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## Assessment of the status, development and diversification of fisheries-dependent communities

### Darłowo Case study report



August 2010



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## 1. Introduction

Darłowo is a small, mostly rural community in Northwestern Poland. The community itself is 165 kilometers away from the regional capital, Szczeci, and its port is located in the estuary of the Wieprza River. The population is extremely mixed ethnically; immigrants came from various regions of Poland to settle the area. Given this melting pot, there is an unusually strong sense of local, rather than “ethnic” identity.

Prior to 1950, the commune (municipality) of Darłowo did not exist. Its foundation sprang from the area where a State Owned Farm (SOF) was established after World War II. Such farms were one of the ways the communist regime imposed its economic and social policies on the local people. Since SOFs were also isolated from other settlement units, local infrastructure, in the form of specific developments, developed around them.

Polish fishermen first fished for cod from the municipality in October of 1945. At this time, a State initiated and owned fishing company was also established with its seat at Darłowo. In the subsequent period, the fishing industry saw increased development thanks to the activities of the Fishing Cooperative (*Spółdzielnia Rybacka*), the Fishery Services Center (*Centrala Rybna*) and the Union of Maritime Cities in Gdańsk (*Związek Miast Morskich, Gdańsk*). In 1950, a fishing enterprise by the name *Barka* (Bark) was established; this later became the fishing and fishery services enterprise *Kuter* (Cutter). In October 1956, two fisheries institutions were established: the Central Inspectorate for the Fishing Industry and the Fishing Industry Department. Also during that time, the technical maritime school, the oldest in post-war Poland, was established at Darłowo.

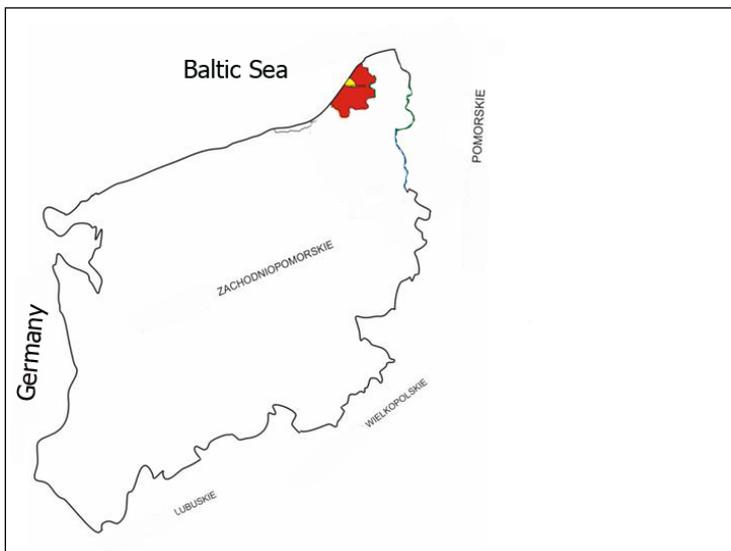
According to the qualitative interviews, the life-style and attitudes of post-war Poland greatly shaped the character of the Darłowo population. Overall, its people have a tendency toward social passivity, conservatism, ideologisation of social life, and a “take-it-for-granted attitude”, all of which make the process of social dialogue difficult.

### 1.1. Location

The community of Darłowo is located in the Baltic region of northern Poland. In accordance with the classification of statistical territorial units the area at issue is located within the NUTS2-PL42 zone (the Zachodniopomorskie Voivodship), while the present description refers to a smaller area: NUTS 5 - PL422; 5.32.44.13.01.1 (the town of Darłowo) and 5.32.44.13.03.2 (the commune of Darłowo). The whole zone covers an area of 290.05 square kilometers. The geographical coordinates delimiting its borders are as follows: 54.320 N, 16.214 E and 54.506 N, 16.463 E. The nearest administrative center related to the community is the city of Szczecin, which is 165 km from Darłowo.



**Figure 1. Localisation of NUTS2 – PL42 in Poland (Source: Central Statistical Office)**



**Figure 2. Localisation of NUTS5 (PL422; 5.32.44.13.01.1 and 5.32.44.13.03.2) within NUTS2 (the Zachodniopomorskie Voivodship) (Source: Local Strategy for the Development of Fishing Zones 2010. The Local Group of Fishermen from Darłowo in the River Basin of Wiebrza, Grabowa and Unieść)**

## 1.2. Key geographical characteristics of the community

As far as geographical conditions are concerned, Darłowo is neither particularly exposed nor shielded from the coastal elements. The local climate is influenced by flows of polar and marine air. This results in more cloudy weather in summer, while in winter it may bring about more humid and chilly weather with rapid warming, thawing and heavy rainfall. The climate of this area is more severe than the neighbouring regions located to its west with more days with frost and rainfall and fewer warm days. The winter is short in this region (45-50 days), and it begins rather late, which is why the growing season lasts longer as well.

Darłowo is primarily rural in character, located some 165 kilometers away from the regional capital – Szczecin. The port is located in the estuary of the Wiebrza River. Darłowo is interconnected with the neighbouring communities by two railway tracks, two national roads, four district and other smaller roads as well as by one border crossing at Darłowo.

Darłowo municipality, in its present form, was established in 1950. However, the events before World War II, and those after the War, exerted a major influence on the shape of

today's community. Throughout the whole post-war period, major changes in the economic and demographic structure of the community took place. These changes resulted from processes that were initiated by the post-war repatriation of the indigenous German population and by the resettlement of Polish settlers from Poland to this region.

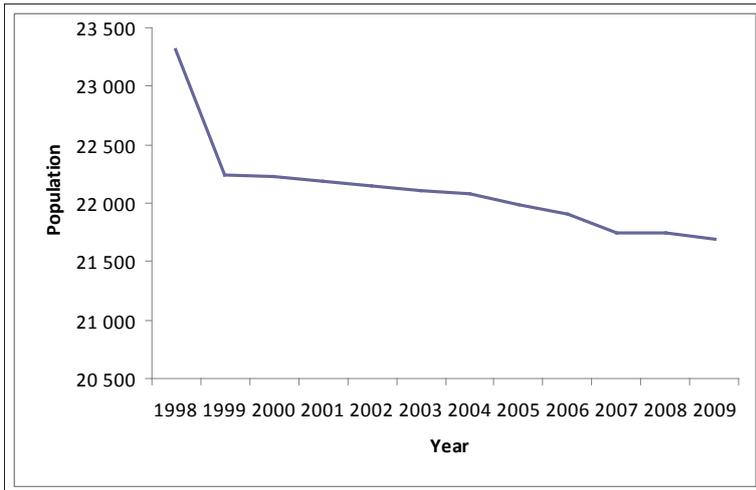
State Owned Farms (SOFs) were established after World War II, enabling the communist regime to impose its economic and social policies on the local people. Since the State Owned Farms were also isolated from other settlement units, local infrastructure, in the form of specific developments, began to develop around them. During this time, the development of the fishing industry was hindered because of post-war losses in the infrastructure and in the number of professionals available. Polish fishermen set out to fish for cod from Darłowo for the first time in October of 1945. At this time, a State initiated and owned fishing company was also established with its seat at Darłowo. In the subsequent period, the fishing industry saw increased development thanks to the activities of the Fishing Cooperative (*Spółdzielnia Rybacka*), the Fishery Services Center (*Centrala Rybna*) and the Union of Maritime Cities in Gdańsk (*Związek Miast Morskich, Gdańsk*). In 1950 a fishing enterprise by the name *Barka* (Bark) was established. Later on, it was transformed into a fishing and fishery services enterprise by the name *Kuter* (Cutter). In October 1956, two different bodies, whose aim was to handle fishing issues, were established: the Central Inspectorate for the Fishing Industry and the Fishing Industry Department. During the same time, the technical maritime school, the oldest in post-war Poland, was established at Darłowo.

In 1990s the domination of the Soviet State came to an end in Poland. The life-style and attitudes of post-war Poland greatly shaped the character of the population resulting in its tendency toward social passivity, conservatism, ideologisation of social life, and a take-it-for-granted attitude, all of which make the process of social dialogue difficult.

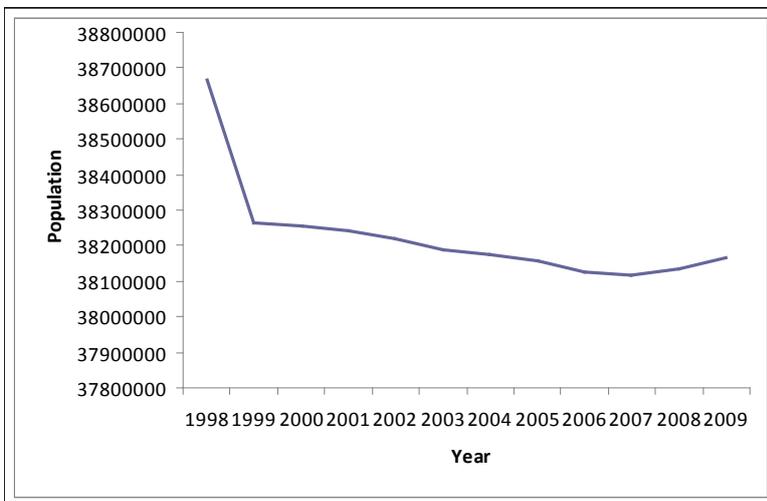
## **2. Demographic aspects**

### **2.1 Population and population age structure**

According to statistics, 21,698 persons inhabiting the described area in 2009. The trend over time (Figure 3) shows a steady drop in the population, which is comparable in its tendency to the mean trend for the whole country (Figure 4). This is related to the process of the aging of the society, a low birth rate as well as to an unfavourable balance of internal and external migration, especially those that occurred after Poland's accession to the European Union. A small increase was noticeable in the course of the national mean in the time trend for the last two years, while no such increase was noted for Darłowo for the same period.



**Figure 3. Total population over time in the Darłowo community. (Source:www.stat.gov.pl)**



**Figure 4. Total population over time in Poland. (Source:www.stat.gov.pl)**

In terms of the demographics, the population of Darłowo of working/productive ages has been on the increase (60 % in 1998; 66 % in 2009) while those in their non-productive years has been on the decline (30 % in 1998; 22 % in 2009). There has also been a slow increase among those in the pensioner-group (10 % in 1998 and 12 % in 2009). This is shown in Figure 5.

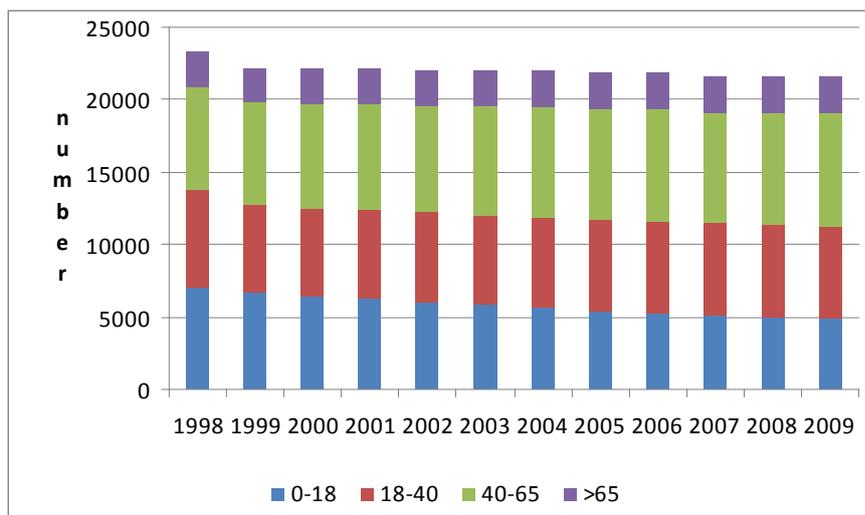


Figure 5. Community age structure in Darłowo. (Source:www.stat.gov.pl)

## 2.2 Ethnicity and migration

The character of Darłowo is that of a cultural mosaic which came about as a result of mass displacement of the population through the repatriation of the local German population and the influx of settlers from various other parts of Poland. Also ethnic Ukrainians, who resettled to that area in the course of the "Vistula" operation in 1947, made up part of the immigrant population. The lack of common cultural roots in their new place of habitation and the cultural differences among the inhabitants, who came from various regions of Poland, served to more readily integrate newcomers into the local society and strengthen a sense of local identity.

Two other important demographic characteristics of Darłowo include the migration of population between other Polish communes and Darłowo and the permanent migration of local people abroad. According to statistical data, as the end of 2008, Darłowo showed the highest number of persons seeking permanent residence elsewhere within the borders of Poland. Migration abroad increased after Poland's accession to the European Union, while the balance of the internal migration of population remained negative during the specified period. While the age structure of migrants is unknown on the level of NUTS, it may be presumed that we are talking about older elements of the population in their post-productive years.

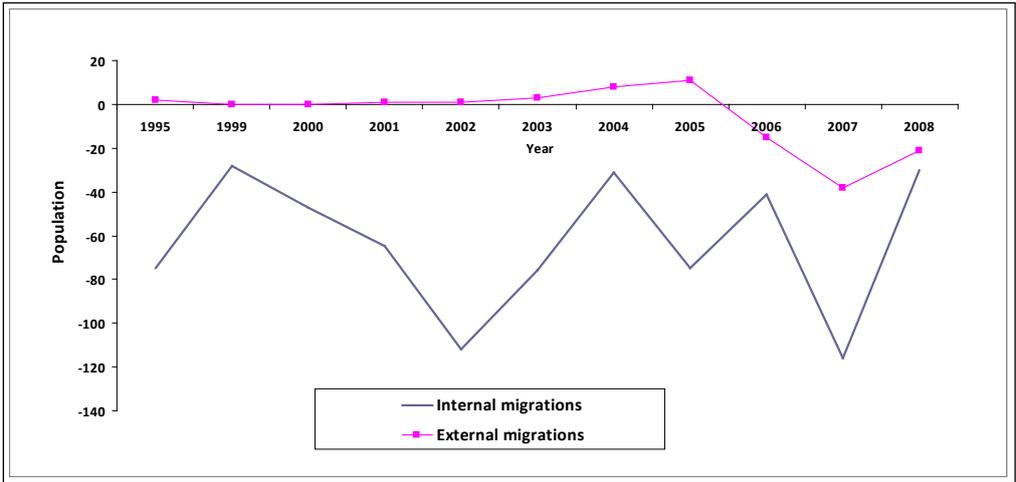


Figure 6. In/out migration from and into the community over time. (Source: [www.stat.gov.pl](http://www.stat.gov.pl))

### 3. Economic aspects

#### 3.1 Importance of economic activities

In Poland, gross added value for individual sectors of the economy on the level of NUTS 5 is difficult to obtain. The available quantitative data refer to the number of individual businesses according to the type of their activity. The greatest number of businesses in the commune and town of Darłowo engage in wholesale, retail, and hotel trades. Other major areas of business activities are real estate and construction. All of these sectors are interrelated and interconnected. They are based on tourism, which undoubtedly constitutes the major source of income for the community. The fishing sector also takes advantage of tourist traffic since fishing enterprises get transformed into companies of both a tourist and fishing character, especially after Poland's accession to the European Union and after the implementation of the program for decommissioning.

**Table 1. Domestic business entities registered according to the PKD classification in 2004**

Type of business activity	Public sector	Private sector
Agriculture, hunting, forestry	0	40
Fishery	0	87
Mining	0	1
Processing industry	1	155
Production and distribution of electrical energy, gas and water	3	5
Building trade	0	247
Wholesale and retail trade	1	714
Hotels and restaurants	0	701
Transport, storage services and communications	1	113
Financial brokerage	0	38
Real-estate management - rentals and other services	47	221
Public administration, national defence; obligatory social insurance	5	12
Education	32	27
Health and social service	3	109
Activities related to communal , social, individual And other type of services	6	161

Source:www.stat.gov.pl

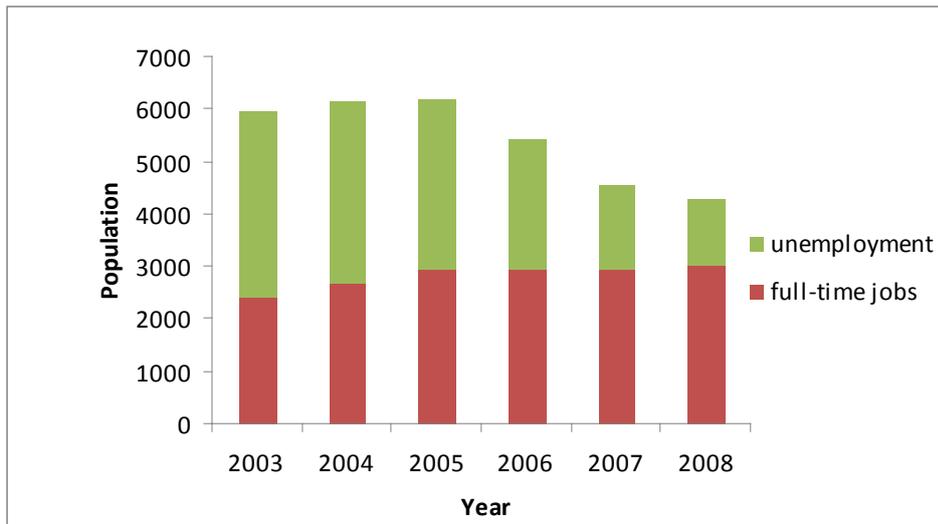
The capture and processing sub-sectors of the fisheries constitute a major element of the community's economy as they are an integral part of the maritime character of such a seaside locality. However, in the most recent years the sector has seen a slow decline attributable to a decrease in fishing quotas and other restrictions that have been imposed by the European Union after the collapse of the Baltic cod stock.

Since 2000, the number of businesses engaged in the capture and processing sub-sectors has declined by 30%. The processing sector is gradually becoming less dependent on local resources, due to increased importation of fish for processing. Fishing continues throughout the year with the exception of closed seasons, which in the case of cod, the primary species

of exploitation, falls in the months of July and August. During this period, the local fleet engages mainly in tourist and angling activities. The heaviest tourist traffic takes place primarily during the summertime.

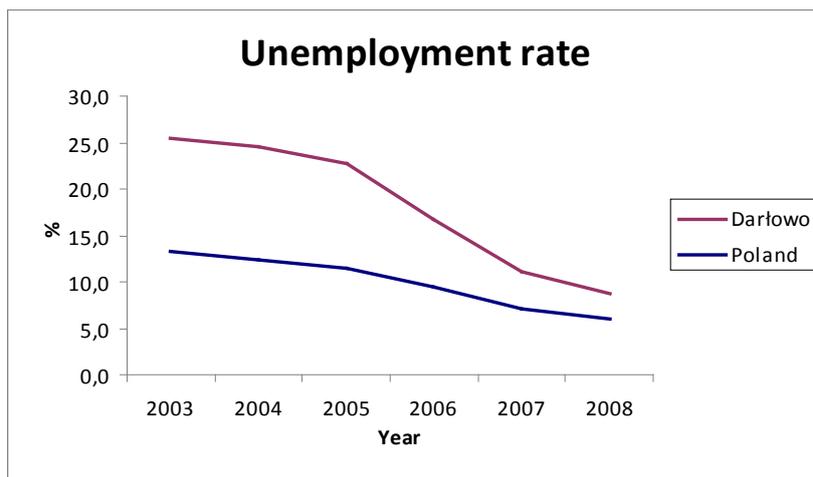
### 3.2 Employment and unemployment

Figure 7 shows the trend and the number of those employed at their primary workplace, excluding individual farming and businesses employing fewer than nine persons (the Central Statistical Office ceased to register such businesses as of 2000) and the number of the registered unemployed persons.



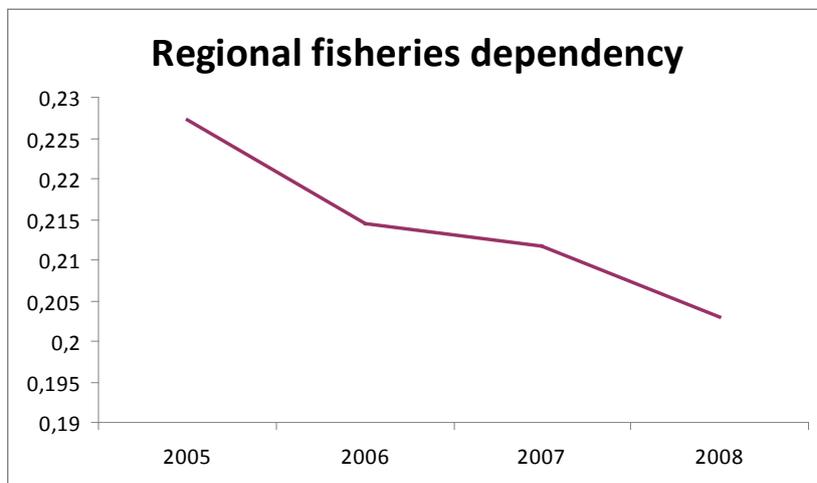
**Figure 7. Employment and unemployment in Darlowo. (Source:www.stat.gov.pl)**

The level of unemployment is most readily seen by analyzing the registered unemployed in the overall number of persons in their productive years. In the course of five years, the unemployment rate has dropped from 25% to around 8%. This has resulted from positive changes that occurred not only in the local economy but also in the national economy, especially after Poland's accession to the European Union and during the world-wide economic boom. It may be presumed that some of the unemployed found employment in enterprises (not included in the statistics) with fewer than nine employees. Some have also found employment out of the commune. The commune of Darlowo, as well as the whole of the Zachodniopomorskie Voivodship region, showed the highest unemployment rate in Poland, almost two times higher than the country's average rate. Presently, the rate is essentially no different from the mean value shown across the whole country.



**Figure 8. Trends in unemployment rates in Darłowo and Poland. (Source:www.stat.gov.pl)**

An assessment of the trend in the share of employment in the fishing sector in comparison with other sectors is only possible when one takes into account the level of employment on fishing vessels and in the fish processing industry. The ancillary (supporting) sub-sector has not been included in the statistics. Data regarding the employees' residence are unavailable. That is also why communities from other communes have been taken into account in the below estimates, whereby the employment factor for the fishing sector is somewhat overestimated. The declining trend is the direct result of the withdrawal of the fishing fleet. Presently, only 10 % of all employed persons in the fishing sector are fishermen that actually work at sea. In the span of four years, the number of employees on vessels fell from 170 to 64 persons.



**Figure 9. Change in regional fisheries dependency over time. (Source: www.stat.gov.pl and own data)**

### 3.3 Infrastructure

Darłowo is connected through overland road, rail and regional air connections. Details of these are provided below:

#### *Overland road*

The overland roads included in the town's transportation system:

- National road no 37 is 14.5 kilometers long. This route interconnects the harbour of Darłowo and its seaside district - Darłówko - with the town center and, close to the locality of Karwic, further on along the shortest possible route via Domasławice and Sławino, it links the two with the DK6 : the Szczecin - Gdańsk national road.
- The district road no 203 from Koszalin to Dąbki (37 kilometers) and further on to Ustka via Postomino (38 kilometers)
- The district road no 205 from Sławno to Krupy and Stary Jarosław (22 kilometers) and further on to Polanowo and Babalice

The nearest highways are located 170 kilometers (the A1, the Gdańsk- Łódź route) and 190 kilometers (the A6, the Szczecin -Berlin route) from Darłowo.

#### *Railway*

When a railway line was built interconnecting the towns of Korzybia and Sławno (1878), Darłowo gained access to the railway network. In 1991 the line was shut down. In 2005, the stretch between Darłowo and Sławno was reopened and the Polish Railways launched freight train transport and "a bus on rails." Unfortunately, data on the frequency of this service as well as the number of passengers and volume of freight of these services is unavailable.

#### *Aviation infrastructure*

The nearest civil airport is located 170 kilometers away in Gdańsk Rębiechowo (GDN).

#### *Education*

There are six junior high and high schools in the town and commune of Darłowo. There is also a maritime technical school located here.

### **3.4 Local development plans**

#### *The development plan for Darłowo*

The local development plan shows the socio-economic condition of the municipality, provides formulated objectives, and includes a description of a strategy aimed at achieving economic development. It estimates the anticipated effects of interventions and their influence on the course of the developmental process. It also indicates the areas where structural funds and the funds of the commune should be allocated.

Of all the objectives for improving Darłowo society and socio-economic life, the commune has chosen two main priorities: the construction of a sewage system for a sewage treatment plant and the construction and modernization of roads.

The commune has defined the strategic spheres within the framework of which the objectives and the course of action for the near future have been formulated. In this way, the commune of Darłowo has concentrated on five areas: ecology, economy, infrastructure, space, and the community. The objective has been to put the issues related to each of the spheres of interest in order according to their importance for the development of the commune. Thus, for each of the areas three key objectives have been set without which the given area of socio-economic life would not have the opportunity to develop. Moreover, these three fundamental objectives have been identified which are seen as the ones that would boost development in the given area; the secondary objectives are to support

development, and the time for their realization has been determined by the amount of money available from the budget, the amount of subsidies, capital from abroad and the growing investment strength of local businesses. With the objectives prioritized in such a way, priorities for the individual spheres of socio-economic life have been established. In ecology, it was considered a priority to counteract the degradation of the environment, among others, through the creation of a complete system of environmental protection and the management of solid and liquid waste.

In the area of the economy, the priority has been to create favorable conditions for the inflow of external capital and for the further development of existing firms. These activities should be supported by an efficient system for grant and subsidy acquisition and for the identification of capital for the realization of the goals of the commune. This is not only for the support of the fisheries, but also for all profitable sectors. In the area of infrastructure, two priorities have been established, namely: the construction of a sewage network together with a system for waste treatment, the construction and the modernization of the water system and the construction and the modernisation of the roads within the area of the commune. In the spatial sphere, the activities aimed at taking advantage of the tourist value of the commune and the development of the technical infrastructure of the tourist areas have been tagged as priorities. As far as the social sphere is concerned, activities aimed at the creation of new jobs have been marked as a priority. These activities should be supported by the consolidation of existing structures in the area of education and by improving of the health service system.

#### *The development plan for the town*

The local development plan shows the socio-economic condition of the Commune, formulates objectives and includes a description of a strategy aimed at achieving economic development. It estimates the anticipated effects of interventions and their influence on the course of the developmental process. It also indicates the areas where structural funds and the funds of the commune should be allocated.

The construction and development of the planned and existing technical, social and tourist infrastructure is one of the major elements of the town's development. In accordance with the above plans, the following measures and activities have been planned:

1. The construction and development of technical infrastructure, especially the communication system of the communal and town roads<sup>1</sup>, including the whole of the infrastructure pertaining to the road system
2. The construction and development of the technical infrastructure necessary for the completion of a sewage system for the commune, and
3. The construction and development of a broadly defined social, sports and tourist infrastructure.

All of these are intended to lead to an increase in the competitiveness of the commune, an improvement in the health of the town's inhabitants and companies' access to the technical, social, and tourist infrastructure. These will increase the attractiveness of the commune for investments and foster an improvement of the living standard of the inhabitants and of the quality of environment.

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<sup>1</sup> In Poland, town and city are different administrative units.

#### 4. Fisheries and aquaculture sector

Darłowo is one of the 10 most important fishing ports on the Polish coast. In 2009, the total amount of fish caught by the fishing fleet registered in that port was 1.7 thousand tonnes (1.3 % of the whole of the Polish catch on the Baltic Sea), of which 40 % was sprat and 37 % was cod. The total value of the catch amounted to around one million Euros - with the cod catch constituting the major part of it (about 60 %).

##### 4.1 Details of the local fishing fleets

At the end of 2009, there were thirty-three fishing vessels registered in Darłowo. Their total tonnage was 814 GT, while the engines' power was 3.5 thousand kW. Among them were thirteen inactive vessels (2009). The fleet based at Darłowo consists of small vessels, with two fishermen on board, that specialise in cod fishing with the use of gill nets and longlines. The other major segment is constituted by vessels that fish sea trout and salmon with the use of driftnets. In 2009, these vessels conducted a typical seasonal activity during the salmon season in the winter-spring period. The remaining segments were made by demersal and pelagic trawls - one vessel for each category respectively.

**Table 2. Fleet segments**

Segment (length class)	Number of vessels	main gears used	Number of crew (average)	Main species fished	Main fishing locations (ICES areas)	Trip length (average days)
00-12	10	passive gears	2	cod	III d	1
12-24	3	gill nets	4	cod	III d	2
12-24	5	Long lines	4	Sea trout salmon	III d	3
24-40	1	otter trawl	6	cod, flatfish, herring, sprat	III d	2
24-40	1	pelagic trawl	6	sprat, herring	III d	1

Between 2004 and 2009, the number, the power and the tonnage of the fishing vessels of the Polish fleet on the Baltic Sea were reduced by 35 %, 46 % and 53 % respectively. This came about as a result of the plan, co-financed by the European Union, to reduce the fishing fleet. The reduction of the above mentioned categories as far as the fishing fleet based at Darłowo is concerned, amounted to 51 %, 64 % and 72 % respectively and far exceeding the reductions in the rest of the whole Polish fleet. The number of vessels in categories specialising in cod fishing, such as 12-24 gill nets and 24-40 otter trawls, was reduced. The change in the fishing strategy and the change of allocation systems for fishing quotas had a direct influence on the number of vessels in the different categories. The increase in vessels in the 12-24 long lines category, which occurred in 2009, resulted from a total ban on the use of drift nets introduced in January 2008. The reduction by one third of the number of licenses for cod fishing and other permits in 2008 was also a factor that may have caused the 12-24 gill nets and 12-24 longlines to move from one category to another. This explains why

thirteen vessels remained inactive throughout 2009, for which they were entitled to financial compensation.

**Table 3. Trends in fleet segment numbers**

Segment	2004	2005	2006	2007	2008	2009
00-12 passive gears	22	23	21	19	18	10
12-24 gill nets	27	18	13	18	15	3
12-24 long lines	2	4	5	1	3	5
24-40 otter trawl	10	4	2		1	1
24-40 pelagic trawl	4	2	2	2	1	1
Non-active	2		1		1	13
<b>TOTAL</b>	<b>67</b>	<b>51</b>	<b>44</b>	<b>40</b>	<b>39</b>	<b>33</b>

**Table 4. Trends in fleet segment power**

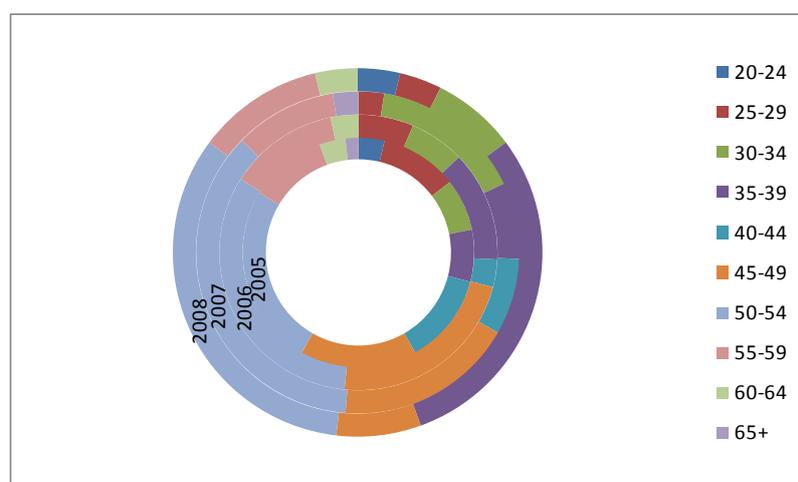
Segment	2004	2005	2006	2007	2008	2009
00-12 passive gears	1,008	1,077	1,106	1,131	1,061	548
12-24 gill nets	3,825	2,362	1,659	2,401	1,821	364
12-24 long lines	298	485	662	177	500	688
24-40 otter trawl	2,898	1,191	677		419	419
24-40 pelagic trawl	1,677	838	838	838	419	419
Non-active	140		177		95	1,062
<b>TOTAL</b>	<b>9,845</b>	<b>5,954</b>	<b>5,119</b>	<b>4,548</b>	<b>4,315</b>	<b>3,500</b>

**Table 5. Trends in fleet segment tonnage**

Segment	2004	2005	2006	2007	2008	2009
00-12 passive gears	124	123	122	113	106	56
12-24 gill nets	1,035	643	463	668	500	113
12-24 long lines	60	111	136	28	101	175
24-40 otter trawl	1,095	481	231		143	143
24-40 pelagic trawl	544	279	279	279	136	136
Non-active	14		59		32	191
<b>TOTAL</b>	<b>2,873</b>	<b>1,637</b>	<b>1,290</b>	<b>1,089</b>	<b>1,019</b>	<b>814</b>

Source: fishing vessel register, own calculations

Figure 10 shows the age breakdown of fishermen employed on fishing vessels based at Darłowo. From 2005-2008, the employees aged from 50 to 54 made up the greater part of all persons employed (21 %). The percentage of fishermen in this age category increased in the said period from 23 % to 33 %. The majority of those employed on vessels graduated from vocational schools (about 50-60 %); very few graduated from post-grammar schools (in most cases from those with a fishing industry profile) or higher education schools.



**Figure 10. Age breakdown of crew members employed on vessels registered in Darłowo. (Source: Sea Fisheries Institute, RRW-19)**

## 4.2 Fish stock status

In terms of the volume of fisheries, the eastern cod (ICES SD 25-26) and the salmonids, fished in the sub-division of ICES SD25 -26 are the key species of importance for the community of Darłowo.



Figure 11. ICES areas related to Darłowo fisheries. (Source: [www.ices.dk](http://www.ices.dk))

The stock status of cod (eastern stock) shows symptoms of gradual recovery after its decline in the 1990s. This has to do with the reduction of fishing mortality (limitation of fishing effort), with improved environmental conditions (inflow of salty water from the North Sea) and with the successful spawning in 2007 and 2008. The volume of fisheries for the fleet based at Darłowo is presented in the subsection 4.4.

In the case of cod, there exists a long-term management plan incorporated into the official directive (EC) No.1098/2007. The objective of the plan was to keep the mortality rate on the level of  $F=0,3$ , which has been accomplished. According to the guidelines, the TAC level for 2011 should increase two-fold; however, due to political negotiations it continues to grow by around 15 % per year.

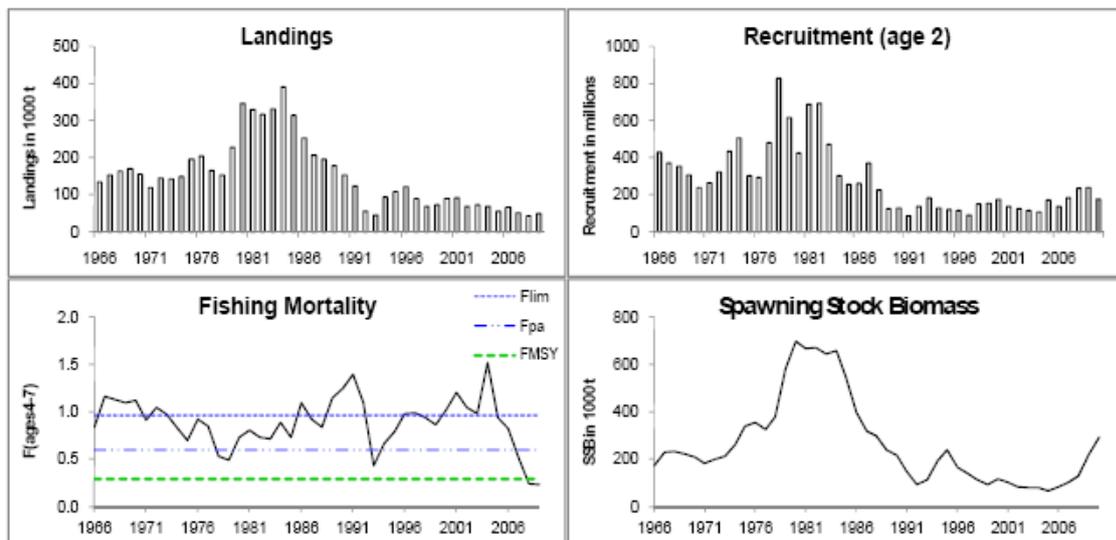


Figure 12. Cod in SD 25 32. Summary of stock assessment (weights in 000 tonnes). Top right: SSB and F over the years. (Source: ICES advice 2010; [www.ices.dk](http://www.ices.dk))

In the case of salmonids, the ban on the use of drift nets, which was enforced in 2008, was a turning point for the fishing community. This ban caused coastal fisheries landings to drop to the lowest level since 1972. As a result of the withdrawal of drift nets, there was a change in the use of equipment, and gill nets began to be used. The ban on the use of drift nets has not brought about an improvement in the salmonid stocks, however. It is believed the increased mortality of smolts, the cause of which remains unknown, observable in recent years, has had a major influence on these salmonid stocks.

### *MSY approach (ICES advice)*

The assessment of sea trout stocks is based on observed parr densities in relation to predicted potential densities. No stock-recruit data exist at the moment, precluding estimation of parr densities, smolt production and the number of spawners at MSY.

Reaching at least 75% of the potential smolt production capacity has been suggested by ICES if the objective is to recover salmon populations to the MSY level (ICES 2008a and ICES 2008b). The PSPC estimates, therefore, form the basis of the current reference points for the assessment of the Baltic salmon stocks and for evaluation of the effects of fisheries on future development of stocks.

### **4.3 Fisheries infrastructure**

The port at Darłowo is managed by the Management of the Marine Port of Darłowo (Zarząd Portu Morskiego Darłowo” Sp. z o.o (ZPM Darłowo), which owns 24 % of the 113 hectares of the harbour area. At the same time, the company manages 90% of the wharves and 55% of the harbour area. Although trade and tourism are a priority as far as development is concerned, the fishing and commercial harbour is situated along the Wieprza River estuary between Ustka and Kołobrzeg. The waterway is 2.5 kilometers long. The harbour has one of the longest wharfs in Poland. Their overall length is 3,505 meters, while including the breakwaters: 6,021 meters. The maximum exploitation depth of the harbour is 5.5 meters and the approach waterway is eight meters deep. The fishing part of the harbour is located in the Darłówko seaside district, two kilometers away from Darłowo city center.

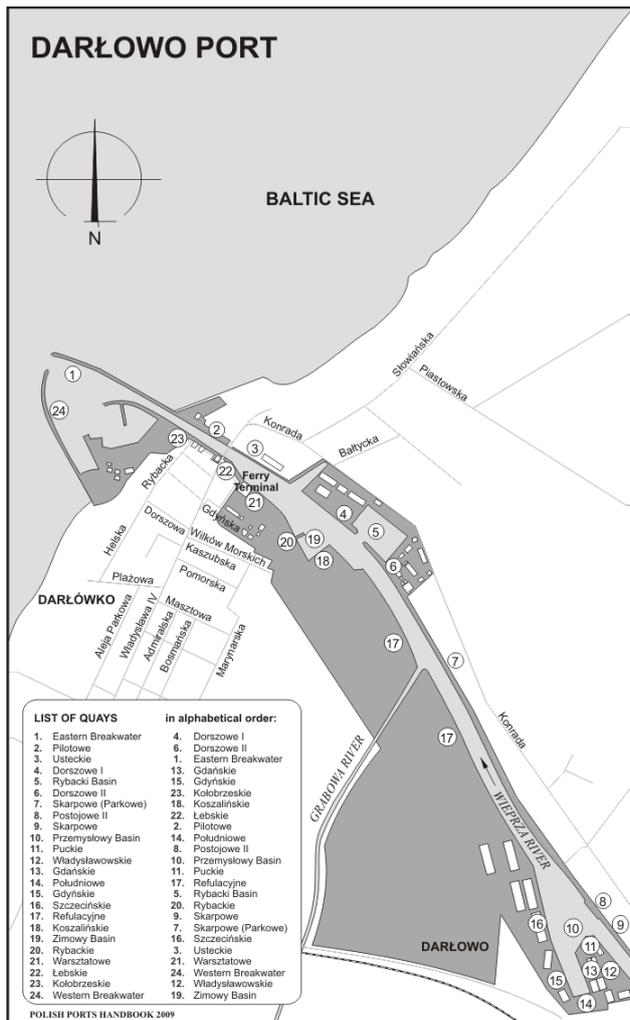


Figure 13. Darłowo harbour. (Source: Wortal Morski)

### General information

There are four port basins within Darłowo harbour:

- Zimowy Basin - suitable for the smallest vessels, sailing boats and fishing vessels. It specializes in handling fish cargo and fish equipment.
- Rybacki Basin - provides quays, 3.5 meters deep, of a total length of 400 m. There are slips for small vessels not exceeding the length of 30 meters in the basin, too. It is equipped with mobile cranes, repair workshops and other fishing facilities. Divers are available.
- Przemysłowy Basin - part of the industrial and commercial harbour. The 300 meter long basin provides quays with a total length of 650 m. It is equipped with two grain elevators with two suction pipes and a loading pipe. One suction pipe provides a discharge rate of 40 t/h. There are multi-storied lofts and flat warehouses of a cubature of about 17,000 m<sup>3</sup>. There are also conveyor belts which can be used for loading: coal (five vessels can load simultaneously), fertilizers, wood chips and other dry loose bulk cargo. There are two mobile cranes of 15 T lifting capacity, fork-lift-trucks, stacking-machines, trailers and lorries.

- Osadowy Basin - situated in the estuary of the Wieprza River. It provides lay-bay berths with a variable depth from 1.5 to 3.5 m.

### *Fisheries infrastructure*

In terms of fisheries infrastructure, the Darłowo port has the following attributes:

- The harbour area lacks facilities to store fishing equipment.
- The water distribution stand's capacity is about 4-5 tonnes per day.
- Fuel is delivered to fishing vessels by pre-ordered tank trucks.
- Ice is provided by locally based firms and by the production plant "Solo-Mar", which is equipped with aggregates (2 x 10 tonnes per day) and a silos with 12 tonne capacity.
- An ice generator with a daily capacity of 7.5 tonnes and a box washer is installed in the commune-owned Local Center for Direct Sale of Fish, yet the center still does not have an operator and hence no activity is being conducted there. Unloading takes place along the wharves where vessels are based. Equipment on the vessels is used for direct unloading to refrigerated lorries and to the local broker firms which are based in the harbour.
- On the premises of the harbour there are companies producing and repairing fishing nets and
- There is also a repair shipyard.

#### **4.4 Details of the local catching sub-sector**

Due to the reduction of the fishing fleet in Darłowo, the volume of landings has decreased. By 2009, landings had decreased by 70% (from 2004). Fishing quotas for all of the main commercial species dropped significantly: sprats by 76%; herring 74%; and cod, by 54%. The overall figure for fish unloaded in the port of Darłowo (4.5 thousand tonnes) greatly exceeds the amount of fish caught by the Darłowo based fishing fleet (1.7 thousand tonnes). Among the vessels that unload their catch at Darłowo are fishing units from Denmark, Sweden, Latvia and Lithuania. Foreign vessels (primarily from Denmark) unloaded around 2 thousand tonnes of fish (mainly cod) at Darłowo in 2009. The foreign vessels landing in Darłowo are limited and most are registered in Nexø, Bornholm, Denmark (7 boats). These Danish vessels land in Darłowo given the close proximity of the port from their fishing ground as well as the slightly better prices they can get in Poland. The estimated value of these landings by Danish boats amounted to 5 million Euros (2.8 million Euros in 2008), five times the amount of fish caught by the Darłowo based fleet.

Cod is the most important species for the fleet based at Darłowo in terms of value of the total catch since it makes up 60% of the fishermen's total income. Between 2004 and 2008, the value of the catch exceeded 1 million Euros; in 2009 it dropped to around 600,000 Euros, which resulted from the aforementioned change in the allocation system for the cod fishing quotas. Also, as a consequence of this, the number of vessels fishing for cod was reduced and the price for cod decreased 20% (in Euros) and 3% (in Zotychn).

The drop in price may be attributed to a significant increase in the amount of fish unloaded by foreign vessels. The prices of the salmonids increased, influenced by the lower catches (due to the drift net ban) and by the increase of the price for Atlantic salmon imported from Norway.

**Table 6. Trends in landings volume – vessels registered in Darłowo port only.**

VOLUME (tons)	2004	2005	2006	2007	2008	2009
sprat	2,947	2,161	288	175	97	704
cod	1,439	1,173	1,128	843	795	630
herring	921	951	683	644	324	235
flatfish	416	380	217	166	136	97
sea trout	71	90	121	89	7	38
salmon	11	13	11	11	5	6
others	3	2	2	1	4	5
<b>Total volume</b>	<b>5,808</b>	<b>4,770</b>	<b>2,451</b>	<b>1,930</b>	<b>1,368</b>	<b>1,714</b>
VALUE (1000`Euros)						
sprat	353	278	46	27	19	113
cod	1,462	1,404	1,390	1,172	1,018	632
herring	182	221	198	192	98	56
flatfish	132	134	74	72	54	25
sea trout	148	202	468	387	32	198
salmon	18	23	50	47	22	28
others	4	4	2	2	7	11
<b>Total value</b>	<b>2,299</b>	<b>2,266</b>	<b>2,227</b>	<b>1,900</b>	<b>1,250</b>	<b>1,062</b>

Source: own calculation on the basis of FMC in Gdynia data.

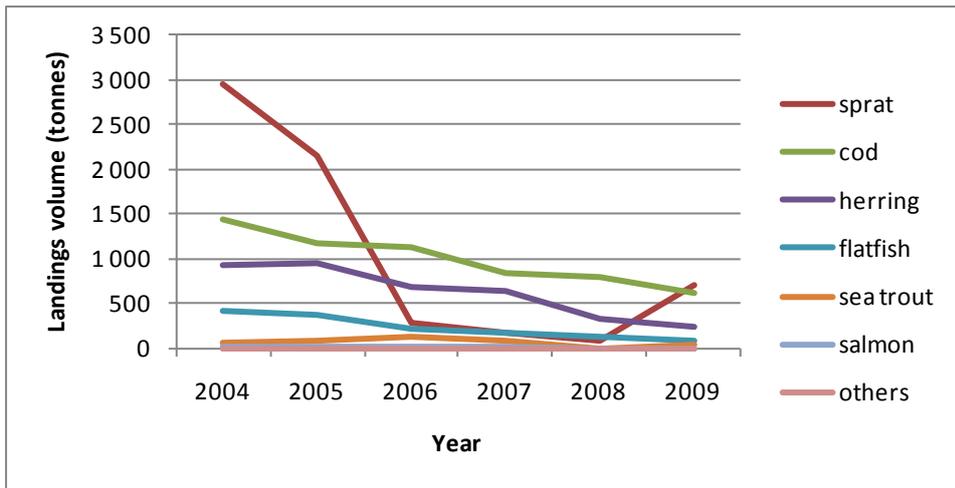


Figure 14. Landings volume (tonnes)

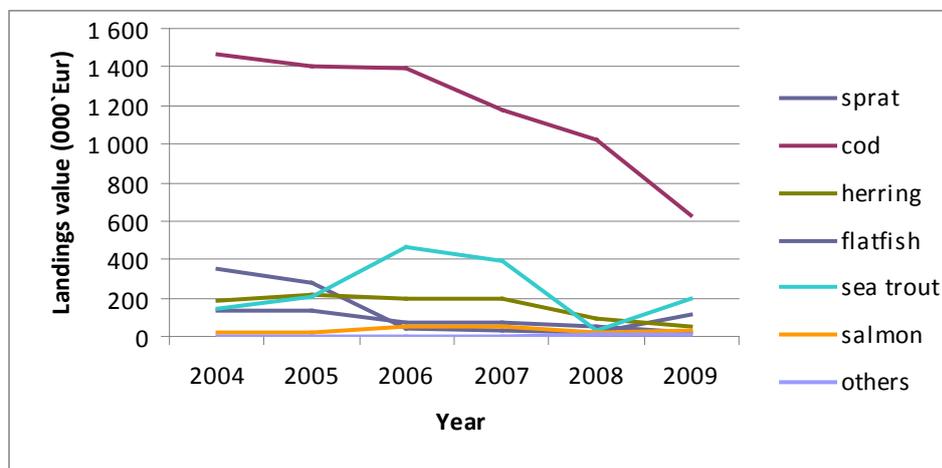


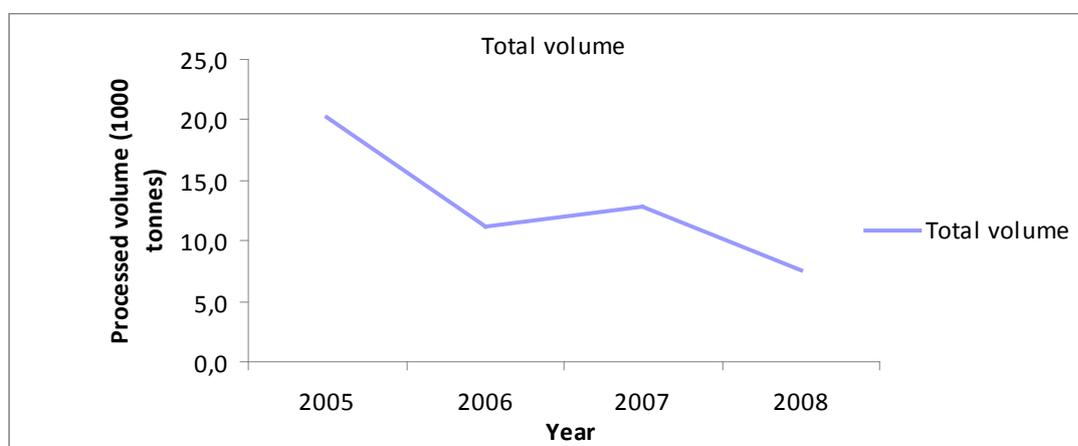
Figure 15. Landing values (000 EUR)

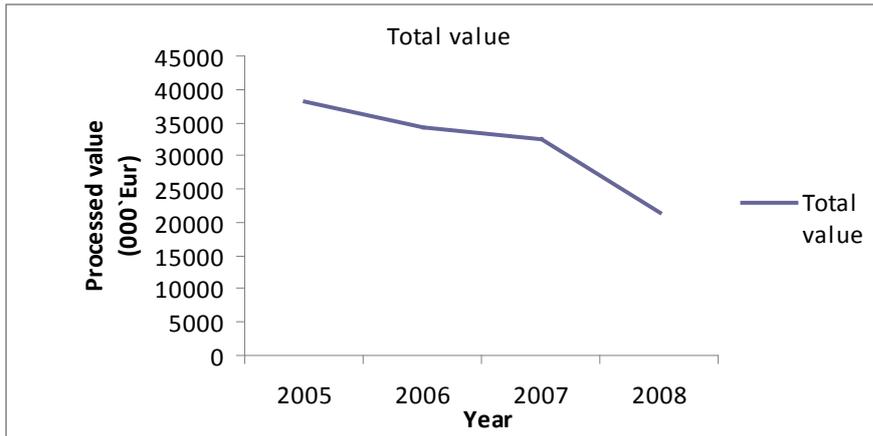
**Table 7. Trends in price of species**

Euros/kg	2004	2005	2006	2007	2008	2009
sprat	0.12	0.13	0.16	0.16	0.19	0.16
cod	1.02	1.20	1.23	1.39	1.28	1.00
herring	0.20	0.23	0.29	0.30	0.30	0.24
flatfish	0.32	0.35	0.34	0.44	0.40	0.26
sea trout	2.09	2.23	3.87	4.34	4.55	5.27
salmon	1.53	1.71	4.32	4.22	4.64	4.41
others	1.21	2.61	1.32	1.35	1.87	2.39

#### 4.5 Details of the local processing sub-sector

Within the town and the commune of Darłowo, there were six fish processing companies employing 554 persons in 2008. On account of the confidentiality of data, detailed information on individual firms, such as their turnover and total production figures, are unavailable. Figures 16 and 17 however show the overall volume and value of processed fish.

**Figure 16. Processed volume**



**Figure 17. Processed value**

#### **4.6 Details of the local aquaculture sub-sector**

There is no aquaculture in Darłowo.

#### **4.7 Details of the local ancillary sub-sector**

There is a small ancillary sub-sector comprised of the shipyard, the net producer – *Baltic Net*, small individual net manufacturers, one company involved in repairing hydraulics, and one which supplies engine oils.

### **5. Governance**

#### **5.1 Key local institutions**

The Chamber of Domestic Fish Producers (head office in Ustka) brings together ship-owners from Darłowo and manages the local sale center in the town. It was established in 2005 after Poland's accession to the European Union. Presently, the Chamber brings together thirty-eight fishing vessels, mostly from the ports of Ustka, Darłowo and Jastarnia.

The Local Group of Fishermen from Darłowo in the River Basin of Wiebrza, Grabowa and Unieść is an incorporated entity. The group was established April 3<sup>rd</sup> 2009 from legislation supporting the balanced development of the fishing sector. Funded with resources from the European Fishing Fund, the group's main objective is a multi-functional activation of the areas which are dependent on fishing with financial support from the European Fishing Fund (the fourth axis of the Polish operational programme "Ryby" 2007-2013) based upon the Local Development Strategy for Fishing Areas. As of June 2010, the Ministry of Agriculture had not chosen any Polish strategy for realization. The anticipated completion of the first phase of collection was set for summer 2010. In case the group fails to receive the financial support from the Fourth Operational Programme, it may seek financial aid from other programme or engage in business activities to raise funds.

#### **5.2 Public intervention**

Table 8 (below) below presents an assessment of the volume and the use for the funds in the fishing sector. The funds came from FIG (Financial Instrument for Fisheries Guidance) and were co-financed from Poland's budget. The projects were realised between the years 2004 and 2008. Presently, the collection of applications continues within the framework of EFF (European Fisheries Fund).

**Table 8. Public funds in a Darlowo fishing sector (2004 – 2008)**

<b>Public investment (EUR)</b>	<b>Source of funding</b>	<b>Investment cost (private)</b>	<b>What was the investment intended to achieve?</b>	<b>What were the outcomes (or expected outcomes)</b>
7,082,829	FIFG + POL budget		Scrapping of fishing vessels	Adapting the fleet to the estimates for fish stock status
632,102	FIFG + POLbudget		Transfer of the vessels to other countries or a change in their use	Adapting the fleet to the estimates for fish stock status
67,563	FIFG + POLbudget	101,702	Modernisation of existing fishing vessels	Improvement of the quality and efficiency of work
2,783,508	FIFG + POLbudget		Fishing infrastructure of the port	Modernisation of wharves
50,060	FIFG + POLbudget	750 912	Fish processing and fish market	Creation and development of the sector
1,436,464	FIFG + POLbudget		Socio-economical activities	Protective measures for the persons leaving their job
4,946	FIFG + POLbudget		Finding and promoting new markets for fish products	Anticipated increase in the consumption of fish products
163,231	FIFG + POLbudget	2,905	Activities of organisations engaged in legal transactions	Refunding of administrative costs
612,438	FIFG + POLbudget		Temporary suspension of activities and other financial compensation	

### ***Darłowo commune's investment***

Currently, long-term investments worth 10 million Euros have been undertaken with financial resources from the commune's budget and European funds. Among them are road projects (pavements, roads, playgrounds – 2.5 million Euros), gymnasiums (0.75 million Euros), water and sewage networks (2 million Euros), sewage treatment plants (3 million Euros) and the modernization of water intakes (0.4 million Euros).

### ***Darłowo Town`s investments***

Funds were also acquired for the projects specifically in Darłowo town within the framework of the Operational Programme, which includes funds from abroad and the European Union.

**Table 9. Public funds in a Darlowo fishing sector (2004 – 2008)**

<b>Name of the project</b>	<b>Description of the project</b>	<b>Material results of the project</b>	<b>Source of funds</b>	<b>Deadline for realisation</b>	<b>External funds acquired (EUR)</b>
The construction of a promenade at Darłówko Zachodnie, Władysława IV Street	The construction of a promenade at Darłówko Zachodnie, Władysława IV Street		European Fund for Regional Development 2008 -2013	March -June 2010	186,295
The reconstruction of the old-town market in the Royal Town of Darłowo	The reconstruction of the old-town market in the Royal Town of Darłowo		European Fund for Regional Development 2008 -2013	March - June 2010	411,352
The construction of a promenade by the lighthouse at Darłówko Wschodnie	The construction of a promenade by the lighthouse at Darłówko Wschodnie		European Fund for Regional Development 2008 -2013	March - June 2010	332,358
The construction of the tourist infrastructure on Salmon Isle at Darłowo	The reconstruction of the old-town market in the Royal Town of Darłowo		European Fund for Regional Development 2008 -2013	March – June 2010	117,551
The construction of a communication route for tourists at Darłówko	The construction of a communication route for tourists at Darłówko		European Fund for Regional	September 2010 – May	375,000 (before the

Zachodnie – Phase Two	Zachodnie – Phase Two		Development 2008 -2013	2011	bid)
The construction of a sports field at Darłowo	The construction of a sports field at Darłowo		European Fund for Regional Development 2008 -2013	July – August 2010	401,245
The construction of a communication route interconnecting the streets of Tynieckiego and Słowiańska at Darłowo	<p>THE RESULTS OF THE PROJECT:</p> <p>The existing road system which facilitates access to the seaside areas and which runs through the area of Old Town and the center, hampers the smooth functioning of the town, while its capacity is pushed to the limits .The execution of the project has thoroughly solved communication problems at Darłowo (road communication between Darłowo and Darłówko Wschodnie).</p> <p>The project has provided a speedy and easy access to district road No 203 for all tourists staying in the town, the town inhabitants and persons engaged in business activity. It has also relieved excessive traffic in the historic part of the town thereby improving the standard of living for the inhabitants.</p>		European Fund for Regional Development 2004 -2006	The project began on May 6 <sup>th</sup> 2005 and was completed on 30 <sup>th</sup> June 2006	<p>Grants received from the European Fund for Regional Development</p> <p>1,040,923</p> <p>National budget –</p> <p>138,789</p>

<p>„On a bicycle to the seaside „ – the construction of a path for cyclists and pedestrians at Darłowo</p>	<p>The project - realised by the town - involved the construction of a path for cyclists and pedestrians on the east side of Darłowo. Its realisation has contributed considerably to the exclusion of pedestrians and cyclists from mainstream traffic. As a result of the execution of the project the town's inhabitants and tourists staying in the town can take advantage of a safe passage from the center to the seaside part of the town. The project has brought about an improvement of the natural environment, living conditions for the inhabitants and public security. The realization of the project has also contributed to making the town more attractive as a tourist and resort spot. It has increased the assortment of its products and improved the existing tourist facilities and infrastructure, all of which will facilitate extending the length of the season. That in turn will improve the town's economic efficiency.</p>	<p>European Fund for Regional Development 2004 -2006</p>	<p>The project began on February 10<sup>th</sup> 2006 and was completed on June 30<sup>th</sup> 2006</p> <p>The financial termination of the project : July 7<sup>th</sup> 2006</p>	<p>Grants received from the European Fund for Regional Development : 230,431</p> <p>National Budget: 30,724</p>
<p>The construction of a communication route for tourists at Darłówko Zachodnie</p>	<p>The construction of the above-mentioned streets has solved communication problems at Darłówko Zachodnie (the seaside district of Darłowo) which during the summer season is visited by numerous tourists both from Poland and abroad. The realization of the project has changed the district's</p>	<p>European Fund for Regional Development 2004 -2006</p>	<p>The project began on February 17<sup>th</sup> 2006 and was completed on June 30<sup>th</sup> 2006</p> <p>The financial</p>	<p>Grants received from the European Fund for Regional Development : 407,220</p>

	character to multifunctional thereby facilitating a harmonious co-existence of its service, economic and habitation functions.		termination of the project : July 7 <sup>th</sup> 2006	National budget: 54,296
The reconstruction of a historic communication route at Darłowo (Powstańców Warszawskich Street – Phase Two)	<p>THE RESULTS OF THE PROJECT:</p> <p>The realization of the project has contributed to preserving the cultural and architectural identity of the town as well as the character of its urban development. It has enhanced the role of the Old Town while the service-related buildings have become more concentrated. It has also improved the quality of the developed buildings and made evident the historic advantages resulting from the complexity of the cultural environment. All of this contributes to the area being perceived as an attractive place for living and conducting business activity.</p>	European Fund for Regional Development 2004 -2006	<p>The project began on March 20<sup>th</sup> 2006 and was completed on June 30<sup>th</sup> 2006</p> <p>The financial termination of the project : July 6<sup>th</sup> 2006</p>	<p>Grants received from the European Fund for Regional Development: 20,231</p> <p>National budget: 16,030</p>
The construction of a communication route for tourists at Darłowo (Północna, Jagiellońska and Piastowska streets)	<p>The project provided for the construction of roads of a total length of 1604 meters.</p> <p>THE RESULTS OF THE PROJECT:</p> <p>The communication system for vehicles within the commune of Darłowo was not adapted to increased car traffic resulting from the intensification of the urban development processes, in particular those related to the sphere of tourism and recreation.</p>	European Fund for Regional Development 2004 -2006	<p>The project began on October 14<sup>th</sup> 2005 and was completed on June 30<sup>th</sup> 2005</p>	<p>Grants received from the European Fund for Regional Development: 587,897</p> <p>National budget: 78,386</p>

	<p>The realisation of the construction project of a communication route for tourists at Darłowo (Północna, Jagiellońska and Piastowska streets) has minimised communication-related harmfulness and nuisances in the seaside part of Darłowo – namely: at Darłowko Wschodnie – where during the summer season communication becomes very difficult.</p> <p>Moreover, the realisation of the project has contributed to increasing the intensity with which the land within the administrative confines of the commune is utilised, thereby, in the first place, limiting to an indispensable minimum the land reserves, the town's fallow land and undeveloped areas.</p> <p>Hence all this is expected to create a balanced development of the economy of Darłowo – a town open for tourists and business partners.</p>		<p>The financial termination of the project : July 13<sup>th</sup> 2006</p>	
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## 6. Stakeholder analysis

Focus groups were not possible in Darłowo due to scheduling constraints among those invited. Instead, semi-structured qualitative interviews were held with key stakeholders. These interviews were conducted in order to confirm the correctness of data as well as to get qualitative explanations of the history and views on the future of Darłowo.

## Interviewees:

- Sławomir Herman – a town hall employee, member of committee of the The Local Group of Fishermen from Darłowo in the River Basin of Wiebrza, Grabowa and Unieść, [ie@darlowo.pl](mailto:ie@darlowo.pl) , +48 094 314 22 23 int.233
- Wiesław Szklany – fishing cutters owner, member of The Local Group of Fishermen from Darłowo in the River Basin of Wiebrza, Grabowa and Unieść, [wiesiekszkłany@interia.pl](mailto:wiesiekszkłany@interia.pl), +48 502 609 009
- Arkadiusz Klimowicz – Mayor of Darłowo city, [poczta@darlowo.pl](mailto:poczta@darlowo.pl), + 48 94 314 25 08
- Adam Jakubiak – President of The Chamber of Domestic Fish Producers (resident of Ustka city)

## 7. Qualitative interpretation and analysis

### 7.1 Key events and drivers of change

The change in political and economic systems in the early 1990s brought about large changes within the community with the bankruptcy of the majority of companies and a loss of jobs. Quite recently, only 5-10 years ago, the Darłowo area showed one of the highest unemployment rates in all of Poland.

More recently, Poland's accession to the European Union allowed local governments and other entities to effectively take advantage of structural funds to finance development. In case of the town and commune (of Darłowo), it is mainly infrastructural projects that were, and continue to be, the most important focus for these funds. This exerts direct and indirect influence on the following aspects of the community:

- Tourism - through a change of the town's image and an increase of its attractiveness
- Society- measures taken to limit negative migration trends
- Economy - through the modernization of roads and the improvement of logistics.

Unfortunately, the local government can only invest in roads lying within the confines of the commune. Consequently, access roads, which are under the jurisdiction of the nation state, are in bad physical condition.

As far as the fishing sector is concerned, the decline of cod stock in mid 1990s brought about a decrease in the profitability of fishing. Another negative aspect of the phenomenon was the liquidation of state-owned fishing co-operatives. After its accession to the European Union, Poland was obliged to adapt its fleet to the stock status; hence there was a considerable reduction of vessels based at Darłowo. During that time, interest in sea angling grew noticeably, which resulted in many ship owners moving to that type of activity, especially as the open season lasts the whole year, and also because recreational angling is not constrained by restrictions during the closed season for cod.

In the case of Public intervention, considerable funds for resisting negative change came from the sector of the Operational Programme for 2004-2006 (FIFG). Those were mainly the funds for cutter scrapping, compensation for idle time and social and pension-related benefits for those leaving the fishing industry. The change in fishing equipment to drifting long-lines was another turning point, which resulted in a noticeable drop in bull trout fishing.

## 7.2 Adaptation

### *Demography and economy*

The trends in demography and employment outside of the fishing industry are positive. Despite the world crisis in 2009, the town has not observed a decrease in tax revenues, while any budgetary shortages have been compensated by the sale of attractive areas for building projects.

### *Fishing sector*

Since 2000, the number of businesses engaged in the capture and processing sub-sectors has declined by 30 %. The processing sector is gradually becoming less dependent on local resources; hence imported fish are being processed. Fishing continues throughout the whole year with the exception of closed seasons, which in the case of cod - the most important species in this area - falls in the months of July and August. During this period, the local fleet engages mainly in tourist and angling activities. Tourism in Darłowo is concentrated in the summer months.

Plans are currently underway for further developing Darłowo's pelagic sector (through infrastructural investments). Recently, however, there has been a decline in pelagic fish stocks, and thus some of the pelagic vessels have transitioned to angling vessels.

For individuals within the fisheries sector, there are hurdles for personnel attempting to adapt to new conditions. Some of these include:

- The education of personnel (because of low pay in the fishing industry people with higher education seek jobs outside of the fishing sector)
- The dwindling attractiveness of the Polish fishing sector because of low fishing quotas (experienced fishermen choose to work on foreign vessels)
- There has been hesitance in state policy to invest in human resources. Infrastructural and decommissioning are easier to fund than human capacity projects

## 7.3 Future development of the community

According to representatives of the local government, Darłowo is expected to continue to develop at a high rate, which is related to the acquisition of European funds. A speedy development and modernisation of tourist base (the facilities and infrastructure) is planned, which will boost other sectors of the economy (building trade and services). The prospects for the fishing industry look positive, according to the local government, provided that the strategy of the Local Group of Fishermen is adopted, which will result in considerable financial resources being allocated for the development of the sector within the town and the commune of Darłowo.

According to a representative of the ship owners, the future of the fishing trade at Darłowo will largely depend on stock status; but it will also be dependent on the policy of the state in this sector. So far, the policy has been perceived as being negative. For example, money for idle time is often paid to ship owners after a great delay (up to one year). According to fishermen, the cod stock status is currently very good; but this improvement has not translated into an increase in fishing quotas. Also, Polish cutters are being marginalised and serviced after foreign vessels: Danish and Swedish vessels are given priority in unloading in port, probably because international landings are five times greater than the local Polish landings.

Prioritizing the servicing of foreign vessels increases the frustration of Polish fishing sector. Foreign vessels fish in the rich fishing grounds of Polish economic zone and fill a niche after scrapped Polish fleet. Moreover, the prices they receive for their catches are higher. These facts do not allow Polish fishers to think positively about the future of the Polish cod business. Fishermen even consider that some actions are tainted by expediency in the destruction of the Polish sector, and at worst, the Polish public administration does not intend to support the aspirations of Polish fishermen or provide a fair distribution of quotas.

In summary, the issues surrounding foreign vessel landings in the area are as follows:

- Cod caught in the Polish economic zone by foreign vessels do not go to the local and the Polish market.
- Foreign vessels are more modern, better equipped and have much higher quotas.
- There is an increase of employment of Polish fishermen in foreign vessels, but for less pay.
- Foreign vessels are not controlled at 100%, as is the case with Polish ones.
- Baltic cod stocks are at a high level and despite the possibility of a significant increase in fishing quotas in accordance with the cod management plan, the amount of increase is low and is determined by politicians. The catch limits for 2012 will be further unjustified economically, which will cause further degradation of the sector in Poland.

Finally, it is felt that administrative decisions are often taken without any knowledge of or consultation with the fishing sector.

According to local stakeholders the fishing industry could be greatly strengthened and improved if the following conditions were fulfilled:

- Decisions regarding the Baltic Sea should be taken by the states lying on the Baltic Sea
- Fishing quotas should be increased or abandoned while other measures of regulation are introduced
- Greater decision-making powers should be granted to the fishing sector
- Unions with their own auxiliary funds, incorporating local fishing vessels, should be established, to which fishing quotas would be granted. In a manner similar to organisations in other European Union countries, such as found in the Netherlands (first on a global level then on the level of the union itself).
- Funds from the Operational Programmes should be made available to, and utilized by, the sector without unnecessary bureaucracy.

#### **7.4 The role of public intervention in the past and in the future**

In the time period immediately prior to the timeframe of this study, Darłowo was a depressed area with some of the highest unemployment in Poland. Efforts were made in recent years to boost the area through infrastructure-related projects. Consequently, Darłowo, particularly since Poland's accession into the European Union in 2004, has witnessed a great deal of improved infrastructure and increased aesthetic appeal. Most projects (EU, MS, and local funding) have centered on increased transportation links, building promenades and cycle paths, and restoring historical buildings in an effort to improve the area for not only tourism,

but also for businesses and locals. There have also been efforts to reduce the environmental impact of humans through the construction of sewage treatment facilities and environmental protection measures.

FIFG and Polish funds in the fisheries sector have been used to modernize the fleets and wharves, as well as decrease the size of the local fleets to be more in line with stock status. There were also projects for the promotion of seafood and support to expand the processing sector. Relatively little has been done in terms of socioeconomic activities (which means for the fishing crew, not just the skipper-owners) though some effort was made to provide for those leaving the industry. Many of the local stakeholders felt socioeconomic-related activities should be increased in the future.

Darłowo is a good example of a case where public funding has been vital for the development of the community and improving both people's quality of life as well as working environment. Particularly since private investment is limited, public funds have been especially important for the community and fisheries sector. The continuation of public intervention will be the key for the continued improvement of the area in the future. The harbour area, for example, could be improved with facilities for storing equipment; and the ice plant needs an operator so that the facilities on hand can actually be used. Furthermore, future focus on socioeconomics, including entrepreneurial training and education will strengthen social capital and provide for a population better suited to changes in the economy and industry.

## **7.5 Conclusion**

In conclusion, this case study report has shown a number of important factors and trends for understanding socioeconomic dependency of an EU coastal community in the former East. These communities face many of the same issues as other communities, while having some of their own history-dependent issues. As with many other communities around Europe faced with decommissioning and a fall in quotas, the number of boats and fisheries related businesses has decreased. In the last 10 years these businesses have fallen by 30%. Despite the decline, Darłowo is still on of Poland's top 10 fishing ports. Many in the industry supplement their income with activities in the tourism sector, which coincides with a ban on fishing activities for cod. Residents could benefit greatly from increased training and educational activities which will support those in the fisheries sector as well as those community-wide. Increased productivity and profits will hopefully serve to help Darłowo fleets retain their crew, many of whom migrate elsewhere to crew fleets in other MS and countries such as the Netherlands and Scotland.

As seen in other recent Accession States to the European Union, residents of Darłowo can be said to show a tendency for social passivity, conservatism, and a take-it-for-granted attitude resulting from years of the influence of the Soviet State. This makes the process of social change and dialogue and entrepreneurship more difficult than in some Western European nations. Yet in Darłowo, we can see the positive influence of in-migration, however, with a strengthened community identity which crosses cultural and ethnic groups (consequently, they have less friction among residents of different cultural groupings than in other communities). These cultural characteristics need to be better understood in order to better tailor projects to fit the needs of the community.

For Darłowo, continued support—both in terms of infrastructure as well as socially-related activities—is needed to ensure that the community remains able to continue its positive trend of recently-decreased unemployed as well as strengthening those businesses that remain, particularly within the fisheries sector. This includes improved governance (greater decision-making powers and new unions similar to other MS) and decreased bureaucracy related to funding schemes to enhance their success.