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Planning sea space in Poland

INTRODUCTION

Marine spatial planning (or sea use planning) is a concept which has relatively recently become a point of interest for spatial planners and decision makers responsible for spatial development. Neither the research studies Europe 2000¹, Europe 2000+² nor the European Spatial Development Perspective - ESDP³ mention the marine space. Even some later documents, such as "The Territorial State and Perspectives of the European Union"⁴ discuss mainly the specific territorial potentials of the coastal areas, mentioning that some 35.6% of the total number of inhabitants of Europe, including all the EU countries plus Norway and Switzerland live in that area. The document merely mentions sea motorways, defining them as links between the land and the sea. The marine spatial planning is mentioned twice – in a brief § 130, and as a short notice in § 173, in the context of the EU Maritime Policy, or the integrated coastal zone management. However the Territorial Agenda of the EU⁵ does not discuss the marine spatial planning despite appeals of the Baltic Sea Countries launched during the production of the document.

However, in the Baltic Sea Region (BSR) similar issues have been raised much earlier. The co-operation of the Ministers responsible for spatial planning and development in the BSR countries (VASAB 2010) in 2001 noted that "growing spatial conflicts in coastal waters like the one between off-shore wind-mil parks and undisturbed sea traffic show a need to apply instruments of spatial planning".⁶ Following this suggestion, the spatial planning as the eligible measure has been approved by the supporting INTERREG and other neighbourhood programmes of the EU both at the Baltic level (BSR INTERREG III B NP) and the cross-

¹European Commission, *Europe 2000: Outlook for the Development of the Community's Territory*, Office for the Official Publications of the European Communities, Brussels- Luxembourg, 1991.

² European Commission , *Europe 2000+ Cooperation for European territorial development*, Office for the Official Publications of the European Communities, Brussels- Luxembourg, 1994.

³ *European Spatial Development Perspective: Towards Balanced and Sustainable Development of the Territory of the European Union*, Office for the Official Publications of the European Communities, Luxembourg, 1999.

⁴ *The Territorial State and Perspectives of the European Union Document, Towards a Stronger European Territorial Cohesion in the Light of the Lisbon and Gothenburg Ambitions* (Dokument na temat obecnego stanu i perspektyw Unii Europejskiej – w trosce o większą spójność terytorialną w Europie w świetle celów wyznaczonych w Lizbonie i Göteborgu), *A background document for The Territorial Agenda of the EU*, Leipzig 2007.

⁵ *The Territorial Agenda of the EU, Towards a More Competitive Europe of Diverse Regions*, agreed on the occasion of the Informal Ministerial Meeting on Urban Development and Territorial Cohesion in Leipzig on 24 / 25 May 2007.

⁶ *Wismar Declaration and VASAB 2010+ Spatial Development Action Programme*, Vision and Strategies around the Baltic Sea 2010, Wismar 2001, p. 37.

border ones, e.g. in Lithuania, Poland and the Kaliningrad Region of the Russian Federation Neighbourhood Programme.

Thanks to that it was possible to carry out projects fundamental for the spatial planning development in the BSR, such as the BaltCoast⁷ and PlanCoast⁸, resulting among others in the preparation of the off-shore plan for Mecklenburg-Vorpommern and changing the German legislation in this field⁹. The BaltCoast also resulted in making recommendations (such as "Implementation of Sea-Use-Planning (extended spatial planning to the off-shore side)" which were presented during the 6th Conference of Ministers for Spatial Planning and Development in Gdańsk in 2005. These recommendations constituted an opportunity for more systematic work to domestic spatial planners in the BSR countries, such as Poland or Sweden, aimed at amending the binding laws, and including marine waters into spatial planning. Within the Project "PlanCoast" a marine spatial planning handbook "*Handbook on Integrated Maritime Spatial Planning*" was produced together with the first pilot maritime Project in Poland, and the Baltic experience was transferred to the Mediterranean Region.

The project Power¹⁰ carried out within the "Lithuania, Poland and Kaliningrad Region of Russian Federation Neighbourhood Programme" prepared grounds for spatial planning within the three participating countries in a practical way (working out planning tools, acquiring necessary information and carrying out hydromorphological research). Thanks to the above-mentioned projects, Poland turned the Maritime Institute in Gdańsk into a competence and knowledge centre dealing with the marine spatial planning issues. VASAB also benefits from the Institute's experience, and recently thanks to VASAB efforts and Maritime Institute in Gdańsk in particularly under East West Window Project¹¹ (TACIS) the attempt has been done to bring an idea of off-shore planning to Russia to the decision making level. As a result, the recommendations "Integrated Coastal Zone Management and Offshore Spatial Planning in the South-Eastern Baltic" were adopted during the Kaliningrad Conference in April 2008.

The recently finished project Balance¹² was a milestone in the Baltic discussions on marine spatial planning. The project was initiated by pro-ecological circles connected with the Helsinki Commission (HELCOM), therefore it is somehow biased towards ecological aspects of spatial planning. This advantageous project consolidates enormous yet poorly utilised by

⁷ BaltCoast - Integrated Coastal Zone Development in the Baltic Sea Region/ 2002-2005, http://plancoast.eu/files/baltcoast_final_report.pdf, http://www.spatial.baltic.net/_files/Report_baltcoast.pdf

⁸ PlanCoast (2006–2008) is an INTERREG IIIB NP CADSES Project with the aim to develop the tools and capacities for an effective integrated planning in coastal zones and maritime areas in the Baltic, Adriatic and Black Sea regions, <http://plancoast.eu/>.

⁹ Bernhard Heinrichs, Angela Schultz-Zehden, Susan Toben, *The Interreg III B BaltCoast Project. A pilot initiative on Integrated Coastal Zone Management In the Baltic Sea (2002-2005)*, Coastline Reports 2005 no. 5

¹⁰ Power- Perspectives of offshore Wind Energy development in marine areas of Lithuania Poland and Russia 2006-2007 <http://www.corpi.ku.lt/power/>.

¹¹ The central objective of the project is to promote territorial integration of NW Russia (i.e. the entire Northwest Federal District, including Kaliningrad) into the BSR in the identified three fields of (1) business development, (2) transport / ICT development and (3) sea use planning and Integrated Coastal Zone Management (ICZM). <http://www.vasab.org/EWW/EWW.php>.

¹² Baltic Sea Management – Nature Conservation and Sustainable Development of the Ecosystem through Spatial Planning, 2005-2007, <http://www.balance-eu.org/>.

spatial planners related to geomorphologic, thermohydronomic, hydrochemical, hydrobiological issues, maritime meteorology, lithology, hydrography and hydrooptics. On the one hand, the project pointed to significant and neglected aspects (goals) of maritime spatial planning in discussions so far, operationalising such concepts as maritime landscapes¹³ for the BSR, on the other hand it stressed the need for defining new spatial structures, characteristic of the three-dimensional marine space (e.g. blue corridors)¹⁴. The Balance Project also suggested a concept of marine spatial planning (not much different from the one applied on land) and a number of tools useful for marine spatial planning, including a highly detailed zoning mechanism.¹⁵

While analysing marine spatial planning in the BSR, besides the VASAB's efforts and the role of individual Projects, one has to mention the activities of HELCOM in this respect. In 2007, within the works on the Baltic Sea Action Plan, HELCOM worked out and adopted recommendations on *Development of broad-scale marine spatial planning principles in the Baltic Sea area*, which point to the need of joint development of the marine and coastal broad-scale spatial planning common principles to facilitate the protection and sustainable use of the Baltic Sea.

The pioneering nature of the BSR towards marine spatial planning mentioned above is not of an absolute character. At the same time, however, planning of this type was developing, or rather was being developed and tested in other regions of Europe. This can be exemplified by marine spatial planning on the Irish Sea¹⁶ (*Irish Sea Pilot and Marine Spatial Planning Process*) or spatial planning in the region of Great Barrier Reef in Australia¹⁷. In the BSR, however, this research is of multidisciplinary, multidirectional and multidimensional character.

In fact the European level of spatial planning was highly delayed in its identification of the need for planning the marine space despite the works carried out on the local and regional level, and definitely there were no signs of inspiration and strategic support from the European level. It is a strange situation, since spatial issues in developing Europe constitute

¹³ Ziad Al-Hamdani and Johnny Reker (eds.), *Towards marine landscapes in the Baltic Sea. BALANCE interim report #10*, 2007, <http://balance-eu.org/>, p.11-12, fig. 17 at p.55.

¹⁴ Georg Martin (ed.), *Literature review of the "Blue Corridors" concept and it's applicability to the Baltic Sea*, *BALANCE interim report #4*, 2006, <http://balance-eu.org/>; George Martin and Per Nilsson, *A practical guide on Blue Corridors* *BALANCE interim report #18*, 2006, <http://balance-eu.org/>.

¹⁵ Jan, Ekeboom Jenni Jäänheimo, Johnny Reker (eds.) *Towards marine spatial planning in the Baltic Sea* *BALANCE WP4 Final Report*, 2007, <http://balance-eu.org/>.

¹⁶ *Marine Spatial Planning Pilot. Final Report*, MSPP Consortium, 2006, http://www.abpmer.net/mspp/docs/finals/MSPFinal_report.pdf; Suzanne J. Boyes, Michael Elliott, Shona M. Thomson, Stephen Atkins and Paul Gilliland, *A proposed multiple-use zoning scheme for the Irish Sea. An interpretation of current legislation through the use of GIS-based zoning approaches and effectiveness for the protection of nature conservation interests*, „Marine Policy”, 2007, vol.31, issue 3, pp287-298. Jon. C Day, *Zoning-lessons from the Great Barrier Reef Marine Park*, „Ocean & coastal management” 2002, vol. 45, no 2-3, pp. 139-156 ; David Tyldesley, *Coastal and Marine Spatial Planning Framework for the Irish Sea Pilot Project*, Defra 2004.

¹⁷ Jon. C Day, *Zoning-lessons from the Great Barrier Reef Marine Park*, „Ocean & coastal management” 2002, vol. 45, no 2-3, pp. 139-156.

more and more often a core of developmental debate. For instance the route of gas pipe between Russia and Germany laid on the Baltic bed became a significant subject of dispute within the BSR. Numerous economists believe that the cause of the recent food price increase was over-intensive use of agricultural space for energy crops. And yet the marine space, perfectly suitable for renewable energy production is not included in the planning debate at the European level. The problem is discussed at the domestic, regional and local level, usually provoked by investors who want to benefit from more intensive use of the maritime space.

The EU Integrated Maritime Policy (or rather *Integrated Approach to Maritime Governance*) sketched in the EU Green¹⁸, and then in the Blue Book on Integrated Maritime Policy¹⁹, supplied with a suitable Action Plan²⁰ constitute a certain positive break-through in the situation. It is a new phenomenon in the map of Community's policies. This very debate carried out within the framework of this policy contributed to promotion of the marine spatial planning in Europe. In this very case these were the officials who inspired the spatial planners, not the other way round. A starting point in this case was a need to "address the challenges that emerge from the growing competing uses of the sea, ranging from maritime transport, fishing, aquaculture, leisure activities, off-shore energy production and other forms of sea bed exploitation".²¹ "Without some form of indicative planning, investment decisions will be hampered by uncertainty with respect to whether the activity in question will be licensed for a particular site. The Commission believes that a system of spatial planning for maritime activities on the waters under the jurisdiction of or controlled by the Member States should be created"²².

DEFINING MARINE SPATIAL PLANNING

There is ambiguity in the very nomenclature of the planning of the marine space process, and synonymous expressions, such as off-shore planning²³, maritime spatial planning²⁴, marine spatial planning²⁵ and sea use planning²⁶ are interchangeably used. The scope of the planning as such is also ambiguous. Some authors, like Ekebom, Jäänheimo, or

¹⁸ Commission of the European Communities, *Green Paper Towards a future Maritime Policy for the Union: A European vision for the oceans and seas*, Brussels, 7.6.2006 COM(2006), 275 final, Volume II .

¹⁹ Commission of the European Communities, *Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Region. An Integrated Maritime Policy for the European Union* . Brussels, 10.10.2007, COM(2007) 575 final.

²⁰ Commission of the European Communities, *Accompanying document to the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions. An Integrated Maritime Policy for the European Union* . Brussels, 10.10.2007, SEC(2007) 1278.

²¹ *Ibidem*, p.6.

²² Commission of the European Communities *Green...*, *op.cit.*, p.34.

²³ Bernhard Heinrichs, Angela Schultz-Zehden, Susan Toben, *op.cit.*, p.9.

²⁴ Commission of the European Communities, *Communication...*, *op.cit.*, p.6.

²⁵ Jan, Ekebom Jenni Jäänheimo, Johnny Reker (eds.), *op.cit.*, p.4.

²⁶ Bernhard Heinrichs, Angela Schultz-Zehden, Susan Toben, *op.cit.*, p.6; *Policy Document Connecting Potentials, Vision and Strategies around the Baltic Sea 2010*, Gdańsk 2005, p. 13.

Reker²⁷ believe that it refers merely to aggregation of individual preferences into a collective one with the use of the mechanism of the public choice and concentrate their efforts on working out plans and announcing them to stakeholders, together with monitoring of the whole process, whereas David Tyldesley claims *that marine spatial "planning" will include the "management" of ongoing uses or activities*²⁸.

These different kinds of approach are also reflected by diverse definitions of the marine spatial planning. For instance the English Department for Environment, Food and Rural Affairs (Defra) suggests acknowledging the marine space as *a strategic plan for regulating, managing and protecting the marine environment that addresses the multiple, cumulative and potentially conflicting uses of the sea*.²⁹ The MSPP consortium follows the similar path of thinking, pointing to the fact that *marine spatial planning is a process by which the sustainable exploitation of marine resources can be planned and manager. While the process will result in the preparation and adoption of a Marine spatial plan, in the long run it is the process of planning and ongoing management of Marine development within that framework that is more significant than the plan itself*.³⁰ Boyes et al., however, define this type of planning as a *"plan-led framework which enables integrated forward looking consistent decision-making for the use of the sea"*³¹. The authors of BaltCoasta, in turn, did not see any need for defining the marine spatial planning, taking for granted that it is merely a natural extension of the land use planning. However the same, although slightly enlarged team of PlanCoasta suggested the following definition of the maritime spatial planning, reflecting the EU concept of integrated maritime policy: *Integrated Maritime Spatial Planning (IMSP) combines the tools and procedures of terrestrial spatial planning with the principles of Integrated Coastal Zone Management (ICZM). IMSP views coasts and seas as constituent parts of an integrated system, both in terms of ecology and socioeconomic factors. Through intensive stakeholder involvement and the use of Geographic Information Systems (GIS), IMSP extends terrestrial spatial planning and principles of ICZM to the open sea. Because of the many interconnections between land and sea, IMSP considers terrestrial and marine space as equally important*³².

The dispute discussed above, manifested by diversity of marine planning definitions seems to be somehow of semantic nature. Some authors identify spatial planning with spatial policy, whereas others believe planning to be only a part of this policy, which – in that case – must also include a motif of spatial management, i.e. issuing construction permits based upon spatial plans. It is an obvious thing, however, that there may exist (and in many cases does) marine space management without planning foundations (disintegrated sector management), particularly when there is relative abundance of maritime space and no clear-cut spatial conflicts. And then sole planning without management would be deprived of any sense whatsoever.

²⁷ Jan, Ekebon Jenni Jäänheimo, Johnny Reker (eds.), op.cit., p.15, fig. 2.1.

²⁸ David Tyldesley, op.cit., p. 4.

²⁹ Ibid. p.4.

³⁰ *Marine Spatial Planning Pilot... op.cit.*, p.2.

³¹ Cf. Jan, Ekebon Jenni Jäänheimo, Johnny Reker (eds.), op.cit., p.4.

³² Angela Schultz-Zehden, Kira Gee, Katarzyna 'Scibior, *Handbook on Integrated Maritime Spatial Planning*, S.PRO., Berlin, 2008.

Tyldesley gives an important comment on the definition by stressing a significant difference of spatial planning on land and off-shore, claiming that it will be necessary for marine spatial planning system *to embrace the management of ongoing activities as well as the regulation of proposals for change*³³. This pro-active nature of maritime spatial planning results from a different type of spatial ownership. The marine space as a rule is of public nature (however in Sweden one may encounter a private sea space³⁴). Thus while planning the space (both on- and off-shore) one has to take into account interests of all stakeholders, on the other hand, however, it may be more open to changes such as new ways of utilisation of the marine space.

The difference between the marine and land space as a subject of planning is often discussed in professional literature³⁵. The most significant differences consist in:

- a) three-dimensional character of maritime space permitting higher diversification of its use within the same body of water than on land – e.g. the sea area used for laying underwater pipes and cables may also be used for sports and leisure;
- b) different dynamics of diffusion processes – e.g. much quicker spread of pollutions than on land, and easier penetration of pollutants in maritime live organisms;
- c) higher significance of cross-border factor, impossibility of confinement of adverse cross-border impact, such as pollution, noise, vibrations, or inflow of organisms alien for a given ecosystem at the country's border;
- d) higher flexibility in shaping transport corridors, dependant on the needs of other maritime space users, than on land;
- e) higher impact of hydrographical and geomorphologic processes in the context of shaping the coast line, maintaining the depth of water routes, etc., than on land;
- f) higher unavailability of data on current use and shape of that space, and the necessity of carrying out expensive underwater research in order to collect this information;
- g) and mentioned before different ownership issues (no private ownership, significant limitation of spatial control in reference to the exclusive economic zone).

Last but not least one should keep in mind notable differences in a judicial status of different parts of the sea space: internal waters, territorial waters, exclusive economic zone, continental shelf and international waters. Maritime spatial planning should take those differences into account. The state enjoys complete jurisdiction over internal waters defined as waters landward of the baseline³⁶. Also territorial waters³⁷, or a territorial sea, is regarded as

³³ David Tyldesley, *op.cit.*, p. 4.

³⁴ Boverket Project VASAB, *Part 1 Sea use planning system and management system of the sea space*, Boverket, February 2008, DNR 200-5288/2007, p.3, www.vasab.org.

³⁵ Cf. David Tyldesley, *Making the case for marine spatial planning in Scotland*, report commissioned by RSPB Scotland and RTPi in Scotland, 2004, pp.10-12.

³⁶ The mean low-water mark of a coastal state officially mapped and recognized. If the coast morphology is complex the baseline can alternatively be defined as a line connecting fringing islands along a coast, across the mouths of rivers, or across the mouths of bays (e.g. Gdańsk Bay In Poland).

³⁷ Coastal waters extending at most twelve nautical miles from the baseline - see the 1982 United Nations Convention on the Law of the Sea.

the sovereign territory of the state, although foreign ships (both military and civilian) are allowed innocent passage through it. Therefore the state can have full rights to plan both types of the above described waters.

The Exclusive Economic Zone can be also subject to national maritime planning since it is an area³⁸ in which a coastal nation enjoys control of all economic resources i.e. fishing, wind and current energy, sediment extraction, mining, oil exploration, and any pollution of those resources. However, it cannot regulate or prohibit passage or loitering above, on, or under the surface of the sea³⁹.

In the continental shelf zone a given coastal nation has only control of all resources (living or not) located on or under its shelf, but has no control over any living organisms above the shelf. There is also no national jurisdiction over the international waters which makes maritime planning really difficult there.

POLISH SEA SPACE AND ITS LEGAL PLANNING FRAMEWORK⁴⁰

Polish marine waters - about 1991 km² include (Fig. 1) the marine internal waters and the territorial sea (12-nm zone - 8682 km²), which together form the national sea territory, and the Exclusive Economic Zone (22634 km²). South of Bornholm there is a disputed area with unresolved claims from Denmark and Poland.

In the name of the State, sea areas are managed by the Minister responsible for matters of maritime economy (nowadays it is Minister of Infrastructure) and by his regional administration, i.e. the Directors of Maritime Offices⁴¹.

At present, the intensity of Polish sea space use is rather low, especially when compared with some other sea areas (e.g. German, Danish, Dutch, Belgian or some UK areas). However, the increasing trend to use sea space for the needs of different users is already driving towards a very intensive use of Polish sea space, demanding careful, far-sighted spatial management.

Responsibility for planning is uniform over all sea areas (i.e. internal sea waters, 12-nm zone and EEZ). Regulations concerning spatial planning of sea areas are contained in Chapter 9 (articles 37a and 37b) of the Act on Maritime Areas of Poland and Maritime Administration of March 21st 1991. They have been added to the Act in 2003 and slightly amended in 2005.

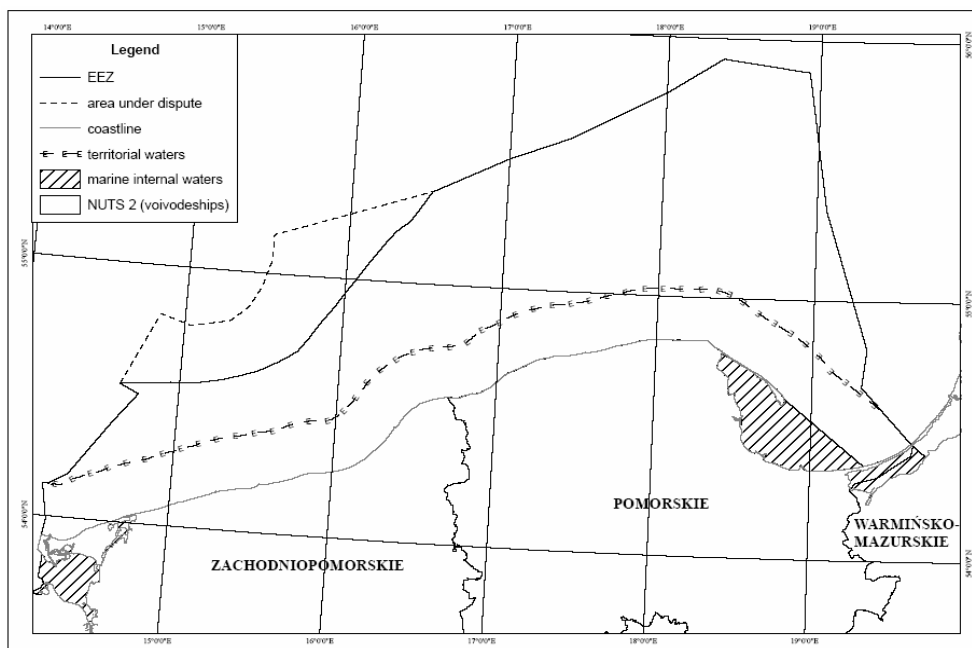
³⁸ An area beyond and adjacent to the territorial sea up to 200 nautical miles (370 km) beyond the baselines of the territorial sea.

³⁹ Please see third United Nations Convention on the Law of the Sea in 1982. Part V, Article 55.

⁴⁰ Based on *Sea Use Planning System – Poland - a blue print* prepared by Andrzej Cieślak for VASAB.

⁴¹ There are three Maritime Offices: in Gdynia, Słupsk and Szczecin.

Fig. 1 Polish marine waters



Source: Maritime Institute in Gdańsk

The Act stipulates:

- a) a body approving spatial development plans of the maritime areas of internal waters of the territorial sea and the exclusive economic zone; this function is carried out by a competent Minister for Spatial Layout and Construction, in co-operation with competent Ministers of Maritime Economy, Fishing, Environment Protection, Internal Affairs, and of National Defence;
- b) mode of approving the plan in a form of an ordinance of a competent Minister for Spatial Layout and Housing;
- c) a list of issues resolved by the plan;
- d) a body working out the draft of the plan, i.e. the head of a relevant Maritime Office;
- e) the requirement of providing the Environmental Impact Assessment (OSS) as an immanent element of a planning process;
- f) an entity financing the construction of the plan: it is either a State Budget or an investor carrying out off-shore investments;
- g) the requirement of issuing by a competent Minister for Spatial Layout and Housing an ordinance defining the required scope of the development plans for the maritime areas of internal waters of the territorial sea and the exclusive economic zone, with a text and graphic parts with particularly due regard for requirements concerning planning materials, types of maps, applied signs, nomenclature, standards and the mode of documenting planning works.

The sea use plans decide about:

- the destined use of the sea areas,

- prohibitions or limitations in the use of the sea areas, taking into account the requirements of nature protection,
- distribution of public investment,
- directions of development of transport and technical infrastructure,
- areas and conditions of protection of environment and cultural heritage.

The existing legal regulations, however, are far from perfect and require significant changes that should result in:

- defining the role and nature of the maritime spatial development plans (in fact it is not clear whether sea use plans are more likely to be a kind of regional spatial management plans (additional planning "sea" region) of strategic and indicative nature or rather a kind of local land use plans having strong binding character),
- defining the procedures of working out these plans, launching complaints against them, and amending them;
- including the maritime spatial development plans into the system of hierarchy of development plans binding in Poland, providing the coherence between the "marine" plans and the other plans, the participation of these plans in the system of vertical and horizontal system of co-ordination, together with the growth of the stakeholders' activity other than state administration representatives in the system of off-shore planning.

There are also no executory provisions to the existing legal regulations, and the drafts of the existing provisions make limited allowance for the specificity of the marine space. A draft of new ordinance was prepared and sent to a first round of consultations, but after that the further work on the ordinance stopped.

The binding laws on spatial planning in Poland, and particularly the Act on Spatial Planning and Management of 2003 has only a minor provision for sea use planning ensuring participation of the Maritime Administration as an important stakeholder in the co-ordination process of local land use plans, municipal studies of conditions and directions of spatial development and of Voivodship (Regional) spatial management plans as far as planning of the technical belt, protective belt and space of harbours and ports is concerned. The relations between sea use plans and terrestrial plans are not covered in this document.

As it has been pointed out by Andrzej Cieślak *some "planning" of (or rather encroachment on) the sea space might be done according to Polish law by ordinance of the sectoral ministers and authorities i.e. closed military areas are enforced by the Navy, and Natura 2000 areas are enforced by the Minister of Environment outside the planning system/regime. This is contradictory to the idea of integrated, comprehensive planning and management.*⁴²

CONCEPT (OUTLINE) OF NATIONAL SPATIAL DEVELOPMENT

At the national level in Poland a Concept (Outline) of National Spatial Development - *KPZK*⁴³ is elaborated and approved by the government and presented to the Parliament. This

⁴² *Sea use....op.cit.*, p.3

⁴³ *Koncepcja Przestrzennego Zagospodarowania Kraju*

is a strategic document of non-binding character. However, the main conclusions from this document should be taken into consideration in regional and municipal spatial documents, and should lead to formation of sectoral and cross-sectoral action programmes executed by different public authorities. The sea space will be included first time to this document currently under elaboration (due at the end of 2008⁴⁴).

As it has been provisionally established, the document will focus on establishing a vision of spatial structure of Poland in the years 2015 and 2033, and the goals of spatial development at the domestic level, i.e. general and specific goals of the spatial policy of the country resulting from the identified problems in spatial development of Poland. There will be also a suggestion for creating instruments of the spatial policy of our country both in systemic approach and in reference to specific goals. The document will also contain conclusions and recommendations based on the vision, the analysis of the goals and adopted instruments that would take a form of recommendations on investment priorities for the entities concerned, recommendation related to legislation, recommendations for the regional development plans, recommendations for public census concerning data collection in territorial cross-sections, together with suggested directions of research (their support and coordination) on spatial management and spatial economy. The conditions for spatial development, however, and perspective diagnosis of the status of domestic management and its directions of transformations will concentrate on the most important issues and will be widely discussed in a separately published volume of experts' opinions which will be used for formulating the concept as such.

As far as Polish sea waters are concerned, the authors of KPZK focused on the problem (which can yet be regarded as a kind of chance) of extensive and often irrational (e.g. areas used for military purposes block the development of renewable energy production on the sea) utilisation of Polish marine space. The experts' evaluations⁴⁵ show that Polish marine space is at the moment in a stage of significant transformation. The role of its traditional users, i.e. fisheries and the defence sector, is diminishing, and the demand for space is increasing in the following sectors:

- shipping – Polish exports to the BSR countries in the years 2000-2006 grew by more than twice. According to the Baltic Ports' Organisation, the container traffic on the Baltic will grow by more than 220% 2015, and the highest dynamics of turnover will occur in Polish, Finnish and Russian ports, as well as the ports of three Baltic Republics;
- environmental sector (preservation of maritime landscape, protection of habitats, preservation of species and climate) – protected areas cover at present 62.3% of Polish internal and territorial waters, so it is a relatively bigger area than on land;
- marine tourism (cultural and aesthetic values);

⁴⁴ This is a second document of this kind. The first was written in the years 1995-2001, and upgraded in 2006.

⁴⁵ Krystyna Gawlikowska-Hueckel Wiktor Szydarowski, Stanisław Umiński, *Uwarunkowania rozwoju przestrzennego Polski wynikające z położenia w Regionie Morza Bałtyckiego*, Gdańsk, November 2007, http://www.mrr.gov.pl/NR/rdonlyres/58E2DB25-A05A-41E1-9354-22D63AB8120C/40102/7gawlikowska_hueckel_Batyk1.pdf;

Kazimierz Szeffler, Kazimierz Furmańczyk i inni Zagospodarowanie i przestrzenne aspekty rozwoju strefy przybrzeżnej Bałtyku, zarówno strefy wód terytorialnych (12 milowej) jak i wyłącznej strefy ekonomicznej (EEZ), Gdańsk, November 2007, <http://www.mrr.gov.pl/Rozwoj+przestrzenny/Polska+polityka+przestrzenna/Prace+nad+KPZK+2008-2033/>

- and potentially – a renewable energy sector.

However, new use of maritime space such as blue biotech or sub-sea technologies are not present yet, although they were mentioned by the European Commission in its Blue Book for Maritime Policy⁴⁶.

The increasing interest in Polish maritime space is based upon objective external and internal conditions:

- First – expected climatic changes (warming) will result in numerous new opportunities and, at the same time, threats for the use of Polish sea space. The expected warming connected with the increased number of dry spells (drought) in southern Europe may result in a larger number of tourists visiting the Polish Baltic coast. At the same time, however, the increase in intensity of climatic phenomena such as thunderstorms, windstorms and gales, together with the increase in the sea level will constitute a threat to the Polish coastal zone. It is expected that if no protective measures are taken, the coastline – depending on its location – may draw back by 150-400 m within a century, and a threat of sea inundation may refer to over 2.200 km² of the coastal area. The adaptive changes of the Polish economy of a prudent nature in reaction to climatic warming will enhance the role and significance of renewable energy including this produced by sea streams, and wind farms in particular. It is expected that in the future power production may be based on hydrogen, and sea water as a weak electrolyte is its natural source.
- Second – the EU directives will influence more and more the management of the Polish marine space. And it is not only the issue of protecting natural environment through the Directive Natura 2000 or the directive on maritime strategy (European Parliament 2005), but also the assumptions of the EU power production policy targeted at increase in renewable energy production⁴⁷ or common fishing policy.
- Third – integration processes, including globalisation, are also external conditions. E.g. global increase in energetic raw material prices will stimulate energy production based on other sources. And another global trend, i.e. the development of knowledge-based economy, will intensify Polish links with the Nordic countries, including the links by sea.
- Fourth – one must not ignore significant biological processes such as renewal of fish population, changes in species of fauna and flora in the Baltic caused by the level of water salinity, sea water pollution, etc.
- Fifth – one has to consider proximity of Kaliningrad and the Russian Federation' marine space, where no EU rules of marine space management are binding. In this

⁴⁶ Commission of the European Communities, *Communication.. op.cit*, pp.3-4.

⁴⁷ Poland will be obliged to meet the requirements of the drafted EU directive on the share of renewable energy in the production of all the energy used, and CO₂ emissions reduction by 2020. We will need ca. 48 TWh of power from the renewable sources of energy in 2020, provided that there will be a constant economic growth and respective growth in energy demand. This amount will be impossible to obtain from the inland sources in most cases burdened with CO₂ emission or other side effects (e.g. co-incineration of biomass).

context one has to identify real threats connected with environmental issues related to discharge of untreated sewage to the sea or excavation of oil from the shelf.

- Sixth – economic growth (the most important internal condition) of Poland has already caused and will cause in the future the increasing demand for maritime transport, including the Baltic traffic.
- Seventh – a higher standard of living in cities will result in higher demand for second homes located at the seaside, in more active maritime tourism (sea angling, surfing, yachting). Thanks to better and cheaper air transport and modernised railway more tourists from central Poland will come the coast even for a day to practise their leisure activities such as windsurfing, kitesurfing or diving.

All the processes discussed above show the growing pressure on further utilisation of still intensively used marine space. This situation creates the need of making choices (prioritisation) between competitive development potentials (powers) and the need of preventing thus resulting spatial conflicts on the sea in their diversified dimensions.

This dilemma is properly illustrated by a set of spatial phenomena connected with off-shore wind farm development. There is quite a potential here: roughly estimating, with putting apart other forms of using the area, there are:

- 1000 km² with a depth of 20 to 30 m, which with the instalment of 4 MW per 1 km² gives about 16 TWh of electric energy produced yearly,
- 1500 km², with depths of 30 to 40 m, which with a similar assumptions as for the efficiency of turbines gives the output of ca. 27 TWh a year (because of better wind conditions than in the case of more shallow waters).

This potential could supply ca. 90% of renewal energy demand of Poland in 2020. Problems arise, however, (without considering economic viability of renewal energy production) in a form of conflicts with maritime tourism (landscape pollution), fishing (decrease in fishing areas, although at the same time artificial reef barriers are created that would stimulate reproduction of sea organisms), military infrastructure, environmental protection and protection of shores (there are few suitable place to lay power cables from land into the sea). Particularly symptomatic is the conflict with defensive functions, which illustrates the need for marine spatial planning at national level. The borders of military naval training areas are not commonly known, as this information is secret. Their existence is revealed only while applying for permissions for particular marine undertakings, i.e. while establishing location of sea structures to which military authorities must agree. Another problem is that some of the military training areas occupy the best areas for producing renewable energy, i.e. the areas rather shallow, with many windy days a year. The reasons for this situation are difficult to define, because it seems that the parameters of marine space useful for naval training are less restrictive than those of off-shore wind farm development. In this situation it would be easier to move training areas to the locations that would not collide with the development of wind farms. But to reach this goal we would have to establish some kind of forum for inter-sectoral spatial dialogue, like a spatial concept at national level.

Discussion on the ultimate form of KPZK are still in progress. However, we can stipulate with high level of probability that the document will contain the following provisions relating to Polish marine space:

1. Firstly, the main goals of marine spatial planning will be defined. These are:
 - supporting socio-economic development of the country, the coastal area in

particular;

- protection and improving the spatial order on the sea and at the borderline between the sea and land.
2. Secondly, priorities of utilisation of maritime space will be defined. These are:
 - concurrent functioning and development of technical infrastructure, sailing infrastructure included, adequately to the transport needs that would ensure due respect for the natural values of the maritime environment;
 - sustainable development of coastal communities;
 - protection of environment and nature (species);
 - providing favourable environment for fish;
 - making use of the marine area potential for renewable energy production and strengthening the country's power security;
 - functioning and development of housing, and spatial development of coastal areas according to social and economic needs;
 - supporting polycentric settlement structure in coastal areas;
 - providing necessary space for practicing water sports, leisure activities and tourism;
 - making use and enhancement of other economic values of maritime space;
 - coast protection;
 - protection of cultural heritage and marine historical structures;
 - health care and protection of people and their possessions' safety on sea and in the coastal zone;
 - revival of degraded areas;
 - provisions for the state defence and security.
 3. Thirdly, development potentials of nation-wide impact and possible conflicts (resulting from interactions in the triangle of time, potentials and conditions) in reference to marine and coastal space will be defined (in the chapter referring to conditions).
 4. Fourthly, spatial policy on maritime areas will be formulated.
 - Areas requiring particular protection of natural values (national parks, wildlife and bird habitat areas) will be defined, together with a recommendation of prohibiting their further expansion without appropriate and full identification of nature resources.
 - The major sea transport axes providing access to all the Polish ports and convenient connections with major Baltic ports will be identified.
 - Possible location of technical infrastructure of nation-wide importance (cable lines and pipelines) and the route of high-voltage lines from land to possible locations of wind farms will be determined.

- Areas particularly suitable for various types of use, including fishing industry, renewable energy production, sea tourism and future aquaculture will be determined.
 - Areas of particular escalation of present and future conflicts, i.e. functional problem areas requiring studies and plans as a priority will be identified.
 - The document will also require the armed forces to prepare a strategy of selection and utilisation of marine space for defence purposes in line with the goals and priorities of KPZK.
5. Fifthly, there will be a proposal of a list of new on-shore and off-shore undertakings, mainly related to transport routes for cargo transport from and into the ports, flood protection, high-voltage transmission lines handling the off-shore wind farms, together with a concept of Baltic supergrid linking all the wind farms around the Baltic and enhancing power security in situations when wind intensity is of stochastic nature.
 6. Sixthly, the needs will be defined concerning amendments to the law regulating the maritime space planning and utilisation, so as to obtain cohesion of land and marine planning and to transfer best practice from land planning into maritime planning.
 7. Seventhly, directions for research for spatial management of marine areas will be formulated, including the necessity of carrying out basic research on marine habitat.

PILOT MARITIME PLAN

Simultaneously (with elaboration of the KPZK) a pilot attempt has been made to prepare the first off-shore plan in Poland (published in March 2008). While working out that plan, the authors used their experience driven from the works on the KPZK, and the very work-out was useful as a testing tool for recommendations for the KPZK.

The Plan covers a part of marine internal waters of the Gulf of Gdańsk. This is a 291,400 hectare area situated west of the line linking the cape of the Hel Peninsula with the border between Gdynia i Sopot municipalities, excluding the water break enclosed harbour area of Gdynia, Puck, Jastarnia and Hel, encompassed by shore boundaries. The area is situated at the hinterland of one million inhabitants large conurbation (according to ESPON 1.1.1) of the Tri-city (Gdańsk-Sopot-Gdynia). The draft of the plan was drawn in the scale of 1:25 000, in the domestic set of co-ordinates "92", with a possibility of easy transformation into maritime mapping. Besides its marine part, the drawing also covers a land part that is not an element of the Plan, which is a certain breakout in maritime mapping, in Poland at least.

The character of the Plan is different from the plans worked out on land. Because of different ownership relations on the sea, smaller number of stakeholders (and higher level of their institutionalisation) and a high level of ignorance on the current status of the marine space, the plan has both a *quasi-strategic* character and carries out some functions that are reserved on land for the local land use plan. The plan is just a tool for balancing various interests of marine space use, and it links the national planning (KPZK) with the local/detailed use plan (on the sea); it also links the on-shore and off-shore planning. On the one hand it is a plan of a structure, as it diagnoses spatial conditions of development, defines composition elements of a spatial system and their interrelations, pointing to their desirable form over a vast marine area (a surface of 2-3 municipalities), on the other hand however, through the

system of zoning, the plan is decisive for certain specific limitations in using the space (just like land use plans are).

The goals and priorities of the KPZK were the starting point, yet they have been expanded by the principal (Maritime office in Gdynia) so as to include:

- a. provisions for sustainable and permanent development of coastal communities;
- b. provisions for good condition of marine and on-shore – off-shore ecosystems;
- c. provisions for safe, sustainable and permanent use of the sea;
- d. frugal use of space, leaving possibly much room for future ways of utilising the sea, including the utilisation currently unknown;
- e. provisions for preservation and protection of historical values;
- f. and – where applicable – applying stipulations referring not only to space but also to time.

Taking into account that the whole area is covered by the bird Directive Natura 2000, and its significant part by the habitat Directive, and that it is situated close to the one million inhabitants conurbation and the areas of intensive tourist management on land (Hel peninsula), the key challenge faced by the authors of the Plan was identification of problems and working out solutions acceptable for all stakeholders, that would provide both for protection of nature and environment, and providing decent living standard of coastal communities.

A starting point for preparing the plan was the inventory of present and possible ways of sea uses. Information about nature environment was the most important factor in obtaining a picture of status quo. Luckily, the area of the plan had been examined before in this respect, and there was detailed information about macrophytes, macrozoobenthos and avifauna (obtaining this kind of information is very expensive, but creating the plan without it would be impossible). The problem was that there was no spatial information on maritime species of considerable mobility, i.e. ichthyofauna and sea mammals and their susceptibility to any changes in even one segment of the space they need in their annual or life cycles. As a result, because of a lack of necessary knowledge it was impossible to define sea ecological corridors, i.e. so-called blue corridors. Another problem was that information about cultural sea heritage was imprecise, but not as much in relation to shipwrecks (they were identified rather precisely) as to coastal and land buildings and structures which are now under water. However, there were no big problems with inventorying navigation routes, anchorages, dumping sites, sites for acquisition of sand for shore strengthening or with getting a picture of land development. Now it is clear that the plan failed to contain the inventory of maritime landscapes.

It appeared much more difficult to work out an opinion about future status of the area of the plan from the point of view of stakeholders. Although a meeting with stakeholders was arranged, where they could voice their desiderata concerning the plan, it turned out that they were not prepared for the process. Even where it seemed the future plan should be specified clearly, e.g. in the environmental protection issues, it turned out that there were no protection plans (of the landscape park Nadmorski Park Krajobrazowy) or area management plans Natura 2000. Also, coastal municipalities interested in tourism development could not specify their needs as far as maritime space was concerned, and their planners only mentioned their readiness to build up piers and marinas or open new beaches. Even port authorities did not have a specified vision of long-term development in the context of demand for maritime

space. Because of a short time (about 6 months) for preparing the plan, it was impossible to start a strategic dialogue with the Polish Navy concerning the waters they need for defence purposes.

As a result of inventorying, the following types of current and future sea uses were identified:

- waters for water transport, sea roads, roadsteads and anchorages,
- waters for sports and recreation,
- waters for fishing,
- waters for locating surface superstructures and artificial islands, and for location of underwater structures,
- waters for location of line facilities and technical infrastructure networks,
- waters under nature preservation,
- reeds,
- waters significant for ichthyofauna welfare,
- waters under cultural heritage protection,
- the other waters of sea space used for dumping waste, silting or military purposes.

Inventorying and identification of the future demand of stakeholders for the use of marine space allowed for drafting basic spatial conflicts. In order to solve them it was necessary to use a bundle of priorities of the sea space use defined for the KPZK. Because of the expected growth of sea navigation on the Baltic, as described above, the most important priority is concurrent functioning and development of technical infrastructure, navigation one included, in proportion to transport needs. At the same time, making use of planning documents of regional level (Voivodship plan) it was assumed that the existing harbour system within the planning area is ultimate, and new marinas will require dredging water routes. A similar rank was given to the issues of defence as they were regarded as imposed and final (in fact there was no discussion about it). The second equally important priority was protection of habitats and species, which seems to be a natural thing with regard to protected areas of both Natura 2000 and the landscape park Nadmorski Park Krajobrazowy. However, because state authorities outlined the borders of Natura 2000 areas rather thoughtlessly, it was decided that reliable research on macrophytes, macrozoobenthos and avifauna justified grading restrictions in uses of marine space included into these areas, actually in line with the spirit of the EU directive. The third priority was cultural heritage protection, both under water and on shore, including cultural landscape of fishing villages. Therefore, wherever possible (in fact excluding water routes and bird winter habitats) fishing was allowed. The development of maritime tourism (different from coastal tourism of sea, sun and sand type) permitted wherever it did not collide with navigation, fishing and environment protection received the fourth place in the priority ranking list. The development of line infrastructure became the fifth priority, however, raising surface and underwater structures were treated in a restrictive way, limiting their location (to selected sites) and functions (harbour functions only, one artificial island for scientific research, and tourist infrastructure wherever it is absolutely necessary and does not interfere with environmental protection).

The third stage of working out the plan was delimitation of functional sub-areas. In maritime planning this is a very important stage decisive of the success which does not occur in local land use plans based on the grid of existing plots and those outlined by ownership relations. Although marine space from the legal point of view constitutes a common property, it is in fact divided by a number of functional processes, constituting the internal cohesion of some of its parts. Therefore there is a need for understanding the dynamic of these functional links. Transport (maintenance of water routes frequently means their dredging) and nature links were assumed to be vital in the planned area. Therefore it was assumed that the spatial grid in the planned area would constitute the areas of valuable habitats (so-called areas of outstanding natural value) and transport corridors either with particular traffic or in need of dredging. A network of military areas and existing dumping sites were projected on the grid. Delimitating of areas of outstanding natural value and those for transport use, it was possible to outline the area of general multiple use. In this area the zones of natural development of economic functions⁴⁸ (port activities mainly) were outlined together with necessary corridors of line infrastructure for handling these functions. After delimitation of these functions the rest of the area was earmarked for recreation (of various intensity depending on the proximity of the areas of outstanding natural values) and fishing (although the latter one was permitted on many areas of outstanding natural values).

Thus 30 water areas have been divided because of their domineering function, including 12 waters of outstanding natural values (protected sea habitats), 6 waters for sea tourism and fishing (on one of them construction of an artificial island was permitted), two corridors for line infrastructure, two areas for constructing port infrastructure, for water and access routes to the ports together with anchorage (on one area adjacent to the port tourist infrastructure development was allowed), one dumping area, one silting area and two restricted areas (for the Army). During stage four, using the experts' knowledge and experience of other countries, the authors formulated appropriately selected (with due respect paid to the 3-D nature of the marine space and the time factor) limitations and permits connected with sea uses for this outlined grid of basic water areas. The list was wide, starting with erecting sea superstructure and infrastructure and activities aimed at changing the shape of the sea bed and ending with the issues regulated by other laws on land (e.g. speed limit of traffic), applicable on the sea only through using spatial plans, due to competence clash, yet important from the spatial order's point of view⁴⁹.

Another problem was a transgression of the basic water areas outlined this way, such as military areas or navigation zones with areas of outstanding natural value. What is more – this transgression could occur at various dimensions of the 3-D maritime space. In situations like these, one of the water areas was treated as superior (it was usually an area of outstanding natural value), and within its reach a sub-area of additional limitations or use permits (resulting from the needs of maintenance of navigation infrastructure, such as dredging permit for the water route within the area of protected habitat) was outlined.

Similar method of outlining sub-areas was applied for the other forms of maritime space use. The areas of protected underwater cultural heritage, reeds, ichthyofauna welfare, Natura

⁴⁸ Construction of e.g. wind farms was banned because of close vicinity of shore, and the KPZK's expert opinion on the existence of more suitable maritime areas for constructing such farms. Here were also other bans on construction of other structures due to their colliding with functions of sea fishing and tourism.

⁴⁹ The Polish law does not contain the expression "marine protected areas" and legal foundations for establishing such areas. Efficient management of sea protected areas is hampered by clash of competences of maritime and land administration.

2000, and Nadmorski Park Krajobrazowy were projected upon the basic grid. And as it was in the previous case, this allowed for formulating additional limitations to using the sea space at the selected parts of the basic water areas.

At present the plan is being consulted with its stakeholders. Helpfully, the creation of the plan will make them aware of formulating their strategic expectations as far as sea space use is concerned.

Summing up – preparing the pilot Programme allowed for:

- a) testing the scope of information necessary for planned construction – it turned out that: (i) in any cases this information is unavailable or imprecise in its spatial aspect (ichthyofauna), and getting it is very expensive, which enhances the uncertainty factor during construction of maritime plans, (ii) information about both sea areas and encompassing land is necessary, (iii) much more attention should be given to geomorphological information than it has been done in the plan under discussion;
- b) testing of the delimitation of water areas constituting spatial grid of maritime plans method – it seems that the suggested approach utilising functional links allows for most precise relating of space to limitations and permits of its use;
- c) testing the dialogue with stakeholders concerning sea space use – it seems that there is a need of particular focusing on making the stakeholders ready for carrying out this type of dialogue and voicing their strategic interests in this respect where still a dominating approach to maritime space (at least in Poland) is that it belongs to everybody without any limits whatsoever, thus the lack of interest in the analyses on conditions of development of municipal or ports availability of maritime space of appropriate quality. Educational tasks in this respect ought to be carried out by both maritime administration and regional planning services;
- d) testing institutional conditions for creating the plan – it seems that: (i) there is a need for interdisciplinary centre that would reconcile a traditional planning knowledge (land use planning) with a knowledge of hydrobiology, geomorphology, thermohydrodynamics, hydrochemistry, marine meteorology, lithology, hydrography, and hydrooptics, (ii) there is a need of coordinating maritime and land Voivodship (Regional plans), e.g. a system of mutual opinion making;
- e) Identification of the scope of lacking and available information – it turned out that: (i) there is no systematically collected information on the planned paths of development of future sea use by the stakeholders (municipalities, ports, the Navy) – there is no strategic concept and even a long-range development plans of sea ports poorly reflect their demand for water areas, (ii) intensification of habitat mapping is needed – although very expensive, yet it absolutely vital for appropriate work-out of maritime spatial plans, (iii) there is no information on mineral deposits under the sea bed – however, similar limitation occurs with land, (iv) there is little information on the demand for adequate quality maritime space for sea mammals and ichthyofauna in particular, (v) information on avifauna, wind potential and geomorphological issues is well-developed, (vi) information on coastal development is easily available, yet information on planned changes is often outdated.

The role of the maritime plan, as the pilot plan described above (it should also constitute local legal regulations, but this requires some statutory changes), and the way maritime plans become part of the system of the national spatial planning need further explanation. As for now, it is commonly believed that Polish sea areas do not have to be entirely covered by the

plans (because of the lack of available information necessary for making them out, and high costs of acquiring this kind of information). Therefore, plans would have to be made for water areas identified in KPZK as problem ones (high intensity of conflicts) or as a site of particularly significant development potentials. The plans of the spatial scale and scope as the one described above seem to be dominating in Poland in the next few years. Moreover, the investor will cover the cost of making plans of lower definition for particular infrastructure investments, e.g. laying pipelines and erecting underwater and surface structures.

A Polish phenomenon is that maritime administration adapts to its new role of a sea spatial planner, acquiring a suitable knowledge and initiating the process of sea spatial planning in a, so to speak, grassroots way. The Polish experience shows that maritime spatial planning can be introduced in harmony with the existing planning system in the country (with only few necessary changes).

SUMMARY

The introduction of systematic maritime spatial planning in Poland seems to be an inevitable. It is a good thing that it is comprehensive, i.e. carried out both at national (KPZK) and maritime administration levels. It seems that the two processes transgress in an appropriate way. However, Poland has a long way to go to achieve its goal of creating a permanent system of maritime planning. There is a need for changes, both in legislation and awareness, and better know-how. There is also a need of systematic gathering information about sea space, and this may constitute a substantial obstacle in Poland (even with the investors' willingness to cover part of the costs).

Countries like Poland need international support. The European Commission's initiative fits well into this need, as the Commission promised to work out a road map for the development of sea spatial planning in member states by 2008. By 2009, the Commission is supposed to create a system of sharing good practices in this respect. Also by 2008, the Commission is to study various options to make maritime activities more compatible (e.g. it is to recognise the possibilities of outlining areas limited in their scope of utilisation, i.e. zoning). Simultaneously prepared action plan also provides for establishing *European Marine Observation – EMODNET* (European Marine Observation Data Network) or a network for observation of maritime processes modelled indirectly on ESPON network. The network would collect and process information, and produce scientific reports.

At the Baltic level, however, there is a need of working out common rules of sea planning that would define its technical and organisational framework, together with the form of planning process. Without it, efforts of individual countries may fail to bring expected results, particularly as far as improvement of marine environment, maintenance of habitats, protection of species and renewable energy production development are concerned.

The programmes of the Cooperation for European Territorial Development, cross-border cooperation across the sea in particular, should support data and information acquirement necessary for creating maritime plans, especially information difficult to obtain and expensive (e.g. mapping of habitats).

Last but not least, marine space should be a subject of professional (not solely political) discussion of spatial planners on European level, either while upgrading of slightly obsolete ESDP or while carrying out works on the definition of territorial cohesion which are going to be initiated under French presidency.