

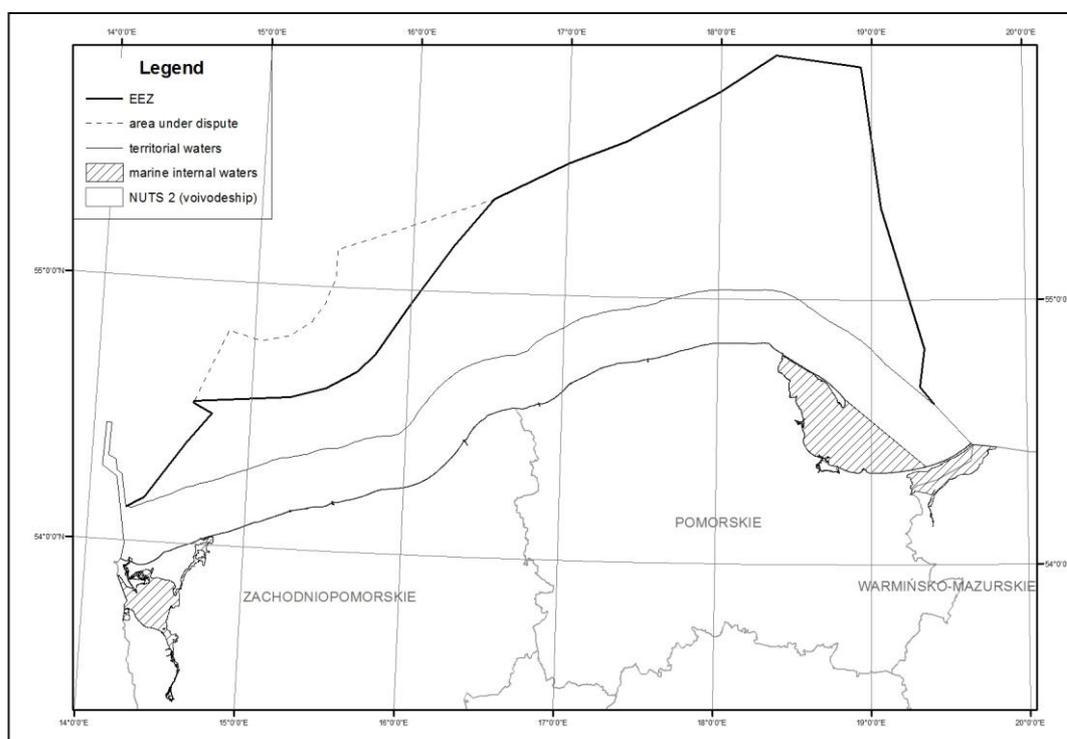


# Country Fiche

## Poland

Updated April 2017

## 1. General information



- Internal sea waters: about 2 041 km<sup>2</sup>
- Territorial sea (12-nm zone): about 8 783 km<sup>2</sup>
- Exclusive Economic Zone: about 22 595 km<sup>2</sup>

Disputed area: south of Bornholm with unresolved claims from Denmark and Poland

### 1.1. Governance

Polish sea areas are governed by the Minister responsible for maritime economy affairs. The sea area is administered by his regional maritime administration, i.e. the Directors of Maritime Offices (Szczecin, Słupsk and Gdynia).

Construction, operation and use of artificial islands, installations or structures, as well as laying of cables and pipelines, in Polish sea areas require obtaining a permission. This permission is given, by means of an administrative decision. The organ issuing the decision is either the Minister responsible for maritime economy or the territorially competent Director of Maritime Office, depending on localization (EEZ, territorial sea, internal sea waters) and status of spatial planning. Directors of Maritime Offices are responsible for preparation of maritime spatial plans (see section on plans). Other types of permits and licences for the use of the sea space (e.g. construction permits, mining licences, water law permits) are issued by other public authorities, but always after obtaining agreement of the appropriate organ of maritime administration (Minister responsible for maritime economy or Director of Maritime Office).

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## 2. General information on legislation

The first legal base for MSP was established in Poland in 2003.

2.1 The main legal act is “The Act on Sea Areas of Poland and Maritime Administration of March 21st 1991” (Ustawa z dnia 21 marca 1991 r. o obszarach morskich Rzeczypospolitej Polskiej i administracji morskiej) available in Polish at: <http://isap.sejm.gov.pl/DetailsServlet?id=WDU19910320131>

In order to implement Directive 2014/89/EU, the Polish Parliament has adopted changes on The Act on Sea Areas of Poland and Maritime Administration of March 21st 1991, on 4th September 2015, regarding inter alia, MSP procedure in Poland. The new law is already in force. Regulations concerning maritime spatial planning are placed in Chapter 9: “Maritime spatial planning in maritime internal waters, territorial sea and exclusive economic zone”. This chapter describes the whole procedure, basis and principles of developing maritime spatial plans in Poland.

A maritime spatial plan is adopted by ministerial order by the minister responsible for maritime economy who should act in co-operation with the minister responsible for regional development, and in consultation with the ministers in charge of agriculture, culture and national heritage, the environment, fisheries, internal affairs, transport, water management, and the Minister of National Defence. The drafts of the plans are prepared by the territorially competent Directors of Maritime Offices.

### Maritime spatial plans determine:

- The destined use of the sea areas
- Prohibitions and limitations in use of sea areas, taking into account the requirements of nature protection
- Distribution of public investment
- Directions for development of transport and technical infrastructure
- Areas and conditions for protection of environment and cultural heritage

2.2 The supporting law is “Ministerial ordinance on required scope of MSPs in their textual and graphic parts” (Rozporządzenie Ministra Transportu, Budownictwa i Gospodarki Morskiej i Ministra Rozwoju Regionalnego z dnia 5 sierpnia 2013 r. w sprawie planów zagospodarowania przestrzennego polskich obszarów morskich) available in Polish at <http://isap.sejm.gov.pl/DetailsServlet?id=WDU20130001051&min=>. This regulation is currently amended due to full implementation into Polish law of Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial planning.

### The ordinance specifies:

- MSP terminology,
- scope of the plans and necessary links between different planning regimes (NATURA 2000, terrestrial plans),
- objects to be planned,
- textual and graphics requirements.

2.3 An important role for MSP is also played by the “Act on access to information on environment and its protection, public participation in environmental protection and on environmental impact assessment” (ustawa z dnia 3 października 2008 r. o udostępnianiu informacji o środowisku i jego ochronie, udziale społeczeństwa w ochronie środowiska oraz o ocenach oddziaływania na środowisko). It stipulates that all spatial plans (in that maritime plans) are subject to SEA procedure.

2.4 Several international conventions and binding legal acts such as UNCLOS, Espoo Convention + Kiev Protocol, Bonn Convention (including EUROBAT, ASCOBANS), CBD, La Valetta Convention, IMO Resolutions and conventions (E.G. MARPOL, COLREGS, INTERVENTION), HELCOM recommendations, EU directives (MSFD, HABITAT, BIRD, SEA, EIA) and many others are transposed to Polish national law.

### **3. General applicability (e.g. territorial Sea, EEZ, other distinctions)**

MSP regulations apply to the whole Polish sea area, i.e. the internal sea waters, territorial sea and EEZ.

### **4. Spatial Plans**

No maritime spatial plan has yet been officially adopted in Poland.

### **5. What countries want to share**

#### **5.1. Pilot plans**

Three pilot (non binding) plans exist in Poland. They are used by the Polish Maritime Administration in its daily decision making as a source of best available knowledge.

##### **5.1.1. Pilot maritime spatial plan for the Western part of the Gulf of Gdańsk**

The Pilot maritime spatial plan for the Western part of the Gulf of Gdańsk in its character is a detailed plan with elements of a structural plan. It prioritizes certain uses and formulates general requirements and detailed use restrictions. It covers 40,550 ha of sea area between Gdynia and the Hel Peninsula. The graphic part is in scale of 1:25 000, under the “92” state coordinate system. The plan covers following sea uses: water transport, water sports and recreation, fishing, maritime structures including artificial islands and submerged structures, technical linear infrastructure, nature conservation, cultural heritage, dredging, reeds, ichthyofauna, sand extraction, dumping. It is based on a grid of sea subareas with defined functions and detailed determinants. English version is available: J. Zaucha (ed.) (2009) Pilot Draft Plan for the West Part of the Gulf of Gdansk. First Maritime Spatial Plan in Poland, Gdańsk, 80 p., ISBN 978-83-62438-05-1, available at: <http://www.im.gda.pl/wydawnictwa>.

##### **5.1.2. Pilot maritime spatial plan for Pomeranian Bight / Arkona Basin**

Pilot maritime spatial plan for Pomeranian Bight / Arkona Basin is a strategic plan prioritizing certain sea uses. It stipulates priority to certain uses and formulates general recommendations, but it also excludes certain users from certain areas. It covers 14,100 km<sup>2</sup> of marine waters of Poland, Denmark, Germany and Sweden. The graphic part is in scale 1:2,000,000 in Mercator (54oN) projection (WGS84). The plan covers following sea uses: water transport, water sports and recreation, fishing, maritime structures including artificial islands and submerged structures, technical linear infrastructure, nature conservation, cultural heritage, dredging, reeds, ichthyofauna, sand extraction, dumping.

English version is available: K. Gee, B. Käppeler, S. Toben, G. Chmura, S. Walkowicz, N. Nolte, P. Schmidt, J. Lamp, C. Göke, C. Mohn, (2012) Developing a Pilot Maritime Spatial Plan for the Pomeranian Bight and Arkona Basin, BaltSeaPlan Report 9 available at: <http://www.baltseaplan.eu/index.php/Pomeranian-Bight;832/1>.

### 5.1.3. Pilot maritime spatial plan for the Southern Middle Bank

Pilot maritime spatial plan for the Southern Middle Bank is a strategic plan prioritizing certain sea uses. It stipulates priority to certain uses and formulates general recommendations, requirements and prohibitions, (limitations/prohibitions introduced only in four cases). It covers 1751.5 km<sup>2</sup> of EEZ of Poland and Sweden. The map of the plan is in scale 1: 200 000, in azimuthally equal-surface Lambert projection (ETRS 1989 LAEA). The plan covers following sea uses: water transport, fishing, mariculture, maritime structures including artificial islands, technical linear infrastructure, nature conservation, ichthyofauna, cultural heritage, sand extraction, research, defence. English version is available: J. Zaucha, M. Matczak, (2012) Developing a Pilot Maritime Spatial Plan for the Southern Middle Bank, BaltSeaPlan Report 10 available at: <http://www.baltseaplan.eu/index.php/Middle-Bank;833/1>.

## 5.2. Good practices

Name of good practice	Where tested	Authors	Source (where can be found)
Know how on maritime spatial planning in Natura 2000 areas	Gulf of Gdańsk	Maritime Institute in Gdansk	J. Zaucha (ed.) (2009) <i>Pilot Draft Plan for the West Part of the Gulf of Gdansk. First Maritime Spatial Plan in Poland, Gdańsk</i> <a href="http://www.im.gda.pl/wydawnictwa">http://www.im.gda.pl/wydawnictwa</a>
Methodology for SEA for maritime plans	Gulf of Gdańsk	Maritime Institute in Gdansk	L. Kruk-Dowgiałło, R. Opióła & M. Michałek - Pogorzelska (2011) <i>Prognoza oddziaływania na środowisko Pilotażowego projektu planu zagospodarowania przestrzennego zachodniej części Zatoki Gdańskiej</i> . BaltSeaPlan Report 18 available at: <a href="http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#SEAGdansk">http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#SEAGdansk</a> N. Nolte, M. Michałek L. J. Zaucha, J. Przedzrymirska, Kruk-Dowgiałło & R. Opióła (2012) <i>Strategic Environmental Assessment in MSP. Recommendations from the German and Polish experience</i> . BaltSeaPlan Report 25 available at <a href="http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#SEA">http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#SEA</a>

Planning under high level of uncertainty with regard to ecological value of the planned area (application of precautionary principle)	Southern Middle Bank	Maritime Institute in Gdansk	J.Zaucha, M.Matczak, (2012) <i>Developing a Pilot Maritime Spatial Plan for the Southern Middle Bank</i> , BaltSeaPlan Report 10 available at: <a href="http://www.baltseaplan.eu/index.php/Middle-Bank;833/1">http://www.baltseaplan.eu/index.php/Middle-Bank;833/1</a> , p.69
Identification and classification of information gaps	Southern Middle Bank	Maritime Institute in Gdansk	J.Zaucha, (2012) <i>Offshore Spatial Information - Maritime Spatial Planning in Poland "Regional Studies"</i> vol. 46, No 4, 1 April 2012, pp. 459-473
Comprehensive list of international legislation relevant for MSP in the EEZ.	Southern Middle Bank,	Maritime Institute in Gdansk	J.Zaucha, M.Matczak, (2012) <i>Developing a Pilot Maritime Spatial Plan for the Southern Middle Bank</i> , BaltSeaPlan Report 10 available at: <a href="http://www.baltseaplan.eu/index.php/Middle-Bank;833/1">http://www.baltseaplan.eu/index.php/Middle-Bank;833/1</a> pp.12,57-562
Stock taking on land necessary for elaboration of a maritime spatial plan	Gulf of Gdańsk	Maritime Institute in Gdansk	J. Zaucha (ed.) (2009) <i>Pilot Draft Plan for the West Part of the Gulf of Gdansk. First Maritime Spatial Plan in Poland, Gdańsk</i> , <a href="http://www.im.gda.pl/wydawnictw">http://www.im.gda.pl/wydawnictw</a> pp. 30-40
Delimitation of 'sea subareas (designated areas) based on functional characteristics in particular ecological features	Gulf of Gdańsk	Maritime Institute in Gdansk	J. Zaucha (ed.) (2009) <i>Pilot Draft Plan for the West Part of the Gulf of Gdansk. First Maritime Spatial Plan in Poland, Gdańsk</i> , <a href="http://www.im.gda.pl/wydawnictwa">http://www.im.gda.pl/wydawnictwa</a> , pp. 47-48
Analysing national policies affecting use of sea space	Southern Middle Bank	Maritime Institute in Gdansk	J.Zaucha, M.Matczak, (2011) <i>National and regional strategies with relevance for Polish maritime space</i> BaltSeaPlan Report 5 available at: <a href="http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#imapctassessment">http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#imapctassessment</a>

## 6. New developments / current status

6.1 Preparation of a legally binding (regulatory) maritime plan in scale 1:200 000 for all Polish sea areas except areas of ports, the Szczecin Lagoon and the Vistula Lagoon officially started on 15th November 2013. The first stage: "Study on the conditions of spatial development of Polish maritime areas with spatial analysis" was completed on March 2015. The document is available in Polish at maritime offices websites, for example: <http://www.umgdy.gov.pl/?cat=96>

English translation of text (without attachments) and chosen maps are available on the website:

[http://www.umgdy.gov.pl/wp-content/uploads/2015/04/INZ\\_Study\\_of\\_conditions.pdf](http://www.umgdy.gov.pl/wp-content/uploads/2015/04/INZ_Study_of_conditions.pdf)

In late autumn 2015 Maritime Office in Gdynia signed grant agreement on elaboration of "Strategic Maritime Plan 1:200 000" covering all Polish sea areas except areas of ports, the Szczecin Lagoon and the Vistula Lagoon.

In July the contractor of the draft plan has been chosen.

On 2<sup>nd</sup> August 2016, Director of the Maritime Office in Gdynia, acting also on behalf of the Director of Maritime Office in Słupsk and Director of the Maritime Office in Szczecin, published official information about starting of development of the maritime spatial plan for Polish maritime areas on a scale of 1: 200 000 and environmental impact assessment of the above plan.

The draft plan will cover sea areas referred to in the Act on Sea Areas of Poland and Maritime Administration of March 21st 1991 (with amendments), i.e. :

- exclusive economic zone and the contiguous zone,
- the territorial sea,
- internal waters adjacent to the territorial sea situated between the baseline of the territorial sea and the coast line,
- internal waters of the Gulf of Gdansk with the exception of the waters of the ports referred to in Article 4 Section 4 of the Act on Sea Areas of Poland and Maritime Administration.

Comments and proposals to the draft plan were submitted to the 3rd October 2016.

In terms of international cooperation and consultations, there are planned meetings with representatives from Baltic Sea Region countries. First international informational and discussion meeting concerning development of the maritime spatial plan for Polish sea areas in scale 1:200.000 took place in Gdansk on 18-19 October 2016. Invited were representatives of national authorities responsible for planning and management of sea areas. Second international informational and discussion meeting, where first draft of the polish plan will be presented, is planned in autumn 2017 in Warsaw.

## **7. How coastal and marine Baltic Sea protected areas (HELCOM MPAs) are taken into account in MSP**

Poland, while elaborating its MSP, will follow the HELCOM-VASAB guiding principle of spatial development of the sea areas (2012), where one of them is the so called *ecosystem approach* - demanding intersectoral and sustainable management of human activities and whose aim is to achieve a good ecological status of the Baltic Sea environment. The ecosystem approach is also underlined in Polish *Act on Sea Areas of Poland and Maritime Administration* of March 21st 1991 (JoL 2013, pos. 934 as amended).

Draft plan preparation will be accompanied by the Strategic Environmental Assessment procedure.

Coastal and marine protected areas are taken into consideration in Polish MSP on the basis of the *Act on Sea Areas of Poland and Maritime Administration* and Regulation of the Minister of Transport, Construction and Maritime Economy and Minister of Regional Development dated 5 August 2013 *on maritime spatial plans for Polish sea areas* (JoL 2013., pos. 1051) - accordingly the plan should decide on prohibitions and injunctions in the use of MPA; should include the already approved arrangements of the conservation plans of national and landscape parks, nature reserves, Natura 2000 and other forms of protection.

Highly important for the preparation of maritime spatial plans is the *Act of 16 April 2004 on Nature Conservation* (consolidated text JoL 2013, pos. 627 as amended), which states that conservation objectives are implemented, among others, by taking into account the requirements of nature conservation in spatial planning of internal sea waters, territorial sea and exclusive economic zone. Parts of a maritime spatial plan which concern a nature reserve and its buffer zone, a landscape park and its buffer, and area of protected landscape require coordination with the Regional Director of Environmental Protection in scope of the solutions of the plan which could have a negative impact on the protected area.

In practise the information on the MPA are included in the planning process from the very beginning – starting from the data and knowledge inventory. The Polish MSP Inventory (2015) has shown that Polish sea areas are characterized by diverse natural values, which is reflected in the quality, quantity and size of protected areas established in them.

These protected areas include the highest spatial forms of nature protection:

- two national parks - Woliński and Słowiński;
- five Natura 2000 Special Areas of Conservation (SAC) - Puck Bay and Hel Peninsula, Cliffs and Stone Reefs of Orłowo/ Gdynia, Vistula river mouth refuge Slowinska Refuge, Refuge in Pomeranian Bay,
- four NATURA 2000 Special Protection Areas (SPA) - Puck Bay, Vistula River Delta, Pomeranian Bay, Baltic Coastal Waters,
- Słupsk Bank as an area of special protection of habitats Natura 2000 network and Areas of Special Birds Protection Natura 2000.

In Poland, no new protected areas were established under the Helsinki Convention. Instead, nine of Natura 2000 areas (all with largest area) were given the status of HELCOM *Baltic Sea Protected Area*. The total surface of the protected areas is 6494 km<sup>2</sup>, which represents almost 20% of all Polish sea areas.

