



**eMSP
NBSR**

Emerging Ecosystem-based
Maritime Spatial Planning
Topics in the North and Baltic
Sea Regions

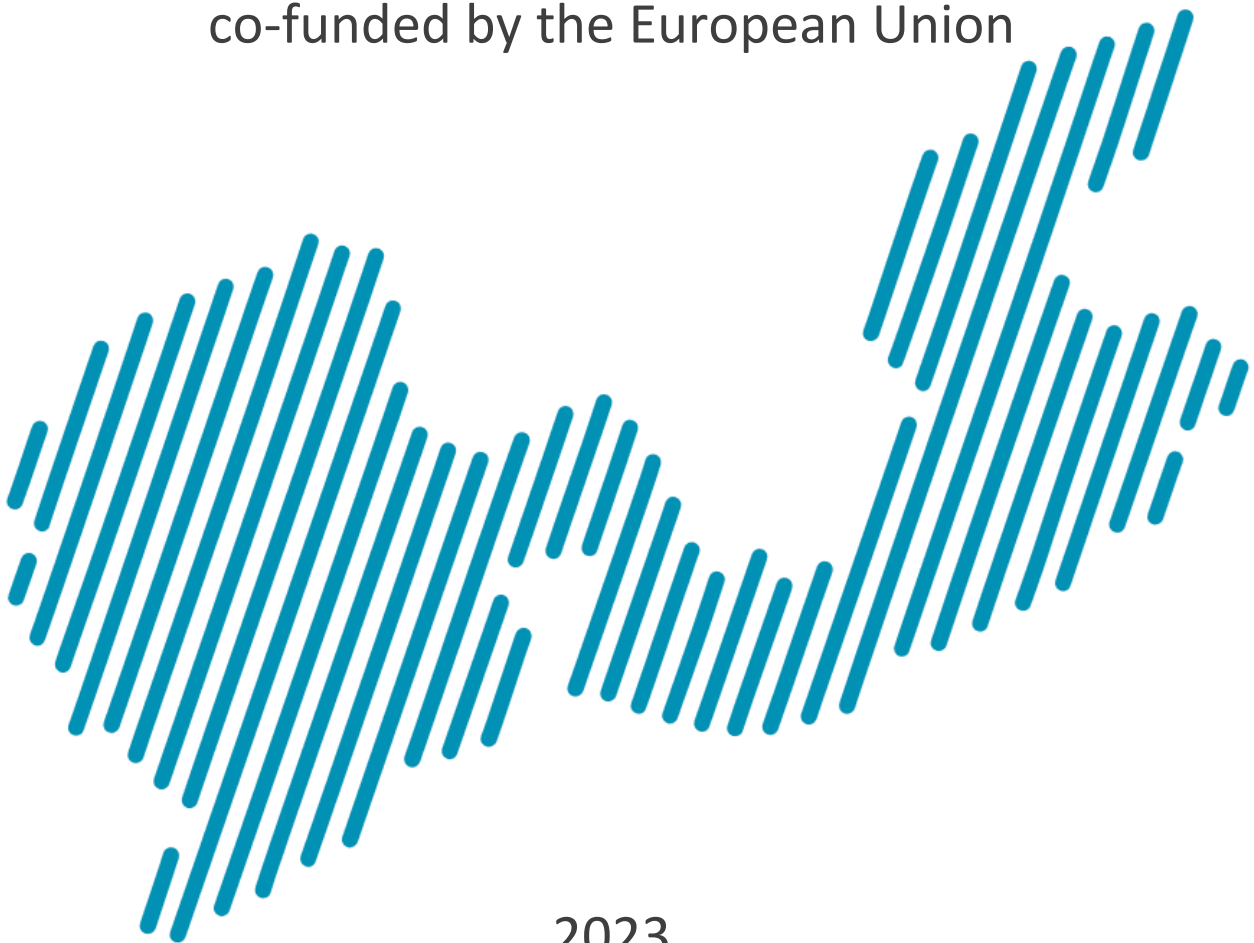


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LS Monitoring and Evaluation

The evaluation of public participation
process in maritime spatial planning
in Poland in the years 2016-2021

eMSP NBSR project
co-funded by the European Union



2023

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Authors: Magdalena Matczak, Monika Michałek, Joanna Witkowska, Joanna Pardus, Jakub Turski, Jacek Zaucha, Gdynia Maritime University, Maritime Institute, 2023

In cooperation with representatives of: Ministry of Industry - Natalia Zając and Kamil Rybka, Maritime Office in Szczecin: Marta Konik, Maritime Office in Gdynia: Agnieszka Cwilewicz and Małgorzata Gwara.

DISCLAIMER

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1. Introduction

In recent years, the number of studies analysing public involvement in maritime governance processes, particularly in the context of spatial planning, has increased. However, the number of studies in this area is still lower compared to analogous processes concerning land.

This study was carried out within the framework of the eMSP NBSR project (Emerging ecosystem-based Maritime Spatial Planning topics in North and Baltic Sea Regions) funded from EU funds (European Maritime and Fisheries Fund 2014-2020) (<https://www.emspproject.eu/>). It constitutes a part of the research regarding the evaluation and monitoring of maritime spatial plans in the countries of the Baltic and North Sea region. The direct inspiration for undertaking the work on the report was a similar study commissioned by the Swedish Maritime Administration.

The aim of the study was to provide a comparative material relating to the Polish planning process (Poland has a maritime border with Sweden), as well as to deepen the knowledge to meet the recommendation of the EU Marine Spatial Planning Directive regarding the requirement to check the validity/relevance of existing plans at least once every 10 years. Moreover, an essential element was to get feedback on planning processes and related public consultations. The subject of interest was, first of all, the planning process leading to elaboration of the Polish Maritime Spatial Plan at a scale of 1:200,000 (hereafter, PZPPOM) held in 2015-2019, and also - the activity of stakeholders in subsequent planning processes.

Based on the results, practical recommendations were developed for both the planning process and the desired system of monitoring and evaluation of MSP. They are detailed in the concluding section of this report.

In general, the assessments obtained are positive about both the plan itself and the planning process. The outcomes contrast with findings from studies conducted by scientific teams¹, which largely included interviews with individuals not engaged in the planning processes, hence their probably more critical approach.

The institutions and individuals involved in the Polish maritime spatial planning process were invited to participate in the survey. However, the response was less than expected. One of the

¹ Ciołek D, Matczak M, Piowarczyk J, Rakowski M, Szeffler K, Zaucha J, (2018) The perspective of Polish fishermen on maritime spatial planning. *Ocean & Coastal Management*, 166: 113–12 DOI: 10.1016/j.ocecoaman.2018.07.001

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Piowarczyk J., M. Matczak, M. Rakowski, J.Zaucha, (2019) Challenges for integration of the Polish fishing sector into marine spatial planning (MSP): do fishers and planners tell the same story?, *Ocean & Coastal Management*, 181,104917, <https://doi.org/10.1016/j.ocecoaman.2019.104917>

reasons for this was the natural mobility of employees, promotions and employment changes. After all, the PZPPOM planning process ended in 2019. A number of people involved in the process are no longer connected with maritime affairs. This shows the risk of losing institutional memory. This, in turn, leads to the key conclusion of the study, that the maritime planning process should be continuous, as indicated in the literature.

The results of the survey also indicate that many respondents no longer remember the details of the planning process, and hence they have difficulties evaluating it in detail. On the other hand it seems to be too early to evaluate the results of the plan itself, i.e., how does it work and if it meets the expectations. This in turn highlights the difficulties of combining evaluations of the planning process and the plan itself in a single study. It seems that the study on the plan itself should be repeated in a few years.

This report is intended for both Polish and international readers. It will enable Polish stakeholders to compare their opinions on the spatial planning of maritime areas, and decision-makers to face the challenges of its regular evaluation. The report would help mitigate the inconvenience of interrupting the planning process, since as a boundary object it allows the ongoing discussion on it.

For the international reader, the report can provide comparative material showing Polish stakeholders' perceptions of the strengths and weaknesses of the planning process widely described in the literature.

2. Methodology

The survey was based on an online questionnaire. The questions included were developed in consultation with representatives of the maritime administration (the Ministry of Infrastructure and the Maritime Offices in Szczecin and Gdynia).

Both closed-ended and open-ended questions were included. Moreover, standard questions were included. The questionnaire was prepared in Microsoft Forms and can be found in Annex 1. The participation in the survey was voluntary. In the introduction of the survey the general aim of the research and information about anonymity were pointed out. The survey took about 20 minutes to complete.

The survey was conducted in May-July 2023. The questionnaires were sent out in two ways - by the Maritime Office in Gdynia to the bodies giving opinions and approving the draft plan and, by the GMU Maritime Institute to other stakeholders, representing various maritime sectors or research institutions.

In addition, information about the survey was shared on the LinkedIn.

Surveys were sent to a total of 212 e-mail addresses (20 addresses are no longer active). Forty-seven responses were received back, accounting for 22%. Eight people declared a desire to join an In-Depth Interview (IDI).

Data was analysed in Microsoft Office 2010 software.

In-Depth Interview (IDI)

The online survey was supplemented by an In-Depth Interview (IDI). In-depth interviewing is a qualitative research technique that involves conducting intensive individual interviews with a small number of respondents to explore their perspectives on a particular idea, program, or situation (Konecki 2000).

The process for conducting in-depth interviews was as follows (Miński 2017):

- Identify stakeholders who will be involved,
- Develop an interview scenario,
- Collect data,
- Transcribe and review data,
- Analyze all interview data (an interpretation, reading of the meaning).

In-depth interviews were conducted in July 2023 with seven respondents. The respondents represented the following sectors: environment and nature protection, spatial planning, maritime law, maritime industry (port), local public administration.

The interviews lasted an average of 50 minutes and were recorded. They were conducted according to a scenario prepared by the experts. The interview had a semi-structured form - i.e. the researcher referred to the prepared questions but also deepened the knowledge by means of ad hoc questions (as a form of reaction to the information obtained)).

Interview process

After introducing, presenting the purpose of the study and obtaining permission for processing personal data, the researcher asked an general question about the respondent's motivation.

The following issues were then considered:

- Difficulty in the perception of the plan and the possible need to change the formal and legal basis for its development. In what direction could changes go to improve of the document's clarity.
- Revision of the plan - which elements of the plan could be revised.
- Ways to strengthen institutional memory.
- Monitoring of the plan - scope and approaches to conduct.

At the end of the interview, time for additional comments related to the topic of the study was provided.

The final stage of the work was the development of recommendations.

The recommendations were elaborated based on the analyses carried out within this project as well as the experience and the knowledge of the authors of the maritime spatial plan in the scale of 1:200 000, who also have participated in numerous international projects on maritime spatial planning.

3. Results

3.1. Profile of Respondents

77% of Respondents had participated in the consultation process concerning Maritime Spatial Plan for the internal marine waters, the territorial sea and the Exclusive Economic Zone on a scale of 1: 200,000 (Figure 1). Approximately 60% of them also took part in planning processes for other sea basins, mostly for internal waters of the Gulf of Gdańsk, port waters or for coastal waters from Władysławowo to Łeba.

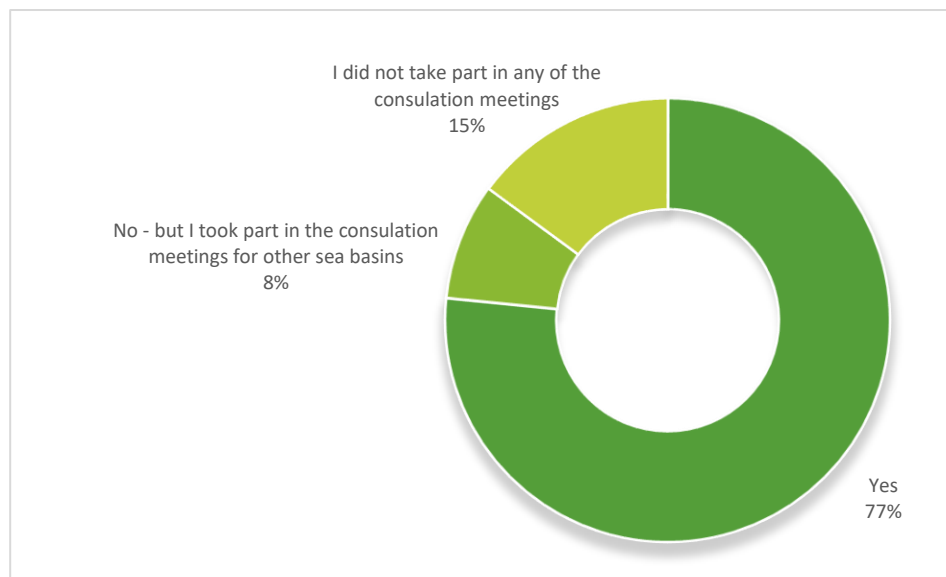


Figure 1. Profile of Respondents – participation in the PZPPOM consultations

Respondents mainly live in metropolitan areas such as Gdańsk-Gdynia-Sopot or the Szczecin Agglomeration (55% of responses). 26% live in other coastal cities, 11% in coastal villages and 8% come from non-coastal areas and outside the mentioned metropolitan areas.

Four persons out of 11 not taking part in the public consultation on Maritime Spatial Plan in a scale of 1: 200,000, were involved in planning processes concerning smaller water bodies. Although not all respondents had been involved in the planning process, almost all confirmed that they had read the findings of the adopted plan or draft plan and were therefore able to assess its provisions.

Respondents mostly represent of the specific sectors or central/local government (Figure 2) Three people spoke as individuals.

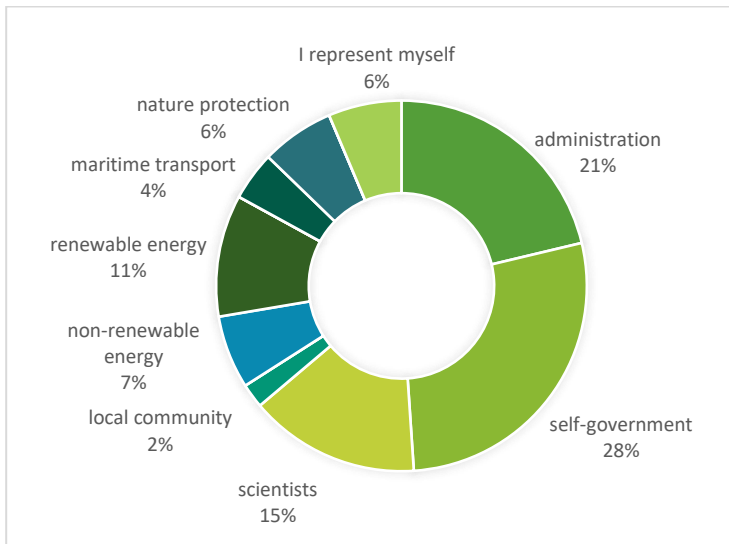


Figure 2. profile of respondents – representation.

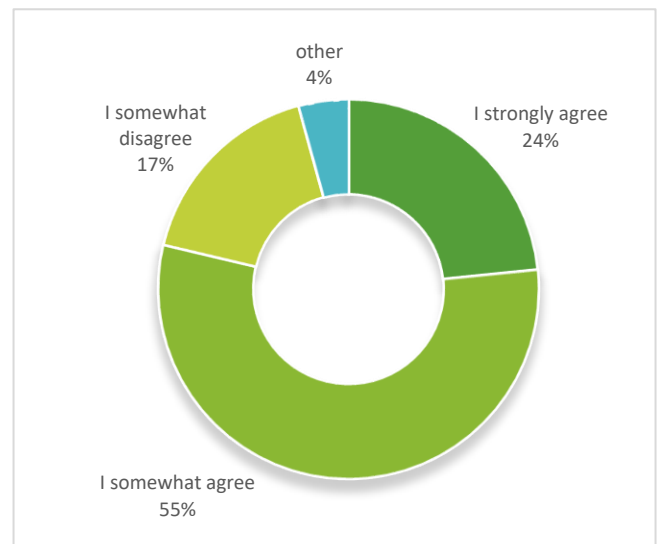


Figure 3. Profile of respondents – is Poland a country open for marine issues.

The majority of respondents believe that Poland is a country open to marine issues (Figure 3). Respondents also identified the actors responsible for the management of the sea - the State represented by central units, local government, and citizens. Respondents considered that the planning process from 2016 to 2019 helped in understanding the forms and conditions of human activities in marine areas. This suggests, as confirmed by open-ended statements, that the planning process had an educational character.

3.2. The planning process assessment

The responses indicated that the initial planning process for Polish maritime areas was conducted appropriately. Respondents noted the transparency of the process and the openness of the team responsible for the planning process.

Ninety-one percent of respondents indicated that they were well-informed about the dates of the consultations and that information on draft plans was easily accessible. Nine percent of respondents held the opposite view.

Seventy-four percent of respondents perceived the contact with maritime administration during these processes as good or very good, and 15% found the contact to be correct (Figure 4).

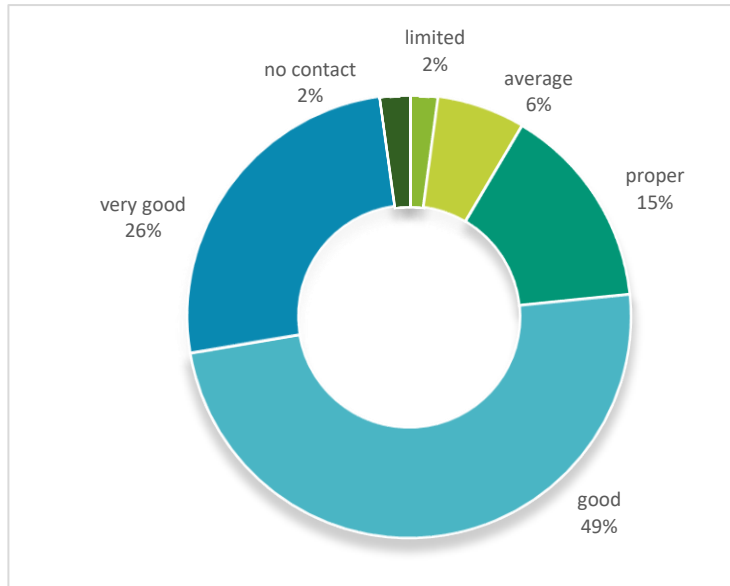


Figure 4. Assessment of contact with the maritime administration.

Ninety-two percent of respondents agree with the statement that the MSP (Maritime Spatial Planning) process was transparent and understandable. Eight percent hold the opposite view. (Figure 5).

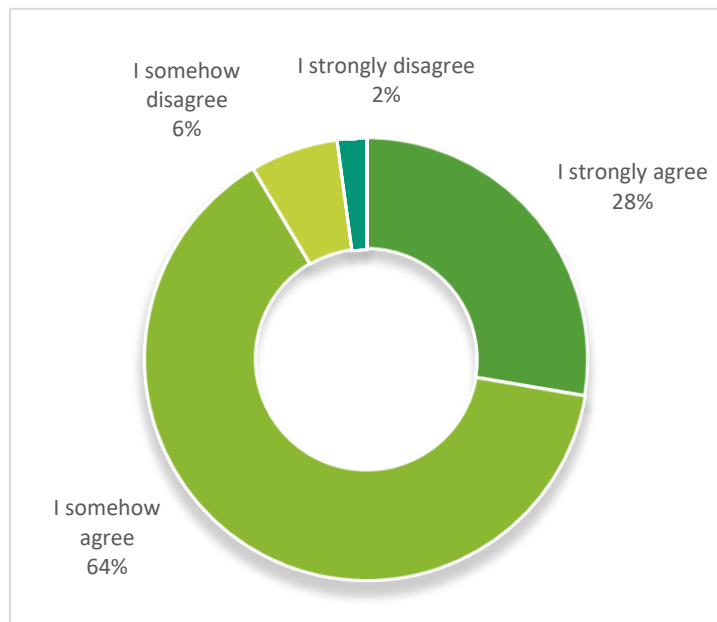


Figure 5. Assessment of whether the marine spatial planning process was transparent and understandable.

This reflects that the overall perception of the planning process is positive.

It can also be concluded that exclusion was not perceived as a problem and that stakeholders felt invited to the participation in the process. Such experiences should be taken into account in future processes.

3.3. Assessment of consultation meetings

The majority of respondents actively participated in the consultation meetings related to the maritime spatial plan on a 1:200,000 scale. They also participated in planning processes for other sea basins, primarily for internal waters of the Gulf of Gdańsk, port waters, or coastal waters from Władysławowo to Łeba.

Respondents indicated that their main purpose for participating in public consultations was to understand the solutions of the draft plan. Other reasons included engaging in discussions about maritime developments, meeting other stakeholders involved in the planning process, or understanding the approach of the maritime administration (Figure 6).

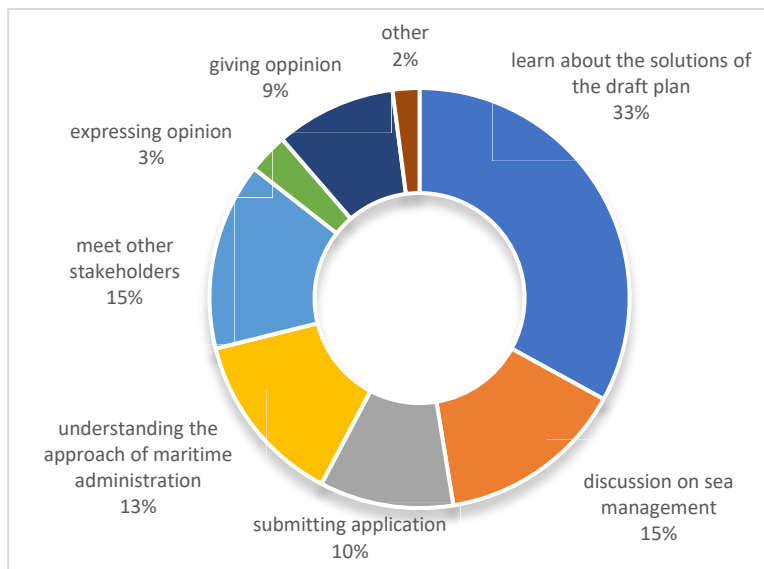


Figure 6. Reasons for attending consultation meetings.

Ninety-five percent of respondents felt that the consultation meetings were conducted in a way that allowed participants to speak freely, with every voice heard and considered; 5% held the opposite opinion. Fifty-two percent described the meetings as open to discussion and people, 15% as informative and explanatory, 15% as calm, and 12% as contactable, providing an opportunity to meet the right people.

Nobody described the meetings as unnecessary (Figure 7).

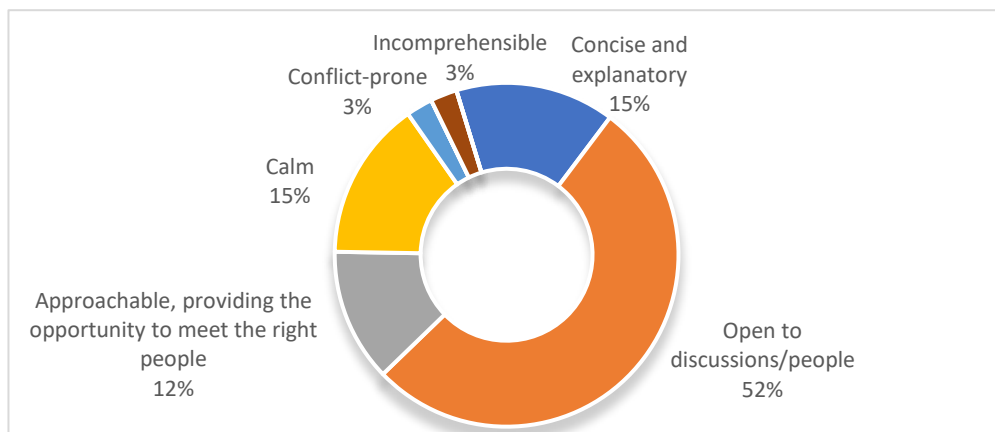


Figure 7 Assessment of the consultation meetings.

From the above opinions, it can be concluded that consultation meetings are the most crucial form of communication between plan decision-makers and stakeholders, and that the existing format of meetings meets the needs of the participants. This illustrates that the statutory marine planning process has facilitated fruitful contact between stakeholders and decision-makers in the MSP (Maritime Spatial Planning) process.

3.4. Evaluation of the findings of the adopted plan/draft plan

Only one respondent did not read the provisions of the plan. The reason identified was the difficult access to the draft plan.

When asked whether the provisions, arrangements, and principles of the plan were understandable/clear, 37 responses were affirmative. According to three people, the provisions of the plan are incomprehensible, mainly due to: the low clarity of the description of functions allowed in different sea basins; the difficulty in understanding the connection between the general and specific provisions for different sea basins; the division of the plan's drawing into A4 sheets, and the overall volume of the document.

Only four people stated that there were sectors not properly addressed in the plan, including active forms of tourism and recreation on internal marine waters, environmental and nature protection, as well as renewable energy..

When asked whether the division of marine areas in the adopted plan/draft meets the needs of stakeholders, 87% of respondents answered affirmatively. Only six people disagreed with the statement, each for different reasons: variability of conditions and the necessity of monitoring; reduction of tourism, sport, and recreation zones in favor of environmental and nature conservation zones; insufficient consideration of the needs of local

communities/municipalities; strict designation categories (priority and allowed use); and underestimation of marine energy potential in the plan.

Respondents also highlighted why they believe the spatial allocations in the plan are appropriate. They emphasized that the plan took into account the complex marine conditions, defined the main functions well, and ensured a balance between the interests of different groups. In essence, it reduces planning chaos (organizational and spatial) in Polish marine areas. The plan currently represents the best possible compromise and is consistent with the law of the sea.

The respondents appear to be generally satisfied with the plan/draft conclusions, indicating that decisions made in the planning process are well-balanced and compromise-oriented. Respondents did not find that the conclusions discriminate against or neglect the needs of any sector. Despite the document's extensive and complex nature, participants found the conclusions understandable. This presents a comprehensive approach to managing the maritime area without preferences in the way areas are utilized.

3.5. Suggestions for future planning processes

The final part of the survey was dedicated to future marine planning processes. In addition to their experiences and perceptions' evaluation, respondents were asked for their own insights on how to conduct future planning processes.

Respondents consider both email communication and a dedicated website to be good forms of informing about the planning process. Traditional means of communication such as newspaper advertisements and telephone communication were indicated by individuals, also as a combination of electronic and traditional means (Figure 8). The need to create - and if it already exists - to update a dedicated website was also highlighted.

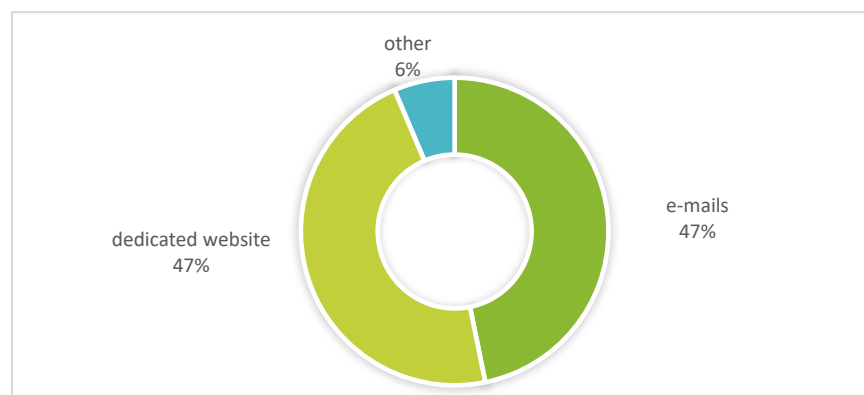


Figure 8. What is the best way to inform the planning process indicated

A dedicated space on the website maintained by the agency responsible for the maritime spatial planning process was overwhelmingly considered as the best means of communication during the planning process (29 votes). Email was ranked second, with 24 votes.

Nineteen people favoured an interactive map for submitting applications and comments. Thematic meetings and a public discussion on the solutions of the draft plan were also indicated by a significant part of the respondents. Only 9 survey participants indicated that online meetings were the best form of communication during the planning process and 3 people indicated an active social media account (Figure 9). The responses showed that the indirect forms of communication work best, allowing the planning process to be followed at a time and place that suits the participant, as well as allowing the participant to revisit specific documents, process steps or discussions.

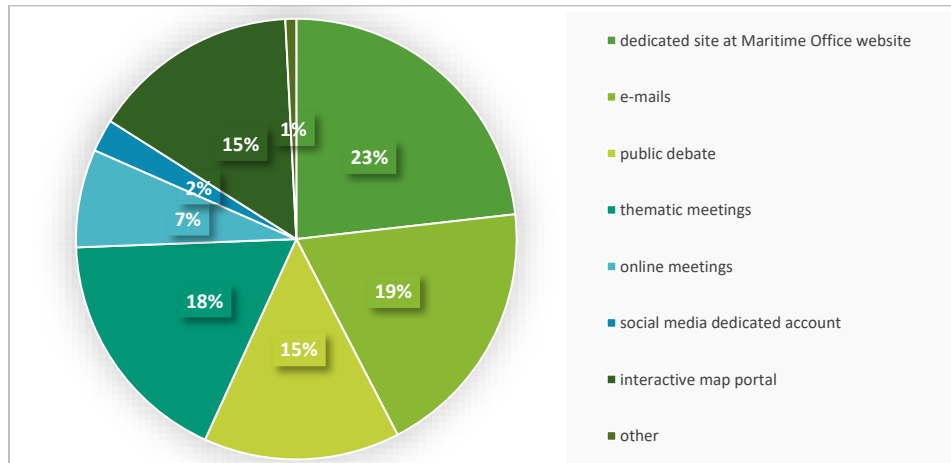


Figure 9. What is the best form of communication during the ongoing planning process?

When it comes to familiarizing themselves with the provisions of the plan, 31 individuals favor a presentation during consultation meetings, whereas 13 respondents prefer to review the plan's decisions independently. An overwhelming 85% of the respondents identified online submission as the most preferred method for providing comments or proposals regarding the draft plan.

According to the current legislation, the Director of the Maritime Office is mandated to conduct a single public discussion regarding the adopted planning decisions in the plan. Merely five respondents found this quantity of meetings adequate throughout the planning process. On the other hand, 22 individuals expressed the need for additional meetings in line with the requirements. Additionally, 42% of respondents suggested that the number of meetings should correspond to the stages of the planning process.

When asked about what should be most emphasized at consultation meetings:

- More than half of the respondents pointed out *the need for presentation and clarification of the plan's solutions*. To understand the plan interpretation and implementation, it is needed to understand the legal conditions, assumptions and decisions.
- 32% of respondents indicated that meetings should address *the discussion on sea management*. This formula allows understanding spatial conditions, trends, and priorities

of marine space utilization, enabling strategic, visionary thinking about challenges and finding optimal solutions.

- Individuals, however, pointed out the possibility of *expressing their opinion, getting to know other stakeholders, or understanding the approach of maritime administration* (Figure 10)

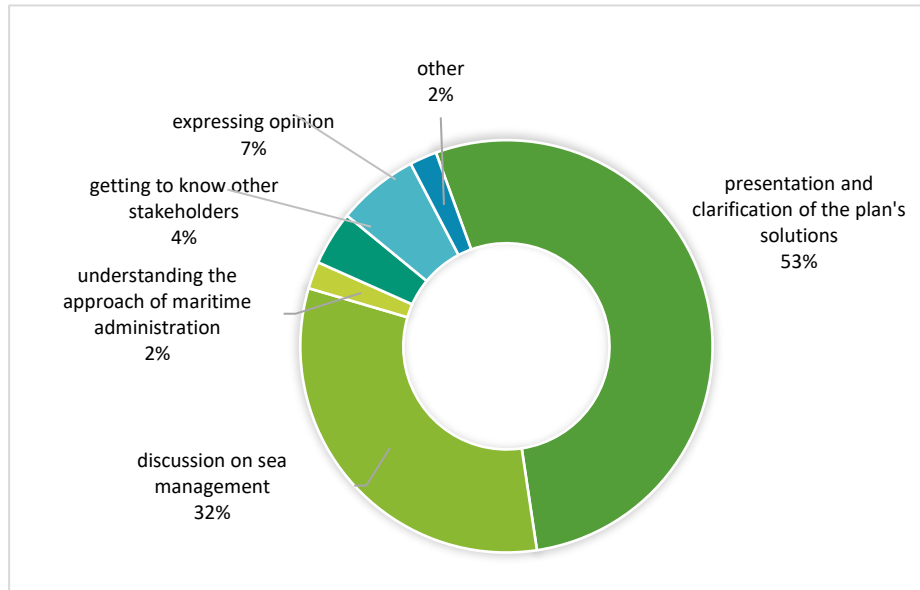


Figure 10. What is the purpose of consultation meetings?

Forty-four percent of respondents indicated that consultation meetings should be conducted by an independent mediator. At the same time, 31% pointed out that it should be a representative of the plan's executor, while 19% would prefer to see a representative of the maritime administration in this role.

In the last part of the survey, where participants had the option to provide free comments and suggestions regarding the planning process, 13 individuals took part. The following significant element was highlighted:

- The possibility of creating an interactive map to familiarize oneself with the plan's provisions and facilitate communication with stakeholders.
- The necessity of promoting the process on a broader scale to ensure the participation of all stakeholders.
- The maritime administration's presentation, providing their interpretation of the plan's provisions and explaining the consequences of their enforcement during consultation meetings, would enhance stakeholders' understanding of the administrative process.
- More consultation meetings with stakeholders.

There were also voices indicating that the survey was conducted too late – some issues, especially those where improvement would be recommended, had already been forgotten.

3.6. In-depth survey

Results

Question 1

Some survey responses indicate difficulty in understanding the Polish MSP, stemming from formal-legal constraints such as regulations and the specified scope of the plan, as well as the content of the sea-basin's cards, etc. Is there a need to change the formal-legal basis in this context? What could the sea-basin's cards look like?

1. The scope of the plan is appropriate, and there is no need to change the legal basis or the scope of information presented in the sea-basin's cards.
2. However, the plan drawing - Map (divided into A4 sheets) is unclear. The most informative format would be digital and interactive, displaying all planning information as well as the environmental and planning conditions.
3. The plan is quite detailed, but this facilitates decision-making for officials.
4. The plan is difficult to understand; it would be valuable to prepare a guide for users (an information layer).

Question 2

In times of dynamic changes, foresight is crucial, requiring both the ability to promptly respond to shifts and make informed decisions. If the process of revising the Polish MSP is initiated, what should be the primary issues addressed, and what criteria should guide the selection process?

1. The plan revision should be based on an updated Analysis of Conditions, including new environmental conditions, such as the establishment of protection plans for valuable areas.
2. Additionally, the plan revision should be based on the results of monitoring, on analysis of development trends, and an updated vision of Maritime Policy.
3. It would be advisable to dispense with extensive plan agreements, but in the case of changes to the document, a SEA should be developed.
4. There is a need to establish (e.g. within the Maritime Office) a special unit (also acting as a *think tank*) that would gather information on the intentions of investors, administration, national defense, and other users of maritime space. Additionally it would collect data on other conditions that would influence the decision regarding the necessity of changes to specific provisions or designations.
5. It is worthwhile to develop a mechanism for plan changes on a micro-scale rather than a macro-scale, every 5 years instead of every 10 years.

Question 3

This evaluation of the process and public participation is being tested as one of the elements of MSP Monitoring & Evaluation. However, we have noticed that certain institutional memory fades very quickly in Poland, partly due to job rotations/changes, etc.

At what point should such an evaluative study be conducted? How can this "memory" be strengthened?

1. As part of the work conducted, for example, within the Maritime Office's planning unit (see question 2), it would be worthwhile to establish a database where not only planning data but also opinions and considerations related to the functioning of the plan (what works, what doesn't work) should be collected.
2. Actions of a soft nature are significant in this context – education, dialogue, regular meetings of participants of the planning process (e.g., once a year), workshops, training (including MSP trainings for municipalities), publications, and informative materials.
3. Administrative actions should include the development of a statutory obligation to continue collecting data, gathering planning knowledge regarding maritime and coastal areas.
4. Plan evaluation should be a continuous process.

Question 4

Do you have any ideas on how to monitor whether the plan is achieving the desired outcomes? How to assess whether the consultation process was conducted properly?

1. Monitoring should involve continuous collection of feedback and analysis of processed matters regarding the development and use of maritime space (see also answers to questions 2 and 3).
2. It is necessary to create a coordinated planning environment for collecting data (see question 2).
3. Environmental monitoring at sea should be improved and expanded, as it should be an important element of plan monitoring in terms of its impact on the environment and nature.
4. Additionally, quasi-monitoring could be based on an interactive map, where space users and plan recipients could indicate current issues related to plan functioning, matters to be resolved.

Question 5

Is there any other issue you would like to address? Do you have any additional observations?

1. Maritime spatial plans should facilitate the investment procedure. Thanks to the Maritime Spatial Plan, the investor has insight into the preferences of individual sea areas regarding various investments and projects.
2. There is a suggestion to exclude seaports from the planning process as it is a dynamic space with many changes. Maritime plans may hinder decision-making and actions in these areas. Additionally, ports are of strategic importance and should be protected similarly to military areas.
3. The plan must be "alive", accessible, evaluated, and revised independently of formal requirements, based on ongoing consultation.
4. An important issue would be the wide dissemination of the background analysis, which represents a vast pool of knowledge.
5. Participation in the process was broad and included all stakeholders, but difficulties in personal participation in meetings were noted (e.g., due to distance). The suggestion was made to utilize hybrid meeting formats in the future.
6. Industry/sectoral meetings in smaller groups are a good idea, although the preparation of the final version of the plan should be interdisciplinary and inclusive.

4. Recommendations

The following recommendations have been formulated based on the survey results presented above, in-depth interviews, and the experience of planners - the authors of the Polish MSP and the authors of the Environmental Impact Assessment for the Plan. They constitute a selective and authorial summary that does not diminish the importance of the other responses indicated in the Results chapter.

Recommendations for the future planning process and the shape of the plan (for maritime administration):

- A specialized website dedicated to the maritime planning process (e.g., the SIPAM portal or the websites of the Maritime Offices in Szczecin/Gdynia) should be active at every stage of the planning process (including implementation and monitoring). It should include tabs with a schedule of planning activities, an interactive map portal allowing for the submission of comments and opinions, and familiarization with plan conditions. The website should also feature a social consultation module with the option to sign up for meetings or the topic interest list. Current planning documents should be made available on the website, along with contact persons.
- Advance notification of the planning process should be provided through publicly accessible local information portals and regional press, directing/linking to the official website dedicated to the planning process. This information should also be posted on the websites of relevant municipal offices. Utilizing social media platforms like LinkedIn is also recommended.
- Continuous updating of the stakeholder database, maintained with appropriate GDPR consents enabling the use of contacts also in assessment processes, is necessary.
- The formula of inclusivity and social participation should be maintained in future planning processes, utilizing modern communication forms (hybrid meeting formula, dedicated website, interactive maps, etc.).
- The rule of holding a greater number of consultation meetings (not just one mandated by law), preferably at each stage of the process and as needed on an *ad hoc* basis, should be maintained. If not possible (e.g., due to shortening of process stages), other communication forms should be developed, such as providing access to background analyses through a dedicated website.
- Enabling (legally and technically) the submission of plan applications through an interactive map portal is necessary.

- Better clarity of the plan drawing should be ensured by maintaining it in the form of a single large-format map and/or as a binding digital map.
- Consideration should be given to simplifying sea-basin's cards by modifying, combining or flexibilizing points 7 (prohibitions and restrictions) and 9 (conditions of use).
- Developing a guide on "How to read the plan?" or potentially allowing (legally) the modification of part of the document "Justification of detailed plan determinations" to include elements of such a guide is recommended.
- Continuous updates of the Spatial Development Conditions (Background) Study should be conducted every 2-3 years.

Recommendations for monitoring (for maritime administration, for scientists, for sectors):

- Monitoring of the Polish MSP should consist of continuous observation and analysis of changes occurring in strategic documents and the spatial development of maritime areas based on a registry of processed matters regarding maritime spatial planning, considering the assessment of the impact of planning decisions on the environment.
- Monitoring should be based on a set of agreed contextual indicators and changes in spatial development (see the work of the Monitoring & Evaluation Working Group of the eMSP M&E project).
- Monitoring should include collaboration with sectors through workshops/conferences dedicated to changes and trends in the use of maritime space (see PanBalticScope project's recommendations). It is recommended to utilize existing cooperation networks such as the Sectoral Agreement for the Development of Offshore Wind Energy in Poland.
- An interactive map portal should be developed (as described in the recommendations for the future process) allowing for the submission of opinions and proposals in a "participatory GIS" format (example tool: <https://www.seasketch.org>).
- There should be a requirement to make information collected by investors in maritime areas available to the public domain as part of their existing monitoring requirements (see Belgium: <https://odnature.naturalsciences.be/mumm/en/windfarms/#monitoring>).

Recommendations for collaboration mechanisms (for maritime administration):

- A Working Group should be established, comprising representatives from Maritime Offices, representatives from the Ministry responsible for maritime economy, and authors of spatial development plans for Polish maritime areas. The tasks of this Group would focus on:
 - o shaping and supervising successive stages of the planning process,

- managing both the planning database and the stakeholder database,
- coordinating intersectoral dialogue to ensure the flow of information about changes in strategies and policies,
- developing a vision for the spatial development of maritime areas,
- maintaining the relevance of the Polish Maritime Policy regarding maritime spatial management.

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Annex 1 – structure of questionnaire

* obligatory

Assessment of Public Participation in Maritime Spatial Planning

Process

The survey aims to assess public participation in the spatial planning process of maritime areas.

In 2021, the Council of Ministers adopted the first plan for Polish maritime areas - the Spatial Plan of Maritime Internal Waters, Territorial Sea, and Exclusive Economic Zone on a scale of 1:200,000. Between 2016 and 2019, legally mandated public consultations were conducted, with a significant aspect being the solicitation of proposals and opinions from stakeholders regarding the aforementioned Plan. Subsequent years (2019-2022) saw ongoing work on detailed plans for port basins, the Gdańsk Bay, the Vistula Lagoon, and the Kamień Lagoon.

We would like to hear your opinion to improve the effectiveness of future planning processes.

The study is being conducted as part of the eMSP NBSR project (www.emspproject.eu) by the maritime administration and the Maritime Institute of the Gdynia Maritime University. The interview should take a maximum of 15 minutes.

Questions Regarding Maritime Space

Maritime spatial planning is a relatively young process. Apart from implementing the objectives of maritime policy and establishing principles for the use of maritime space, this process also aims to raise awareness among society and influence a better perception of issues related to maritime space management.

1. Do you agree with the statement that Poland is a country “open to the sea”?

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree
- Other option

2. Who should take care of “Polish sea”?

Choose max 3 options.

- Central government/country level (Parliament, Council of Ministers/Ministers/ Supreme Audit Office, ect.
- Territorial self-governments (communes, cities, regions)
- Non governmental organisations
- Business
- Communities/ people
- Other

3. Maritime spatial planning process helped me to understand what's happening at "Polish sea". *

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

Questions regarding the course of the planning process

The planning process is conducted by the directors of maritime offices. Detailed information about these processes can be found:

- on the website of the Maritime Office in Gdynia: https://www.umgd.gov.pl/plany_morskie

- on the website of the Maritime Office in Szczecin: <https://www.ums.gov.pl/plany-morskie>

4. Information about the maritime planning process was easily accessible, and I was properly informed about the timing of public consultations. *

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

5. The contact with maritime administration and the planning team during the process was:*

- Very limited
- limited
- average
- correct
- good
- very good
- no contact
- other

6. The stages of the maritime spatial planning process were transparent, and it was possible to understand the focus of each stage of the process.*

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

Questions regarding consultative meetings

According to Polish law, the Director of the maritime office organizes a public discussion on the adopted solutions in the plan at the time of presenting the draft plan. As part of the development of the Spatial Plan for Polish Maritime Areas on a scale of 1:200,000, four consultative meetings were held to present successive stages of work and discuss with stakeholders:

- 1. meeting – Gdańsk, 8.03.2017, where the conditions and assumptions for the draft plan were presented;*
- 2. meeting – Słupsk, 4.11.2017, where the v.0 of the Plan was presented;*
- 3. meeting – Szczecin, 4.07.2018, public discussion on the decisions of Plan v.1;*
- 4. meeting – Warszawa, 6.06.2019, where the v.3 of the Plan was presented.*

Additionally, eight thematic meetings were organized. These meetings were open events, inviting all representatives from industries or organizations associated with the use of Polish sea resources. Subsequent

planning processes for port basins, lagoons, or the Gdańsk Bay involved a smaller number of consultative meetings.

7. I participated in the consultative meetings regarding the Spatial Plan for Polish Maritime Areas on a scale of 1:200,000*

- Yes
- No – but I participated in meetings regarding other maritime plans
- I did not participated in any of the consultative meetings.

8. Additionally I participated in the consultative meetings regarding the: *

- Spatial Plan of the Maritime Internal Waters of the part of the Gulf of Gdańsk.
- Spatial Plan of the Maritime Internal Waters of the Vistula Lagoon
- Spatial Plan of the Maritime Internal Waters of the Szczeciński and Kamieński Lagoon.
- Spatial Plan of the internal port waters
- Spatial Plan of the coastal waters between Łeba and Władysławowo
- I did not participated in any other meetings.

9. I participated in the consultative meetings regarding the *

- Spatial Plan of the Maritime Internal Waters of the part of the Gulf of Gdańsk
- Spatial Plan of the Maritime Internal Waters of the Vistula Lagoon
- Spatial Plan of the Maritime Internal Waters of the Szczeciński and Kamieński Lagoon
- Spatial Plan of the internal port waters
- Spatial Plan of the coastal waters between Łeba and Władysławowo

10. I participated in the consultative meetings (mentioned above) for the purpose of: *

Max 3 options.

- Learn about the draft plan solutions
- Initiating a discussion on sea development
- Submitting an application
- Getting acquainted with the approach of maritime administration
- Getting to know other stakeholders
- Expressing opinion
- Give opinion to the draft plan
- Other

11. Consultative meetings were conducted in such a way that each participant could freely express themselves, and every voice was heard and considered. *

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

12. According to you, consultative meetings were most characterized by the fact that they were: *

- Concise and explanatory
- Open to discussions/people
- Approachable, providing the opportunity to meet the right people
- Calm
- Conflict-prone
- Chaotic

- Biased
- Incomprehensible
- Unnecessary
- Other

13. Why were the meetings unnecessary? *

.....

14. The proposals submitted for the project plan were taken into account, and there was no need to resubmit them in subsequent stages of the draft plan. *

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

15. If the proposals were rejected, a comprehensive justification for non-inclusion was provided *

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

Questions regarding the adopted plan/draft plan

The result of the planning process is a legally binding document, adopted as a regulation by the Council of Ministers. This document, through general provisions and sea basins' cards, indicates priorities, permissions, and spatial limitations in the development of a specific marine area.

16. Have you familiarized yourselves with the determinations of the adopted plan/draft plan? *

- Yes
- No

17. Are these provisions (determinations of the adopted plan/draft plan) understandable to you? Do you understand the principles (priorities, permissions, limitations) of the use of Polish marine areas?*

- Yes
- No
- Difficult to say

18. Could you describe what is unclear?

.....

19. Why haven't you read the determinations of the adopted plan/draft plan? *

- I only use the drawings – of plan and state-of-the-art.
- Too complicated language.
- Difficult access to the draft plan.
- Other

20. Are there sectors that have been treated unfairly in the preparation process of the adopted plan/draft plan? *

- Yes
- I do not know
- No

21. Which sector has been treated unfairly in the preparation process of the adopted plan/draft plan? *

.....

22. The division of marine areas into basins made in the adopted plan/draft plan corresponds to the needs of the stakeholders. *

- I strongly agree
- I somewhat agree
- I somewhat disagree
- I strongly disagree

23. Please explain why, in your opinion, the division of marine areas into basins is appropriate. *

.....

24. Please explain why, in your opinion, the division of marine areas into basins is not appropriate. *

.....

Questions regarding future planning processes

"According to Polish law, each marine plan is subject to periodic evaluation at least once every 10 years. If the need arises, the Director of the Maritime Office should initiate a plan revision, and changes to the plan shall be processed in the manner in which the plan was adopted. In other words, it is necessary to repeat the process, which also involves the public. Can the formula of public engagement be improved?"

25. According to the law, information about: joining the plan, publishing a list of proposals, and the planned presentation of the plan must be announced in the press, on the Public Information Bulletin (BIP), and on the notice board of the Maritime Office. In your opinion, what would be the best form of informing about the planning process? *

- Press
- Email communication
- Dedicated website
- Phone contact
- Other

26. "What is the best form of communication during the ongoing planning process?" *

Max 3 options.

- Dedicated section on the maritime office website
- Email communication
- Public debate on project plan solutions
- Thematic meetings
- Online meetings

- Active social media account
- Interactive map for submitting comments
- Other

27. How do you prefer to submit applications/comments on the draft plan? *

- Electronically
- By traditional mail
- During meetings
- Other

28. How do you prefer to familiarize yourselves with the provisions of the plan draft? *

- Review it on my own
- Listen to a presentation at a consultation meeting
- I don't know
- Other

29. According to Polish law, the director of the maritime office organizes one public discussion (debate) on the solutions adopted in the plan at the time of presenting the draft plan. In your opinion, how many meetings should be held as part of this process?*

- According to the law - 1 public debate
- According to the stages of the planning process
- More - according to the demand for discussion
- Other

30. In your opinion, the greatest emphasis during consultation meetings should be placed on:

- Presenting and explaining the plan solutions
- Initiating a discussion on sea use
- Submitting proposals
- Understanding the approach of maritime administration
- Getting to know other stakeholders
- Expressing opinion
- Fulfilling legal requirements
- Other

31. Why should the greatest emphasis during consultation meetings be placed on presenting and explaining the plan solutions?

.....

32. Why should the greatest emphasis during consultation meetings be placed on initiating a discussion on sea use?

.....

33. Why should the greatest emphasis during consultation meetings be placed on submitting proposals?

.....

34. Why should the greatest emphasis during consultation meetings be placed on understanding the approach of maritime administration?

.....
35. Why should the greatest emphasis during consultation meetings be placed on getting to know other stakeholders?

.....
36. Why should the greatest emphasis during consultation meetings be placed on expressing opinion?

.....
37. Why should the greatest emphasis during consultation meetings be placed on fulfilling legal requirements?

.....
38. Why should the greatest emphasis during consultation meetings be placed on other aspects?

.....
39. Who should lead the consultative meetings? *

- Independent mediator
- Representative of maritime administration
- Representative of the plan executor
- Other

40. Do you have further suggestions for maritime administration regarding future planning processes?

.....

METADATA

Thank you very much for participating in our survey! Thanks to your responses, we can improve the maritime spatial planning process. In conclusion, we would like to ask you to fill out the metadata. Participation in the survey is anonymous.

41. I represent: *

- Administration
- Self-government
- Scientists
- Local communities
- Fishery sector
- Non-renewable energy sector
- Renewable energy sector
- Aquaculture sector
- Tourism, sport and recreation sector
- Maritime transportation sector
- Nature protection
- Cultural heritage sector
- National security and defence sector
- myself

42. I submitted proposals for the draft plan. *

- Yes
- No

43. I reside in: *

- Coastal rural area
- Coastal city
- Gdańsk-Gdynia-Sopot Metropolitan Area / Szczecin Metropolitan Area
- Non-coastal area (outside coastal counties)

44. As part of this assessment, we would also like to conduct in-depth interviews to clarify the issues raised in this survey. If you agree to further contact, please leave your address or get in touch with us (return addresses will be visible after submitting the survey).

