

(SLIDE 1)

EU priority projects in the Pomorskie Voivodeship area.

The role of maritime transport in the European Union's economy has recently been growing on importance. Increasing level of congestion is one of the reasons why the maritime transport is regaining its significant position. The Van Miert's Report points the need of development of so called "sea motorways" constituting a natural extension or complementing traditional ones. It is assumed that this idea will be developing through the agreements between regional ports in order to lengthen transport chains and TEN-T network. Baltic Sea is one of four basins to develop this kind of activity within the European Union. Baltic sea Region is considered to be a region of the fastest economic growth in the world.

State transport policy and Pomorskie Voivodeship development strategy.

One of the basic strategic aims of Polish transport policy is the development of sea transport through:

- promotion of the development of short-range sea transport and ferry sailing in order to create land-sea intermodal logistical chains

- increasing the attractiveness of Polish ports as the starting points of paneuropean transport corridors and connected by sea motorways
- making port infrastructure compatible with new international regulations, including those related to safety and environmental protection

In the Pomorskie Voivodeship Development Strategy, the priority “Increasing the accessibility of Pomorskie Voivodeship” indicates the need of effective promotion of 3 City ports as a transport node of Baltic motorway.

The investments of Polish “motorway” ports.

PanEuropean transport corridors and the priority projects of TEN network underline the important role of Gdansk and Gdynia ports in its connection to sea motorways. Investments planned by port management are mainly directed at improvement of land accessibility to ports and development of port infrastructure enabling the enlargement of scale of ro-ro and ferry transportation and the transportation of container ships. The two ports have started the construction and extension of ferry and container terminals. In Gdańsk, the terminals are going to be accompanied by a large-scale logistical centre. Ports are signing agreements and cooperation programmes with other Baltic ports and ship-owners.

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Environmental protection in the coastal land strip

There are two ecologic corridors in the coastal land strip of Pomorskie:

- Northern corridor – covering forests and coastal lakes and dunes from Wiko Lake to Władysławowo, Hel Peninsula and Puck Bay
- Eastern corridor, covering forest complexes and dunes of Gdansk Bay from Sobieszewska Island to the end of Vistula Spit

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The values of nature of our coast are presented in the pictures included in the atlas issued within the Seagull Project

In the process of land management of the coastal strip Pomorskie Voivodeship is going to secure these values by means of:

- Diversification of leisure and land management forms adopted to the natural conditions
- Complex modernization of existing settlements and leisure centres
- Creating the system of sightseeing tourism not clashing with functions of long-stay holiday and the environmental values
- Exposition of coastal landscape values
- Adoption of small ports and harbors to the needs of sea tourism

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We assume that presented above activities and also those undertaken at sea will be performed within the framework of Integrated Coastal Zones Management.

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The threats to the environment from the sea

There are many factors constituting a potential threat to the natural values of the coastal areas in Poland. Increasing ship traffic and operational negligence in the sea transport increase the level of risk of accidents. According to this, the increase of the amount of liquid fuels transported by sea (also through Gdynia and Gdansk ports), should be the signal to undertake more efficient precautions. The documents of HELCOM (Baltic Maritime Environmental Protection Commission) showing the size of tanker traffic and location of sea accidents indicate that our coastal areas are seriously threatened by the negative consequences of accidents. The territorial waters of Kaliningrad Oblast and Gdańsk Bay are the critical areas in this field.

Expectations: sailing safety

The common challenge for the world's sailing is, traditionally, the issue of costs, however, improper technical supervision of many ships, causes the decrease in sailing safety. It is correct that the EU undertakes activities aiming at:

- creating the global strategy to increase the competitiveness of EU's fleet
- increasing the sailing safety and environmental protection by strict execution of employing international standards in the EU area

According to the International Sea Organization, professionalism can be achieved by:

- Awareness that many accidents can be avoided by using the right procedures and good practices
- Permanent safety awareness
- Permanent search for procedures improvement

The flag of convenience countries ignore basic sailing obligations – especially by using ships in terrible technical condition and employing the crews on unfair financial and social terms. Model and universal rules and the efficient system of control and penalization are necessary in this field. In particular, Baltic Sea States on account of Baltic Sea closed basin, should defy this tendency.

As it is known, the European Parliament is continuing its works on projects and amendments of many documents directly connected with maritime economy.

The following directives cover this issue:

- port services: market access to port services (COM(2004)654final);
- maritime transport: enhancing port security (COM(2004)0393);

- maritime security, ship-source pollution and introduction of sanctions, including criminal sanctions, for pollution services, (COM(2003) 92 final);
- reduction in the sulphur content of certain liquid fuels (changes to Directive, amending Directive 1999/32/WE);

Current situation calls for increasing the control of goods turnover in the sea ports (trafficking, goods quality, dangerous goods, phytosanitary protection, health and safety at work in port area, trans-shipment process, slave trade issues, epidemic control, terrorism etc.)

From our point of view, the new directives should in more efficient way:

- describe the participants and procedures increasing security at ports;
- encourage the Member States to designate Port Safety Authority and to appoint Port Safety Officer
- force the MS to organise port security evaluation as a basis for the safety plans for ports.

These evaluations and plans should be afterwards regularly checked.