

Devon Maritime Forum – Marine Bill Information Day

23rd May 2006 – University of Plymouth

1. Professor Laurence Mee introduced the day by saying that, with the Marine Bill proposals and the EU Marine Strategy, there is a growing awareness of marine and coastal issues and that current management techniques are not necessarily sustainable.

2. Dave Bench, Defra, gave a presentation on the proposals set out in the Marine Bill Consultation Document and the consultation process. His presentation was followed by a 'questions of clarification' session. The following questions were asked:

John Hepburn, Maritime Plymouth

What weighting (if any) will be given to consultation responses received from individuals, organisations, and groups?

Individuals' expertise and experience is highly valued, and their ideas and suggestions will all be considered, but that more weight would be given to organisations' responses as they are seen as representing the views and needs of a group of individuals.

Mike Gilbert, Maritime Plymouth

What are the top 10 organisations that Defra is hoping will respond to this consultation document?

Defra has already consulted with all other relevant Government departments and devolved administrations. Although there was a range of views across the different departments and administrations, they have all agreed the text and ideas of this consultation document. All other organisations are welcome to comment. Defra has planned this as an inclusive process so that anyone who wants to respond to the consultation can.

Professor Maltby, University of Liverpool

Are the existing document and its proposals linked to the changes the Government are making by creating 'Natural England'?

Dave Bench replied that the Natural England changes are completely separate to the proposed Marine Bill.

Dr Mel Austen, University of Plymouth

What is the relationship between the EU Marine Strategy and the proposed Marine Bill?

The EU Directive has primacy over national legislation however, the Marine Strategy (as it is in its draft form) is very aspirational and target driven, whilst the Marine Bill proposes a toolkit through which these targets and objectives can be met.

Roberto Franceschini, Devon County Council

How well will the French approach to coastal and marine management work with the proposed Marine Bill?

Planning systems always have to have boundaries. It is necessary to work with the organisations on the other side of that boundary. Dave Bench said that the first part of the consultation process must focus on deciding what we want to do through this Marine Bill. Once that has been agreed it will be appropriate to look at how that will work across boundaries, with other states as well as with existing land-based systems.

Dr Mel Austen, University of Plymouth

Sustainable development is an admirable aspiration, but achieving it will require big changes to the current systems. How will these changes be resourced?

A full Regulatory Impact Assessment will be required in order to take the Marine Bill proposals forward. Implementation will incur additional costs, but they will need to be justifiable as there is only a limited amount of money available.

Robin Toogood, South Devon AONB

The consultation document is silent on some coastal and marine management issues such as responsibility for beach and water safety and estuary and coastal partnerships. How open is Defra to accepting suggestions of new additions to the proposed Marine Bill?

Safety issues are not mentioned as they fall under the remit of the Department for Transport, who are represented on and contribute to the Marine Bill Steering Group. Integrated Coastal Zone Management (ICZM) is not mentioned as a separate strand in the consultation document, but the principles are used and can be seen in the document, for example in the Marine Spatial Planning section. The Marine Bill team did not want to be too prescriptive about local level management in primary legislation, but if people feel that it should be included, tell Defra through this consultation opportunity. He added that there is no new money to support local initiatives and that Local Authorities and other bodies should be better placed to fund these.

Jack Nott, SW Regional Ports Association

Within harbours the Harbour Authority has responsibility for water safety. Voluntary organisations such as the RNLi have taken on carrying levels of responsibility for coastal water safety. Harbour Authorities would appreciate assistance with enforcement.

It is a possibility that the Marine Bill could introduce byelaws to provide more appropriate powers for Harbour Authorities.

Dr Mel Austen

Public health implications of poor water quality / ineffective coastal and marine management are not addressed in the Marine Spatial Planning section of the Marine Bill consultation document.

Dave Bench said that if there is anything you feel is missing from the document, please use this consultation period to suggest including it.

Andy Bell, UK Biodiversity Programme

Will management of biosphere reserves in marine areas be addressed with one solution, or a selection of approaches?

Ideally there would be one legislative process that you would go through to identify the objectives and necessary level of protection, and get an area designated. Of course, this will all depend on the results of this stage of the consultation process.

Mike Gilbert, Maritime Plymouth

Are the costs of enforcement included / considered in the existing proposal? These costs could make a real impact on coastal towns.

Enforcement issues are not addressed in depth in this document as how much is spent on enforcement is a policy issue, not a legislative concern. It may be more efficient to

harmonise the enforcement powers of the different existing agencies, and to give them a more formal footing through the Marine Bill.

Jack Nott, SW Regional ports Association

As the Government currently promotes short sea shipping, do you foresee any conflicts with the proposed Marine Bill?

No, the point of the Marine Bill is to work with the conflicts. The marine spatial planning process will help to determine which activity should have priority over other activities. Dave Bench agreed that port operators do not want to damage the coastal environment, but that they are worried about the costs of any new restrictions.

Phil Dyke, National Trust

Which mechanisms have been considered to bring accountability to the marine spatial planning system?

This stage of the consultation process will dictate the accountability of the system. Public participation in decision making is encouraged, for example through the consultation events.

Aidan Winder, Devon County Council

A new Marine Management Organisation will require appropriate linkages with local stakeholders and communities. Which mechanisms will be used to ensure successful links are made and maintained?

Some initial work has been carried out on this, but due to limited resources it has not yet been followed up. If it is agreed that a Marine Management Organisation should be set up, it will be appropriate to address these issues in more detail. Defra are interested in receiving views on this, but detailed debate on community participation will be more focussed on in the next stage of consultation.

3. Feedback from the morning's working group sessions.

Marine Spatial Planning

- Ideally it should be through a bottom up approach
- It should be a statutory system because Local Authorities should have statutory responsibilities for it in order to force resources
- It should be a simple, comprehensible system, consistent and certain.
- Everybody should understand what they are going to get out of the new Marine Spatial Planning system
- It needs to be logical
- It also needs to be competent in order to ensure that its objectives are realistic and right

Marine Management Organisation

- Guidance must be laid down for local estuary management, which should be statutory to make sure that the work continues into the future
- Ideally it will enable streamlined maritime planning. The current process is too long. Either the existing systems have to be replaced, or a parent organisation needs to co-ordinate those organisations with existing responsibilities for coastal and marine management.
- An organisation would have to be easily updateable

- Recognition should be given to local level work and existing groups

Coastal and Estuary Management

- The Marine Bill must integrate land and water management in a cross sectoral and cross organisational way
- Implementation mechanisms need to be bridge building
- A Marine Management Organisation could be used to make other organisations work in harmony
- Local level partnerships should be encouraged and given statutory status
- The role or status of the proposed Marine Management Organisation is not very clear and the document should make it obvious that it is a strategic or operational structure
- Boundaries of the marine and land-based systems need to be made really clear. The coastal zone should not be squeezed or overlooked.
- There is no clear driver about who is responsible for progressing Coastal and Estuary Management through the Marine Bill. It needs to be clear about where the duties lie and who the 'driver' is

Marine Consents

- The discussion group consisted of a variety of end users of the marine consents system
- There is a need for greater clarity and rationalisation of responsibilities and guidance about the current process
- A new Marine Management Organisation is wanted because the necessary changes can not be carried out by the current organisations in their present form
- There needs to be an improved quality of service
- Improved clarity of guidance for managing the process is necessary
- Existing officers will require training to deal with queries about the new system
- There is a degree of overlap between the proposals and the Water Framework Directive

Marine Nature Conservation

- A proactive and complete management plan is needed. One which looks both at the bigger picture and at local ecosystems
- Strong legislation is needed to impose duties on the relevant authorities
- Adequate resources at a local level is needed to make things happen, specifically enforcement

4. Notes:

Two views on a Marine Management Organisation were expressed; that a new organisation was needed, not an add on to the existing variety of organisations, and that a parent organisation was needed to coordinate the activities of the existing variety of organisations. Both groups agreed that the new organisation would have to be very strong and have power over existing organisations to set statutory guidelines for local level management.

One delegate commented that the Marine Bill document is incredibly weak. What is needed is strong leadership and guidance to manage local level activity.

5. The final session of the day was a feedback session. The following points were made:

- The day has been a tremendous networking opportunity.
- It appears to be a local view that a mechanism is necessary in order to allow a two way input into the Marine Bill's spatial planning system.
- Overlap between land planning and marine spatial planning needs to be avoided, any overlap would simply be intensified on the coast.
- Ports and harbours need to be better represented in the Marine Bill than they are in the consultation document.
- Is it possible to re-name the bill as the 'Coastal and Marine Bill' as some people agreed that marine concerns were hijacking the real issues they face?
- The consultation document is very long and in order to have received the most out of the day it was necessary to have read the document before hand. Due to the time constraints it may have been better to have spent more time on what is in the Marine Bill proposals and less, but more effective discussion.
- Many of the comments today were regarding local planning. Dave Bench said that nationally he has found that local planning issues are more of a concern at a sub regional level. The next stage of the consultation process should help alleviate some concerns over local planning.
- Dave Bench commented that the day had been a valuable experience because it has allowed him to hear different views to those expressed at other consultation events. He looks forward to receiving the delegates' responses. All feedback will be used to inform the process.

6. The Chairman, Professor Laurence Mee, concluded by saying that all delegates had had a voice today. Some of the main concerns were about the scales associated with Marine Spatial Planning, where the physical and statutory boundaries should lie. In the process of defining the boundaries, responsibilities will become clearer, which will necessarily lead to trade-offs. Trade-offs in turn require an element of trust between co-workers. In order to achieve the level of trust there must be a common vision which is agreed through a process which engages all stakeholders. Once responsibilities have been defined legislation can be set along with compliance mechanisms. The end goal should be devolution of responsibility to stakeholders within an agreed framework so that they are empowered to work at a local level.

He is very hopeful for the Forum, and is encouraged by members' willingness to engage with the Marine Bill consultation process. The Devon Maritime Forum is doing something unique, addressing coastal issues at a Devon-wide level.

He thanked everyone for their participation and closed the Forum meeting.

The Devon Maritime Forum was followed by the official inauguration of the University of Plymouth's new Marine Institute.

Following the discussions throughout the day the following response to Defra's Marine Bill was drawn up and sent to Defra on 19th June 2006.

Devon Maritime Forum's Response to Defra's Marine Bill Consultation Document – June 2006

This document is a response to Defra's Marine Bill Consultation Document. It is a summary of the comments and opinions expressed at the Devon Maritime Forum Marine Bill Consultation Day on 23rd May 2006. It represents some of the different 'voices' of Devon', and is not a single consensus view from the Forum, nor does it reflect the views of any one organisation.

Many established coastal / marine / estuary forums have demonstrated the benefits to ICZM when a distinctive area is chosen to address issues. The Devon Maritime Forum has fulfilled a key role since its instigation in 2005. Coastal forums have an ability to engage with local stakeholders and national bodies in constructive discussion. Many of these forums are hosted by local authorities. Recognising the existence and value of these forums, through new legislation, would represent a major advance for England in the sphere of ICZM and good stewardship of the marine environment. The Devon Maritime Forum urges you to put in place effective mechanisms for engaging local stakeholders as part of the Marine Bill.

Section 8 – Planning in the Marine Environment

1. Is it appropriate for the UK Government to consider creating a new system of marine spatial planning?

- Yes

2. If so, should Government consider statutory provisions within the Marine Bill in order to implement a new system of marine spatial planning, or should alternative methods be considered?

- A new, national, statutory system with local input and flexibility
- Marine Management Organisation to set national strategy and regional plans via Regional Assembly. Implementation to be carried out at a local level, but this will need a formal structure which is recognised in national policy
- Existing resources should be rationalised and the savings must be invested in into new structures
- A new approach is recommended to be able to pick up and resolve local issues / conflicts

3. Do you have any views on the broad objectives of marine spatial planning?

A marine spatial planning system must be

- Simple
- Logical
- Competent

4. What are your views on marine spatial planning as a context or framework for decision-making?

6. Do you have any views on the broad underlying principles for marine spatial planning?

The Marine Bill must:

- Clarify roles and responsibilities in the planning process
- Be a framework that provides coherence between local and national strategies for maritime activities
- Identify key stakeholders, use them as a source of information and have a local focal point for ensuring local issues are raised and addressed
- Enable not just restrict
- Be consistent
- Be coherent between local and national issues
- Be competent at delivering sub sectoral planning policy statements
- Use the value of features in other levels such as tourism

- A central organisation and all Defra, Environment Agency, Maritime and Coastguard Agency, etc. inspectors should be combined into one Marine Management Organisation
- Use a system of multiple levels e.g. Marine Management Organisation, Regional and Local agencies
- Planning decisions should be taken at the appropriate level of the impact it is likely to have
- The focus must be on front line delivery
- How will a Marine Management Organisation address ports, shipping, and ecology, nationally as well as locally? There is a risk of it falling over due to breadth of issues
- Could a new policy tackle complicated issues such as multiple uses and conflicting interests, the historic Ports Act, ancient powers, Crown Estate powers, etc.? Could it be simplified by recognising navigation powers?
- Any organisation leading marine spatial planning must be democratic and accountable

8. Do you have any views on the geographical application of any new system of marine spatial planning?

15. What are your views on the scale, location and possible boundaries of the areas used for spatial plans?

17. What are your views on the need for planning at sub-regional or local level?

- Regional seas – the South West is unique because of its coast and special interest
- Local sea area
- A devolved administration (Regional England) could provide a regional coast plan
- Should a system for Devon cover the north and south coast separately, or combine them under one system?
- Issue of cascading policy and keeping integration
- The Marine Bill needs to clarify the land / water limit
- There must be a statutory Marine Management Organisation, but should it be strategic or operational?
- Lead organisation should provide guidelines and clarify the roles of the overlapping marine and terrestrial spatial planning agencies and respective systems
- Some limits change with issues e.g. diffuse pollution, marine protected areas
- Artificial boundaries should be considered as there is value of thinking about 'buffer zones'
- Recognition of the continuity of ecology is essential when considering boundaries as ecosystems etc. are wider than land boundaries
- There is a need for active engagement and adequate, secure funding
- Can marine, coastal or estuary related organisations and partnerships work with Local Authorities, and exercise powers and duties out to 1 nautical mile?
- The Marine Bill is expected to put disproportionate responsibility on Harbour Authorities
- Existing boundaries tend to be physical or institutional
- How can delivery for cross-institutional responsibilities ensured?

9. Do you have any views on ways in which regulatory efficiency could be improved in the intertidal zone, if a new system of marine spatial planning were created?

- Consistent use of an inclusive consultation process
- A mechanism to identify and share available resources
- Strengthening of 'regional' forums
- Understanding and developing relationships between the relevant competent authorities
- Acknowledging that maritime issues and interests do not and can not sit in isolation
- Regional accountability
- If it is to reflect land based system then it must allow local participation

11. Are there particular aspects of, or experience gained from the terrestrial or any other planning system, which should be considered when developing a marine planning system?

31. Do you have any views on how UK Government can ensure marine spatial planning works effectively with other planning systems, particularly in the coastal zone, in order to achieve the aim of integrated coastal zone management?

- Marine spatial planning should be like the County Structure Plans – with mechanisms in place to resolve major / local issues and issue consents
- There must be an overlap with terrestrial planning especially in the face of the predicted timescale for sea level rise
- The system must recognise the value of (existing) local structures e.g. Government of the South West, Estuary Management Partnerships which could be adapted and developed to carry out coastal management

14. What are your views on the nature and role of the planning body which would undertake the development of spatial plans?

16. Do you think that Marine Spatial Planning should apply in the same way in all parts of UK waters?

- National functions should extend to 200 nautical miles (National functions could possibly be the responsibility of a Marine Management Organisation)
- The South West is unique because of its coast and special interest
- Local sea area
- There must be a national policy statement
- The southwest should have a 12 nautical mile limit in order to enable local decision making at the lowest appropriate level. Provide framework for local participation c.f. Irish Sea.
- At a local level marine spatial planning should be co-ordinated by Local Authorities and relevant partners to provide expertise i.e. build on best practice already demonstrated
- Coastal Assembly structure to have representation and accountability
- A Marine Management Organisation will have an important role as a catalyst and co-ordinator among sectoral interests
- All bodies involved in a marine spatial planning system need to be competent and accountable

22. How should conflicting demands on marine space be addressed in the development of spatial plans?

In order to manage conflicts of interest the Marine Bill must:

- Be clear on who will make decisions at appropriate level
- Include a mechanism to understand and anticipate a plan for change in future activity (i.e. ports)
- Ensure the marine spatial planning decision-making process is fully accountable
- Incorporate the marine heritage interests of Devon's coast and seas
- Include a protected 'seascapes' network
- Marine spatial planning requires statement of community involvement

29. Do you have any views on the implementation, monitoring and review of plans?

30. Do you have views on how the duration of time for which plans should apply and how often plans should be formally reviewed or modified outside of such reviews?

- The plans should be reviewed regularly

Section 9 – Licensing Marine Activities

32. Do you have any views on whether it is appropriate to use the Marine Bill to simplify and streamline the licensing system for marine activities?

The Marine Bill must:

- Clarify and rationalise the current system, especially between Mean High Water and Mean Low Water
- Encourage better integration between coast and land consent systems
- Encourage better integration with existing coastal management / managers
- Provide clarity
- Provide consistency of interpretation

35. Do you have any views on improvements that might be made to the process and administrative aspects of marine licensing, which UK Government could consider throughout the development of proposals for the draft Marine Bill?

- Improve the end user interface
- Improve consultation
- Provide appropriate guidance
- Clarify responsibilities and processes including Local Planning Authorities, Crown Estates, Duchy and Environment Agency, etc.
- Improve quality of service
- Do not merge FEPA & CPA

38. Are there any other key principles that should be considered as part of any changes to the regulatory system?

The Marine Bill must:

- Clarify and rationalise existing marine consents responsibilities and processes, and support them with clear guidance
- Introduce a new system and provide improved quality of service
- Be integrated with the Water Framework Directive, and land based planning and coastal issues
- The Marine Bill must bring consistency and clarification to the complicated existing systems
- At a regional level, enforcement might get local support
- Rules and guidance should be issued at a national level but implemented locally
- Describing the scale for enforcement may be not be relevant in all cases
- Fishing industry needs new legislation
- Coastguard could carry out all enforcement, or the Environment Agency's remit could be widened to cover more marine issues
- Cross-warranting is needed e.g. MOD water police
- There are lots of loopholes in the existing systems
- More effective recreation legislation – Harbour Authorities are not consistent
- Planning due process and framework
- There is a lack of people with enforcement skills. Competent people must be resourced
- Confusion exists between enforcement powers at high and low water
- Rationalisation of enforcement responsibilities through a 'one stop shop', which could be the Marine Management Organisation. Delegated powers could be used to enable on the spot fining.
- Communication between all relevant organisations must be improved

43. Would Option 2 address the objectives and key underlying principles for an updated licensing system?

- Do not merge. Not Option 2.

Section 10 Protecting the Marine Environment

53. Should the consideration of objectives be required through policy guidance, changes to management regimes or a statutory duty?

- Provide institutional and legislation changes, although a change of will rather than legislation is a priority
- Include statutory marine conservation through marine spatial planning

56. Which of the purposes listed should the new mechanism cover? Are there any others that should be considered?

- a, b, c - Acknowledge that a variety of habitats & species is crucial for biodiversity and therefore sustainability and restore (as well as maintain) ecosystems through marine spatial planning
- g - Proactive sustainable fisheries management
- h - Protect reference / control areas (areas with no human disturbance) which can be used as a comparison with sites where activities occur

58. Do you agree that, where options exist, a range of factors including social and economic considerations should be taken into account in choosing between sites?

- Acknowledge that there may be situations where it is not possible to gain socio-economic as well as environmental benefits and prioritise environmental sustainability
- Need a mechanism in which wildlife takes priority
- Be prepared to act without all the information – Precautionary approach
- Need to introduce more marine protected areas and create a coherent network protected sites

73. What do you think are the most important improvements that the Government could make to the prevention of marine nature conservation offences and the enforcement of relevant legislation?

- Stakeholder involvement actively supported
- Local enforcement actively supported
- Be enforceable rather than simply issue guidelines otherwise there will not be secure funding for it
- Be prepared to act without all the information – Precautionary approach
- Stop practices which damage habitats
- Address the difficulties of managing mobile stocks
- Protect reference / control areas (areas with no human disturbance) which can be used as a comparison with sites where activities occur
- Deal with the issue of ownership (Tragedy of the Commons)
- Address the lack of information about where habitats & species exist
- Include strong legislation that imposes duties and enforces compliance
- Be adequately resourced
- Improve education and awareness of issues, leading to increased pressure to manage sustainably
- Clarify conservation priorities, which are currently very vague
- Allow for consensus management
- Enable the Government to make decisions where local level consensus can not be found

Section 11 The Potential for a Marine Management Organisation

77. Have we correctly identified the functions that are 'core' to deciding whether to create an MMO?

78. Are there other functions that you consider 'core' to an MMO? Why?

- Set national policy and guidelines
- Have clear objectives
- Set boundaries of responsibilities
- Hold a national database of all environmental knowledge
- Set an over-arching framework for local participation (to be compulsory working in both directions)
- Use and develop existing organisations
- Clarify marine legislation for more effective use at a local level
- Streamline marine spatial planning
- Set national guidance for local management
- Improve and make easier the process for local enforcement of byelaws
- Control pollution
- License the energy industry
- Lay down guidelines for estuary management
- Make clear provision for consultation
- Manage conflicts of interest by simplifying marine legislation

88. Do you have views on the most appropriate status for an MMO?

- Function with two levels of decision-making – National and Local
- Be at a Ministry level i.e. overriding authority

89. Do you have views on the nature of the relationship that an MMO would need with other bodies?

- Reconsider the value of existing partnerships and organisations
- Set up one organisation for the co-ordination of marine spatial planning
- Ensure a Marine Management Organisation replaces but not duplicates existing Government
- Deal with devolved issues

91. Are there any other comments you want to make regarding the potential creation of an MMO and ICZM in the UK?

- It should support one consultative body in each area / region
- It should focus on moving marine issues up the political agenda

The Marine Bill must:

- Be cross-sectoral and cross-institutional as the main impediment of the existing system is the sectoral approach
- Encourage partnerships at a local level – as a statutory obligation
- Define the role and status of a Marine Management Organisation - is it plan-making and strategic or operational? Where does licensing fit in?
- Clarify the land and sea boundary for controls to reinforce attention to coastal zone and its multiple overlapping uses
- Include a clear structure and terms of reference, and define linkages between local, regional and national levels
- Set statutory duties and resource allocation
- Clarify responsibilities and resolve overlaps and unused historic power
- Use ICZM

In order to ensure sustainable use of Devon's marine and coastal environment the Marine Bill must:

- Adopt an ecosystem approach and use ICZM
- Address the concern that a Marine Management Organisation might be too focussed on marine issues
- Clarify if the Marine Management Organisation could have a full ICZM role
- Create a statutory role for Local Authorities
- Define the roles and relevant agencies' responsibilities
- Acknowledge the impact of economic and industrial activities on coastal communities
- Clearly define its boundaries
- Have flexible boundaries which allow for issues such as diffuse sources of pollution
- Address how land management will link to coastal control and planning
- Introduce uniform controls and regulations e.g. for archaeology
- Provide a stronger voice for water based activities e.g. fisheries
- Provide evidence, data and justification for all of its decisions
- Address estuary forums' concerns by being less top down, and encouraging more local stakeholder input
- Address concern for 'coastal squeeze' between land & sea controls, reconciling multiple uses
- Clarify roles & responsibilities for all land and sea activities
- Simplify existing multi-agency divided roles as diffuse roles prevent effective decision making

In order to manage conflicts of interest the Marine Bill must:

- Be aware that Shoreline Management Plan policy options may conflict with other objectives
- Include coastal partnerships as there is little reference to them in the consultation document
- Acknowledge that grass roots contacts are essential. Do funding limitations make this difficult?
- Provide a framework for effective marine spatial planning
- Answer the question - Should Government fund Coastal Partnerships?
- Use stakeholder management in order to resolve conflict
- Build on successful working e.g. Tamar EMP
- Have clear structures to resolve uncertainties and problems, local to regional to national (Marine Management Organisation)
- Exercise enforcement powers e.g. to protect Marine Protected Areas
- Acknowledge that voluntary approaches to resolve recreational user conflicts are not enough. Statutory and national powers are necessary, but they need funds and resources to deliver better controls
- Facilitate users to fund the regulatory process
- Use a democratic process to get better input to controls
- Clearly define roles because the existing voluntary basis to coastal management may be under threat with the introduction of more controlled legislative approach

Management of marine resources in Devon could be improved through:

- Increased use of estuary forums and coastal partnerships
- Each estuary having an agreed management strategy – some do not in the SW
- Addressing the problems of marine / land integration
- Addressing the current ad hoc, personality driven, voluntary nature of coastal management in Devon
- Campaigning for best practice to be recognised

- Creation of linked and integrated Terms of Reference of each coastal partnership or estuary organisation
- Supporting the Devon Maritime Forum which can embrace local forums and activities and send key messages upwards
- Setting terms of reference for local groups
- Starting to map (spatial and organisational) coastal marine areas
- Supporting ICZM activity

Delegates at the Devon Maritime Forum meeting 23rd May 2006

Associated British Ports
Bass Anglers Sportfishing Society
Cattewater Harbour
Countryside Agency
Dart Estuary Environmental Management
Dart Harbour & Navigation Authority
Devon County Council
Devon Wildlife Trust
DML
Dorset County Council
East Devon District Council
English Heritage - Maritime Team
English Nature
ENTEC UK Ltd
Environment Agency
EROCIPS
Ewan Group plc.
Exeter City Council
Ilfracombe Harbour
Living Coasts - Torquay
Mariners
Maritime Plymouth
National Centre for Ocean Forecasting, Met
Office
National Marine Aquarium
North Devon Coast & Countryside Service
North Devon District Council
Plymouth City Council
Plymouth Marine Laboratory
Plymouth Marine Sciences Partnership
Queens Harbour Master
Royal Haskoning
Royal Yachting Association - SW Region
Sailport Plc, Mayflower Marina
Salcombe Harbour Authority
SEOES, University of Plymouth
South Devon and Dorset Coastal Authorities
Group
South Devon AONB
South Hams District Council
South West Water
SW Regional Development Agency
Tamar Estuaries Consultative Forum
Taw Torridge Estuary Forum
Teign Estuary Partnership
Teignbridge District Council
Teignmouth Harbour Commission
The National Trust
Torbay Coast and Countryside Trust
University of Liverpool
University of Plymouth
West Devon Borough Council