

* The role the local government has played in economic tranformation of an industrial town - a case study of ŚWIDNIK

Artur Soboń - The Town Secretary of Świdnik, The councillor of the Lubeskie Voivodeship (the Regional Council)



- *Świdnik urban community
- *40,795 inhabitans
- *2,655 comapnies
- *20.35 km2 town's area
- *1,958 people per km2 densely built-up area and a high population density
- *2,149 registred out-of-work inhabitans

*Świdnik in basic figures



Located by the Warsaw - Lublin -Kiev express carriadge way No 12, Warsaw - Lublin - Lviv E-17 Dual railroad Warsaw - Chełm -Dorohusk Lublin Airport in Świdnik

- * Lubelskie Voivodeship South-Eastern Poland
- *10 km from Lublin the voivodeship capital
- * 180 km from Warsaw the capital of Poland
- *90 km from the border crossing to the Ukraine in Dorohusk
- * 135 km from the border crossing to the Ukraine in Hrebenne
- * 150 km from the border crossing to Belarus in Terespol







 Świdnik - aviation history of the town.
4th June 1939 - official opening of the airfield and the piloting school by Marshall Edward Śmigły Rydz







* Świdnik - aviation history of the town. Communications Equipment Factory PZL-Świdnik 1951-2013. Over 7,000 helicopter produced.



*A young town - the town charter was granted in 1954 in the process of Poland's industrialisation after WW II.

- *Firstly, the plant, than the town. Świdnik has always developed because of the workers of the local aviation plant. Town's further functions - services, housing construction, education, culture, sport.
- *70s and 80s saw approximately 10,000 inhabitants employed in the plant.
- *90s saw a political transformation and a crush in the eastern helicopter market, which brought about a very difficult period for the company.

*Aviation plant and the town





Management of the company

Trade unions

*Community partnership - an answer to the new situation

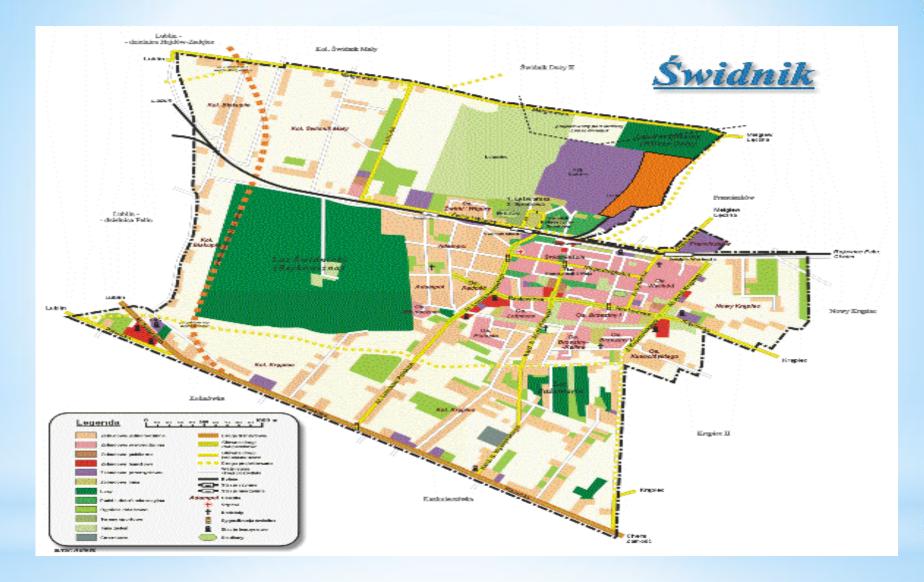


*Restructuring overheads and obligations through converting taxes into company shares and company's real estate (including a hotel in the town centre and the company's training office premises).

- *Cooperation with the company within the scope of the State Treasury fund-raising.
- *The offer matching the company's human resource needs.

*Creating the Regional Industrial Park in Świdnik on 44 hectars of space excluded from the production process.

*Town authorities' role



*Plan of the Industrial Park



* Presently, there are over 41 companies, which employ over 1,000 employees in the Industrial Park.

* The Industrial Park has an excellent internal and external communication solutions. The road network allows to reach the companies within the Park with motor cars and lorries (KR1 class) from all parts of the country.

* The Park is fitted with complete technological infrastructure.

- * Premises and free areas are fitted with new electricity grid, central heating networks, water and sewage pipelines, IT networks, etc
- * Thoroughly equipped designers' and engineers' offices to be used as innovation centres, R&D centres, service and consultancy centres (8.5 m Euro from the EU).

* The new Lublin Airport is situated next to the Industrial Park, while access roads and railroads are situated directly next to its perimeter.

*Industrial Park





- *Sale of WSK PZL Świdnik's shares by the Agency of Industry Development to the Agusta Westland Italian and British aviation concern in January 2010.
- *Tender between Agusta Westland and Aero Vodochody
- *Sale of WSK PZL Świdnik's shares by the Town of Świdnik (before the State Treasury) to Agusta Westland in 2008 with the net profit of 3 m PLN (taking over shares from the Treasury for 9 m PLN and selling them for 12.5 m PLN).

*Privatisation package for the staff.





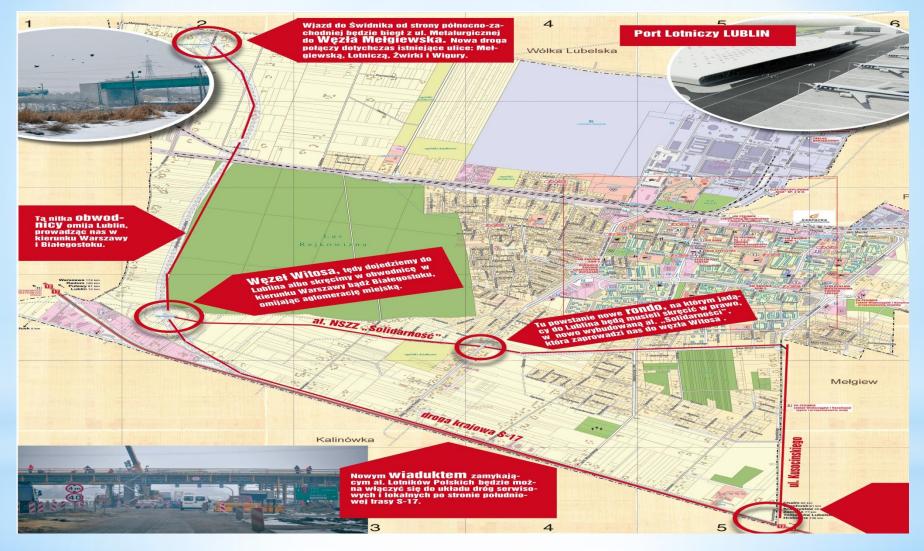


^{*} 4D code Airport fitted with category one ILS for the basic approach (including departture beacons and Meteo devices for category two).

- * Runway of 2,520 metres in length and 45 metres in width + 2x7.5 (taxiing lane of 201metresin length and 38 metres in width).
- * Aircraft stopover platform for five C-code planes with the option of swapping for Dcode planes (for four planes) with an ice removal stand (for D-code).
- * ILS/DME, DVOR/DME navigation equipment .
- * Flat platforms on both ends of the runway to turn back planes.
- * Parking spaces for approximately 400 cars.
- * Design including a location of the tower with air traffic controlling services (tower controllers).
- * Category 7 fire prevention.
- * Own platform servicing of the planes (winter maintenance removing ice, removing snow from the runway and planes) ground services for the passengers.
- * Own distribition of plane gasoline.
- * The terminal (11,000 m2) with the terminus of the railway tram.
- * Simultaneous clearence of four B 737-800, A 320 airplanes .

*Airport in Świdnik





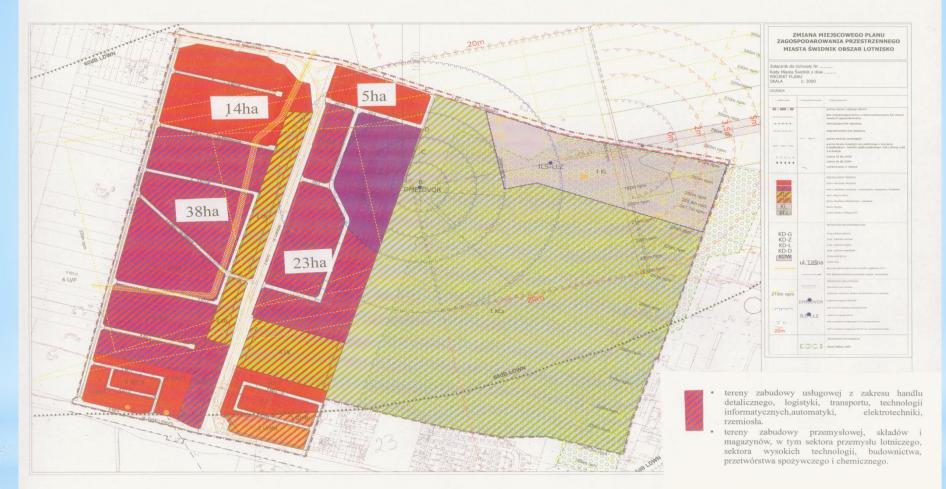
* New road layout for the town



- *We offer these directly next to the Airport, new access roads, railroads and the Aviation Plant:
- * 103 hectares of service premises, logistics, transport, IT, automation, electronics, craft, industrial premises, magazines, warehouses, including the aviation sector, high technology sector, construction, food and chemical processing..
- * 33 hectares of service premises, trade, logistics, transport, financial services, offices, administration, tourism, catering, culture, entertainment, recreation, IT, automation, electronics and craft.
- * 10 hectares in the Industrial Park for production plants, bases, technological background for services, and all types of warehouses and heating systems.

*Invest next to the Airport

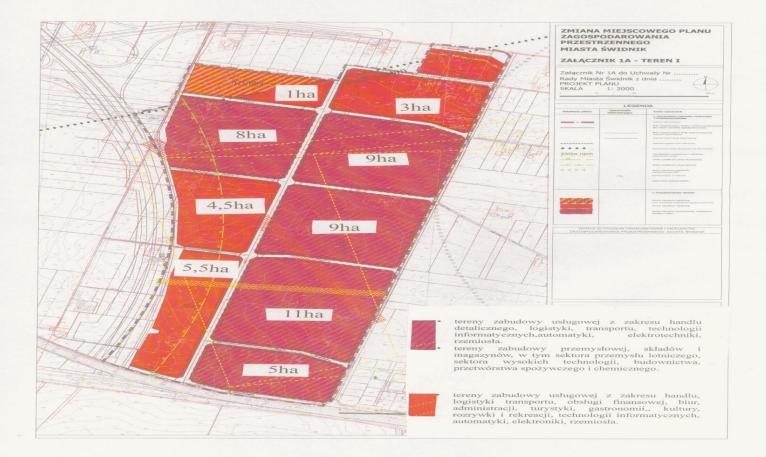




tereny zabudowy usługowej z zakresu handlu, logistyki transportu, obsługi finansowej, biur, administracji, turystyki, gastronomii, kultury, rozrywki i rekreacji, technologii informatycznych, automatyki, elektroniki, rzemiosła.

* We are prepared - investment areas adjoining the Airport in 2013





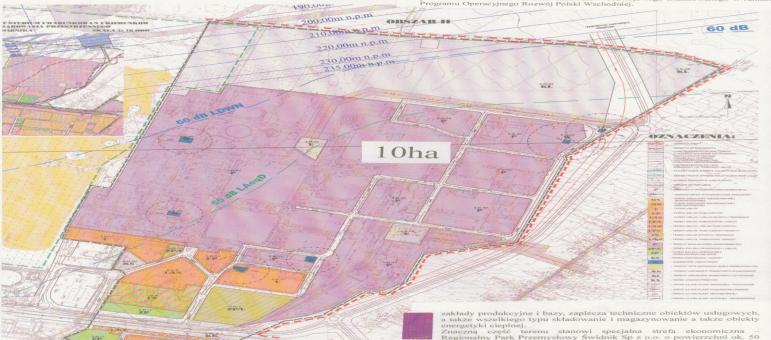
* We are prepared - investment areas adjoining the Airport in 2013



Regionalny Park Przemysłowy w Świdniku

Regionalny Park Przemysłowy Świdnik Sp. z o.o. został utworzony w 1999 roku w wyniku restrukturyzacji majątkowej i podmiotowej PZL – Świdnik S.A. Obejmuje obszar ok. 50 ha, w obrębie którego znajdują się obiekty produkcyjne, pomocnicze, biurowe, magazynowe oraz tereny inwestycyjne. Obecnie w jego obszarze funkcjonują 33 firmy. Do głównych atutów Parku należy zaliczyć: – dobrze rozwiniętą infrastrukturę komunikacyjną wewnętrzną i zewnętrzną;

- wyposażenie w pełną infrastrukturę techniczną; dysponowanie terenami inwestycyjnymi (ok. 10ha wolnych) wyposażonymi w kompletną infrastrukturę techniczną;
- sąsiedztwo planowanego Regionalnego Portu Lotniczego Świdnik; sąsiedztwo PZL Świdnik S.A., przedsiębiorstwa należącego do sektora wysokich
- technologii;
- Planowane utworzenie centrum badawczo rozwojowego finansowanego w ramach Programu Operacyjnego Rozwój Polski Wschodniej.



Znaczną część terenu stanowi specjalna strefa ekonomiczna – Regionalny Park Przemysłowy Świdnik Sp z o.o. o powierzchni ok. 50 ha. Na pozostałym ternie funkcjonuje WSK "PZL –Świdnik" S. A. i inne drobne firmy. Na terenie strefy wyznacza się tereny o wysokiej intensywności zagospodarowania . (podstawa prawna – Uchwała Nr XXXVII/218/2009 Rady Miasta

Świdnik z dnia 28 maja 2009r.)

* We are prepared - last 10 hectares in the Industrial Park



- *Industrial centre in the agricultural region.
- *New technologies and innovations in the aviation production
- *Open for investments tax discounts for creating new jobs.
- *Highly accessible new road and railroad layouts.
- *Regional Airport in Świdnik

