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# DETERMINANTS OF THE DEVELOPMENT OF POMERANIA RELATED TO MARITIME ECONOMY AND TOURISM: INTRODUCTION

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The term “Pomerania” functioning in Poland is commonly identified with the part of the southern Baltic coast which is located within the present state borders of Poland. The contemporary latitudinal range of Pomerania does not reflect the actual spatial relations (social, economic, cultural ones) that have influenced its present day from the eastern and, even more so, the western side. This also applies to contemporary processes taking place not only within the region, but also at its interface with adjacent areas whose representatives show very different behaviors towards Pomerania (from identification with the region to a clear reluctance), which translates into a number of clearly spatially differentiated positive and/or negative phenomena in the border zone. Even greater doubts are raised by the meridional range of Pomerania, because while the northern border of the region is delineated by the Baltic coastline, the southern border is often very discretionary. Most often, it is assumed that the southern border of Pomerania is delineated by the administrative

border of the seaside provinces, mainly the Pomeranian and West Pomeranian voivodeships. On the one hand, this facilitates a number of synthetic analyses often dependent on statistical reporting; on the other hand, it raises doubts, because many phenomena and processes escape relatively rigid administrative divisions. Regardless of the above deliberations, the key is to answer the question whether the boundary understood as, quoting J. Bański (2010, p. 492), “a line or zone that separates fragments of space in a specific time period” is a stimulant or a destimulant to the development of the region. Another question arises from the above-mentioned definition. Since a border separates certain fragments of space, there is a spatial, social and economic neighborhood that may be of significant importance for the development of the region. In this context, it would be interesting to consider not only the endogenous potential of neighbors of Pomeranian, but also the lack of a direct neighbor of the Pomeranian region from the north. A separate problem of Pomerania is

its homogeneity. Both the distant past of the region, the post-war period, and the present day provide extensive evidence of a significant diversification of the determinants of development of individual parts of the region. Their outcome is the contemporary spatial image of Pomerania, determined by the progressive polarization of development within the polarization-diffusion model, including the rapid development of the Tri-City metropolis and the Szczecin agglomeration with the progressive drainage of the development potential of their peripheral areas. Perhaps the socio-cultural or even ethnic incoherence of the inhabitants of the region lies at the root cause of this fact. This is reflected in the significant diversification of the regional identity which not only does not favor internal integration, but even leads to unnecessary divisions into us and them, sometimes even on a local scale. In addition, one should consider infrastructural incoherence as significant, especially in terms of transport which still causes significant restrictions in intra-regional mobility not only between the largest cities in the region (Gdańsk – Szczecin), but also between smaller centers, and this does not favor convergence processes both on the economic and the social plane.

In the light of the above, it can be concluded that while Pomerania is often perceived stereotypically as one spatial entity, in fact it is a cluster of many sub-regions mainly linked by geographical location, because the human factor has become mixed up in this region, often reduced, and eventually replaced. It should be emphasized that in the past Pomerania was ruled by local rulers who pursued their particular interests, but for most of its period it was ruled by the rulers of Germany or Poland, and temporarily even of Sweden and the State of the Teutonic Order (Inachin, 2008; Labuda, 1992 Labuda (ed.), 1972a, 1972b, 1976, 1984, 1993, 1996, 2001, 2003; Salmonowicz (ed.), 2000, 2002). The effects of this historical changeability are visible in almost every element of the cultural landscape of Pomerania, which in itself seems interesting.

The special issue presented to the readers of the *Journal of Geography, Politics and Society* is devoted to the Polish part of Pomerania. Therefore, it follows the long tradition of scientific studies containing the characteristics of social and demographic processes (Kołodziejcki, Podolski, 1977; Rydz, 1994; Sobczak, 1980; Stanny (ed.), 2011; Szmielińska-Pietraszek, Szymańska (eds.), 2012) and economic and planning ones (Kołodziejcki, 1982; Laskowski, 1969, Matczak et al. (eds.), 2004; Parteka, Szydarowski (eds.), 2003; Czaplinski, 2016) in this area.

It is impossible to describe all social and economic aspects related to the development of Pomerania

in a single issue of the journal. The aforementioned complexity, multithreading, and heterogeneity of the occurring processes and phenomena make it necessary to select issues, sometimes limiting them to specific places (case studies), often with reference to the *ceteris paribus* clause. This is why the presented volume focuses on two determinants favoring the development of the region's economy from the geographical viewpoint. The first one is maritime economy and the second one is tourism. It does not mean that there are no other determinants influencing the development of the region or having the resources, potential and capital of the place. It seems, however, that both maritime economy and tourism remain the base and, in some cases, the limit of the development capabilities of Pomerania.

The first three articles are devoted to maritime economy whose traditions date back to the Second Polish Republic. After Poland regained independence in 1918, access to the sea was limited, and at the same time the economic challenges faced by the young state, for which the sea was then the actual window to the world, were great (Orłowicz, 1928). After World War II, as a result of new geopolitical conditions, the previous priorities were reoriented. On the one hand, it was associated with Poland's gaining wide access to the sea, and on the other, more importantly, with the introduction of centrally controlled economy (Łodykowski, 1965). In the period of 1945–1989, Poland significantly developed maritime economy initially having very scarce resources. The shipbuilding industry, the fish processing industry, maritime education, but, above all, the quantitative, qualitative and spatial development of ports can be considered as particularly important elements. Another change was initiated at the end of 1989 with regaining sovereignty by Poland and with the transformation of the economic system. In consequence, it was possible to integrate Poland socially and economically with the structures of the European Union. Nowadays, it is also worth emphasizing the impact of globalization processes on maritime economy, whose further development will be based on the processes of networking of the production and services, their servicization, automation and robotization. The development of advanced technologies in the field of flexible management of production systems and the ongoing search for new (cheap, independent) energy sources will also be important.

Piotr Binek is the author of the first article on the risk of social conflicts related to the development of offshore wind farms in the Polish part of the Baltic Sea. The author raises an important problem of a smooth transition from electricity production based on fossil fuels to one which is based on

renewable sources. In the Polish literature on the subject, it is the first such a broad and in-depth analytical study of this important issue and, at the same time, a challenge for the (future) Polish power industry. The next two articles concern Polish large ports. We distinguish 4 large ports of fundamental importance for the Polish economy (Gdańsk, Gdynia, Szczecin, and Świnoujście) and the remaining ones (Luks, 2011). As demonstrated by Maciej Tarkowski, Sławomir Goliszek and Tadeusz Bocheński, transshipments in large ports are growing rapidly, which is a result not only of infrastructural development, but mainly of enhanced hinterland connectivity. Unfortunately, unlike large ports, other Polish ports are experiencing a regression that requires immediate action. It also gives rise to a discussion on the role of small ports in the structure of transport and handling in a strategic perspective (Michalski, 2020; Szymańska, Michalski, 2018). The next article by Sandra Żukowska is a microscale analysis. It concerns the transformation of a part of the Gdynia port – the Dalmor quay. This interesting case study shows a chance to return to shaping the waterfront of Gdynia, which is an attempt to return to the basic development assumptions of the city from the interwar period. It is important for the city to rationally shape the downtown space, where the boundary between urban and port areas becomes blurred with time, thus creating a coherent whole.

The next two articles in the issue are devoted to tourism in the Pomeranian Voivodeship. The area in question is characterized by high tourist attractiveness resulting from both its natural (Kistowski et al., 2006; Rozenkranz, 1974) and anthropogenic (Wanagos (ed.), 2004; Wierzchołowska, Błyskosz (eds.), 2007) values. The first article by Tomasz Wiskulski is devoted to Gdańsk as a tourist destination. Due to its numerous tourist facilities and the coastal location itself (Visit Gdansk, n.d.), Gdańsk is a city which attracts many tourists and visitors. It is also a well-established tourist brand (Kuczamer-Kłopotowska, Łuczak, 2009). The article analyzes the results of a survey regarding the perception of Gdańsk as a tourist destination. Especially valuable is the presentation of the relationship between satisfaction with the visit and the decision to recommend the destination to others, and de facto presentation of all elements of the destination brand (cognitive, emotional, and behavioral elements) and their mutual relations, ultimately reduced to a specific behavior towards the perceived tourist destination. The second article by Anna Wiśniewska is devoted to agritourism. A comprehensive description of the tangible aspect of the attractiveness of a Pomeranian village was presented in an extensive monograph entitled *Bogactwo*

*kulturowe i przyrodnicze wsi pomorskiej* [Eng. Cultural and natural wealth of the Pomeranian village] (Bogactwo..., 2007). However, one should not forget about the intangible attractiveness of the Pomeranian village, which is largely related to Kashubians (Borzyszkowski et al., 1999; Mordawski, 2005, 2008) and Kociewiaks (Golicki, 1986; Powierski, 1992) living in the central part of the voivodeship. The article analyzes the educational offer of the Pomeranian Voivodeship agritourism farms which are associated in the National Network of Educational Farms. It should be considered important that the educational offer of farms gives variety to and extends the farmer's economic activity. It also gives satisfaction from working with children and teachers and creatively develops farming families as well as provides them with additional income.

We hope that the special issue devoted to selected aspects of maritime economy and tourism in Pomerania will contribute to a better understanding of such complex issues in such a complex region, and that the presented research results will become an inspiration to continue one's own research paths. We realize that many topics have not been mentioned in this issue, and the presented ones require further consideration. Our goal, however, was not to present a full picture of the socio-economic reality of Pomerania, but only of those elements that are of interest to researchers of the region, and at the same time seem interesting in terms of cognition, methodology and application.

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