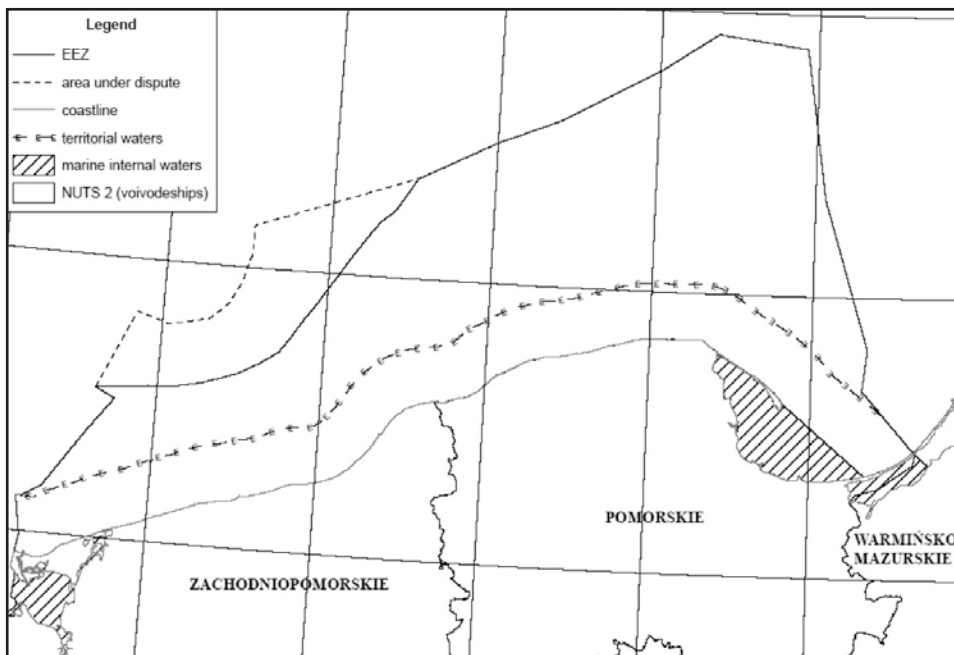




Maritime Spatial Planning in Poland

Polish Marine Waters



Polish marine waters

- Marine internal waters: about 1 991 km²
- Territorial sea (12-nm zone): 8 682 km²
- Exclusive Economic Zone: 22 634 km²

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

Governance of the Sea Space

- Managed by the Minister responsible for matters of maritime economy in the name of the State
- Administered by his regional maritime administration, i.e. the Directors of Maritime Offices (Szczecin, Słupsk and Gdynia)
- The Maritime Policy of Poland was recently developed (<http://www.transport.gov.pl/files/0/1795575/MTBiGM-2012STRATEGIAZacznikNr1bdoSIWZzzaz11092012.pdf>)

Use of the Sea Space

- Relatively low intensity of sea space use at the moment
- Current main uses: shipping, fishing, nature conservation, coastal tourism, coastal protection, technical infrastructure, national defence, gravel and mineral extraction
- Future uses: energy industry (wind, wave and shale gas), mariculture, underwater heritage protection

The main driving force behind MSP in Poland is fear of spatial conflicts, firstly related to already allocated industrial use of the sea space as well as imminent conflicts with traditional sea uses and growing requirements of nature conservation.

Maritime Spatial Planning Legislation

- Main legal act: the Act on Sea Areas of Poland and Maritime Administration of March 21st 1991
- Regulations concerning maritime spatial planning 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*).
- The 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
- Legal drawbacks: unsatisfactory description of the main planning objectives and principles, stakeholders involvement and consultation process, no maritime spatial plan hierarchy, ministerial ordinance on required scope of MSPs in their textual and graphic parts still lacking.

Maritime Spatial Plans

- Only non-binding maritime spatial plans exist. Pilots:
 - Gulf of Gdańsk (40 550 ha of internal waters, scale 1:25 000), corresponding to the local comprehensive plans on land, and containing detailed regulations (http://www.im.gda.pl/images/ksiazki/2010_pilot-draft-plan_zauch.pdf)
 - Middle Bank (1 751.5 km² of EEZ, scale 1:200 000), transnational plan of strategic nature (<http://www.baltseaplan.eu/index.php/Middle-Bank;833/1>)
 - Pomeranian Bight (14 100 km² of territorial waters and EEZ, 1:2 000 000), transnational plan of strategic nature (<http://www.baltseaplan.eu/index.php/Pomeranian-Bight;832/1>)
- The plans are used by the Maritime Administration in decision making as a source of best available knowledge.

Maritime Spatial Planning and Environmental Protection

- Inventory work focused on defining the ecological values, protected species and ecosystem services of the planned areas.
- NATURA 2000 areas and the provisions for their management plans taken as granted.
- The Gulf of Gdańsk plan has tested the concept of ecological connectivity as a key criterion for delimitation of sub-basins assigned with concrete use regulations (i.e. restrictions and stipulations).
- The Middle Bank plan has tested the application and use of the VASAB-HELCOM principles.
- Maritime spatial plans in Poland have to include a forecast of environmental impact (SEA). A pilot SEA has already been prepared and publicly consulted for the pilot plan for the Gulf of Gdańsk.

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