

MINISTRY OF INFRASTRUCTURE

**Basis for
the Maritime Policy of the Republic of Poland
until 2020**

Warsaw, September 2009

Introduction

Basis for the Maritime Policy of the Republic of Poland is the basis for the preparation by the Government of Poland of the *Maritime Policy of the Republic of Poland*, in which Poland will implement guidelines included in the ***Communication from the Commission ‘an Integrated Maritime Policy for the European Union’ COM (2007) 575*** and in the *Conclusions of the European Council meeting of 14 December 2007 in Lisbon*.

As the document ***The Maritime Policy of the Republic of Poland*** is to be prepared as a result of international (EU) commitments, i.e. on the basis of legal and financial instruments which are set out in separate provisions, the future document will have the format of development policy in accordance with Article 4(3) of the Act of 6 December 2006 on principles governing development policy (Journal of Laws of 2009, No 84, item 712 and No 157, item 1241).

This document will also provide the basis for the preparation of a regulatory system for an integrated, inter-sectoral approach towards maritime matters, which should produce a synergy effect in social, economic, and environmental areas.

The integrated, long-term maritime policy of the Republic of Poland is being prepared at a trans-sectoral level, by the Republic of Poland Inter-Ministerial Maritime Policy Team, which is a subsidiary body established to assist the Prime Minister. The Team was appointed pursuant to *Ordinance No 103 of the Prime Minister of 17 September 2008 on the appointment of the Inter-Ministerial Maritime Policy Team of the Republic of Poland (Official Gazette No 70(635), and of 2009, No 34(503)*. The Minister of Infrastructure is the Chairman of the Team.

The draft *Basis for the Maritime Policy of the Republic of Poland* was adopted by the Inter-Ministerial Maritime Policy Team of the Republic of Poland at a meeting held on 18 March 2009, and subsequently submitted for public consultations. In July 2009, Inter-Ministerial arrangements were made.

I. The mission and priorities of the maritime policy of the Republic of Poland

Poland's coastal situation is a particular 'national treasure' with strategic importance for socio-economic development and national security, and for the country's position in the Baltic region, in Europe, and in the world. It should be one of basic elements in development policy-making and spatial development of the country, taking due account of the requirements of environmental protection. Therefore, the maritime policy of the Republic of Poland is a national policy with an international dimension.

1. Mission of the Maritime Policy of the Republic of Poland

The mission of the maritime policy of the Republic of Poland is to maximise comprehensive benefits for citizens and for the national economy from sustainable use of Poland's position as a coastal country and of natural resources of seas and oceans.

2. Priorities of the maritime policy of the Republic of Poland

1. Development of maritime education, science, and marine and maritime research.
2. Development of seaports and their protection.
3. Maritime transport facilitation.
4. Improvement of the energy security of the country.
5. Sustainable development of sea fisheries.
6. Sustainable use of the natural resources of seas and oceans.
7. Improvement of the status of the marine environment and protection of the sea coast.
8. Improved maritime safety.
9. Improved maritime governance.

Annex No 1 to this document contains a detailed plan for implementation of these priorities.

I. Matters covered by, entities involved in, and basis for the Maritime Policy of the Republic of Poland

1. Matters covered by the Maritime Policy of the Republic of Poland

The Maritime Policy of the Republic of Poland covers all areas of political, economic, social, scientific and cultural life of the country which are linked with the sea. The Maritime Policy of the Republic of Poland is a part of the country's development policy, shaped in accordance with the provisions of the Act of 6 December 2006 on principles governing development policy

(Journal of Laws of 2009, No 84, item 712 and No 157, item 1241). It also contributes to achieving the objectives of the National Development Strategy 2007-2015, of the 2008 – 2011 National Reform Programme for the implementation of the Lisbon Strategy, and to meeting the objectives of the country's spatial development. It is also an element of development of European integration.

2. Entities involved in the development of the Maritime Policy of the Republic of Poland

- a) the Prime Minister;
- b) the Inter-Ministerial Maritime Policy Team of the Republic of Poland (a subsidiary body established to assist the Prime Minister), appointed by Ordinance No 103 of the Prime Minister of 17 September 2008 on the appointment of the Inter-Ministerial Maritime Policy Team of the Republic of Poland (Official Gazette No 70(635), and of 2009, No 34(503);
- c) the Minister competent for maritime economy;
- d) Ministers responsible for governmental administration departments dealing with maritime policy;
- e) local governments of coastal Voivodships, towns and municipalities and the associations which group them;
- f) chambers of commerce.

3. Legal basis for the Maritime Policy

The Republic of Poland is an active participant in international maritime fora. Through the involvement of its representatives Poland participates in the preparation of the norms of maritime law and of the international law of the sea, and supervises compliance with these norms.

Multilateral treaties and other international legal instruments, including the United Nations Convention on the Law of the Sea signed in Montego Bay on 10 December 1982 (Journal of Laws of 2002, No 59, item 543 – UNCLOS Convention), and conventions prepared under the auspices of the International Maritime Organisation (IMO), as well as of the International Labour Organisation (ILO), play the dominant role in the formation of the international order at sea.

As regards environmental protection of the Baltic Sea area, the Convention on the Protection of the Marine Environment of the Baltic Sea Area, signed in Helsinki on 9 April 1992 (Journal of Laws of 2000, No 28, item 346 - Helsinki Convention) plays a significant role. In recent years the number of regional maritime agreements, as well as bilateral agreements regarding maritime economy, to which Poland is a party, has considerably increased. In general they are a part of

wider, political and economic agreements, or of free-trade agreements. In addition to implementing the provisions of international agreements, and to playing an active role through participation in international maritime organisations, Polish central and local government bodies, as well as NGO's, entrepreneurs and employees, and representatives of scientific and technical communities, participate in many international maritime projects.

The most important piece of domestic legislation regulating legal matters related to maritime shipping is the Maritime Code Act of 18 September 2001 (Journal of Laws No 138, item 1545, as amended)¹. Other important pieces of legislation are the Act of 9 November 2000 on maritime safety (Journal of Laws of 2006 No 99, item 693, as amended)² and the Act of 21 March 1991 on maritime areas of the Republic of Poland and on maritime administration (Journal of Laws of 2003 No 153, item 1502, as amended)³.

European Community and international legislative acts are implemented on an on-going basis in national regulations. The Maritime Law Codification Committee, operating since March 2008, plays an important role. Its main task is to prepare basic features of legislative acts and draft acts regarding the law of the sea. It also issues expert opinions in the area of maritime law and of the international law of the sea.

4. Maritime governance

The creation of an efficient maritime governance structure is the biggest challenge facing all bodies and institutions responsible for the development and implementation of an integrated maritime policy of the Republic of Poland. In order to achieve this, it is necessary to depart from a sectoral approach to the management of the State's maritime affairs and to transfer the development and implementation of the maritime policy to the level of the Government of Poland.

It is envisaged that organisational structures and operating methods of the Polish maritime administration will be adapted to permit its smooth functioning within the European Union, taking into consideration experience based on the Republic of Poland's five-year membership of the European Union.

¹ Amendments to this Act were published in the Journal of Laws of 2002 No 41, item 365; of 2003 No 229, item 2277; of 2004 No 93, item 895 and No 173, item 1808; of 2005 No 155, item 1298; and of 2009 No 95, item 789.

² Amendments to the consolidated text of this Act were published in the Journal of Laws of 2007 No 107, item 732 and No 176, item 1238; of 2008 No 171, item 1055; and of 2009 No 63, item 519, No 92, item 753 and No 98, item 817.

³ Amendments to the consolidated text of this Act were published in the Journal of Laws of 2003 No 170, item 1652; of 2004 No 6, item 41, No 93, item 895, No 273, item 2703; of 2005 No 203, item 1683; of 2006 No 220, item 1600 and No 249, item 1834; of 2007 No 21, item 125; of 2008 No 171, item 1055; and of 2009 No 92, item 753 and No 98, item 817.

5. Human resources for the maritime economy

Poland has rich traditions in educating staff in the maritime matters. It has teaching resources of the highest quality and prepares highly qualified staff for the maritime industry. Therefore, it aims at becoming a leader in maritime education in Europe, and aims to create a maritime education centre.

Polish maritime education, as well as maritime science and research, constitute a basis for the development of human resources for the maritime economy and related sectors. One of the expected results of the maritime policy will be improved attractiveness of occupations related to the maritime economy. This will be achieved through clear definition of possibilities for professional development of young people who would see their future as being part of the workforce employed in this sector of economy. With this in mind, 'Partnership for the Sea' was established in 2008 under the aegis of the Ministry of Infrastructure. This Partnership is a joint initiative of the economic operators, universities and other third level educational establishments, as well as institutions connected with the maritime sector, which cooperate for the promotion of the Polish maritime economy and the development of the profession of seaman. The basis for the measures to be undertaken under the 'Partnership for the Sea' initiative will be the 'Programme for the promotion of the Polish maritime economy and of the development of the profession of seaman'.

6. Sea areas of the Republic of Poland

One of the more important measures for the integrated maritime policy of the European Union is the inclusion of sea areas of the Member States in development policy and spatial planning. Adding sea areas to the single internal market of the European Union will directly contribute to an increase in added value for the entire maritime sector. It will also enhance its innovation and competitiveness.

Sea areas of Poland, which constitute more than 10% of the country's territory, were included in the work on the preparation of the 'Concept of the Spatial Development of the Country until 2033', which is conducted and coordinated by the Ministry of Regional Development.

7. Baltic Sea Region

The natural area for the implementation of the maritime policy of the Republic of Poland is the Baltic Sea Region. The Baltic Sea, together with its coastal base, creates a unique regional zone where – more so than anywhere else – the dependence of the development of coastal states on the fate of the water body connecting them is visible. The Baltic Sea Region countries are currently

experiencing the rebirth of their maritime identity. The maritime tradition which creates specific values is a factor providing civilisation and cultural bonds for Baltic Europe society. The accession of Poland to the European Union dramatically changed the position of our country in the Baltic Region. Currently in this region there is cooperation and integration based on networking within the regional community. It can take different forms, starting from the institutional and the official at the level of central and local governments, through business and technological cooperation, and finally cooperation between NGOs and local communities.

The work on the 'European Union Strategy for the Baltic Sea Region', in which Poland is actively involved, provides a new impetus for the development of Baltic cooperation. The Communication from the Commission concerning the 'European Strategy for the Baltic Sea Region' COM (2009) 248 was published on 10 June 2009.

8. Focus on coastal regions

The maritime policy of Poland will be of service and benefit to the entire country. However, the greatest material, intellectual and human potential of the maritime sector is concentrated in the coastal regions of Poland. In view of this, these regions will be the relatively largest beneficiaries of the implementation of the maritime policy of the Republic of Poland. That is where the new employment opportunities will arise, as well as improved working conditions and better pay.

In addition, it is expected that as a result of the implementation of the maritime policy of the Republic of Poland and the activities of local authorities of coastal regions, the territorial cohesion of these regions with the rest of the country will be enhanced and at the same time these regions will become more competitive in attracting investments, in particular foreign investors.

9. Financing of the maritime policy

The maritime policy will be financed from different sources: from the State budget, from local governments' budgets, and from business entities' own resources. Co-financing from the European Union funds is also expected. Monitoring will be carried out on the basis of performance indicators specified in the document *Maritime Policy of the Republic of Poland*.

III. Conditions for the implementation of the Maritime Policy of the Republic of Poland

1. Programming instruments for the maritime policy of the Republic of Poland

1) National Development Strategy 2007-2015:

- a) National Strategic Reference Framework 2007-2013;
- b) Strategy for the development of sea ports up to 2015;
- c) Strategy for the development of the fisheries sector 2007-2013;
- d) Ecological Policy of the State for 2009-2012 with a perspective up to 2016;
- e) Tourism Development Directions up to 2015.

2) Operational Programmes (related to the maritime policy of the Republic of Poland):

- a) Infrastructure and Environment for 2007-2013;
- b) Innovative Economy 2007-2013;
- c) Human Capital 2007-2013;
- d) Development of Eastern Poland 2007-2013;
- e) Sustainable Development of the Fisheries Sector and of Coastal Fishing Areas in 2007-2013.

3) Maritime multi-annual programmes:

- a) 'The Coastal Protection Programme', a multi-annual programme for the period 2004–2023;
- b) 'Maritime Rescue Services Development Programme', a multi-annual programme for the period 2007–2009;
- c) 'Construction of a breakwater for the outer port in Świnoujście', a multi-annual programme for the period 2008-2013;
- d) 'Construction of a waterway connecting the Vistula Lagoon with the Gdańsk Gulf', a multi-annual programme for the period 2008-2013. This includes the infrastructure of a border crossing as well as a base for coastguard vessels;
- e) 'Programme for the collection of fisheries data for the period 2007-2013', a multi-annual programme.

4) Regional programmes and strategies:

- a) Regional Development Strategies for coastal regions, adopted by Regional Councils;
- b) Regional Operational Programmes for coastal regions, approved by the European Commission.

2. Instruments for the implementation of the Integrated Maritime Policy for the European Union'

- 1) the European system of maritime surveillance and monitoring (AIS, SafeSeaNet, LRIT, CleanSeaNet, the Polish Automated Radar Surveillance System ZSRN in conjunction with the European Border Surveillance System EUROSUR, GMES - Global Monitoring for Environment and Security);
- 2) maritime spatial planning;
- 3) the European Marine Observation and Data Network (EMODNET).

3. European programmes and strategies:

- 1) Maritime Transport Strategy 2018;
- 2) European Maritime Transport Space without barriers;
- 3) European Union Strategy for the Baltic Sea Region;
- 4) The EU's Northern Dimension – Partnership on Transport and Logistics;
- 5) The EU's Eastern Dimension
- 6) European Strategy for Marine and Maritime Research.
- 7) Roadmap for maritime spatial planning by Member States.

4. Legislative instruments of the International Maritime Organisation (IMO) and of other UN international organisations:

- 1) international conventions and agreements;
- 2) international conferences;
- 3) international missions.

5. Legislative instruments:

Treaty law provisions, international agreements, European law, national law – acts, regulations, ordinances, and other implementing measures regarding:

- 1) the law of the sea and maritime law, water laws, transport law, and commercial law;
- 2) competition protection, including free access to the maritime services market;
- 3) financing of the construction and maintenance of maritime infrastructure, including fees for the use of transport infrastructure;
- 4) human resources (maritime labour law, maritime manpower, maritime education, promotion of maritime occupations);

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- 5) fisheries, including the implementation of management plans adopted by the European Union;
- 6) taxes, including income tax, VAT, excise duty, real estate tax, tonnage tax, depreciation and customs duties;
- 7) State aid including aid for: maritime transport, seaports, the shipbuilding sector, intermodal transport, motorways of the sea, short sea shipping networks, infrastructure of logistic centres, fisheries, fishing ports and harbours;
- 8) capital markets, including: financing of the building and purchase of ships, maritime mortgage, port investments;
- 9) protection of the marine environment, including: implementation of the IMO Convention and of the Helsinki Convention; of the Framework Marine Strategy Directive; of the HELCOM Baltic Sea Action Plan; measures related to the implementation of the country's water environment programme;
- 10) scientific and R&D activities;
- 11) public-private partnership;
- 12) commercialisation and privatisation of enterprises in the maritime sector.

6. Administrative entities:

- 1) Maritime administration (three maritime authorities which are local maritime administration bodies);
- 2) State government and local governments in coastal regions;
- 3) Tax authorities (tax chambers and tax offices);
- 4) Customs Service of the Republic of Poland (customs chambers and customs offices);
- 5) Border Guards (branches, posts and divisions);
- 6) State Fire Service in coastal regions;
- 7) The Polish Navy;
- 8) The Maritime Hydrological and Meteorological Service;
- 9) Sea Search and Rescue Services;
- 10) District Inspectorates for Maritime Fisheries;
- 11) Port Inspectorates (Border Veterinary Inspectorate, Border Sanitary and Epidemiological Inspectorate);
- 12) Regional Water Management Boards.

7. Scientific and research instruments:

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- 1) Gdynia Maritime University;
- 2) Maritime University of Szczecin;
- 3) Polish Naval Academy;
- 4) Szczecin University;
- 5) Gdańsk University;
- 6) Maritime Institute in Gdańsk;
- 7) Gdynia Sea Fisheries Institute;
- 8) Institute of Oceanology of the Polish Academy of Sciences (IO-PAN) in Sopot;
- 9) Hydrographic Office of the Polish Navy;
- 10) Polish Geological Institute.

8. Financial Instruments

- 1) Monies from European Union Funds;
- 2) Budgetary resources
- 3) Business entities' own resources;
- 4) Local governments' own resources;
- 5) Other funds.

9. Information tools:

- 1) Databases of the maritime sector;
- 2) Maritime monitoring systems;
- 3) State Environmental Monitoring;
- 4) Maritime statistics;
- 5) Information systems of the maritime sector, including e-maritime and e-navigation;
- 6) Information System for Sea Fisheries (Ministry of Agriculture and Rural Development);
- 7) Registers (PRS Polish Register of Shipping, register of fishing vessels, ships register of the Maritime Chamber, and others;
- 8) Maritime promotion.

10. Instruments of regional cooperation:

- 1) Council of Baltic Sea States;
- 2) Helsinki Commission (HELCOM);
- 3) VASAB (Vision and Strategies around the Baltic Sea);
- 4) Baltic Development Forum;

5) BSRAC (Baltic Sea Regional Advisory Council).

11. Social dialogue entities:

- 1) Tripartite industry advisory panels, including: Tripartite Panel for Shipping and Fisheries;
Tripartite Panel for Shipbuilding Industry;
- 2) Regional social dialogue commissions (for maritime Voivodships);
- 3) NGOs and maritime associations;
- 4) Partnerships, including Partnership for the Baltic Sea;
- 5) Chambers of commerce, including Polish Maritime Chamber of Commerce;
- 6) Polish Maritime Industries Forum; sea clusters.

Annexes to the document ‘Basis for the Maritime Policy of the Republic of Poland’

Annex No. 1

Plan for implementation of priorities of the Maritime Policy of the Republic of Poland

1. Development of education, science, and marine research.

1.1. Preparing conditions which will make it possible for Poland to become a leader in educating Europe’s maritime manpower

- 1.1.1. Preparation of a project for the establishment of the European Maritime Education Centre.
- 1.1.2. Promotion of Maritime Academies as centres for university education for European Union students, in accordance with the Bologna Process, as well as for students from other countries.
- 1.1.3. Use of Polish training ships for maritime apprenticeships for students from European Union countries.
- 1.1.4. Modernisation of teaching resources of maritime academies through the construction of highly specialised laboratories (inter alia simulators of a terminal for the transshipment of liquefied gas, together with simulators of loading of ships designed to carry liquid substances in bulk, simulators of off-shore centres, as well as laboratories and simulators in the area of IT, mechatronics, maritime electronics, etc.).
- 1.1.5. Establishment of a Polish sea rescue training centre, which would become the main practical specialised training centre for Poland’s and the European Union’s maritime manpower in rescue, safety and security operations.
- 1.1.6. Establishment of a Training Centre for Baltic Fisheries which would become one of the few European specialised centres for training fishermen, both for high seas fishing and for fishing in coastal waters (including the Baltic Sea).
- 1.1.7. Establishment of a training centre for advanced positioning techniques, including so-called DP – Dynamic Positioning.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Education, the Ministry of Science and Higher Education, the Ministry of Defence, the Ministry of Interior and Administration, the Ministry of Agriculture and Rural Development.

1.2. Creation of new fields and specialisations of maritime study

- 1.2.1. Coordination of the creation of new fields and specialisations of maritime study with the introduction of new technologies and production systems and with the emergence of new kinds of services on the maritime market.
- 1.2.2. Extension of the educational offer for the applicants to maritime academies by adding highly specialist fields of study (engineering, maritime IT, electronics, cybernetics, etc.). Extension of the educational offer for the staff of maritime inspectorates and administration.
- 1.2.3. Introduction to the European market of new maritime professions (including engineers specialised in: technology of transport and transshipment of liquefied gas, operation of off-shore systems and equipment, maritime IT, maritime mechatronics, maritime electronics and cybernetics, etc.).
- 1.2.4. Development of Polish maritime specialisations under the cooperation between the European Union and third countries.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Science and Higher Education, the Ministry of Education.

1.3. Support and promotion of the development of maritime science, research and technologies

- 1.3.1. Preparation of the programme for the implementation of the European Strategy for Marine and Maritime Research.
- 1.3.2. Inclusion of maritime R&D back-up units in the 'Innovative Economy' Operational Programme. ‘
- 1.3.3. Extended participation of Polish research and R&D entities in the EU Seventh Framework Programme.
- 1.3.4. More active participation of research and R&D back-up entities in regional maritime projects and undertakings co-financed from European Union funds.
- 1.3.5. Support for Polish maritime clusters and for the European Network of Maritime Clusters.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Science and Higher Education, the Ministry of Agriculture and Rural Development, the Ministry of Economy, the Ministry of Defence.

1.4. Development of the ‘Partnership for the Sea’ and of maritime promotion

- 1.4.1. Creation of a platform for cooperation between partners from industry, education, ship owners or operators, and governmental institutions, as well as of an experts’ platform for the promotion and implementation of innovations in the training for maritime professions.
- 1.4.2. Granting to maritime professions and to sea-related professions the status of professions with a shortage of new manpower, as well as institutional support for training in these professions.
- 1.4.3. Creation of a further career path for seamen and fishermen after they have finished their activities at sea (vocational development programme).
- 1.4.4. Attracting institutions and enterprises from the entire country for statutory activities.
- 1.4.5. Expanding the activities of the association ‘Partnership for the Sea’ to the entire territory of the European Union.
- 1.4.6. Implementation of the ‘Programme for the promotion of the Polish maritime economy and of the profession of seaman.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Science and Higher Education, the Ministry of Labour and Social Policy, the Ministry of Culture and National Heritage, the Ministry of Agriculture and Rural Development, the Ministry of Economy, the Ministry of Foreign Affairs.

2. Development of seaports

2.1. Development of the intermodal transport network

- 2.1.1. Development of land and sea transport corridors.
- 2.1.2. Adaptation and construction of port and land terminals for intermodal transport.
- 2.1.3. Implementation of projects under the Operational Programme ‘Infrastructure and Environment 2007-2013’.
- 2.1.4. Development and promotion of short sea shipping networks (European connections).

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2.1.5. Creation of three maritime highways (Gdynia – Karlskrona, Świnoujście –Ystad, Gdańsk - Rotterdam) and cooperation with the Lithuanian side regarding the creation of a maritime highway Klaipeda – Świnoujście.

2.1.6. Improvement of connections between inland waterways and maritime shipping routes.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Regional Development, the Ministry of Finance, the Ministry of Environment, the Ministry of State Treasury.

2.2. Modernisation and development of port infrastructure and of links between seaports and their back-up facilities

2.2.1. Implementation of the plan of modernisation and investment projects included in the 'Strategy for the development of seaports up to 2015'.

2.2.2. Implementation of the 'Programme for the Construction of National Roads for 2008-2012'.

2.2.3. Modernisation of railway lines E65, CE65, E59 and CE59.

2.2.4. Restoring the third-class of navigability to the Odra Waterway from Brzeg Dolny to the estuary of Nysa Łużycka (260 km).

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Regional Development, the Ministry of Environment.

2.3. Revision of the Trans-European Transport Network (TEN-T)

2.3.1. Possible strategic assessment of environmental impact of TEN-T (taking into account alternative options and methods of implementation), within the meaning of Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, and within the meaning of Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network.

2.3.2. Preparation of an application to the European Commission on the amendment of the maritime part of the list of priority projects TEN-T.

2.3.3. Submission to the European Commission of applications to include in TEN-T particular projects which are justified economically and from a traffic point of view, in respect of which no considerable negative impact was demonstrated in the strategic assessment of their environmental impact.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Foreign Affairs, the Ministry of Regional Development, the Office of the Committee for European Integration.

2.4. Preparing conditions in order to create in Poland the Baltic Logistical and Transport Centre for Central and Eastern Europe

- 2.4.1. Preparation of a business plan for promoting Poland as a Baltic intermodal logistical and transport centre for Central and Eastern Europe, which would be an alternative to the monopolistic position of Western Europe's mega-ports on the European market of logistical and transport services.
- 2.4.2. Development of the intermodal transport network through the construction of land and maritime intermodal terminals and the development of integrated railway-maritime connections.
- 2.4.3. Improvement of management systems for transport and logistics industries; introduction of Intelligent Transportation Systems (ITS), and computerisation of transport and seaport operations, for example e-Customs.
- 2.4.4. Implementation and popularisation of the status of an undertaking – Authorised Economic Operator (AEO).

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Economy, the Ministry of Finance, the Ministry of Interior and Administration, the Ministry of Regional Development, the Ministry of Agriculture and Rural Development, the Ministry of Environment.

3. Maritime transport facilitation

3.1. Implementation of mechanisms which make maritime transport operations easier

- 3.1.1. Adaptation to EU standards of the registration system for vessels flying the Polish flag (including reform of maritime chambers and reduction of fees in respect of registration of vessels).
- 3.1.2. Full implementation of provisions regarding tonnage tax for maritime shipowners and operators. Amendment of the Act of 24 August 2006 on tonnage tax (Journal of Laws No 183, item 1353 and of 2008 No 209, item 1316), in connection with the European Commission Decision to launch a formal investigation regarding the Polish tonnage tax scheme.

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- 3.1.3. Creation of friendly operating conditions for Polish shipowners and operators in respect of labour costs by introducing more precise legal provisions regarding seafarers' welfare.
- 3.1.4. Creation of conditions which would encourage foreign partners to use the services of Polish seaports.
- 3.1.5. Introduction of economic incentives for operators transferring cargo shipments from roads to the sea (for example by subsidising operating costs of short sea shipping lines and Eco-Bonus grants).
- 3.1.6. Introduction of economic incentives for operators using ecological solutions, aimed at reduction of sea pollution by vessels.
- 3.1.7. Creation of economic and legal conditions for the building of Polish ships (including vessels adapted to transporting LNG) for Polish shipowners. This would include the system of warranties and guarantees by the State Treasury.
- 3.1.8. Creation of economic and legal conditions for the building of ships (including vessels adapted to transporting LNG) in Polish shipyards. This would include the system of warranties and guarantees by the State Treasury.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Finance, the Ministry of Labour and Social Policy, the Office for Competition and Consumer Protection, the Ministry of Environment, the Ministry of Economy, the Ministry of the State Treasury.

3.2. Removal of barriers and legal obstacles to the development of maritime entrepreneurship

- 3.2.1. Review of existing barriers and obstacles to the development of maritime entrepreneurship.
- 3.2.2. Preparation of draft conclusions and draft legislative acts removing barriers and obstacles to the development of maritime entrepreneurship.
- 3.2.3. Monitoring of amendments to legal provisions from the point of view of maritime entrepreneurship.
- 3.2.4. Preparation of proposals making it easier to develop and continue maritime entrepreneurship.
- 3.2.5. Simplification of procedures governing seaport operations and intermodal transport.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Economy, the Ministry of Finance, the Ministry of State Treasury, the Ministry of Labour and Social Policy.

4. Improvement of the energy security of the country

4.1. Preparation of maritime infrastructure and construction of an LNG terminal in Świnoujście

- 4.1.1. Construction of a breakwater for the outer port in Świnoujście
- 4.1.2. Conversion of the east breakwater in Świnoujście.
- 4.1.3. Enlargement of the northern access track to Świnoujście.
- 4.1.4. Preparation of conditions for servicing LNG vessels.
- 4.1.5. Construction of an LNG terminal.
- 4.1.6. Training in servicing LNG vessels.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Economy, the Ministry of the State Treasury, the Ministry of Environment, the Ministry of Foreign Affairs, the Ministry of Interior and Administration, the Border Guards.

4.2. Modernisation of port transshipment and storage terminals for coal

- 4.2.1. Preparation of projects and reconstruction of coal terminals.
- 4.2.2. Attracting investors and partners, both Polish and foreign, for the modernisation of coal terminals in seaports which are particularly important for the national economy.
- 4.2.3. Beginning of construction of a new coal terminal in the port of Gdańsk.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of State Treasury, the Ministry of Economy, the Ministry of Environment, the Ministry of Foreign Affairs.

4.3. Increase of space capacity and transshipment capacity of port terminals for petroleum and petroleum products

- 4.3.1. Preparation of projects and start of investments in terminals.
- 4.3.2. Start of construction of a storage base for liquid fuels in the port of Gdańsk.
- 4.3.3. Beginning of construction of a second terminal in the port of Gdańsk.
- 4.3.4. Adaptation of seaports to increased traffic of petroleum.
- 4.3.5. Adaptation of resources of rescue services as regards provision of security for ports, terminals and fuel base.

- 4.3.6. Creation of a safe haven port to cater for vessels involved in the transportation of dangerous substances, in particular liquid fuels.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of the State Treasury, the Ministry of Economy, the Ministry of Environment, the Ministry of Foreign Affairs, the Ministry of Interior and Administration, the State Fire Service.

4.4. Development of offshore wind energy

- 4.4.1. Location of wind farms and of transmission and distribution grids in selected areas of inland maritime waters.
- 4.4.2. Studies will be carried out in order to identify the most favourable areas in which offshore wind farms and transmission and distribution grids should be located. Particular attention will be paid to the environmental impact and to the effect on maritime ecosystems, to environmental protection and to the protection of wild species (in particular protection of marine mammals, of spawning grounds, and of birds habitats and migration paths), as well as hydro-meteorological conditions, investment and operating costs, and maritime safety.
- 4.4.3. Change of the procedure governing the issue of permits for the erection of structures in Polish maritime areas in accordance with the amendment of the Act of 21 March 1991 on maritime areas of the Republic of Poland and on maritime administration (Journal of Laws of 2003 No 153, item 1502, as amended)⁴ and in accordance with the amendment of the Act of 27 March 2003 on spatial planning and management (Journal of Laws of 2003 No 80, item 717, as amended)⁵, and without prejudice to procedures provided for in the Act of 3 October 2008 on making publicly available information on the environment and of its protection, on public participation in environmental protection, and on environmental impact assessments (Journal of Laws No 199, item 1227, as amended)⁶.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Environment, the Ministry of Economy, the Ministry of Defence, the Ministry of Foreign Affairs, the

⁴ Amendments to the consolidated text of the Act were published in Journal of Laws No 170, item 1652; of 2004 No 6, item 41; No 93, item 895, No 273, item 2703; of 2005. No 203, item 1683; of 2006 No 220, item 1600, No 249, item 1834; of 2007 No 21, item 125; of 2008 No 171, item 1055; as well as of 2009, No 92, item 753 and No 98, item 817.

⁵ Amendments to the consolidated text of the Act were published in the Journal of Laws of 2004 No 6, item 41, No 141, item 1492; of 2005 No 113, item 954, No 130, item 1087; of 2006 No 45, item 319, No 225, item 1635; of 2008 No 123, item 803, No 199, item 1227, No 201, item 1237 and No 220, item 1413.

⁶ Amendments to this Act were published in the Journal of Laws of 2008 No 227, item 1505; and of 2009, No 42, item 340, and No 84, item 700, and No 157, item 1241.

Ministry of Interior and Administration, the Ministry of Agriculture and Rural Development.

5. Sustainable development of sea fisheries.

5.1. Sustainable development of fisheries and aquaculture

- 5.1.1. Implementation of projects referred to in the Operational Programme ‘Sustainable Development of the Fisheries Sector and of Coastal Fishing Areas 2007-2013’
- 5.1.2. Support for the development of fish processing, in particular for the development of infrastructure necessary for the processing of sprat and herring resources.
- 5.1.3. Cooperation with the Baltic States as regards protection and rational utilization of fish resources of the Baltic Sea.
- 5.1.4. Coordination of maritime sector projects with local maritime administrations, with maritime municipalities, and with entities managing seaports and sea harbours.
- 5.1.5. Protection of the maritime ecosystem, taking into account in particular the habitats of endangered species and of economically important species.
- 5.1.6. Implementation of measures which contribute to the development of local fish markets.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Agriculture and Rural Development, the Ministry of Regional Development, the Ministry of Interior and Administration, the Ministry of Environment, the Border Guards.

5.2. Restocking of Polish Maritime Areas

- 5.2.1. Implementation of the task ‘Restocking of Polish Maritime Areas’.
- 5.2.2. Continuation of the Programme of recovery of stocks of sharp-nosed sturgeon.
- 5.2.3. Implementation of the plan of eel resources management.

Cooperating Ministries: the Ministry of Agriculture and Rural Development, the Ministry of Environment.

5.3. Rational management of natural resources

- 5.3.1. Implementation of the Restructuring Plan for the Baltic Fleet.
- 5.3.2. Implementation of the Plan for the Adjustment of Fishing Effort to Resources.

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- 5.3.3. Cooperation with the European Commission and with the Member States of the European Union on obtaining access to new fishing regions for distant-water fishing.
- 5.3.4. Implementation of a system aimed at preventing illegal, unreported, and unregulated catches as well as at suppressing and eliminating such catches.

Cooperating Ministries: the Ministry of Agriculture and Rural Development, the Office of the Committee for European Integration, the Ministry of Foreign Affairs.

6. Sustainable use of natural resources of seas and oceans.

6.1. Providing access to and extraction of maritime mineral resources

- 6.1.1. Continuation of exploration and exploitation of resources within the sea areas of Poland and exploration of the seabed.
- 6.1.2. Stimulation of prospecting work and extraction of resources in other sea areas.
- 6.1.3. Preparation of a geological map of mineral resources under the seabed of maritime areas of Poland.
- 6.1.4. Preparation of a legislative and treaty base for operators interested in the exploitation of overseas mineral resources.
- 6.1.5. Active participation by Poland in international exploration of the seabed and in polar exploration.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Economy, the Ministry of Environment, the Ministry of Regional Development, the Ministry of Foreign Affairs, the Ministry of Defence.

6.2. Development of maritime and coastal tourism

- 6.2.1. Implementation of tasks in accordance with the basic document 'Tourism Development Directions up to 2015'.
- 6.2.2. Implementation of projects co-financed from the Innovative Economy Operational Programme.
- 6.2.3. The development of tourist infrastructure, maritime and coastal, including passenger terminals in seaports and harbours, and of marinas, jetties, hotels and beaches.
- 6.2.4. The development of sea connections for passengers and of a fleet of vessels offering maritime tourism services and recreation on the sea.
- 6.2.5. Development of sea scuba diving by designating safe scuba diving places.

- 6.2.6. Aligning legislation regarding monitoring and information on the movements of vessels in recreational boating and cruise shipping, as well as the functioning of the State inspectorate of ports – amendment of the Act of 9 November 2000 on maritime safety (Journal of Laws of 2006 No 99, item 693, as amended)⁷.
- 6.2.7. Support for the development of coastal sanatorium and spa treatment.
- 6.2.8. Support for the development of tourism in the border areas, and in particular at the European Union borders, through maritime connections, creation of joint offers with neighbouring countries, and by creating new tourist offers for the Baltic.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Sport and Tourism, the Ministry of Culture and National Heritage, the Ministry of Interior and Administration, the Ministry of Regional Development, the Ministry of Health, the Ministry of Defence.

7. Improvement of status of the marine environment and protection of the sea coast.

7.1. Implementation of international standards of environmental protection

- 7.1.1. The implementation of the Baltic Sea Action Plan HELCOM (preparation of the National Plan for Implementation of the Baltic Sea Action Plan).
- 7.1.2. Ratification and implementation of the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Waste and Other Matter adopted in London; Mexico City; Moscow; Washington D.C. on 29 December 1972 (Journal of Laws of 1984 No 11, item 46) – Dumping Convention (amendments to the Act of 16 March 1995 on the Prevention of Marine Pollution by ships (Journal of Laws of 2006 No 99, item 692; of 2007 No 176, item 1238; and of 2009 No 63, item 518), and amendments to the Act of 27 April 2001 on waste (Journal of Laws of 2007 No 39, item 251, as amended)⁸.
- 7.1.3. Implementation of the provisions of the new Annex VI to the International Convention for the Prevention of Pollution from Ships, 1973, done in London on 2 November 1973, as modified by the supplementary Protocol done in London on 17 February 1978 relating thereto (Journal of Laws of 1987 No 17, item 101; and of 2005 No 202,

⁷Amendments to the consolidated text of the Act were published in Journal of Laws of 2007 No 107, item 732; No 176, item 1238; of 2008 No 171, item 1055; and of 2009 No 63, item 519, No 92, item 753 and No 98, item 817.

⁸Amendments to the consolidated text of the Act were published in Journal of Laws of 2005 No 175, item 1462; of 2007 No 88, item 587; of 2008 No 138, item 865, No 199, item 1227 and No 223, item 1464; and of 2009 No 18, item 97, and No 79, item 666.

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item 1679) – MARPOL Convention (amendment to the Act on the Prevention of Marine Pollution by ships).

- 7.1.4. Participation of Poland in the work on solutions regarding the reduction of greenhouse gas emissions from maritime transport.
- 7.1.5. Supervision of Natura 2000 areas designated in Poland's maritime areas; preparation of protection plans for Natura 2000 areas, and of protection plans for marine species, as part of the implementation of international standards of maritime environmental protection.
- 7.1.6. Designation of Maritime Protected Areas and of Maritime National Parks as part of the implementation of international standards of maritime environmental protection.
- 7.1.7. Designation of recommended routes for the passage of ships in maritime areas of Poland.
- 7.1.8. Implementation of water management plans for river basin districts in the country, carried out on the basis of Directive 2000/60/EC of the European Parliament and the Council of 23 October 2000 establishing a framework for Community action in the field of Water Policy. One of the objectives of this Directive is to ensure that a good status for maritime transitional waters and coastal waters is achieved by 2015.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Environment, the Ministry of Agriculture and Rural Development, the Ministry of Economy, the Ministry of Defence, the Border Guards.

7.2. Effective maritime surveillance and monitoring

- 7.2.1. Development and modernisation of the system for monitoring the maritime area from the air.
- 7.2.2. Participation in the satellite monitoring programme (CleanSeaNet).
- 7.2.3. Implementation of the State Environmental Monitoring Programme in respect of the monitoring and quality evaluation of transitional waters, coastal waters, and deep sea waters.
- 7.2.4. Integration of national maritime monitoring and surveillance systems with the European Union system.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Interior and Administration, the Ministry of Environment, the Ministry of Defence, the Border Guards

7.3. Ensuring efficient combating of maritime pollution

- 7.3.1. Provision of additional equipment for combating of maritime pollution to the Search and Rescue Sea Services. Purchase of a multi-task vessel to protect the western coastline.
- 7.3.2. Preparation - under the BRISK project - of a risk assessment for Polish maritime areas (Risk Assessment for the Baltic Sea).
- 7.3.3. Coordination of measures carried out in order to prevent or to remedy the effects of natural disasters, in the framework of the Crisis Management Centre, in accordance with the National Plan of Combating Pollution and Nuisances at Sea.
- 7.3.4. Development and implementation by the Institute of Meteorology and Water Management of a system for forecasting dynamic phenomena at sea, which will aid the activities of services combating pollution.
- 7.3.5. Provision to the State Fire Service which conducts rescue operations from land of additional equipment for combating of maritime pollution.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Interior and Administration, the Ministry of Defence, the Ministry of Environment, the State Fire Service.

7.4. Ensuring an efficient - and safe for the environment and for natural values - protection of the coast and of estuaries of rivers as they enter the sea.

- 7.4.1. Implementation of the Programme of coastal protection, with special attention paid to the protection of natural habitats and of habitats of wild species of plants and animals.
- 7.4.2. Surveillance of maritime and coastal areas NATURA 2000, in accordance with the Act of 16 April 2004 on nature protection (Journal of Laws of 2009, No 151, item 1220, and No 157, item 1241).

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Environment.

8. Improved maritime safety.

8.1. Ensuring the observance of standards of safe sailing by seagoing vessels

- 8.1.1. Ensuring technical safety of seagoing vessels – introduction of a system of surveillance over classification bodies which operate on behalf of the Polish maritime administration (preparation of an ordinance regarding the functioning of surveillance

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system) and the preparation of a training programme for inspectors and auditors performing surveillance tasks.

- 8.1.2. Ensuring appropriate training for future and present members of the crews of seagoing vessels. Surveillance should be undertaken in accordance with the provisions of the Act on maritime safety, by way of annual audits of training centres and periodical audits of third level educational establishments, as well as by annual updating of the curricula.
- 8.1.3. Ensuring uniform rules as regards vessel traffic monitoring and information. Implementation of the Act amending the Act on maritime safety (Journal of Laws of 2009 No 63, item 519).

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Defence, the Ministry of Interior and Administration, the Border Guards.

8.2. Adaptation of Polish legislation to international standards as regards the investigation of marine casualties

- 8.2.1. Appointment of the State Commission for the Investigation of Maritime Accidents. Preparation of a draft Act on the State Commission for the Investigation of Maritime Accidents, in accordance with Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council.
- 8.2.2. Reorganisation of maritime chambers as a result of the appointment of the State Commission for the Investigation of Maritime Accidents. Preparation of an amendment to the Act of 1 December 1961 on maritime chambers (Journal of Laws of 2009, No 69, item 599).

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Justice.

8.3. Integration of civilian and military maritime monitoring and surveillance systems

- 8.3.1. Implementation of the organisational concept and the timetable for the integration of maritime monitoring and surveillance systems on the basis of ZSRN (*Zautomatyzowany System Radarowego Nadzoru*/Automated Radar Surveillance System).

- 8.3.2. Use of the Polish Harbours Information and Control System (PHICS) for integrated surveillance of maritime traffic.
- 8.3.3. Use of the Maritime Safety Information Exchange System (SWIBŻ – System Wymiany Informacji Bezpieczeństwa Żeglugi) for integrated maritime surveillance).
- 8.3.4. Inclusion of maritime surveillance and monitoring tasks in the National Maritime Safety System.
- 8.3.5. Participation in European and regional maritime surveillance projects.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Defence, the Ministry of Interior and Administration, the Ministry of Agriculture and Rural Development, the Border Guards.

8.4. Protection of shipping and ports against risks arising from terrorist and criminal attacks

- 8.4.1. Monitoring of practical implementation of the provisions of the Act of 4 September 2008 on the protection of shipping and seaports (Journal of Laws No 171, item 1055).
- 8.4.2. Inclusion of seaports in the Container Security Initiative and Mega-Port programmes.
- 8.4.3. Building of seagoing vessels for the Border Guards, in accordance with the applicable concept of the protection of maritime State boundaries and surveillance of Polish maritime areas.
- 8.4.4. Development and modernisation of the Polish Navy.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Finance, the Ministry of Interior and Administration, the Ministry of Defence, the Border Guards.

8.5. Development of the Search and Rescue Sea Services (SAR Services), including improved coordination of cooperation and collaboration with rescue units of the Navy and with all services participating in rescue actions at sea.

- 8.5.1. Implementation of the 2008-2009 Maritime Rescue Services Development Programme. Purchase of rescue vessels and construction of maritime rescue bases.
- 8.5.2. Cooperation between the Search and Rescue Sea Services with the Navy, the Border Guards, the State Fire Services, and with other services which collaborate in carrying out search and rescue actions and in combating pollution and nuisances at sea, including joint operations at sea, exchange of information, and training.

8.5.3. Improvement and development of maritime meteorological coverage and of oceanographic information services for SAR.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Finance, the Ministry of Defence, the Ministry of Interior and Administration, the Ministry of Environment, the Ministry of Agriculture and Rural Development, the Border Guards, the State Fire Service.

8.6. Modernisation and maintenance of infrastructure for access to seaports from the sea

8.6.1. Implementation of projects under the Operational Programme ‘Infrastructure and Environment’.

8.6.2. Work necessary to maintain required parameters for access tracks to seaports.

8.6.3. Determination of optimal, annual scope of dredging work.

8.6.4. Maintenance and modernisation of navigation marks governing access to ports, in particular permanent marks (marine structures).

8.6.5. Reconstruction of the Vistula estuary to the Bay of Gdańsk.

8.6.6. Marking the routes for the passage of ships to Polish ports.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Regional Development, the Ministry of Environment, the Ministry of Finance, the Ministry of Defence.

9. Improved maritime governance.

9.1. Activities of the Inter-Ministerial Maritime Policy Team of the Republic of Poland

9.1.1. Preparation of the draft document ‘Maritime Policy of the Republic of Poland’.

9.1.2. Adoption of the plan of implementation of priority measures.

9.1.3. Monitoring of the implementation of the Maritime Policy of the Republic of Poland.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Finance, the Ministry of Economy, the Ministry of State Treasury, the Ministry of Foreign Affairs, the Office of the Committee for European Integration, the Ministry of Science and Higher Education, the Ministry of Labour and Social Policy, the Ministry of Regional Development, the Ministry of Agriculture and Rural Development, the Ministry of Sport and Tourism, the Ministry of Environment, the Ministry of Defence, the Ministry of Interior and Administration, the Border Guards.

9.2. Adaptation of Maritime Administration to European standards and requirements

- 9.2.1. Submission to a voluntary audit of IMO Member States.
- 9.2.2. Preparation of a concept of an improved structure of tasks, competences, and organisation of the maritime administration.
- 9.2.3. Preparation of draft legislative changes necessary to carry out the reform.

Cooperating Ministries: The Ministry of Infrastructure.

9.3. Implementation of European and international solutions as regards maritime spatial planning

- 9.3.1. Participation in the work of the European Union as regards maritime spatial planning.
- 9.3.2. Participation in the work of the Helsinki Commission as regards maritime spatial planning.
- 9.3.3. Participation in pilot projects regarding maritime spatial planning in the Baltic Sea region.
- 9.3.4. Creation of a geodesic map of maritime areas of the Republic of Poland.
- 9.3.5. Preparation of draft amendments to legislative acts related to maritime spatial planning.
- 9.3.6. Creation of a publicly accessible harmonised database necessary for spatial planning in maritime areas of the Republic of Poland.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Regional Development, the Ministry of Defence, the Ministry of Interior and Administration, the Ministry of Environment.

9.4. Participation in the preparation of the draft Concept of the Spatial Development of the Country (*Koncepcja Przestrzennego Zagospodarowania Kraju*), KPZK, until 2033.

- 9.4.1. Participation in the work of the Implementation Team for the KPZK.
- 9.4.2. Participation in organising a conference on the maritime part of the KPZK.
- 9.4.3. Preparation of draft plans of spatial management of maritime areas of the Republic of Poland.
- 9.4.4. Inclusion in the draft KPZK of spatial development plans for maritime areas of the Republic of Poland up to 2033.

- 9.4.5. Arrangements with the Federal Republic of Germany, the Russian Federation, the Kingdom of Denmark, and the Republic of Lithuania regarding a cross-border plan of spatial management of maritime areas.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry Regional Development, the Ministry of Agriculture and Rural Development, the Ministry of Environment, the Ministry of Defence, the Ministry of Foreign Affairs, the Ministry of Interior and Administration.

9.5. Implementation of the integrated management of coastal areas of ICZM (Zintegrowane Zarządzanie Obszarami Przybrzeżnymi ZZOP / Integrated Coastal Zone Management)

- 9.5.1. Development of a national model of implementation of ICZM and the timetable for its implementation.
- 9.5.2. Cooperation with coastal regions' local authorities and with other partners.
- 9.5.3. Preparation of a draft document regarding ICZM.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Regional Development, the Ministry of Interior and Administration, the Ministry of Environment, the Ministry of Agriculture and Rural Development, the Ministry of Defence.

9.6. Improvement of standards and working conditions in maritime sector enterprises

- 9.6.1. An analysis of the applicable legislation regarding working conditions, social issues, sanitary requirements and health and safety at work in the maritime sector.
- 9.6.2. Preparation of draft legislative acts.

Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Labour and Social Policy, the Ministry of Health, the Ministry of Economy.

9.7. Development of social dialogue in the maritime sector

- 9.7.1. Review of existing forms and structures of social dialogue in the maritime sector.
- 9.7.2. Preparation of new principles and forms for conducting social dialogue in the maritime sector.

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Cooperating Ministries: the Ministry of Infrastructure, the Ministry of Economy, the Ministry of Labour and Social Policy, the Ministry of State Treasury, the Ministry of Finance, the Ministry of Agriculture and Rural Development.

Annex No. 2

Information material regarding integrated maritime policy of the European Union and the Republic of Poland

I. Basis of the Maritime Policy of the Republic of Poland

In October 2007 the European Commission published The Blue Book on an integrated European maritime policy: Communication *‘An Integrated Maritime Policy for the European Union’* (COM (2007) 575) together with an Action Plan (SEC (2007) 1278).

The provisions in the Blue Book regarding an integrated maritime policy adopted by the European Commission in October 2007 obtained endorsement by the European Council, confirmed in the Council Conclusions adopted on 14 December 2007 at a meeting in Lisbon. The Blue Book was also welcomed by the European Parliament. In addition, on 20 May 2008 in Strasbourg, a Tripartite Declaration was signed by the European Council President, the President of the European Parliament and the Commission President designating 20 May as a ‘European Maritime Day’.

A characteristic feature of the Blue Book is its innovative, integrated, interdisciplinary, complementary, and comprehensive approach to the maritime policy of the European Union. Such an approach demonstrates fundamental changes in the approach to-date of the European Union States to maritime issues. In the period 2008-2009 the European Commission and Member States of the European Union carried out work on the final form of the integrated European maritime policy. At the same time, Member States continue their work on the preparation of national integrated European maritime policies. These processes will be based on the Communication from the Commission *‘Guidelines for an Integrated Approach to Maritime Policy: Towards best practice in integrated maritime governance and stakeholder consultation’* COM(2008) 395.

The adopted documents recommend to the European Union Member States ways and working methods to be used in order to draw up and carry out integrated national maritime policies, consistent with the objectives of the integrated European maritime policy. The European Council called on the Member States to initiate and develop mechanisms

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permitting the coordination in creation and implementation of national integrated maritime policies, whilst the European Commission has undertaken to present in 2009 a report on the state of preparation and implementation by the Member States of the European Union integrated maritime policy.

This new orientation in the European Union approach to maritime issues created circumstances making it possible to considerably increase the value added for the maritime sector, both in individual Member States and in the Community as a whole, by using the synergy effect in cross-cutting maritime activities.

For the Republic of Poland the new integrated maritime policy of the European Union implies the necessity to abandon the narrowly interpreted sectoral approach to maritime issues, centred around specialised Government Ministries, and to transfer the formulation and implementation of the maritime policy of the Republic of Poland to the inter-Ministerial level, coordinated within the Government of Poland by the Minister competent for maritime economy.

Base areas of the implementation of the Integrated Maritime Policy for the European Union include:

- Maximising the Sustainable Use of the Oceans and Seas;
- Building a knowledge and innovation base for maritime policy;
- Delivering the Highest Quality of Life in Coastal Regions;
- Promoting Leadership by Europe in International Maritime Affairs;
- Raising the Visibility of Maritime Europe.

The Blue Book of the European Commission also sets out objectives and instruments for the implementation of an integrated maritime policy of the European Union. This entails the creation by the Member States, within their national maritime policies, of respective management structures, which will apply an integrated approach at each level of implementation of the maritime policy of the European Union.

The main instruments of maritime governance at the level of the European Union are:

- A European network for maritime surveillance and monitoring;
- Maritime Spatial Planning and Integrated Coastal Zone Management (ICZM);
- A European Marine Observation and Data Network.

The Blue Book includes a detailed Action Plan up to the end of the current term of the European Commission which expires in October 2009. It lists the following projects of particular importance for the integrated maritime policy of the European Union:

- A European Maritime Transport Space without barriers;

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- A European Strategy for Marine Research;
- A Roadmap towards maritime spatial planning by Member States;
- A European Strategy to mitigate the effects of Climate Change on coastal regions;
- Reduction of CO2 emissions and pollution by shipping;
- Elimination of pirate fishing;
- A European network of maritime clusters;
- EU labour law exemptions for the shipping and fishing sectors.

The Blue Book states that the integrated maritime policy will be guided by the principle of subsidiarity, and with as wide as possible stakeholder participation in the process of social dialogue and in reaching a consensus.

Politically and in terms of programmes, the most important documents for the maritime policy of Poland are *‘An Integrated Maritime Policy for the European Union’* COM (2007) 575 and *‘Guidelines for an Integrated Approach to Maritime Policy: Towards best practice in integrated maritime governance and stakeholder consultation’* COM(2008) 395.

Documents which either supplement or are related to the above include:

- 1) Communication from the Commission - ‘Green Paper: Towards a future Maritime Policy for the Union: A European vision for the oceans and seas’ COM (2006) 275 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 30 April 2007).
- 2) Communication from the Commission - ‘Conclusions from the Consultation on a European Maritime Policy - COM(2007) 574;
- 3) An Action Plan which accompanies the communication ‘An Integrated Maritime Policy for the European Union’ (SEC (2007) 1278;
- 4) Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for Community action in the field of marine environmental policy (Marine Strategy Framework Directive);
- 5) Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (Water Framework Directive);
- 6) Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks (Flood Directive);

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- 7) Communication from the Commission - 'Strategic goals and recommendations for the EU's maritime transport policy until 2018' COM (2009) 8 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 10 March 2009);
- 8) Communication from the Commission - Communication and action plan with a view to establishing a European maritime transport space without barriers COM(2009) 10 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 2 March 2009);
- 9) Communication from the Commission - 'Reassessing the regulatory social framework for more and better seafaring jobs in the EU' COM (2007) 591 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 4 January 2008);
- 10) Communication from the Commission - 'Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU' COM (2008) 791 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 6 January 2009);
- 11) Communication from the Commission - 'Green Paper - TEN-T: A policy review - Towards a better integrated transeuropean transport network at the service of the common transport policy' COM (2009) 44 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 16 April 2009);
- 12) Communication from the Commission - Agenda for a sustainable and competitive European tourism COM (2007) 621;
- 13) Communication from the Commission - 'A European strategy for marine and maritime research: A coherent European Research Area framework in support of a sustainable use of oceans and seas' COM (2008) 534 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 14 October 2008).
- 14) Commission Document 'Building a European marine knowledge infrastructure: Roadmap for a European Marine Observation and Data Network' SEC (2009) 499 (under consultation);
- 15) Commission Non-paper on maritime surveillance, SEC(2008) 2337;

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- 16) Communication from the Commission - 'Towards world-class clusters in the European Union', COM (2008) 652 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 21 November 2008);
- 17) Communication from the Commission - 'A sustainable future for transport: Towards an integrated, technology-led and user friendly system' (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 21 August 2009);
- 18) Communication from the Commission - 'Building a sustainable future for aquaculture - A new impetus for the Strategy for the Sustainable Development of European Aquaculture' (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 15 May 2009);
- 19) Communication from the Commission - 'Offshore Wind Energy', COM (2008) 768 (Polish Government position adopted by the European Committee of the Polish Council of Ministers (KERM) on 26 June 2009);
- 20) Communication from the Commission - 'Green Paper: Reform of the Common Fisheries Policy', COM(2009) 163 (under consultation).

The most important problems and requests of the Republic of Poland regarding maritime policy are included in the documents listed below:

1. 'Development strategy for the Polish maritime economy until 2015' – a document approved by the Council of Ministers on 11 October 2005.
2. 'Position of the Polish Government towards the future maritime policy of the European Union', adopted by the European Committee of the Polish Council of Ministers on 31 October 2005.
3. Position of the Polish Government towards a non-legislative document 'Communication from the Commission to the Council, the European Parliament, the European Economic and Social committee and the Committee of the Regions - 'Towards a future Maritime Policy for the Union: A European vision for the Oceans and Seas' (COM (2006) 275) - adopted by the European Committee of the Polish Council of Ministers (KERM) on 30 April 2007.
4. Position of the Polish Government towards a non-legislative document of the European Union 'Communication from the Commission to the Council, the European Parliament, the European Economic and Social committee and the Committee of the

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Regions - An Integrated Maritime Policy for the European Union' (COM (2007) 575) - adopted by the European Committee of the Polish Council of Ministers (KERM) on 30 November 2007.

5. Position of the Government towards a non-legislative document of the European Union 'Communication from the Commission to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions - 'Guidelines for an Integrated Approach to Maritime Policy: Towards best practice in integrated maritime governance and stakeholder consultation' – adopted by the European Committee of the Polish Council of Ministers (KERM) on 12 August 2008.

II. General characteristics of the maritime policy of the Republic of Poland

1. Internal conditions for the implementation of the Maritime Policy of the Republic of Poland

1) Rules governing the Maritime Policy of the Republic of Poland

The maritime policy of the Republic of Poland will be conducted pursuant to the Act on the rules governing development policy. At the same time it will constitute a component of the Government's 'National Development Strategy (NDS) 2007-2015' and of the National Reform Programme (NRP) for the Lisbon Strategy.

The maritime policy of Poland should contribute to achieving the priorities of these Strategies through:

- Increased competitiveness and innovation of the knowledge- and science-based maritime sector;
- Improved conditions of the maritime technical and social infrastructure;
- Growth of employment and improvement of its quality;
- Building of an integrated community and enhanced security;
- Regional development and enhancement of social cohesion.

2) Maritime affairs in national policy to-date

Prior to Poland's accession to the European Union structures, maritime matters were dealt with in a makeshift, piecemeal manner in the programmes and policies of different governments. The decision to start negotiations on the accession of the Republic of

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Poland to the European Union gave a new impetus to maritime matters and to the development of the maritime sector.

Under the pre-accession process - in respect of maritime matters – priority was given to the adaptation of basic national legislation to European law. This was accompanied by the implementation in the maritime sector of projects co-financed from pre-accession funds, in particular from PHARE and from the European Union Framework Programmes. Work started on the preparation of programmes adapting the concepts and orientations of the country's transport policy regarding seaports and maritime transport, as well as inland waterway transport, to the common transport policy of the European Union. This applied in particular to transport infrastructure.

Institutional changes introduced were of great importance for maritime affairs. In 1996, a new department of central government administration was created, called 'maritime economy'. It covers the maritime area of the Republic of Poland, maritime administration, seaports and harbours, maritime transport, as well as protection of the marine environment. Other governmental administration departments are responsible for remaining sea-related matters, including *inter alia* sea fishing, the shipbuilding industry, or maritime tourism. At the same time, a separate Schedule 21 'sea economy' was included in the State budget.

The Governmental administration department 'maritime economy' was first incorporated in the structure of the Ministry of Transport and Maritime Economy, then became a part of the Ministry of Infrastructure, and subsequently of the Ministry of Transport. In 2006, the Ministry of Maritime Economy was created, dealing with two departments of the governmental administration, 'maritime economy' and 'fisheries'. As of November 2007 'maritime economy' is within the structure of the Ministry of Infrastructure.

3) Competitiveness of Polish maritime industries

Main Polish maritime industries include maritime transport, seaports, the shipbuilding industry, sea fishing, the maritime mining and energy industry, maritime and coastal tourism, as well as maritime services.

After Poland's accession to the European Union **maritime transport** is in the process of transformation. In particular, there is a decline in tonne-kilometres performed by this mode of transport. Currently, the principal destinations of Polish merchant navy are in Europe and neighbouring countries. The share of the Polish merchant navy in transport services for Polish foreign trade has declined. The process of adapting operating

conditions of domestic shipowners to conditions in which shipowners from other Member States of the European Union are operating is not yet finalised.

There is a significant qualitative transformation in **seaports**. A considerable increase in container traffic is observed, with a decline in handling of coal for export. Structural processes are supported by the effects of an extensive investment and modernisation programme carried out in seaports and financed, to a large extent, from European funds and from the State budget.

A decline in **inland waterway transport** could not be reversed. Navigability of main waterways has deteriorated. Inland waterway carriers transferred the main part of their operations to the German market. Currently, business dominating inland waterway transport in Poland is local, mainly transport of sand and gravel.

The **shipbuilding industry** is facing one of the biggest challenges in history. In accordance with a European Commission decision, the Government of Poland was obliged to initiate the procedure of the disposal of assets of Stocznia Gdynia S.A. and Stocznia Szczecińska Nowa Sp. z o.o. The Minister of Treasury is supervising the compensation process and the Compensation Manager together with the Chairman of the Industrial Development Agency are responsible for its implementation.

Part of the previously privatised shipbuilding industry, including the Gdańsk Repair Yard, has good economic results, and develops a production of new types of vessels.

Sea fishing is undergoing restructuring, necessary mainly in order to adapt the size of the fishing fleet to available fish stocks in the Baltic Sea. This restructuring is carried out under the Common Fisheries Policy and to a large extent uses European Union funds. As regards deep-sea fishing, private investors have become interested in returning to fisheries to which Poland has regulated access.

There is a positive development in the form of domestic **extraction of oil and of accompanying gas** from subsoil of the Baltic Sea. The development of offshore wind energy is gaining momentum.

The fastest growth in the entire maritime sector is noted in the **maritime tourism**. This includes coastal shipping and maritime shipping (ferries and cruise ships), as well as coastal tourism, which is encouraged by new private tourist investments and the activity of local governments.

Maritime education establishments and institutions involved in raising qualifications of the maritime workforce availed efficiently of Poland's accession to the European Union. Teaching and research facilities of maritime academies were modernised, as it was

necessary to adapt them to changes in international regulations, and to take into account technical and organisational progress. Curricula and research programmes were seriously revised. Poland became a Baltic centre for maritime education.

There was a development of **maritime research and science**, implemented to a large extent under the European Union Framework Programmes. R&D work in the area of maritime technologies and protection of the marine environment was extended. This was also done in cooperation with partners from the Member States of the European Union.

We can observe new trends in **maritime services**. On the one hand, there is a capital concentration of service providers. In particular, companies which belong to foreign owners take over, one by one, Polish segments of logistic and forwarding services markets. On the other hand, the quality of services provided improves, and at the same time new types of services are created, such as maritime logistics.

4) Maritime sector contribution to GDP

The period of political and economic transformations and structural changes resulted in a relative decline of the contribution of the maritime sector to the Gross Domestic Product (GDP). The departure from the centrally regulated economic system and the introduction of solutions and mechanisms of the market economy, also as regards currency rates of exchange, revealed that some maritime enterprises and entities, as well as their managerial staff and workers were not adapted to operate under normal conditions of competition, and on open national and international markets.

The deepest crisis facing shipping companies, the shipbuilding industry, and sea fishing was at the beginning of 1990s. The Centre for Maritime Statistics of GUS (the Main Statistics Office) in Szczecin undertook studies on the current value added of the Polish maritime sector and its contribution to GDP.

2. External conditions for the implementation of the Maritime Policy of the Republic of Poland

1) Geographical situation of the Republic of Poland on the Baltic Sea

The Baltic Sea is, to a large extent, a closed sea, with a limited water exchange with the North Sea. Nevertheless, its waters are characterised by a high intensity of traffic and are adjacent to main international maritime shipping lanes. Such a situation requires, on the one hand, that particularly strict requirements regarding maritime safety and the

protection of the marine environment are observed and, on the other hand, an in-depth cooperation of Baltic States on all sea-related matters.

In Poland, the boundaries between inland surface waters, internal waters, and the territorial sea are defined in the Ordinance of the Council of Ministers of 23 December 2002 on the boundaries between inland surface waters, the internal waters, and the territorial sea (Journal of Laws No 239, item 2035, and of 2004 No 264, item 2632). The Ordinance of the Minister of Agriculture and Rural Development of 26 July 2004 on the delimitation of the boundaries between sea waters and inland surface waters for fisheries purposes (Journal of Laws No 175, item 1824) applies to the connection between maritime areas of Poland and inland surface waters which have their estuaries going into the Baltic Sea. This connection has a significant dimension, in particular as regards environmental protection and fisheries.

Poland implements measures aiming at protection of waters. In 2008 a draft water environment programme for Poland was prepared. The programme is designed to implement requirements of Directive 2000/60/EC of 23 October 2000 establishing a framework for Community action in the field of water policy (Water Framework Directive). The objective of the water environment programme for Poland, prepared within the framework of water management programmes, is a summary of the most important measures whose implementation for river basin districts will permit achievement of good surface water status by 2015.

2) Membership of the Republic of Poland in the European Union

Poland is one of 22 maritime states of the European Union. The European dimension is the principal factor in the maritime policy of Poland. The history and *acquis* of the Republic of Poland as a country with a long maritime tradition also contribute to the maritime traditions of Europe.

3) International maritime obligations of the Republic of Poland

Poland's coastal situation inherently introduces maritime elements to all international activities undertaken by Poland. The most important elements are connected with international organisations, in particular the International Maritime Organisation (IMO), the International Labour Organisation (ILO), the International Sea-bed Authority (ISA), Interoceanmetal Joint Organization (IOM), the International Hydrographic Organization

(IHO), the International Telecommunication Union (ITU), and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).

Maritime transport and seaports issues also constitute an integral component of activities of such international organisations as: the World Customs Organisation (WCO), the World Trade Organisation (WTO), the United Nations Conference on Trade and Development (UNCTAD), and the UN Economic Commission for Europe (UN/ECE).

Maritime matters are also in the centre of interest of such organisations as: the Organisation for Economic Cooperation and Development (OECD), the Consultative Shipping Group (CSG), the International Transport Forum (ITF), the International Navigation Association (PIANC), and the International Oceanographic Commission (IOC).

For cooperation in the Baltic Sea region the most important is Poland's membership of the Council of the Baltic Sea States (CBSS) and in the Helsinki Commission (HELCOM). In the framework of the Helsinki Convention the HELCOM Baltic Sea Action Plan (BAP) was prepared. This Action Plan aims at achieving good ecological status for the Baltic Sea by 2021. In order to implement the BAP, the Republic of Poland, as well as other countries which are parties to the Helsinki Convention, prepares the National Programme of Implementation of the Baltic Sea Action Plan.

Maritime cooperation develops under the so-called Cracow Initiative. Its practical expression is the participation of Poland in the Proliferation Security Initiative (PSI), as well as the cooperation under the **Baltic Sea Hydrographic Commission** (BSHC).

The Organisation for Security and Cooperation in Europe (OSCE) is also interested in the problems of protection of maritime transport. This subject was one of the main issues discussed during the last OSCE Economic Forum which was held in May 2008 in Prague (the Czech Republic).

4) The Republic of Poland's membership of NATO

Poland's NATO membership plays an important role in the area of international security, including in the maritime part. Poland's participation in civilian projects of the Alliance, such as, for example, the Planning Board of Ocean Shipping (PBOS), is also of a considerable importance for the defence. The Ministry of Infrastructure prepared for the NATO Headquarters 'Plan of deliveries of equipment, arms, and stocks from the Alliance countries to troops stationing in Asia (Afghanistan, Iraq)', which includes, *inter alia*, an intermodal transport plan using Polish ports (Gdańsk, Gdynia, Szczecin), as well as 'rail

shuttles' between Polish seaports and dry transshipment ports. In addition, the port of Gdynia has for several years been included in the NATO HUB-Ports Plan (the system of military transshipments in dedicated zones of selected seaports).

5) International conditions for the maritime policy of the Republic of Poland

Globalisation processes in today's world, and in particular the shifting of the centre of world economic activity towards China, India, Vietnam, and other South-East Asian States, have a direct bearing on the maritime policy of the European Union, including Poland. Quickly growing demand for energy, as well as global warming and its effects on seas and oceans, have become a new international challenge. Wasteful exploitation of marine living resources has resulted in a breakdown in the development of fisheries in many regions.

International terrorism, piracy, as well as activities of organised crime groups have become new threats for the development of maritime transport which is servicing more than 90% of world trade, including fossil fuels.

In international maritime relations, which were until now dominated by treaty-type legislative solutions, there are now attempts by some States to take unilateral actions and decisions which challenge the existing order and maritime customs.

Numerous regional initiatives and agreements constitute a new element which has an increasingly strong impact on the shaping of an international maritime order.

6) Characteristic features of the proposed maritime policy of Poland

a) Integrated approach

In accordance with basic principles of the integrated maritime policy of the European Union, the main feature of the maritime policy of the Republic of Poland is the integration of all maritime-related activities undertaken by the Government of Poland and by Polish local governments and social partners. This new approach also means getting away from the campaigns-led, and piecemeal nature of to-date's programmes, measures, and decisions.

b) Long-term timeframe

The integrated policy of the Republic of Poland has a long-term timeframe. This is a function of both its nature, linked to the sustainable use of resources of oceans and seas,

and the requirements of maritime spatial planning as regards the maritime areas of Poland and the rules governing the management of coastal areas.

c) internationalisation

The basic rule of international law of the sea is the freedom of use of seas and oceans by all States. Restrictions apply only to territorial waters and exclusive economic zones (up to 200 miles). This principle governs actions taken by States in order to consult about and implement in practice international rules and conditions governing the use of seas and oceans. This applies in particular to maritime States with direct access to the sea, including Poland, where maritime practice should determine the objectives and create mechanisms which would make it possible to meet these objectives in accordance with the provisions of international conventions and agreements.

d) work towards competitiveness of the Polish maritime sector in the European Union

The maritime policy of the Republic of Poland is a component of the programme of implementation by Poland of the Lisbon Strategy, of the Gothenburg Strategy, and of other strategies of the European Union.

Of most importance for raising the competitiveness of the Polish maritime sector are:

- The creation of a European maritime transport area without frontiers;
- The development of seaports, together with access infrastructure from the sea and from land;
- Building of maritime clusters;
- Training of highly-qualified maritime staff.

The extension of the single internal market to the maritime areas of the European Union will increase the contribution of maritime transport, and in particular of short sea shipping and of seaports, in transport services provided for Polish foreign trade and for transit from neighbouring countries. It will also increase the share of ecologically-sensitive transport branches in tonne-kilometres and will contribute to a more sustainable economic development of the country.

Seaports are becoming of key importance as connecting points for national and European transport infrastructure, in particular for intermodal transport, where land and maritime transport comes into contact. In this context, projects of modification of the Trans-European Transport Network (TEN-T) are becoming particularly important. The main

issue involved is to get away from a privileged position and promotion of so-called mega-ports and related transport infrastructure, and to balance the European transport services market, among other things through extending shipping connections to the Baltic Sea ports, including Polish seaports.

In order to improve competitiveness and innovation of the maritime sector, it is important to develop maritime science, research, and technologies, as well as to develop R&D work and investments. Important platforms for the cooperation of the maritime sector in this area will be regional and interregional maritime clusters.

The Polish maritime sector is now facing a deficit of qualified maritime personnel. This is due to the fact that manpower, in particular seamen, were for many years leaving Poland to work under foreign flags. Another reason is the free movement of workers in the European Union. In addition, the number of applicants to study in maritime academies and other educational institutions connected with the maritime sector is falling. It is necessary to re-orient the activities of the maritime academies in consultation with employers and with trade unions.

To increase the competitiveness of Polish tourism in the Baltic Sea region, providing tourists with an appropriate tourist infrastructure is of key importance. In this context, particular attention should be paid to appropriate tourist accommodation, catering facilities, cultural offers, sports facilities, tourist information points, tourist trails, as well as transport infrastructure, both on land and on sea. A properly developed maritime policy in the area of tourism, which is an important branch of the economy, has a direct effect on the enhanced quality of the tourist offer, and thus increases its competitive edge.

e) links and interaction of the maritime policy of the Republic of Poland with other policies of the Government of Poland

The maritime policy of the Republic of Poland is directly linked with other policies of the Polish Government, in particular with its economic policy (trade, energy, transport, fisheries, finance, tourism, privatisation), with foreign policy, with environmental policy, with policy as regards defence and public security, with employment and labour policy, as well as with policy in the area of education, science, and new technologies.

The maritime sector actively participates in the policy of the regional development of the country, in particular as regards the development of coastal regions, and in the policy of spatial development of the country, including and integrating maritime areas with the mainland of Poland.

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