



Network Poland

# **UN Secretary General Initiative Global Compact Poland**

General Director / National Representative – Mr. Kamil Wyszowski



Network Poland

**United Nations Global Compact (UNGC)**, Launched in July 2000, is a UN leadership platform for the development, implementation and disclosure of sustainable corporate policies and practices. Endorsed by chief executives, it seeks to align business operations and strategies everywhere with 10 universally accepted principles in the areas of human rights, labour, environment and anti-corruption. With over 8,000 corporate participants in over 175 countries, is the world's largest voluntary corporate sustainability initiative.

**Global Compact Network Poland**, Launched in July 2001, is a Polish Network of UNGC signatories, with an independent secretariat hosted and administered by Foundation Global Compact Poland and its mission is to promote and support the implementation of the UNGC principles and own initiatives on corporate sustainability with Polish business and institutional representatives.



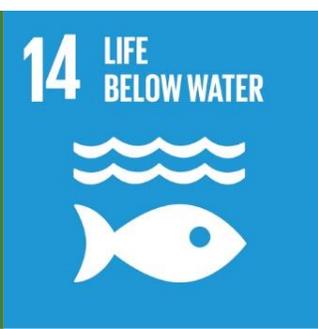
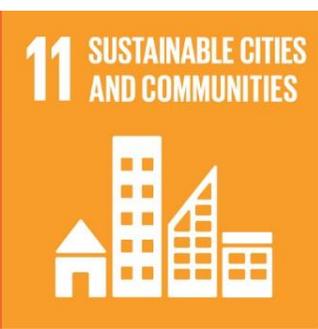
# Inland Navigation Program 2015-2020



# Baltic Sea Program 2015-2020

Both Programs have a common aim which is the **development of transport corridors linking the Baltic Sea with the Southern, Western and Eastern Europe** based, inter alia, on the new EU transport strategy, **Trans-European Transport Network (TEN-T)**.

Programs are pursuing the aims of the **Sustainable Development Goals (SDGs)** adopted by the United Nations General Assembly in 2015.





Inland  
Navigation

# Inland Navigation Program

Two big rivers with the undeniably best qualities that could be used for inland navigation are **Vistula** and **Oder**.

## Vistula

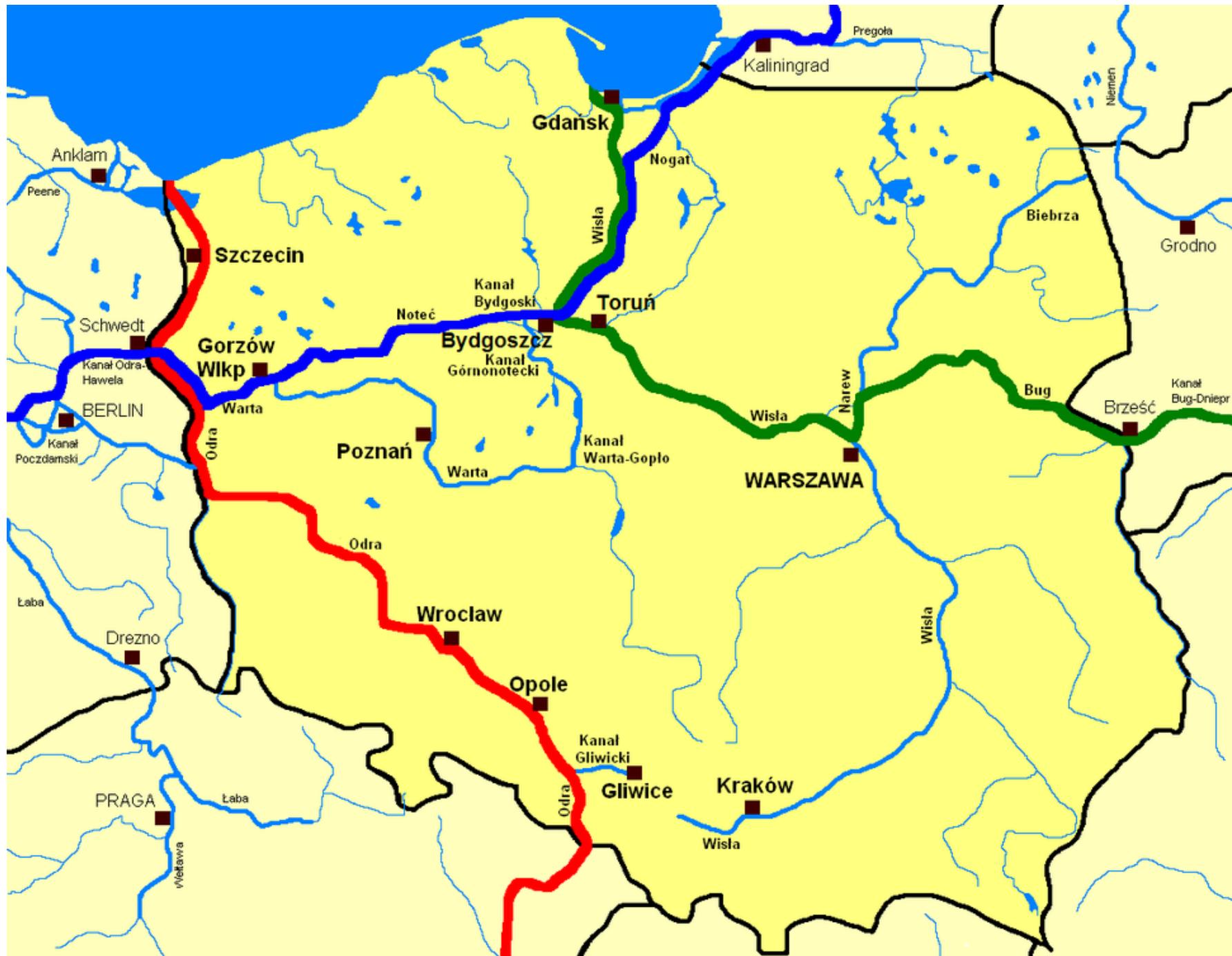
- 1047 km long – the longest river in Poland and the longest one that flows into the Baltic Sea
- connects the important Polish port – Gdańsk with the center and the south of the country
- passess through main Polish cities like Kraków, Warszawa, Płock

## Oder

- 854,3 km long (of which 742 passess through Poland)
- an international river (Poland, Germany, Czech Republic)



# International Waterways in Poland



**E30**  
Dunaj (Bratysława) -  
Morze Bałtyckie (Szczecin)

**E40**  
Morze Bałtyckie (Gdańsk) -  
Morze Czarne (Odessa)

**E70**  
Atlantyk (Antwerpia) -  
Morze Bałtyckie (Kłajpeda)



Inland  
Navigation

# Inland Navigation Program

The history of Inland Navigation in Poland

Inland water transport has a long history in Poland. Since the Middleages Oder and Vistula were used for the transportation of goods.



# Inland Navigation Program

The matter of the inland waterway transport is comprehensive and applies equally to economic, transport and environmental issues. That is why the **Inland Navigation Program** focuses on:

1. Transport
2. Climate change
3. Water management
4. Energy



# Inland Navigation Program

## Transport

The transport in Poland is dominated by the road transport, accounting for 4/5 of whole carriage. The remaining 1/5 of it is carried by railways, which is also steadily losing its tonnage in favor of the road transport.

With regard to the **White Paper** on transport adopted by the European Commission in 2011, by the year 2030 30 % of the road transport on distances above 300 km should be moved to the railway or waterway transport.



# Inland Navigation Program

## Transport

River transport almost does not exist in Poland although we have one of the best developed river network in Europe and **over 3600 km of waterways potentially to be used for inland navigation.**

		2006	2010	2014	2014
					2006=100
		( 1 )	( 2 )	( 3 )	( 4 )
Lp		km			%
	<b>Together</b>	<b>3 659,3</b>	<b>3 659,3</b>	<b>3 654,6</b>	<b>99,9</b>
1	Rivers	2 412,9	2 412,8	2 416,6	100,2
2	Lakes	258,6	258,6	258,6	100,0
3	Channels	987,9	987,9	979,4	99,1

Navigable inland waterways in Poland



Inland  
Navigation

# Inland Navigation Program

## Transport

Many years of negligence in the construction and modernization of inland waterways infrastructure has led to the state when **only 10%** of the total length of the waterway network in Poland meets the applicable technical and operational requirements for navigation.

In Poland the requirements for the inland waterways of international importance are met **only by 5.9%** of all waterways (214 km). This has not changed since 2007.

**The European Agreement on Main Inland Waterways of International Importance (AGN)** which was concluded in Geneva in 1996 at a meeting of the UN Economic Commission for Europe is of a great importance for the development of inland waterway transport in Poland. **Poland is the only country in Central and Eastern Europe that has not accessed to the Convention yet.**

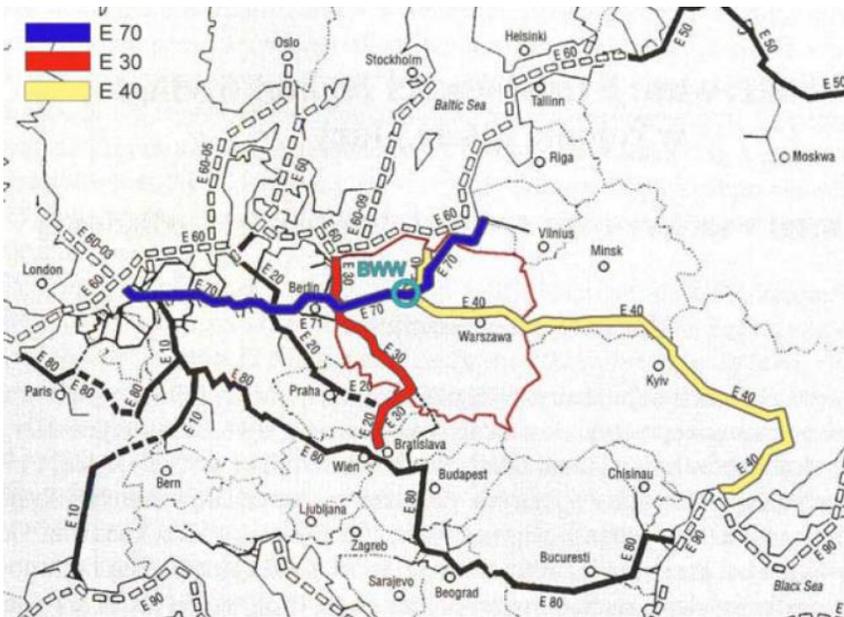


Inland  
Navigation

# Inland Navigation Program

## Transport

The system of projected international inland waterways in Poland



**According to the AGN Convention, three inland waterways of international importance** pass through Polish territory. These are the following:

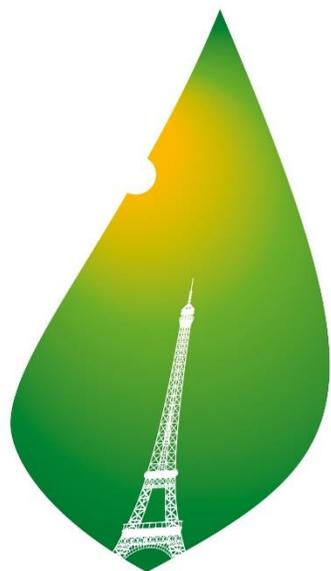
1. **E40 waterway**, connecting the Baltic Sea (Gdańsk) and the Black Sea (Odessa),
2. **E30 waterway**, which runs through Oder waterway, linking the Baltic Sea in Świnoujście with the Danube River in Bratislava,
3. **E70 waterway**, which connects the Oder River with the Vistula Lagoon are forming the part of the European transport east-west route connecting Klaipeda with Rotterdam.

Unfortunately, the parts of these waterways that pass through the Polish territory, except for the short sections on the lower Oder and the lower Vistula, do not meet the minimum international navigability conditions laid down in the Convention AGN (IV class navigability).



# Inland Navigation Program

## Climate change



COP21 • CMP11  
**PARIS 2015**  
UN CLIMATE CHANGE CONFERENCE

The development of inland navigation goes in hand with the provisions of the **Paris Agreement** concluded at **COP 21**, since water transport, properly run and managed, is the most environmentally friendly. It emits **5 times less carbon dioxide** per tonne of transported goods than road transport and **1.5 times less** than rail.

Moreover regulation of river basin and its deepening helps water to filtrate itself and become cleaner.



# Inland Navigation Program

## Water management

The development of inland navigation and river infrastructure, including reservoirs, is essential in the prevention of climate changes such as droughts and floods.

In the years 1997-2010 the total costs of floods in Poland amounted to approx. **43 billions PLN**, including the biggest ones in years 1997, 2001 and 2010. Those three resulted in damages estimated on approx. **38,1 billions PLN**.

High temperatures and low rainfall in summer 2015 resulted in a **drought** which caused problems with the electricity supplies since there was lack of water in rivers to cool the power plants.

Due to the lack of activities related to inland waterways in a few years we will have to deal with droughts, the devastation of the Vistula River, the increase of the deficit of water and the risk of flooding.



# Inland Navigation Program

## Energy

In Poland, we still have a very low level of hydropower potential of rivers used at one-fifth, one of the lowest in Europe.

Hydroelectric potential of the Vistula River alone is estimated at around 6.5 TWh with the ability to install hydro-systems with a total capacity exceeding 2.0 GW, of which the Lower Vistula Cascade - 1.3 GW.

The hydropower potential of Polish rivers should be exploited with regard to the need for the renewable energy sources. It would also increase the energy security in Poland.

The use of technical potential of hydropower in Poland

Potential		Power installed	Annual production	Use of capacity
theoretical	technical			
[TWh]	[TWh]	[GW]	[TWh]	%
25,0	12,0	0,95	2,4	19,8



Inland  
Navigation

# Inland Navigation Program



Network Poland

Inland Navigation  
Vistula

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15  
16

In 2015 Global Compact Poland succeed by issuing the **Inland Navigation – Vistula** report.

In 2016 we are working on issuing the next report **Inland Navigation – Oder** concerning the other main Polish river – Oder.





Baltic  
for  
All

# Baltic Sea Program

Baltic Sea Program is closely linked to the inland navigations issues.

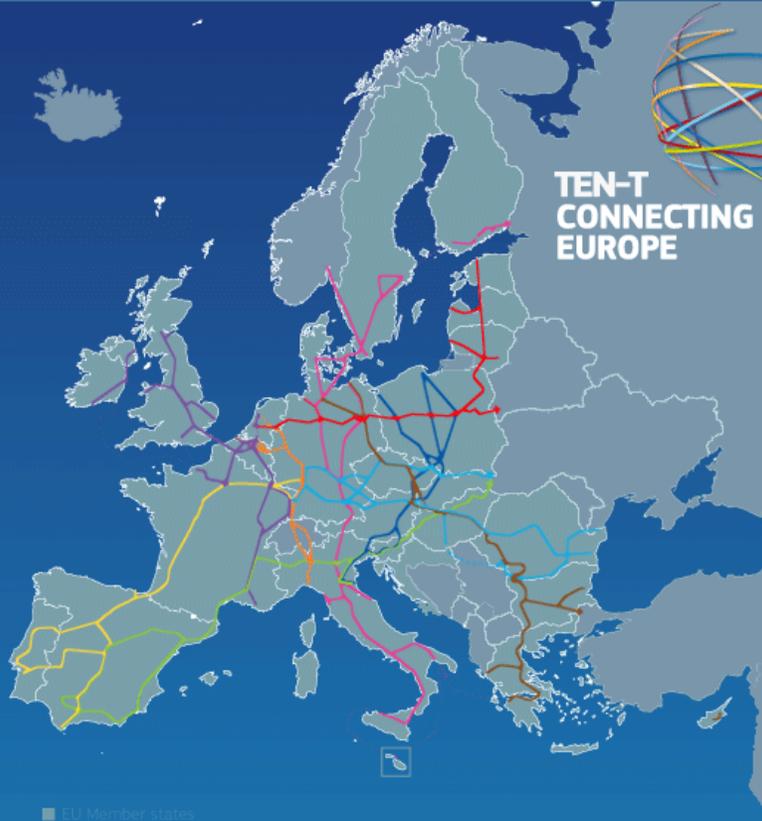
- transport corridors, as the ones included in the **Trans European Transport Network (TEN-T)** or those included in the **AGN Agreement**, links sea ports with each other;
- the full exploitation of the ports and the greater potential that Baltic Sea offers to Poland and the whole region, especially in terms of the trade development, is closely related to the obstruction of the inland navigation that will hugely increase the capacities of the ports and will allow for the intermodal hubs to be developed and bottlenecks to be removed.





Baltic  
for  
All

# Baltic Sea Program



## Trans-European Transport Network

As of January 2014, the European Union has a new transport infrastructure policy that connects the continent between East and West, North and South.

TEN-T envisages coordinated improvements to primary roads, railways, **inland waterways**, airports, **seaports**, **inland ports** and traffic management systems, providing integrated and intermodal long-distance, high-speed routes.

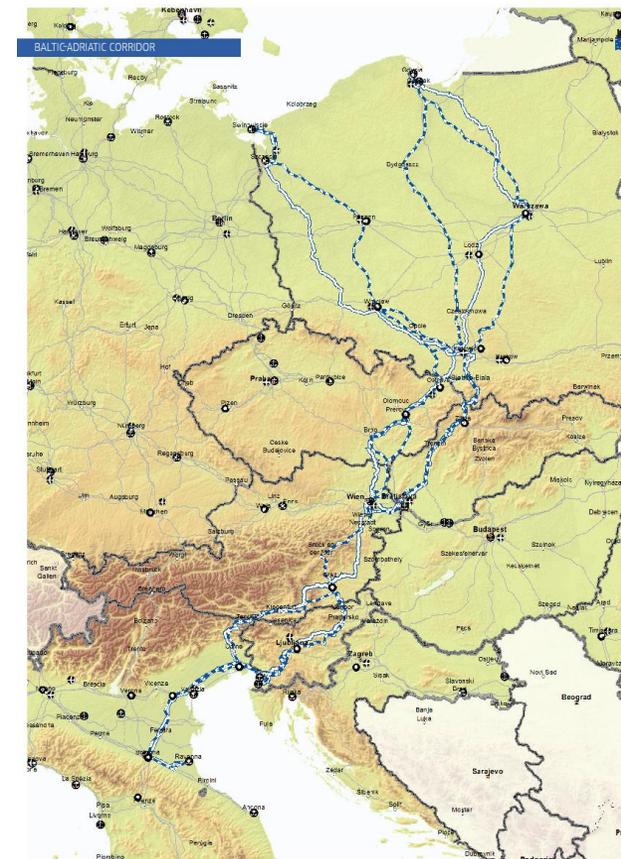
Two out of nine core network corridors included in the TEN-T network pass through Poland. These are the following:

- **North Sea – Baltic Sea corridor**
- **Baltic Sea – Adriatic Sea corridor**



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All

# Baltic Sea Program



## Baltic – Adriatic Corridor

Source: <http://ec.europa.eu/>



## North Sea – Baltic Corridor

Source: <http://ec.europa.eu/>



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All

# Baltic Sea Program

Inland waterways in Poland are not included in the TEN-T network.

By including Polish inland waterways in the TEN-T network, Poland would get an opportunity of more effective and faster development of the inland waterway infrastructure due to financial support for those investments.

The Connecting Europe Facility (CEF) for Transport is the funding instrument to realise European transport infrastructure policy. It aims at supporting investments in building new transport infrastructure in Europe or rehabilitating and upgrading the existing one.

The new policy triples EU financing to 26 € billion for transport in the period 2014 – 2020.





Baltic  
for  
All

# Baltic Sea Program

Another matter that links the Baltic Sea Program with the inland navigation is the **water pollution** issue.

- The contamination of Polish rivers has improved since the 1990s.
- We observe a big change in the state of water since Poland joined the European Union and since the **Water Framework Directive** is observed. The Water Framework Directive is a European Union directive which commits European Union member states to achieve good qualitative and quantitative status of all water bodies.
- Regulation of the river basin and the fact that the rivers will run faster will help them filtrate and become cleaner when flowing to the Baltic Sea which ecosystem is extremely fragile.





Baltic  
for  
All

# Baltic Sea Program

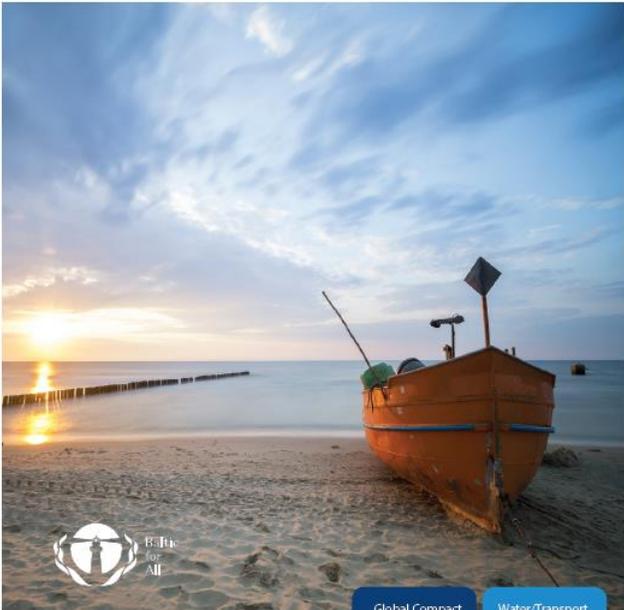


Baltic Sea  
for All

20  
15  
16

In 2015 we succeeded by issuing the **Baltic Sea for All** report.

In 2016 we are working on issuing the next edition of the **Baltic Sea for All** report.



Global Compact

Water/Transport



## Inland Navigation Program 2015-2020



## Baltic Sea Program 2015-2020

In order to achieve the goals of the Programs, Global Compact Poland cooperates with academia and the Polish government, including the recently formed **Ministry of the Maritime Economy and Inland Navigation** as well as the **Ministry of Development**.



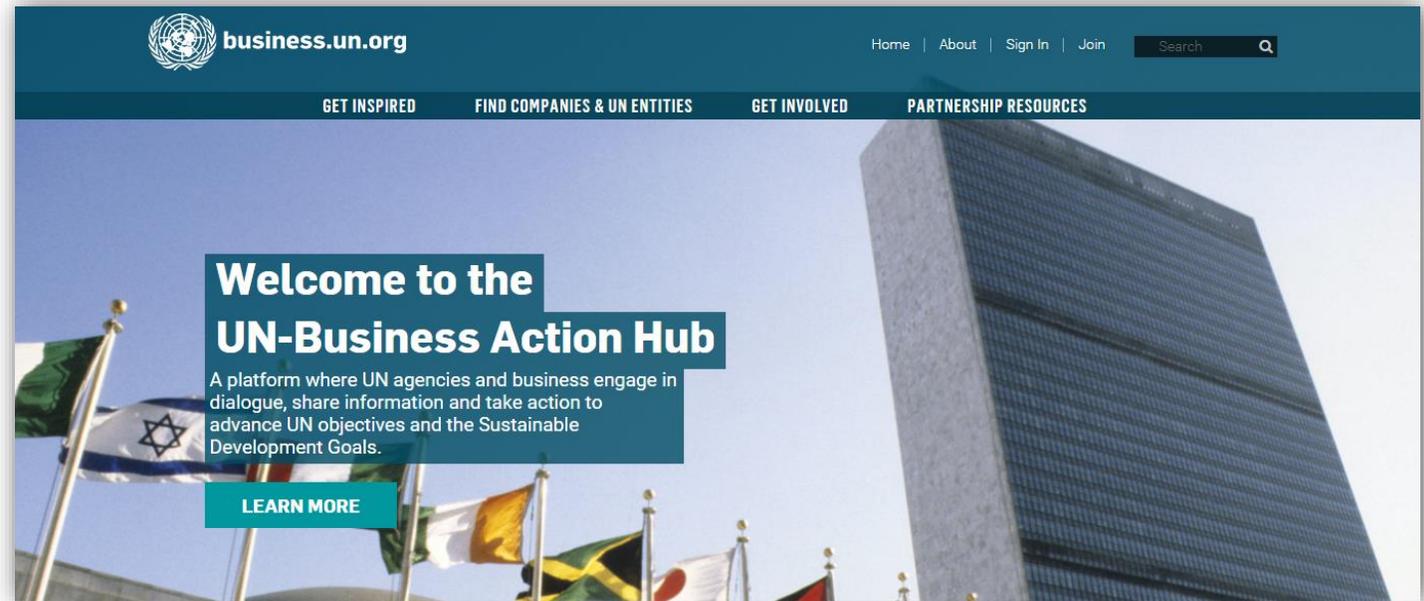
Network Poland

The UN Global Compact's General Assembly mandate (A/RES/70/224) is to “**promote responsible business practices and UN values among the global business community and the UN System.**”

The UN Global Compact is the platform for business to act on global goals.

**UN-Business partnerships** is a platform where business can engage in dialogue, share information and take action to advance UN objectives and the Sustainable Development Goals, also through alligning with UN Global Compact or its local networks.

Global Compact Poland is actively supporting companies and other entities to partner more effectively and achieve transformational impact. Partnering with the UN is an important way Global Compact participants can take action to support society.



Inland Navigation Program was embraced by the honorary patronage of:



The Program is supported by:

Main Partner:



Institutional Partners:



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STOŁECZNE  
WARSZAWA



PŁOCK



GDAŃSK



Supporting Partners:



Baltic Sea Program was embraced by the honorary patronage of:



The Program is supported by:

Main Partner:



Partners:



Institutional Partners:



Substantive Partner:



Supporting Partners:





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## Thank you for your attention.

In case of any questions or ideas, don't hesitate to contact us.

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