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REPORT

MARRIAGE

Exchange Workshop & Study Trip

Small Guest-Only Boater Stops / "Wasserwanderrasplätze" in Vorpommern

18 October 2012

Agenda:

Thursday, 18 October 2012: Exchange workshop

Location: Hotel Mercure Greifswald / Am Gorzberg / 17489 Greifswald

Time	Topic	Responsible / host / guide
	<i>Individual travelling to Greifswald</i>	<i>Participants</i>
09:45	<i>Registration / morning coffee</i>	
10:00	Introduction to the programme <ul style="list-style-type: none">Purpose of workshop and study trip	PLANCO
10:10	Small guest only boater stops seen from the perspective of tourism development and funding <ul style="list-style-type: none">Support and information about financing / infrastructure subsidies etc.Functional needs	Silke Jahncke, Ministry of Economics, Building and Tourism, Mecklenburg-Vorpommern
10:30	Small guest only boater stops seen from the perspective of regional planning and as part of a marina network <ul style="list-style-type: none">Conception	Ingrid Hanitzsch, Ministry of Energy, Infrastructure and Spatial Development, Mecklenburg-Vorpommern
10:50	Plans and concepts for small guest-only boater stops in Szczecin waters and Szczecin Lagoon <ul style="list-style-type: none">Outlook, motivation, challenges and chances	Filip Gruszczyński, Szczecin Municipal Government
11:00	IREK (Integrated regional development concept) Rügen as example for regional planning and small guest only boater stops <ul style="list-style-type: none">Description, revue and lessons learned	PLANCO
11:15	<i>Coffee break</i>	



Part-financed by the European Union (ERDF)

MARRIAGE Exchange Workshop & Study trip
Small guest-only boater stops in Vorpommern
18 October 2012

Time	Topic	Responsible / host / guide
11:30	Small guest-only boater stops – Blessing or curse for an operator of a full service marina? <ul style="list-style-type: none"> Negative effects on profitability through competition Positive effects through forming a network and raising attractiveness of the boating area 	Falk Morgenstern, Managing Director Marina Kröslin GmbH
11:45	Project “Vorpommersche Flusslandschaft” as example for Polish-German cooperation in water tourism	Nicole Spittel, Tourism Association Vorpommern
12:00	Discussion and conclusions - Success factors of small guest-only boater stops: <ul style="list-style-type: none"> Questions and answers of experts Discussion and feedback on plans in Szczecin 	Plenary
13:00	<i>Lunch break in Greifswald</i>	

Study trip to small guest-only boater stops in Vorpommern

Time	Topic	Responsible
13:45	<i>Transfer to Neppermin</i>	
14:45	Visit of small guest-only boater stop in Neppermin	Mr Menge (Ordnungsamt Usedom Süd)
15:15	<i>Transfer to Balm</i>	
15:20	Visit of small guest-only boater stop in Balm	Mr Menge (Ordnungsamt Usedom Süd)
	<i>Warming up – Tea break</i>	
15:50	<i>Transfer to Kamp</i>	
16:40	Visit of small guest-only boater stop in Kamp	Mr Henck (Hafenverein Kamp e.V.)
17:10	<i>End of study trip</i>	
	<i>Individual travelling back home</i>	<i>Participants</i>



List of Participants

Exchange workshop and study trip Small guest-only boater stops - "Wasserwanderrastplätze" in Vorpommern
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Participant No.	Title	Surname	First name	Organisation / English	Country	Phone	E-mail	Signature
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Participant No.	Title	Surname	First name	Organisation / English	Country	Phone	E-mail	Signature
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33								
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1. Introduction to the programme



As introduction to the exchange workshop and the study trip on small guest-only boater stops in Vorpommern, Paul Palmer and Björn Gabler (PLANCO Consulting GmbH) welcome the participants, present the programme of the day and the technical details concerning interpretation and the on-site visits of the small guest-only boater stops in the afternoon.

Aim of the workshop and study trip was:

- To introduce the German concept of “Wasserwanderrastplätze” to the Polish colleagues and discuss all important details concerning planning, funding, realisation / building and the operation of the small guest-only boater stops.
- Explain the plans in Germany that integrate the “Wasserwanderrastplätze” into a network of marinas / harbours.
- Exchange and refer the knowledge and the positive and negative experiences, gathered in 20 years since the “Wasserwanderrastplätze” project was started in Germany, to the Polish partners.
- Especially discuss and give feedback at the plans to build small guest boater stops in Szczecin.

Background of the whole event was the Interreg-Project “MARRIAGE – Better marina management, harbour network consolidation and water tourism marketing in the southern Baltic rim” and more concretely the project component 5 “Innovative approaches for consolidating and further developing the marina network in the southern Baltic rim” (for further details please see the project website: www.project-marriage.net). Meeting host was the MARRIAGE Lead Partner “Economic Development Corporation Vorpommern” and also the Project Partners and Associated Organisations “Szczecin Municipal Government”, “Municipality Ostseebad Heringsdorf” and “Hanseatic City of Stralsund” were participating at the event.

The introducing presentation (German) is attached to this report.

2. Silke Jahncke (Ministry of Economics, Building and Tourism Mecklenburg-Vorpommern) - Small guest only boater stops seen from the perspective of tourism development and funding

In her presentation Ms Jahncke:

- gave an overview about the general situation and circumstances of water tourism in Mecklenburg-Vorpommern, looking specifically at small guest-only boaters stops.
- looked at planning marinas / small harbours seen from the perspective of economy and tourism development. Especially in locations that close gaps in the marina network and in which no private investor could operate the marina, small guest-only boater stops come into consideration and are possibly funded.
- describes the process of funding, support and information materials dealing with financing and funding small guest-only boater stops in Mecklenburg-Vorpommern and the possible amounts of subsidies, possible sizes and requirements regarding e.g. environmental regulations, quality management etc.

The presentation of Ms Jahncke (German) is attached to this report.

3. Ingrid Hanitzsch (Ministry of Energy, Infrastructure and Spatial Development, Mecklenburg-Vorpommern) - Small guest only-boater stops seen from the perspective of regional planning and as part of a marina network

Ms Hanitzsch broadened the view on small guest-only boater stops seen from federal state level through explaining:

- The similarities of the point of departure in Vorpommern 10-15 years ago, compared to the situation in Szczecin, Zachodniopomorskie today with relatively few marinas at the outer shore.
- The importance and role of spatial and regional planning concerning the planning of a network of marina and small harbours and the development of Vorpommern as boating area.
- The specific situation in Vorpommern and the importance to close gaps in the marina network, especially in the outer shore, in order to attract boaters from other regions to come to Vorpommern. Offering a well-developed network of harbours / marinas and a good infrastructure is important when aiming to attract foreign boaters.
- The importance of using existing structures (e.g. old military harbours) as basis for new developments and the role of regional planning as mediator in the conflict field between economy and environment with increasing demands from EU level.

The presentation of Ms Hanitzsch was held by using overhead transparency and is therefore not attached to this report.

The documents and concepts mentioned (in German) in the presentations of Ms Jahncke and Ms Hanitzsch can be downloaded under the following links:

- “Localisation concept for marinas at the Baltic Sea coastline” (German: Standortkonzept Sportboothäfen an der Ostseeküste): http://www.regierung-mv.de/cms2/Regierungsportal_prod/Regierungsportal/de/vm/Service/Publikationen/index.jsp?&publikid=531
- “Guidelines from practice for marinas and small boater stops in Mecklenburg-Vorpommern” (German: Praxisleitfaden für Sportboothäfen, Marina und Wasserwanderrastplätze in Mecklenburg-Vorpommern): <http://www.bund-mv-beteiligung.de/files/Pdf-Dateien/praxisleitfadenwm.pdf>
- „Development chances for maritime tourism in Mecklenburg-Vorpommern“ (German: Entwicklungschancen für maritimen Tourismus in Mecklenburg-Vorpommern) http://www.regierung-mv.de/cms2/Regierungsportal_prod/Regierungsportal/de/wm/Service/Publikationen/index.jsp?&publikid=2953

4. Filip Gruszczyński (Szczecin Municipal Government) - Plans and concepts for small guest-only boater stops in Szczecin waters and Szczecin Lagoon

Mr Gruszczyński presented the plans of the small guest-only boater stops which will be built in the coming month / years on island just outside the inner city of Szczecin.

- Today most marinas in Szczecin are located in the south of Dąbie Lake. Initiated by the “club of yacht captains” plans for new marinas on the way between the city and the Baltic Sea have been developed. Originally 6 locations were identified; in the first phase of realization 4 locations for small boater stops will be developed. These spots are the ones that can be technically and when looking at the regulations developed most easily. As they are located on wild islands with no surrounding infrastructure the small boater stops will be built as guest harbours for short term stays.
- Target group for the small boater stops are boaters (also tourists) traveling from Szczecin to the Baltic Sea or vice-versa and boaters from Szczecin who are going out for a weekend-trip. Also wild anchoring (which is rather common today) in the environmentally sensitive areas is meant to be reduced / avoided by concentrating and channelling the arriving guests on the small boaters stops. Besides sailors and motor boaters also canoes and kayaks can land at the small boater stops.
- The size of the small boater stops will not be bigger than 10 berth as constructions that are smaller do not have to run through the whole approval procedure. Also if not more than 20 meters of coastline are affected by the construction the Polish law foresees no official statements from the municipality in a Natura 2000 area, even though generally environmental regulations have to be fulfilled.

- The planned infrastructure in the small boater stops is rather basic. The plans foresee pile dwellings (in order to make them save concerning the muddy ground and a differing water level) and small huts, fireplace, pit toilets and waste disposal. At some small boater stops where no waste disposal is offered, the boaters are expected to take their waste along with them when they leave. The concept that is followed can be compared to huts in forests that can be used from hikers to stay for a night and the built harbours are seen as addition to the existing infrastructure.
- The locations will be operated by the municipality owned company that also operates the Szczecin yacht harbour. The prices that will be charged on the spots are not defined yet and also other details concerning the operation and maintenance have to be clarified. The small boater stops will not be operated commercially.
- Furthermore the construction of the city marina in Szczecin was started. Its finalisation will improve the number of boaters in the whole region.

The presentation (Polish) is attached to this report.

5. Björn Gabler (PLANCO Consulting GmbH) - Integrated regional development concept (IREK) Rügen

Initially this presentation was meant to show an example for a regional plan and concept from 2004 dealing with marinas and also small boater stop around the island of Rügen. The IREK Rügen was a scientific approach aiming in developing the regions attractiveness as a boating area in a way that makes use of the regional circumstances, supports the regional economy as much as possible and harms the environment as little as necessary. Especially the role and location of small guest-only boater stops within a network of marinas and the lessons learned from the concept were planned to be discussed.

Due to time problems this matter could not be presented and discussed but the presentation (German) is attached to this report.

6. Falk Morgenstern (Marina Kröslin GmbH) - Small guest-only boater stops – Blessing or curse for an operator of a full service marina?

Mr Morgenstern (Managing director of marina Kröslin and chairperson of the Marina Verband Ostsee) concentrated his presentation on small guest only-boater stops seen from the point of view of a private full-service marina operator. He came to a rather positive conclusion as small guest-only boater stops complete the marina network in a region and generally increase the overall number of boaters. Even though there are also negative aspects as small guest-only boater stops are a direct competition for marinas they create income for the services like maintenance or winter storage only provided in a marina. Mr Morgenstern saw the most important point for the construction of new marinas in closing gaps in the marina network that make Vorpommern better accessible for guest boaters coming from West and

East. These new guests can possibly increase the number of boaters in the region and balance today's oversupply with berth places in Vorpommern.

The presentation (German) is attached to this report.

7. Nicole Spittel (Tourism Association Vorpommern) - Project "Vorpommersche Flusslandschaft" as example for Polish-German cooperation in water tourism

Ms Spittel presented the Interreg IV A project "Vorpommersche Flusslandschaft / Pomorski Krajobraz Rzeczny" that will run until June 2013 and that is a positive example for a cross-border project on water tourism between partners from Germany and Poland. The project concentrates on promoting and developing cycling and kayaking / canoeing in Vorpommern and Zachodniopomorskie.

The presentation (German as well as Polish version) is attached to this report.

8. Discussion

The concluding discussion gave the participants the chance to ask for concretisation as aspects mentioned by the presenters.

- The questions asked from the audience that dealt with the plans and concepts to develop small guest-only boater stops in Szczecin and the related discussions are already integrated into point 4.
- The questions asked from the Polish participants, addressing the presenters from Germany were amongst others dealing with:
 - Operational details like the amount of money charged in marinas and small boater stops in Germany. The guests of small guest-only boater stops in Germany have to pay for each night they stay but the amount is, due to the lower services and as they are not profit oriented, less than the prices charged in marinas.
 - Other spots and examples from Germany that are closely related and comparable to the small-boater stops planned in Szczecin, as the small boater stops there are located on small island without any surrounding services. Location and small marinas already in place that are comparable to the ones in Szczecin can be found on small islands in southern Sweden where a guest boater can land and more for one night and for free at a small pier without any services.
 - The liberalisation of the motor boat usage in Germany, where boats with a motor up to horsepower 15 can be used without having to make an extra permission. Before only motors up to horsepower 5 were allowed. This change aims in making the access to boating easier and making it more attractive especially for young persons.

At the end of the discussion each of the experts was summarising the most important aspects that should be taken into account in Szczecin, when planning new small guest-only boater stops from his / her point of view:

- Ms Jahnckes advice was to concentrate the funding on the closure of gaps in the marina network and to secure a good level of quality and provided infrastructure in order to make the small boater stops attractive and promotable.
- Ms Hanitzsch gave the advice to carefully and accurately analyse the situation and given circumstances and to develop concepts that consider all related aspects and fields.
- Ms Spittel reminded the participants not to forget the adaption of the infrastructure (e.g. height of piers) to the demands of guests coming by canoe or kayak.
- Mr Morgenstern summarised that the cooperation between small guest-only boater stops and private / public marinas works as both profit from a well-developed marina network. When new marinas / harbours are planned he pointed out that carefully dosed political activities and regulations have to be found that make most out of the funding and do not spend the money without control and plan. For the future development of the boating market in the region he saw good chances for a closer cooperation between German and Polish boaters and marinas.
- Mr Gruszczński pointed out that he sees big potentials in the Polish boating and sailing market and for future cross-border cooperation in both ways, Polish boaters visiting German marinas and vice-versa. Generally promotion is necessary in order to attract the foreign guests and make them aware of the boating possibilities.

9. On-site visit of the “Wasserwanderrastplätze” / small guest-only boater stops

In the afternoon the participants visited three examples for “Wasserwanderrastplätze” that have been built in the last years.



Purpose of the visits in Neppermin, Balm and Kamp was to learn from the positive and negative experiences made during the last years of operating the small guest-only boater stops and gain the chance to ask questions to the responsible persons concerning the long-term concepts, success factors, target groups, guest structure and the architectonic details. These “Wasserwanderrastplätze” were chosen as they are comparable to the small boater stops planned in Szczecin due to their small size.

10. Visit of the “Wasserwanderrastplatz” in Neppermin

The first two visited “Wasserwanderrastplätze” in Neppermin and Balm are both located in the municipality Benz in the south of the island of Usedom. Mr Menge from the municipality (regulatory agency) provided background information and showed the participants around on the spot. In both cases the municipality made an application at the Ministry of Economics Mecklenburg-Vorpommern to receive funding for the construction plans. The Wasserwanderrastplatz is owned and operated by the municipality.



The Wasserwanderrastplatz in Neppermin was built in 2005-06 and has 8 berths. The total costs were summing up to € 175.000,- (building costs ~ € 150.000,-) from which 90% were funded. The construction is a 30 m extension of the pier that did already exist before with a 15 m long cross-pier at the end providing space and enough depth for passenger ships to land and a public slip. The berths have water and electricity access but sanitary facilities do not exist. Guest boaters have to pay 50 cents per meter of boat length that include the usage of water and electricity. A harbour master (part time employed and responsible for both Wasserwanderrastplätze) is responsible for charging the harbour dues, he is visiting the marina at fixed times in the summer season or can be called (number displayed at public message board).



The municipality is about break even for the operation of the Wasserwanderrastplatz. The biggest sources of income are the passenger ships arriving almost every day from May to September and who have to pay every time they land in Neppermin. The 50 cents per meter

for a guest boat were calculated through assessing the own investments of € 17.500,-, the operational costs for staff or maintenance and the number of guest boaters visiting the spot in the next 50 years. During the summer season about 3-4 boats are averagely moored in the marina.

As the “Wasserwanderrastplatz” is relatively new there has not yet been much to rework or reconstruct. In the summer season the employees of the municipality clean the piers regularly and also the reconstruction works, if necessary, will be done by these employees.

11. Visit of the “Wasserwanderrastplatz” in Balm

The Wasserwanderrastplatz in Balm was also built from the municipality Benz and was opened in 2005. The spot has 15 berths and sanitary facilities (basic but clean toilets and showers) making the investment higher with € 328.000,- (of which € 191.000,- pier and waterside and € 107.000,- sanitary facilities), of which also 90% were funded, bigger than in Neppermin. The employee responsible for the Neppermin is also the harbour master in Balm.



Guest boaters also have to pay 50 cent per meter of boat length making the Wasserwanderrastplatz break even only thorough the income of the guests in good seasons. Balm is visited a lot in summer, also due to the nearby golf hotel. Another restaurant has opened next to the Wasserwanderrastplatz after the constructions were completed.



For the municipality it is hard to tell if the Wasserwanderrastplätze did pay off in the end as such calculations do not exist. But for the general attractiveness of the small villages it did pay off in the end, because new houses were built and new restaurants were opened, even though the share of the small-boater stop to reach this is not clear.

12. Visit of the “Wasserwanderrastplatz” in Kamp

The Wasserwanderrastplatz in Kamp is owned by the municipality. It is located at the Peenestrom south of the island of Usedom. The initiative to make an application for federal state funding and building the small harbour and also today's operation came from and is organised by the local yachting club. Mr Henck the chairperson of the yacht club showed the participants around. The investment of ~12 million € was made 11 years ago and was also funded with 90%. It included the extension of an existing small harbour through steel pilings and other investments like a small ferry dock, a small crane, a public slip, pumps for bilge water and oil, sanitary facilities etc. The Wasserwanderrastplatz provides 29 berths for guests and 29 berths for the members of the local yacht club. The access to the Wasserwanderrastplatz is very narrow making the whole navigation by boat difficult. Seen from today the operator would have made the whole harbour bigger.



The Wasserwanderrastplatz in Kamp is much frequented in summer and is profitable / break even counting together the income from resident and guest boaters. The 29 permanent berth places are all rented. There would even be demand for more, even though the Wasserwanderrastplatz and the whole village are not very well reachable from landsite. The guest berths are also much frequented during the summer season. The crane is used very seldom and mainly for smaller repairs or for the locals to haul out their boats. Most of the residents have the winter storage in one of the surrounding bigger marinas.

Most of the guests visiting the spot are coming with the small passenger ferry from Karnin on a hiking or cycling trip. As these visitors from landsite are very important for the marina snacks like sausages or a fish smoke house are offered in summer. Also areas with benches increase the staying quality of the Wasserwanderrastplatz, making it well known among boaters and other tourists. The yacht club, including 30 members, put a lot of effort in operating (e.g. harbour masters office, maintenance and many extra hours of work) the Wasserwanderrastplatz voluntary, which is very positive for the municipality. As the club has trouble in finding new members it is hard to foresee how the marina will be operated in 5 or 10 years.