

Draft name Draft Regulation of the Minister for Interior Affairs and Administration amending the Regulation on the list of products intended to ensure public safety or to protect health and life and property as well as the rules governing the authorisation of these products for use Leading Ministry Ministry for Interior Affairs and Administration Person responsible for the draft: Minister, Secretary of State or Undersecretary of State Mr Wiesław Leśniakiewicz — Undersecretary of State at the Ministry for Interior Affairs and Administration Contact details for the draft supervisor Mr. Bryg. MSc Eng. Grzegorz Cap – Deputy Director of the Logistics Office, KG PSP tel. 523-34-36, email: gcap@kg.straz.gov.pl	Drawn up on: 09/09/2025 Source: Article 7(14) of the Fire Protection Act of 24 August 1991 (Journal of Laws 2025, item. 188) No. in the list of works: 1121
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REGULATORY IMPACT ASSESSMENT

1. What issue is being addressed?

The draft constitutes an amendment to the Regulation of the Minister of Interior and Administration of 20 June 2007 on the list of products intended to ensure public safety or the protection of health, life and property, as well as on the rules for granting approval for the use of such products (Journal of Laws, item 1002, as amended), issued pursuant to Article 7(14) of the Act of 24 August 1991 on fire protection. Pragmatic reasons militate in favour of the parallel use in fire protection units of vehicles complying with the exhaust emission standards and those which do not have to comply with those standards. At present, such types of vehicles are used in parallel in fire protection units, but it is not possible to introduce new vehicles with design features that do not ensure compliance with the high standards of emission standards. The specificity of technologies and design solutions proper for vehicles meeting the EURO 6 standard means that these vehicles cannot be used in all conditions and circumstances dictated by the conditions of service, resulting from the specificity of the tasks performed or expected to be performed (high load and failure of the propulsion unit), which limits their operational capabilities. This is because, for the reasons described above, they are not as reliable as their counterparts whose exhaust emission systems are less complex. This is particularly important in the context of an intensive use in non-urbanised areas, long-term actions, flood control, or actions outside the country, as well as in the context of a continuously expanding catalogue of tasks, or in view of the possibility of using vehicles in support of humanitarian and medical assistance teams.

2. The recommended solution, including planned intervention tools and expected impact

The prerequisites for issuing a certificate of approval for use in fire protection units for a fire truck are being modified. The basic premise of the amendment is to enable the certification process to depart from the strict requirements for exhaust emission standards, the application of which is, as it were, a necessary condition resulting from the fact that a certificate of approval of the base vehicle is required for the issue of the certificate of approval in the current legal situation. The draft assumes that a vehicle with exhaust emission standards lower than those currently in force can also obtain an approval certificate if it meets the conditions set out in the Ministerial Decree of Ministers for: Internal Affairs and Administration, National Defence, Finance and Justice of 22 March 2019 on special vehicles and vehicles used for special purposes of the Police, the Internal Security Agency, the Intelligence Agency, the Military Counterintelligence Service, the Military Intelligence Service, the Central Anti-Corruption Bureau, the Border Guard, the State Protection Service, the National Fiscal Administration, the Prison Service and the Fire Brigade (Journal of Laws, item 594).

3. How has this problem been solved in other countries, in particular OECD/EU Member States?

Solutions adopted in other countries do not directly affect Polish solutions. Individual Member States have their own regulations on the technical conditions for vehicles designed and built up for use by the fire service in accordance with Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ EU L. of 2018, No. 151, p. 1 as amended). In the Czech Republic, for example, fire brigade vehicles use vehicles with lower emission standards than those currently in force.

4. Entities affected by the draft

Group	Size	Data source	Impact
Fire protection units	approx. 16,000	State Fire Service Headquarters	Ability to purchase and use new fire fighting vehicles built using a base vehicle meeting alternative minimum technical conditions
Józef Tuliszkowski Scientific and Research Centre for Fire Protection	1	State Fire Service Headquarters	Possibility of issuing an approval certificate

5. Information on the scope, duration, and summary of consultation results

The draft Regulation has been published in the Public Information Bulletin of the Ministry of Interior and Administration pursuant to Article 5 of the Act of 7 July 2005 on lobbying activities in the law-making process (Journal of Laws of 2025, item 677), as well as on the website of the Government Legislation Centre in the Government Legislative Process service, in accordance with the requirements of § 52(1) of Resolution No. 190 of the Council of Ministers of 29 October 2013 – Rules of Procedure of the Council of Ministers (Official Gazette - Monitor Polski - of 2024, item 806, as amended). No notifications from interested parties have been registered under the above-mentioned law.

For consultations and opinions, the project was sent to the Association of Fire Service Engineers and Technicians, the Industrial Institute of Automotive Engineering, Transport Technical Supervision, the Board of the Association of Volunteer Fire Brigades of the Republic of Poland, and trade unions operating within the structures of the State Fire Service.

Comments were made by the Transport Technical Supervision. The use of the name 'base vehicle' in the draft without defining the term was questioned. It was further indicated that this is a concept distinct from the concept of a 'base vehicle' as used in Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No. 595/2009 and repealing Directive 2007/46/EC. The comment was not included because the definition of the base vehicle is set out in the provisions of the Ministerial Decree of Ministers for: Internal Affairs and Administration, National Defence, Finance and Justice of 22 March 2019 on special vehicles and vehicles used for special purposes of the Police, the Internal Security Agency, the Intelligence Agency, the Military Counterintelligence Service, the Military Intelligence Service, the Central Anti-Corruption Bureau, the Border Guard, the State Protection Service, the National Fiscal Administration, the Prison Service and the Fire Service, which the provision amended in the draft refers to. Another remark concerned the proposal to redraft the amended provision in such a way as not to introduce a new document in the form of the consent of the manufacturer of the base vehicle for the construction of the bodywork. It was also pointed out that it is appropriate to clarify the type of approval certificate that is required for a fire-fighting vehicle. These comments have been taken into account in the draft. In respect of the comment that was not taken into account, relevant explanations have been provided.

The remaining entities did not submit any comments.

6. Impact on the public finance sector

[illegible]

other units (separately)	0	0	0	0	0	0	0	0	0	0	0	0
Total balance	0	0	0	0	0	0	0	0	0	0	0	0
state budget	0	0	0	0	0	0	0	0	0	0	0	0
local government units	0	0	0	0	0	0	0	0	0	0	0	0
other units (separately)	0	0	0	0	0	0	0	0	0	0	0	0

Sources of financing	The entry into force of the proposed amendments shall not have financial implications for the state budget or for the budgets of local government units within the meaning of Article 50(1) of the Act of 27 August 2009 on public finance, and shall not constitute a basis for applying for an increase in the expenditure plan. The regulation does not affect the number of vehicles purchased, as this depends on other regulations on detailed rules of equipment of organizational units.
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Additional information, including the identification of data sources and assumptions made in the calculation	
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7. Impact on the competitiveness of the economy and entrepreneurship, including the functioning of enterprises and impact on families, citizens and households

Impact								
Time in years since entry into force of the amendments	0	1	2	3	5	10	Total (0-10)	
In monetary terms (PLN million, fixed prices for [year])	large enterprises							
	micro-, small- and medium-sized enterprises							
	families, citizens and households							
In non-monetary terms	large enterprises	The project is not subject to the assessment of the expected impact of the proposed solutions on the activities of micro, small and medium-sized enterprises referred to in Chapter 6 of the Entrepreneurs' Law Act of 6 March 2018.						
	micro-, small- and medium-sized enterprises							
	families, citizens and households							
Unmeasurable	(add/remove)							

Additional information, including the identification of data sources and assumptions made in the calculation	The entry into force of the Regulation shall have no impact on the competitiveness of the economy and entrepreneurship, including the operation of entrepreneurs, nor on families, citizens and households, persons with disabilities or elderly persons.
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8. Change in the regulatory burdens (including disclosure obligations) resulting from the draft

☒ not applicable	
Burdens are placed outside those strictly required by the EU (see the inverted compatibility table for details).	☐ yes ☐ no ☐ not applicable
☐ reduction in the number of documents ☐ reduction in the number of procedures ☐ shortening of the time to settle the matter	☐ increase in the number of documents ☐ increase in the number of procedures ☐ extension of the time to settle the matter

☐ other:		☐ other:	
The introduced burdens are suitable for digitisation.		☐ yes ☐ no ☐ not applicable	
Comment: The entry of the Regulation into force shall not change the regulatory burden, including information obligations. The Regulation does not impose obligations on citizens to carry out any administrative activities. The Regulation shall not reduce or increase the number of documents or procedures, nor shall it shorten or extend the time to settle the matter as the Regulation shall not regulate administrative procedures arising from the obligations imposed on citizens and the handling of matters by citizens in offices, institutions, or other public authorities.			
9. Impact on the labour market			
The entry of the draft Regulation into force will not affect the regional labour market.			
10. Impact on other aspects			
☐ natural environment ☐ regional standing and development ☐ ordinary, administrative or military courts	☐ demography ☐ state property ☐ other:	☐ digitalisation ☐ health	
Discussion of the impact	The entry of the Regulation into force shall have no effect on other areas, including no effect on the natural environment, the regional situation and development, demography, State property, digitalisation, health or any other areas.		
11. Planned implementation of the provisions of the Act			
The drafted regulation shall enter into force after 14 days from the date of its publication.			
12. How and when will the impact of the draft be assessed, and what measures will be applied?			
Due to the nature of the regulation, evaluation of the effects of the draft is not planned.			
13. Annexes (important source documents, research, analyses, etc.)			
None.			