



ZACHODNIOPOMORSKIE
REGION



STOWARZYSZENIE
SZCZECIŃSKIEGO OBSZARU
METROPOLITALNEGO

THE ASSOCIATION OF
THE SZCZECIN METROPOLITAN REGION



THE CITY OF ŚWINOUJŚCIE



THE ASSOCIATION OF POLISH MUNICIPALITIES
EUROREGION POMERANIA

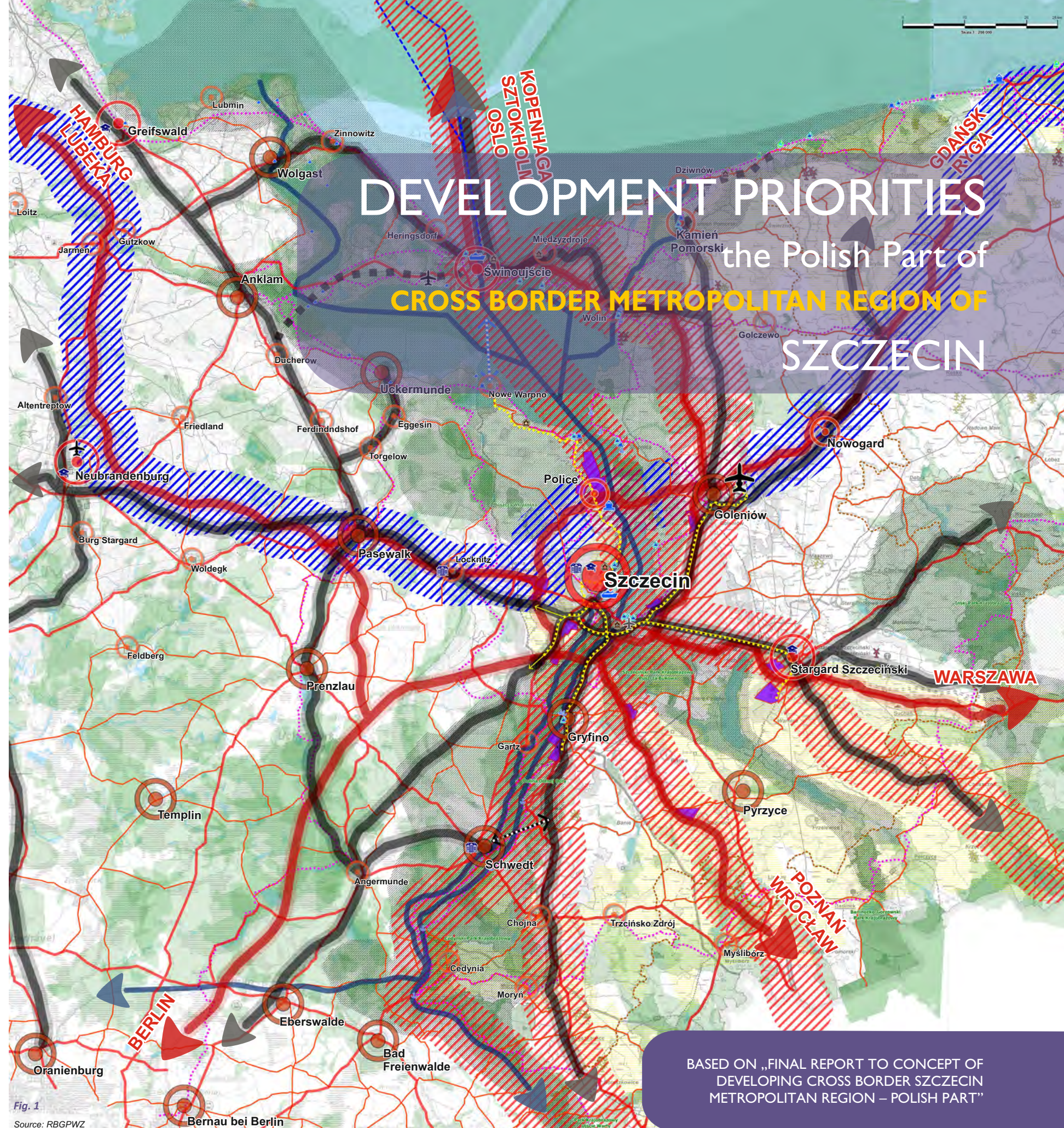


Fig. 1
Source: RBGPWZ

BASED ON „FINAL REPORT TO CONCEPT OF
DEVELOPING CROSS BORDER SZCZECIN
METROPOLITAN REGION – POLISH PART”



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SZCZECIŃSKIEGO OBSZARU
METROPOLITALNEGO

Szczecin 2011

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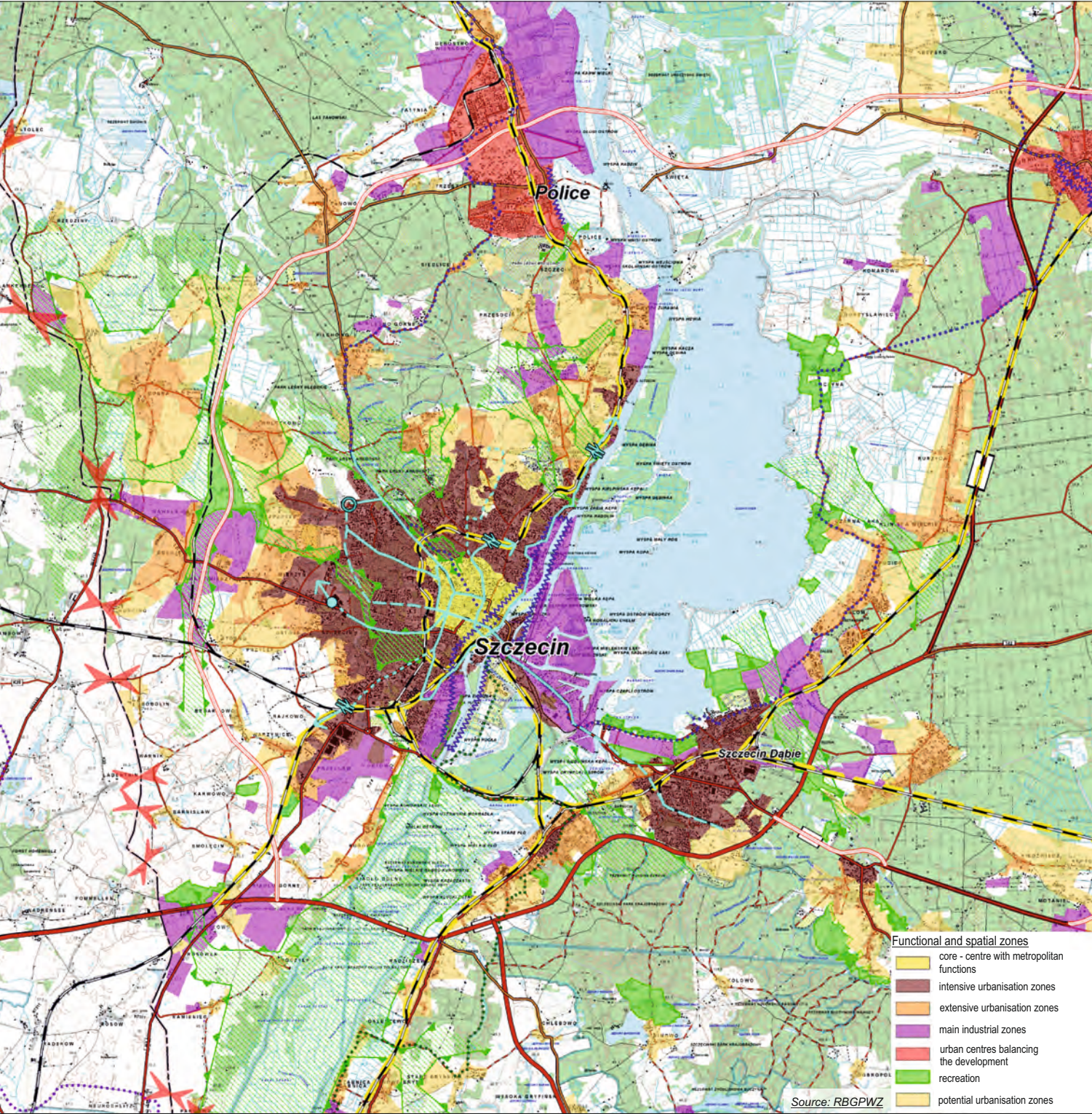


Fig. 2 Functional and spatial structure of the Szczecin Metropolitan Area

6.4. Investment Areas

Priorities:

1. Developing of variant plans for revitalising dilapidated investment areas of new designation and function.
2. Supporting of investment in revitalising city centres.
3. Building of A-6 motorway node at Tczewska Street and improving access to industrial areas of Trzebusz and Dunikowo in Szczecin.
4. Providing of infrastructure in existing and planned industrial sites.



Fig. 12 New investment areas in the Port of Szczecin



Phot. 34 The port and „The Castle Route” in Szczecin



Phot. 35 Szczecin Shipyard



Phot. 36 Buldings on Kolumba Street in Szczecin



Phot. 31 Sailing Centre in Trzebież

7. Developing of infrastructure to extend tourist season.
8. Providing of access to Międzyodrze (Middle Oder) for kayaking (marking trails, camping facilities, improving selected channels and old river courses).
9. Creating of regional tourist products.
10. Improving of cooperation, including cross border, as regards preparing and promoting tourist products, implementing common standards and principles for cooperation between businesses.
11. Extending of international Baltic cycling path R10 (Hanseatic Trail).
12. Creating of Middle Oder Loop connected to Oder-Neiße-Radeweg cycling trail in Germany.
13. Improving of standards and harmonising of cycling trails and paths signage.
14. Extending of cycling trail and tourist infrastructure around Szczecin Lagoon.
15. Developing of spa resort function, including restoring spa of Trzcińsko Zdrój.
16. Improving of attractiveness and image of cities by systematic renovation of historical buildings.
17. Incorporating of tourist functions in revitalising Łasztownia and Middle Oder islands, e.g. building showpiece yacht marina, cycling paths, and recreation space.
18. Building of congress centre in Szczecin.
19. Improving of access to city infrastructure for inhabitants and tourists in Szczecin, including underground tunnels and developed land previously operated by shipyard and port.



Phot. 32 Bicycle path in Świnoujście



Phot. 33 The Tall Ships' Races 2007 in Szczecin

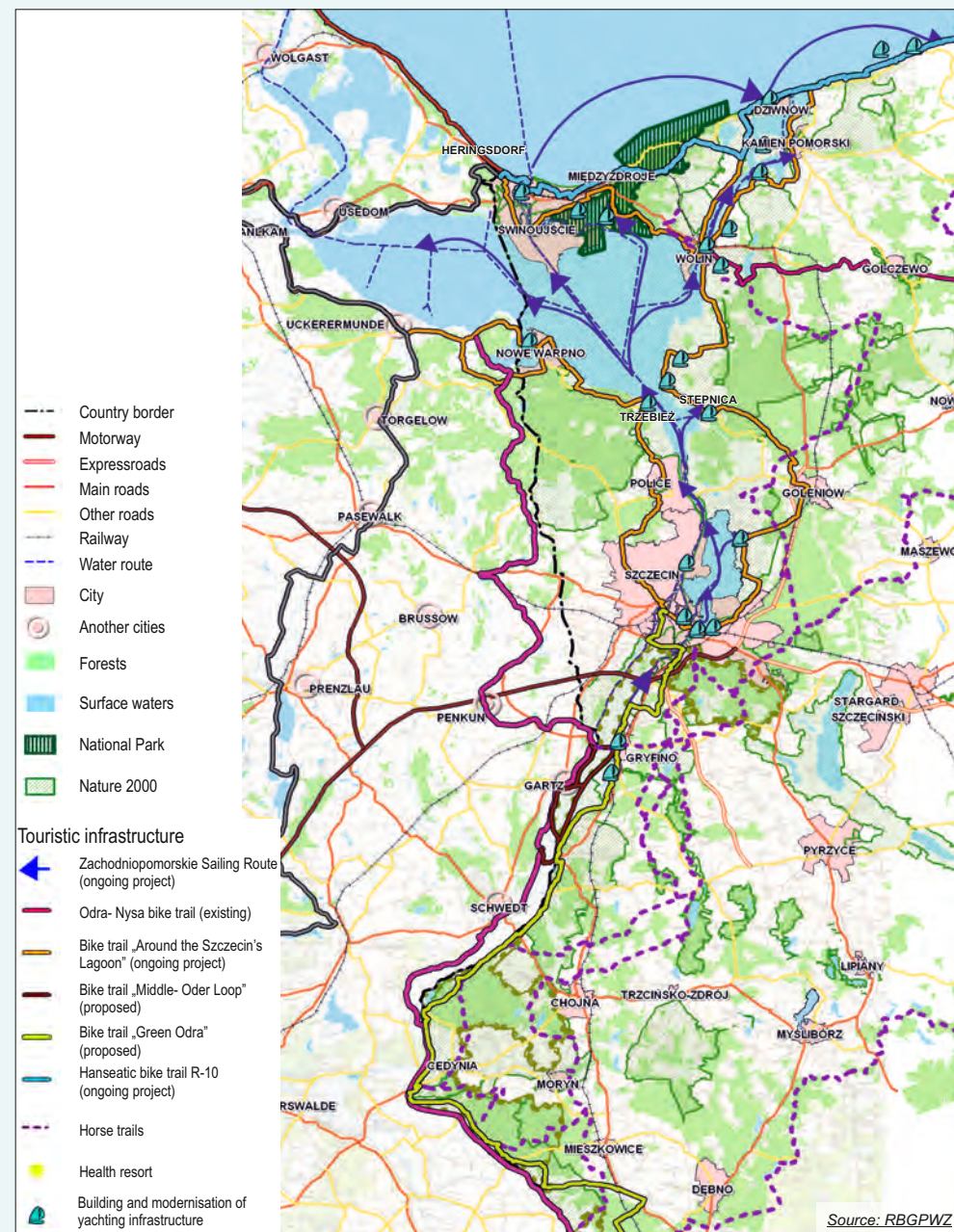


Fig. 11 Tourist trails in CMRS

Introduction

„Development Priorities – the Polish Part of the Cross Border Metropolitan Region of Szczecin (CMRS)” resulted from an agreement concerning joint elaboration of the „Concept for Developing the Cross Border Metropolitan Region of Szczecin – the Polish Part”. The agreement was made on 28th April 2010 between the Zachodniopomorskie Region, the Association of Szczecin Metropolitan Region, the City of Świnoujście and the Association of Polish Municipalities Euroregion Pomerania. A Joint Committee established by the Parties to the Agreement developed a final report which included priorities listed below.

The priorities have been agreed by all signatories of the Agreement, including:

1. Zachodniopomorskie Region, Resolution No. 1359/11 of 31 August 2011 adopted by the Zachodniopomorskie Regional Board.
2. The Association of the Szczecin Metropolitan Region – Letter of 21 June 2011 by Piotr Krzystek, Chairman of Board.
3. The City of Świnoujście – Letter of 27 June 2011 by Janusz Żmurkiewicz, Mayor.
4. The Association of Polish Municipalities Euroregion Pomerania – Letter of 20 June 2011 by Paweł Bartnik, Director of Association Office.

The document is a basis for further work to be implemented together with German partners and encompassing the whole Polish – German Cross Border Metropolitan Region of Szczecin.



Phot. 1 Wały Chrobrego (Chrobry Seabank) in Szczecin

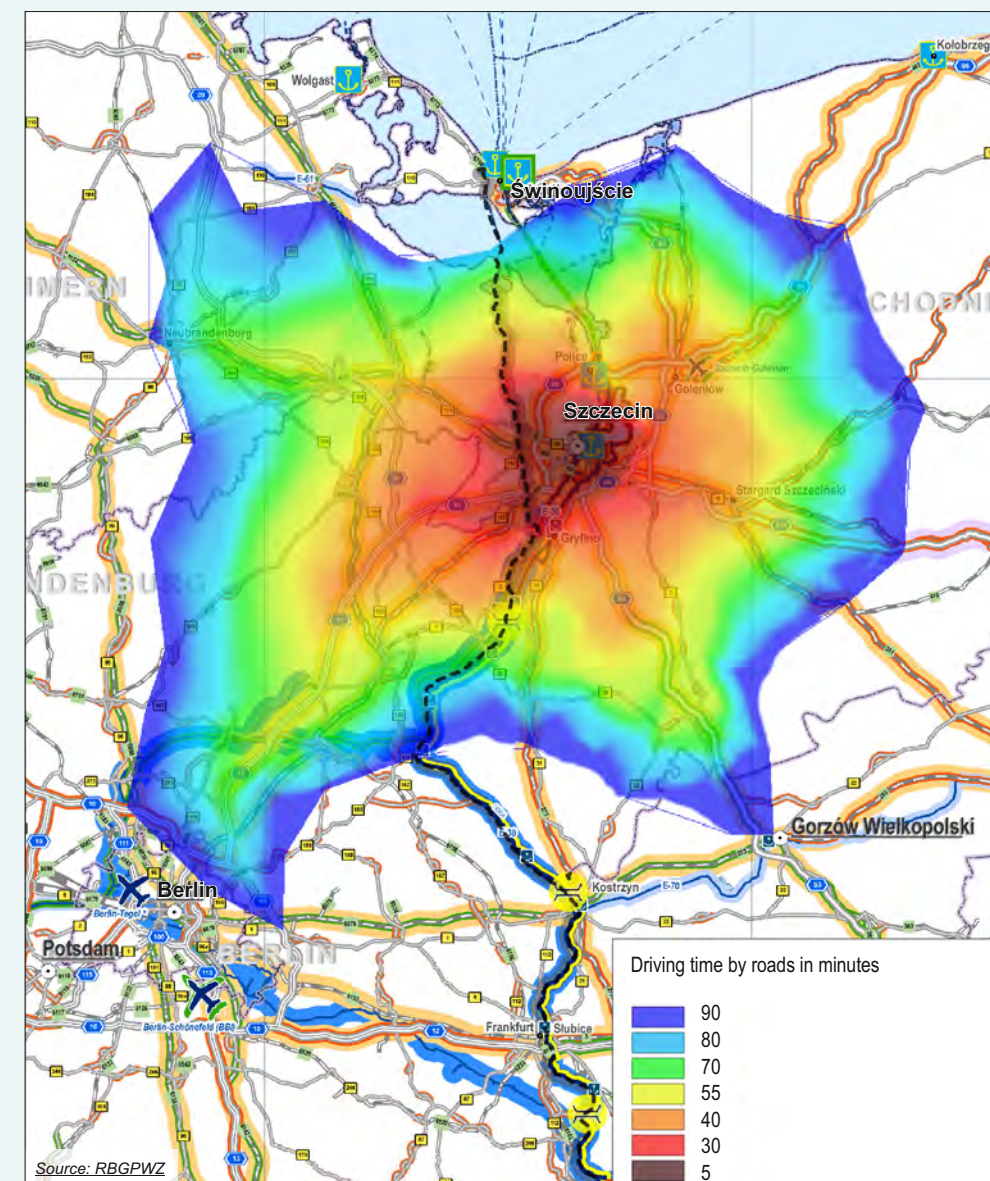


Fig. 3 Szczecin's accessibility by roads



Phot. 2 Port of Szczecin



Phot. 3 Embankment near the Chrobry Seabank in Szczecin



Phot. 4 Oder River nearby Szczecin



Phot. 5 Hawk

The Szczecin Cross Border Metropolitan Region in the European Space

Priorities:

1. Taking over of role of national leader by Szczecin as regards cooperation with North Germany and Scandinavia.
2. Intensifying of cooperation with Berlin and Hamburg.
3. Creating of new conditions for developing metropolitan functions of Szczecin and region by active cooperation with cities and regions in Scandinavia, in particular Øresund Metropolitan Region.
4. Establishing of Northern Institute in Szczecin.
5. Developing of cooperation network between Baltic cities.

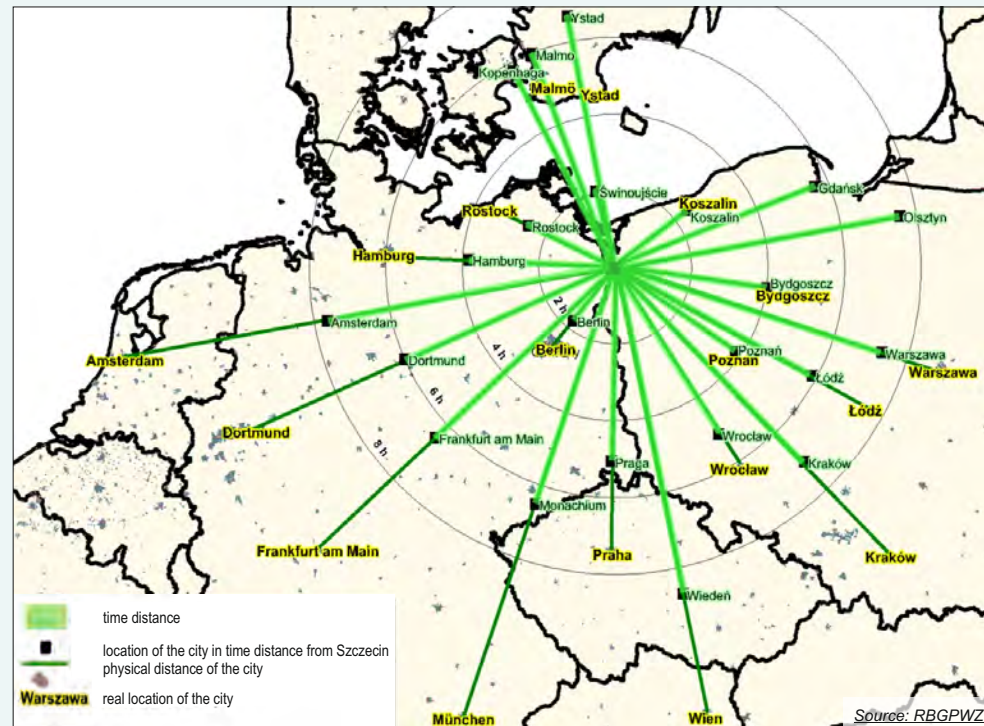


Fig. 4 Physical and time distance from Szczecin to chosen cities

2 Natural environment

Priorities:

1. Preserving of diversity of landscape – protecting landscapes in areas of major anthropological pressure, in particular the Oder River Valley, coast of Baltic Sea and Szczecin Lagoon, and in forest complexes.
2. Creating of conditions favourable for ecological corridors.
3. Adjusting of spatial development in recreation and leisure zone of Baltic Coast and Szczecin Lagoon to status of natural environment:
 - separating space between settlements with green areas,
 - preventing excessive concentration of settlement structures,
 - monitoring tourist capacity of particular ecosystems,
 - reserving land for systems of strategic car parks,
 - slowing down outflow of water by implementing the small retention programme.
4. Improving of water retention in urban areas by:
 - prioritising retention in designing of rainwater drainage systems,
 - utilising recesses and ponds for retention,
 - increasing 'biologically active' land,
 - developing 'green streets'.
5. Restoring and protecting of exiting water and marshland systems to improve water relations.

6.2. Maritime Sector

Priorities:

1. Extending of maritime sector potential based on seaports, including:
 - building external port in Świnoujście,
 - modernising access channels to Świnoujście providing access of vessels 14.5 - 15 m in draught
 - modernising Świnoujście – Szczecin fairway to enable servicing up to and including handymax vessels in Port of Szczecin; dredging to 12.5 m and widening and aligning the fairway,
 - building terminal for servicing large passenger vessels in Szczecin and improving infrastructure for servicing inland passenger vessels and integration with railway station,
 - restructuring ports and fishing harbours to provide tourist services (especially ports on Szczecin Lagoon),
 - improving access to ports from land and extending and modernising port superstructure; developing industrial, logistic and distribution and trade functions in ports,
 - developing seaport of Police.
2. Establishing of preferences for shipyard production in Szczecin and Świnoujście or other maritime sector activity (ocean engineering, exploitation of sea resources).
3. Maintaining, using and developing of human resources potential in maritime sector, developing education and research centres and design offices supporting maritime sector:
 - keeping and using of designers from former Szczecin Shipyard and Leonid Teliga Yacht Shipyard,
 - establishing Northern Institute, a research and development institution dealing with maritime sector and Scandinavian research (including transfer of innovation),
 - developing science and links with economy as regards sea mining, ocean engineering and oceanography, and yachting.



Phot. 27 Świnoujście Shipyard



Phot. 28 Port of Szczecin



Phot. 29 Szczecin Shipyard

6.3. Tourism

Priorities:

1. Building of regional tourist brand.
2. Building and modernising of ports, marinas and city berthing facilities comprising Zachodniopomorskie Sailing Trail and other facilities and implementing organisation and promotion measures.
3. Organising of periodical image building culture and entertainment events.
4. Establishing of cross border tourist cluster.
5. Improving of Szczecin's position on sea and inland cruises markets.
6. Creating of water tourism service centres in Szczecin, Świnoujście, Stepnica, Wolin, Kamień Pomorski, Trzebież, and Nowe Warpno.



Phot. 30 The Pomeranian Dukes' Castle in Szczecin

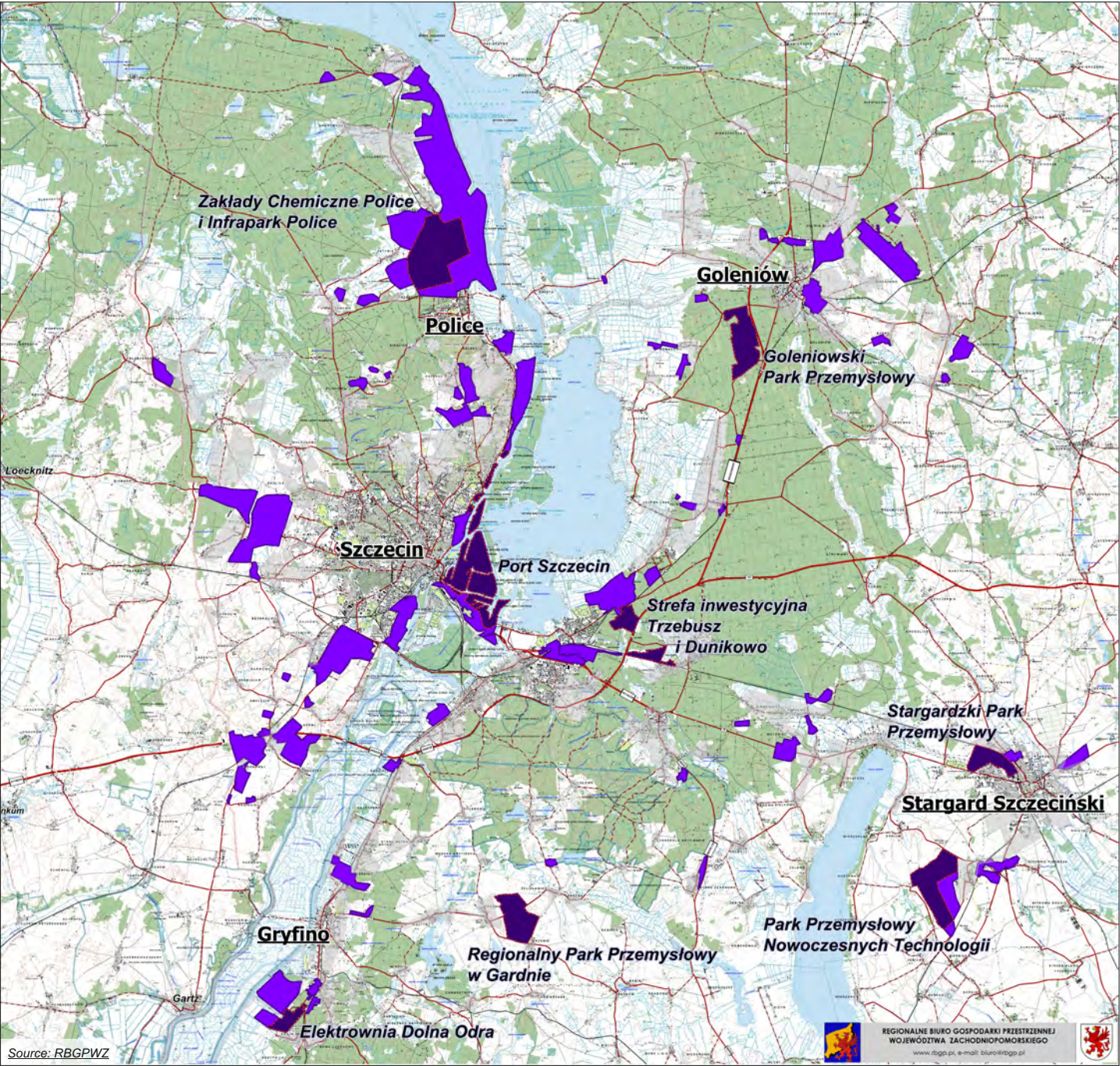


Fig. 10 Concentration of industrial and service areas

6 Economy

6.1. Industry

Priorities:

1. Coordinating of development of business activity (industrial parks, special economic zones, investment land) within the Cross Border Szczecin Metropolitan Area.
2. Supporting of clusters and other forms of network cooperation between companies, especially in local specialist fields and based on output of local science organisations.



Phot. 26 Chemical factory in Police

6. Protecting of Lake Miedwie, as main potable water reservoir against eutrophication by reducing transformation of green land (meadows) into arable land.
7. Renaturalising of river valleys to improve biological quality of water, restore biodiversity (including population of precious species of fish), and restore capacity of ecological corridors and tourism development opportunities.
8. Protecting of high quality soil against non-agricultural use, in particular within Baltic Coast strip, Pyrzyce Plain, vicinity of Kołbaskowo, Dobra Szczecińska, Cedynia and Mieszkowice.
9. Introducing of mid-field tree clusters aimed at preventing of wind erosion of soil and improving of microclimate and biocenotic conditions.
10. Ensuring of buffer forest integrity at seacoast technical strip beyond accesses to beach and sanitary facilities.
11. Reclaiming and revitalising of brown field.
12. Closing down and reclaiming of illegal mines.
13. Monitoring of changes in protected areas, including cross border impacts.
14. Harmonising of management rules and achieving spatial cohesion regarding forms of nature preservation with adjacent land on German side.



Phot. 6 European bison

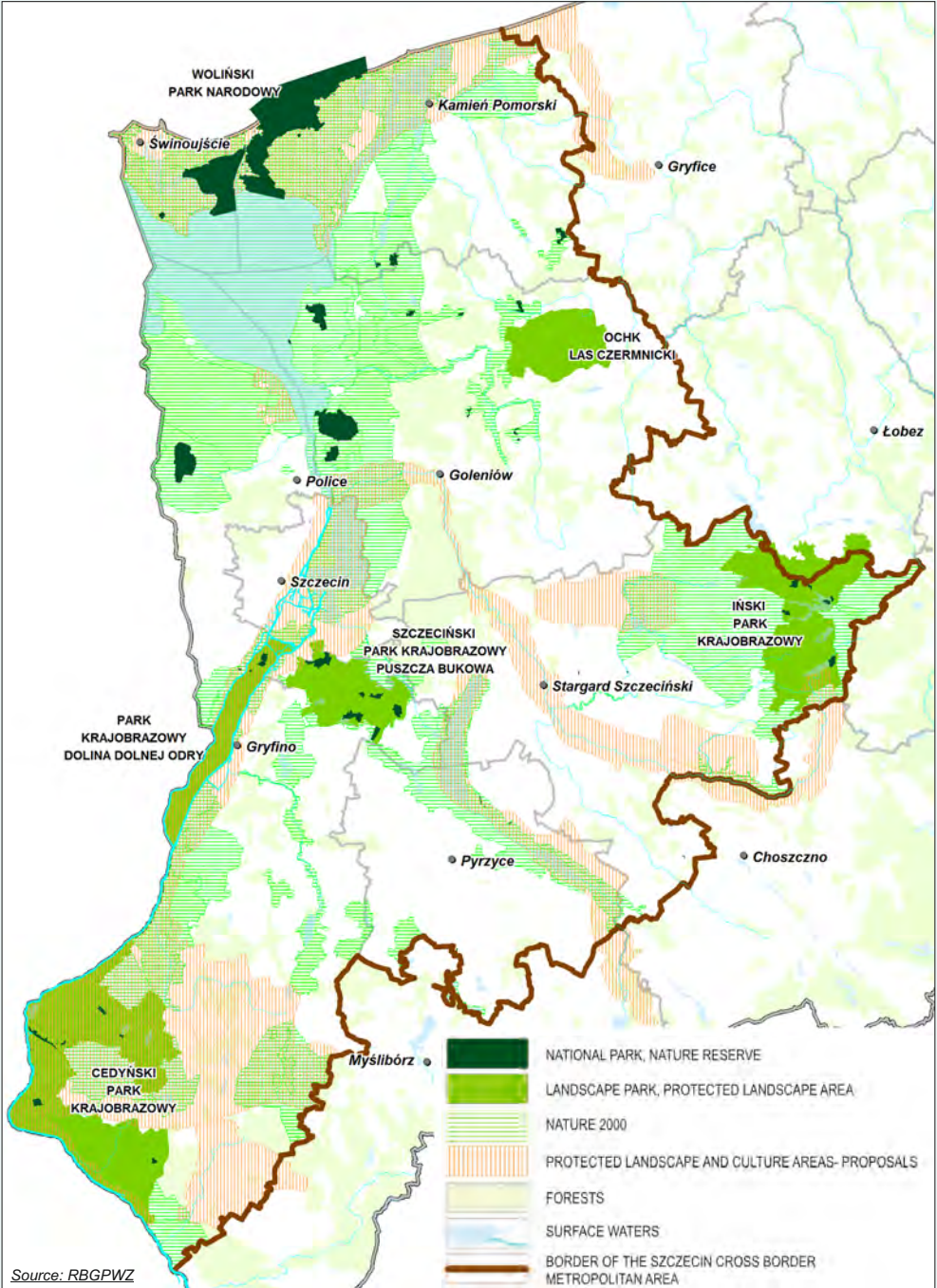
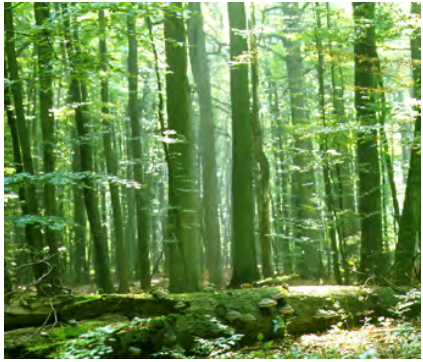


Fig. 5 Protected areas in Polish part of CMRS



Phot. 7 Landscape Park „Puszcza Bukowa”



Phot. 8 Cormorans in Swinoujście

3 People and settlement network



Phot. 9 Łasztownia in Szczecin

Priorities:

1. Creating of conditions for developing network metropolis (Szczecin and cities in metropolitan region).
2. Improving of accessibility to main cities by building and modernising roads and organising efficient public transportation.
3. Supporting of polycentric settlement network development in region and in Szczecin.
4. Shifting of city functions (residential and services) to city centres.
5. Improving of competitiveness of city centres against suburbs as places to live:
 - revitalising city centres and developing centre creating functions in waterfronts,
 - organising high quality public space in cities and main rural centres,
 - providing land for recreation, improving aesthetics of public space,
 - ensuring objective and subjective sense of security,
 - creating urban interiors promoting formation of social space, contact areas, meeting venues, and exchanges,
 - creating living conditions for various social groups.
6. Creating of conditions for settling and integrating people of different cultures and nationalities.

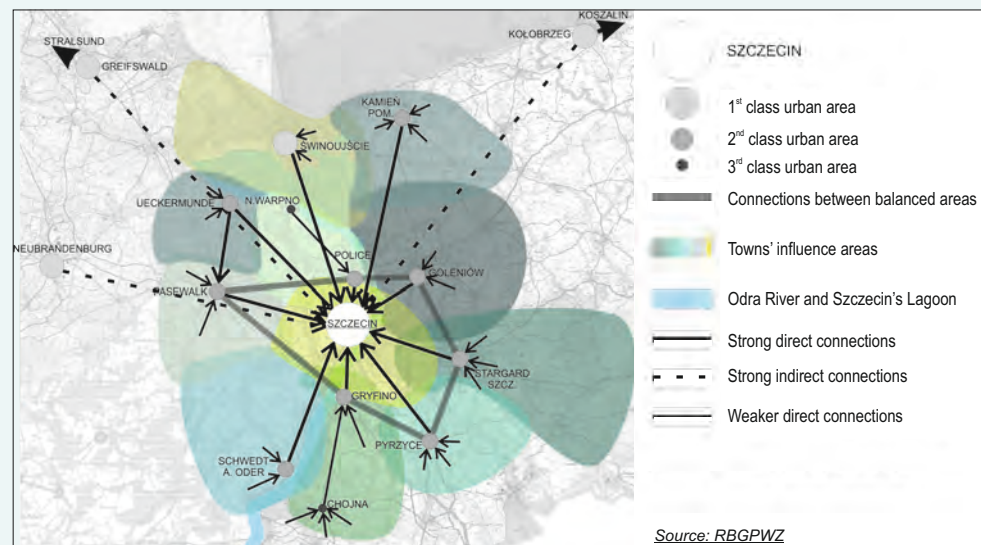


Fig. 6 Organisation of settlement network in CMRS

Source: RBGPWZ

4 Transport infrastructure

4.1. Road transport

Priorities:

1. Coordinating of modernisation and construction of regional and county roads (including their cross border dimension), as well as supporting activities aimed at developing national road network.
2. Implementing of joint activity to improve economic efficiency and organisation of transport infrastructure.
3. Rebuilding of National Road no. 3 (NR3) - adjusting it to expressway parameters from node of Rzęśnica to Świnoujście.
4. Rebuilding of NR6 - stretch from node of Kijewo to node of Rzęśnica to class A parameters and building of Tczewska node.



Phot. 10 Motorway A6

5 Technical Infrastructure

5.1. Waste management

Priorities:

1. Building of incineration plant in Szczecin with possibility to deliver waste by river (Ostrów Grabowski Island) and services provided to other municipalities of Cross Border Szczecin Metropolitan Region. Solutions developed should be cost efficient and reduce burden of waste transport by roads.
2. Revising and reorganising of waste management regions in Regional Waste Management Plan aimed at improving efficiency.
3. Developing of metropolitan waste collection and segregation system in combination with economic incentives and education programme.
4. Reclaiming of unused landfills.

5.2. Energy Infrastructure

Priorities:

1. Extending of existing or building new conventional power generation units. Various locations are considered for building a nuclear power plant in the region. One of them is situated in the Municipality of Gryfino near the Dolna Odra Power Plant. Other options include locating gas-fired power plants in Police, Świnoujście, Goleniów and Stargard Szczeciński.
2. As regards building new and extending existing power infrastructure plans include the following:
 - building 400 kV line between Krajnik and Baczyna (Lubuskie Region),
 - modernising Krajnik Station and linking it to 400 kV line between Krajnik and Vierraden and synchronising phases with German grid,
 - building 220 kV ring around Szczecin agglomeration: lines of Glinki-Reclaw, Krajnik-Pomorzany, and Pomorzany-Glinki, building 220 kV substation in Pomorzany and Reclaw,
 - building, extending and modernising HV grid aimed at improving power supply to users,
 - building, extending and modernising grid to provide for connecting new wind turbines,
 - supporting new legislative solutions enabling efficient development of international, national and regional power infrastructure.
3. Building and extending of gas network and facilities for diversifying delivery of gas to Poland:
 - building LNG terminal in Świnoujście,
 - building gas pumping station in Goleniów,
 - building Świnoujście – Szczecin – Lwówek gas pipeline,
 - building Tanowo – Dobieszczyń gas pipeline (Municipality of Police, to state border) – Börnicke,
 - building Bernau – Szczecin gas pipeline (towards Police and Dolna Odra).
4. Building of high and average pressure gas distribution network (pipelines and stations) in deficit areas.
5. Developing of wind power based on guidelines for local planning included in the Spatial Development Plan of Zachodniopomorskie Region.
6. Developing of local energy generation based on endogenous sources in combination with renewable energy, including local heating systems using biomass (willow, timber waste, food waste, etc.), using heat pumps and solar energy.
7. Promoting of integrated activity in waste management and waste energy recovery.



Phot. 23 Industrial area - Szczecin Goław



Phot. 24 Chemical factory in Police



Phot. 25 Dolna Odra power plant



Phot. 19 Main Railway Station of Szczecin

Island, near ferry going to city centre and introducing incentives and conveniences (e.g. city traveller card for people leaving cars at Wolin enabling using buses and providing discounts to city services).

10. Establishing of Szczecin Metropolitan Railway and fast track links:

- Szczecin – Goleniów – Airport,
- Szczecin – Stargard Szczeciński – Pyrzyckie Housing Estate – Stargard Kluczewo,
- Szczecin – Gryfino – Dolna Odra,
- Szczecin – Police – Trzebież – restoring passenger link (with prospects of extending it to Nowe Warpno),
- Szczecin – Kołbaskowo, and
- Szczecin – Dobra.

11. Analysing of possibility of introduce dual system trams – trams using tramline and railway infrastructure.

4.4. Inland shipping

Priorities:

1. Modernising of hydrotechnical facilities on Oder Waterway (OWW) between Szczecin and Hohensaaten to adjust it to class 4 and finally class 5, equivalent to parameters of German stretch of Oder – Havel Canal.
2. Building of river port of Szczecin integrated with seaport.
3. Implementing of intergovernmental agreement which provides for:
 - developing common concept of maintenance and modernization of hydrotechnical facilities,
 - eliminating obstacles to navigation as planned,
 - adjusting Schwedt – Pomerania Bay route to sea and river vessels,
 - dredging jointly fairway across lake Dąbie to improve retention (collecting ice floating along Eastern Oder).



Phot. 20 Oder River in Szczecin

4.5. Air transport

Priorities:

1. Establishing of rail link with Szczecin – Goleniów Airport.
2. Improving of access and shortening travelling time from Szczecin to BBI Airport in Berlin, firstly by modernising railway line.
3. Improving of standard and scope of services offered by Szczecin Dąbie Airport for business jets.
4. Building road bypass (Western Szczecin Bypass) to shorten travelling time from centre of Szczecin to airport by about ½ hour.
5. Improving of transport infrastructure between Świnoujście and Heringsdorf Airport.



Phot. 21,22 Szczecin-Goleniów Airport



Phot. 22

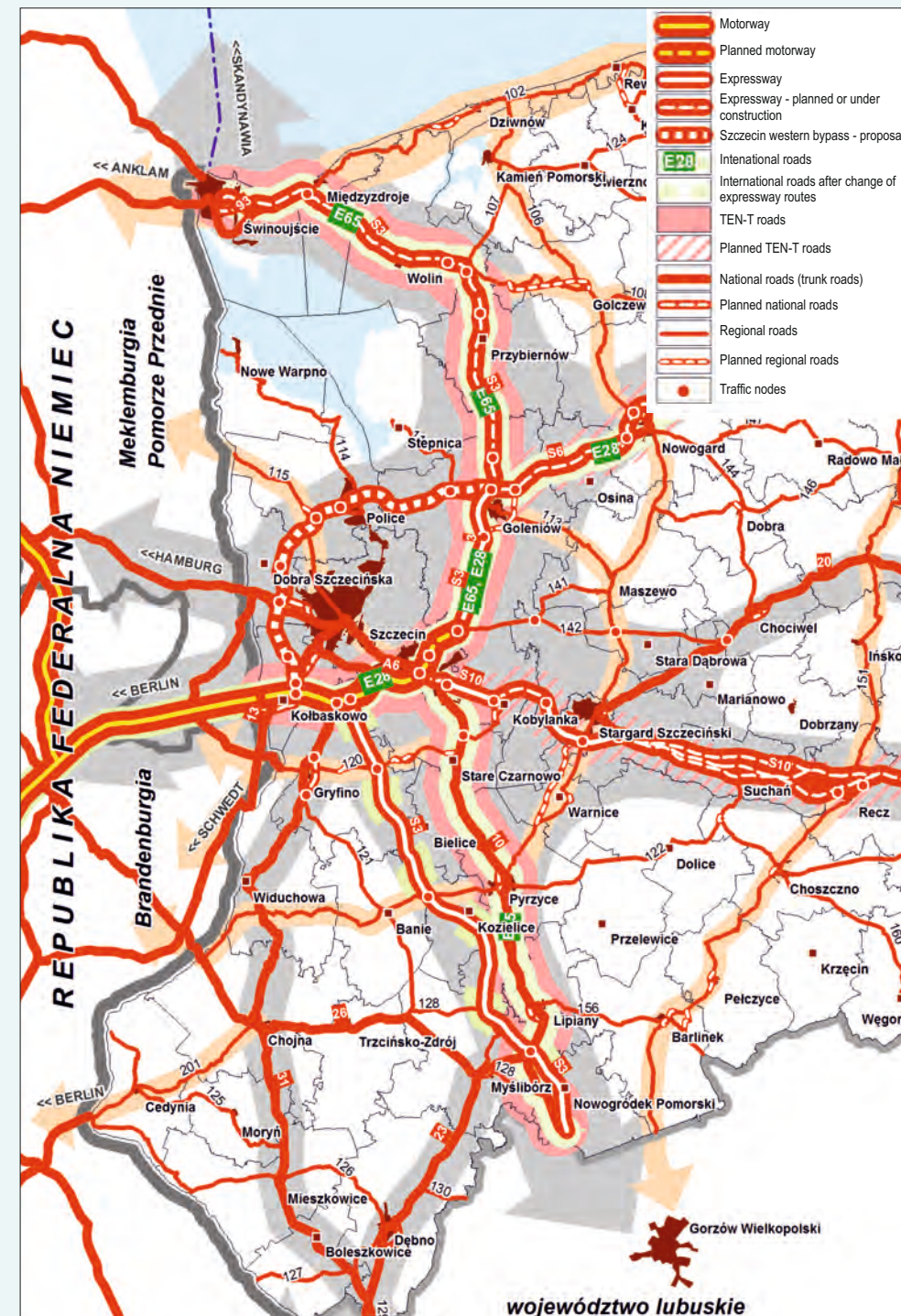


Fig. 7 Road network in CMRS - based on the study from Spatial Management Plan of Zachodniopomorskie Voivodeship enacted on October 19, 2010 (Resolution Nr XLV/530/10)

5. Rebuilding of NR10 - adjusting it to expressway parameters.
6. Building of class S western road bypass of Szczecin.
7. Rebuilding of city stretch of road no. 10 adjusting it to class G.
8. Building of bypasses along main national roads no. 13, 20, 26, and 31.
9. Building road link between islands of Uznam and Wolin in Świnoujście.
10. Modernising of regional roads linking southern part of region and country with lake districts and Baltic coast: no. 103, 106, 107, 109, 110, 151, 162, 165, 178, and 205.
11. Modernising of roads leading to German border on Oder and/or nodes of S3: no. 115, 120, 122, and 124.
12. Modernising of roads of major economic use: no. 108, 113, 142, 152, and 172.
13. Restoring of local road links at Polish – German border between Nowe Warpno and Gryfino.



Phot. 11 Hangarowa Street in Szczecin



Phot. 12 Pionierów Bridge in Szczecin



Phot. 13 Goleniów - expressway S3

4.2. Rail infrastructure

Priorities:

1. Modernising of railway lines to improve their operating speed.
2. Modernising of Szczecin-Berlin railway line (building second track and catenary system between Passow and Szczecin) as priority investment in railway links between region and Berlin.
3. Preserving of existing infrastructure of unused railway lines for their prospective operation in the future.
4. Modernising of railway infrastructure leading to ports and within ports.
5. Developing of railway links between Szczecin and the coast. Analysis should be provided regarding extension of railway line no. 407 (Wysoka Kamieńska – Kamień Pomorski) to Dziwnówek with possibility of its further extension along the coast to Rewal. The line would provide for the fastest connection between Szczecin and the sea, so much important for weekend traffic with new opportunities for long distance trips, increased frequency of services to Kamień Pomorski and taking over traffic from regional road no. 107 (one of busiest roads in region).
6. Building of fast metropolitan railway line.
7. Investing in long distance railway line between Świnoujście and Berlin through Ducherow.
8. Analysing of possibilities for building Szczecin – Berlin railway line passing through Gryfino – Schwedt, and building link from Schwedt to line no. 273.



Phot. 14 Main Railway Station of Szczecin



Phot. 15 Main Railway Station of Szczecin

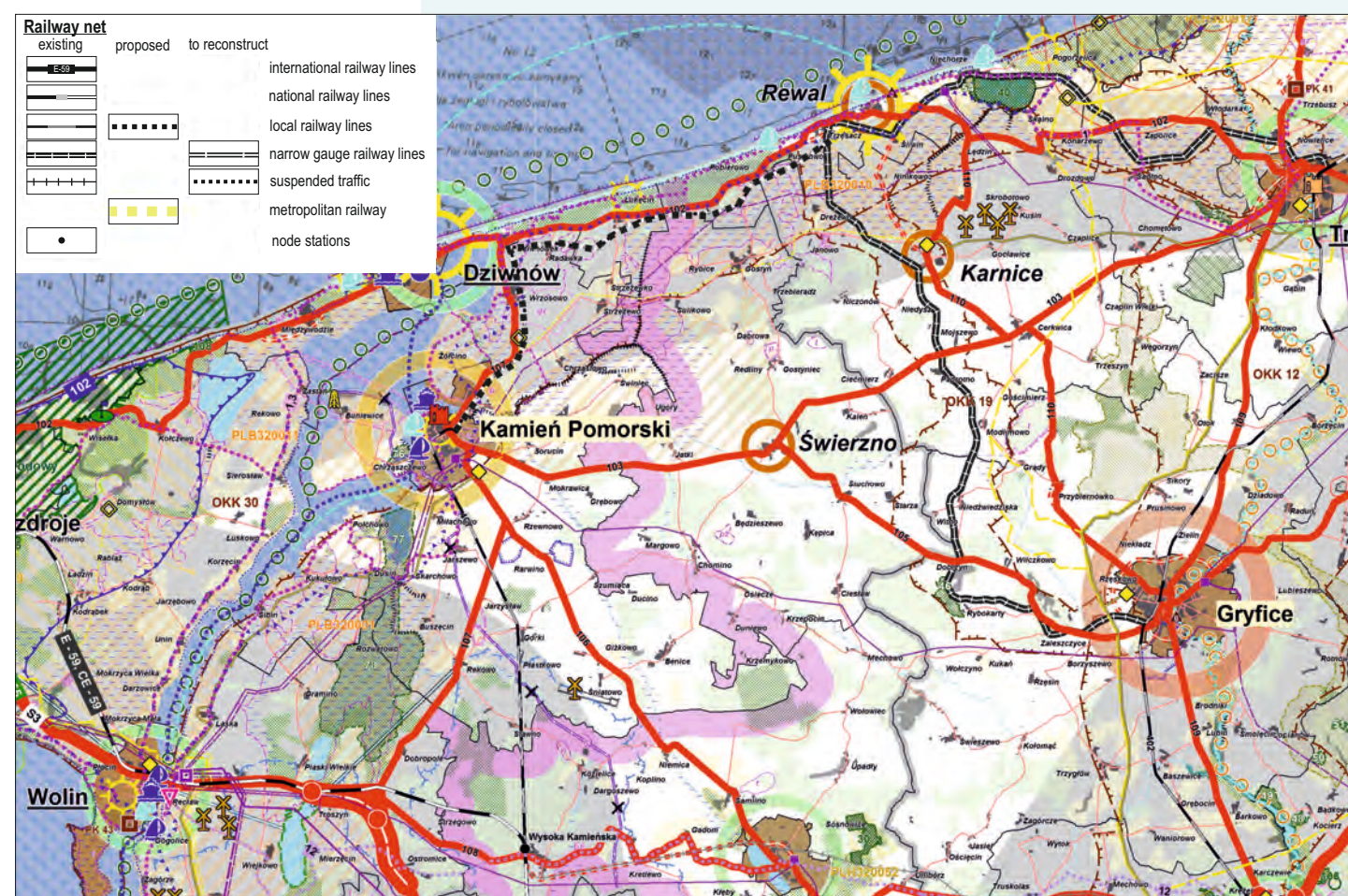


Fig. 8 Proposed railway connections in coastal zone - based on the study from Spatial Management Plan of Zachodniopomorskie Voivodeship enacted on October 19, 2010 (Resolution Nr XLV/530/10)

4.3. Public transport

Priorities:

1. Increasing of public transport role in transportation. It is necessary to improve spatial accessibility of stops and shorten transfer time. Frequency of services should also be increased to countervail the flexibility of travelling by car.
2. Developing of tracks (rail and tram) comprising basic public transport system operating independently from road network.
3. Establishing of transfer nodes and network of strategic Park&Ride facilities. Locations for strategic car parks should be selected at inbound roads to Szczecin and close of railway stations of planned Szczecin Metropolitan Railway.
4. Creating of integrated, multiple-function transfer centres for Szczecin and Stargard Szczeciński based on existing railway stations (PKP).
5. Establishing of integrated transfer node at Szczecin Main Railway Station together with maritime station.
6. Introducing of common tickets for various modes of transport to simplify and enhance flexibility of public transport.
7. Moving of tram terminuses to major destinations, also beyond boundaries of Szczecin to urban areas of neighbouring municipalities.
8. Highlighting of role of fast and efficient public transport as factor stimulating investment attractiveness of plots adjacent to transport routes. It is important for revitalising dilapidated land where efficient public transport should be a tool and impulse for the revitalisation process (especially when revitalizing northern districts of Szczecin along Oder).
9. Before building tunnel or bridge in Świnoujście, creating of system of preferential treatment for crossing river Świna without car by building strategic car park at Wolin



Phot. 16 City bus in Szczecin

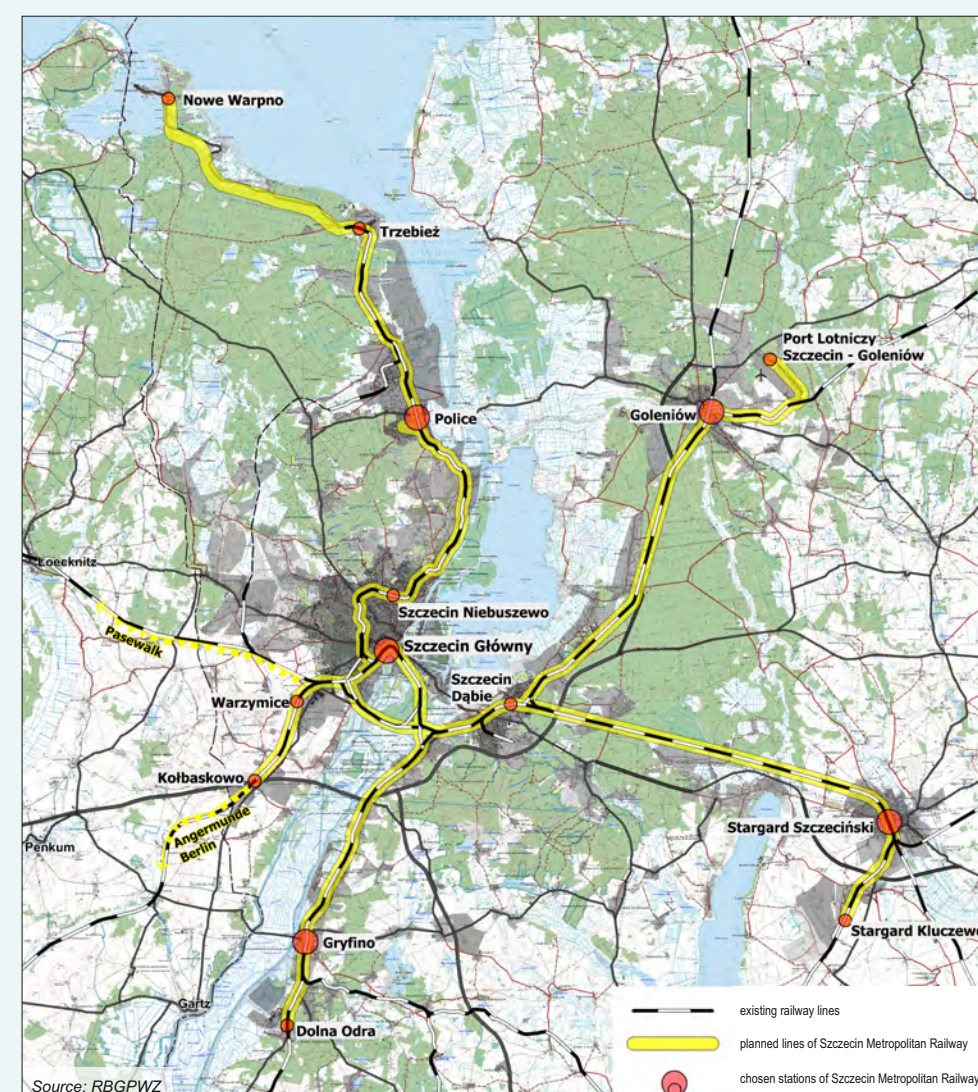


Fig. 9 Project of Szczecin Metropolitan Railway



Phot. 17 Project of intermodal transfer node in Stargard Szczeciński (INGENO CONSULT BPK Sp. z o.o.)



Phot. 18 Main Railway Station of Szczecin, 1900-1925 (source: sedina.pl)