development plans for the adjacent maritime zone and the exclusive economic zone.

In order to complement the legal system, the draft law stipulates introducing changes in related laws, in particular the Law on Poland's maritime areas and maritime administration. Amended law defines procedures in case of the lack of the Spatial Development Plan for internal sea waters and territorial sea or the Spatial Development Plan for the adjacent maritime zone and the exclusive economic zone.

POSITION
of
The Regional Parliament of Westpomerania Region
Concerning Threats to the Maritime Economy

While appreciating the role of the maritime economy for the whole region, the Regional Parliament of Westpomerania Region calls the Government of the Republic of Poland to pay special attention to threats for the development of the maritime economy in the region.

An appropriate development of ports is particularly important for economic growth and for this reason we call for supporting the activity of the Szczecin and Świnoujście Ports Authority to guarantee land and sea accessibility of ports, in particular regarding the following:

- strategic threats related to building of the Nord Stream pipeline,
- further modernisation of the Świnoujście-Szczecin waterway and its dredging to 12.5m,
- building of expressway S3 to the southern border of Poland, and
- modernisation of E 59 and C-E 59 railway lines.

The Regional Parliament of Westpomerania Region calls the Government of the Republic of Poland to stop the process of changing the status of the Polish Steamship Company and establishing broad public consultations involving representatives of science and the sector. Councillors of the Regional Parliament hope that decisions made will take into account long-term economic (e.g. financing of development strategy and modernisation of fleet) and social issues. In the decision making we should know the final concept for the Polish Steamship Company, especially considering Szczecin as the seat of the company.

For the Westpomerania Region, the shipbuilding industry was, and we hope it to be, the key sector of our economy. Therefore, we are much concerned about the activity that may lead to the collapse of the Gryfia Repair Shipyard which is the last large shipyard in our region. The Regional Parliament of Westpomerania Region would like to appeal to the Minister of Treasury and the Industry Development Agency to implement efficient measures aimed at introducing restructuring programme for the Gryfia Shipyard. The Regional Parliament declares its full support for long-term activities designed to strengthen the maritime sector in the region.

The Regional Parliament appeals and expresses hope that the activity of the Polish Government, local governments and various communities leads to proper use of technical infrastructure of the Nowa Szczecin Shipyard to contribute to creating new jobs.

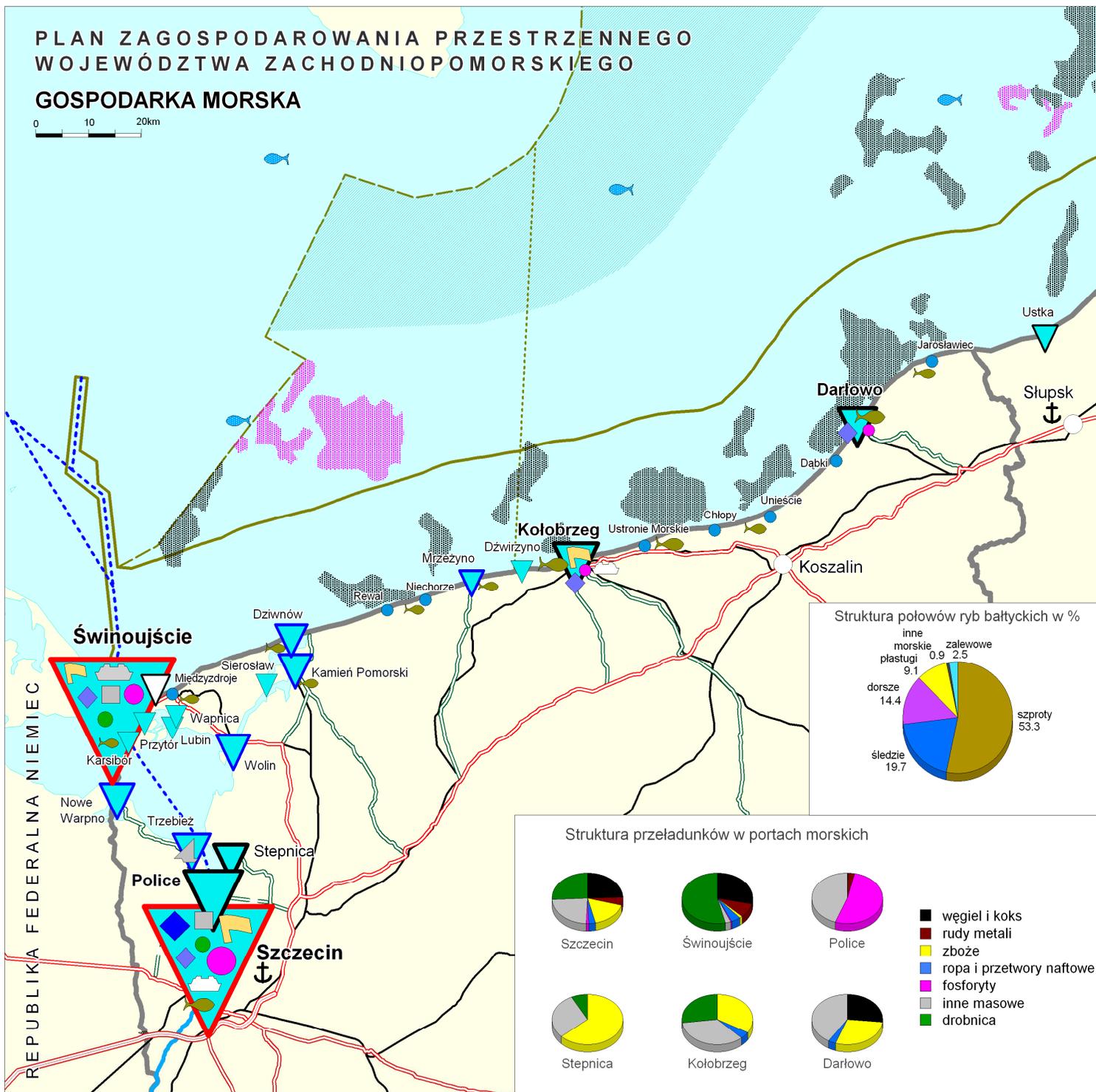
While appreciating the activity of the Joint Organisation Interoceanmetal, the Regional Parliament is convinced that scientists and engineers will also contribute to establishing and implementing the programme of exploiting resources on the ocean bed aimed at providing long-term energy and resource security of the country.

Position adopted in the Resolution of the Regional Parliament on 8th March 2011.

Marek Tałasiewicz Chairman of the Regional Parliament of Westpomeranian Voivodeship.

PLAN ZAGOSPODAROWANIA PRZESTRZENNEGO WOJEWÓDZTWA ZACHODNIOPOMORSKIEGO

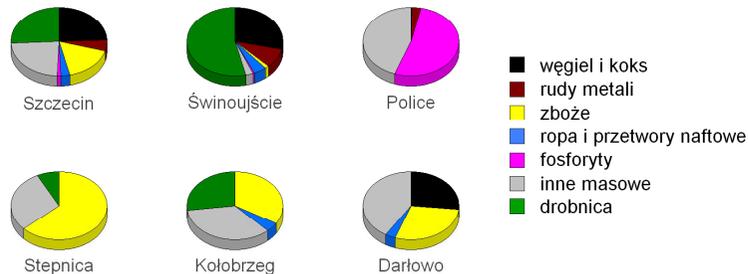
GOSPODARKA MORSKA



Struktura połowów ryb bałtyckich w %



Struktura przeladunków w portach morskich



PORTY MORSKIE

- o podstawowym znaczeniu dla gospodarki narodowej
- handlowe, wielofunkcyjne
- rybackie i pasażerskie
- pozostałe
- przystanie rybackie
- zatwierdzona lokalizacja portu wewnętrznego i terminalu gazu LNG w Świnoujściu

PODMIOTY GOSPODARKI MORSKIEJ W PORTACH MORSKICH

- siedziby urzędów morskich
- siedziby przedsiębiorstw armatorskich
- ośrodki przemysłu stoczniowego
- terminal promowy
- wolne obszary celne
- terminale kontenerowe
- przetwórstwo ryb
- Akademia Morska w Szczecinie
- szkoły morskie średniego szczebla
- Centralny Ośrodek Żeglarski w Trzebieży
- proponowane lokalizacje stanowisk do obsługi morskich statków wycieczkowych

KOMUNIKACJA Z PORTAMI MORSKIMI

- drogi krajowe
- drogi wojewódzkie
- linie kolejowe
- Odrzańska Droga Wodna
- morskie tory podejściowe

ZASOBY MORZA

- główne łowiska ryb bałtyckich
- piaski techniczne i żwir
- minerały ciężkie

GRANICE

- województwa
- morza terytorialnego RP z redą portów Szczecin i Świnoujście
- wyłącznej strefy ekonomicznej RP
- właściwości terytorialnej urzędów morskich
- Część wyłącznej strefy ekonomicznej RP - obszar sporny z Królestwem Danii

