

***The Port of Kołobrzeg is a port with great ambitions. What are the main plans for the development of the port?***

For twenty years, on behalf of the Municipality of Kołobrzeg, we have been managing the municipal port. A great deal has already been done in recent years; we have modernized the entire infrastructure of the fishing port, we have built and adapted the yacht port to the world level - we are hosting guests from all over the world here. For several years, we have been quite actively involved in the turnover of cargo and transshipment of bulk cargo in the port. Of course, there are further challenges ahead. Intensification of transshipment activities - means that we have to minimize the restrictions of the port zone, which affects the urban zone that meets in this part of the city. Of course, the expansion and development of further areas for the development of the yacht function and adapting to the new economic challenge we face namely, actively participating in the supply chain during the construction of offshore wind farms and their subsequent operation.

***Okay, can you point out the main environmental risks for the port?***

These environmental hazards can be divided into two categories: the first are those generated in the port area by the users themselves whether through ordinary, day-to-day operations, reloading of fuel, refuelling on vessels, discharge of petroleum substances produced on board, and those that are applied by the river and the Wood Canal from the city and the region. These are the two main sources of pollution.

***I understand. What activities of the Port Authority have the greatest impact on the environment? Does the Port take such actions?***

Yes, these actions are taken by us on an ongoing basis; they also result, inter alia, from the imposed statutory obligations, where we care about the purity of water and the management and collection of waste generated in the port, or actions that we ourselves take on our own initiative, such as broadening knowledge, culture and environmental awareness among port users.

The first group of statutory obligations includes cyclical cleaning and maintenance of cleanliness in port waters, also those that will be deposited by the river - all kinds of biological waste, such as wooden logs, which are in the port, but also those that are thrown in by river users, and which are located in the port, additionally constituting a water obstacle.

When it comes to actions taken on our own initiative, we strive to ensure that the Yacht Port is certified with the Blue Flag every year, we install various types of devices supporting us in the ongoing maintenance of port waters, and (organise) cyclical cleaning and monitoring of port areas, so as to catch every threat in advance, so that it does not get further from the port to the sea, and so that it does not finally appear on the beach.

***I understand. This year, a sea basket was installed in the port. How does it work in the port of Kołobrzeg? Does this type of solution work?***

Yes, we managed to get sponsors and we entered the project of assembling two baskets - this year two such baskets have already been installed. Floating baskets, attached to the quay, which collect, suck from the surface of the water all floating substances, the biological ones, but also the plastic ones floating on the surface of the water. Plastic ones are the biggest threat, because they break down over

time and transform into microplastics. This, in turn, is eaten by fish and finally returns to us in the form of fish that we consume, so these bins have been installed in such sensitive places where the most such waste is collected. Once a day, an employee comes, takes out the basket and cleans its contents, turns on the pump and the pump already does the work on its own. These are activities that support our activities.

Of course, there is another project ahead of us - our dream is to install a dam on the Parsęta River in the future, which would catch all the impurities coming from the river. That would make our work in the port a lot easier. It would cause all this garbage and the waste that flows down the river to be caught even before the port, and there would be less work in the port and it would not be so visible in the port area.

***Does the port of Kołobrzeg participate in the MARELITT Baltic project, which concerns the extraction and cleaning of the Baltic Sea from the so-called ghost networks?***

Directly no, but indirectly, of course, yes.

Not directly, because most of the funds dedicated to this type of action are directed to private entities - we are excluded from this, however, we are very actively participating in this action.

We will now also adapt the port to the fact that from next year those nets that are caught mainly by fishermen could be passed on in the port. These nets pose a very great threat, firstly for security reasons, because these networks are screwed into the screws but animals can also fall into them and cannot free themselves from them, so this has two effects. We will participate in this project in such a way that it will be possible to return this waste in the port area.

***I understand. You mentioned earlier about receiving the Blue Flag award. What does this have to do with promoting ecology in the Port?***

One of the assumptions for the beneficiaries of the Blue Flag is an ecological requirement, the one that makes participants and users aware of where they are and what impact the waste left (by them) has on the environment. In addition, we still have Nature 2000 in our location - the Parsęta River is a Nature 2000 protected area, so we have an additional obligation to promote and maintain cleanliness in this part of the region. Of course, this distinction is awarded after meeting a number of requirements, among others, those educational, but also those received by beneficiaries of the Blue Flag, the entities that work actively for environmental protection, for example in the form of the possibility of passing sewage, various types of waste. The port provides all this, which is why for several years, cyclically, every year we have been able to be the beneficiary of this award. It is a global distinction for which almost all marinas, but also beaches, compete.

***The Port of Kołobrzeg intends to participate in the OFFSHORE project. What will be the specific role of the port in the operation of these ships that will deal with servicing wind farms?***

When it comes to offshore wind energy, and the entire supply chain process in the implementation of this project we will certainly be involved in the time of servicing, i.e. the exploitation of the service life of these offshore wind farms. This is the period from the moment of construction and commissioning of offshore wind farms to the end of the life of a given area. This service life is determined for a period of twenty - twenty-five years; after this time, the turbines in the sea are dismantled and a new farm in the new technology will be built in their place.

Of course, we hope - not only as a port - that we will serve vessels which, in turn, operate and will be responsible for constant continuous supervision over the uninterrupted operation of offshore wind farms, but we also hope that this new economic area will create new opportunities in the region and the port, and that it will become the second pillar of the functioning of this city outside the function of a spa resort , holiday spot and port. Offshore wind energy activities will certainly attract a number of items that will be required for the uninterrupted operation of offshore wind farms and offshore wind energy is this green diversification and the transition from lignite to green energy. This is the future not only for the region and the port, but also for the whole Polish.

***Finally, will costly innovations to improve the environment bring such noticeable improvements to seaports and coastal areas?***

I believe that what we are seeing today in terms of energy security for our country, but also mainly what is happening with the climate, I believe that various types of initiatives should be undertaken, from educational to investment, to take care of our environment and leave space and space for our future generations to continue living and functioning. Our actions, what we do in the port area, show that these do not necessarily have to be very capital-intensive activities, simple things like sea baskets are enough and everyone is already interested in it, how it works and why, and already here we are implementing awareness of such a problem as microplastics, or other activities related to maintaining the cleanliness of the river.

What are the consequences of lack of such actions? A dirty port, and a dirty port is a dirty sea and dirty beaches, so I think that every initiative is valuable and very important. If there are such opportunities and the future financial perspectives put and will insist that these activities are financially supported, I believe that it is worthwhile and one should take such action.

***Thank you very much for the interview.***

Thank you.