
3. UK has done little to implement EU Directive on marine safety regarding ‘place of refuge’ ... any naturally or artificially sheltered area which may be used as a shelter by a ship or craft under conditions likely to endanger its safety (EU 1998). Little use of EU funds to upgrade small (mainly inshore fishing) harbours in UK. Anchoring integral to rights of navigation, but increasingly seen as harmful. Provision of visitor moorings is haphazard, subject to complex and contested regulation and not to be relied on.

4. Marina development proposals are generally associated with real estate speculation, often opposed as unwelcome development and generally not facilitated by sympathetic public bodies. May be seen to be in conflict with port activity. Places with marina berths (eg Conwy, Liverpool, Fleetwood ) are not necessarily best for recreational boating activity (tides etc.). Other locations in North West with good recreational boating potential lack necessary moorings or pontoons (eg. Bangor, Barrow) or have had schemes abandoned (Morecambe).

ALL POINTS TO NEED FOR BETTER INTEGRATION BETWEEN COASTAL AND INSHORE MARINE ACTIVITIES, AND FOR CONFLICT BETWEEN USES AND INTEREST GROUPS TO BE BETTER MANAGED. IN OTHER WORDS, A NEED FOR MARINE SPATIAL PLANNING FOR ALL ACTIVITIES, USERS & INTERESTS.

ACADEMIC RESEARCH IS A MAJOR PLAYER IN THE CASE FOR NEW (RESTRICTIVE) MARINE CONSERVATION INITIATIVES, BUT THERE IS LITTLE PUBLISHED ON THE PROCESSES BY WHICH SUCH POLICIES ARE DECIDED, OR ON THE UNDERLYING GEOGRAPHIES (RECREATIONAL BOATING, INSHORE FISHING, INFORMAL COASTAL RECREATION...) AND THEIR ASSOCIATED ECONOMIES AND EMPLOYMENT.

References:
Crowne Estate (2011) Visitor mooring regulation uk http://www.thecrownestate.co.uk/moorings_law