



# **NATIONAL SPATIAL ARRANGEMENT POLICY**

(an abbreviation of the concept published in Monitor Polski  
No. 26, item 432, of August 16<sup>th</sup>, 2001)

Warsaw, August 2000  
*/translation August 2002/*

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## ***I INTRODUCTION***

The statutory requirement to prepare the National Spatial Arrangement Policy following the procedure of work on the national development strategy places this document in the area of **strategic planning**. This means that National Spatial Arrangement Policy **does not play the role of a primary land use planning plan** determining the **physical distribution of public investment**. Instead it provides **prerequisites for preparing government task programs**. National Spatial Arrangement Policy contains the diagnoses of **external and internal conditions**, and on the basis it formulates **basic objectives of the national spatial arrangement policy**; defines the **general directions of its implementation** and sets **concrete tasks** to be implemented by primary and central national administration units in the nearest future.

The scope of issues presented in this document and the degree to which conditions, objectives and national land management policies are developed meet the requirements of the Spatial Planning Act. "National Spatial Arrangement Policy" constitutes basis for the preparation of regional (voivodship) land use plans and sectorial development policies for individual sectors (ministries), in which the supra-local public objectives affecting national spatial arrangement are specified.

**On October 5<sup>th</sup>, 1999 National Spatial Arrangement Policy was adopted by the Council of Ministers, and on November 17<sup>th</sup>, 2000, after a few minor corrections and supplements, it was adopted by the Parliament of the Republic of Poland.**

This document recommends the **primary conditions, strategic objectives and national spatial arrangement trends**, defined in accordance with the Spatial Planning Act of 7<sup>th</sup> July 1994 r. be included and further developed in regional land use plans.

## ***II PRIMARY CONDITIONS, STRATEGIC GOALS AND NATIONAL SPATIAL ARRANGEMENT TRENDS***

### ***1. External conditions***

#### ***1.1. Information society***

**Information society** is an indicator of the level of country's development in the global system. Its basic **product** - manufactured, transmitted, purchased, sold and consumed on a mass scale is **information**. Nowadays people, their qualifications, attitudes and the way they can organize things become the major driving force of development. New information technologies change the nature of space; physical distance loses its importance in favor of technical and linguistic telecommunication availability.

Due to the fact that the infrastructure of Polish space is obsolete, incomplete and not integrated, Poland does not participated fully in the global process of information society shaping. Experience shows that the private sector is best at taking the challenges of the information society. Therefore, all the monopolistic and protectionist solutions limiting the expansion of IT and telecom companies should be eliminated and at the same time support should be given to competition and pro-market institutions.

#### ***1.2. Globalization of the economy – polarization between areas***

The major economic megatrend in the information civilization involves **transition from national economies to the global economy**. For Poland, globalization means the necessity to integrate it with the European economic area and intensify relations with the areas of the Pacific and America. As an alternative to that, it can remain on the economic peripheries of the 21<sup>st</sup> century world, taking all the cultural, social and political consequences.

The globalization of the Polish economy casts different light on the classical spatial policy dilemma, relating also to regional policy : polarized development versus balanced development. The basic economic dilemma of the Polish regional policy is whether the modest public funds should be allocated for creating even better conditions for development in the regions that are transformation leaders (pioneers of modernity, development engines, poles of growth) or rather they should be directed to lagging behind and poor regions. Objective polarization trends in spatial development will collide with the policy of leveling excessive differences. **An important part of the spatial**

**arrangement policy is represented by the principles of localizing the high-tech sector** : electronics, optoelectronics, nuclear industry, IT, aviation, specialized chemistry, special ceramics, biotechnology. **Preference should be given to those interventionist actions taken by the state that apart from social objectives will initiate also development processes.**

### ***1.3. Eco-development***

**Eco-development (sustained development)** sets new values, long-term strategic goals and a new development methodology by defining, as a result of that, ecological criteria for space transformations. According to the eco-development methodology, the continuous and long-lasting process of structural transformations will be the realization of continuous, stable and sustained development that satisfies the current generation's needs and does not limit future generations opportunities. The fundamental rules of shaping eco-development include holistic and systemic as well as dynamic approach to natural, social and economic phenomena that occur in geographical space. According to the rules human environment is unity and an organic entirety that undergoes transformations in a continuous development process.

### ***1.4. Democracy***

**A democratic, decentralized unitary state** is a precondition for shaping the space of a civic society. **Democracy** defines structural conditions for the functioning of an open **civic society** in space that is open to the world by determining **diversification, decentralization and subsidiarity** as the essential features of state organization.

**The following are preferred at the national level:**

- strengthening the unitary structure of the unitary state
- decentralization of the state, society and economy
- flexibility of the state's institutional structures.

The following are preferred at the **regional and local levels:**

- efficient public administration
- conditions for consolidating the territorial identity of Polish citizens
- ability to create own socio-economic development factors.

### ***1.5. Central position of Poland in the new European space***

Integration with the European Union gives Poland a historic chance to accelerate its development in the new reality of the 21<sup>st</sup> century civilization. It allows Poland to enter one of the three major poles of global economic development that are currently emerging. This will allow of benefiting in many ways from the EU's competitiveness, innovation and efficiency in the global system, in order to make the national development more dynamic and to overcome its civilization underdevelopment of the country. In Europe's new geopolitical situation, Poland may become an important link contributing to spatial integration of this part of the European Continent. Its central geographic location:

- provides opportunities for the flow of innovations, goods and people;
- provides favorable conditions for the localization of direct investments;
- provides potentially favorable conditions for the Polish economy to become part of the European space;
- provides opportunities for making the Polish natural environmental ecological values of global importance part of the system of European values;
- opens natural Polish recreation resources to growing demand in Western Europe
- provides incentives for the growing mobility of the Polish society and East-European societies
- shapes an attractive international poles of democracy and effective development
- provides opportunities for economic and cultural transfer from Western Europe to the East as well as opportunities for an active influence on the content and direction of this expansion
- the assessment of Poland's ability to absorb transfers from the EU will depend on adjusting the framework of the country's regional development to the EU regional policy requirements
- requires preparation of central level priority programs
- treating the western, southern and sea borders as (very soon) internal borders of the EU, and the eastern border as its external border
- adjusting norms and standards of the Polish physical planning policy to solutions applied in the EU
- improving the competitiveness of Polish areas for domestic and foreign investors.

**These values of Poland's location:**

- **for Western Europe:** provide opportunities for economic and cultural expansion to the eastern part of the continent and all benefits from that;
- **for Poland:** provide favorable conditions for accelerating development and making it more effective by taking advantages of the developed market economy and democracy of Western Europe.

**Poland's central location in Europe** links its natural national interests with countries located around the Baltic Sea (European Baltic Region), Germany and the countries of Western Europe, with a group of Central European countries (Visegrad Group), Russia, Belarus, the Ukraine, and the countries of South-Eastern Europe (Bulgaria, Romania), by creating an important political part of Europe with diverse common interests but also situations that can potentially lead to conflicts and those that are the actual conflicts. The unfavorable alternative to the integration-based scenario of the country's development may involve Poland as a country remaining on the peripheries of the dynamically developing European Union. The fact that Poland will be located on the outskirts of the EU will be much alleviated, as it will actively take advantage of being situated at the intersection of European transit routes and participate in the creation of West-East and North-South relations, and in future also the Baltic – Black Sea axis. The situation will be further improved, for example when the Ukraine and Lithuania join the European Union after 2005.

### ***1.6. Poland's position as compared with other European countries***

Considerable differences occur both between the countries and regions of the EU. Thus, in ten poorest regions of the European Union the GDP has not exceeded 25 % of the income of its ten richest regions, and there are sevenfold unemployment rate differences between UE regions. These facts should be taken into consideration in terms of the possibility and sense of struggle with the polarization of regional development in Poland. Compared with the differences existing within the European Union, the differences between Polish regions are relatively small.

**The value of the gross domestic product (GDP) can be taken as the basic differentiation index**, and to compare this value in different countries it is advisable to calculate it according to the foreign currency purchasing power parity. In Poland, the value of the gross domestic product per capita is systematically growing. For example, in 1996 the value of GDP per capita (according to the foreign currency purchasing power parity) **made Poland 23<sup>rd</sup> among 37 European countries, and at the same time 4<sup>th</sup> among 18 countries of Central and Eastern Europe.**

While comparing the Polish banking system with the one in Germany, which is Poland's closest neighbor and the European Union member, we can use a vivid relation based on late 1997 data. It can be approximately assessed that in late 1997 Polish households possessed PLN 130-135 billion, which constituted approx. **30 % of the GDP**, and bank deposits (as part of the aforementioned amount) constituted **24 % of the GDP**. Analogically, in the case of Germany those values were: 5.344 billion DEM, i.e. over **340 % of the gross domestic product**, and the total of bank deposits constituted **90 % of the GDP**. Taking into consideration the difference between the purchasing power of foreign currencies in both countries, this means that **in Germany, whose gross domestic product is 5.5 times as high as in Poland, the population possesses financial resources that are 64 times as high as those in Poland.** Comparison with Germany is just an example, but similar differences would occur if Poland were compared with other OECD countries. Among the countries of Central and Eastern Europe, in which the banking deposit and GDP ratio is much more favorable than in Poland, are the Czech Republic (over 70 %) and Slovakia (over 60 %), and it is slightly better in Hungary (approx. 37 %) and Slovenia (35 %).

## ***2. Internal conditions***

### ***2.1. Historical structure of the country***

**The most destructive turning point in the history of Polish land transformations are the partitions of Poland as a result of which the country was divided into three separate states.**

Polish contemporary development processes are strongly affected by historical conditions, which is proved by the persistence of former borders created as a result of the partitions and a clear division into a relatively underdeveloped eastern part and a more developed western part of the country. Unlike in Germany or Italy, Poland does not have political regions with certain autonomy; instead there are ethnic and linguistic, as well as cultural and historical regions. The strongest regional identity can be observed in Wielkopolska (Greater Poland), and the weakest in Mazowsze, and in this case the difference is considerable. The national and local identity occurs to a larger extent than the regional identity. It is interesting that a **similar degree of local identity as the one observed in Poland is typical for the least developed countries of the European Union**, which joined it latest, i.e. Greece, Spain and Portugal.

The latter countries, however, represent a high degree of regional identity, which is much lower in Poland. It is also worthwhile to stress strong national identity existing in Poland. Indicators that were close to the Polish ones were also represented by such countries as Greece, Denmark, Portugal, and Ireland.

## **2.2. National spatial arrangement policy in the context of state organization**

**The established and faster transformation of the organization of national economy means that:**

- **the decision-making center of the state** will be shaping and implementing only the sphere of policy, the scope of which will be defined by :
- civilization challenges related to the globalization of development processes,
- European integration processes and the internationalization of Polish space,
- effective functioning of the domestic systems of political, ecological, social, economic and technical infrastructure,
- ensuring sustained development of the whole country in the global, European and regional context.
- there will be a growing share of **market economy mechanisms** in creating and regulating socio-economic development and spatial structure transformations;
- **the society** freed from the strict regime of a centralized technocratic state will be seeking the best conditions for the country's development that will provide **"opportunities for everyone"**;
- **criteria** arising from the above conditions can be met only in the **model of a decentralized state organization**, which, however, is based on the territorial and sectional structure in which it is possible to ensure the functioning of a **mechanism of balanced interests** based on **efficient negotiation procedures**.

## **2.3. Demographic forecasts**

Poland is, and in the perspective of the coming 20 years, it is likely to be part of a group of the largest countries with young societies Europe. According to the Central Statistical Office forecasts for 1999-2030, the population of Poland will be slightly decreasing for a period of 5-6 years and in 2005 it will be 38,635,000. Starting from 2006, the population will begin to grow gradually and in 2017 it will exceed 39,000,000, i.e. the actual growth compared with the year 1998 will constitute 1%. Between 2020 and 2030 there will be a considerable decline in population caused by a decreased number of births due to the falling number of women in child-bearing years. In 2030, Poland will have a population of 38,025,000, i.e. by 642,000 less than in 1998 (i.e. less by 1.7%).

A decline in the total population will be caused by the declining population of rural areas, and the pace of the decline will be growing from year to year. In the late 2020s the annual decline will amount to 60,000-70,000. In 2030, **the population of rural areas** will constitute approximately 13,637,000, i.e. it will be smaller by over 1,100,000 than the current population (i.e. by approx. 7.5%).

The population of urban areas will increase until 2030 by approx. 465,000 (i.e. by approx. 2%), as well as its share in the total population will be growing (i.e. from 61.9% in 1998 to 64.1% in 2030). Until 2003 there will be a decline in the population of urban areas, and for another 20 years **the population of urban areas** will increase. Starting from 2023, there will be another decline in the population of urban areas to 24,388,000 in 2030.

An increase in the working population of Poland in the years 2000-2009 will be quite rapid at the beginning - over 200,000 annually; later, after 2009, it will become slower. The year 2010 will mark the period of at least 20 years of a decline in the working population. In 2030 there will be 22,000,000 people, i.e. over 1,200,000 less than in 1998. The decline in working population will **to the large extent** be caused by the fact that Poland's population will be growing older, which will cause an increase in the retiring population and its growing share in the total population of the country.

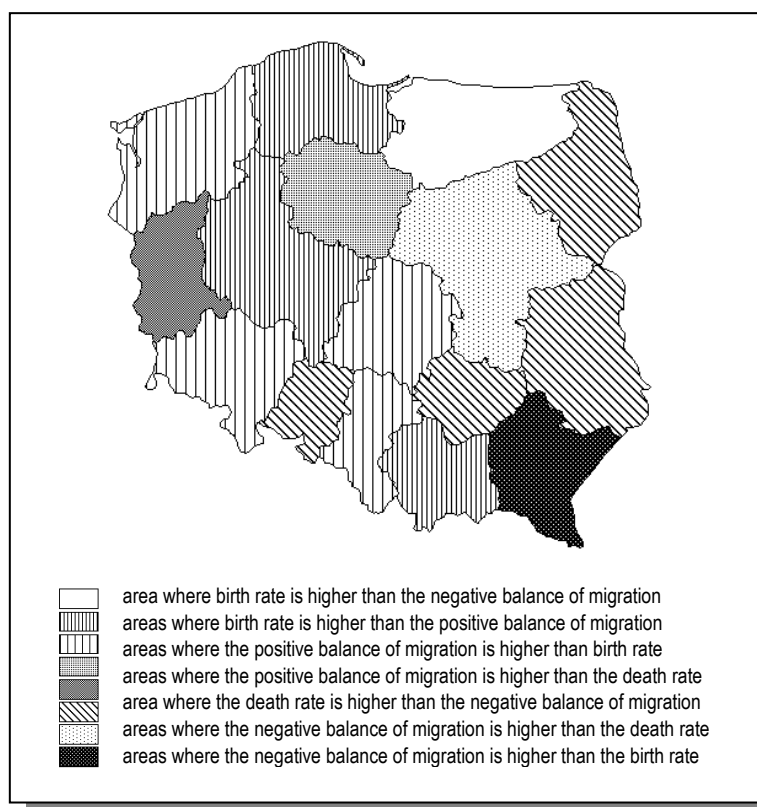
Changes in the age structure of the population will result in a rapidly increasing "burden" index, i.e. the number of people at pre-working and retirement age per 100 people at working age. In 1998 it was 66 persons (of which there were 42 persons at pre-working age and 24 persons at retirement age). In 2030 it will equal 72 persons (31 and 41 respectively). It should be stressed that both the existing and potential labor force in Poland is not structurally adjusted to the needs of a modern market economy. Poles have poorer education, are less mobile, their health condition is worse, and they live shorter than people in Western Europe. The highest quality of human resources exists in urban agglomerations, and the lowest quality is observed in poorly urbanized rural areas that are located far from cities.

***Spatial diversification of demographic trends:***

In accordance with the administrative division of the state existing since 1<sup>st</sup> January 1999, among the 16 new voivodships (regions) the largest population recorded in 2000 was that of Mazowieckie Voivodship (5 million) and Śląskie (Silesian) Voivodship (4.9 million). The smallest population is that of the Lubuskie Voivodship (1 million) and Opolskie Voivodship (1.1 million). In the forecast period, changes in the structure of population in the majority of voivodships will be close to those presented for the total population of the country.

In 2030, there will be a considerable increase in the population of four voivodships - compared with the year 2000 (Małopolskie Voivodship by 146,000; Pomorskie Voivodship by 100,000; Wielkopolskie Voivodship by 94,000; Podkarpackie Voivodship by 45,000). In another four voivodships the population will in principle remain unchanged at the approximate level of 20,000 (in Mazowieckie Voivodship it will increase by only 6,000, in Lubuskie Voivodship by 16,000; and in the Warmińsko-Mazurskie and Zachodnio-pomorskie voivodships it will decline by 18,000 and 15,000 respectively). In the remaining eight voivodships there will be a decline in the population: the largest is expected to be recorded in the Śląskie (- 257,000) and Łódzkie (- 239,000) voivodships. In the current administrative division of the state, due to the fact that the voivodships are quite big, there are no considerable disproportions between the number of voivodships from which people migrate to other ones and those to which people tend to migrate - they constitute almost half of the total number of voivodships (Lubuskie, Małopolskie, Mazowieckie, Pomorskie, Śląskie and Wielkopolskie). Almost two-thirds of inter-voivodship migration currently flows to Mazowieckie and Śląskie voivodships. The areas from which migrants come most often include the following voivodships: Lubelskie, Świętokrzyskie, Podkarpackie and Warmińsko-Mazurskie.

**FIGURE 5. DIVERSIFICATION OF THE FORECAST INCREASE OF THE POPULATION OF POLAND IN THE YEARS 2000-2030 AND FACTORS AFFECTING IT**



**TABLE 1. STRATEGIC OBJECTIVES – PHYSICAL PLANNING OBJECTIVES - PHYSICAL PLANNING CRITERIA**

STRATEGIC OBJECTIVES	PHYSICAL PLANNING OBJECTIVES	PHYSICAL PLANNING CRITERIA
1. Stimulating and strengthening Poland's integration with EU	Shaping land structures with reference to the European physical planning system	<p>seeking to achieve cohesion between Polish legislation and UE legal systems,</p> <p>creating conditions for co-operation and joint development of a democratic order in Europe,</p> <p>creating conditions for free movement of goods, services, people, and capital, as well as access to structural funds, inflow of investment and technology,</p> <p>improving environmental conditions for the society through the implementation of European environmental standards, environmentally-friendly technologies, conservation of raw materials and energy,</p> <p>creating conditions for acceleration of restructuring of those sectors and subsectors of the economy (and hence also regions), which will not be competitive in global markets,</p> <p>creating conditions for structural changes in agriculture, adoption of EU environmental standards,</p> <p>creating conditions for accessibility of European structural funds and aid,</p> <p>developing central-level priority programs: transport infrastructure, rural development programs, cross-border co-operation programs,</p> <p>creating conditions for improving competitiveness of Polish space for domestic and foreign investors</p>
2. Shaping mechanisms that generate effective socio-economic development	Shaping physical planning structures that create conditions for improved efficiency of management	<p>creating conditions for the rational use of natural and cultural immovable resources, the use of the existing assets and labor resources with the lowest possible capital intensity;</p> <p>shaping flexible land structures that can be further developed without impediments and limitations;</p> <p>*shaping land conditions that constitute multiplicative values, favorable cumulative processes; spatial arrangements whose structure ensures more efficient and reliable functioning; adjusting land development structures to the type of resources used and counteracting the depreciation or destruction of other resources;</p> <p>creating spatial and functional conditions to minimize the absorption of transportation (and indirectly also the consumption of energy) in management; economical use of space;</p>
3. Improving the society's civilization standard (quality of life)	3.1. Shaping rational, socially accepted and economically effective relations between centers (places of residence, work, recreation, services, power).	<p>Proportional distribution of population in relation to the number of jobs offered and the residential capacity of settlements;</p> <p>Rational functional and land development relations between the centers of residence, work, recreation, services and power;</p> <p>socially acceptable technical and spatial standard of human environment irrespective of diversified conditions.</p>
	3.2. Shaping physical planning structures that create the social needs of new quality and gradually making them egalitarian	<p><b>polycentric</b> structure of urbanized centers capable of creating multidisciplinary environment of culture, science, university-level education, entrepreneurship and innovation, creating new social values, and innovative impact on the environment;</p> <p>creating functional and technical land conditions that enable the society to move and have a chance to choose between many values and fulfill their chances.</p>
STRATEGIC	PHYSICAL PLANNING	PHYSICAL PLANNING CRITERIA

OBJECTIVES	OBJECTIVES	
4. Protection and rational shaping of natural environment	Shaping spatial structures that impede the depreciation of natural environment, creating functional and spatial conditions for the active protection of its values leading to the implementation of eco-development.	consistency between the nature and spatial development and the features and values of natural environment; consistency between the level and intensity of development and the natural absorptive capacity of the environment and its resistance to destruction; exposing scenic values of the environment and harmonizing them with development; creating spatial conditions for the strict protection of unique environmental values; creating spatial conditions for recovering the lost ecological balance. maintaining limited land resources preferred for food production. aiming at increasing the country's forestage, establishing more resistant forest structure close to natural ones; creating conditions for the protection and development of green areas within and around cities and appropriately developed recreation areas.
5. Protection of cultural heritage	Shaping spatial structures for the protection of cultural landscape and individual historic buildings from destruction, degradation, depreciation and taking actions to give the society access to cultural heritage.	spatial distance between regular sources of depreciation from cultural heritage objects: communication access to the cultural landscape that exposes its highest values and prevents its degradation; including the objects representing the nation's cultural heritage in contemporary functional spatial structures; functional and spatial relation between the objects of cultural heritage and the natural landscape.
6. Improvement of state security	Shaping spatial structures with growing protective values that would ensure the maximum possible security and protection of the population, and reliability and continuity of state functioning at war, and that would be highly resistant to any effects of local breakdowns and natural disasters.	creating conditions for the harmonious development of settlement networks, no increase of disproportions in the distribution of population, preferences for band-based structures; increasing the substitutive nature of infrastructure systems: communication, telecommunications, power engineering, water; creating emergency systems; creating conditions for reducing concentration in establishing industrial, administrative and business centers as well as the concentration of social infrastructure etc.; strengthening regional and local economic self-sufficiency, in particular as regards food production; creating conditions limiting the likelihood of breakdowns and natural disasters, reducing their impact and improving the efficiency of rescue operations; creating conditions for the use and accessibility of communication for military needs within the country, in particular as regards constructed highways and their associated infrastructure.

### ***3. Strategic development objectives and national spatial arrangement policies***

**A. The major prerequisite** determining the system of objectives is a historic chance and the national necessity to **make the development** of Poland **dynamic** and open to the global and European management system and **overcoming its civilizational underdevelopment** in this way by shaping the following :

- space open to Europe and the world,
- competitive, innovative and effective space,

- ecologically clean space that provide conditions for stable and sustained development of many generations,
  - diversified space that provide opportunities for using the country's diverse resources;
  - politically decentralized space within a unitarian democratic state.
- B.** The general assumption is a strategy of dynamic sustained development thanks to which it is possible to actively and deliberately shape the process of the gradual elimination of the existing disproportions and the consolidation of strategic priority objectives as well as global European development mega-trends by implementing the following policy :
- polarization of socio-economic activity in deliberately selected junctions and bands of the national spatial arrangement system in accordance with market economy mechanisms,
  - active elimination of historical disproportions in national spatial development that occur in the development process,
  - shaping both spatial conditions accelerating development that meets European standards in a synergic manner, and conditions providing "opportunities for everyone" regardless where they operate in an open civic society.
- C.** The major motive in the selection of strategic objectives that create the country's spatial arrangement policy is the historic necessity and chance to make the development more dynamic and attain European social life standards through a considerable increase of the competitiveness of the national economy in the open global system. The system of objectives is as follows:
- shaping mechanisms that generate the country's economically effective socio-economic development, with regard to its adjustment to diversified conditions and resources,
  - gradual but regular improvement of the society's civilizational standards that can be felt by the society, along with progress in economic development following the principle of creating "opportunities for everyone",
  - protection and rational shaping of the natural environment as part of the processes of socio-economic development and spatial arrangement that would gradually lead to the better implementation of eco-development,
  - protection of cultural heritage by avoiding conflicts while implementing the national, regional, municipal and neighborhood arrangements in historical areas,
  - improving safety.

**The shaping of spatial order is the central element that keeps together the system of strategic objectives.**

**The evolution of Poland's position in Europe** and its internal conditions show that the country's **open space system** that could make its transformations **dynamic** in the first decades of 21<sup>st</sup> century might be created by the following :

- European and domestic system of infrastructure that will be based on the system of highways and express roads, modernized railway, ports and airports as well as power engineering and water management systems;
- metropolitan capital city;
- a number of potential poles (centers) of socio-economic development of European importance (so-called "europolies"), which in the process of international (European) competition will become stronger and stronger hubs of entrepreneurship; Warsaw, Three-City(Gdańsk-Gdynia-Sopot), Poznań and Cracow can already now be treated as cities that have the best chances for further development; those that are likely to have this chance in longer-term perspective in the conditions of European competition include also: Szczecin, Wrocław, Łódź, Katowice, Lublin, Białystok, Rzeszów, and the bipolar Bydgoszcz – Toruń agglomeration; *16.01.2003*
- sections with potentially highest innovative capacity and socio-economic activity that are taking shape in correlation with the construction and modernization of the international and domestic infrastructure system;
- network of domestic, supra-regional and regional sustained development centers created in zones that due to historical civilizational underdevelopment and recession dated back to the period of political system transformations need to be activated by external factors, as otherwise their importance may become peripheral and marginal. The domestic centers include: Olsztyn, Kielce, Opole, Zielona Góra and Częstochowa. The supra-regional centers include: Elbląg, Koszalin, Suwałki, Gorzów Wielkopolski, Siedlce, Biała Podlaska, Chełm, Zamość, Przemyśl, Bielsko Biała, Wałbrzych, Jelenia Góra, Radom, Piotrków Trybunalski, Kalisz and Ostrów Wielkopolski.
- In addition, 51 cities have been selected as being part of the network of regional sustained development centers, including: Świnoujście, Kołobrzeg, Stargard Szczeciński, Żary, Żagań, Głogów, Gniezno, Leszno, Lubin, Legnica, Lubliniec, Bolesławiec, Świdnica, Dzierżonów, Nysa, Brzeg, Tarnowskie Góry, Piła, Szczecinek, Konin, Inowrocław, Słupsk, Wejherowo, Stargard Gdański, Tczew, Grudziądz, Włocławek, Płock, Kutno, Sieradz, Bełchatów, Racibórz, Rybnik, Cieszyn, Kędzierzyn-Koźle, Pszczyna, Żywiec, Oświęcim, Zawiercie, Myszków, Tomaszów Mazowiecki, Skierniewice, Ciechanów, Ostrołęka, Łomża, Elk, Puławy, Tarnobrzeg, Tarnów, Nowy Sącz, and Krosno.

- tourist zones and centers, in which the best values of the country's natural environment and the unique values of material culture will stimulate European demand.
- European and domestic ecological network for the protection and shaping of the natural environment.

The general **national physical planning policies** are as follows:

- making Polish space dynamic in the European system of competition, innovation and efficiency;
- making the country's land development ecological;
- restructuring the elements of the country's area structure deformed by historical development processes, including the southern conurbation (with the particular consideration of its nucleus – the Górnośląski Okręg Przemysłowy (Upper Silesian Industrial Area)) and the south-eastern region that was structurally deformed by constant civilizational underdevelopment processes and unsuccessful attempts to overcome this within the last 50 years;
- multifunctional development of rural areas;
- adaptive modernization of the whole structure of the country's land development;
- generating regionally diversified socio-economic activity

### ***III NATIONAL PHYSICAL PLANNING POLICY***

#### ***1. Synthesis***

**External and internal conditions** impose a necessity to select mechanisms that facilitate the increase of competitiveness and economic efficiency.

**Internal conditions** include the existing socio-economic development processes and Poland's land development transformations related to them that resulted in forming a **polycentric, junction and zone based functional structure**. Its advantage is the domination of regularly distributed urban agglomerations, large and medium-size cities located in functionally diversified areas in which most important are **agriculture, forestry, recreation and water management**.

The elements that disturb the rationality of this structure are first of all: **excessive concentration of industrial and urban agglomerations in the southern zone**, and the **insufficient level of socio-economic development of the north-western and eastern zone as well as the fact that its connections with Europe are not very efficient**. These elements represent a syndrome of the potential disintegration of the Polish area at the turn of the 20<sup>th</sup> century. There is also a threat that the country may be divided into two parts of different quality along the Vistula River line, with the western part getting integrated with the UE and the underdeveloped eastern part.

In fact, the postulated idea of sustained development resolves itself to a **choice between efficiency and equality**; between a policy that is aimed at removing irregularities in the country's development and a policy of polarization that is aimed at creating opportunities for the whole country in international competition in order to consolidate the economic grounds for equal chances.

Due to a general and considerable civilizational distance between Poland and developed countries, **in the Polish reality it is necessary to give priority to efficiency over equality** to liquidate this distance. There is a need to accept tendencies to polarize areas for development that are so natural in the case of a market economy as the shortest way to attain efficiency through the concentration of socio-economic activity in places that are most favorable for capital. This, however, does not mean unconditional agreement to the permanent polarization of geographical areas in Poland, i.e. the concentration of socio-economic activity in metropolitan regions and leaving their support on peripheries.

Cities and regions that are capable of maintaining their predominance in new conditions will become even stronger. And those that for different reasons have not been given this chance are even more fated to experience relative underdevelopment and stagnation. The new land development mechanism is still not very open to changes, in particular the changes that would lead to the reduction of extreme differences between rich and poor regions. The state policy may shape those phenomena quite efficiently, because its objectives may be in line with the preferences of business entities for which the areas of traditional industry may prove to be attractive locations.

**Physical planning policy is also a regional policy; there is continuity between them, and the borderline is flexible.** The principle of continuity means that the system of regulations functions through parallel activities involving the **monitoring of changes** in the whole sphere of management, **providing diagnoses for shaped structural transformations, continuous forecasts** of conditions and situations that undergo changes in time, **the continuity of the process** of monitoring, providing diagnoses, forecasting, programming and designing structural transformations, **taking decisions that affect development** by entities that are part of the state administrative system and the **continuous exploration** of geographical space as well as land development processes that occur within it. It is the formula of shaping **flexible strategies that are open and dynamic toward the open future.**

## **2. *Ecological policy premises***

The analysis of development premises, objective ecological conditions for development and forecasts of structural changes shows that one should formulate an internally harmonious complex of projects that are first of all aimed at the following:

- efficient and fast prevention of three major ecological threats for Poland such as: excessive emission of SO<sub>2</sub>, water deficit and poor solid waste management;
- active protection of the environment of areas that are still not degraded and that constitute the country's major natural potential also important to Europe;
- preventing disastrous floods;
- legal and economic consolidation of the national environmental protection system and connecting it with the European system (NATURA 2000); it should be based both on the vast lake regions of Northern Poland (including the area of "Poland's Green Lungs") and large "ecological corridors" of the country's main hydrographic system with Oder, Vistula, Warta, Noteć and Bug as the main rivers.

Thanks to structural changes in the economy, technological progress and investments effort in the area of environmental protection, many of the 27 ecologically threatened areas that were selected in 1983 and statistically monitored until 1997, the pace of growing environmental degradation became slower and was even restrained.

## **3.. *Recommended actions to support national physical planning***

Taking into consideration external and internal conditions for the national land management policy and the priority of efficiency arising from them, and accepting the inevitable but controlled polarization of Polish areas, the following are recommended as **the most important actions to support physical planning:**

- making Polish space dynamic in the European system of competition, innovation and efficiency changing the country's historical land structure including, among others, restructuring of the southern industrial region and the underdeveloped north-eastern region
- comprehensive modernization of rural areas through the multifunctional development of rural areas, development of technical and social infrastructure, taking advantage of the value of the historical rural network of settlements to improve the living standards of the rural population
- modernization aimed at adapting the whole structure of the country's physical planning through taking common and coordinated actions by local and regional governments to improve the efficiency of the functioning of the spatial structures with the support of public funds provided by the central administration
- stimulating regionally and locally diversified socio-economic activity.

The country's land management policy is currently functioning at two complementary levels, i.e. national as the Government's policy and at the **local government** level. In accordance with the subsidiarity principle, the Government, which implements general national objectives, acts as a strategist who creates a policy aimed at eliminating disproportions in the development of regions and supporting voivodship governments in this respect.

# **IV *PRIMARY SPATIAL SYSTEMS STABILIZING THE NATIONAL PHYSICAL PLANNING POLICY***

## **1. *National settlement system***

From the analysis of the existing settlement system development it appears that its rationalization should involve first of all the implementation of the following tasks:

- strengthening the polycentric functional and spatial structure of the system using the socio-economic benefits of concentration and shaping the multifunctional model of agglomerations, cities and neighborhoods as a form of settlement ensuring the relatively best living standards for the population and efficient management;
- alleviating and the gradual liquidation of disproportions in the development of the whole urban system of the country and the gradual liquidation of the existing development impediments;
- the structural change of the existing industrialization model toward the radical limitation of the consumption of resources by the industry, changing its sector-based structure, and technical and technological modernization toward the development of high-tech industries;
- gradual restoration and consolidation of spatial order in the whole settlement system and in those zones in which disorder has a destructive impact on social and natural environment;
- restoration and consolidation of ecological stability, and in particular the accelerated elimination of the state of ecological threat through the harmonization of socio-economic and space-related activities with the value of natural space.

## 2. *Transportation*

Poland should adjust its transportation networks to the requirements of the European Union's Directive of July 23<sup>rd</sup>, 1996 No. 1692/96/WE providing comprehensive guidelines for all types of transportation. The international requirements that are obligatory for the Polish party result from the following international transportation agreements signed by Poland:

- AGC - agreement on international railway connections,
- AGTC – agreement on international combined transportation,
- AGR - agreement on major motor roads.

### 2.1. *Pan-European corridors*

**A network of ten transportation corridors** has been agreed upon for Central and Eastern Europe, of which nine were agreed upon at the Second Pan-European Conference of the Ministers of Transportation held in Crete in 1994, and the tenth was added at the Third Conference held in Helsinki in 1997. They refer to Central and Eastern Europe and its connections with the countries of the European Union. They include motor, air, maritime and river connections. The network covers 11,890 kilometers of roads, 13,430 kilometers of railway lines, 35 airports, 11 sea ports, and 49 river ports. These corridors are the future extension of the Trans-European Transportation Network of the European Union to the countries of Central and Eastern Europe. **Four European transportation corridors** are running through the Polish territory (according to the European corridor classification system) :

- I - Helsinki - Tallin - Riga - Kaunas - Warsaw ("Via Baltica"), with branch  
IA - Riga - Kaliningrad - Elbląg - Gdańsk,
- II - Berlin - Warsaw - Mińsk - Moscow - Nižny Novogród,
- III- Berlin - Wrocław - Katowice - Lvov – Kiev, with branch  
IIIA - Dresden - Krzywa (Legnica),
- VI- Gdańsk - Katowice - Žilina, with branches:  
VIA - Grudziądz - Poznań,  
VIB - Częstochowa - Katowice - Ostrava.

At the Conference in Helsinki the creation of **two additional corridors** was recommended for further analyses, as additional proposals:

- Gdańsk - Warsaw - Lublin - Kowel - Odessa - Bukarest (added see above),
- Świnoujście - Szczecin – southern border – Czech Republic (corridor that might gain the status and number of a European corridor, corresponding with the planned highway A-3).

The pan-European corridors represent the convergence of the interests of groups of European countries that are interested in the same transportation corridors; they are also principally common directions of international transportation and the largest domestic transportation. The volume of domestic (inter-regional and regional) transports is much bigger than the absolute volume of international transports. In future, those proportions will not be changed considerably, as it depends on such planning of the major transportation networks as to make them capable of meeting the needs of both domestic and international traffic, including transit.

## 2.2. *Domestic transportation networks*

In recent years, economic growth had led to major structural changes in domestic transportation. Motor transport is developing and it is accompanied by changes in mobility. There has been a shift in transportation needs from mass heavy and mining industry and agriculture cargoes to the transportation of lighter cargoes of higher unit value; a decline in the quantity of transported goods by approx. 50% within 15 years was accompanied by a decline in the demand for cheap, low quality services and an increase in demand for services of high quality (with a stress on the time of transportation, timeliness and reliability). The current forecasts of domestic and international traffic indicate that:

- it should be expected that there will be stabilization or a slight increase in demand for railway transport and a rapid increase of motor and air traffic;
- there would be demand for a certain increase of maritime and river transport provided that it is adjusted to the new needs;
- after the period of rapid growth of international traffic (to the place of destination and transit) on the western and southern border one should expect its slower growth; on the eastern border its growth is most likely to be much faster, but the absolute volume of the streams of traffic and transports will be smaller than on the other land borders;
- even with the fast growth of international traffic, its share in the total traffic in the primary transportation network will be crucial only in border zones.
- Traffic forecasts confirm the legitimacy of the statement that the modernization and development of transportation networks should meet the needs of both domestic and international traffic. Adopting a sustained development strategy in the "Concept" means that there is a need to create a stable transportation system (involving also the state intervention) in which:
- **the rail** plays a significant role and competes with motor transport in passenger transportation in the form of so-called qualified trains (EC, IC) and the transportation of cargo, in particular in transit (using multi-modal technologies);
- **motor transport** concentrates traffic on the network of highways and express roads playing a crucial role in distances of up to 300-500 kilometers;
- **air transport** concentrates on international connections and airports supplemented by a network of regional connections;
- **maritime transport** plays a significant role in inter-continental connections, it efficiently competes in the Baltic Sea region, in particular in ferry connections, as the state supports port infrastructure;
- **inland water transport** plays a supplementary role in transporting domestic and international mass cargoes, in particular on the Oder River and in local inland connections;
- **passenger transport** in large cities prefers solutions that in terms of investment and organization are based on mass transportation, and, where possible, rail-based transportation means (urban agglomerations); this requires the development of the "financial combination" of regional and municipal budgetary means.

The criterion for the rationalization of direction-based transit involves traffic needs (streams) that justify costly infrastructure projects where major international, domestic and regional traffic overlaps.

A major factor is the **structure of Polish settlement network**. It recommends the arrangement of transportation corridors running north-south and east-west. 25% of Poland's population live along the corridor of highway A1, 22% along the corridor of highway A2, 28% along the corridor of highway A4. In total, 70% of Poland's population live along two east-west highways (A2, A4) and one north-south highway (A1). This, of course, does not mean that there is no justification for developing infrastructure in other directions, but the requirements of economy are such that the scale of such development expressed e.g. by a road class (and its cost) should be adjusted to the actual traffic needs.

### *A – Domestic road network*

Apart from the highway construction program, there should also be comprehensive modernization and upgrading of major domestic lines, in particular those being part of the transportation corridors mentioned above. The most optimistic development option adopted in the "Plan for Transportation Infrastructure Development until 2015" (Ministry of Transportation and Maritime Economy, Warsaw, November 1998) provides for reaching visible improvement of the technical condition of roads and bridges in 2001 thanks to a considerable increase in outlays for maintenance, rehabilitation and modernization works. The main objective is to achieve the following technical condition of road network in 2005:

- 54 % of pavement in good and satisfactory condition,
- not more than 40 % of pavement in unsatisfactory condition,

- not more than 6 % of pavement in poor condition,
- and improving the technical condition of bridges from 2.8 points to 3.0 points provided in technical assessment.

**Express roads** will be implemented beyond the concession system. It is expected that approximately 300-400 kilometers of express roads will be constructed by 2015. In order to ensure the principle of providing the country's sustained development, it is necessary to supplement the existing express road construction program by the section Poznań—Piła and by potential main fast track roads: Grudziądz - Olsztyn - Elk - Augustów, Piła – Koszalin, and "the main Warsaw bypass".

## ***B – Highways***

"The Highway Construction Program" adopted by the Council of Ministers in July 1993 was supplemented in September 1998 by a report entitled "Revised Program of Highway Construction in Poland – Basic Objectives, Means and Recommendations". Tentative highway construction plans modified by including additional funds from ISPA 2000, 2001, and 2002 as well as structural funds provide for the construction of approximately 1,300 kilometers of highways by 2015 in the traditional and concession system including:

- A-4 from the German border to Cracow, including the Cracow bypass,
- A-2 from the western border to Warsaw,
- A-1 from Gdańsk to Częstochowa.

The Highway Construction Program is part of the **domestic network of highways and express roads** in Poland with the total target length of 7,300 kilometers, including approximately 2,600 kilometers of highways (according to the current network modification plan based on the Order of the Council of Ministers). The implementation of the Government Highway Construction Program by 2015 (2,600 kilometers of highways) in the concession system, in which 85 % of construction costs should be covered by a private investor, may turn out to be a difficult task. Therefore, when the concession process is completed, it is planned that the construction of the main fast track roads will be continued in accordance with technical standards provided for express roads (freeways with interchanges).

## ***C – Railways***

Railway network development priorities adopted by the General Management of the Polish Rail (PKP) are first of all connected with the modernization of railways; it is planned that the lines running along European transportation corridors will be converted into express lines. These lines include:

- |     |   |  |
|-----|---|--|
| I   | - | (Helsinki) - Tallin - Riga - Trakiszki - Białystok - Warsaw<br>(corresponding with "Via Baltica") with branch IA - Riga - Kaliningrad - Braniewo - Elbląg, |
| II  | - | Berlin - Kunowice - Poznań - Warsaw - Terespol - Mińsk - Moscow,   |
| III | - | Berlin 7 Dresden - Zgorzelec - Wrocław - Katowice - Cracow - Przemyśl – Lvov-Kiev,   |
| VI  | - | Gdynia / Gdańsk - Warsaw - Zebrzydowice / Zwardoń - Zhilina.   |

The Strategy of the General Management of the Polish Rail adopted by the Economic Committee of the Council of Ministers (KERM) in the document entitled "Plan for Transportation Infrastructure Development until 2015 – Minimum Option" provides for the considerable development of capital projects related to the continuation of the modernization of national railways. Among others, the following projects are envisaged as part of those works:

- modernization of the railway Grodzisk - Zawiercie and Katowice - Zwardoń (C-E 65)
- second stage of the modernization of the railway Poznań - Szczecin (E 59)
- modernization of the line Legnica - Wrocław - Opole (E 30), Mińsk - Siedlce - Terespol (E 20), and Warsaw - Zebrzydowice (E 65), in the case of which the use of EIB and EBRD loans as well as PHARE funds is planned.

The above Plan is both an optimal and optimistic variant. The Plan developed by the General Management of the Polish Rail includes also a "really pessimistic" variant, which in general refers to the continuation of already existing modernization projects, and a "really optimistic" variant, which provides for a considerable increase of investment outlays that would be earmarked, among others, for the line Cracow - Tymbark - Muszyna as well as lines E 20 and E 30 (see above).

## *D – Sea ports*

The rapid growth of trade in goods and travels between Poland and Sweden (within the last four years the trade in goods rose by nearly 70%) created a need to radically improve the service of the Baltic Sea connections. Therefore, it is necessary to adjust ports to the needs of the service and unit cargos, combined maritime and road transports as well as ferry transports. If Polish major ports are to achieve the standards of the third generation it will be necessary to build modern reloading and storage terminals adjusted to the service of goods transported in containers, RO-RO, by ferries, and the transports of liquid fuels, equipped with logistic centers integrated with the transportation chain and the regional surroundings. This will be accompanied by the modernization of hydro-technical infrastructure.

The objective of the infrastructure development program for all the sea ports involves the modernization and adjustment of their potential to the new reloading turnover structure as well as to the new transportation technologies, which, having the year 2015 in perspective, will enable Polish sea ports to double their reloading turnover (compared with the year 1997). According to this "maximum forecast", this means achieving the annual level of 110.4 million tons.

## *E – Inland water transport*

The minor importance of the Polish inland water transport in the domestic and European transportation system is first of all the result of a poorly developed network of waterways. To a large extent, this is caused by natural conditions (Poland is one of the countries with scarce water resources), but it is also the consequence of the fact that no money is invested in the development of waterways, as well as negligence in maintenance works. Only short sections of water routes are navigable. Of 3,712 kilometers of waterways, currently **only 370 kilometers** are qualified as navigable routes representing class 4 and 5. In fact, only the Oder waterway has more importance, as it is navigable in its lower part and in a few sections of its upper part. Both transportation needs and the implementation of the EU Directive No. 1692/96/WE of July 23<sup>rd</sup>, 1996 on the Development of the European Transportation Network indicate that there is a necessity to continue the hydro-technical development of rivers in order to implement the European class of waterways in Poland.

According to the latest forecasts, the volume of cargos transported by ships operated inland will increase by 60-100%. This is connected with the planned modernization of the Oder waterway facilities and connecting it to the German water network and the remaining part of the Polish water network (Warta - Noteć - Vistula), as well as establishing connections between the Oder and Laba Rivers and the Danube. It is also planned that the modernization of the Oder River provided with a sewer system along the section Koźle - Brzeg Dolny will be continued. Due to the progressing erosion that may lead to the discontinuation of long-distance navigation on the Oder River, the maintenance of conditions for navigation below Brzeg Dolny requires the urgent **construction of a stage of falls in Malczyce. The construction of other stage of falls on the upper Vistula: Dwory and Smolice (to be completed around 2001)** is planned to be continued. Efforts will be made to provide conditions for the development of water transport on the upper Vistula between Silesia and Cracow. Currently, the Vistula River as the north-south transportation route has lost its historical importance. At the same time, the importance of the Vistula River ecological corridor is growing, and it does not collide with the use of some of its local sections for transportation purposes.

## *F – Air transport*

The role of Warsaw in the international network of air connections will be growing due to its strategic location at the intersection of trans-European transportation corridors. Already now, thanks to its recent modernization, the Okęcie Airport is one of the most modern and the safest airports in this region (competing with Berlin, Prague and Budapest). Transport forecasts prepared for the Okęcie Airport show that it needs to be seriously expanded. According to the current air transport development forecasts, its target capacity limited by the capacity of its runways will be achieved in 2020. **By the year 2015 it will be necessary to start the further development of the Okęcie Airport or construct a new airport for Warsaw.** An increase in transports at Okęcie will have an impact on regional airports, in particular those that serve as standby airports for Okęcie, i.e. Cracow - Balice, Gdańsk - Rębiechowo and Katowice - Pyrzowice. One should also expect that the role of other primary regional airports (i.e. those that are also international airports), i.e. Poznań, Szczecin, Wrocław and Rzeszów, will be increasing fast.

The plan for air infrastructure development until **the year 2015 provides for the further development of four international airports**, i.e. Warsaw-Okęcie, Cracow-Balice, Gdańsk-Rębiechowo, and Katowice-Pyrzowice.

### 3. *Telecommunication*

The telecom infrastructure in Poland is still insufficient to meet the demand for telecommunications services. A strategic objective of the telecommunications development should involve making the conditions in which the domestic telecommunications sector is functioning more similar to the conditions of an open telecommunications market that are currently created in many developed countries including the European Union. Those objectives may be attained through the reconstruction of the structure of Polish entities specializing in telecommunications so that the telecommunications activities may become more market-oriented, liberalization of the principles on the basis of which business entities representing this sector operate, liberalization of the rules of entering the individual segments of the telecom market, changes in the telecom ownership structure through the expansion of a capital and investment market and a considerable increase in the number and importance of business entities operating in the telecommunications area leading to the gradual privatization of this sector.

### 4. *Power sector*

Despite the low level of national income in Central-European countries, the use of primary energy per capita was and is close to its use in EU countries. This was caused by the structure of the industry and very ineffective management of the energy that also resulted from low energy prices. The inherited structure of fuel and energy balance is exceptionally unfavorable due to the fact that the power engineering system is based on solid fuels. In the countries of Central Europe, economic reforms resulted in a 10-20% decline in demand for energy and the commencement of a power engineering management transformation process: improvement of the structure of the fuel and energy balance (increase of the share of liquid fuels, in particular gas), providing independent supplies thanks to a variety of providers and the rationalization of energy use. It is also understandable that in the new geopolitical situation there is a need to redirect international cooperation. This is most visible when one analyses electric power engineering.

It is planned that by the year 2010 an increase in demand for energy will be small due to the low consumption of energy in those industrial sectors that are most likely to develop. The power engineering balance depends on gas and oil import opportunities as well as the coal production and the balance of its exports/ imports. For economic and ecological reasons, preference should be given to increasing the share of gas and oil imports whereas the production of coal should be moderated (reduced).

The electric power systems of Central and Eastern European countries operated as part of the United Power Systems coordinated by the Operator Headquarters in Prague. In 1995 the National Power System was definitely connected to the Western-European UCPT system, which brought in the following benefits:

- integration of the Polish and Western-European electric power engineering systems;
- the quality of the domestic electric power engineering system was considerably improved through the reduction of frequency fluctuations, the possibility of assistance in the case of system breakdowns or power deficit, the possibility of selling electric power surplus on favorable conditions;
- increased reliability of the domestic power grid (KSE), which in particular applies to the power generation plant "Turów" and "Dolna Odra" as well as the whole western part of the domestic power grid.

The Polish electric power engineering system, which becomes more and more dependent from the rules of a market economy (e.g. regional differences between energy prices), is faced with problems that may have a serious impact on certain areas :

- for technical and ecological reasons, production should be stopped in some heat and power generating plants
- the process of shifting the sources of energy production from the south of the country to its central and northern parts will continue;
- the efficiency and competitiveness of the Polish economy affected by the high consumption of energy depends to a large extent on the restructuring of the Polish coal mining industry. Currently, the cheapest electric power is obtained in Turoszów and Bełchatów.

The construction of a nuclear power station (meeting the highest technological efficiency and safety standards) will depend on the pace of growing demand for energy. The preliminary results of working analyses conducted as part of work on the national power policy guidelines show that the share of nuclear power engineering in the national balance of fuels may appear only around the year 2020 and only as accompanied by high ecological requirements (regarding, among others, the radical reduction of CO<sub>2</sub> emissions).

**Changes of the fuel and power engineering policy consist in changing the direction of liquid fuel imports and increasing the share of supplies from the countries of the Middle East and Western Europe as well as developing port facilities and pipelines connected to them.**

There are nearly 2,300 kilometers of pipelines intended for transmitting oil and its products. In 1994, 34 million tons were transmitted through them. The supply of liquid fuels to the country requires the successive build-up of liquid fuel stock to achieve the stable level of stock equal to 90 days of the actual use. From the point of view of the state interest, it is necessary that Polish refineries meet 60-70 % of domestic demand for liquid fuels. Thanks to the existing infrastructure it is possible to fully supply two Polish refineries as an alternative on a scale that is needed until the year 2005.

The national land development policy should help to solve two problems that are not fully addressed in the national strategy:

- orientation toward the sources of importing oil by transportation means operated on land (oil pipelines) or by sea; the problem lies in the proportions of those imports;
- locating a new oil refinery (in the south) and developing the existing refinery (in the north).

Nearly 60 % of gas is imported from the countries of the former Soviet Union and the gas pipeline system is connected to the Ukrainian and Byelorussian systems. The Polish network of high-pressure gas pipelines is 17.1 thousand kilometers long, and the distribution network is 88 thousand kilometers long. The system provides gas to approximately 3,300 towns and townships (including 510 towns). 37.5 % of the network was constructed within the last five years. **In 1998** the gas storage containers had a capacity of **1.1 billion cubic meters**; apart from that, Poland leases containers in the Ukraine and Belarus. According to forecasts, demand for gas will increase **from (the current) 11.3 billion cubic meters to 18-23 billion cubic meters in 2010, the domestic production constituting approximately 5 billion cubic meters**. The potential sources of supplies include the North Sea (British and Norwegian shelf), Algiers, Iran and Russia. The structure of the directions of gas supply to Poland needs to be diversified, i.e. there should be a possibility of providing independent gas supplies from different directions and using different methods. Gas supplies should not be based on the dominant position of one supplier. Increased gas supplies require infrastructure development. It is planned that by the year 2010 10-11 thousand kilometers of pipelines, 47 thousand kilometers of the distribution network will be constructed and the capacity of underground storage physical facilities will be increased up to **3.2 – 4.2 billion cubic meters**.

### ***3. Water management***

Poland has the highest level of water use per GDP unit per capita in Europe. Integration with the EU sets conditions for water management strategy directions. The basic objectives of the European Union in the area of water management include preventing pollution, providing the sufficient quantity of drinking water, restoring the ecological quality of surface waters and the rational management of water resources in accordance with the principles of sustained development. The legislation of the European Union obligates its member states to develop and implement water quality improvement plans or programs. Conventions and agreements that Poland is obliged to implement correspond with those directives.

**Water management priority activities should first of all include:**

- projects aimed at protecting the quality of water resources;
- projects aimed at preventing excessive quantitative use of water resources through the rationalization of water use;
- projects aimed at increasing retention; conditions will be determined from the point of view of water management, and optional solutions will be provided while preparing task programs to attain supra-local and local public objectives.
- The supra-regional programs will be as follows:
  - water management development program in the upper Vistula basin constituting the major strategic source of water in Poland,
  - continued modernization of the Oder waterway to adjust it to European waterways,
  - solving the problem of developing the lower Vistula and retaining its environmental values,

The rationalization of the country's water management requires the adoption of strategic principles having the nature of integrated planning and management. The major ones include:

- water resource management, planning and steering will take place in areas marked by the boundaries of hydrographic units (river basins, river drainage areas, lake drainage basins), which will be based on water development plans (conditions for river basin use);
- river basin development plans, which apart from issues related to water resources should also include the issues of long-term flood prevention, both at the regional and supra-regional level;
- while meeting the needs related to water resources, any violations of those resources will be minimized in terms of quantity, quality and distribution as well as the natural regime of their changes; if possible, efforts will be made to maintain or restore natural water relations;
- compromising solutions including the principles of ensuring sustained development (social, economic, ecological criteria) will be applied while using water resources and preventing damages caused by them;
- in the case of surface or underground water deficit, the distribution of those waters will be based on a specific hierarchy of needs in which priority will be given to providing the population with water and retaining inviolable hydro-biological flows in river-beds;
- those who will cause major changes in the quantity and quality of water resources or their distribution in time and space while using the water resources will be liable (also financially) for any damage to natural environment or the management of those resources;
- due to their properties, underground waters will be first of all used for the population's needs and for the purposes of rearing animals, and in particular cases also for the needs of industry and services that require the use of high-quality water (e.g. pharmaceutical industry, agricultural and food processing industry, electronics);
- the management of water resources will respect market rules and mechanisms while maintaining the socially and economically justified scope of the state's intervention and ensuring the wider participation of local government agencies and the society; while making decisions related to water and wastewater management in towns and rural areas it will be also necessary to solve problems related to water supply and wastewater treatment;
- the volume of water use and the level of pollution emitted to waters calculated per manufacturing unit will be used to assess the level of innovation in technologies implemented and used in manufacturing.

The following integrated supra-regional, regional and local activities will be of particular importance to the implementation of strategic objectives:

- development of water management in the upper Vistula basin, water supply for the Silesian agglomeration, preventing the waters of the Vistula and Oder rivers from salinity, modernization of the Oder waterway and adjusting it to the European waterway system, ecological use of the lower Vistula River, development of retention by constructing multifunctional retention reservoirs, reconstruction and development of minor retention combined with the proper reclamation of green areas, protection of swamps and peat bogs; the mentioned actions will be taken by implementing integrated flood prevention programs (in cooperation with the Czechs and Germans) and developing inland waterways for large river basins, e.g. the Oder River - "Odra 2006".
- it is planned that the construction of the majority of currently implemented multifunctional water reservoirs will be continued and completed by 2010: Sosnówka on the Czerwonka River (2000), Wióry on the Świślina River (2007). The construction of water reservoirs Świnna Poręba on the Skawa River and Topola and Kozielno on the Nysa Kłodzka River is planned to be completed by 2010. As a result of constructing the above reservoirs there will be an increase in retention by further 0.5 billion cubic meters (including the water reservoir in Czorsztyn-Niedzica released for use in 1997). In order to increase the resources of available surface waters, to improve water supply to urban agglomerations and due to the danger of water deficits the implementation of the retention reservoir Domaniów on the Radomka River was commenced (water for Radom and agriculture) and there are also plans for the construction of another ones: Krempana on the Wisłoka River, Krawce on the Łęg River, Oleśniki on the Wieprz River (water for Lublin and agriculture), Wielowieś Klasztorna on the Proсна River (water for Kalisz and agriculture), Racibórz Dolny on the Oder River, Kamieniec Ząbkowicki on the Nysa Kłodzka River, Rzymówka on the Kaczawa River, Rudawka Rymanowska on the Wisłok River, Chęciny on the Biała Nida River, and Kuźnica Warężyńska near the Czarna Przemsza River. On the basis of the assessment of the need to further increase retention, there are plans for commencing the construction of new multifunctional retention reservoirs. Preference will be given to multifunctional solutions first of all related to the construction of retention reservoirs for water supply purposes. There should also be plans related to the Lower Vistula Cascade, along with the construction of another stage of fall in Nieszawa.
- To improve the water transport, and due to progressing erosion that may lead to the discontinuation of long-distance navigation on the Oder River, there is an urgent need to complete the construction of the water plant

Malczyce. The continuation of the construction of further water plants is planned on the upper Vistula: Dwory and Smolice (to be completed around the year 2001).

- Actions will be taken to stimulate the development of minor retention. They will include the reconstruction and repairs of dilapidated facilities, modernization of the functioning equipment and the implementation of new projects. Parallel to the development of minor retention, there are plans for the development of minor waterpower engineering. Those actions will help to shape water resources particularly in rural and agricultural areas as well as forests and areas with natural scenic value.

Apart from the development of retention and increase of available resources, there will be a continuation of activities related to the rationalization of water use both in industry and the municipal services; this will be combined with the restructuring and modernization of industry and the gradual implementation of market mechanisms - among others, by reducing charges for the use of surface water resources in such a way as to make them almost equal to the costs incurred in connection with their creation and maintenance.

#### **4. *Multifunctional development of rural areas***

The structure of those areas is dominated by **agriculture**. It is expected that within 10-15 years it will be closely linked with the whole market economy and correlated with the economy of the European Union, and the consequences of the implementation of this objective for such areas will be correlated with agriculture modernization processes.

The pace of changes in agriculture will depend mainly on an increase in non-agricultural jobs in cities and rural areas. As a result of those transformations, the mono-functional rural areas should become modern and multifunctional areas. Transformations in agriculture and rural areas have to involve the inflow of capital, in particular long-term loans for developing and newly established farms. High outlays will be needed for modernization and the construction of new infrastructure, in particular such as sewer systems, wastewater treatment plants and landfills. The general availability and the major change of the rural youth education system to follow the requirements of the modern market economy and agribusiness should be one of the fundamental conditions of agriculture transformations and modernization.

By the year 2010, agriculture and the rural areas – in particular the north-western and south-eastern regions – will be still varied to a large extent. Due to the scale and intensity of their transformations, those regions should be deemed major problematic areas. Within the coming ten years, the main factor determining the transformations of agriculture and rural areas will involve their demographic situation: high number of people at working age and a high level of unemployment, including hidden unemployment, and the lack of efficient solutions given the limited migration from rural to urban areas. The latter depends on an increase of jobs and apartments in cities. The most unfavorable situation will occur in the north-western and south-eastern regions of the country, which represent the most dynamic increase in population.

Rural areas in Poland are represented by high employment rates in agriculture and hidden unemployment. The restructuring of agriculture, which is the consequence of integration with the EU, will result in reduced employment in this sector of the economy. This will mean a necessity to create between 1.5 and 3 million new non-agricultural jobs for the inhabitants of rural areas within the coming 15 years. Difficulties in implementing those tasks entail a necessity to spread the pace of restructuring in time and adjust it to the state's economic ability and the social situation in rural areas. Apart from agriculture, another factor that plays an important role in the restructuring of rural areas by creating jobs is the processing of agricultural raw materials, which requires orientation toward increasing the exports of Polish agricultural products.

**Changes in the agricultural ownership structure** will be directed toward reducing the share of the public sector and increasing the share of the private sector. In 2010, however, the public sector should hold around 15% of the total area of arable land, i.e. approx. 2,700,000 hectares, half of which should be held by the state. The share of the private sector will increase both as regards the possession of land (from 76.4% in 1994 to 85% in 2010) and its use (from 89.8% in 1994 and 92.3% in 1998 to 95.0% in 2010), and this increase will be observed mainly in individual farms; one should not expect major changes in the cooperative sector. In the regions, major changes in the agricultural ownership structure will take place in voivodships representing the highest land supply, i.e. in the northern and western regions of the country where the highest share of land is currently part of the Agricultural Resources of the State Treasury. At the same time, actions should be taken to prevent the excessive dispersal of farms in the north-eastern parts of the country.

**Demographic forecasts** show that within the coming ten years changes in the agrarian structure of the Polish agriculture and its restructuring are not likely to be either profound or far-reaching. The expected most important changes in the structure of individual farms that may occur until 2010 include the following:

- a decline in the total number of farms by 330,000 (16 %) between 1996 and 2010;
- an increase of an average surface area of farms from 7 hectares in 1996 to 9 hectares in 2010 (approx. 29 %);
- stabilization of the share of the smallest farms (1-2 hectares), which will lose their role of a farm and become plots of land surrounding houses whose owners will have non-agricultural sources of income;
- polarization of the structure of farms: an increase in the number of larger farms (over 15 hectares) and a decline in the number of smaller farms – the smaller the area, the larger it will be. In 2010 the number and share of large farms (exceeding 15 ha) will increase by around 275,000 and up to approximately 16%, and they will be using 7.5 million hectares of land (4 million in 1995).

An increase in the number of medium-size farms will vary from region to region. Minor changes will occur in the structure of farms in the north-eastern parts of Poland, and the major group will be still represented by farms of up to five hectares of arable land. At the same time, there will be an increase in the average number of farms with 7-9 hectares in central Poland; 9-12 hectares in eastern and western Poland, and the northern parts of Poland will be dominated by farms exceeding 15 hectares of arable land that will cover 80-90 % of arable land.

It is expected that by 2010 the area of farming land will be reduced by 500-600 thousand hectares and it will constitute 18,000,000-18,100,000 hectares. The largest area of land will be earmarked for non-agricultural purposes in northern regions of the country (afforestation), around urban and industrial agglomerations, in the south and along highways. The smallest losses of up to 1 % will occur in highly agricultural areas with very high quality soils: in Wielkopolska, Dolny Śląsk (lower Silesia), Żuławy, Kujawy and probably in the Zamość region.

**Forestry** will become an element of the multifunctional development of rural areas that will be correlated with agriculture. The share of forests in the structure of used land should, in longer perspective, reach 33 % of the country's surface area (10,320,000 hectares), which is connected with excluding approximately 1,500,000 hectares from mainly farming use, and by the year 2020 nearly 560,000 hectares should be provided with forests, i.e. nearly 23,000 hectares annually. It is expected that by the year 2010 the surface of forested areas will increase by approximately 210,000-260,000 hectares compared with the year 1996, and that they will have different functions:

- Ecological (protective) functions ensuring stabilized circulation of water in natural environment, preventing floods, avalanches and landslides, preventing soil erosion, preventing scenic areas from becoming steppe-like areas, shaping global and local climate, stabilizing the composition of atmosphere and purifying it, creating conditions for preserving the biological potential of a large number of species, ecosystems and genetic values of organisms, and ensuring the larger diversity and complexity of landscape, better health and living conditions of the population and agricultural production;
- Productive (economic) functions consisting in maintaining the renewability and stable use of wood, non-wooden forest and hunting products, developing qualified tourism, profits from the sales of the above goods and services, and creating jobs and providing funds for the state budget and the budgets of local governments;
- Social functions that are helpful in creating good conditions for the society's health and recreation, enriching the labor market, creating various forms of forest use by the local community, developing degraded areas and marginal soils, strengthening the national defense system, developing culture, education and science as well as the ecological education of the society.
- Conflicts between the functions of forests *are reflected* in the existing antagonism between their intensive use for economic or recreation purposes and some ecological functions such as the protection of biodiversity and soil. Conflicts occur also between the use of forests for tourist purposes and their productive and ecological functions (littering forests, destroying undergrowth and new trees, increased threat of fire, frightening animals).

**Tourism** will play a crucial role in the development of multifunctional rural areas. Its socio-economic objectives in this respect are as follows:

- Improving the economic standards of municipalities and regions
- Helping to solve the problem of unemployment by developing services in the tourist sector
- Stimulating rural areas to become more active and supporting civilization changes in rural areas and their surroundings.

**The multifunctional nature** and the natural collision of functions with environment determine the primary principle of shaping land development in rural areas. It is an aspiration to achieve the harmonious coexistence of all the functions and minimize or eliminate conflict situations that occur between economic functions and natural

environment. The primary importance of the protection of natural environment in the structure of zone-based system functions determines the **primary role of ecological policy** in the whole spatial arrangement system. More efficient protection of areas that are really precious due to their natural values and including them in a more comprehensive and functionally consistent system of ecological protection is of key importance here. According to the tentative plans of this system, it will cover nearly 30 % of the country's area and the key element of its development should involve the adjustment of structure and intensity of development to criteria based on natural value. The natural capacity of ecosystems should constitute the "impassable borderline" in the development of agriculture, forestry and recreation within the area covered by this system, and the elimination of situations in which the development of functions may cause ecological conflicts should constitute the fundamental principle of land development.

It may be expected that certain trends in Polish agriculture will have a **negative impact on natural environment**:

- excessive use of chemicals and mechanization of agriculture,
- intensified processes causing changes in the natural structure of agricultural areas (consolidation of land and elimination of elements representing scenic diversity), further dispersal of buildings and structures in rural areas;
- limitation of diversity and the elimination of domestic breeds and species.

## ***V. NATIONAL PHYSICAL PLANNING POLICY TOOLS***

### ***1. Legislation***

The spatial arrangement system is based on the Physical Planning Act of July 7<sup>th</sup>, 1994. The Act of July 24<sup>th</sup>, 1998 defining the powers of public administration agencies was amended by another act that became effective on January 1<sup>st</sup>, 1999 in connection with the reform of the state administration. It had a major impact on physical planning procedures. Pursuant to the amendments made by the aforementioned Act as well as amendments made in the following years, the physical planning procedure is as follows:

**At the national level**, the "National Spatial Arrangement Policy" is prepared along with periodic reports on the status of national spatial arrangement and programs including government tasks to implement public objectives that are prepared by ministers and central administration agencies.

**At the voivodship (province) level**, the following planning documents are adopted by the local assemblies :

- voivodship development strategy
- voivodship spatial development plan
- multi-year voivodship programs
- priorities of voivodship foreign cooperation

The aforementioned voivodship programs should be consistent with the national land development policy and spatial development plans prepared for neighboring voivodships. The voivodship spatial development plan and any of the aforementioned documents are not local legal acts, and thus they do not violate the rights of municipalities.

**At the poviát (county) level**, poviát administration agencies may conduct physical planning analyses and studies that refer to the area of poviát and the issues of its development.

**Two documents are prepared at the municipal level:**

- the study of physical conditions and spatial development plans
- local spatial plan (for the whole municipality or its part)

The local plan is accompanied by a forecast of the impact of its arrangements on natural environment. The forecast is prepared by an expert specified in the list provided by the Ministry of Environmental Protection, Natural Resources and Forestry.

**Among all the above planning documents, only the local spatial plan has the force of local law.**

## 2. *Public investments*

The most important set of public projects includes multi-year capital projects implemented by central administration specified in a list published as Appendix No. 6 to the annual budget. According to the criteria existing since 1993, central capital projects ("multi-year capital projects" since 1999) include **all the investment tasks that are implemented with the support of budgetary funds or a bank loan with a guarantee provided by the Government**. These are first of all projects in the area of technical and social infrastructure. Multi-year capital projects represent the most concrete activity of the state affecting spatial arrangement in Poland. The reform of public administration has brought crucial changes in the structure of those capital projects, as the implementation of the majority of them was entrusted to voivodships or poviats. In the area of public capital projects, government institutions prefer to conclude regional contracts with local governments to involve the state budget in financing specific capital projects implemented by local governments.

## 3. *Proposed system instruments*

### 3.1 *Strengthening the role of physical planning policy in national development*

**The slow pace of changes and the stability** of physical planning structures proves that it is reasonable to consider them in a historical perspective: rights, patterns and regular trends; long-term strategic objectives; system and instrument-based implementation; **Physical planning will become the major tool of information, coordination, negotiation, promotion, and education** in the continuous process of shaping and implementing the state's spatial arrangement policy defined by the Physical Planning Act.

**Land management based on long-term strategic planning of development** should be a condition necessary to ensure the efficiency of the whole system of forecasting and planning the reality as the tool of its rationalization following the society's aspirations and needs. If Poland is to meet the new qualitative challenges of the 21<sup>st</sup> century created by the information civilization that is currently emerging, it has to modernize thoroughly the whole development rationalization system: **monitoring, providing diagnoses, forecasting as well as planning and management**.

### 4.2.. *Amendments to the Physical Planning Act*

Experience gained during the work on "The Concept of National Physical Planning Policy" shows that the Physical Planning Act July 7<sup>th</sup>, 1994 should be amended as follows:

- It should take into consideration a necessity of the regular rationalization of physical planning in correlation with the regulation of socio-economic development and the protection of natural environment.
- The ideas and methods of formulating the physical planning policy and the socio-economic policy should be interrelated and constitute a certain whole;
- The instruments of the physical planning policy should refer to the system of socio-economic development regulations, including market economy mechanisms.
- 
- The expanded system of land development regulations includes:
  - physical planning, which by providing land development projections defines physical planning policies and is actively involved in their implementation;
  - physical planning policy, which determines the objectives and means physical planning in specific external conditions that may change over time (social, economic, technical, political);
  - physical planning decision-making mechanism and a set of instruments to implement such decisions.

It is extremely important that spatial arrangement policy be coordinated with the regional policy defined by the Act on the Principles of Supporting Regional Development (Dz. U. No. 48 of 2000, item 550, as subsequently amended).

### 4.3. *Monitoring the changes – organization of the Physical Planning Information System (SIP)*

**The monitoring of structural changes** that occur in the continuous land development transformation process in Poland is one of the fundamental instruments of the strategic planning system. According to the principle

of continuity, this system is composed of two segments: monitoring the reality, providing diagnostic analyses of transformation processes, forecasting – programming – planning the future, strategic decision-making.

**The national level** of monitoring is connected with the national physical planning policy along with the national inter-regional policy – thus it is a level that is useful mainly in central analytic and decision-making structures.

**The local level** of monitoring is connected with the local government structure and the usefulness of monitoring in local governments. This is a crucial difference, as there are various types of physical planning policies conducted by the state and by local governments.

The Physical Planning **Information System** should be the operating tool of monitoring, and it should be treated as a cartographic representation of the set of information on the structure of national spatial arrangement. In Poland it is necessary to establish a Physical Planning Information System that would be based on division into territorial units (“NTS”) used within the European Union.

#### **4.4 Introducing Strategic Assessment of Environmental Impact (SOOS)**

The existing assessment of environmental impact (OOS) focuses on the assessment of the environmental impact of concrete investment tasks. It is a preventive procedure to be followed before implementation and it is built into a **localization process**. Currently, both in the world and in Poland, there is a need to take preventive measures at a much earlier stage preceding any decision.

**The Strategic Assessment of Environmental Impact** may become one of the most important tools of sustained development. Its criteria are consistent with the criteria of the assessment of environmental impact (OOS) and include:

- comprehensive analyses covering any forms of activity,
- comprehensive assessment of the impact on individual elements of the environment, ecological systems, the society and the economy
- alternative solutions that are being assessed,
- completeness of all the types of impact – both short-term and long-term impact – and irreversible changes in different options.

**The Strategic Assessment of Environmental Impact (SOOS)** should serve as a physical planning instrument at the national and regional levels, and a system of complementary elements in accordance with the principle of continuity and comprehensibility of forecasting, planning and implementation. The developed democratic system with its growing maturity requires original and efficient methods of ensuring public participation in the process of the strategic assessment of environmental impact. The functioning of a system of informing the society, recording its reactions and providing their objective interpretation, and verifying ideas is a crucial element of alleviating both negative environmental impact and conflicts of interests.

## **VI TASKS RECOMMENDED TO NATIONAL ADMINISTRATION AGENCIES**

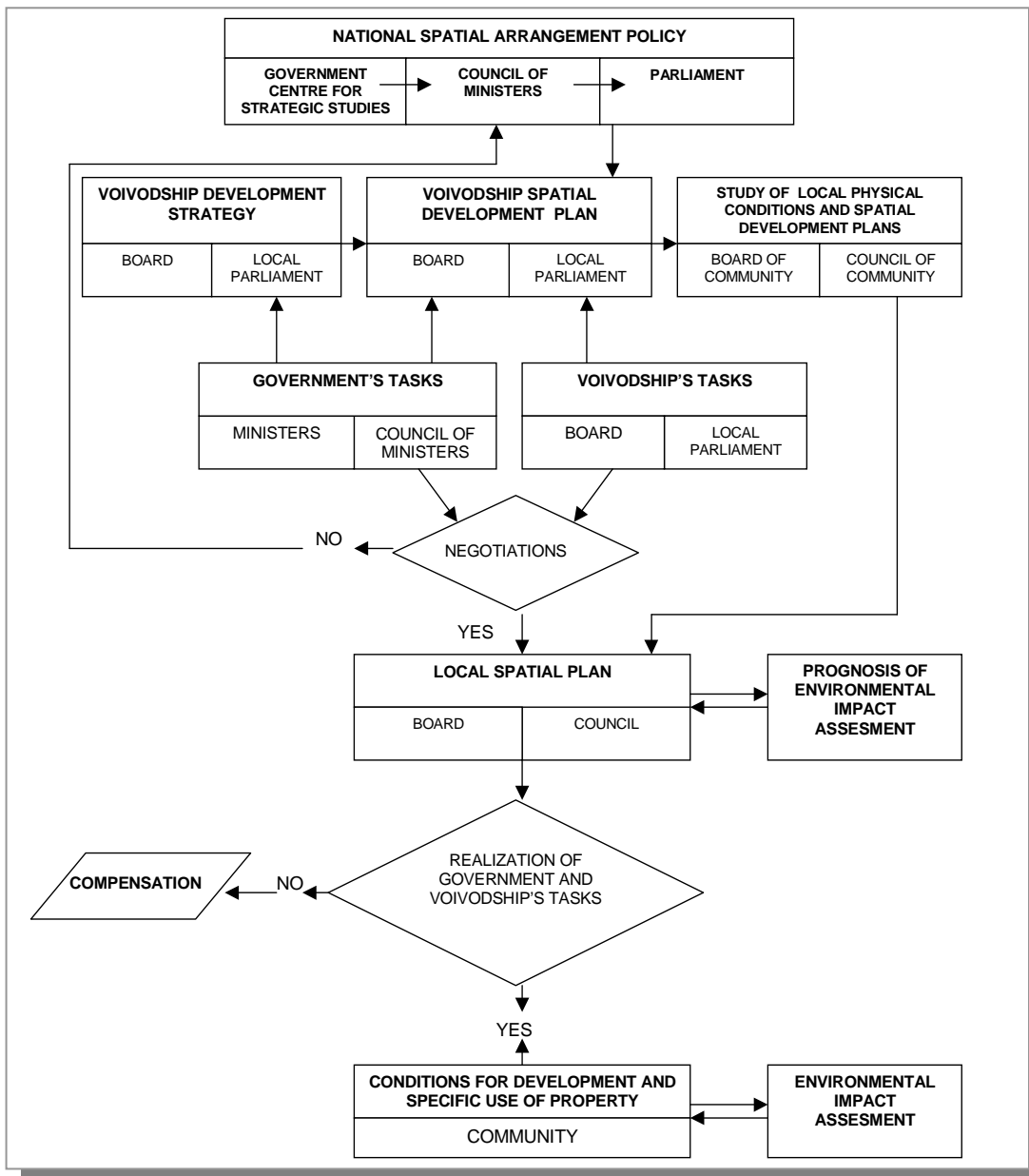
In order to ensure the functioning of the system of regulations described above, **the Council of Ministers authorizes and obligates Chairmen of the Local Voivodship Assemblies** to integrate the national land development policy with the policies of local governments and ministries covering the following:

- cooperation with local government agencies at lower levels,
- cooperation with neighboring voivodships and trans-border regions.

Those activities, which are related to government task programs aimed at implementing supra-local public objectives, refer, in particular, to the following:

FIGURE 10.

**PHYSICAL PLANNING PROCEDURE  
PURSUANT TO THE PHYSICAL PLANNING ACT OF 1994.**



- specifying the functions of europolies whose chances for development depend on created development strategies implemented in close cooperation with local governments of the cities that want to become europolies,
- regulating the importance and roles of national sustained development centers that are indicated in the "Concept..." and that may retain their importance or become important by implementing of their own development strategies,
- creating multilaterally favorable conditions for the development of multifunctional development of rural areas.

**The chairmen of local voivodship assemblies** are obliged to implement the above recommendations on the basis of strategic analyses and studies, first of all in order to prepare **local spatial plans for their voivodships**. A voivodship development plan should include government tasks aimed at implementing supra-local public objectives and tasks to be implemented by the local government of the voivodship, prepared in accordance with the **voivodship development** strategy. Both the plan and the strategy are prepared by the voivodship board, and both planning documents are **adopted by the local voivodship assembly**. From the legal point of view, the activities of the voivodship local government are directly supervised by a voivode.

The implementation and integration-related **role of voivodes** will consist in **planning, implementing and monitoring** supra-voivodship strategic projects (e.g. protection of underground water resources, capital projects in infrastructure, protected areas), and at the same time being open to the change of the administrative organization of the state. This also involves the participation of voivodship governments in the development of regions as a crucial form of European integration.

As regards the direct implementation of the physical planning policy, the voivode runs a **register of Government tasks and local government tasks** that should be included in voivodship local spatial plans, as well as tasks implemented in protected areas and facilities in accordance with special legal acts. **The voivode** usually also **represents the Government in negotiations with municipalities** when a specific Government task should be included in a local spatial plan.

**The National Spatial Arrangement Policy presents the principles of Polish physical planning** and general conditions of the development of individual land structures and elements taking into consideration external and internal conditions, national land development priorities, and sector development policies prepared by individual ministries and central agencies in a time perspective ranging from a few to a dozen or so years. **Programs approved by the Council of Ministers**, which include Government tasks aimed at implementing supra-local public objectives, are conveyed to Government agencies for further procedures and implementation. Those agencies convey approved government task programs to voivodes and chairmen of local voivodship assemblies in parts referring to them. A government task is included in a local land development plan by way of negotiations. A voivode is the Government's representative in negotiations with the municipality, unless the Council of Ministers appoints another representative.



## **APPENDIX**

**defining to what extent the National Spatial Arrangement Policy can serve as basis for the preparation of governmental task programs to attain supra-local public objectives affecting spatial arrangement of the country.**

Pursuant to Art. 56 Section 2 of the Physical Planning Act of July 7<sup>th</sup>, 1994 (Dz. U. No. 89 item 415, as subsequently amended by: Dz. U. of 1996 No. 106, item 496; No. 111 item 726, No. 141 item 943; of 1998 No. 106 item 668; consolidated text of 1999 No. 15 item 139), **the extent to which the National Spatial Arrangement Policy constitutes basis for preparing Government tasks is determined by the Council of Ministers.**

Pursuant to the Physical Planning Act, ministers and central administration agencies will prepare **programs including government tasks to implement supra-local public objectives**, hereinafter referred to as **government task programs**. Opinions on such programs are provided by the President of the Government Centre for Strategic Studies, and they are agreed upon with the President of the Office for Housing and Urban Development as well as the local assemblies of voivodships on whose territories the government tasks should be implemented. The aforementioned arrangements are made to ensure consistency between the government task program and:

- National Spatial Arrangement Policy,
- government task programs approved before,
- approved voivodship task programs

"The Appendix", which was published in its full version along with the National Spatial Arrangement Policy in Monitor Polski of August 26<sup>th</sup>, 2001, item 432, covers important spatial arrangement tasks the implementation of which is recommended to individual ministries, with a division into 10 sectors, referring to sector strategies presented in Chapter IV.

- 1 TRANSPORTATION
- 2 COMMUNICATIONS
- 3 POWER ENGINEERING
- 4 WATER MANAGEMENT
- 5 AGRICULTURE AND FORESTRY
- 6 PROTECTION OF NATURAL ENVIRONMENT
- 7 NATIONAL DEFENSE AND INTERNAL SECURITY
- 8 HEALTH CARE
- 9 SPORTS, TOURISM AND RECREATION
- 10 CULTURE, SCIENCE AND EDUCATION

An abbreviation of the National Spatial Arrangement Policy was prepared in February 2002.