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TABLE OF CONTENT

Introduction.....	03
Silesian Voivodship.....	05
Metropolitan Areas.....	05
Metropolitan Area "Silesia".....	06
Vision and objectives of the Metropolitan Area.....	08
Development Strategies of Member Cities.....	10
Summary of research and press query.....	14
Evaluation of the plan to create a metropolitan area and the limit of its competences.....	14
Territory of 'Metropolitan Association of Upper Silesia', its structures and cooperation between its members.....	17
The significance of creating a metropolitan area for the regional population.....	20
Summary.....	22
Bibliography.....	24

Introduction

The birth and development of metropolitan areas can be dated back to the XXth century. They are being described as i.e. symbols of modernity, nodes of technological progress, centers of trade and all other forms of civilizational progress. The rise of those large, filled with economical potential organisms enforces the need to look for new ways of governing them and setting the course of their development. The metropolitan areas of the XXIst century can be found in Europe, Asia and on both American continents, where they became centres of culture, business, politics and communication. They are perfectly prepared for the ongoing processes of globalization, some researchers even call them europolis, global cities or ecumenopolis – referring to the process of metamorphosis of the world into one, enormous city¹ – or they also call them a “defensive reaction of the inefficient super – states” pointing out the unreliability of the state structures in the age of globalisation where borders are becoming increasingly irrelevant.²

In our seminar paper we aim to analyse the ongoing plans of creating the “Metropolitan Association of Upper Silesia” or “GZM” for short. We will focus our attention on the uniqueness of the region as well as the potential possibilities that may emerge from the ongoing metropolization processes. We shall begin with explaining the specificity of the Silesian Voivodship, within which the “GZM” shall be located. There are many significant factors that must be explained, including its location in regard to other large cities in Europe, population and urbanisation density etc. We will also talk about the multitude of historical mikroregions, that can be found within the Voivodship. Later, we shall explain the averments of the process of regional metropolisation. Then we shall portray the plans of creating the “Metropolitan Association of Upper Silesia” i.e. a shortened description of its structures, its current state, and the expectations concerning its future development. We will point out the attitude towards the future metropolitan area, and the vision of cooperation between members of the 'GZM', that can be found in the Development Strategies of each particular city that is a part of the Association. Finally, we shall present the opinions of the respondents, focusing on their opinions towards the idea of creating a metropolitan area, the cooperation between its members, and their evaluation of the attitude of the local population towards the creation of the metropolitan area and the most important problems that according to the plan will be handled by the 'GZM' in the future.

Our research was based on interviews and information gathered while analysing the available documents. Among the documents that we have analysed were the 14 Development

1 Alfred Lutrzykowski, *Metropolizacja – żywiołowy proces czy przedmiot polityki miejskiej?* [:w] *Metropolie. Wyzwania polskiej polityki miejskiej*, red. A. Lutrzykowski, R. Gawłowski, Toruń 2010r., s. 6.

2 *Wstęp*, Robert Pyka [:w] *Sposób na metropolię. Idee a społeczne oczekiwania wobec projektu utworzenia śląsko-zagłębiowskiej metropolii*, red. R. Pyka, Katowice 2010r, s. 5.

Strategies of cities that are members of the future metropolitan area, 'The Development Strategy of Zagłębiowsko – Górnoląska Metropolitan Area "Silesia" 2025, 'The Development Strategy of Silesian Voivodship "Silesia 2020"', the charter of the Association. A first rate source of information was the official website of the Association³. We have also conducted 27 interviews with the representatives of the active regional associations and political parties, officials of city administration of the member municipalities, and specialists from particular fields. These interviews had an informal and conversative character which resulted in recording a wide spectrum of different points of view. Aside from utilising our own qualitative research, we have also analysed the reports from quantative studies conducted by other researchers.

Even though the Silesian Association is a relatively young entity, the amount of research regarding this topic is quite significant. There have been conducted research that concerned i.e. business potential⁴, occupational and life plans of students of secondary schools⁵, unemployed⁶, development trends⁷ and housing policy⁸. An analyse of "The Development Strategy of the Upper Silesian Association" has also been published⁹. Finally, several group publications are available: *Od badania do działania. Analiza trendów rozwojowych i zmian gospodarczych w obszarze Górnegośląskiego Związku Metropolitalnego*¹⁰, *Sposób na metropolię. Idee a społeczne oczekiwania wobec projektu utworzenia śląsko-zagłębiowskiej metropolii*¹¹.

Silesian Voivodship

3Metropolia Silesia. Pełnia Życia, <http://www.gzm.org.pl/>.

4Rafał Muster, Potencjał rozwojowy przedsiębiorstw z obszaru Górnegośląskiego Związku Metropolitalnego w świetle analiz empirycznych – Raport z badań, Tychy 2011.

5Bożena Pactwa, Plany życiowe oraz aspiracje edukacyjne i zawodowe uczniów szkół ponadgimnazjalnych na obszarze Górnegośląskiego Związku Metropolitalnego – Raport z badań, Tychy 2011.

6Beata Pawlica, Funkcjonowanie osób bezrobotnych na terenie Górnegośląskiego Związku Metropolitalnego - Raport z badań, Tychy 2011.

7Grzegorz Gawron, Paulina Rojek-Adamek, Europejskie szlaki – śląskie drogi. Trendy rozwojowe Górnegośląsko-Zagłębiowskiej Metropolii „Silesia” – Raport z badań, Tychy 2011.

8Tatiana Korniak, Bożena Fojt, Rynek lokali mieszkalnych w Metropolii Śląskiej w ostatnich sześciu kwartałach (01.2010 – 06. 2011). Porównanie z 2009 rokiem, Katowice 2011.

9Dariusz Szwed, Beata Maciejewska, i. in. *Zrównoważony rozwój Metropolii Silesia. Analiza dokumentu: Strategia Rozwoju Górnegośląsko-Zagłębiowskiej Metropolii „Silesia” do 2025r. zawierająca propozycję dotyczące zrównoważonego rozwoju obszaru metropolitalnego*, Gdańsk 2010.

10Od badania do działania. Analiza trendów rozwojowych i zmian gospodarczych w obszarze Górnegośląskiego Związku Metropolitalnego, red Marek Szczepański, Grzegorz Gawron, Paulina Rojek-Adamek, Tychy 2011.

11*Sposób na metropolię. Idee a społeczne oczekiwania wobec projektu utworzenia śląsko-zagłębiowskiej metropolii*, red. R. Pyka, Katowice 2010r

Silesian Voivodship, located in the southern Poland is both the most densely populated [337/km²] and the most urbanised region [78,4% of the population lives in the cities]. It contains within its territory the agglomeration of Czêstochowa, Bielsko-Biała Agglomeration and Rybnik agglomeration, and also one particular agglomeration that has managed to achieve some international significance, the agglomeration of Upper Silesia. The Silesian Voivodship is inhabited by 4.700.000 people and is divided into 36 districts which in turn are divided into 167 municipalities. There are 71 cities in the Voivodship, twice the state average [58/10.000km² in Silesia to 29/10000km² in all of Poland]. There are 6 European capitals located less than 600 kilometers away from Katowice: Berlin, Bratislava, Budapest, Prague, Warsaw and Vienna¹².

Additionally, the history of the Silesian Voivodship contributes greatly to its uniqueness. In the XIXth century it was the point where the borders of three great powers i.e. The Austrian Empire [later referred to as the Austro – Hungarian empire], Polish Kingdom ruled by the Russian Romanovs and Prussian Hohenzollern Kingdom had intersected. The exact area where those three borders used to met is still called the "Three emperors' corner". During such an important time for these lands, the time of industrialization, they remained politically separated. This had contributed greatly to their unique character.¹³

Metropolitan Areas

The literature concerning the subject states clearly that it is very difficult to define a metropolitan area. They are large settled areas – some of them can be clearly monocentric while others are policentric.¹⁴ An important aspect of the metropolization process is "the metamorphosis of historically shaped hierarchic territorial organisation into a organisation with a europe – wide range and a web - like."¹⁵ Among the attributes that can be used to distinguish metropolitan areas, we count i.e. the existence of areas with high development potential, and those that influences us each and every day, the existence of strong connections in the functional sphere and finally, an advanced communication network. Aside from all that, the necessity of creating a financial and administrative governing system, as well as the organs of management and planning within the metropolitan area is often pointed out. Also, in order for a region to be recognized as a metropolitan

12Strategia Rozwoju Województwa Śląskiego „Śląskie 2020”, Katowice 2012, s.5.

13Odkrywając Śląsk, Trójkąt Trzech Cesarzy – przegląd historyczno-geograficzny
<http://odkrywajacslask.wordpress.com/2011/07/28/trojkat-trzech-cesarzy-przegląd-historyczno-graficzny/>
[22 III 2013r.]

14Metropolie, obszary metropolitalne, metropolizacja – problemy i pojęcia podstawowe, red. T. Markowski, T. Marszał, Warszawa 2006, s.18.

15Strategia Rozwoju Województwa śląskiego „Śląskie 2020”, Katowice 2012, s. 168. ; Więcej: Metropolie. Wyzwanie Polskiej polityki miejskiej, red. Alfred Lutrzykowski, Robert Gawłowski, Toruń 2010.

area, several criteria must be met i.e. the functional criteria [existence of social and economical relations between different part of the the region], connections in the sphere of fulfilled demographic functions, economical i.e. intensive development and also urbanistic, technological, social, and spacial integrity weighing towards the metropolis and the center of administration, which is in fact, an intention of realising common goals.¹⁶

Metropolitan Area "Silesia"

In 2007, in Silesian city called Gliwice, a inter – city association named 'The Metropolitan Association of Upper Silesia' was registered¹⁷. Initially the Association was planned to include 19 cities, however, currently there is less members than the previously estimated number¹⁸. The Association is situated in the very heart of the Śląsko – Zagłębiowska conurbation, which consists of three Zagłębies: Dąbrowskiego, Górnośląskiego oraz Jaworznicko – Chrzanowskiego, and yet the territory of those Zagłębies is not completely overlapping with the territory of the Association. It occupies an area of 1218 km², and is inhabited by nearly 2.000.000 people, which translates into a high population density [1642/km²]. The Association consists of 14 cities with powiat rights: Bytom, Chorzów, Dąbrowa Górnicza, Gliwice, Jaworzno, Katowice, Mysłowice, Piekary Śląskie, Ruda Śląska, Siemianowice Śląskie, Sosnowiec, Świętochłowice, Tychy, Zabrze¹⁹. With the beginning of this year, three cities have left the Association i.e. : Piekary Śląskie, Ruda Śląska i Mysłowice. The reason for that was, these cities have failed to pass the approval vote for the new Association charter with an absolute majority. However, according to the information on the webpage of the Association those cities plan on rejoining²⁰, and they are still listed as members on the website, as well as in the Association Charter²¹.

As of now following administrative bodies can be distinguished within the Association: Assembly of the Association [responsible for decision – making and control of their execution] and the Association Directorate [an executive body]. The Assembly consists of two representatives for

16Metropolie, obszary metropolitalne, metropolizacja – problemy i pojęcia podstawowe, red. T. Markowski, T. Marszał, Warszawa 2006, s.18.

17Strategia Rozwoju Województwa Śląskiego „Śląskie 2020”, Katowice 2012, s. 168.

18Kurowska Ewa, *Górnośląski Związek Metropolitalny, utworzenie i funkcjonowanie[w:] Sposób na metropolię. Idee a społeczne oczekiwania wobec projektu utworzenia śląsko-zagłębiowskiej metropolii*, red. R. Pyka, Katowice 2010r, s. 12.

19Metropolia Silesia. Pełnia Życia, Członkowie

http://www.gzm.org.pl/index.php?option=com_content&view=article&id=117&Itemid=70, [13 II 2013r.]

20Metropolia Silesia. Pełnia Życia, Dalej razem,

http://www.gzm.org.pl/index.php?option=com_content&view=article&id=1854:dalej-razem&catid=48:z-ycia-biura&Itemid=85

21Metropolia Silesia. Pełnia Życia, Statut Związku, I. Postanowienia ogólne, § 2

http://www.gzm.org.pl/index.php?option=com_content&view=article&id=121&Itemid=66

every member city [or three in the case of Katowice], the city president [though he can be substituted by a deputy or a member of the city council at his own request], and a person chosen by the city council.²²

The metropolitan area "Silesia" has a very favourable localisation, with many prospects for future cooperation. It is located in the heart of the Silesian agglomeration and close to the Częstochowska, Bielsko-Biała i Rybnicka agglomerations. Another positive factor is the relatively short distance to four airfields i.e.: w Pyrzowicach, Krakowie, Wrocławiu [located in Poland] and in Ostrava [located in the Czech Republic], located 15km, 40km, 160km, and in case of Ostrava, 112km. There are also several large cities located nearby, like Krakow [a city with strong cultural and academic advantages] and Ostrava [a metropolitan area of northern Moravia] to name just two. Finally, the access to inter – european railway and road transport network cannot be overlooked.²³

The Silesian Metropolitan Area is a leading force in the field of industry in Poland. Some of the important types of industries with facilities located here are: mining, metallurgy, and the automobile industry. The chemical, military and the machine manufacturing industry also have a strong presence in the area. The development strategy focuses on the ongoing processes of modernisation, which aims at making the industry located in the area more friendly to the environment. The industry and construction provides work to 41,1% of the population, losing only to services [which hire 58,7%], with only 0,2% hired in agriculture, hunting, forestry, and gathering. Also There is nearly 194.000 economic entities located in the metropolitan area [including 141.000 self – employed with their own businesses]. Only in 2007, the enterprises in the area have invested over 8.978.100.000 zł, with 1.847.500.000 zł invested in Katowice alone, and 1.842.000.000 zł in Tychy. Among the largest investments in the region we should mention the largest shopping center in Silesia, the Silesia City Centre, investment in Fiat Auto Poland factory in Tychy, as well as in Opel factory in Gliwice, investments and modernisation of foundry "Katowice" in Dąbrowa Górnicza. In the same year investments in industries owned by the state and local governing authority have reached 1.565.600.000 zł, from which 671.000.000 zł. was invested in Katowice. Most funds were allocated to construction, mainly to road modernisation. Also, about 487.000.000 zł was allocated to protecting the environment²⁴.

The Metropolitan Area Silesia is inhabited by over 2.000.000 people, 66% of which are of working age. Also, 10% of the population has higher education, and 50% has finished secondary education or basic education. This was accomplished by an extensive network of higher education

22 *Metropolia Silesia. Pełnia Życia, Statut Związku, III. Organy Związku*, , § 8 i § 9

http://www.gzm.org.pl/index.php?option=com_content&view=article&id=121&Itemid=66.

23 *Strategia Rozwoju Górnośląsko-Zagłębiowskiej Metropolii "Silesia" do 2025*, GZM 2010r. s.25.

24 *Ibidem.*, s. 30- 32.

institutes located in the metropolitan area, the number such locations both public and private along with their branches reaches several tens. This gives the area the position of one of the largest centers of research and study, second only to Warszawa. Over 10% of Polish scientific potential is located in Silesia²⁵.

In the field of infrastructure, the metropolitan area, despite the highest road density in Poland, is still inadequately prepared to handle the road traffic properly. Also, many of the roads are in bad condition. Strategy from 2010 informs that high – tonnage and volatile materials transport runs more than often through city centres. It is caused by a lack of beltways and bad localisation of facilities that require high-tonnage transportation to function. Aside from the danger it poses to other participants of road traffic, there are also concerns over negative influence the intensive road traffic may have on buildings i.e. the old city in Bytom. Recently, the state of the infrastructure has been improving steadily, on 24 August 2012 a third, and last section of the "Northern Upper Silesian Beltway" has been opened. Also the railroad network density is the highest in Poland. However the quality of that network, including the railway station, is unsatisfactory at best. Public transportation is handled by buses [in all 14 cities of the Association], trams [in 11 cities], trolleybuses [only in Tychy] and trains [in 12 cities]. Over 20% of all tram networks in Poland is located in the Metropolitan Area, translating into largest single network in the whole country, however this type of transportation is also in the worst condition. Additionally, there are a few separate public transport networks available in the 'GZM', which results in lack of coordination in the timetables as well as existence of several different systems of tickets and tariffs, one for each transport service provider²⁶.

Vision and objectives of the Metropolitan Area

The Development Strategy describes the vision of metropolia contained in it with following words: Metropolitan Area "Silesia" is a policentric city complex with large social capital, which allows for achieving fulfillment in life through attractive work and living conditions in a clean environment, in a region with a modern economy, with highly developed public services in the fields of education, health, culture and transportation. While attempting to fulfill that vision, the Strategy also sets five main priorities, with several lesser contained within each of them.²⁷

25 Ibidem., GZM 2010r. s. 39.

26 Strategia Rozwoju Górnośląsko-Zagłębiowskiej Metropolii "Silesia" do 2025, GZM 2010r. s. 41, 44, 47-48 ; Bytomski Odcinek Obwodnicy Północnej Aglomeracji Górnośląskiej, <http://www.bytomobwodnica.pl/> , [26 III 2013r.] ; K. Zagórski, *Inwestycje które zmieniają Śląskiej* [w:] *Silesia Region. Biuletyn Informacyjny Regionalnego Programu Operacyjnego Województwa Śląskiego*, 4/2011, s. 10-13.

27 Strategia Rozwoju Górnośląsko-Zagłębiowskiej Metropolii "Silesia" do 2025, GZM 2010r. s. 83.

Priority A – administration and position of the Metropolitan Area "Silesia" – it aims to create a recognisable image of the Metropolitan Association, different from the traditional industrial image. The Metropoly should be seen a place of work, education and recreation.²⁸

Priority B – economy, science and education – it promotes the development, maintenance and innovation into fields that are seen as the regional "strong points" – modernisation of the heavy industry, development of infrastructure, medical services, tourism, education and research and industrial design²⁹.

Priority C – communication and transportation – concentrates on the need of creating in the Metropolitan Area an efficient and fast communication network on an european level [including waterways, railroads and airports]. Aside from that, utmost care shall be directed to the needs of the public transportation system, especially to the much required introduction on one common ticket within the Metropolitan Area³⁰.

Priority D – environment – it stresses the need to invest into protecting the environment. It pays attention to both stopping the degradation of the environment as well as restoring it to its natural state.³¹

Priority E – living conditions and social services – it concentrates on maintaining the industrial architecture heritage, as well as housing policy. It plans for the creation of a high – quality public space, while taking into account the need of revitalization and adaptation of some areas³²

According to the Charter, the Metropolitan Area "Silesia" is a inter – municipal association, with no known expiration date³³. The creation of inter – municipal associations was allowed by the Municipal Self – Governance act introduced on 8 march 1990, in article 64 it states the there is a possibility of creating such administrative entities in order to collectively pursue public goals³⁴. Also, the right to form such unions, was mentioned in Polish Constitution from 1997 [article 172]³⁵. The demand for quickly passing a legislation that would allow for creating

28Ibidem., s. 86.

29Ibidem.. s. 88-89.

30S Ibidem... s. 90-91

31Ibidem., s. 92-93.

32Ibidem., s. 92-93.

33 Metropolia Silesia. Pełnia Życia, Statut Związku, I. Postanowienia ogólne, § 1, § 4

http://www.gzm.org.pl/index.php?option=com_content&view=article&id=121&Itemid=66 [26 III 2013r.]

34 Ustawa z dnia 8 marca 1990 r. o samorządzie gminnym, Dziennik Ustaw z 1990 nr 16 poz. 95,

<http://isap.sejm.gov.pl/DetailsServlet?id=WDU19900160095> [26 III 2013r.]

35 Konstytucja Rzeczypospolitej Polskiej, Tekst uchwalony w dniu 2 kwietnia 1997 r. przez Zgromadzenie Narodowe. Rozdział VII: Samorząd Terytorialny, Art. 172

<http://www.sejm.gov.pl/prawo/konst/polski/7.htm> [26 III 2013r.]

metropolitan areas in Poland was stressed out many times, to name just one: in the interview with the president of the city of Świętochłowice, and the chairman of the Silesia Association, David Kostemski. In the interview the chairman had pointed out, that currently the Association is severely limited in its options by the administrative and legislative barriers, and that passing the Act could easily change all that. He had also mentioned, that although the Association made an attempt to negotiate a common energy price for its members, it was prevented from finalising the agreement, which on success would save 8.000.000 zł. Also, one of the most important aspect of the Act, is to resolve the problem of funding the metropolitan areas.

Currently, there are two propositions, as to how the Metropolitan Area should be shaped from an administrative point of view. The first option, is to create a Metropolitan Powiat, that would function separately from grodzki and ziemski powiats. It would consist of 14 cities. The Powiat council would be made up by 9 members, and the council chairman would also be the Powiat starosta. This option also contains a proposal to change the system of financing the municipalities, which would translate into increasing the budget of the Metropolitan Area from 4.000.000 zł to about 280.000.000 zł. The second proposition is to form a Common Union, with mandatory membership, an example of this option can be the Union from the Ruhr region, which associates 53 cities³⁶.

Development Strategies of Member Cities

One of the obvious questions is, how does the member municipalities perceive their cooperation within the Metropolitan Area "Silesia". By analysing the development strategies of each particular member, we can reach several interesting conclusions. The Development Strategy of Bytom, for example, mentions a plan to form metropolitan functions and the need to metropolise the city. Metropolisation, functioning of the Association and collective cooperation within its boundaries was located in column tagged as "Chances" in SWOT analyse in following fields: 1. Internal and external factors that influence a priority field "City facilities", 2. Internal and external factors influencing a priority field "Environmental infrastructure", 3. Internal and external factors influencing a priority field "High culture and free time", 4. Internal and external factors influencing a priority field "Enterprising and Innovativeness"³⁷.

36 Metropolia Silesia. Pełnia Życia, Projekt ustawy metropolitalnej, http://www.gzm.org.pl/index.php?option=com_content&view=article&id=1651:projekt-ustawy-metropolitalnej&catid=48:z-ycia-biura&Itemid=85 [26 III 2013r.] ; Jeden organizm, Wywiad Marcina Chodunia z Dawidem Kostemskim, Tygodnik Powszechny, nr. 45(3304), 4 listopada 2012, s. 33.

37 Strategia Rozwoju Bytomia na lata 2009-2020, Załącznik do uchwały nr XLVI/640/09 Rady Miejskiej w Bytomiu z dnia 27 maja 2009 roku, Bytom 2009, <http://www.bytom.pl/urm/dokumenty/1244010283.pdf>, [26 III 2013r.] s, 15, 16, 18, 29, 22, 30, 31, 40, 48, 50 .

The Development Strategy of Dąbrowa Górnicza also mentions the need to form metropolitan functions of the city. In the analyse of the I priority: Competitiveness and Economy Innovation, the development of the Association was listed as a "Chance". What's truly interesting however, is that "High competitive position of metropolitan cities of Silesian Voivodship i.e. Gliwice, Katowice and Bielska – Biala" is listed as a threat, even though the first two are not monocentric metropolis, but a policentric area formed together with Dąbrowa. The same phrase appears in the analyse of the problem of Inadequacy between educational aspirations of the population and educational programmes and the needs of the economy and the continuing decline of vocational education, located among the outer factors leading to the creation of the problem³⁸. It would seem that Dąbrowa is well aware of the consequences of having strong neighbours.

In case of Gliwice development strategy, the ongoing metropolitan process in the Silesian Voivodship are listed among factors, that have forced its actualisation. Developing metropolitan functions was listed as Strategic priority no. 3. Also, the city itself aspires to a role of a leader in cooperation within the Association. The strategy also points out the need for developing a metropolitan tourism. The creation of the Association was listed as a "Chance" among such objectives as: High attractiveness of the city for locating innovative investments, High living standards, which distinguish Gliwice in the Upper Silesian Agglomeration, similar to the quality found in Western European cities and City inspiring local, regional and international cooperation. Aside from that, analysing the objective "Inspiring the cooperation..." in the "Strength" category, the strategy stresses out the huge part that Gliwice has played in creating the Association³⁹. The development strategy of Gliwice seems to indicate the large aspirations the city has, connected to the Association and active cooperation between its members.

Katowice, city in which the Association is located in, put a lot of attention towards the issues of metropolisation. Its metropolitan aspirations are located at the first place in the 'Strategic fields and development challenge' category. The strategy itself stresses the need to develop the metropolitan functions of the region as well the metropolitan consciousness of its inhabitants. Additionally it mentions the unconditional requirement of cooperating with other cities in the Upper Silesian conurbation, as it is a chance to form a Katowice Metropolitan Area, as a policentric Association of Upper Silesian cities⁴⁰.

38 Strategia rozwoju miasta: Dąbrowa Górnicza 2020, Dąbrowa Górnicza 2007, <http://www.strategia.dabrowa-gornicza.pl/content/view/40/42/>, [26 III 2013r.], s. 21, 26, 29, 30, 57, 58.

39 Strategia zintegrowanego i zrównoważonego rozwoju miasta Gliwice do roku 2022, Aktualizacja (do konsultacji), Gliwice 2007, <http://www.um.gliwice.pl/pub/pliki/111strategia.pdf>, [26 III 2013r.], s. 4, 20, 33, 37, 42, 43.

40 „KATOWICE 2020” Strategia Rozwoju Miasta, Załącznik do uchwały nr LII/1068/05 Rady Miasta Katowice z dnia 19 grudnia 2005r., <http://bip.um.katowice.pl/dokumenty/2005/12/19/4-52-1068-05z.pdf>, s. 2, 3, 5, 6, 7, 25, 30, 35, 43, 46, 51, 56, 62, 63.

Mysłowice in their strategy, point towards the Association as the reason, why the strategy had to be revised. In the SWOT analyse in the Self – governance category, the appearance of the Association was qualified as a chance. City development prospects are closely tied to the development of the Association, i.e. easier access to funds that can help realise projects important to all members of the Association⁴¹, it should also be mentioned, that the strategy itself is undergoing further changes as of now⁴².

Also in the case of Piekary Śląskie, the creation of the Association lead to rewriting the strategy. According to the strategy the image and position of Piekary should continue to rise thanks to the membership in the 'GZM', it will also be the case with other member cities. The city aspires to actively participate in the Association, and perceives its membership as 'Strenght' which will have great influence on realising its objectives. The cooperation with the Association became of the operational goals: C4.1 The city's participation in cooperation and realisation of common goals within the boundaries of the Upper Silesian Metropolitan Association. Among the planned activities of Piekary Śląskie are i.e. promotion of the Silesia Metropolitan Area, participation in cultural events organised by Katowice, cooperation in funding scholarhips, supporting the plans of organising the World Exhibiton 'Expo' in the Metropolis territory⁴³.

The development strategy of Sosnowiec also mentions attempts to create a metropolitan image, however there is no mention of the existence of the Association⁴⁴.

Świętochłowice too mentions the need of developing a metropolitan image, in relation to creating a city centre, however no mention of the Association is being made⁴⁵.

The development strategy of Tychy plans the metropolisation of the city centre – through location of institutions fulfilling exogenous functions, which would contribute to the creation of the metropolitan consciousness of the population and the cities metropolitan function⁴⁶.

In the development strategy of Zabrze, there is much more information about the Metropolitan Area 'Silesia'. The membership in the Association is qualified as 'Strenght', an inner

41 Strategia Zrównoważonego Rozwoju dla Miasta Mysłowice do roku 2020, Mysłowice 2004, Aktualizacja 2008r, http://www.bip.myslowice.pl/doc/081006_strategia08.pdf, s. 6, 26, 45. [26 III 2013r.]

42 Mysłowice, *AKTUALIZACJA STRATEGII ZRÓWNOWAŻONEGO ROZWOJU DLA MIASTA MYSŁOWICE DO ROKU 2020* <http://www.myslowice.pl/strategia.php>, [27 III 2013r.]

43 Strategia Rozwoju Miasta „PIEKARY ŚLĄSKIE 2020”, Załącznik nr 1 do Uchwały Nr XII/174/11 Rady Miasta Piekary Śląskie z dnia 24 listopada 2011 roku Piekary Śląskie, Piekary Śląskie 2011, <http://www.gospodarka.piekary.pl/files/zalaczniki/2011/08/03/1312373719/1326204429.pdf>, [26 III 2013r.], s. 4, 19, 26, 31, 34, 36, 42.

44 Strategia Rozwoju Miasta Sosnowiec do 2020r. , Załącznik do Uchwały nr 162/XII/07 Rady Miejskiej w Sosnowcu z dnia 24 maja 2007 roku, Sosnowiec 2007, http://www.sosnowiec.pl/_upload/strategia2020.pdf s. 47.

45 Strategia Rozwoju Miasta Świętochłowice do Roku 2015, Świętochłowice 2003 <http://www.test.swietochlowice.pl/?temat=gos.srm&PHPSESSID=1ca0601e7afbff240e995bffa698fea1>, s. 37.

46 Strategia Rozwoju Miasta Tychy: „Tychy 2013” (synteza), <http://www.umtychy.pl/arttykul.php?s=693,800> [dnia 26 marca 2013r.] , s. 8, 35-38.

factor, with a positive influence on the development of the city. The creation of the Association and the metropolisation process was categorized as a "Chance", an external factor, with a positive influence on the city's growth. The strategy reminds us, that the city's president is also the current chairman of the Association. It also voices the expectation of continuous integration between member cities. Considering all that, it should no surprise that the city aspires to be a leading force in the Association. Together with other it cities it aims to become a competitive force on the international market. The metropolitan services are fourth on city's development priorities list and Gaining a desired position in the Association became one of the city's strategic goals⁴⁷.

On the oher hand in the 'Balanced Development Strategy 2020' of Chorzów, Jaworzno 'Strategy of Integrated and Balanced Development 2001 – 2020', Ruda Śląska Strategy of Innard and Integrated Development 2015', Actualisation of goals, directions and Priority Projects 2003 – 2007, Informations about the progress on the Development Strategy of Siemianowice Śląskie, The Plan of Local Development for Siemianowice Śląskie, there is no trace of the words 'GZM' or 'Metropolitan Association'⁴⁸.

It can be assumed that the differences in space in those strategies dedicated to the metropolisation of cities and the 'GZM' are probably due to the fact that the strategies were not actualised since the Association was founded. On the other hand, the Association was founded 6 years ago, and many cities have managed to update their strategies. Among the three municipalities, which have temporarily left the Association, both Mysłowice and Piekary Śląskie have already updated their strategies, including the cooperation with the Association in them. Hovewer in the strategy of the third former member, Ruda Śląska, there is no mention of the ongoing metropolitan process.

Among the fourteen Strategies, only 6 directly states the importance of the Association, i.e. the strategies of Bytom, Dąbrowa Górnicza, Gliwice, Mysłowice, Piekary Śląskie and Zabrze. And

47 Strategia Rozwoju Miasta Zabrze na lata 2008-2020, Zabrze 2008, http://www.um.zabrze.pl/sites/default/files/attach/Strategia_Rozwoju_Miasta_na_lata_2008-2020.pdf, [dnia 26 marca 2013r.], s. 8,11,.17, 29, 30,.36,.55,.58-60, 62,

48 *Strategia zrównoważonego rozwoju miasta Chorzów do 2020 roku*, http://www.dlachorzowa.pl/_DOKUMENTY/STRATEGIA_ZROWNOWAZONEGO_ROZWOJU_2020.pdf; Strategia Zintegrowanego i Zrównoważonego Rozwoju Jaworzna na lata 2001-2020 <http://www.bip.jaworzno.pl/?id=2037>, ; Strategia Wewnętrznego i Zintegrowanego Rozwoju Miasta Ruda Śląska do 2015 roku, Aktualizacja Celów, Kierunków i Priorytetowych Projektów na lata 2003-200 7, <http://www.ruda-sl.pl/~media/strona/ruda.php?cnt=1300>, Informacja o stanie prac nad Strategią Rozwoju Miasta Siemianowice Śląskie , [www.um.siemianowice.pl/uchwaly/z1_u236.rtf](http://bip.msiemianowicesl.finn.pl/res/serwisy/bip-siemianowicesl/komunikaty/_012_206018.pdf), Plan Rozwoju Lokalnego dla Siemianowic Śląskich http://bip.msiemianowicesl.finn.pl/res/serwisy/bip-siemianowicesl/komunikaty/_012_206018.pdf [dnia 26 marca 2013r.]

only 4 mentions the ongoing metropolisation, i.e. Katowice, Sosnowiec, Świętochłowice and Tychy, however there is no mention of the existence of the Association. Finally four strategies do not acknowledge any of the two, i.e. Ruda Śląska, Jaworzno, Siemianowice Śląskie and Chorzów.

Summary of research and press query

In order to obtain answers to questions regarding the future of the metropolitan area 'Silesia', we have used several research methods. First of all, we have conducted 27 in- depth, informal and conversative interviews with representatives of local power authorities from member cities of the 'GZM', politicians and university faculty members in order to collect competent opinions. The age of respondents varied from 23 to 63 years. We have also utilised earlier quantitative research (Gawron, Pactwa 2008; Pyka 2010; Pactwa 2011; Szczepański, Gawron, Rojek-Adamek 2011; Muster 2011) regarding such topics as: economical potential, infrastructure, professional integration, or potential chances for the inhabitants of the future metropolitan area. Additionally, we have conducted a query of studies, periodicals, brochures and ephemers regarding the subject of our research.

The summary of our research shall be presented in the following order: Evaluation of the plans to create a metropoly and the limits of their competences, territorial borders of the metropolitan area nad its structure, cooperation between particular cities, the significance of the future metropolitan area for the local population.

Evaluation of the plan to create a metropolitan area and the limit of its competences

Among the respondents majority of them has opted for creating the metropolitan area, only he representatives of right – wing parties were opposing it, or at least were ambivalent towards it. The idea itself gathers much sympathy from politicians, researchers and representatives of local power authorities in all ages, regardless of which part of the future metropolitan area they are representing, however it becomes much more controversial when we delve into details regarding its organisation.

All respondents agree that the basic areas of life, that should be governed by the future metropolitan area are: public transportation and infrastructure, followed by waste and garbage utilisation, acquirement of electricity and encouragement of foreign investment. Also culture, education, sport and tourism must not be forgotten either.

Moving on to the characteristic of particular solutions, we must mention, that the road network of the Upper Silesian conurbation has one of the highest utilisation indexes. Daily traffic exceeds 40 thousand vehicles per day⁴⁹, however a lot of the transportation issues is being handled by the Metropolitan Association 'Silesia' and the Silesian Voivodship. An example could be the creation of Silesian railways, which have, aside from exchanging the trains, introduced a number of amenities for their passengers i.e. an increased number of trains to holiday resorts during winter holidays and summer vacations and the possibility to buy tickets via the internet⁵⁰. The resulting cooperation between business and tourism allows for larger income but it also aids in promoting the region.

The city of Katowice has also increased fundings to transportation services for disabled people⁵¹, while also increasing the number of trams and bus lines in the region. This was helped by the construction of the railway station in Katowice. Also, the fairs dedicated to public transportation being organised, like i.e. SilesiaKOMUNIKACJA 2013, which were held in Sosnowiec⁵². During such events, not only some technological innovations are being presented but also, long distance logistic plans for the cities. Specialists in the field of engineering look for long term solutions for the future, the most optimistic among them even speculate about public transport being handled by ropeway⁵³. Finally, by the end of the year, a 202,5 mln zł contract for new trams will start. It will be handled by PESA, and enterprise from Bydgoszcz⁵⁴.

Of course, there are also downsides to the public transportation. The greatest controversies are caused by the prices of bus and tram tickets. The rising prices are being explained by the KZK GOP as necessary because of the investments in quality, new solutions that are supposed to make travelling with strollers easier and due to lengthening the validity time of the tickets⁵⁵. Respondents more than often have voiced disapproval for the lack of one common ticket system for the whole conurbation area i.e. Tychy and Jaworzno are outside the reach of KZK GOP, which complicates

49 S. Koziarski, Rozwój infrastruktury transportowej regionu Śląska, [w:] Zarządzanie rozwojem regionu – wymiar społeczny, gospodarczy i środowiskowy, pod red. Krzysztofa Malika, Opole 2010, s. 220.

50 J. Łęczycka, Kupuj bilety przez Internet!, [w:] Kolej po Śląsku 02,2013, s. 3.

51 Usługi transportowe dla osób niepełnosprawnych w Katowicach, materiał informacyjny Urzędu Miasta Katowice.

52 E. Markowiak, Więcej linii do dworca, [w:] Szlaki KZK GOP 3(61)/2013, s.1; K. Migdoł-Rogóż, Targi godne Śląska, [w:] Szlaki KZK GOP 3(61)/2013, s.3.

53 Ł. Respondek, Przyszłość Śląska..., [w:] Panorama Silesia, NR 11(29)/2012 (listopad), s. 6,7.

54 P. Stefaniak, Rewolucja w taborze, [w:] Nowy Przemysł, 03/2013, s.50,51.

55 K. Migdoł-Rogóż, Bilety dłużej ważne, [w:] Szlaki KZK GOP 2(60)/2013, s.1.

the functioning of the future metropolitan area. Also, it is hard to find an explanation, as to why those cities are not a part of KZK GOP.

As for culture and education, there are also many positive and negative aspects present in these fields. One of the locations important for the functioning of the Metropolitan Association of Upper Silesia is the Silesian Culture and Recreation Park, with its variety of objects among which are: Planetarium, Zoo and the Silesian Stadium⁵⁶. All of these objects fulfill a very important role in the region, however there is no agreement between the local power authorities as to how they should be financed, which is also pointed out by the respondents. It would seem that local interests block the view of the larger picture. There is a lot to lose here, as the Silesian Culture and Recreation Park is a location where a multitude of cultural events is being held every season of the year⁵⁷.

Among the strong points of the member cities of the Association that are stressed out by the respondents were: the industrial character of the region, which, when properly used, can become a magnet for investment. That is due to the fact that the industrial heritage is the most recognisable aspect of Upper Silesia and Zagłębie Dąbrowskiego abroad⁵⁸. Also, the cooperation with other metropolitan areas in Europe, is pretty much a must. An example of such area would be the Ruhr Zagłębie city association, which is not only a source of infrastructural solutions⁵⁹, but also industrial and technological⁶⁰.

Aside from the industrial capabilities of the region, the respondents also mention the available human resources, which must not be allowed to disperse, or else the region will not be able to progress, especially when we take into account large number of higher education institutes.

According to the research from 2011, the largest pool of human resources was available in Tychy [80%], Gliwice [78%] and Katowice [75%]⁶¹, however this does not concern only these cities, as the exchange of social, human and environmental potential between all cities, would allow steady increase in all fields and for a flow of capital to where it would be required at the moment.

56 Ł. Respondek, Planetarium ładniejsze w telewizji, [w:] Gazeta Parkowa 29 listopada 2012, s.5., Żyrafy i krokodyle szykują się do powrotu, s. 9.

57 J. Nowak, Jesień pełna wysokich lotów, [w:] Gazeta Parkowa, 30 sierpnia 2012, s.4, E. Kulisz, Ostatnie chwile przed kongresem, Pięć dni świetnej zabawy, [w:] Gazeta Parkowa, 30 sierpnia 2012, s.11.

58 Schlesien entdecken Discover Silesia, [w:] Viena International Magazine ISSUE 40, Spring 2013, s.24,25.

59 Martin Pudlik, Cyryl Garus, Jak Feniks z popiołów. Rozwój struktur metropolitalnych w Zagłębiu Ruhry jako wzór dla rozwoju Górnego Śląska?, [w:] Studia Regionalne i Lokalne Nr 1(35)/2009. s. 37.

60 S. Prusek, W. Masny, Comparison of the state of the art. Of the gateroads in Polish and German coal mining, [w:] Coal International, January February 2013, ss. 50 – 56.

61 G. Gawron, P. Rojek-Adamek, Europejskie szlaki – śląskie drogi, Trendy rozwojowe Górn Śląsko-Zagłębiowskiej Metropolii „Silesia”, Tychy 2011, s. 40.

With proper infrastructural organisation, this flow would practically serve as a bloodflow for the organism of the metropoly.

The need for investment and innovation, stressed many times by the respondents is realised in the metropolitan area i.e. through construction of Bytom beltway, construction of railroad connection with Tychy Lodowisko, which will allow for better communication between center of the metropoly and its southern border⁶², or the “Silesian Public Services Card” in Mikołów, which will allow the city inhabitants access to broadband internet⁶³.

Moving on to conclusions, the position of politicians and members of the university faculty staff is more or less united that there is a need for creating one administrative entity, which would be sovereign over its particular members, and as a consequence, would contribute towards enhancing the quality of the population living conditions, improve the efficiency of the administration, and solve some of the communal problems, like utilising garbage. There are however large controversies, as to how those goals should be pursued, which ties into the subject of the next section of our research paper.

Territory of 'Metropolitan Association of Upper Silesia', its structures and cooperation between its members

Another subject that was touched upon in the interviews were the issues regarding the territorial boundaries of the future metropolitan area and its structures, the attempts to designate a main center, the possibilities of cooperation inside the metropolitan area, and the attractiveness of the metropoly in Poland and Europe.

The borders of the metropoly are an incredibly complex subject, which has undergone multiple transformations over the course of time. The respondents have usually opted for having at least 14 members, though some have voiced a need to include smaller cities like Czeladź and Będzin, which are to this date, not a part of the Association. What's even more important however, is that respondents representing administrative structures were voicing an opinion that membership in the Association should be optional, however the specialists in the field of city functions were opting for mandatory membership, without which they deemed efficient cooperation within the metropolitan association impossible.

We should also note, that some city must be part of the metropolitan area, in order for it to fulfill basic metropolitan functions. It is hard to expect an appearance of metropoly without a significant population, and without backing of cities with social, human, cultural and industrial

62 K. Zagórski, Inwestycje, które zmieniają Śląskie, [w:] Silesia Region, Nr 4/2011, s. 10 – 14.

63 A. Molenda, Z wiatrem czy pod wiatr?, [w:] Silesia Region, Nr 3/2011, s. 8 – 9.

potential. It is quite frankly speaking, impossible to speak about a metropoly with only a few members⁶⁴.

When respondents were asked the following question: “Which city in your opinion has a particularly significant in the Association structure?”, in general there was only one answer: Katowice will play an important part in the Association due to its status as the capital of the Voivodship. However, there were also other candidates that could potentially have a large influence, i.e. Gliwice and Sosnowiec. Especially respondents from smaller cities were afraid that Katowice would claim the position of a seat and authority. Some of the smaller cities, with rich, centuries long traditions are not that eager to become districts of a “supermunicipality”. We should also mention that the topic of self – governing in Upper Silesia is particularly problematic, due to lack of agreement as to the character of administration, particular in the light of the recent demands for autonomy for Silesia⁶⁵.

The mentioned earlier need for cooperation between the Association members was another issue talked about by the respondents. Through observation, we can divide the received answer in two categories: respondents place of origin, and the type of his background, i.e. political or academical.

It is characteristic that the cities of Zagłębie D'browskie are feeling discriminated when it comes to making most important decisions i.e. the allocation of funds or even choosing a name for the future metropoly. Respondents hailing from Sosnowiec or Dąbrowa Górnicza feel, that their voice is not as important, and that there is lack of will for cooperation on the side of the cities of Upper Silesia, and that local particularisms, originating from historical grievancies are still strong.

Politicians, depending on which political option they were supporting, turned their attention in their answer towards the issue strong and vivid cooperation between member cities, without which the current success in building the metropolis would not be possible. However, those who represented right – wing options, were not only in general opposed to the idea of creating a metropolitan area, they also refused to acknowledge the existence of cooperation, instead they stated an opinion, that Silesia is only realising its own interests, with each particular city attempting to achieve its own goals, at the expense of the common interest.

Some of researchers proficient in this field have shared the opinion that the cooperation is not sufficient, however there were no sentimental voices among them. The majority of them had

64 Markowski, T. Marszał, *Metropolie Obszary metropolitalne Metropolizacja, Problemy i pojęcia podstawowe*, Warszawa 2006, ss. 11 – 13.

65 P. Dobrowolski, *Między centralizmem a samorządnością, Problemy autonomii i samorządności na Górnym Śląsku w świetle badań empirycznych*, [w:] *Władza Lokalna a problemy rozwoju samorządności i decentralizacji w Polsce*, Katowice 2000, ss. 33 – 37.

clearly stated, that we can no longer cultivate anachronic antagonisms and that we have to pragmatically work together in order to improve the situation and position of our region.

An example of bad particularistic policies are the Chorzów attempts to host Euro 2012 games, problems with modernising the Silesian stadium or the maintenance of the DTŚ. All of these undertakings have encountered difficulties rising from the lack of cooperation between cities.

The imperative for cooperation is also stressed by the Silesian Voivod Mirosław Sekuła, especially in the business – academia – self-governance triangle⁶⁶. Specialists have also proposed a number of possible solutions, which could contribute to enhancing the administration of the metropolis, like: deepening our understanding of it and cooperation between specialists from different fields, training courses, rotational leadership which would prevent discrimination of particular regions, implementation of the idea of co – financing and common responsibilities for decisions and finally turning over the managing of the metropolitan area in the hands of professional managers⁶⁷. They are arguing that in this way we will achieve a balanced progress for the metropolitan area, while also we will avoid discrimination of gender within the structure, all participants will feel responsible for their decisions and we will notice a rise in the level of professionalism. All those ideas might seem useful in theory, but it is more than probable that they will be lost in the meandres of local politics.

As for the leading position of Katowice, than also in the opinions of experts it is unquestionable. However they are also stressing out that there cannot be a situation where one city is dominating over others, and each member should be able to reap their own benefits from being a part of the future metropoly.

In the case of the issue of attractiveness of the Silesian metropoly, majority of the respondents have expressed the opinion that, as a whole, the metropoly will attract funds and will become a viable territory for potential investors. It shall become a competitive partner for the cities of Kraków or Wrocław, which to this date are ahead of Upper Silesia. Also, well developed transportation network with other Polish and European metropolies is one of its strong points. Finally the respondents have also pointed towards revitalisation of post – industrial areas and investments into education and culture.

Those opinions are strongly supported by quantative research. According to these results, the strong points of the future metropolitan area are: transportation, localisation and areas with high

66 Biznes Nauka Samorządność, rozmowa z Marszałkiem Województwa Śląskiego, Europerspektywy, rok VII Numer 2.2013, wydanie 77, ss. 46,47.

67 D. Szwed, B. Maciejewska, Zrównoważony rozwój Metropolii Silesia, Gdańsk 2010, s.30.

investment potential. Another result points towards the tourism industry, quickly developing network of healthcare centers and the dominating mining and energy production industry⁶⁸.

The significance of creating a metropolitan area for the regional population

The metropolitan area Silesia is not a theoretic construction, it is a real space inhabited by over 2 million people, which means that even the best plans of statisticians and political scientists might simply be unusable in reality.

From the opinions of experts and city officials, a real enthusiasm towards the creation of the metropolitan area could be felt, but it was met with indifference among the common inhabitants of the area. There were no negative opinions regarding the metropoly among the inhabitants of, some of them however were filled with wariness, especially in the area of Zagłębie Dąbrowskiego. The level of interest in the metropolitan area haven't changed since the research that was conducted in 2010, when 61,5% of the respondents have given a positive answer to the question "Do you support the idea of creating a metropolitan area?"⁶⁹. Back then however the idea was still fresh, and the enthusiasm towards the idea was much greater. Now, after many failed attempts at creating a metropolitan area, the inhabitants are much more cautious, but still not hostile. The problem lies in the realisation, not in the plan itself.

Also, there is a different attitude towards the idea of creating a metropoly in every city. The most supportive are the inhabitants of the largest cities and those with financial problems⁷⁰. The smaller, relatively stable cities, are usually afraid if being incorporated into a larger entity, as their inhabitants feel more connection with their hometowns than with the region itself. It is the smallest administrative entity in the III RP – the gmina, that have become the closest field of politics to local inhabitants where they can realise their own needs and interests⁷¹. As a result, it is difficult for the population to turn to activity within a "mezosphere" that would be the metropolitan area 'Silesia'.

Such state can be influenced with awareness campaigns and promoting the idea of Upper Silesian metropoly. The experts in their opinions regarding the state of knowledge of local population on the subject of changes in the metropolitan project and the knowledge of the development strategies express the concern over the lack of consultation and the efforts to inform

68 G. Gawron, P. Rojek-Adamek, Europejskie szlaki – śląskie drogi, Trendy rozwojowe Górnośląsko-Zagłębiowskiej Metropolii „Silesia”, Tychy 2011, ss. 41,42.

69 G. Gawroński, M. Kłoskowicz, A. Stawowa, A. Wycisk, A. Zygmunt, Metropolia w świetle opinii mieszkańców Górnośląskiego Związku Metropolitalnego Raport z badań, [w:] Sposób na Metropole. Idee a społeczne oczekiwania wobec projektu utworzenia śląsko-zagłębiowskiej metropolii, red. R. Pyka Katowice 2010, s.31.

70 Ibidem., s. 32.

71 M. Barański, Gmina jako lokalny system polityczny, [w:] Vie politique lokale Polityczne życie lokalne, red. J. Wódz, Katowice 1994, s.89.

the population. It might be worthwhile to recall a statement given by a representative of one of Katowice's foundation 3 years ago, which is still actual to this day: "the idea of the metropoly was not sold, the awareness of the local population regarding this subject is terrible, the people simply do not understand it [...]. There will be no metropoly without three things i.e., political will, winning the people's hearts and without benchmarking, that is knowing how this is being done around the world⁷²".

Already, changes in policies of cities can be seen. For example part of the budget in Chorzów shall be spent on goals set by the inhabitants through questionnaires⁷³. Also in Katowice, a wide-based action aiming to inform the citizens about upcoming changes in garbage disposal has begun⁷⁴.

The city officials however do not share that pessimism with scientists, as according to them the strategies are written by experts for experts and there is no need to inform the inhabitants about its goals, as the population prefers to see real changes happen around them then to hear about theoretical assumptions.

Among these real changes the experts list the improvements in communication, the possibility of reducing unemployment, limiting the bureaucracy to basic limits, however the right-wing respondents seem to hold the belief that the bureaucracy will continue to grow in numbers. The experts also hope, that the metropoly will draw in not only investors, but also young people who will settle here and create families. But first, a favourable situation must appear in the housing market, as right now the housing prices are quite high, especially in Katowice. In all of Silesia an average flat price was well over 150.000zł and since 2010 there has been a decline in the number of housing available for sale⁷⁵.

The young people living in Silesia also have their own needs and inspirations. The three most important that are listed by them are: good family life, love and friendship but also interesting work compatible with one's interest. A close runner to those three is the desire to obtain a high professional position⁷⁶. If the Górnośląsko-Zagłębiowska metropol will manage to fulfill those aspiration, then for sure, the emigration of young people from this area will be halted, which will in turn ease the worrisome demographic situation.

72 G. Gawroński, M. Kłoskiewicz, A. Stawowa, A. Wycisk, A. Zygmunt, *Metropolia w świetle opinii mieszkańców Górnośląskiego Związku Metropolitalnego Raport z badań...*, s.36

73 *Pomysły na budżet*, Chorzowianin.pl wiadomości na wyciągnięcie ręki, nr 2 (26) luty 2013 r., s.1.

74 1 lipca 2013 – zmiany w gospodarce odpadami komunalnymi, materiał informacyjny Urzędu Miasta Katowice.

75 Tatiana Korniak, Bożena Fojt, *Rynek Lokali mieszkalnych w Metropolii Silesia w ostatnich sześciu kwartałach (01.2010 – 06.2011) porównanie z 2009 rokiem*, Katowice wrzesień 2011, ss. 6,7.

76 B. Pactwa, *Plany życiowe oraz aspiracje edukacyjne i zawodowe uczniów szkół ponadgimnazjalnych na obszarze Górnośląskiego Związku Metropolitalnego*, Tychy 2011, ss. 23 – 25.

The metropolity must also assist the businessmen in developing their potential. From the quantitative research conducted in 2011 we can conclude that 47,7% of the interviewed businessmen is awaiting assistance in applying for European funds and 10% awaits aid in promoting the region and its enterprises. It is imperative to improve the situation in cities such as: Zabrze, Świętochłowice, Jaworzno and Mysłowice, because in those cities have the worst business potential⁷⁷.

Another issue that is affecting the region population is unemployment. Even though the Silesian Voivodship is ranking relative well in comparison to the rest of the country, in some particular cities the problem is more than severe. The cities of Świętochłowice and Siemianowice are particularly affected. In 2010 there were more than 4,500 unemployed there, more than half of whom were women.

Siemianowice and Bytom have also one of the highest unemployment percentages in the 25 - 34 age group⁷⁸. The metropolity appears to be a chance for improving the condition of young people. It can be assumed from the results of research conducted on women working on the local job market⁷⁹. If only easy access to work can be granted to inhabitants of every part of the metropolity, the effects might heavily influence the future of the region.

Summary

Summarising the ideas presented here, in light of the ongoing metropolisation processes around the globe, the creation of the metropolitan area 'Silesia' seems to be a logical and natural way of progress.

One, integrated entity might achieve greater political and economical significance, which will result in improving the lives of the region population. It requires however a higher level of cooperation, and not local political games. And, as of now there is no alternative. Although the Metropolitan Association of Upper Silesia had been created back in 2007, there is still no common approach among the cities to the issue of the metropolity's future which can be seen through lecture of the cities development strategies, in which some cities tend to avoid the topic of "GZM" and the

77 R. Munster, Potencjał rozwojowy przedsiębiorstw z obszaru Górnośląskiego Związku Metropolitalnego w świetle analiz empirycznych, Tychy 2011, ss. 55 – 57.

78 Pawlica, Funkcjonowanie osób bezrobotnych na terenie Górnośląskiego Związku Metropolitalnego raport z badań, Tychy 2011, ss. 17 – 21.

79 Zob. B. Pactwa, Pracujące kobiety na lokalnym rynku pracy, [w:] G. Gawron, B. Pactwa, Czynniki integracji i reintegracji zawodowej na regionalnym rynku pracy, Tychy 2008, ss. 127 – 157.

metropoly altogether, some try to conduct analysis of their potential in concordance with the activity in the legislative area [to this day no legislation regarding the metropolitan areas were passed], infrastructural [issues with communication and joint governance over the DTŚ], logistical and promotional [there is no agreement over then name of the metropoly, still prevailing local grievances and antagonisms].

It would be unwise however, to waste the large and untapped potential offered by the Górnośląsko-Zagłębiowska conurbation, and the research shows, that if we only we were to succeed in rising above bureaucracy and particularisms, “Silesia” would become a way to alleviate the issues bothering the population and a chance for potential investors.

It is difficult to predict the future of this undertaking. In the face of current stagnation, and when including that 3 cities have left the Association it is hard to discuss positive scenarios, however current achievements do seems to have a reason to be continued.

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