

## 4.7 Conclusion and Key Issues

- (1) Position of Konin Province regarding transportation and distribution of goods

Former Soviet Union countries border Poland on the east and south, and Germany lies at the west. Konin Province is located in the approximate center of Poland and is traversed by two arterial east-west routes that link Germany with Russia and former Soviet Union countries. One is National Road No. 2 -- E30 and the other is the A2 motorway that is almost complete between Konin and Poznan.

The arterial north-south highway B-7, that links Gdansk and Katowice, passes through Torun and Lodz but does not traverse Konin Province. The north-south A1 that is now being planned will not pass through Konin Province either. Therefore, although Konin Province is in the center of the country it does not perform a hub function regarding transportation modes and flows.

- (2) Present conditions in the distributive and transport sectors

Statements made below can be applied *mutatis mutandi* to the entire nation, and certainly are of great importance for Konin Province. Subsequent to the 1989 reform, privatization of the distributive and transport sector has proceeded rapidly, and many transport companies have been established, but in an orderless environment.

Because government regulation by law of common or so-called professional carriers is not well developed, there are not adequate provisions for minimizing the occurrence and severity of accidents. Users of transport services thus have no assurance of the quality of such service and must accept a high risk of accidents caused by overloading, or by overwork of drivers.

The transport sector itself is not well organized, in terms of an association of professional carriers, the supply of information on prices for customers, and intermodal transport and the like. This is working as a deterrent for Konin Province companies that desire to enter foreign markets.

(3) Joint activities in the distributive and transport sectors

At meetings in Poland or in Konin Province, the Team was told that the Poles traditionally were not greatly disposed toward joint undertakings. Nevertheless, in order to control costs and maximize profits in a competition-driven market economy, the companies in Konin Province should give consideration to joint activities in the distributive and transport sectors.

(4) Problems in distributive and transport sectors in Konin Province

Regarding the infrastructure in Konin Province, refer to Chapter 5.

a) Post-harvest

Agricultural produce account for the major share of goods transported in Konin Province. Regarding both the software and the hardware for distribution of such produce after harvest, however, Konin Province is deficient. Farm households suffer large losses of income because of damage and quality deterioration of produce between the farm and final sale. They also are prevented from using control of shipments as means of maintaining prices.

b) Marketing function in the industrial sector

The Team receives the impression that the ordinary view found in a market economy, that it is necessary for a company to have the attitude that it will develop the market for its own products by means of its own efforts, is missing in companies in Konin Province. It is necessary for these companies to have the fundamental belief that they are going to produce the goods that customers want. This is particularly essential in the formerly state owned companies and is less of a problem among the smaller companies that have been established during the 1990s.

c) Market information

It may be said for all sectors, that in addition for it being difficult to obtain market information, there is insufficient awareness of the importance of such information. Although the companies now must act

in accordance with the market economy, they are not accustomed to staying alert for information, or seeking information, from the market.

d) Measures related to movement of the population

Changes in the structure of industry that are expected by 2010 are described in Chapter 4. What is important for the distributive and transport sectors is the movement of population from rural areas to the zones where manufacturing and services are rapidly growing. Transport modes serving those areas must be provided.

## **Chapter 5**

# **TOURIST INDUSTRY**

## Chapter 5 TOURIST INDUSTRY

### 5.1 Economic Scale of Tourist Industry

In the economic structure of Konin Province, the tourist industry occupies a humble position in terms of the number of companies, the number of employees, and the sales volume. In the diagram showing the Province's industrial structure for 1996 (see Figure 3.2-3, Table 3.2-2 in Chapter 3.2), the tourist industry, when limited to hotels and restaurants, accounts for only 2.4% of the total number of companies, 0.6% of the total number of employees, and 0.4% of the total of sales volume\*1. Even when travel agencies, etc. are included in the tourist industry, the economic status of the tourist industry in the province is still relatively low.

Although statistics showing the actual amounts of money spent by tourists are unavailable, tourism has not yet prospered because of the characteristics of tourists to the province (many of the tourists visit the province for religious devotion or relaxation). There are few restaurants and souvenir shops which are targeted at tourists. All in all, it does not seem that tourists spend much.

This is also attested to by the fact that small proportions of tourists stay overnight in the province. Poland, as a whole, has many entrants every year. However, most of them are in transit. In 1996, the entrants who stayed one or more nights in Poland accounted for only 23% of the total number of entrants (20 million vs. 87 million). In Konin Province, with the total number of tourists estimated to be about 2 million, only about 3.5% of the tourists, or 70 thousand, stayed one or more nights. Concerning the summer boarding-houses in the neighborhood of Lichen, they are not bound to report to the competent office, so how they are actually utilized is unknown. Even when the number of people who stay one or more nights there is added, the percentage for the province would still be far below the national average.

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\*1 Many of the recreation centers and similar facilities are managed as divisions of manufacturing enterprises, etc. Therefore, their sales, etc. are not included in the above figures.



## 5.2 Tourist Resources and Facilities

### 5.2.1 Tourist Patterns and Number of Tourists

#### (1) Existing patterns of tourism

Tourists to Konin Province can roughly be divided into the following three patterns.

- a) Tourists aiming to relax in the neighborhood of a lake or forest
- b) Tourists aiming to make a pilgrimage to the Lichen basilica
- c) Drivers of cars on provincial roads and businesspersons aiming to take a rest in passing through the Province

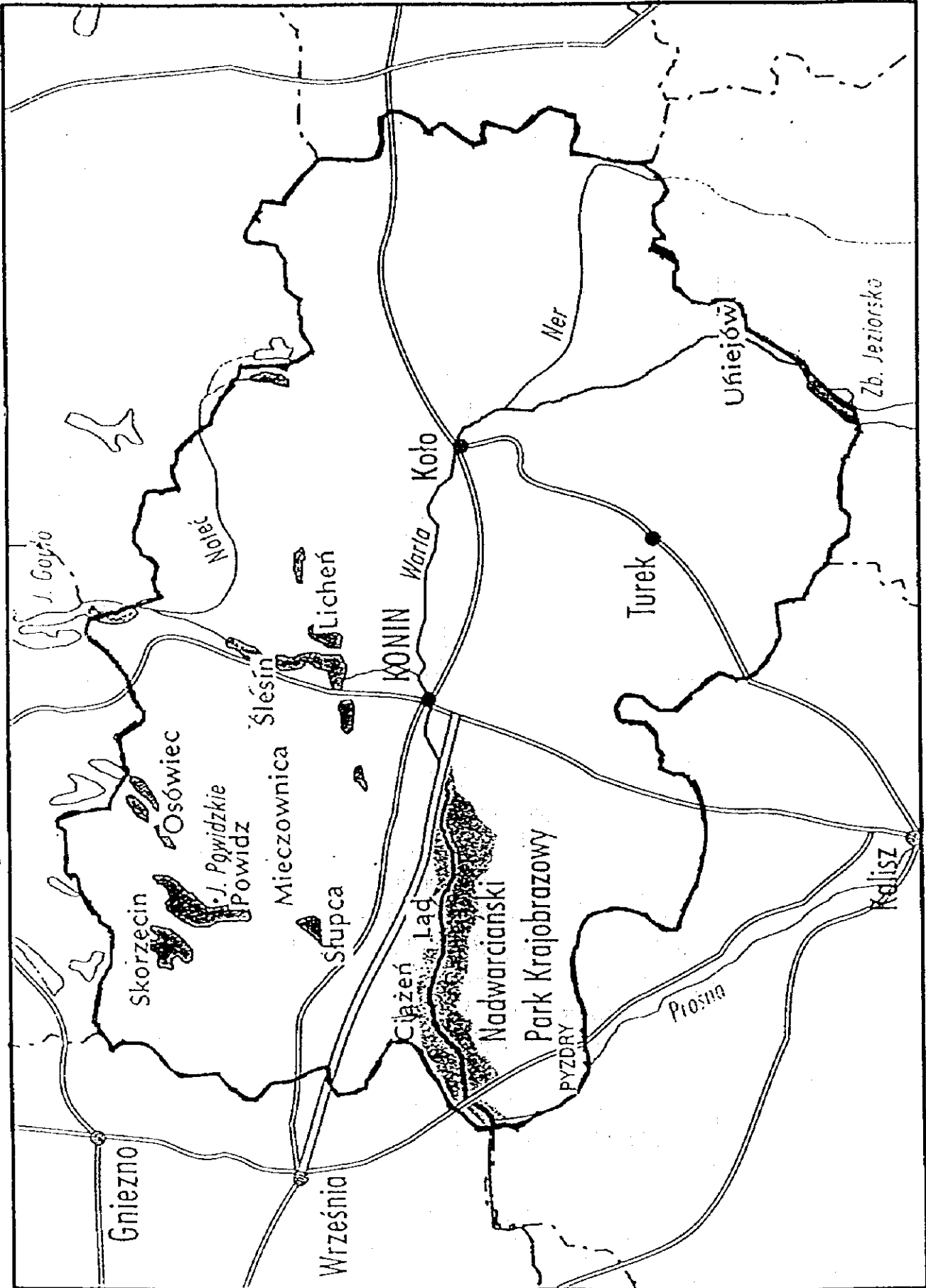
In addition, participants in any of the national-level cultural and sporting events held periodically in Konin Province are also included in tourists. The large-scale events held periodically in the Province include:

- All Polish Children's Song and Dance Festival
- All Polish Festival of Singing Sailors "Złota Szekla"
- Konin's Meeting with Fashion

#### (2) Number of tourists

Since there are many days tourists and transients, it is very difficult to grasp the number of tourists, including participants in the above events, in Konin Province. The Culture, Sport and Tourism Department of the Konin Provincial Office estimates the number of visitors to Lichen at 1,500,000 to 1,600,000 a year, who come from all over Poland. The number of tourists aiming to relax is about 400,000 a year, and mostly come from the Wielkopolska region, and the number of other tourists is about 100,000 a year. So the total number of tourists comes to somewhere around 2,000,000 a year. Of them, foreign tourists account for 20,000 to 30,000 (estimated from the available accommodation data). There can be various patterns of tourism, including the three patterns (a, b, c) shown above. At present, tourists aiming to make a pilgrimage to the Lichen basilica are the largest in number, followed by tourists aiming to relax in the bosom of nature. These two patterns form the main current of tourism in Konin Province.

Figure 5.2-1 MAP OF MAJOR SIGHTSEEING PLACES





## 5.2.2 Tourism Resources

Figure 5.2-1 shows the distribution of major sightseeing places and tourist resources in Konin Province. Many of the existing sightseeing spots are scattered in the northwestern and southwestern parts of the province which have a good number of lakes and forests. There are not so many sightseeing places in the eastern part of the province. The major sightseeing places in the northwestern part are Slesin, Osowiec, Mieczownica, Powidz, and Skorzecin, which are all health resorts for long-term sojourners. In the southwestern part, Lad (famous for the Cistercian Monastery which was built in the 12th century and retains the frescoes painted in the 14th century), Ciazen, and Pyzdry (Warta Landscape Park area) are the major nature protection zones that attract campers, day trippers, etc. mainly from their environs.

### (1) Lichen stary

Lichen, situated in the central part of the province, is especially noted for its Sanctuary of Saint Mary. Every year, 1.5 to 1.6 million people (1% of them are foreigners) from inside and outside the province visit the site. Now the Lichen basilica (it will be the largest basilica in Poland and the world's 11th largest) is under construction. When completed, it is expected to attract still more pilgrims. Most of the pilgrims who visit the site are group travelers in a string of buses. Therefore, improving and expanding the existing tourist facilities, including sleeping accommodations, has become an issue and two hotel construction projects are now underway.

### (2) Lakes and forests

The northwestern part of Konin Province is blessed with a chain of clean lakes including Skorzcencinskie, Powidzkie, Budzislawskie, Wilczynskie, Suszewskie and Kownackie as well as the north-central part with Slesinskie, Wasowskie and Lichenskie lakes. Although the quality of resources in those areas is not as good as that of the Masurian lakes, they attract tourists from all over the Wielkopolska region. Currently the areas are used for camping sites and for second houses of urban residents in the summer season, with virtually no tourism activities in other seasons. Such low usage of natural resources is wasteful and needs to be more intensive but environment-conscious.

### (3) Warta river swamps

Along the mid-stream of Warta River, the Warta Landscape Park was established in 1995 to cover an area of 13,428 ha by Konin Province. The Park has not yet attracted many tourists since it does not have facilities and services for tourists, but certainly has the potential of attracting environment-oriented tourists. The Park is an area of natural beauty and the sanctuary of various flora and fauna of the Wielkopolska Region including:

- 1) an important nesting place in Poland of 153 species of birds such as the bittern, the little bittern, the night heron, the black-necked grebe, the grey lag-geese, the teal, the gadwall, the pintail, various birds of prey, etc.;
- 2) mammals including elks, beavers and otters;
- 3) over 230 groups of plants including white water lilies, halophytes, clubmoss, giant horsetails, and many others; and
- 4) very rare and endangered amphibians.

### (4) Historical monuments

Historical monuments in Konin Province exist plenty since the origins of many local towns and villages go back to the times of the Polish state's establishment. Their touristic qualities, however, are not first class and of national importance as those in Poznan, Gniezno, or Kalisz, but have the potential of attracting a certain number of regional tourists. The major historical monuments in Konin Province are as follows:

- 1) Konin: The Gothic castle, which is currently the regional museum in Konin, was built by Andrzej Laskarz, a Poznan bishop, between 1418 and 1426. A 2.5-metre-high Romanesque milestone made of sandstone is Poland's oldest road sign and was built in 1151.
- 2) Lad: The post-Cistercian monastery in Lad is one of the most valuable historical monuments in Konin Province, with remains of the original Gothic structure from the late 14th century. In the monastery, the oratory of St. James the Apostle is adorned with frescos from around 1370 which are valuable monuments of medieval art.
- 3) Ciazen: A three-story rococo palace located in Ciazen on the northern bank of the Warta River, which was built for the bishops of Poznan between 1758 and 1768. The palace is owned by the Adam Mickiewicz

University of Poznan and is a branch of the University Library, which has a collection of more than 80,000 Masonic publications collected from libraries and Masonic lodges throughout Europe by the Germans during the Second World War.

- 4) Pyzdry: The monastery in pyzdry, one of the three surviving examples of medieval Franciscan architecture in the Wielkopolska Region, dates back to 1277. The original wooden structure was destroyed by the Teutons and was reconstructed as a brick structure in 1690 in baroque style.
- 5) Uniejow: The castle built by Archbishop Jarolaw Bogoria-Skotnicki between 1360 and 1365 stands on the western bank of the Warta River. It was converted many times in later periods, but retains many elements of the original Gothic structure.
- 6) Chelmno: During the Second World War the Germans established a mass execution camp for Jews at Chelmno near the Ner River. The tragedy is commemorated by a monument which was unveiled in September 1964 on the edge of the Rzuchowskie Forest on the site of the victims' mass graves.

(5) Hot spring resources

Geothermal water resources in the Polish lowland are very rich in the Szczecin-Lodz Mesozoic sub-basin where Konin Province is located. The existence of the resources has already been confirmed since the 1970s at several locations in Konin Province including Uniejow, Dabie, Kolo, Slesin and Wilczyn. Although the development of geothermal water resources has not until recently made any progress since their discoveries, owing to the government policies of lignite-oriented development and the associated high initial investment cost for drilling and taking the geothermal water, it is considered by several Gminas as one of the important means of tourism development and of a pollution-free source of energy with the availability of National and Provincial Funds for Environmental Protection for development.

(6) Agrotourism

At the beginning of the 1990s, a new form of tourism called "agrotourism" came into being. The idea of agrotourism is this. Farmers provide their empty rooms as sleeping accommodations for tourists, who stay there for several days experiencing the practice of agriculture and enjoying the

natural environment. From the viewpoint of tourism resources, there are many potentials to develop agrotourism in the Province. At present, in Konin Province, 12 farmers provide empty rooms to tourists for agrotourism as a business under the guidance of a nationwide organization. Since agrotourism enables the farmers to utilize their facilities effectively and get an extra income, there are some farmers who do the agrotourism business unofficially. Thus, the number of farmers involved in agrotourism is increasing, though at a slow pace.

However, it is not the situation that any farmer can readily enter into the agrotourism business; he must meet the prerequisites for receiving tourists. To that end, he is required to make an initial investment, acquire a linguistic ability good enough for basic communication with foreign guests, and cultivate the ability to entertain the guests. From the viewpoint of the tourist industry, agrotourism consists essentially in providing tourists with sleeping accommodations. Therefore, the future development of agrotourism is considered to depend on whether the farmhouses can make a clear difference from ordinary campsites and recreation centers.

(7) Other tourism resources

Concerning other tourist resources, they are either still untapped or not attractive enough to draw tourists from outside the province. For example, Konin Gmina provides a passage to Lichen and a place of rest for pilgrims. Nevertheless, the Gmina itself has no tourist facilities sufficient to attract many tourists. Konin City and its eastern suburb, through which National Road A2 runs, form the municipal area that still has the heaviest traffic in the province. Facilities for motor vehicle drivers are concentrated in this area. However, most of the drivers utilize those facilities mainly for temporary relaxation, so do not spend much in this area.

A rock salt mine at Kodawa in the eastern part of the province has a part of the pit open to tourists temporarily. However, it has not yet been developed for tourism. In order to attract many tourists, it is necessary to invest a large amount of money in the improvement of the pit and the installation of safety equipment. At Uniejow, a town on the eastern provincial border, the

presence of a hot well has been confirmed. To date, however, it has not been developed for tourism either.

### 5.2.3 Development of Tourist Facilities

As of the end of 1996, in Konin Province, there were sleeping accommodations at 125 places, with 6,741 beds. Many of them are, however, lodges and bungalows which are used only during summertime, and the number of beds which can be used throughout the year is 1,325, or less than 20% of the total number of beds.

**Table 5.2-1 TOURIST ACCOMMODATION IN KONIN PROVINCE, 1996**

	No. of Accommodation		No. of Beds		No. of Guests	Beds Used
		w/restaurants	Total	Year round	(in thous.)	(in thous.)
Hotels & Motels	8	7	646	646	18.1	32.5
Excursion hostels	1	1	130	130	1.1	9.3
Youth hostels	3	-	145	60	2.2	7.7
Camping grounds	7	-	1455	-	15.1	46.1
Holiday recreation centers	90	3	3928	141	24.6	230.2
Guest rooms	11	7	172	158	6.5	6.8
Others	5	1	265	190	2.3	11.6
<b>Total</b>	<b>125</b>	<b>19</b>	<b>6741</b>	<b>1325</b>	<b>69.9</b>	<b>344.2</b>

Source: The Konin Statistics Office

Table 5.2-1 shows the sleeping accommodations in Konin Province and the condition of utilizing them. There are eight hotels in the province. In Poland, hotels are divided into five classes according to the quality of equipment and services. The Province has no "high-class" hotels (hotels with four or more stars). Of the eight hotels, four are three-star ("middle-class") hotels (all located in the Konin District). The other hotels are of two-star or lower class. In 1996, a total of 69,900 persons utilized sleeping accommodations in the province. Of them, 18,100 persons (26%) used hotels or motels. The majority of guests was concentrated at the facilities which can be used only during summertime.

Of the 125 sleeping accommodations, 71 have eating and drinking facilities, such as a dining room, restaurant, and bar. However, restaurants which meet certain requirements number only 19, including seven of the eight restaurants in the above hotels. Table 5.2-2 shows the number of sleeping accommodations in each of the gminas of the province. Witkowo has the most accommodations

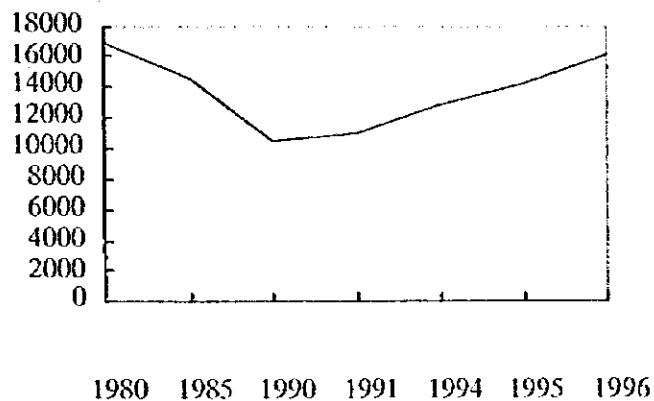
(50), followed by Slesin (30). In terms of the number of beds, too, these two gminas are predominant. However, most of those accommodations are camping grounds and holiday recreation centers without eating and drinking facilities. Besides, most of them are open only during the period from June to September. In terms of the number of sleeping accommodations (including eating and drinking facilities) which can be utilized throughout the year, Konin Gmina comes out on top.

**Table 5.2-2 NUMBER OF LODGING GUESTS BY TYPE OF ACCOMMODATION & GMINA, 1996**

	Gminas	No. of Accom.	Hotels & Motels	Excursion hostels	Youth hostels	Camping grounds	Holiday recreation	Guest rooms	Total No.
Urban Gminas	Konin	5 a.	10695		1955				12650
		b.	12650		5122				17772
	Slupca	4 a.	194		179			104	477
		b.	4936		1799			286	7021
Turek	1 a.							2248	2248
	b.							1279	1279
Urban-Rural Gminas	Dobra	1 a.						265	265
		b.						2184	2184
	Sompolno	3 a.					686		686
		b.					7556		7556
	Slesin	30 a.	2543			1239	8411	981	13174
		b.	5585			4787	79057	1036	90465
	Witkowo	50 a.	1845			10457	6933	32	19267
		b.	6498			26627	92779	215	126119
Uniejow	1 a.			1104				1104	1104
	b.			9261				9261	9261
Rural Gminas	Kazimierz Biskupi	1 a.						127	127
		b.						127	127
	Koscielec	1 a.						1014	1014
		b.						1051	1051
	Krzymow	1 a.						850	850
		b.						1218	1218
	Ostrowite	2 a.			68		970		1038
		b.			758		7310		8068
	Powidz	10 a.				2845		1535	4380
		b.				8668		14018	22686
	Rzgow	1 a.	2850						2850
		b.	2850						2850
	Skulsk	2 a.					84	212	296
		b.					1176	212	1388
Slupca	1 a.						584	584	
	b.						601	601	
Stare Miasto	1 a.						153	153	
	b.						177	177	
Wilczyn	10 a.				570	5003		5573	
	b.				6000	17049		23049	
Province Total	125 a.	18127	1104	2202	15111	22087	8105	66736	
	b.	32519	9261	7679	46082	204927	22404	322872	

Note : a. No. of Guest, b. No. of Bed Used  
Source: The Konin Statistical Office

Figure 5.2-2 TREND IN FOREIGN TOURISM



Looking at the change in the number of users of tourist facilities in the past decade, a marked change in tourism not only in Konin Province but also in Poland as a whole can be observed. Figure 5.2-2 shows the change in the number of users of sleeping accommodations in Poland between 1980 and 1996. It can be seen from the Figure that the number of tourists in Poland markedly decreased during the period from 1985 to 1990, then began to recover steadily. In this case, the tourists going to Poland are actually foreigners (includes Polish people living in foreign countries). Even so, nearly the same thing can be said of the general tendency of tourism in Konin Province. Since 1990, most of the tourists to Konin Province are from inside Poland and the number of foreign tourists to the Province is smaller than in the 1980s.

However, it should be noted here that since the 1989 reform, the Polish recognition of the tourist industry or the tourism targeted has changed. It may be said that before the reform, tourism was positioned as part of the welfare of workers, rather than as a service industry, and tourist resorts were developed based on that recognition. Therefore, for foreign tourists, the state-owned travel agency, ORBIS, was monopolistically managing the hotels and other tourist facilities provided only in specific areas. The other special agencies, such as PTTK (domestic travel agency) and Almatour (travel agency established exclusively for students), were offering only minor services, such as helping tourists find sleeping accommodations.

At the levels of workshops, schools, and communes, each of which had signed a mutual exchange agreement with its counterparts in Hungary and the former East Germany allied with Poland, it was common that people exchanged visits to health resorts in the allied countries. Thus, it may be said that before the reform, the tourist industry had been fostered in a manner different from the tourist industry under the new market economy system. Therefore, the decrease of tourists to Poland between 1985 and 1990 can be attributed largely to the fact that the number of tourists from Hungary and the former East Germany sharply decreased after reforms in various countries in Eastern Europe\*2. In this respect, Konin Province, too, underwent a similar influence.

On the other hand, the increase in the number of tourists using sleeping accommodations throughout the country in recent years is attributable mainly to the fact that foreign businesspersons and tourists utilizing hotels and guest houses are increasing in number. In this respect, however, the effect has not yet spread to Konin Province. The tourism in Konin Province depends largely on tourists aiming to relax in the bosom of nature, and the development of other forms of tourism, including tourist facilities, has been delayed. This is one reason why the province has not had many foreign tourists.

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\*2 For example, up until 1989, about 700,000 Hungarians had visited Poland annually. Even in 1996, the number of Hungarian tourists, which had plummeted, did not increase to more than 200,000.



### 5.3 Conclusion and Key Issues

#### (1) Patterns of tourism in Konin Province

Konin Province attracts about 2 million tourists annually. Dominant patterns of tourism are: (1) relaxing at resort areas extending along lakes in the northwestern and north-central parts of Konin Province from all over the Wielkopolska region and nearby major cities such as Poznan and Lodz; and (2) 1.5 million pilgrims to Lichen Stary, although they cannot be counted purely as tourists.

Although tourism resources, including untapped ones, are abundant, the existing facilities for tourists are insufficient in terms of both quality and quantity and serve only for a limited period of the year. Some of those facilities, particularly those along lakes in the north-central part of the Province, are developed and owned by companies of the three key industries in the province for their employees' recreational facilities and for internal meetings and conferences.

#### (2) Few tourism resources which can be differentiated

It may be said that the major tourism resources of Konin Province are scenic areas blessed with lakes and forests and religious establishments (churches, etc.). The natural beauty of lakes and forests is less famous than that in the Masuria district in the northeastern part of Poland, which is one of Europe's most impressive districts having lakes and marshes. Saint Mary at Lichen is also less famous than the Black Madonna at Jasna Gora in Czestochowa.

However, once the current construction work on the new sanctuary at a nearby site of the existing one, which will have the biggest accommodation capacity of this kind of facility in Poland, has been completed by the end of this century, it is expected that it will bring a completely new stimulus to the existing pattern of tourist flows in the Province.

#### (3) Negative image of the province's tourism

Within Poland, Konin Province is generally viewed as a "brown coal and energy province" which is dependent on the production of brown coal and

the generation of electricity. Because of this, even when the province tries to attract tourists by giving publicity to its beautiful lakes and forests, the sales talk tends to be discounted by a sort of preconception of environmental pollution. Besides, the province has few facilities which are very appealing to potential tourists. The limited patterns of tourism in the province are another factor inviting a negative image.

(4) Insufficient tourist infrastructure

tourist infrastructure consists of hardware and software. In Konin Province, the development of local roads and accommodations (hardware) and the training of workers in the tourist industry (software) are especially insufficient. The roads that lead to the major sightseeing places and recreational areas in the Province are all one- or two-lane roads, impeding smooth travel by large-size vehicles.

Besides, in the peak tourist season, many cars which are not admitted into the narrow parking lots at the sightseeing places overflow to the roads, causing traffic congestion at roads leading to those places and even in nearby cities. On the other hand, the capacity and quality of accommodation are not sufficient to meet the demands of increasing numbers of tourists, particularly foreign tourists including businesspersons. The services of workers in the tourist industry need to be upgraded to international standards by further training.

(5) Few tourists in winter season

Since the existing tourist pattern of Konin Province is summer-oriented and few accommodations can be utilized throughout the year, the utilization of tourist facilities and human resources only during summertime is not only wasteful to the tourism industry of the province but also makes it difficult to establish financially sound business activities. As a matter of fact, many tourist facilities in lake and forest areas close during the winter season because of the absence of visitors. In order to establish all-year-round tourism in the province, it is necessary to develop new tourist patterns for meeting current and future tourists' demands and of operating throughout the year.

(6) Need for an integrated tourism development concept

So far the tourism activities in Konin Province such as camping and recreational activities along lakes and forests, recreational facilities for the relaxation of company employees at lakes and huge numbers of pilgrims to Lichen Stary have all been conducted independently and not linked with each other, which is a major factor in the current underdeveloped situation in tourism in the province.

In order to overcome this aspect and establish financially viable and all-year-round tourism in the province, it is an urgent requirement to formulate an integrated tourism development policy for the province which will have the basic concept of: 1) mobilizing all development potentials of existing and untapped resources including lakes and forests, rivers and swamps, geothermal hot water, and, among others, utilizing the potential of the huge number of pilgrims to Lichen Stary; 2) aiming at realization of a pollution-free province, since the basis of Konin tourism is a nature-based one and the image of a "polluted province" is destructive to the promotion of tourism; 3) putting a priority on promoting Konin tourism by establishing tourism information centers at the crossroads of tourist flows and upgrading promotional tools including posters, printed matter, TV programs and videotapes; and 4) making use of the province's geographical merits, such as convenient access to major markets including the cities of Warsaw, Poznan and Lodz and the other European markets through high-speed trains (160 km/hour by the beginning of 1999) and the east-west motorway sections between Swiecko and Warsaw by 2005 - 2010.



## 5.4 Direction of Development of Tourist Industry

### 5.4.1 Development Potentials and Constraints

#### (1) Development potentials

##### 1) Geographical advantage

It may be said that Konin Province, which is situated in the center of Poland and has well-developed railways and an expressway, has some geographical advantage in terms of the mobility of tourists. Domestically, tourists in Warsaw, Lodz, Poznan, and some other big cities can travel into Konin Province in one to two hours. In particular, Poznan--the site of an international trade fair--attracts many people annually. As the trade fair increases in scale, however, the shortage of sleeping accommodations has become a serious problem. In some cases, visitors have to find accommodations in Pila, which is 130 km away from Poznan. In view of this, Konin, which is 100 km from Poznan and has an expressway, can quite possibly provide lodgings for visitors to Poznan.

##### 2) Construction of Lichen basilica

At Lichen, a new basilica is being constructed. It is scheduled for completion within this century. When completed, it would be Poland's largest basilica, seventh largest in Europe, and eleventh largest in the world. In addition, it has been decided to construct a 110-room hotel (with a spacious convention hall and two swimming pools) on the site. As an international religious establishment comparable to the Black Madonna at Czestochowa, the new basilica, together with Lichen Stary, will possibly attract many pilgrims and tourists. In particular, if the pilgrimage to Lichen is included in the course of a pilgrimage to Czestochowa, the number of foreigners who visit Lichen could increase dramatically, since more than one million foreign tourists visit Czestochowa every year.

##### 3) Presence of untapped tourist resources

As already pointed out as a problem in the tourist industry, Konin Province has promising tourist resources which remain to be developed. They include a rock salt mine at Klodawa, a spring well at Uniejow, and Lake Jeziorsko in Dobra. In Konin Province, which has a wide expanse of rural

area, agrotourism is another promising field. The presence of untapped tourist resources might enable Konin Province to offer a new form of tourism in the future.

(2) Development constraints

1) Scarcity of national level tourist resources

First-class tourist resources are few in Konin Province. Some of the province's tourist resources have historical or cultural value. However, tourist resources of similar value can easily be found in other places in Poland or Europe.

Basically, any notable sightseeing place has been created as a historical, cultural, or natural form by utilizing valuable tourist resources or by providing many artificial human-friendly facilities. In this sense, it may be said that the scarcity of first-class tourist resources is one of the development constraints.

2) Remaining image of Konin Province as a polluted area

There is no data that clarifies the following description. However, the results of interviews with people inside and outside the province show that the first thing that Konin Province reminds them of is the presence of energy-dependent industries, including the lignite industry, in the province. It is evident that their interest in the province's tourist resources is overshadowed by their strong image of those industries and pollution. Even when the province gives publicity to its good natural environment, it is also overshadowed by the fear of environmental pollution caused by the energy-dependent industries. Those three key industries must continue to operate because they are vitally important to the province. Namely, this is a constraint which can hardly be eliminated.

3) Limited tourism development budgets of local governments

In order to promote the tourist industry, it is necessary to invest not only in the construction of hotels and restaurants but also in the development and improvement of the social infrastructure (roads, communications, water supply, sewerage, etc.) and the planning of promotional ideas (publicity,

advertising, guidance, events, etc.) to attract tourists. It is reasonable that the local governments take the initiative in making the above investment. However, the budgets of the provincial government and individual gmina governments are so limited that only small portions of them can be appropriated to tourist development.

#### **5.4.2 Development Concept, Strategies and Projects**

##### **(1) Development concept**

###### **–Full utilization of tourist attractions in Konin–**

Qualities of tourism resources in the Konin Province are not blessed with those of first class or of national and international importance except the Lichen basilica, but are mostly those of second class or of regional importance. However, the combined provision of those resources and full utilization of them as well as better access to the province through the planned provision of National Highway A-2 and high speed railway systems will be able to attract tourists of various purposes from ranges of 200 km including the major markets of Warsaw, Lodz and Poznan.

In addition, another characteristic of tourism resources in the province is mainly enjoyment by tourists themselves through their activities in touristic areas, which can be called activity-type resources, rather than just watching sightseeing resources passively. Tourism resources in Konin Province would be best-utilized through effectively combining the existing patterns of tourism and also creating the new patterns. The above-mentioned development concept of tourism in the province encourages the integrated use of those various types of resources, which are not yet fully utilized, and the diversification of touristic patterns in the province. It also includes the development of hardware (e.g., tourist resources and facilities) and the promotion and upgrading of development of software (e.g., travel information centers, pamphlets, travel agencies, and services of hotel/restaurant employees).

In order to realize the development concept of the tourism sector, the Study Team established four strategies of development through the problem analysis and the objective analysis of sectoral issues in the province. We

have excluded the recommendation connected with the tourism development of the Lichen area, except the need for the improvement of infrastructures in the area of Lichen Stary, since the plan for the area has already been in the process of implementation.

For further development of Konin tourism, both the existing tourism patterns such as tourism in the lake and forest areas and new tourism patterns such as activity-oriented tourism need to be upgraded and strengthened. In other words, both aspects of Konin tourism have problems and need to be improved. The following two are agreed upon by the Study Team as strategies to be pursued.

- (Strategy-1)      Strengthening of the existing tourism patterns
- (Strategy-2)      Development of new tourism patterns

In order to attract tourists to touristic areas in Konin Province, the Study Team identified two major problems. One is that the amenities in the province for tourists are not good enough and the other is that potential tourists are not provided sufficient information on tourism in the province. Strategy-3 is to remedy the former defect of Konin tourism and Strategy-4 to cope with the latter problem.

- (Strategy-3)      Preparation of tourist infrastructure
- (Strategy-4)      Strengthening of Konin tourism promotion

## (2) Development strategies and their projects

### **(Strategy-1) Strengthening the existing tourism patterns**

This is a review of the existing tourist resources and facilities to re-activate the existing patterns of tourism. For example, even lake-side recreational resorts require improvement and expansion of sporting and recreational facilities. In the Warta Landscape Park zone, installation of a nature observation course, orienteering course, etc. can be considered. Offering a new combination of tourism through restoration of historic buildings is also included in this strategy.

The northwestern area of Konin Province (Gminas of Witkowo, Powidz, Ostrowite and Wilczyn) is currently used for camping sites in the summer



season. The area could be used as tourist destination for longer stays if facilities for tourists and infrastructures are prepared and sufficient advertising done. To attract more tourists, the project aims to develop more amusement facilities such as nature-hunting, sports activities, restaurant etc. as an integrated tourism area.

Project TR-1 "Development of the lake areas in northwest Konin"

There are few sport facilities which can be used all-year-round in Konin Province. There is a need to develop an all-year-round sport-recreation park along the lake and nearby power plants for utilizing their hot water. The facilities will be used as a training center for national teams of various sports so that Konin can create a new image.

Project TR-2 "Development of integrated sport-recreation zone"

**(Strategy-2) Development of new tourism patterns**

This strategy aims to develop untapped tourist resources or new tourist facilities and tourism patterns by taking advantage of unique characteristics of Konin Province. It includes the development of new tourism patterns. Thermal water resources from power stations, hot springs, rock salt mines, sites of abandoned lignite mines, old urban districts, etc. can be developed. In particular, thermal resources which are abundant in the province will offer a variety of underutilized resource uses and add completely new aspects to the existing patterns of Konin tourism.

The proposed project aims to develop a swamp and forest area along the Warta River as a recreational park. The area is already designated as a landscape preservation area. The project promotes the utilization of the area as a place for the observation of a natural habitat for a mainly educational purpose. The renovation of historical places in Lad, Ciazen and Pyzdry as well as establishment of catering facilities will also be implemented.

Project TR-3 "Development of natural habitat observation park"

The proposed project aims to utilize unused hot spring resources found in various parts of Konin province for new patterns of tourism in Konin. The project includes the construction of hotels and sanatoriums. This could provide quite a new type of tourism and also develop the local area.

Project TR-4 "Development of hot spring resources"

This project utilizes the waste heat from power plants, establishing a new type of international-class tourist destination. A botanical garden of tropical plants and a tropical and European live butterfly garden will be constructed.

Project TR-5 "Establishment of a tropical botany and butterfly garden"

The following projects are included in the other sectors, but they will promote the new patterns of tourism in the province. The details of those projects are in the respective sectors.

Project AG-13\*\* "Promotion of agrotourism"

Project KI-7\*\* "Construction of a golf course on the refilled land of mines"

### **(Strategy-3) Preparation of tourist infrastructure**

This Strategy aims to improve the infrastructure for both hardware and software needed in the tourist industry. With respect to the hardware, improvement of roads to sightseeing places, water supply and sewerage, communication facilities, etc. will be required. As for the software, improvement of pamphlets, road signs, etc. will be called for. The most important thing, however, is vocational training of the persons engaged in the tourist industry. This must be reflected not only in the existing tourism patterns but also in new tourism patterns. Now the Polish government is preparing a new law for the tourist industry in line with the EU standard. The new law is scheduled to be put into effect in January 1998. Under this law, hotels, travel agencies, etc. which do not meet certain requirements are prohibited from continuing their businesses. The tourist infrastructure is to be developed with due consideration given to the above law.

The potential projects in conformity with Strategy-3 are also projects in the sector for land use and infrastructure (See Chapter 5, 5.1 for details), namely;

Project LD-9\*\* "Preparation of roads in tourist areas"

Project LD-11\*\* "Preparation of water supply and sewage systems in tourist areas"

**(Strategy-4) Strengthening Konin tourism promotion**

This strategy primarily aims to promote the province's tourism industry and secondarily to improve the image of Konin Province. The provincial government is striving to establish a new image of the province's tourism, review the existing promotional tools, and improve the existing tourist system. It is especially important to establish the image of the province as being blessed with a beautiful natural environment and in harmony with the environment.

Although tourism promotion tools are prepared by the provincial office, they are not necessarily sufficient in number or distributed regularly. Furthermore, there is not any means to provide information on Konin tourism when tourists arrive at Konin railway station and also plan to visit Konin. In order to amend such a situation, the following three projects are proposed:

Project TR-6 "Upgrading tourism promotion tools"

Project TR-7 "Establishment a tourism information center in Konin"

Project TR-8 "Promotion of a Clean Konin campaign program"

Details of each project are in the Project Report.

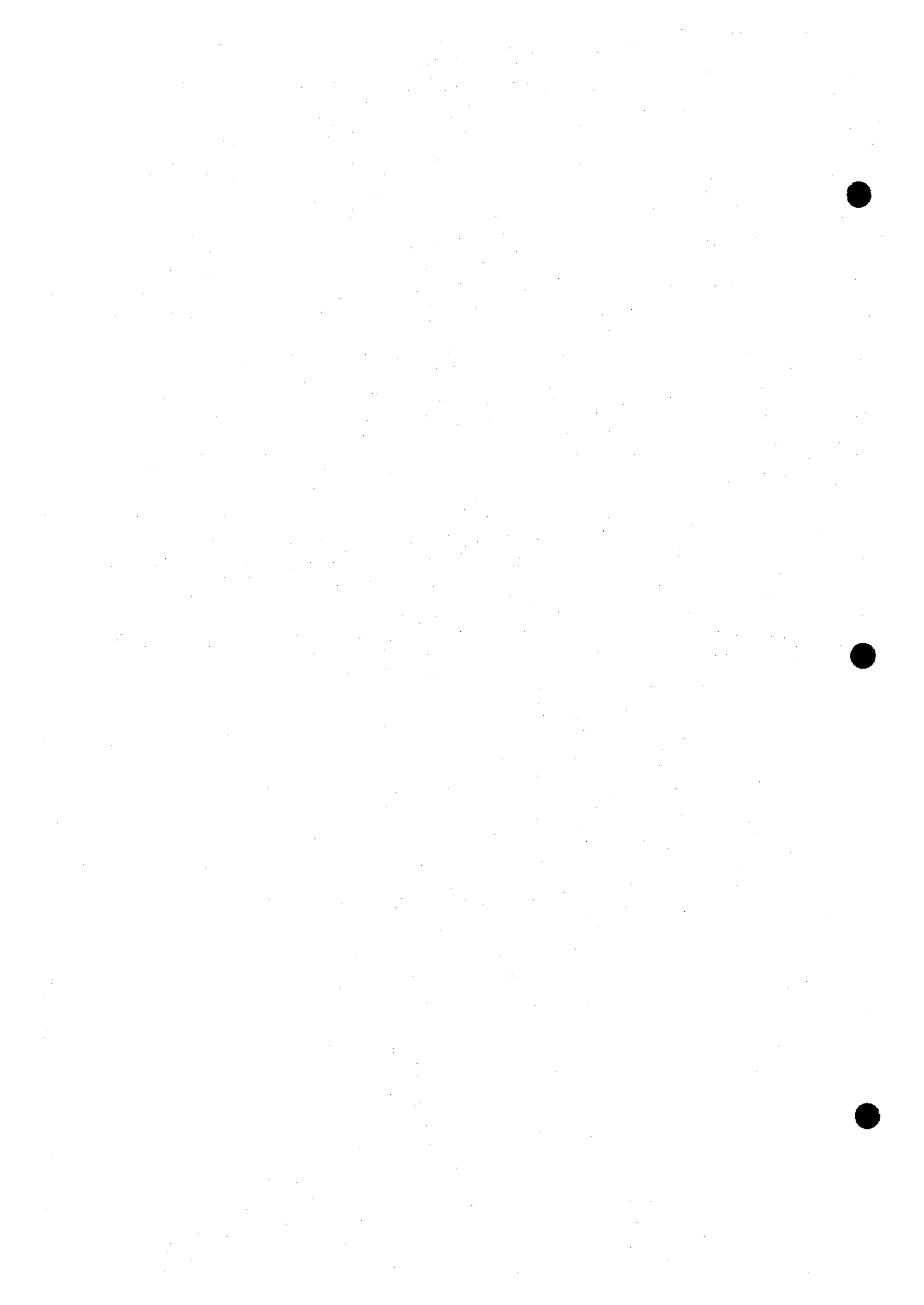
**Table 5.4-1 TOURISM: DEVELOPMENT CONCEPT, STRATEGIES & PROJECTS**

Remarks: (\*) indicates duplication with a project that has been listed in the same sector.  
 (\*\*) indicates duplication with a project that has been listed in a different sector.

Full utilization of tourist attractions in Konin		
Concept	Aims of Strategy	Projects
(1) Strengthening of the existing tourism patterns	This is to review the existing tourist resources and facilities and re-activate the pattern of tourism.	TR-1 Development of the lake areas in north-west of Konin TR-2 Development of an integrated sport-recreation zone
(2) Development of new tourism patterns	This strategy aims to develop untapped tourist resources or new tourist facilities and tourism patterns taking advantage of unique characteristics of Konin province, so that Konin could change the image of the province.	TR-3 Development of a natural habitat observation park TR-4 Development of hot spring resources TR-5 Construction of a tropical botany and butterfly garden (AG-9) ** Promotion of agro-tourism (KI-7) ** Construction of a golf-course on the refilled land of mines
(3) Preparation of tourist infrastructure	This aims to improve the infrastructure for both hardware and software needed in the tourist industry. Comprehensive tourism Act is under preparation and put into effect in January 1998. This strategy aims to take action based on the new Act.	(LD-9) ** Preparation of roads in tourist area (LD-11) ** Preparation of water supply and sewage systems in tourist areas
(4) Strengthening of Konin tourism promotion	This aims to improve the image of Konin Province and re-strengthen tourism organization and promotion tools.	TR-6 Up-grading of tourism promotion tools TR-7 Establishment of a tourism information center in Konin TR-8 Promotion of "Clean Konin" campaign program

**Chapter 6**

**LAND USE DEVELOPMENT PLAN**



## **Chapter 6 LAND USE DEVELOPMENT PLAN**

### **6.1 Basic Policy of Land Use Development Plan in Poland**

The basic policy of the land use development plan in the country is defined in the Act on Physical Development which was approved in 1994. The following is an overall guideline of the Act.

#### **6.1.1 Act on physical development**

##### **(1) Outline of act on physical development**

The Act on Physical Development was approved by the legislature in July 1994 and it came into force in January of the following year.

The Act on Physical Development defines the scope and procedure on issues related to appropriation of land use. Also, it defines the principle for land use development and the procedure in resolving conflicts that arise among citizens, self-governing communities (Gminas), and the State.

The scope of physical development includes the following:

- a. Requirements of spatial order, town planning, and architecture
- b. Architectural and landscape value
- c. Requirement for protecting the natural environment, health, and safety of citizens and their properties
- d. Requirement for protecting cultural heritage and cultural values
- e. Economic value of land and rights of ownership
- f. Requirements of national defense and State security

The Act is comprised of Chapter 1 through Chapter 7.

The following is a summary and an outline of the Act on Physical Development:

**Chapter 1; General Regulations** --- This chapter defines the scope of and procedure on issues related to appropriation of land use. Also,

it defines the principle for spatial development, principles, and procedure, or resolving conflicts of interest that arise Gmina among citizens, self-governing Gminas, and the State.

Chapter 2; The Local Physical Development Plan --- This chapter defines the purpose of defining the spatial planning policy of a Gmina. According to the Act, a Gmina council shall approve the development plan within the Gmina.

Chapter 3; Legal Consequences of the Adoption of a Local Physical Development Plan --- Chapter 3 defines the rights of ownership of real estate.

Chapter 4; Establishing Conditions for Building and Land Development (Planning Permission) --- This chapter defines the requirements of establishing conditions for building and land development.

Chapter 5; Town Planning License --- It defines the requirement and conditions of licensees, either individuals or organizations, for carrying out land use development.

Chapter 6; Shaping and Implementing State Physical Development Plan --  
- This chapter defines the supreme rights of implementing the State Physical Development Plan.

Chapter 7; Transitional and Final Provisions; --- This Chapter defines transitions, final provisions, and the effective date of implementation of the Act.

### **6.1.2 Formation of Land Use Development Plans and Implementation Methods**

#### **(1) Roles of the central government**

Formulation of land use development plans is vested in the Ministry of Internal Affairs and Administration of the government. The governor of each province is obligated to report each plan and implementation program made up at the provincial level. Figure 6.1-1 shows the process and flow



of information in the land use development plan (Details of the process are explained in the last portion of this section).

It goes without saying that these plans and programs consist of the plans which are made up at both the provincial level as well as the Gmina level. Then the Ministry of Internal Affairs and Administration will accept or reject the plans put forth by each province.

Once the plans are submitted to the Ministry of Internal Affairs and Administration by the governor of each province, the Ministry materializes the plans in document form and announces the plans to the public as a gazette. On the contrary, once the plans and programs are rejected by the Ministry, the Ministry refers the plans and programs back to the governor for reconsideration, or the Ministry rejects whole programs and plans by reference to the law of the country. Figure 6.1-1 also shows the overall process of land use development plans at Gminathe municipal level and the Office of the Konin Governor level up to the national government level.

## (2) Roles of the office of the Konin governor

### 1) The office of the Konin governor

By the Act on Physical Development which came into force in 1995, each Office of the Governor in the country was obligated to submit land use plans to the national government. The Department of Spatial Planning in the Office of the Konin Governor submitted its land use plans in the same year of implementation, namely 1995, of the Act. Outlines of the submitted plan are as follows:

- a. To set up protected areas by preparing regulations at the Office of the Governor level: This includes forests, landscape parks, borders of protected areas, architectural buildings, museums, and historical monuments.
- b. To set up District Network Systems by designating the cities which serve as social and economic centers of each region within the province: The District Network Systems states that the province is divided into four social and economic zones depending on social and economic activities and functions such as administration, production, agriculture,

tourism, resorts, and commercial services. By classifying the cities depending on location, function and size, the Office of the Konin Governor specified each city as the provincial city (Konin City), inter-local center cities (cities of Turek, Kolo, and Slupca), 14 cities as local center cities, and other cities in rural Gminas. Figure 6.1-2 on the last page of this section shows the administrative borders of 48 Gminas and the locations of major cities in Konin Province. Also, the figure shows the borders of the District Network Systems by indicating borders and locations of the cities.

- c. To set up predisposition areas for land use development: This includes zoning the areas by classifying highly polluted areas, nature conservation areas, tourism development areas, and environmental protection areas.
- d. To group agricultural farms depending on the soil quality: The farming areas are classified by soil of good quality or low quality, and as area where agricultural chemicals cannot be used. The Office of the Konin Governor is advised of the types of crops farmers grow in these areas.

The national government accepted land use plans from each Office of the Governor as a basic concept of land use, but not as actual plans to be implemented. This was due to the initial stage of the Act on Physical Development, and the national government was not clear about bringing these plans into action.

Presently, very few of the above plans have been implemented. For example, a tourist area such as Powidz is gradually developed by Gminas and by individual investors. However, confusion has been created among them since there is less management and control from the Office of the Konin Governor and Gminathe municipal government.

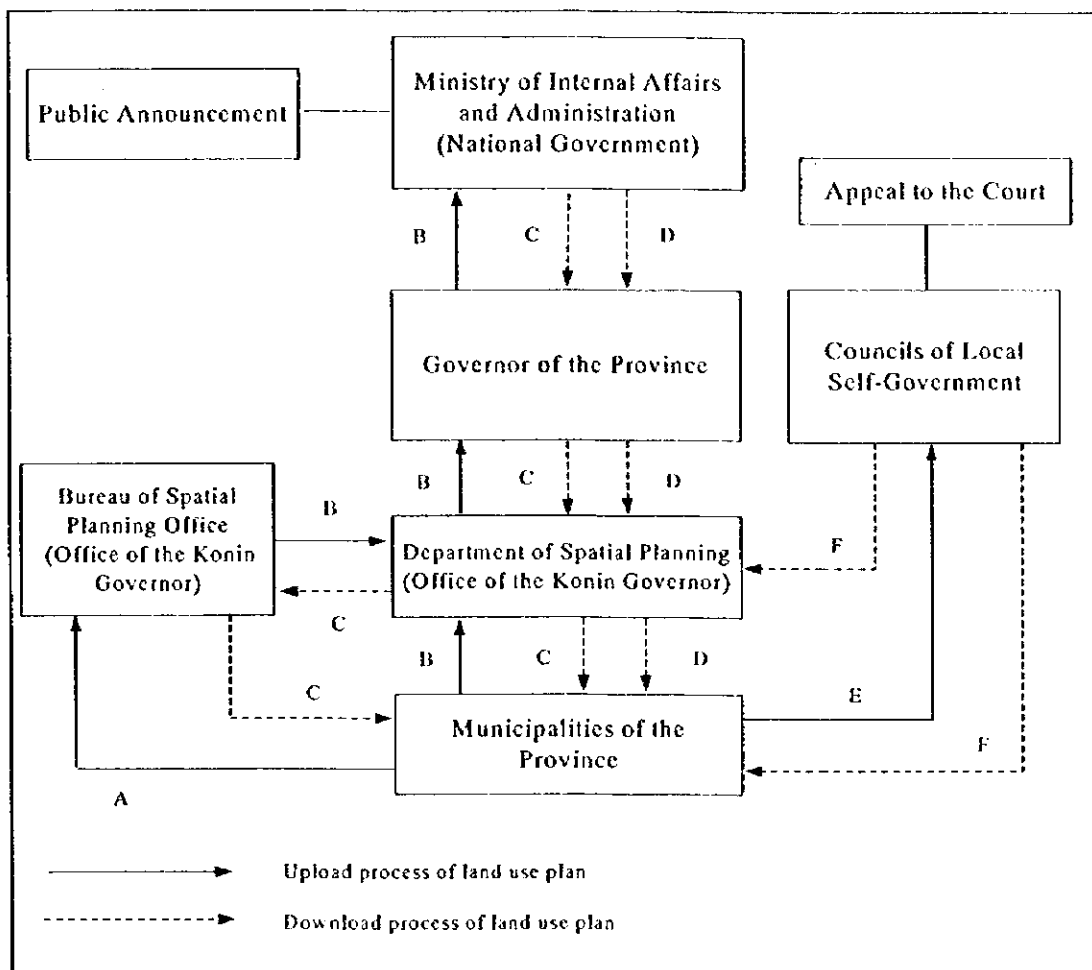
The Department of Spatial Planning in the Office of the Konin Governor has functional roles to establish land use development plans in the province. The Department of Economy in the Office of the Konin Governor sets specific policies and implementation programs for economic development in cooperation with the Department of Spatial Planning. Both departments often formulate land use development plans with mutual

cooperation. However, the former department deals mainly with the formulation of economic development and adjustment.

Actual creation of land use development plans which are formulated within the two departments of the Office of the Konin Governor will be transferred to the Bureau of Spatial Planning Office (BSPO).

Figure 6.1-1 shows the overall process and flow of information in a land use plan, and its details are described hereunder.

**Figure 6.1-1 PROCESS AND FLOW OF INFORMATION IN LAND USE PLAN**



(Source: BSPO)

**( Process and flow of information )**

- A. Draw land use plans for Gminas --- BSPO is to coordinate with each Gmina and discuss their land use plans. Based on the request of the land use plans raised from each Gmina, BSPO helps them by filling up application forms and embodies their plans by drawing them on maps.
- B. Application of the plan drawn by BSPO --- BSPO submits land use plans to the Department of Spatial Planning in the Office of the Konin Governor. Each Gmina sometimes submits land use applications directly to the Office of the Konin Governor in case the development area is directly involved in Office of the Konin Governor ownership such as provincial roads. This type of procedure is a rare case, and normally most application forms on land use plans are submitted through BSPO.
- C. Acceptance, authorization, and/or rejection notice --- Ministry of Internal Affairs and Administration of the government is the highest authority to accept land use plans raised from each Gmina. The ministry has authorization on either acceptance or rejection of the plans. The notices always go through the governor of the province and his officials such as the Spatial Planning Department and BSPO.
- D. Notification on reconsideration of the rejected plan --- The ministry notifies the result of the plan made by a Gmina, or recommends it to reconsider the plan.
- E. Take the plan to court in a case of discontent by the Gmina --- Gmina has the right to appeal to a court in case the made-up plans are rejected by the Ministry. This process should be taken through the Councils of Local Self-government.
- F. Order of reconsideration --- Once the plan is rejected by the Ministry, and the case is lost in court, a reconsideration order on the plan comes from the Governor and Councils of Local Self-government.

**2) Bureau of Spatial Planning Office (BSPO)**

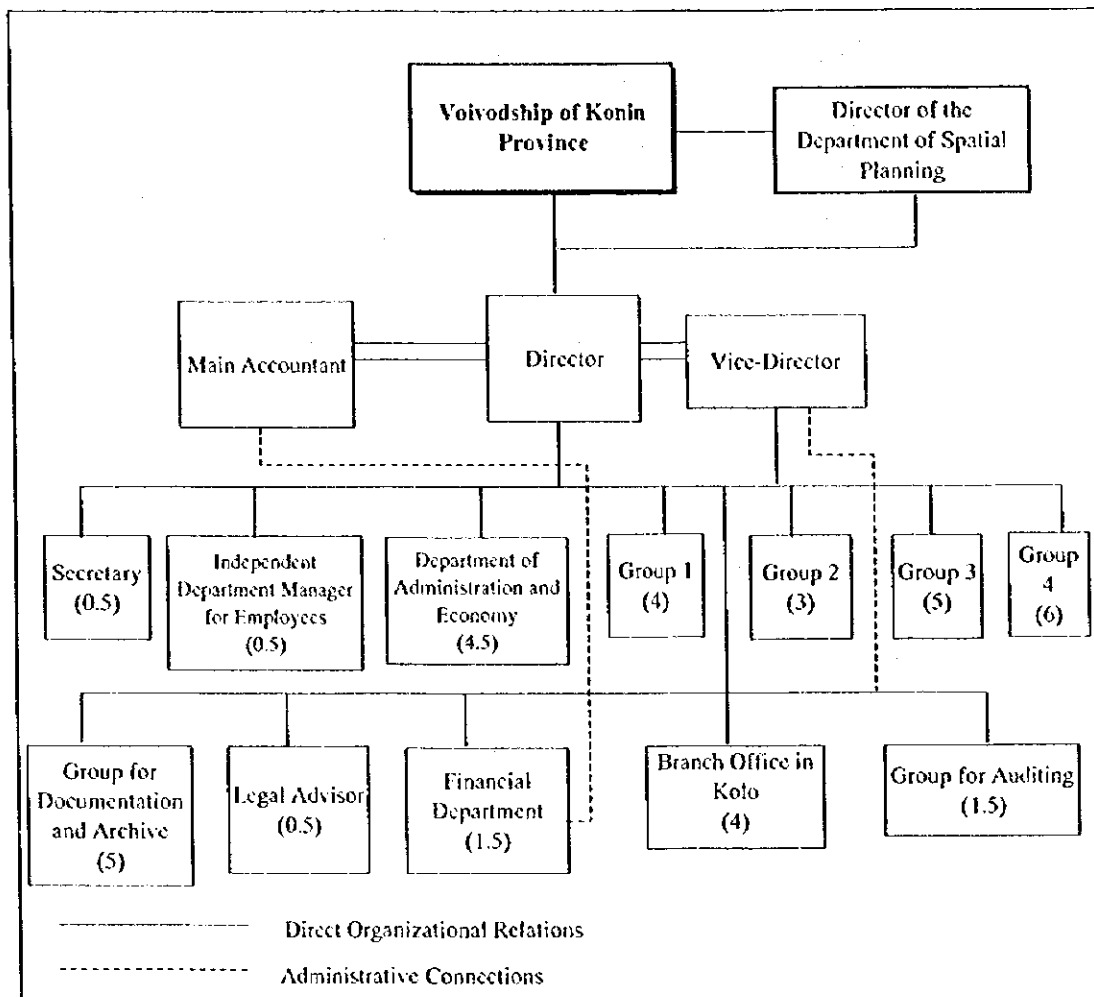
The Bureau of Spatial Planning Office (BSPO) in the Office of the Konin Governor was established in 1995 on the basis of the Land Use Act in 1995.

BSPO is a sub-department of the Department of Spatial Planning in the Office of the Konin Governor. BSPO acts as the organization which makes actual land use development plans based on suggestions and recommendations that come from the Department of Spatial Development.

Figure 6.1-3 shows the organizational chart of BSPO. Under the director of BSPO, divisions from 1 through 6 (numbers are shown in upper portion of the square in the Figure) have administrative functions which deal with business procedures in the Bureau. Group 1 through Group 4 deals with making of actual land use development plans under the direction of the Department of Spatial Planning in the Office of the Konin Governor. Also, the Bureau deals with making land use plans based on recommendations/requirements raised from each Gmina in the province. Each group has its own territory in whatever Gmina to deal with as far as land use development plans are concerned. A branch office was established in Kolo at the same time BSPO was founded in 1995. The branch office in Kolo deals directly with land use plans in Kolo Gmina.

At the initial stage of foundation of BSPO, the major function of the Bureau was to concentrate on formulation of urban development plans. The plans particularly emphasize urban development programs in Konin Gmina. However, the roles and functions of the Bureau are expanding at the present time and the Bureau is mainly dealing with land use development plans raised from each Gmina in the province.

**Figure 6.1-3 ORGANIZATIONAL STRUCTURE OF THE BUREAU OF SPATIAL PLANNING OFFICE**



Remarks: Numbers in brackets show number of staff and decimal fractions are employed by contract bases.  
 (Source: BSOP)

### (3) Roles of the Gmina

After implementation of the Act on Physical Development in 1995, establishment, formulation, and implementation of land use development plans were devoted the to Gmina of each province.

According to the Act of Gmina's Rights, major roles of the Gmina in land use development plans are mainly concentrated in the formulation of social infrastructure-related projects including the following:

- a. Establishment of water supply and sewage systems including sewage treatment plants
- b. Construction of road systems including Gmina roads and bridges
- c. Constructing primary schools and kindergartens
- d. Planning for establishment of resort areas
- e. Health care including preparation of hospitals
- f. Control of public order including fire protection and safety of the region
- g. Social welfare including preparation of social care centers and institutions
- h. Environmental protection
- i. Preparation of physical education centers including recreational areas
- j. Maintenance of Gmina-owned buildings and public fittings
- k. Cultural center including libraries
- l. Preparation of cemeteries
- m. Preparation of public transportation

Based on the Act of Gmina's Rights, each Gmina is to submit and promote plans to the local self-government. The local self-government reports the plans and implementation programs to the Department of Spatial Planning in the Office of the Konin Governor. The department acts as a carrier of negotiation with each Gmina through BSPO.

(4) Coordination function

Once a new land use development plan is raised from a Gmina, the plan should be submitted to the Department of Spatial Planning in the Office of the Konin Governor. Then the department submits the plan to BSPO for a review of the plan. From this process, it is clear that BSPO functions as a coordinator or an intermediary institution between the Office of the Konin Governor and the Gmina. Major roles and functions of BSPO as coordinating institution are as follows;

- a. Mediation and bridging function --- This includes exchanges of information and opinion between the Office of the Konin Governor and each Gmina.

- b. Reviewing function --- This includes reviewing the documentation of the land use development plans submitted to the Office of the Konin Governor by the Gmina.
- c. Advising function --- This includes a review of the Gmina's land use plans. BSPO reviews whether the submitted plan is legal or not. Once the plan is found to be legal, the plan becomes a local law of the Gmina. If the plan is defined as illegal, the Gmina has the right to appeal in court through the Council of the local self-government.
- d. Establishment of land use planning --- This includes establishing overall land use development plans in the province. In other words, BSPO is authorized to establish its own land use plans under supervision of the Office of the Konin Governor.
- e. Making cartography --- BSPO creates cartography based on the land use plans made by the Office of the Konin Governor and by each Gmina.

### **6.1.3 Budgetary Measurement**

Budgetary measures differ depending on the origination of the land use plans. They originate in either the Office of the Konin Governor or at the Gmina level. If the plan was originated at the Office of the Konin Governor level, e.g. plans such as construction of the Office of the Konin Governor buildings and preparation of inter-provincial roads, the Office of the Konin Governor is obligated to seek its own budget.

If the plan was originated at a Gmina level, and if the plan was only for the Gmina's benefit, e.g. construction of Gmina roads, building bridges over rivers, garbage dumping areas and sewage systems, the Gmina is obligated to seek the source of finance on the Gmina's own responsibility.

However, some exceptions are identified in a case such as establishing a new school. When a Gmina makes the plan to establish a new school, some portion of the financial source will come from both the national government and the Office of the Konin Governor. And if the plan were closely related to environmental protection, again some portion of financing will be available from the Office of the Konin Governor, including a portion from the national government.



Most financial sources for the plan, at either the Office of the Konin Governor level or a Gmina level, depend a great deal on taxes and duties. Due to less availability of financial sources for Gmina-level land use development, each Gmina is always facing problems with financial sources. Most seek financial sources from both individual donors and private investors every time implementation plans are made. Obtaining financial sources is one of the major issues, particularly at the Gmina level.

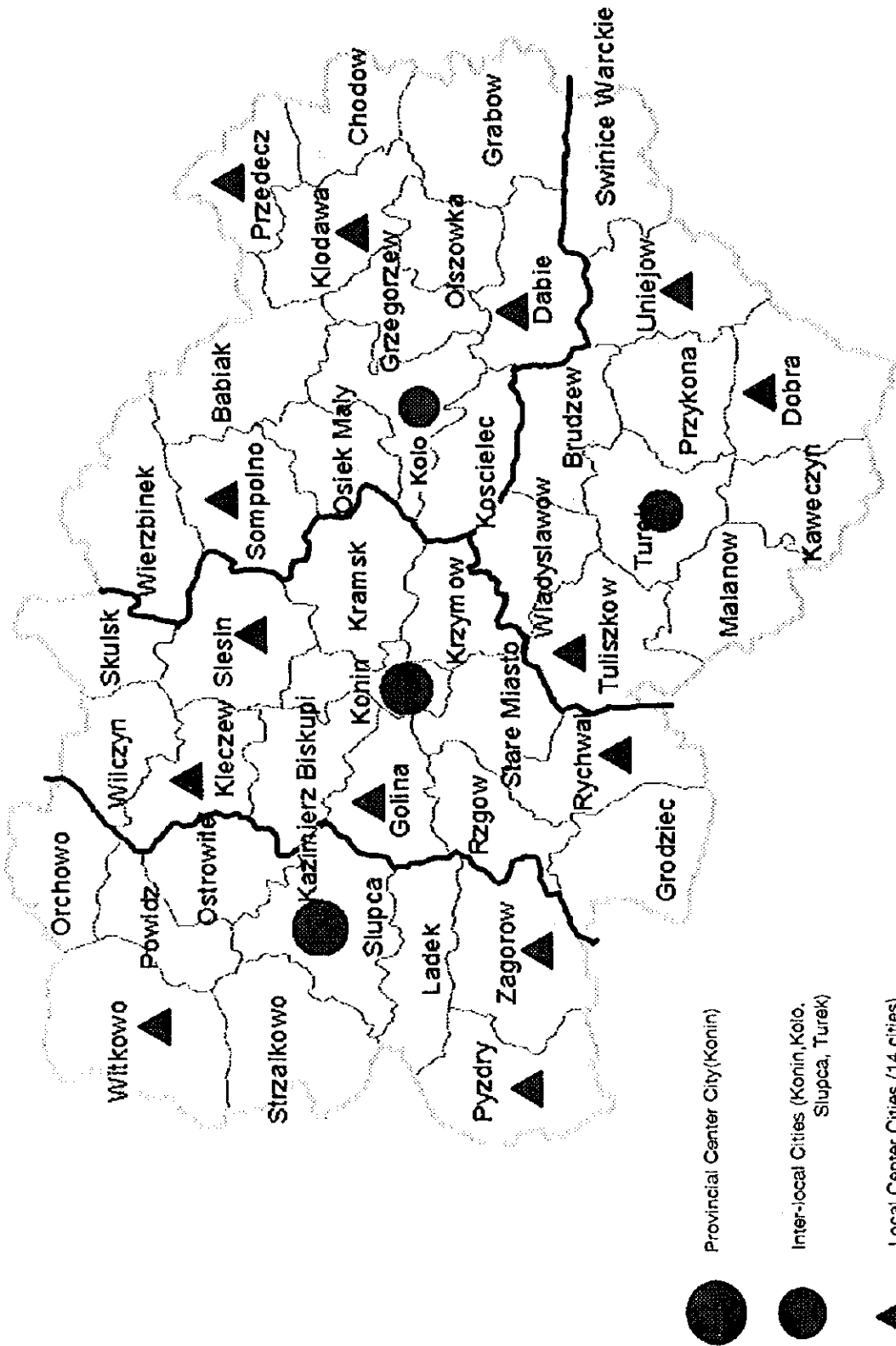


Figure 6.1-2 ADMINISTRATIVE AND DISTRICT NETWORK SYSTEMS BORDER IN KONIN PROVINCE

## 6.2 Current Conditions and Future Plans of Land Use and Infrastructure In Konin

### 6.2.1 Regulations on Land Use

#### (1) Regulations on land use

In Poland, the utilization of land is regulated by legislation at each of the levels of the central government, Office of the Konin Governor, and municipal government. In particular, from the viewpoint of environmental protection, land use is subject to strict regulations, and areas and zones to be protected by law have been established.

In Konin Province, too, land use is strictly regulated by legislation at each of the above three levels.

The protection of forests is what the central government places special emphasis on. Protection of forests is one of the key issues not only at the Office of the Konin Governor but at the national level in terms of environmental and ecological protection. The national government prohibits felling of trees which are located within 10 km from an urban area. Also, forests located more than 10 km away from urban areas are highly restricted from felling. Those who fell trees with permission are strongly obligated to reforest the same size of the areas they cut down. There are afforestation programs in many areas within the province. Budgets for these programs are based on sources from the national government.

There are two areas which are protected by legislation at the provincial level in Konin Province. They are an area in the southwestern part of the province and at Skulsk City about 30 km north of Konin City. In the former area, in the basin of the Warta River, a project for reviving the ecological system by afforestation from the viewpoint of environmental protection is under way. In the latter area (Skulsk City), there are plans to preserve the area as a place of scenic beauty.

In addition, the provincial government has specified protected zones by borders of protected areas. Though these zones are not protected by legislation, the use of land in these zones is subject to limitations imposed

from the viewpoint of protecting the wildlife in the locality. The protected zones are widely distributed throughout the province.

In each Gmina, there are areas and buildings whose uses are proscribed by the municipal government, though they are not subject to legal regulations. They include time-honored buildings, monuments, gardens, parks, the sites of old schools, state-managed farms, monasteries, and museums.

## (2) Land use plans

The Act on Physical Development enforced in 1995 stipulates that each Gmina --the smallest administrative unit--shall play the leading part in formulating a land use plan as part of its regional development program. As a result, each Gmina is required to submit its land use plan to the central government for approval through the province to which it belongs.

Due partly to the fact that not more than two years have passed since the enforcement of the Physical Development Act, the land use plans in Konin Province are still formulated on a trial-and-error basis. The provincial government has received from the individual GminaGminas their land use plans for construction of roads, urban development, tourist development, construction of bridges, building of schools, hospitals, etc. However, they are mostly conceptual plans and few of them have ever been carried out because of the absence of definite project undertakers and unrealistic methods of procurement of funds for execution of the projects.

At present, it is the specification of nature protection zones and the development of tourism that both the provincial and municipal governments are working hard on in formulating land use plans. In particular, the nature protection zones specified by the provincial governmentGminas and Gminas of Orchowo, Wilezyn, Kleczew, and Powidz in the northwestern part of the province overlap with areas which have plans to develop tourism in the future. In addition to these areas, there is an area in which the provincial government and some Gminas have plans to develop tourism. This area, which lies along the Morzyslawski Canal, is planned to be developed by Konin Gmina and the Gminas of Skulsk and Slesin situated north of Konin. However, the project has not

been started due to the absence of definite project undertakers and the difficulty in procuring funds for development.

## 6.2.2 Land Use by Sectors

Konin Province is situated near the center of Poland. The longest distance from east to west is about 70 km, and the longest distance from north to south is about 60 km. It has an area of about 513,900 ha.

In the province, agricultural land (includes land used for stock-farming) accounts for the largest proportion, about 73% of the total area. Forests, which have a total area of some 78,700 ha, occupy about 15% of the land. The remaining part is broken down into water areas (includes rivers and lakes), road/railway areas, housing areas, and others. Table 6.2-1 shows the uses of land in Konin Province in 1996.

**Table 6.2-1 CURRENT LAND USE IN KONIN PROVINCE**

Land Use	Size of Area (in ha.)	Percentage (%)
Agricultural Land	375,444	73.1
Forestry	78,743	15.3
Water Areas	12,282	2.4
Roads and Transport Areas	13,296	2.6
Housing Estates	12,362	2.4
Others	21,756	4.2
Total	513,883	100.0

Source: The Konin Statistical Office

In the above table, "Others" include mining/industrial areas, reclaimed mining areas, urban and communal areas, commercial areas, tourist areas, unemployed areas, and nature protection areas.

The present condition of land use in Konin Province is described below. With respect to the forms of land use, the distributions of the individual areas surveyed and mapped (Scale: 1:469,000) by Geographical Information Systems (GIS) are shown at the end of this section as figures.

Figure 6.2-1 shows current conditions of land use classified by type of use.

(1) Agriculture

The agricultural land occupies approximately 73% (or 375,400 ha) of the total area of Konin Province. It is distributed throughout the province.

Farmland is divided into three types -- ordinary farmland, farmland exclusively for agriculture, and farmland whose use is limited -- according to soil quality, crop yield, and location. Ordinary farmland use is subject to no special regulations and is sold freely. It is widely distributed throughout the province, especially in areas where the soil quality is relatively low. Farmland exclusively for agriculture is limited to agriculture. Using this type of farmland for any other purpose is prohibited. The quality of soil is relatively good, and in many cases the selling of farmland of this type is regulated. It is distributed in the northwestern, northeastern, and southeastern parts of the province. On farmland of this type, high value-added crops such as wheat, potatoes, sugar beets, and vegetables are cultivated. The area is subjected to regulations on the use of pesticides, insecticides, and other agricultural chemicals. It is distributed over the central part of the province, the basin of the Warta River in the mid-western part, and in other areas where the environment needs to be carefully protected.

(2) Industrial areas

Industrial areas are also scattered throughout the province. However, major manufacturing industries including electric power generation and the aluminum production factory are located near Konin City, and there is one power generation company in Turek City. A textile manufacturer is located in Turek, and a food processing industry including sugar beet factories, meat processing, and other agricultural product processing factories are located in various areas of the province. These industries are mainly located along national highways No. 2 and 25.

In 1996, there were 68 projects related to companies with foreign involvement and foreign investment pledges, with the total value of \$1,425,000. This figure accounts for a meager 0.6% of the total in Konin Province and seven neighboring provinces (Bydgoszcz, Kalisz, Leszno, Pila, Poznan, Torun and Wloclawek). Yet they are considered as some sign of

growing foreign investment. In fact, an industrial park site to be developed in the Stare Miasto Gmina in the suburbs of Konin City will welcome a foreign corrugated cardboard manufacturer using used and recycled paper which will complete and start operation of a factory by the end of 1998. Also, a foreign food service company will open the first suburban-type restaurant in the province. Finally, a foreign company has made an inquiry on a large investment project using more than 50 hectares of land. In anticipation of these projects, Gminas near the exits from International Highway A-2 (Slupca, Golina, Konin and Stare Miasto Gmina) are securing land and preparing to build infrastructures according to actual size of investments.

At present, there is no area called an industrial estate in the province. Some Gminas such as Slupca, Golina, Konin, and Stare Miasto, particularly those located in the area along International Highway A2, are planning to establish industrial estates within the Gmina. For example, Stare Miasto Gmina has made available the preparation of industrial zones with 60 ha. and 25 ha. for additional space in case of expansion. Two foreign direct investors have already made decisions to locate their facilities in this area--a corrugated cardboard manufacturer and a fast-food chain restaurant.

HUTA Aluminum is also preparing 123 ha. of space for an industrial zone next to its factory site in a suburb of Konin City.

Both Slupca and Golina Gmina are also planning for preparation of industrial zones. In Slupca, a total 11 ha. of land is already prepared for sale along highway No. 2, and an additional 20 ha. is nearly ready for sale. These two areas are located between highway No. 2 and the railroad track, which is 5 km away from the city center. A water drainage and treatment system is already available in these two areas; however, supply of electricity is available only upon a request level from prospectus investors. Also, the city is planning to prepare some acreage near the exit of the A-2 highway. But the land acquisition plan has not been processed well at this moment.

In Golina, two locations are available for industrial zones, 2.5 ha. at 3 km from the city center and 6 ha. at 4 km east of the city. The city is also

planning to prepare large-scale industrial parks near the exit of the A-2 Highway. However, some portions of the site are located within the nature conservation area along the Warta River. Also, the city is having trouble with farmers on acquisition of land, since some portion of the planned site is classified as class 3 land, which is classified as a relatively high quality of soil.

(3) Mining areas

Mining areas, particularly lignite coal mining, are located in the northern portion (approximately 10 km distant) and southeastern portion (approximately 30 km distant) of Konin City. There are also two mining areas located 5 km away from the city of Turek toward the east and northeast direction. The mining area occupies a high portion of the total land in Konin Province. Figure 6.2-2 shows existing mining areas as well as reclaimed areas in the Province. Terms used in the figure are as follows;

Lignite mine: Actual site where coal is presently excavated.

Mining area: Total area for mining including expected deposits.

A rock-salt mining area is located in the north eastern portion of Klodawa Gmina in the province.

(4) Commercial area

Konin Province has not implemented any urban development projects including commercial development since 1986. According to the Department of Spatial Planning in the Office of the Konin Governor, the lack of funds is a primary reason, and although some projects have been planned by inviting private investment, they have failed to attract investors. While the department expects private investors to lead redevelopment efforts, they think that there is a long way to go before private initiatives emerge as expected. Nevertheless, they feel the need for urban renewal projects that have not been carried out in more than a decade.

The province has major railway stations in Konin, Kolo and Slupca. Among them, Konin Station is located in the city center and is surrounded



by residential areas and a commercial district at the station front. On the other hand, Kolo Station is also located near the city center but has extensive farmland on its north side. Thus, the area around the station can be developed into commercial and residential areas to improve the living environment for local residents. In addition, the two station facilities, although well developed, are deteriorating due to aging, including buildings, platforms and other auxiliary facilities. Also, traffic congestion is often observed at the station-front areas where many buses and taxis start or end their trips. Finally, Slupca Station is located approximately 3 km from a central district and is inconvenient for users in terms of accessibility. The area around the station is occupied by a coal storage yard on the north side and the rest is mostly farmland. Again, it has high development potential for residential and commercial areas by using the station as the core.

Commercial areas in Konin City are scattered throughout the urban area. A relatively high concentration of commercial facilities is seen in front of the station, but individual stores are fairly small. Other smaller commercial districts are mainly established within residential areas. Typically, stores occupy the first floors of apartment buildings that have residential flats above the second floor.

At present, Konin City has a similar commercial facility called a shopping mall, although its size is fairly small. The shopping mall is essentially a supermarket selling foodstuffs and other daily necessities and is crowded with shoppers, especially on weekends. It has an open space inside where various events are held regularly, including concerts by young people and live forecasting of TV entertainment programs. Nevertheless, Konin City has few entertainment and recreation facilities and spaces compared to its size, including parks.

(5) Urban areas

There are specific terms designating urban Gmina, urban-rural Gmina, and rural communes in the province. According to the statistical figures available at Statistical Office of the province, urban communes are shown in the following Table 6.2-2.

**Table 6.2-2 URBAN GMINAS IN KONIN PROVINCE**

Name of Gmina	Population	Ratio (%)	Size of Area in ha.	Ratio(%)
Konin	83,160	17.3	8,168	1.6
Kolo	24,015	5.0	1,385	0.3
Slupca	14,896	3.1	1,031	0.2
Turek	30,717	6.4	1,616	0.3
Total of 4 Gmina	152,788	31.8	12,200	2.4
Total in the Province	480,176	100.0	513,883	100

(Source: The Konin Statistical Office, 1996)

Together with the population of these 4 Gminas, they make up approximately 32% of the total population of the province. However, taken together with size of area, these 4 Gminas occupy only 2.4 % or 12,200 ha. of the total land area of the province.

Similar to any commercial area development plan, there has been no specific plan on urban development under the present land use plan since 1986, when the last plan was made up. For expansion and integration of urban areas in several locations such as the cities mentioned above, BSPO intends to make some plans for urbanization, and is expecting some private investors to invest in these cities.

(6) Forest areas

In Konin Province, forests occupy approximately 15% (about 78,700 ha) of the total area. Thus, they are the second most important form of land use, following farmland. They are widely distributed throughout the province.

Characteristically, the forests consist mostly of coniferous trees. Though broadleaf trees, such as birches and aspens, are found in the coniferous forests, they account for small proportions.

Figure 6.2-3 shows distribution of existing forest areas and future plans for afforestation areas in the province. Table 6.2-3 shows existing forest areas, and Table 6.2-4 shows afforestation programs of each Gmina by dividing them into program years 1997 to 2000, and 2001 to 2010.

**Table 6.2-3 EXISTING FOREST AREA BY TYPE OF GMINA**

Type of Gmina	Size of Area (ha.)	Existing Forest Area	Ratio of Occupation (%)
Urban Gmina	12,200	10,848	88.9
Urban and Rural Gmina	182,759	23,482	12.8
Rural Gmina	318,924	44,413	13.9
Voivodship Total	513,883	78,743	15.3

(The Konin Statistical Office)

**Table 6.2-4 AFFORESTATION PROGRAM IN KONIN BY GMINA**

Voivodship	Program Year		Voivodship	Program Year	
	1997-2000	2001 - 2010		1997-2000	2001 - 2010
	(in ha.)				
1. Babiak	43	126	23. Ostrowite	49	126
2. Brudzew	36	63	24. Powidz	5	9
3. Chodow	0	22	25. Przykona	0	7
4. Dabie	19	39	26. Pyzdry	63	170
5. Dobra	43	96	27. Rzgow	41	180
6. Golina	32	270	28. Rychwał	26	42
7. Grabow	26	33	29. Sompolno	35	160
8. Grodziec	37	128	30. Slupca	10	103
9. Grzegorzew	24	160	31. Skulsk	22	72
10. Kazimierz Biskupi	27	64	32. Slesin	18	63
11. Klodawa	12	44	33. Strzalkowo	19	75
12. Kolo	52	70	34. Stare Miasto	35	105
13. Kaweczyn	45	272	35. Swinice Warckie	18	70
14. Koscielce	35	108	36. Tuliszkow	72	309
15. Kleczew	19	27	37. Turek	46	75
16. Kramsk	36	87	38. Uniejow	53	81
17. Krzymow	59	128	39. Wierzbinek	26	47
18. Ladek	17	57	40. Wilczyn	35	45
19. Malanow	89	370	41. Witkowo	18	69
20. Olszowka	12	48	42. Wladyslawow	107	190
21. Orchow	6	12	43. Zagorow	65	185
22. Osick Maly	31	57			
Total planned area between 1997 and 2000:			1,463 ha		
Total planned area between 2001 and 2010:			4,464 ha		

(Source: BSPO)

From the viewpoint of environmental protection, the forests are very carefully protected by the central and provincial governments. For example, the central government strictly regulates the felling of forest trees and the provincial government not only protects the existing forests but also develops new forests by afforestation. In particular, in the basin of the Warta River in the mid-western part of the Province, a large-scale

afforestation project financed by the national government is already under way in some areas. The provincial government has specified the dense forests and lakes in their environs as priority areas for tourist development. In particular, it has plans to use Powidz, Slesin, Babiak, Unjeow, and Dabie Cities in the southeastern region as areas for tourist development. (See Figure 6.2-1)

(7) Transportation

The traffic network, including roads and railways, occupies an area of about 13,300 ha, or 2.6% of the total area of the province. This is the third most important form of land use, following agricultural and forest area.

The roads are classed into international highways, national roads, provincial roads, and municipal roads. According to 1996 statistics, they have a total length of some 3,990 km.

The railways, which have a total length of about 170 km, consist of a freight/passenger railway running east and west through the central part of the province and a coal-carrying railway running north and south through the eastern part of the province.

Details of current conditions and future plans for roads and railroads are described in section 6.2.5.

(8) Reclamation area of mining sites

Table 6.2-5 shows the total area of mining sites by mining companies and by type of use from the initial stage of excavation to 1995.

**Table 6.2-5 STRUCTURE OF RECLAIMED MINING AREAS UP TO 1995**

Mining Company	Structure of Use	Area in ha.	Ratio(%)	Mining Company	Structure of Use	Area in ha.	Ratio(%)
KWB Konin	Agriculture	2121.0	48.2	Adamow	Agriculture	1,390.0	29.0
	Forest	891.4	20.2		Forest	718.0	15.6
	Water Area	55.5	1.3		Water Area	247.0	5.2
	Others	480.0	10.9		Others	2,410.0	50.3
	Non-reclamated area	856.1	19.4				
<b>Total</b>		<b>4403.9</b>	<b>100.0</b>	<b>Total</b>		<b>4,795.0</b>	<b>100</b>

(Source: KWP Konin and KWB Adamow)

As the Table shows, accumulated land area reclaimed by KWB Konin and KWB Adamow for agricultural use made up total of 3,500 ha. by 1995.

In Figure 6.2-2, locations of reclaimed land areas are shown. Reclaimed areas in the mining sites consist of both internal and external dumping grounds. The terms used in Figure 6.2-2 are as follows;

**Internal dumping ground:** Ground where the surface soil is collected and used to refill the same pit after excavation.

**External dumping ground:** Ground where the surface soil is gathered in one location. It is normally located away from the actual excavation point.

**(9) Airway and water transport areas**

There are two airfields in Konin. However, neither of them are being used for commercial purposes. One use is for recreational purposes such as para-sailing and gliding. The other use is for light planes flying to spray pesticides and fertilizers over agricultural farms. There is no expansion plan for this airfield for commercial usage at present.

The other one is being used as an air-force field. Both the Polish and NATO air-forces reside there for fighter training purposes. No extension plans are allowed for this air-force base to be used for civil or commercial purposes.

Currently, there is no future plan for establishing airways.

Water transportation systems were used for transporting military supplies during the Second World War. However, they are rarely used in the province at present. During the harvest season for sugar beets, water transportation occupies a major role of carrying crops from farms to the sugar beet factory, and small barges are used as a means of transportation due to the shallow water.

Future plans on water transport in terms of waterways to carry cargoes including both industrial and agricultural products have not been established. However, BSPO is now planning two waterways which are expected to be used as canal systems for tourism purposes.

One is to connect several lakes with existing canals (Kanal Morzyslawski connects Lake Patnowskie and Warta River). The location is 4 km from the northeast section of Konin City. Other future development plans for this canal system are to extend and connect it with other lakes such as Lake Skulskie, Skulska Wes, and Slesinskie. These lakes are also located in the northern portion of Konin City.

The other canal system, which connects several lakes located in Powidz Gmina, at the northwestern tip of the province, is now under planning for tourism purposes. The plan is to newly connect several lakes; namely, Lake Kownackie, Suszewskie, Budzislawskie, and Powidzkie.

Both plans are now only at the concept level and BSPO is not clear on when the actual plan will be drawn up and implemented.

#### (10) Environmental protection and nature conservation areas

In Figure 6.2-1, both the distribution of nature conservation areas and legally protected areas are shown.

There are two levels in terms of environmental protection areas; the state government level and local self-government level. Protected areas on the state level mainly consist of forests. As previously mentioned, the forest areas are strictly protected from felling without permission from the national government.

In the province, many places are protected on the local self-government level. Locations of these areas are mainly in formerly high-polluted areas where special species of wild animals and birds are in danger of extinction. The areas have strict protection implementation policies on further extension in land use.

The local self-governments also designate places as nature conservation areas. They are mostly located along the Warta River basin.

#### (11) Water areas

Water areas including lakes, rivers, and canals occupy approximately 12,300 ha, or 2.4 % of the total land area of Konin, and rank fourth largest in terms of land use next to agriculture, forestry, and land transportation areas.

The Warta River crosses Konin Province for a distance of 127 km and is designated as a first-class river in the country.

The following table shows major rivers and lakes with their length and size.

**Table 6.2-6 MAJOR RIVERS AND LAKES IN KONIN PROVINCE**

Name of Lake	Size of Area (ha.)	Name of River	Length within Konin (km)
Powidzkie	1,036	Warta	127
Niedzieciel	551	Kielbaska	45
Goslawickie	455	Rgilewka	40
Patnowskie	283	Powa	35
Ostrowickie	277		
Wasowsko-Mik	252		

Source: The Konin Statistical Office

#### (12) Residential areas

Konin Province lags behind in housing conditions compared to other provinces, and is ranked 33<sup>rd</sup> among the 49 provinces. At present, approximately 85% of residents in Konin City reside in flats which are relatively small in per-unit area (approx. 80 m<sup>2</sup> on average) and in number of rooms (2.8 on average), and each room is very small (8.3 m<sup>2</sup>). The poor housing conditions seem to push demand for detached housing among low-

and middle-income groups. In fact, the number of detached houses built in the urban Gmina grew at an annual rate of 9% and 21% during the two-year period between 1995 and 1997, but most of them were built by people with high income (e.g., medical doctors, lawyers and corporate managers), including second houses in suburban areas. According to the study team's interview survey of low- and medium-income groups, nearly 80% of residents living in flats want to obtain detached houses.

### (13) Tourist areas

Konin Province submitted its land use plan to the central government in 1985, and it is characterized by clear zoning of tourist areas. In particular, the province envisages Gminas located northwest of Konin City, such as Powidz, Ostrowite and Witkowo, which are endowed with lakes and forest populated by diverse wild animals, becoming major tourist attractions in the future. Another major tourist spot is a church in Lichen, 10km north of Konin City, which is visited by around one million tourists annually. The former is mainly accessed by a combination of rail and bus services originated in Konin City, or directly by automobile or chartered bus.

## 6.2.3 Konin and Neighboring Provinces

As far as an inter-provincial cooperative system of land use development plans is concerned, cooperation systems are not well established. There are neither joint meetings on development programs nor communication systems, not only at the personnel level but at the board of directors' level as well.

The only exception to the such provincial cooperation and communication was on the subject of a water usage plan at the border of Konin and Kalisz Provinces. Kalisz is relatively cooperative toward Konin when joint programs are organized.

## 6.2.4 Current Conditions and Future Plans of Infrastructure in Konin

### (1) Background

Konin Province is markedly behind other provinces in the development of an infrastructure, including roads, electricity, water supply, gas supply,



water sewage system and telecommunications. These differences are considered due to the following facts.

- 1) **Historical background:** In the days when Poland was under the control of Germany and the former Soviet Union, the occupiers adopted different methods of development and maintenance of the social infrastructure of the country. During their occupation, they gave priority to their military purposes in the development and maintenance of the infrastructure in the occupied country. The consequences still linger in the present-day Poland.
- 2) **Priority set as state policy:** Concerning the development of the infrastructure in Poland, the central government has given a higher priority to urban areas, densely populated areas, and areas containing key points of traffic, such as airports and seaports, than to other areas. In Konin Province, which is included in the 'other' areas, the development of an infrastructure has been much delayed.
- 3) **Geographical position:** Geographically, Konin Province is situated in the center of Poland. Since the large cities and industrial areas are mostly concentrated in the eastern and western ends and northern and southern ends of the country, the Province could not benefit from infrastructure development projects in those cities and areas.

(2) **Conditions on preparation of an infrastructure within Konin**

There are many variations of differentials on preparation of an infrastructure within the province at present time. These were caused mainly by the following reasons:

- 1) **Economic and social factors:** Konin Gmina has developed mainly on the base of Poland's three key industries. The condition of the infrastructure in this Gmina and other urban Gminas including Turek, Kolo and Slupca, where key industries flourish, is relatively good. However, the other Gminas which do not have any major industries have been left out of infrastructure development projects. As a result, the difference in the levels of infrastructure among Gminas has become noticeable. This

difference more or less corresponds to the difference in the level of infrastructure among the provinces.

- 2) Economic gap among Gminas: The economic and social factors described above have caused the economic gap among Gminas to widen, giving rise to rich Gmina and poor Gminas. Since the Physical Development Act was put into effect, in particular, the economic gap between the rich and poor Gminas has been expanding because the Act requires that the individual Gminas raise funds for planning and executing the improvement and maintenance of their infrastructure.

(3) Conditions and future plans of infrastructure

1) Transportation

Figure 6.2-4 shows the present conditions of transportation systems (roads, railways, and water route transport) in the province.

In accordance with Cabinet Act No. 63 which was enacted in July 1993, a program for constructing new highway systems was authorized by the Cabinet of the Economic Committee of the national government. The program is to provide highway construction with a total length of up to 2,600 km in Poland. This includes the international highway (Super Highway A2).

In Konin Province, roads assume an important role as a physical distribution system, particularly in rural areas. This is because the rail system runs east and west and serves only cities in the central part of the province, namely Slupca, Konin and Kolo, whereas other cities such as Turek, Slesin and Sompolno, are remote from the railroad network and must rely on roads for physical distribution of goods as well as movement of people.

As pointed out earlier, roads are the most important means of physical distribution in the province, including linkages with other provinces. In particular, national road No. 2, running east and west in the central part of the province, serves as an arterial road to move goods within the country and to and from foreign countries. Similarly, No. 25, running north and

south, serves as a major access road between Gminas in the province and to neighboring provinces.

a. International Highway A2

International highway A2, which will connect to major European cities as well as Lodz as well as and Warsaw, and join major cities of the former Soviet Union countries, including Moscow and Saint Petersburg, is now in the planning stage.

According to the authorities of the Bureau of Spatial Planning Office in Poznan Province, construction of the Super Highway within Poland is planned to start within 5 years and is expected to be completed in 2025.

Acquisition of financial sources for construction of the Super Highway obligates each country to establish its own funds. This includes organizing bank consortiums. In Poland, WBK, which is one of the biggest banks in the country, will be an organizer of the consortium and take the lead in setting up financing.

Construction of Highway A2 has only been completed between Wrzesnia of Poznan Province and the Stare Miasto Gmina of Konin Province, with the end section located 6 km away from Konin City. Due to the current availability of wider road transportation systems between Berlin and Poznan, the construction of Highway A2 started in Konin ahead of other provinces and went forward in the eastern direction.

An outline of the construction of Super Highway A-2 within the province is as follows;

Locations of junctions --- At the present time, construction of junctions in Slupca, Golina and Modla (See Figure 6.2-4) is already completed. New construction areas under planning for the rest of the junctions within the province are near the Zozary, Kolo, and Dabie Gminas.

Initiation of construction --- The construction of the rest of the roadway in addition to the already constructed route is planned to start in a few years, and will be completed between Konin and Łódź before the year 2004.

b. Inter-Provincial National Roads

According to 1996 statistics, the hard-surface public roads in Konin Province, including inter-provincial roads, provincial roads, and municipal roads, have a total length of about 3,900 km. This means that the Province has about 78 km of roads per 100 km<sup>2</sup>. Table 6.2-7 shows types and length of national roads within the province.

**Table 6.2-7 PUBLIC ROADS BY TYPE AND LENGTH IN KONIN**

Types of Roads Categories	Paved Roads			Unpaved Roads	Grand Total
	Paved with asphalt	Paved with other material	Total		
	National Roads	2,517	73	2,590	296
Local & Municipal Roads	93	16	109	132	241
Gmina Roads	648	525	1,173	2,103	3,276
International Highway A-2	28	-	28	-	28
<b>Total</b>	<b>3,286</b>	<b>614</b>	<b>3,900</b>	<b>2,531</b>	<b>6,431</b>

(Source: GUS)

There are two inter-provincial national roads which go through Konin Province, Road 2 and Road 25. Road 2 has its total length within the province exceeding 100 km. It runs from the east to the west. Road 2 has more functional importance since it has important roles as a major access road from Poznań to Warsaw of transportation compared to Road 25. Road 25, which runs vertically and has its total length exceeding 60 Km within the province, is accounted as the major inter-provincial road to connect with the cities of neighboring provinces such as Bydgoszcz and Kalisz. These two highways cross each other near Konin City.

They were built and maintained by the national government. As a part of the formation of Cabinet Act No. 63, the national level of highway construction planning, these two inter-provincial national roads are only to have an expansion of the width of their road ways. Neither

extension nor construction of new road systems within the province are planned. Enlarging projects of roads are now under planning, particularly in Konin, Kolo and Turek, where the situation of heavy traffic is becoming a serious issue. Although the authorities at the national level are researching traffic volumes in these regions every 5 years, implementation plans on enlarging the width of roads in the aforementioned cities are not clearly stated at this time.

c. Other National Roads

The definition of other national roads being used here defines major inter-municipal roads (national roads with three-digit road numbers). They pass through urban and rural areas and include roads passing through forests and farming areas.

Road names with route number, length, and location of intersections of other national roads in Konin Province are shown in Table 6.2-8.

**Table 6.2-8 MAJOR NATIONAL ROADS IN KONIN**

#	Route No.	Length (km)	Direction	Intersection to National Road	Location of Intersection
1.	260	18	North-South	National Road 2	Wolka
2.	262	20	North-South	No	-
3.	263	50	East-West	National Road 2 and 25	Stesin and Slupca
4.	266	42	North-South	National Road 25	Konin
5.	269	10	East-West	No	-
6.	271	30	East-West	National Road 2	Klodawa
7.	270	20	North-South	National Road 2	Near Kolo
8.	466	15	North-South	No	-
9.	467	20	East-West	National Road 2	Golina
10.	442	15	North-South	No	-
11.	443	24	East-West	National Road 25	Rychwal
12.	469	54	East-West	National Road 25	Konin
13.	470	35	North-South	National Road 25	Koscielec
14.	472	30	North-South	No	-
15.	473	30	North-South	National Road 2	Kolo
16.	474	18	North-South	National Road 2	Klodawa
17.	478	18	East-West	No	-

Source: BSPO and Study Team

These roads, which are mostly paved, are maintained and managed properly. They are all two-lane roads, though some of them have four

lanes at points of access to the highway and inter-provincial national roads.

The present condition and problems of these roads are as follows.

- The volume of traffic varies from one area to another. Traffic is heavy at the intersections with national roads. In particular, traffic congestion is severe in Konin, Kolo and Klodawa, where the provincial roads intersect with National Road 2.
- The traffic congestion in the suburbs of Stare Miasto Gmina is a serious problem. The congestion is due to the fact that the area has an intersection between National Roads 2 and 25 and that vehicles from the terminal of the International Highway merge with the traffic in the area.

#### d. Provincial Roads

Provincial roads are roads which are constructed, maintained and managed by provincial governments. As shown in Table 6.2-6, the total length of provincial roads in Konin makes up a total 110 km, or occupies only 2.7% of the roads within the province. Provincial roads range from streets in urban areas to roads which lead to major highways.

#### e. Municipal Roads and Bridges

As shown in Table 6.2-7, hard-surface municipal roads in the province have a total length of about 3,300 km, or about 85% of the total length of all the roads in the province. In terms of total length, the municipal roads, including unpaved municipal roads, account for nearly 90% of the roads in the province.

Municipal roads are developed throughout the province, though in some Gminas, such as Zagorow and Grodziec, the roads are underdeveloped. This is because, in those Gminas, forests occupy a large proportion of their areas.

Within Konin Province, there are 87 municipal bridges, approximately 70% of which are located in rural Gminas. Most bridges were constructed before 1975, when the Poviats were the smallest administrative unit. They were originally managed and serviced by the former Ministry of Agriculture and the former Ministry of Transportation and Communication. After the administrative units were transferred to Gminas, however, bridge maintenance budgets were cut back to prioritize construction of schools and hospitals, and the bridges are substantially dilapidated.

f. Railroads

Table 6.2-9 shows types of railway and length by comparison with the whole country and neighbor provinces of Konin. In terms of length of railway per 100 km<sup>2</sup>, it is quite obvious that Konin is in a lower position compared to the neighboring provinces and even further lower than the national average.

**Table 6.2-9 TYPES OF RAILWAYS AND LENGTH BY EACH PROVINCE IN POLAND**

	Standard Gauge		Narrow Gauge	Total	Per 100 Km <sup>2</sup>
	Double+ track	Single track			
Poland	8,884	13,401	1,135	23,420	7.5
Warsaw	379	103	19	501	13.2
Konin	146	26	147	319	6.2
Lodz	80	72	7	159	10.4
Poznan	455	384	63	902	11.1

Source: GUS

Current major railroad systems (standard gauge railways) of the province are shown in Figure 6.2-4.

Existing railroads are classified into three types. First is a railroad connected to major cities of European countries and Warsaw, and extending to major cities of the former Soviet Union countries including Moscow and Saint Petersburg. This railroad system is being used for both passengers and freight purposes with standard gauge tracks. The railroad runs through the central portion of the province.

Second, a freight car railroad which exclusively carries coal runs through the eastern portion of the province vertically. This railroad is dedicated to carrying only coal between the mines which are located in Katowice and Gdansk for export of hard coal. An intersection of the track of both the freight car railroad and aforementioned railroad is located in the east-central part of Konin City, which is approximately 30 km away. These two railroads have no mutual extension plans.

A third type of railroad system is only dedicated to be used as a transportation system for carrying coal between lignite coal mines and power station companies. Mostly they are narrow gauge systems. Some are used very frequently and others occasionally. During the harvest season, wheat, sugar beets and potatoes are carried by using mining companies' railroad tracks. In the northwestern portion of the province, there is a mono-track narrow gauge railroad running through the area between Orchowa and Wiltkowo. The track is used for both tourism in the area and transporting sugar beets during the harvest season.

Presently, there is no plan on building new railroad systems within the province. Only establishment of a new Euro-Train system which will connect between major European cities and the former Soviet Union countries via Warsaw is under planning. Railroad tracks of the Euro-Train are planned to be built parallel to International Highway A-2 which crosses the southern tip of Konin City. However, it is planned only to go through the province. This train system is still under planning, and an outline of the plan is not clear at this time.

Plans on existing railroad systems are concerned only with modernization of currently available railroad tracks which cross horizontally through the province.

Some mining companies are showing an interest in extending their railroad tracks to existing railroad systems to carry lignite coal. The mining companies are trying to connect their railroad systems by building new stations in the connecting areas. However, the plan is only on a request basis from mining companies at present, and the outline of the plan is not clear as yet.



## 2) Water supply including hot water

The present conditions of water supply, including hot water, in Konin Province are as follows.

- a. The water supply in Konin Province is mostly dependent on underground water. The main reason for this is that most of the rivers and lakes which are the major sources of surface water are polluted.
- b. Pumps for drawing up underground water are installed at about 130 points within the province (see Fig. 6.2-1). These pumps supply water to homes in the water supply districts.
- c. The water supply systems in the urban Gmina areas and their environs have been relatively well developed and maintained compared with other areas, and have sufficient capacity to meet demand. For example, according to the statistical figures available, 96% of the residents receive water supply in Konin, 78% in Kolo, 86% in Slupca, and 94% in Turek, respectively.
- d. In rural Gminas, water supply capacity is insufficient because of inadequate equipment (pumps, piping, etc.). In rural areas in the southwestern part of the Province, especially Rzgów, Rychwał, and Grodziec, which are designated as poor Gminas, the water supply capacity is far from sufficient. For example, only 43% of the residents are able to obtain water supply service in Rychwał Gmina. In the Klodawa and Przedecz Gminas, there are very few pumps for drawing up underground water. The reason for this is that in these Gminas rock salt is excavated, and there are few places where clean underground water can be pumped up.
- e. In Powidz, Ostrowite, and Slesin Gmina, which have been designated as sites for tourist development, some developers are illegally building houses without providing suitable water supply facilities.
- f. Hot water is supplied not only as a source of hot water but also as a source of steam for heating.
- g. In the Konin, Kolo, Turek and Slupca urban areas, the supply of hot water is sufficient to meet demand. In particular, in Konin and

Turek, which have power generation stations in their neighborhoods, the hot water supply capacity exceeds demand. In rural areas and sparsely populated areas, the supply of hot water is not sufficient. In these areas, hard coal is used as a heat source.

h. Hot water is also used to heat greenhouses at farms.

### 3) Sewage systems

Figure 6.2-1 also shows the distribution of sewage treatment plants in Konin Province. The following Table 6.2-10 shows the number and capacity of existing and planned sewage plants up to 2010.

**Table 6.2-10 EXISTING AND PLANNED SEWAGE PLANTS AND CAPACITY BY GMINA**

<b>(Existing)</b>			<b>(Planned to 2010)</b>	
Voivodship	Number of plants	Capacity (m <sup>3</sup> /day)	Voivodship	Capacity (m <sup>3</sup> /day)
1. Brudzew	1	300	1. Dobra	420
2. Chodow	1	115	2. Koscielc	80
3. Golina	1	400	3. Laq	100
4. Grzegorzew	1	100	4. Slawsk	50
6. Kazimierz Biskupi	1	800	5. Strzalkowo	800
7. Kleczew	1	324	6. Tuliszkowo	550
8. Klodawa	1	3,200	7. Uniejow	2,000
9. Kolo	1	14,750	<b>Total Capacity</b>	<b>4,000</b>
10. Konin	4	26,149		
11. Cukrownia Gostawice	1	240		
12. Ladek	1	100		
13. Orchowo	1	100		
14. Przedecz	1	47		
15. Przykona	1	200		
16. Pызdry	1	50		
17. Skulsk	1	300		
18. Slupca	1	4,000		
19. Sompolno	2	300		
20. Slcsin	1	1,000		
21. Turek	1	15,000		
22. Witkowo	1	1,700		
23. Wylczyn	1	250		
24. Wladyslawow	1	100		
25. Zagorow	1	600		
<b>Total Capacity</b>		<b>70,125</b>		

Source: The Konin Statistical Office and BSPO

The present condition of the water sewage systems in Konin Province and problems with them are as follows.

- a. In urban areas, including Konin, Slupca, Kolo and Turek, the sewage systems are well developed and maintained compared with those in other areas.

- b. In Konin City, in particular, the sewerage from the piping to the sewage treatment plants has been systematized.

#### 4) Waste treatment systems

At present, household wastes produced in the province are dumped at disposal sites owned by the Gmina without classification into kitchen garbage, flammable and inflammable materials. The disposal sites are provided in open spaces in suburban areas, and as each site is filled with waste, a new site is developed by excavating the ground.

Konin Province does not have a full-scale waste treatment facility. There is a plan to construct a treatment facility jointly by the Gmina in Konin and the two neighboring provinces of Sieradz and Kalisz. The facility will consist of a comprehensive waste treatment system and disposal site to take care of waste produced in a 20-25km radius zone around Kalisz City. While Konin and Turek have participated in the plan, the other major cities of Kolo and Slupca have not joined despite repeated invitations from a joint management body.

#### 5) Supply of gas systems

Figure 6.2-1 shows the trunk pipeline of high-pressure natural gas (national grid). The natural gas pipeline that runs northward from the south of Poland branches in the suburbs of Konin City, extending west into Konin City. It also extends east to Lodz and further north to the industrial zones of Poland. Gas substations are installed in the cities of Konin, Kolo and Turek, from which branches of pipeline are extended to suburban areas of these cities.

As a source of energy, gas is mostly used for cooking at homes, and some used for heating. In areas which are not supplied with natural gas, butane/propane and hard coal is used as the heat source for cooking.

The diffusion rate of natural and compound gas in Konin Province is about 50%. Though the diffusion rate is high in Konin, Kolo, Turek and their environs, it is considerably low in rural Gminas. The reason for this is that those cities and their environs are supplied with natural gas from the

branches of pipelines extending from the gas substations installed in those cities. On the other hand, there are many areas along the national grid which cannot receive natural gas due to the absence of a gas substation.

6) Telecommunication network

As of 1996, the number of telephone installations in Konin was 126 per 1,000 persons, about 2.7 times the 1990 figure.

7) Electricity supply condition

Figure 6.2-1 also shows the distribution of power lines. In the Figure, the thick line indicates a 220 kV power line and the thin line, a 110 kV power line.

In Konin Province, electricity is supplied from the three electric power stations in the province. Part of the electricity generated at those power stations is supplied to areas outside the province via the national power grid. Electricity is transmitted from the power stations to the 21 mini power substations in the province, where the voltage is reduced before it is supplied to home and offices.

The diffusion rate of electricity in Konin Province is near 100%. Only a few parts of the southwestern Gminas (Pyzdry, Ladek, Zagorow, and Grodzice) and south-central Gminas (Tuliskow and Malanow) are not supplied with electricity. In areas which have been designated as sites for tourist development, there are illegally built homes which are not supplied with electricity, but these are ruled out.

In Poland, the transmission loss is about 10%, which is higher than in other European countries. Thus, it can be seen that a considerable proportion of electricity is lost during transmission.

Figure 6.2-1 CURRENT CONDITIONS OF LAND USE IN KONIN

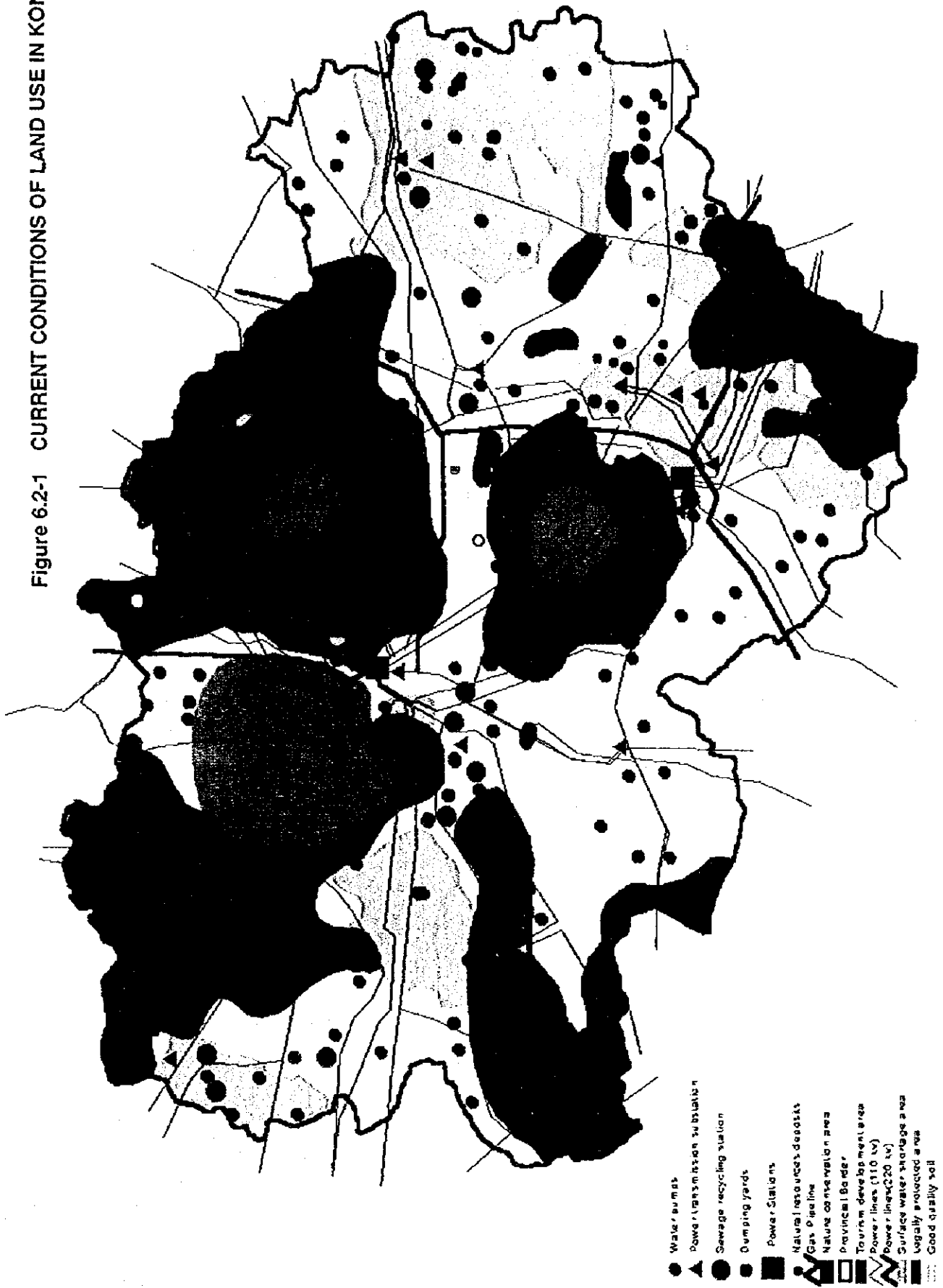


Figure 6.2-2 MINING AND RECLAIMED AREAS

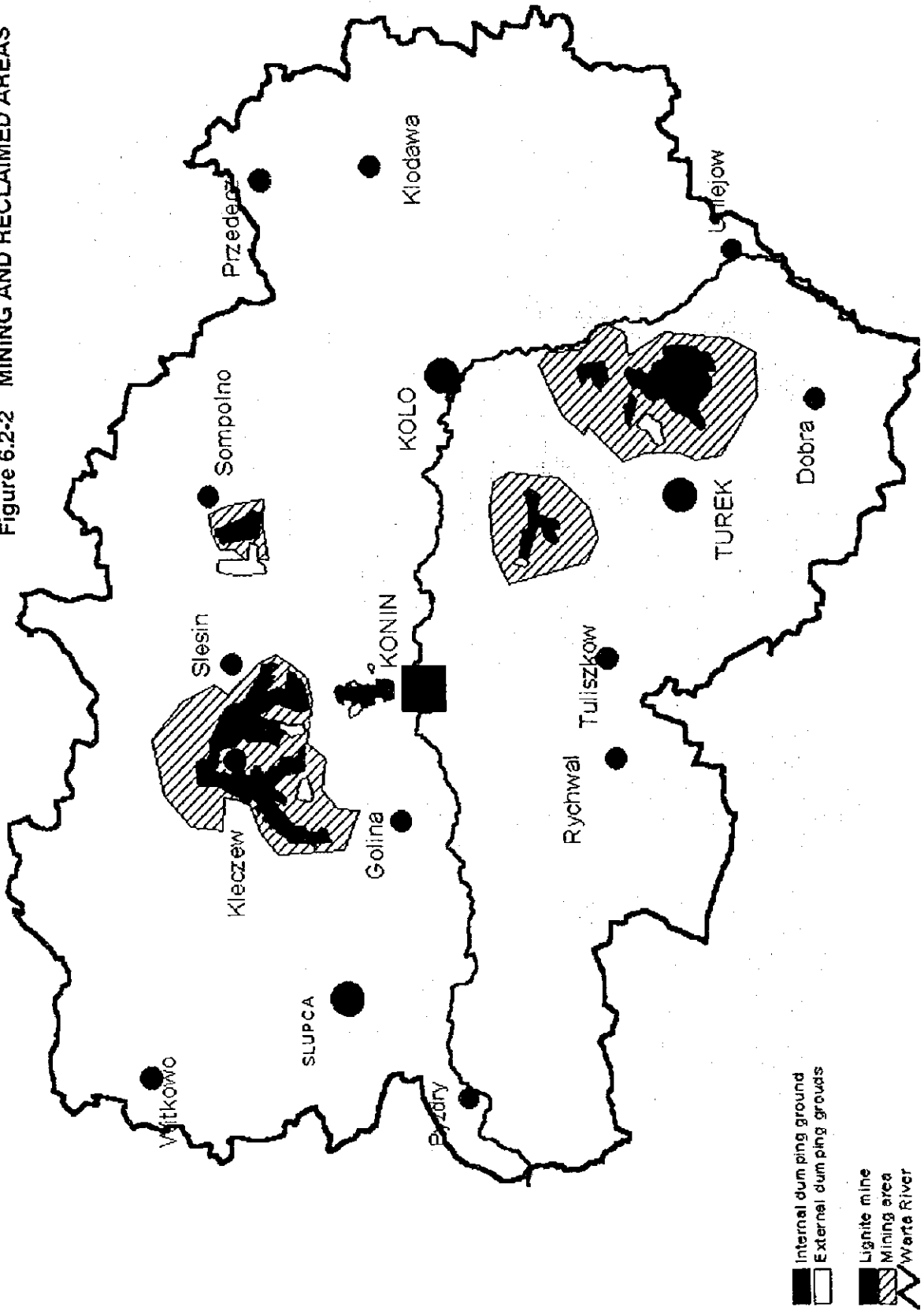


Figure 6.2-3 EXISTING AND PLANNED FOREST AREAS

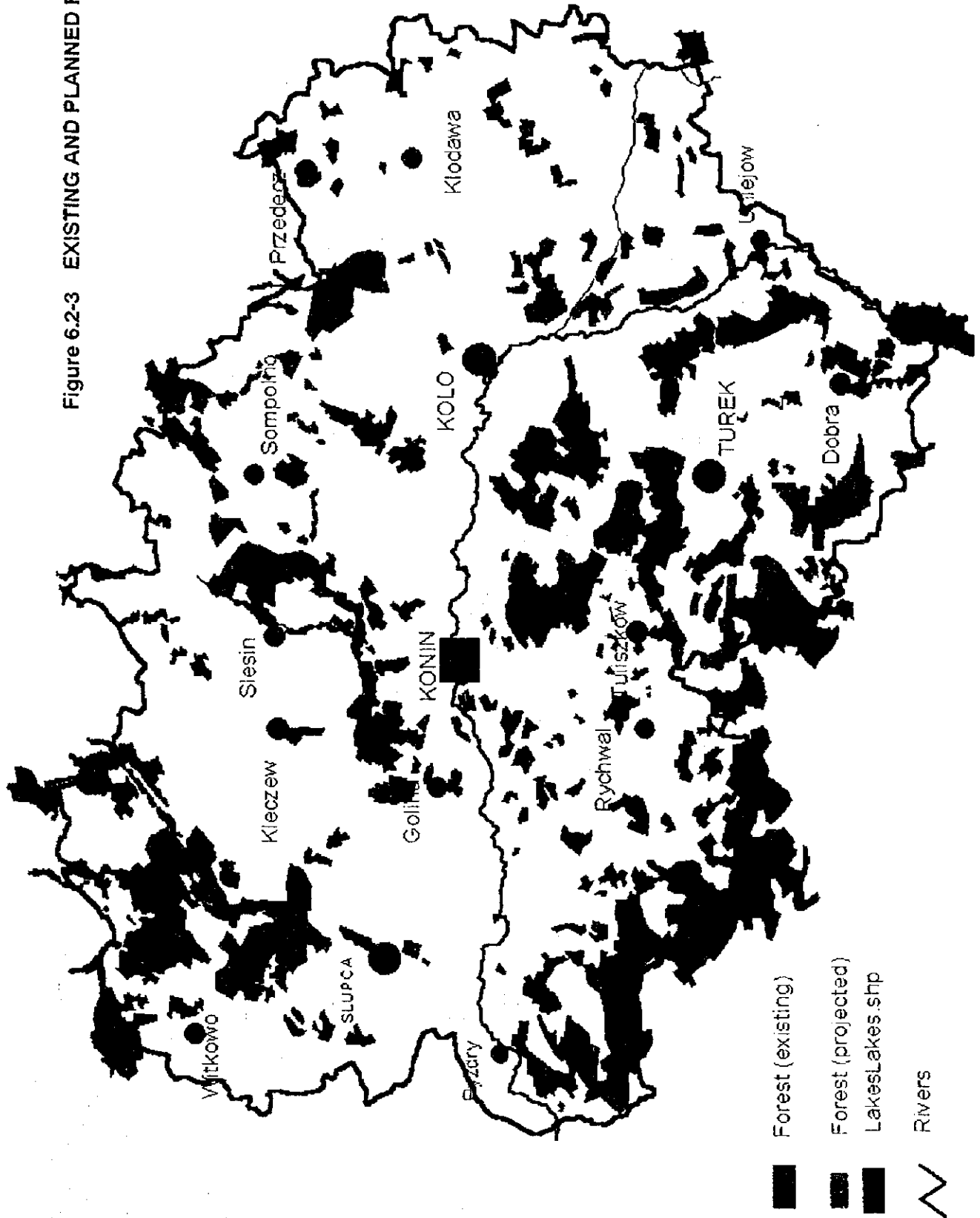
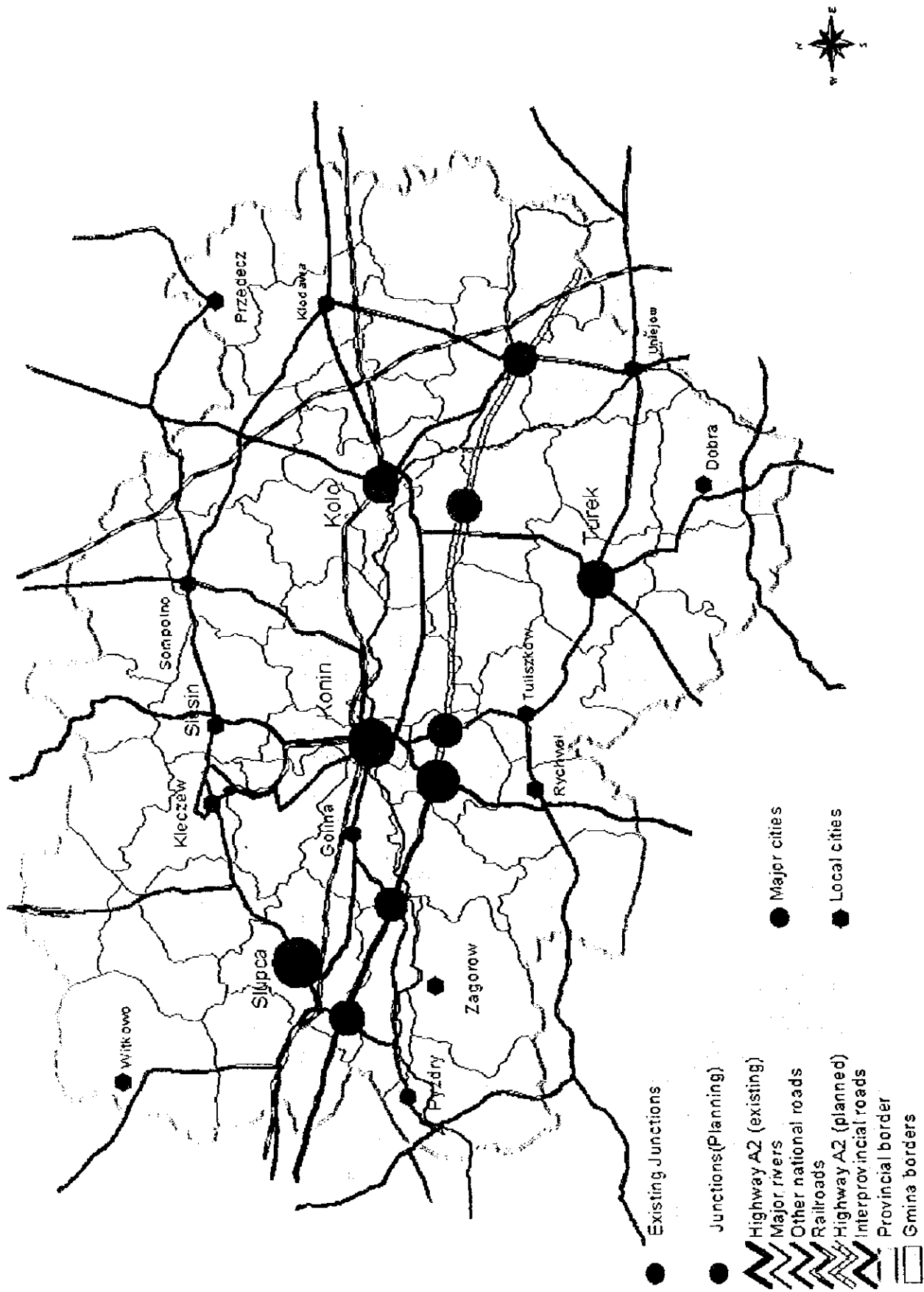


Figure 6.2-4 TRANSPORTATION SYSTEMS IN KONIN





## 6.3 Conclusion and Key Issues

### 6.3.1 Land Use Plan

#### (1) Current land use in Konin Province

Land use in Konin Province is comprised of the following major criteria. The ratio of occupation to the total of 513,800 ha. in these criteria are as follows;

Agricultural land:	73.1 %
Forestry:	15.3 %
Water area:	2.4 %
Roads and transport area:	2.6 %
Housing area:	2.4 %
Others:	4.2 %

#### (2) Institutional issues

The Department of Spatial Planning in the Office of the Governor has roles to formulate overall land use plans in the province. Also, each Gmina is functioning as a planner and implementation body for land use. The Office of the Governor has no budget to implement the plans. On the contrary, each Gmina is obligated to implement its plans using the income of the Gmina. These plans are frequently discontinued due to lack of funds. Such complicated situations often create confusion between the Office of the Konin Governor and the Gminas.

Setting priorities of the central government for land use in Konin is low compared to other provinces. Konin Province and the Gminas need strong support from the central government for implementation of land use plans to put them into effect.

#### (3) Agriculture and industrial areas

Agricultural areas occupy more than 70% of the land in Konin, and are scattered throughout the province. Some areas, particularly near urban and suburban areas, coexist with both industrial and residential areas. This is creating problems such as water contamination and air pollution

from industry as well as waste from residential areas. It is necessary for the province to withdraw industries from agricultural areas.

In the province, factories and business enterprises are scattered about without forming significant industrial concentrations, and this creates various problems including pollution and mobility in terms of transportation of goods and commuting of employees. Some factories discharge industrial effluents without proper treatment to nearby farmland, causing secondary pollution. Preparation for setting relocation programs for such industrial areas is the most urgent matter for the province. These problems must be overcome by building or improving adequate facilities, e.g., treatment plants and road networks, and promoting pollution control measures at each factory. Most of this will require substantial investment and is very difficult to implement under current financial constraints.

(4) Commercial and urban areas

Land use planning on development of both commercial and urban areas in Konin has not been done since 1986.

Commercial areas in Konin is scattered about in major cities, and most are small in scale. The province must review the existing conditions of the commercial areas of the major cities in Konin. Preparation of commercial areas is the most essential element to vitalize commercial activities in the province.

The lack of an urbanization development plan is creating issues such as non-modernized urban areas, scarcity of housing, traffic congestion, mobilization of labor forces, and mixed allocation of both agriculture/industries and residential areas. It is necessary for the province to establish appropriate land use plans to solve such issues.

(5) Forest and tourist areas

Forest areas occupy 15% of the total land area in Konin. Afforestation programs in each Gmina are now in the planning stage with the cooperation of the National Environmental Protection Agency of the central government.

According to the plan, a total area of 1,463 ha. between 1997 and 2000, and 4,464 ha. between 2001 and 2010 will be afforested.

The regions occupied by large portions of the land, such as Powidz, Witkowo, Dobra, and Uniejow, are designated as tourism development area. However, water contamination caused by human waste is raised as the most serious issue in those areas. It is caused by illegal housing constructed by developers. When preparing a land use plan on the areas, it should be considered along with the plan on both tourism development. Also it is necessary to designate the area as nature conservation or environmental protection area. Preparation of basic infrastructure such as construction of a sewage system and water treatment system is required.

(6) Mining and reclaimed areas

In the province, two companies are involved in mining activities; namely, KWB Konin and KWB Adamow. In KWB Konin, a total of 8,881 ha. of ground has been used and re-cultivation covers 3,500 ha., while 4,726 ha. are under mining operation. In KWB Adamow, a total open-pit area used from the very beginning of the mine and on up to 1995 covers 4,795 ha. The present open-pit area covers 2,214 ha. Reclaimed dumping grounds used for agriculture, forest and water reservoir are 1,390 ha. and 247 ha., respectively.

Konin is deeply influenced by mining for better or worse. Mining not only supplies job opportunities, but provides a source of electricity and heat to local residents. Also, reclaimed areas provides space for agriculture, forestry, water areas and various other opportunities for multipurpose use. On other hand, mining areas create the causes of many issues such as influencing drainage systems in surrounding areas and destruction of the natural environment.

Managing mining areas and establishing an appropriate land use plan on reclaimed areas need greater efforts. It can be accomplished by not only the self-effort of each individual mining company, but demands consultation with the residents and the Office of the Konin Governor.

### 6.3.2 Infrastructure within the Province

#### (1) Current status of Konin Province

There are great differences on preparation of an infrastructure among the provinces in Poland, and Konin is far behind in position compared to other provinces in the country. As reported in Table 4.2-5, living standards ranked Konin Province at 41<sup>st</sup> out of 49 provinces in grade of technical infrastructure preparation.

Also, there are differences in the level of conditions of the infrastructure among the Gminas within the province. It is obvious that this will create more social and economic gaps between rich (urban) and poor (rural) Gminas.

#### (2) Institutional issues

The national government is only responsible for preparation of a nationwide infrastructure development within the province, including construction and maintenance work for national roads, preparation of power lines for electricity, and telecommunication lines.

Each municipal government in the province is obligated to raise its own funds for preparation of an infrastructure. Some portions of funds are shared by the national government when municipals government establish their own funds or inter-municipal joint projects are planned. For example, when each inter-municipal government intends to establish waste treatment facilities, a portion of the subsidy comes from the National Environmental Protection Agency. However, the amount of the subsidy is not sufficient to implement such big projects, and most municipal governments are facing problems on implementing the preparation of an infrastructure .

#### (3) Roads

Roads in Konin are classified into three types depending on how they are managed by a certain level of government. First are national roads, including International Highway A-2, for which the national government is in charge of construction and maintenance activities. Second are provincial roads which are managed by the Office of the Konin Governor.

Finally, there are municipal roads for which each municipal government is wholly responsible on planning, construction and maintenance work. Among the total length of 6,431 km within the province, 45% of the road are classified as national roads, 4% as provincial roads, and 51% as municipal roads respectively.

a. National Roads including International Highway A-2

Up to the present time, Highway A-2 is only completed in total length for approximately 30 km between Wrzesnia Poznan Province and Stare Miasto in Konin Province.

Since Highway A-2 is considered as an advantage for further development of Konin, it is necessary for the Office of the Konin Governor to promote initiation work on the rest of the construction area at an early stage to the central government.

Problems of traffic congestion along Highway A-2 should be considered as a national-level issue. For instance, traffic through the intersection between the two roads in the suburbs of Konin City, including convergence of vehicles from A-2 and 469, soared 250% between 1990 and 1995. Similarly, the number of vehicles passing through Kolo City grew by 66% on No. 2, 47% on No. 473 and 14% on No. 270, when measured at their intersections with No. 2 and 25, suggesting the high levels of traffic congestion at intersections of trunk roads. This is also evidenced by the number of traffic accidents attributable to or related to traffic congestion, which increased some 12% on No. 2 between 1996 and 1997 and 32% on No. 25.

Recently, vehicular traffic in these cities has been on the rise to create various problems. Between 1990 and 1995, traffic volumes passing through Turek, Slesin and Sompolno surged 111%, 19% and 15% respectively. Turek City has experienced rapid growth of traffic as vehicles coming from the neighboring provinces of Lodz, Kalisz and Sieradz increasingly flow into trunk roads, International Highway A-2, national highway No. 25 and No.2. Although the city has constructed a bypass road between national highways No. 469 and 470, which runs

around the city area, vehicles using No. 469, 470 and 472 must pass through the city area, aggravating traffic congestion there. In Sompolno, 4 trunk roads run through the urban area. Because these roads have rotaries in the city center which are located in commercial areas with parking facilities, bus stops and shopping districts, traffic congestion is accelerated. In Slesin, national highways No. 25 and 263 cross in the city center to create heavy traffic congestion. In particular, No. 25 is one of the trunk roads serving as a major route of transportation connecting Gminas in the province as well as connecting the province with neighboring provinces, and is also connected to tourist resort areas such as Powidz, resulting in a mixed traffic flow of trucks, buses and passenger cars.

A primary route to the tourism area uses national road No. 25, driving northward and via Slesin, followed by Routes 262 and 263 or Route 262 only (via Kazimierz Biskupi and Kleczew). These routes, however, have various problems that adversely affect accessibility. First of all, they include a large number of very narrow sections, and drivers must pass through three city areas. There are a few dozen steep curves that disturb with smooth driving of large buses. Finally, there is the absence of proper road signs in required locations.

b. Provincial roads

Provincial roads run mainly through inner urban areas, such as city streets near the centers of major cities. They include not only motorways but also side walks. The Office of the Konin Governor has the entire responsibility for planning, development, construction, and maintenance work on provincial roads.

Although most provincial roads in the province are fairly well developed in the cities, some minor improvement work such as adjustment of differences of levels of roads and lining at pedestrian crossings are required in several spots.

c. Municipal roads and bridges

Municipal roads occupy more than 50% of the total length of roads. The roads have important roles as a means of inter-municipal transportation, particularly for transporting agricultural products. However, conditions of accessibility to major roads and inter-municipal roads are very low. There are many areas which have poor access to national roads 2, 25, and other national roads. In particular, Gminas located far from Konin City can hardly gain access to those roads. These include the Zagorow, Grodzice, Orchowo, Ostrowite, Przedecz, and Swinice Gminas. Also, many of the bridges spanning municipal roads are poorly maintained. Besides, there are many areas where construction of a new road bridge is needed.

Each Gmina is obligated to maintain its roads. However, because of insufficient budget for road maintenance, municipal roads in most Gminas are not maintained properly.

After the administrative unit was transferred from POWIAT to Gmina in 1975, however, bridge maintenance budgets have been cut back to prioritize construction of schools and hospitals, and the bridges are substantially dilapidated. Today, 31 bridges, around one-third of the total 87, are believed to require rehabilitation or reconstruction within the next few years. In particular, bridges over the Warta River and its branches are inundated during floods, hindering traffic of large trucks carrying harvested farm products. Also, snowfalls and rains often disrupt transportation of daily necessities such as food and fuels. Moreover, while the municipal bridges form transportation networks connecting Gminas, they cannot be used to transport certain types or quantities of goods, forcing vehicles to make detours. In consequence, low-speed trucks and tractors run on national roads to aggravate traffic congestion.

(4) Railroad and water transportation

Length of railroad in Konin is 6.2 km per 100 km<sup>2</sup>. This number indicates that it is quite low compared to the national average of 7.5 km and even

compared to neighboring provinces, such as 10.4 km in Lodz and 11.1 km in Poznan, respectively.

The Ministry of Transport and Maritime Economy of the national government has a plan to stop rapid train service in Konin. The Euro-train which is now under planning as an international project includes no plan to stop in Konin.

The railroad system which is dedicated only to carrying coal continues to function to transporting coal from the southern part of the country.

Currently, there seems to be no particular problem railroad systems.

The Warta River runs across the province, and FUGO often carries ship parts by barge. However, expansion of water transportation cannot be expected due to shallow river bottoms.

#### (5) Water supply and sewage system

The balance of water demand and supply is fairly stabilized in urban areas. On the contrary, it is unbalanced in rural Gminas, particularly in poor Gminas including Rzgów, Rychwał, and Grodziec. Since residential areas are located over a widespread area, supply of water faces difficulty in catching up with demand.

The sewage systems are also well provided in urban areas unless drainage pipes are blocked and need to be repaired in many spots. In most rural areas, sewage systems is not adequate due to the same residential conditions as indicated above.

Designation of specific areas by the province as prospective tourist areas has created various negative impacts in the areas and their development process. The prospect has encouraged uncontrolled development in the Powidz, Ostrowite and Witkowo Gminas, accelerating environmental pollution and destruction of a local ecosystem in some cases. In particular, development projects led by many private investors are carried out by ignoring various legal requirements for construction of hotels, cottages and



other housing, such as the laying water mains, connection of lead pipes to septic tanks, and strictly controlled transportation of waste to treatment facilities. As a result, untreated sewage and household wastes are discharged into lakes and forests, smearing the public image as a tourist area and polluting the environment. Despite this situation of grave concern, the Office of the Konin Governor has failed to conduct sufficient monitoring activities to enforce applicable laws to unlawful development projects, allowing the spread of uncontrolled development activities.

As most disposal sites are located in or near farmland or forest in a scattered manner, they create serious environmental problems including contamination of ground water and creation of secondary pollution. As garbage collection charges are directly collected from households on a tonnage basis, some households avoid payment by disposing of their waste in forests, farmlands or lakes. Preparation of sewage systems in such areas is highly required, and immediate action should be taken into consideration as an urgent project.

(6) Others

a. Gas supply

The diffusion rate of gas supply varies, depending on locations within the province. Urban areas, except Slupca, are furnished with natural gas supply systems. However, this is limited only to the cities, and does not cover suburban areas. Raising the diffusion rate of natural gas supply systems and substituting propane and hard coal for natural gas should be considered by the province.

b. Electricity

The diffusion rate of electricity to residents is nearly 100% at the present time. Power generation companies have enough capacity in generation to supply electricity not only in the province, but also to meet demand from other regions of the country.

c. Telecommunication

The diffusion rate of telephones is increasing every year at a rate of 14%, and the supply of transmission lines is furnished upon request from subscribers. No problem seems to exist at present.

## **6.4 Direction of Land Use Plan and Infrastructure**

### **6.4.1 Development Potentials and Constraints of Land Use and Infrastructure**

#### **(1) Development potentials**

##### **1) Konin at a crossing of trunk roads and railways**

The province is located in the center of the country. It is around 270 km from Konin City to the western border, 330 km to the east, 300 km to the north and 350 km to the south. Three big cities, Poznan, Lodz and Bydgoszcz, surround Konin City within a distance of some 100km. A trunk road, inter-provincial national highway No. 2, passes Konin Province to and from the west and east, connecting with Berlin, Warsaw and the countries of the former Soviet Union. It is around 200 km east to Warsaw and 350 km west to Berlin. National highway No. 2, in particular, is functioning as a major inter-continental route for carrying goods between the western portions of other European countries and Poland itself as well as the former Soviet Union countries. Another inter-provincial national highway No. 25 crosses the province from north to south. This highway has less of a transportation function in terms of cargo volume compared with highway No. 2. However, it serves as one of the major routes for inter-provincial roads among the neighboring provinces of Konin. The railroad system, which runs horizontally in the province, also functions as a major transportation system, carrying not only passengers but transporting various goods between the aforementioned countries. These trunk roads and railway systems provide higher potentials for accessibility of the province to and from other regions.

##### **2) Construction of international highway (A-2)**

A project on constructing a new highway system (International Highway A-2) to connect major European cities through Poznan, Lodz and Warsaw and on forward to major cities of the former Soviet Union countries is now under way. At present, construction is partly completed at 50 km from Konin City toward Poznan. In the province, three exits of A-2 are already completed and construction of three others are planned. This highway system will become one of the development potentials for the province,

since these exits will provide opportunities to access A-2 and contribute to the future growth of flow of the goods and services.

3) Ample space for integrated land development

There are enough land areas in the province for further development. For example, there are wide spaces available, particularly along International Highway A-2, where exits are built and planned to be built between 15 to 20 km intervals, for integrated land development such as industrial parks for general use. Each Gmina which holds wide spaces along these exits has already established plans on developing industrial parks. Two foreign direct investors have already decided to invest in one of the areas, and a few others are considered as prospective investors in the area. There is a possibility to meet demand for industrial parks from foreign investors in the future. These conditions will provide greater potentials to such investors and can be considered as one of the potentials for the province.

4) Available sources for preparation of institutional infrastructure

Konin has a wealthy source of electricity. It produces approximately 20% of the electric generation capacity in Poland. There is a surplus of electricity in the province, since supply capacity exceeds demand at present. There is a plan to establish an industrial waste treatment plant in Konin by organizing a partnership company between the Office of the Konin Governor, Konin Gmina, and HUTA Aluminum. Construction of the plant will be initiated in 1998 and actual operation will be started in 1999. Also, construction of a communal waste treatment and disposal plant is now under the process of negotiation with the national government and a joint-Gmina organization formed between the Gminas in Konin and Kalisz Provinces. Project implementation of this plan is expected in 2001. These conditions can be cited as one of the development potentials not only for domestic industries but for prospective foreign direct investors.

5) Existence of areas for recreation and relaxation

The province has a great volume of both recreation and relaxation places including attractive landscape areas such as forests, lakes, rivers and canals throughout the province. Some areas, such as Powidz and Witkowo, are already designated as tourism development areas by the Office of the Konin

Governor. These areas can be anticipated to be summer resort and winter sports areas for the residents of the province as well as visitors from neighboring provinces. These natural conditions and general environment provide great opportunities for relaxation and peace of mind for visitors. This becomes a potential for residents and visitors as wish-to-live places.

## (2) Development Constraints

### 1) Low-priority setting on the province by the central government of Poland

The central government has set a low priority on development in Konin compared with other provinces in the country in preparation of institutional infrastructures including highway transportation, housing construction, and public utilities. Enhancement and widening of national highway No. 2 project is an typical example. There is heavy traffic congestion on the highway, and the traffic volume, as well as traffic accidents, is increasing every year. However, there is neither a construction plan of detour routes nor enhancement and expansion plans made up so far, and only routine maintenance work has been carried out at present.

### 2) Small territory of local administrative units

By the Act on Physical Development effected in 1995, the rights to spatial planning in the country are vested in Gminas. The Act gives wider opportunities to each Gmina to make its own land use development plans. However, the Act is creating disorder in the integration of each Gmina's plans. In other words, a Gmina plan is limited to its own area and there are neither inter-Gmina integrated plans nor cooperate activities for integration. This is considered to be one of the constraints that currently exist in development of the land in the province.

### 3) Insufficient development funds

Gminas have to make their own spatial plans and implement them, being obligated to collect funds by themselves for implementation of the plans. Some portions of funds are provided by Gmina income such as local taxes and duties, and partly from the national government. However, the shortage of fund requirements, which is usually a large part of fund requirements, has to be made up with donations and contributions from

other parties such as private investors. In other words, regional development often lacks funding. This can also be one of the major constraints, especially when a Gmina plans and implements bigger projects.

4) Small demand dimension of Konin Province

Due to the small scale of the economy in the province, dimension of demand is relatively small not only for land use-related projects but for enhancement of regional economic activity itself. The land use-related projects include, for example, urban area re-development, invigoration of commercial areas, and construction of housing complexes. This may be considered as one of the constraints on land use development in the province.

5) Difficulties in execution of the special plan

First, the current land use policies and plans do not necessarily reflect the needs and requirements of residents and sometimes are unrealistic. Second, land owners tend not to follow the policies and plans. Third, monitoring and supervising systems are not exercised effectively by the Office of the Konin Governor against such illegal conditions. These facts can also seem to be constraints, especially in an implementation stage.

#### **6.4.2 Development Concept, Strategies and Projects**

(1) Development concept

As discussed in the sections covering current analysis, analysis of development potential, conclusion and major issues, one of the major problems facing land use planning in Konin Province is the lack of an established spatial plan, which has resulted in mixed use of the same area by rural and urban functions, disturbing coordinated regional development. Similarly, spatial separation of agriculture and industry has not progressed much.

As for infrastructure, the province lags behind most of the other provinces. Within the province, there is a large gap in level of infrastructure development between relatively wealthy and poor Gminas, partly because development plans are made and implemented on a municipal basis.

Given the irreversible depletion of the coal-mining resource, the province must rely on other industry and service sectors for new sources of employment. To attract investment in these sectors, infrastructure development is essential, including construction of industrial zones as well as housing for workers and amenities such as recreational and shopping facilities.

Based on these viewpoints, the development concept for land use and province-wide infrastructure development plans was set as follows:

**“Development with harmonization of rural and urban functions”**

**(2) Development strategies and projects**

Specific development strategies, namely the ways to materialize the development concept, were derived from an analysis of major issues by the Study Team. As major issues were classified into urban, rural and residential areas, development strategies were established for each area:

Strategy 1: Further invigoration of functions in urban areas

Strategy 2: Further invigoration of functions in rural areas

Strategy 3: Further invigoration of functions in residential areas

At the same time, infrastructure development was recognized as a common issue facing the three strategies, or a common precondition to implement the strategies. In the process, infrastructure requirements for the three strategies were incorporated into a single strategy:

Strategy 4: Further invigoration of functions in infrastructure

Major objectives of the four strategies so developed and projects as the means to accomplish them are described below.

### **Strategy 1: Further invigoration of functions in urban areas**

This strategy aims at enlarging functions of urban areas within the province to cope with an increase in demand in the future. Presently, the urbanized areas in the province are concentrated in the cities of Konin, Kolo, Slupca, Turek and some in urban-rural Gminas such as Slesin, Klodawa and Witkowo. However, the strategy on invigoration of urban areas is mainly for Konin City as a core of the province.

This strategy entails urban development. As pointed out earlier, Konin Province has not implemented an urban development plan it developed a decade ago. The strategy inevitably urges the plan's implementation. Secondly, the service sector in the province as a percentage of GRDP is below the national average, and unless its development is encouraged, it is almost impossible to achieve its development targets by 2010. Finally, urban development is important for the attracting investment and fostering tourism.

Based on the above recognition, the following three projects are proposed. Note that they may be implemented separately and concurrently within the same area. A general outline of these projects is discussed in the Project Report.

Project LD-1: Development of selected commercial areas

Project LD-2: Construction of a large-scale shopping mall

Project LD-3: Development of the railroad station area

### **Strategy 2: Further invigoration of functions in rural areas**

This strategy aims at reallocation of existing industries from agricultural areas.

Since farming and industrial areas coexist, this is creating some major issues such as contamination of water and harmful exhaust smoke which causes damage to agricultural areas. Also, it becomes a cause of inaccessibility to physical distribution centers when goods and services



need to be transported. It is necessary to reallocate such industrial areas from the stand point of production, processing, distribution of products, and for protection of agricultural areas. The strategy is also aimed at efficient use of land and conservation of the environment.

Project LD-4: Land allocation for rural industrial zones

### **Strategy 3: Further invigoration of functions in residential areas**

The third pillar of the development concept of "development with harmonization of rural and urban functions" is the development of residential areas. This should be carried out from two standpoints, the improvement of residential environments for local residents and securing residential areas for future growth.

Apartment and other housing conditions in Konin Province rank it 33<sup>rd</sup> of the 49 provinces in the country, according to the study for living standards as reported in Chapter 4. Most low- and medium-income people live in apartments that do not have enough space for families. Their desire may be to live in a detached house at some time. Related to this project is LD-5.

The project is designed to meet housing demand that will arise with foreign investment. There are several foreign investment projects under way in the province. Also, there is an inquiry on a large investment project requiring a 50 ha. or more site, and there has been a question on availability of worker housing. While the province has not developed any plan to meet such new housing demand, the project is essential in accommodating workers engaged in various investment projects by absorbing surplus labor in rural areas. Project LD-5 is specifically designed to meet the objective.

Project LD-5: Residential area provision for new investment project

Project LD-6: Supply of low-cost housing

#### **Strategy 4: Further invigoration of functions in infrastructure**

The said report for living standards ranked Konin Province at 41<sup>st</sup> of 49 provinces in grade of technical infrastructure preparation. As may be seen from this number, Konin Province needs to prepare its infrastructure in various fields. It is a must to improve the infrastructure for achieving the development concept of this sector, that is "development with harmonization of rural and urban functions". At present, each Gmina is developing a technical infrastructure within its own territory and within its budget. Under this strategy, 8 inter-Gmina projects are proposed to build an infrastructure that cannot be developed by a single Gmina in terms of economy and feasibility. The projects are described in detail in the Project Report, and the major reasons for their proposal are briefly discussed below.

#### **Project LD-7 "Expansion of connecting roads among main cities"**

The project is to strengthen linkages of the industries among Konin, Turek, Slupca, and Kolo by increasing flows of goods and services. The project includes new detour roads within the cities and crossing sections, or widening and enhancing the size of the roads such as National Road 25, 2, 469, 473, and 474.

#### **Project LD-8 "Improvement of access roads to main roads (A-2, National Road No. 25)"**

Existing roads which connect urban Gminas with rural Gminas are not well prepared. The project will include new detour roads in crossing-section areas, particularly the intersection of Road 2 and 25, 270, and 474.

Project LD-9 "Preparation of roads in tourist areas"

The project is to provide comfortable and smooth travel to tourist areas by improving the transportation infrastructure. It consists of from widening and enhancing the selected routes, particularly the routes to Powidz, Lechen, and Lake Jeziorsko.

Project LD-10 "Construction for rehabilitation of bridges connecting municipal roads"

The project is to allow heavy-load transportation vehicles including trucks, busses, and tank lorries to pass over municipal roads. The project includes gathering information such as conditions of all existing bridges, loading capacity of traffic, etc., and sets the priority on which bridges are to be repaired.

Project LD-11 "Preparation of water supply and sewage systems in tourist areas"

The project is to prepare water supply and sewage treatment systems in the promising tourist areas with a view to effectively protecting valuable recreational resources and the natural environment.

Project LD-12 "Construction of centralized waste treatment and disposal facilities on refilled land"

The project is to construct controlled final-disposal facilities with waste treatment facilities. Refilled land is suitable for such facilities. Prior to the initiation of the project, a detailed feasibility study is required.

Project LD-13 "Construction of industrial parks for general use"

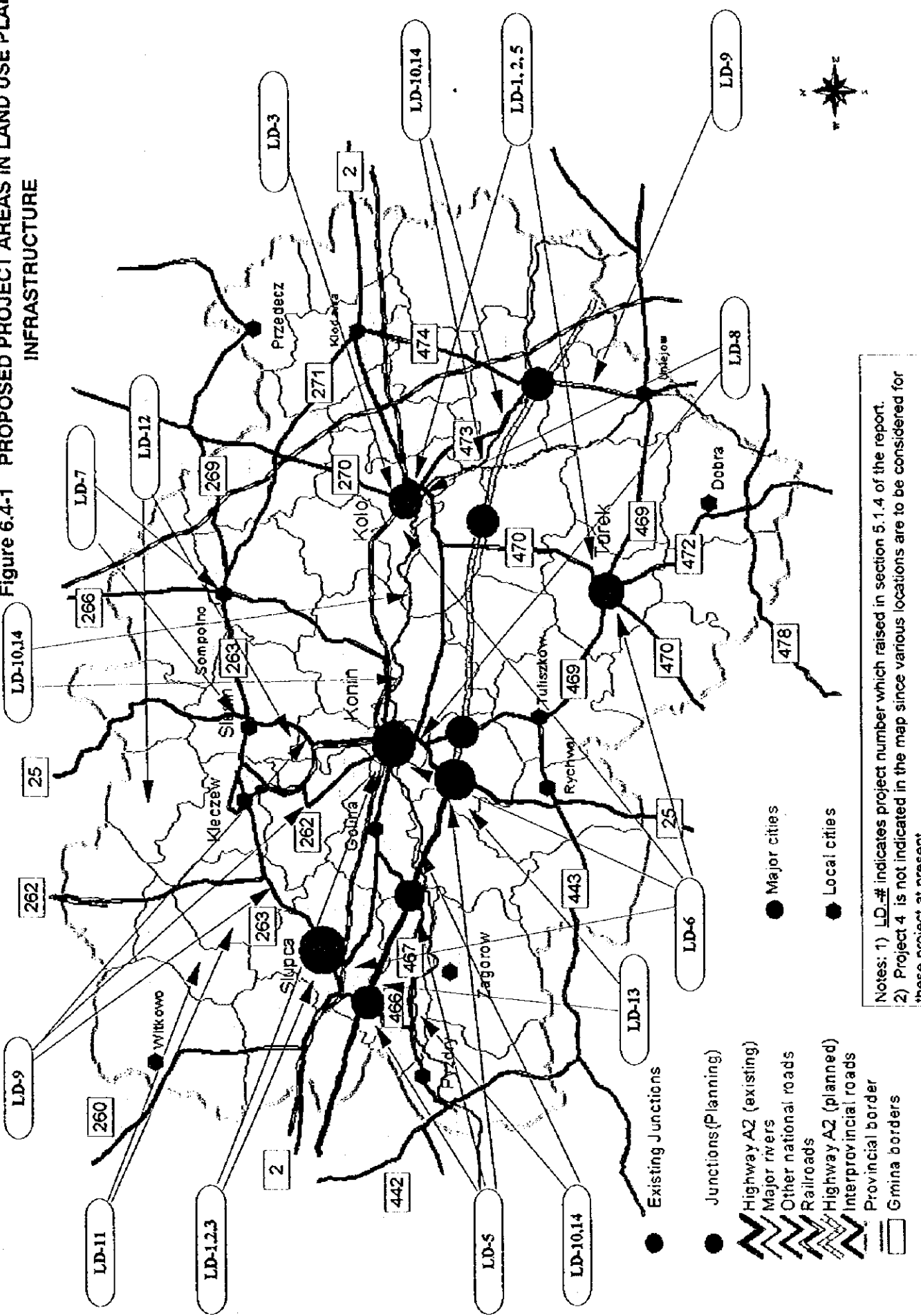
This project is to turn investor's eyes to Konin by establishing industrial zones with a well-established investment environment. It can be prepared

by selecting the sites along the highway or near the exits, and by providing a basic infrastructure.

Project LD-14 "Development of Warta River banks"

The riverbed of the Warta River is dirty and flood protection is insufficient. The project is for reclamation of the riverbed of the Warta River for protection against flooding and utilization of the reclaimed riverbed.

Figure 6.4-1 PROPOSED PROJECT AREAS IN LAND USE PLAN AND INFRASTRUCTURE



Notes: 1) LD-# indicates project number which raised in section 5.1.4 of the report.  
 2) Project 4 is not indicated in the map since various locations are to be considered for these project at present.

**Table 6.4-1 LAND USE DEVELOPMENT AND INFRASTRUCTURE : DEVELOPMENT CONCEPT, STRATEGIES & PROJECTS**

Remarks: (\*) indicates duplication with a project that has been listed in the same sector.  
 (\*\*) indicates duplication with a project that has been listed in a different sector.

Development with harmonization of rural and urban function	
Concept	Projects
	LD-1 Development of selected commercial areas LD-2 Construction of a large scale shopping mall LD-3 Development of the railroad station front areas LD-4 Land allocation for rural industrial zones LD-5 Residential area provision for new investment projects LD-6 Supply of a low cost housing LD-7 Expansion of connecting roads among main cities LD-8 Improvement of access roads to trunk roads LD-9 Preparation of roads in tourist areas LD-10 Rehabilitation of bridges connecting gmina roads LD-11 Preparation of water supply and sewage systems in tourist areas LD-12 Construction of a centralized waste treatment and disposal facilities LD-13 Construction of industrial parks for general use LD-14 Development of Warta River banks
Strategy	Aims of Strategy
(1) Further invigoration of function in urban area	This strategy aims at enlarging functions of urban areas to cope with demand increase in the future including Konin, Kolo, Slupca, Truek and some urban-rural gminas.
(2) Intensification of sector-oriented land use	This strategy aims at re-allocation of existing industries from agricultural area as well as efficient use of land and conservation of environment.
(3) Preparation of residential area	This strategy aims at increasing supply of individual housing complexes to those who live in urban area as well as increasing mobility of labor force.
(4) Improvement of infrastructure within the province	This strategy aims at improving roads in the province, access to National road No.2 and the A-2 highway, and communal infrastructure such as water supply and sewage systems and waste treatment facilities.