



EU Maritime Policy: Facts and Figures – Poland

Some general figures:

- The Polish coastline is 634 km long.¹
- 18 % of Poland's territory lies within the sub-basin of the Baltic Sea, with 40 % of the country's population living in this area.
- Up to 45 % of goods exported from Poland are transported by sea and the value of this segment of the market has been growing steadily.
- There are 55 sea ports and harbours in Poland which handle approximately 55 million tonnes of cargo per year and service over 3 million passengers.
- The area of protected Natura2000 sites designated on the Polish coast is four times the number of those located inland. Moreover, a great part of Natura2000 sites in Poland includes the land-sea connection, with some unique landscapes.

Most significant maritime activities:

- The Polish shipbuilding industry is the second largest in the EU (topped only by Germany) in terms of output and in 2004 ranked fifth in the world with 2.3 % of the global market.
- Poland provides almost one quarter of the jobs (50,000–80,000) in the EU marine equipment sector. It is estimated that one job in a shipyard creates three jobs in the marine equipment sector.
- The majority of the European seafarers are Polish (35,000 jobs both aboard the vessels registered in Poland and under other flags, representing approximately 12 % of the total seagoing professionals in the EU). Nevertheless, Poland has suffered from the general EU declining trend in this sector, experiencing 22 % reduction in employment in recent years.

Employment in maritime activities²:

Marine equipment:	50,000–80,000 jobs
Shipping:	35,000 jobs
Coastal tourism:	33,500 jobs
Fisheries ³ :	19,923 jobs
Shipbuilding:	18,700 jobs
Recreational boating:	3,000 jobs



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Potential for development:

- Underwater tourism is developing in Poland, especially in the Gulf of Gdansk with shipwrecks and stony reefs. Coastal tourism in Poland is an important sector of the economy but suffers from an underdeveloped infrastructure, in particular for yachts and other recreational vessels.
- Poland has rich traditions in maritime education: there are around 30 educational and research institutions related to the maritime sector, including 2 maritime academies.

¹ Erosion Study: Calculation of coast length based on cartography of all continental and insular coasts excluding islands less than 1 km² and with a population less than 50 persons, inland shores, fjords etc where the mouth is less than 1 km wide.

² Employment data sources: European Commission, DG Fisheries and Maritime Affairs studies: "Employment trends in all sectors related to the sea or using sea resources" and "Employment in the fisheries sector". As the methodology for data collection and the definition of maritime sectors vary from country to country, the employment figures on this fact sheet should be regarded as indicative.

³ Data comprise employment in fishing, processing and aquaculture sectors.

- The recreational boating industry presently provides employment for about 3,000 people and forecasts for the future growth of this sector are favourable, mainly due to relatively low labour costs. Annual growth in this sector in the EU over the recent years has been estimated at 5–6 %.

Some challenges:

- Over half of Poland's coastline is affected by coastal erosion. In particular the West Pomerania region is an area identified as highly at risk.
- Despite the Polish shipbuilding sector being one of the biggest in Europe, the sector's weakness is its low productivity and small share of high value-added ships production. Both Polish shipyards and marine equipment manufacturers suffer from a lack of skilled workforce.
- In the past decade the number of vessels sailing under the Polish flag has diminished considerably (in 2004 only 12 vessels out of 112 owned by Polish interests were registered in Poland).
- Polish seafarers have fewer opportunities than their European colleagues to find employment in the sea-related sectors onshore once they finish their seafaring career. This is partly due to the high number of seafarers active in the profession. It is estimated that 8–9 officers out of 10 stay at sea for ten years or longer.

Importance of maritime policy

A number of proposals for actions outlined in the Communication from the Commission on a Maritime Policy for the European Union are particularly relevant for Poland, including:

- preserving the European maritime skills base, providing young Europeans with better career prospects in the maritime sectors, including establishment of a Certificate of Maritime Excellence, as well as improving the image of the maritime professions, in particular with regard to seafaring;
- actions towards the creation of a Common European Maritime Transport Space and new ports policy that takes into account the multiple roles of ports, with an aim to preserve and increase the competitiveness and sustainability of the EU shipping and ports industries;
- supporting the formation of multi-sectoral maritime clusters and regional centres of maritime excellence and encouraging cooperation between research and industry, so that the EU maritime sectors remain at the cutting edge of technology and innovation and are competitive globally, and putting forward an EU marine and maritime research strategy which takes into account cross-cutting issues;

- supporting sustainable development of the coastal and marine tourism, e. g. through promotion of maritime heritage and facilitating sustainable development of leisure ports, as well as by investigating ways to reconcile the needs of the tourism industry with the demands of other maritime activities;
- addressing risks faced by the coastal regions, such as coastal erosion or pollution from ships;
- facilitating and optimising the support for maritime regions under the range of the Community funding instruments already available;
- promoting cooperation under the European Neighbourhood Policy in the maritime field, especially with regard to the management of shared seas.

Further information:

- <http://europa.eu>
- <http://ec.europa.eu/maritimeaffairs>
- http://ec.europa.eu/maritimeaffairs/study_employment_en.html
- http://ec.europa.eu/fisheries/publications/studies_reports_en.htm
- <http://epp.eurostat.ec.europa.eu/>
- <http://www.eea.europa.eu/>
- <http://www.eurosion.org>
- <http://www.mgm.gov.pl>
- http://www.stat.gov.pl/szczec/specjalizacja_PLK_HTML.htm

Sources:

- "The changing faces of European coastal regions", The European Environment Agency, 2006
- "Employment in the fisheries sector: current situation", European Commission, DG Fisheries and Maritime Affairs, 2006
- "Employment trends in all sectors related to the sea or using sea resources", European Commission, DG Fisheries and Maritime Affairs, 2006
- "Living with Coastal Erosion in Europe: Sediment and Space for Sustainability", Results from the Erosion Study, European Commission, DG Environment, 2004
- "National Approaches to Maritime Affairs", Background Paper N° 11 to the Green Paper on a future maritime policy for the Union, 2006