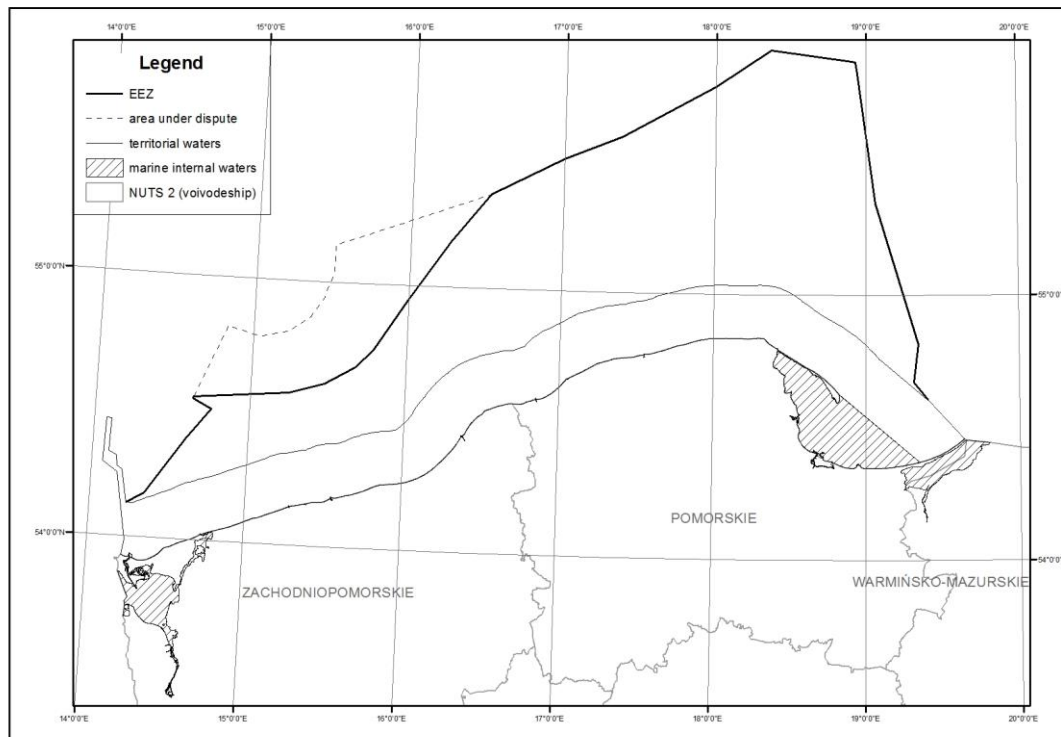




Country Fiche

Poland

1. General information



- Internal sea waters: about 1 998 km²
- Territorial sea (12-nm zone): 8 813 km²
- Exclusive Economic Zone: 22 573 km²

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

1.1. Governance

Polish sea space is managed by the Minister responsible for matters of maritime economy, who, in the name of the State, acts as owner of all Polish sea areas. The sea space 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 requires 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 type of sea area (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).

1.2. Contacts

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2. General information on legislation

The legal base for MSP was established in Poland in 2003 and seems sufficient for conducting MSP.

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>.

Regulations concerning maritime spatial planning are placed in Chapter 9 (articles 37a and 37b) and in Chapter 8 (article 37, para. 4) (added in 2003 and slightly amended in 2005). They regulate planning of the sea space and of a neighbouring terrestrial strip called the “coastal belt” (*pas nadbrzeżny*).

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=>.

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 km² 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 km² 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> http://www.im.gda.pl/wydawnictwa
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: http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#SEAGdasnsk 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 http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#SEA
Planning under high level of uncertainty with regard to ecological value of the planned area (application of	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: http://www.baltseaplan.eu/index.php/Middle-Bank;833/1 , p.69

precautionary principle)			
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</i> "Regional Studies" 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: http://www.baltseaplan.eu/index.php/Middle-Bank;833/1 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> , http://www.im.gda.pl/wydawnictwa 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> , http://www.im.gda.pl/wydawnictwa , 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: http://www.baltseaplan.eu/index.php/Reports-and-Publications;809/1#imapctassessment

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. Currently a study on the conditions of spatial development of the area of the plan is in final stages of preparation and should be completed by February 2015.

6.2 Several management plans for all Polish marine NATURA 2000 areas are currently under preparation by the maritime administration. The first drafts have been already elaborated with intensive collaboration with stakeholders from early stage of preparation, and the drafts are expected to be submitted during 2015 for approval of the Minister of Environment.