



THE UNIVERSITY
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The University of Liverpool
Centre for Marine and Coastal Studies

**REGULATORY RESPONSIBILITIES & ENFORCEMENT MECHANISMS RELEVANT TO
NATURE CONSERVATION IN THE MARINE ENVIRONMENT IN THE ISLE OF MAN**

Authors: C Dryden, TJ Holt & S Davies

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**Centre for Marine & Coastal Studies
The University of Liverpool
Port Erin Marine Laboratory
Port Erin
Isle of Man
IM9 6JA**

Tel: 01624 831018

Fax: 01624 831043

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1 INTRODUCTION

Legislation relating to the marine environment is wide-ranging and often complex. However, without adequate regulation and enforcement the application of such legislation is limited. Regulatory responsibility within the marine environment usually falls to the relevant government department, as directed to have authority by the appropriate Act of Tynwald. This results in a sectoral approach to regulation for individual activities such as shipping, fisheries, nature conservation and recreation.

As a result of the departmental approach to regulation, the individual aims and objectives of each department can result in complex administration. Within the Isle of Man's marine environment, this difficulty has been addressed by the development of a Territorial Seas Committee, a cross-governmental organisation made up of a board with representatives from a number of government departments with responsibility for consideration of marine activities such as offshore renewable development, offshore mineral extraction and dredging operations. However, within the coastal zone, where boundaries between marine and terrestrial regulation can be unclear, this may not be fully addressed.

1.1 *The Irish Sea Pilot Study*

The Irish Sea Pilot Study was recommended by the UK Government's Review of Marine Nature Conservation Working Group in 2001, in order to test a proposed 'framework' for nature conservation and examine how conservation management could be addressed through existing legislation. The Pilot Study has several aims:

- I. Test the framework proposed by the paper 'An implementation framework for the conservation, protection and management of nationally-important marine wildlife in the UK at the scale of the Irish Sea'.
- II. Determine the potential of existing regulatory and other systems for delivering effective marine nature conservation, identify any gaps and recommend measures to bridge the gaps identified.
- III. Evaluate the efficiency and effectiveness of current governance and enforcement regimes in implementing current legislation relevant to marine nature conservation and make recommendations for improvements.
- IV. Test ways of integrating nature conservation into key sectors (e.g. fisheries, energy, transport, minerals, tourism etc.) in order to make an effective contribution to sustainable development on a regional basis.

1.2 Aims and Objectives of the Present Study

The overall aims and objectives of this study are:

- I. To prepare a summary of current and immediately prospective legislation relating to a series of issues of relevance to the marine environment
- II. Identification of the relevant authorities for the implementation of the relevant legislation (including issues of consents and licences)
- III. Consultation with regulatory authorities and other relevant bodies in order to identify any specific gaps or shortcomings of current or prospective legislation constraining effective nature conservation in Manx waters
- IV. Identification of any particular strengths of Isle of Man marine legislation
- V. Summarise the authorities responsible for enforcing legislation
- VI. Summarise the principle means for enforcing the legislation

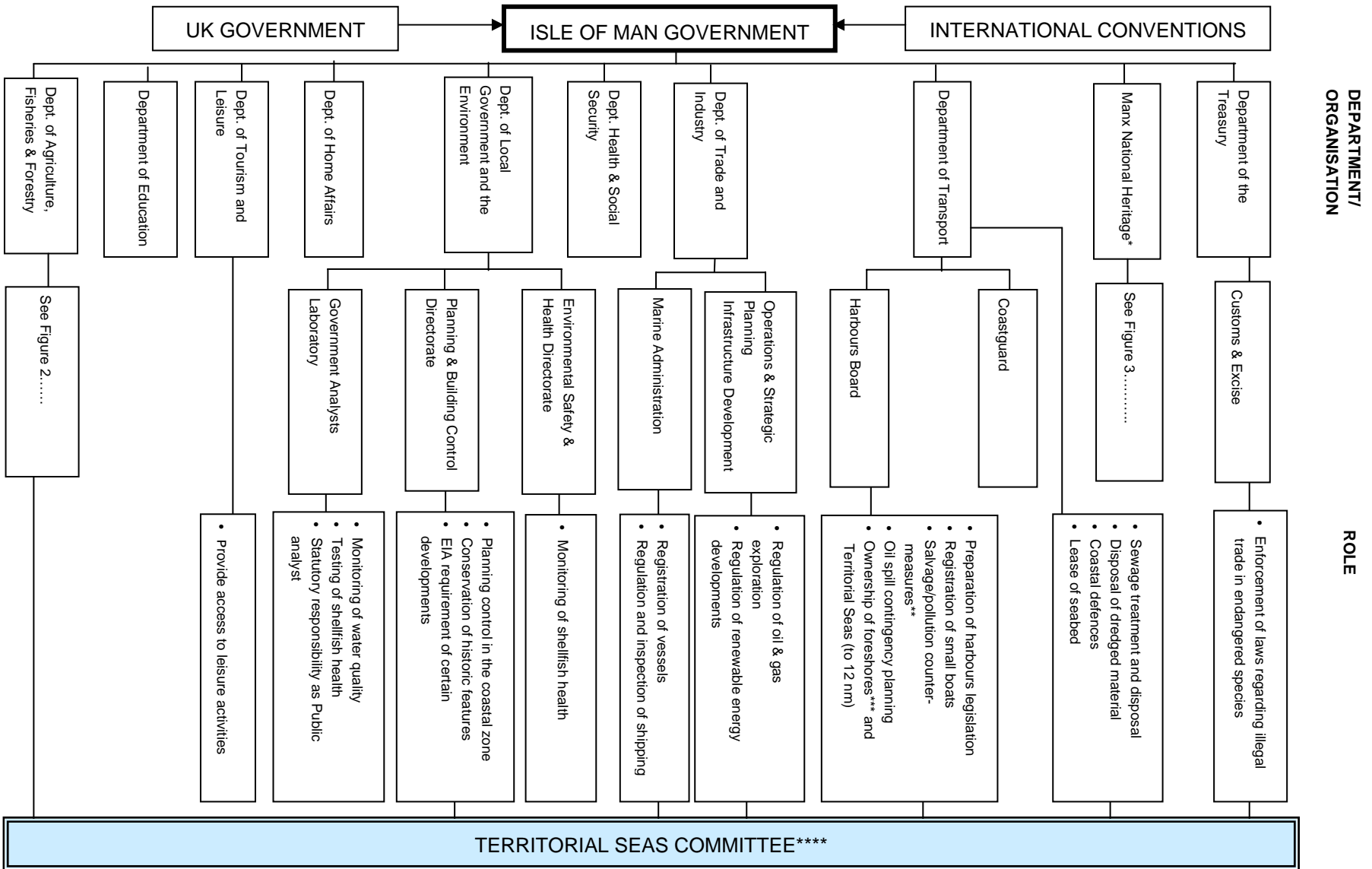
1.3 Aims and Objectives of the Study of Deficiencies

This report is the second in a series of three reports that have been carried out by the Centre for Marine & Coastal Studies (CMACS) as part of the Irish Sea Pilot Project:

- Report 1: Summary of Current Legislation and Regulatory Responsibilities and a Review of Enforcement Mechanisms Relevant to Nature Conservation in the Marine Environment in the Isle of Man
- Report 2: *Regulatory Responsibilities and Enforcement Mechanisms Relevant to Nature Conservation in the Marine Environment in the Isle of Man***
- Report 3: Deficiencies in Current Legislation Relevant to Nature Conservation in the Marine Environment in the Isle of Man

The aim of this report is to outline who has regulatory responsibility for different marine activities and the responsible bodies for enforcement and control of such activities. These are summarised in the form of a series of tables, and is preceded by an outline of the main responsibilities of each government department.

Figure 1 Role of Isle of Man Government departments in relation to the marine environment



* Manx National Heritage is not strictly a department of the Government although the majority of funding is from the Isle of Man Government and the majority of staff are Civil Servants, appointed by the Government's Civil Service Commission.

** The Isle of Man government has an agreement with the UK Maritime & Coastguard Agency for the provision of assistance in the event of a large-scale incident providing they have no other obligations.

***The Harbours Division own all of the foreshores of the Isle of Man except for Douglas Beach, which is owned by Douglas Corporation.

**** The Territorial Seas Committee (TSC) is a cross-governmental committee charged with the management of the Territorial Sea. The committee is chaired by the Director of Harbours with representatives of all those departments with interests in the sea, seabed, minerals or hydrocarbons as follows:

- Harbours Board
- Department of Transport
- Department of Trade and Industry
- Department of Local Government and the Environment (Director of Planning)
- Department of Agriculture, Fisheries and Forestry (Fisheries Division)
- Treasury
- Attorney General's Chambers
- Marine Administration

Figure 2 Structure of the Department of Agriculture, Forestry and Fisheries (DAFF) (Continued from Figure 2)

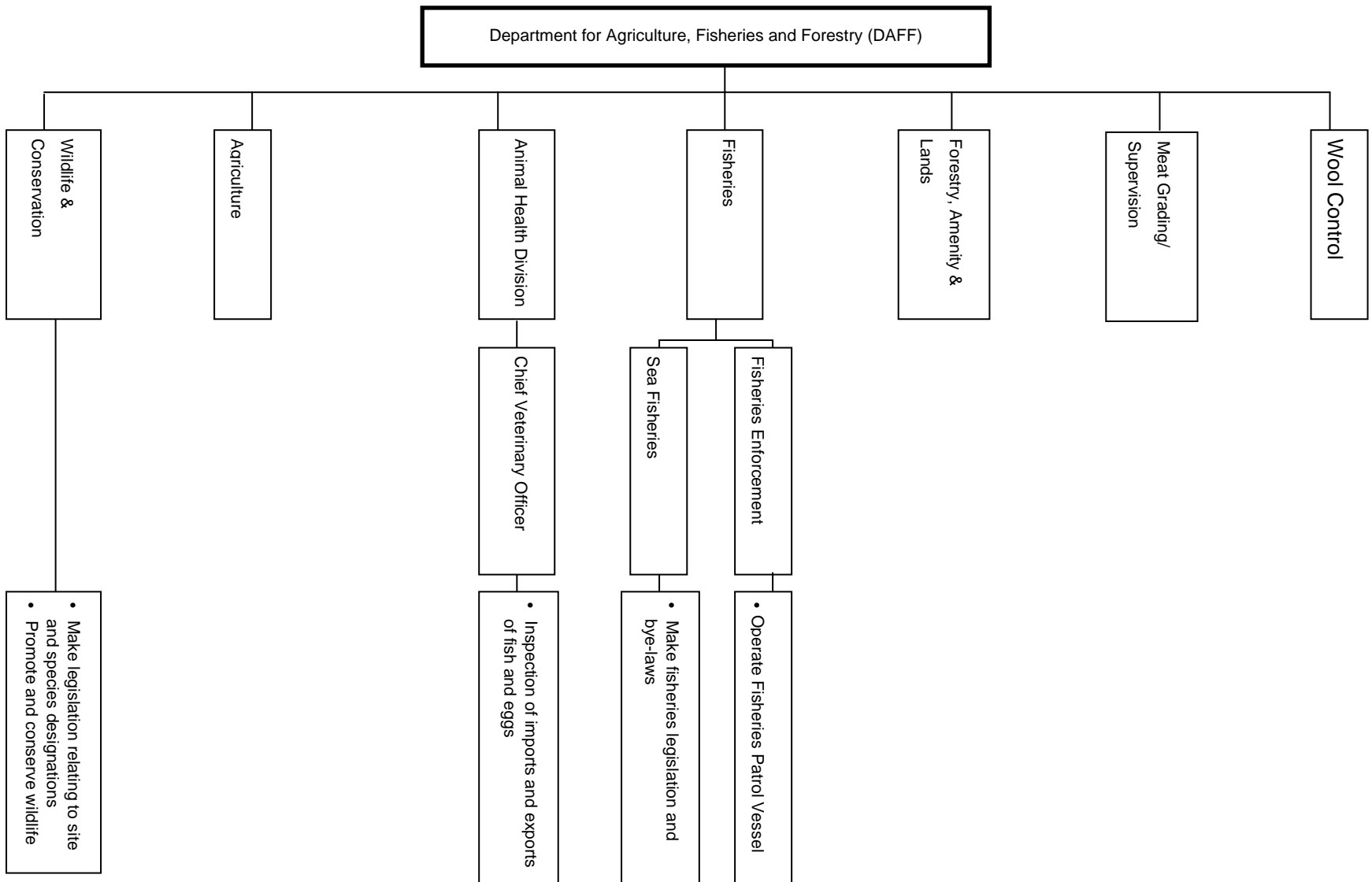


Figure 3 Structure of Manx National Heritage (continued from Figure 2)

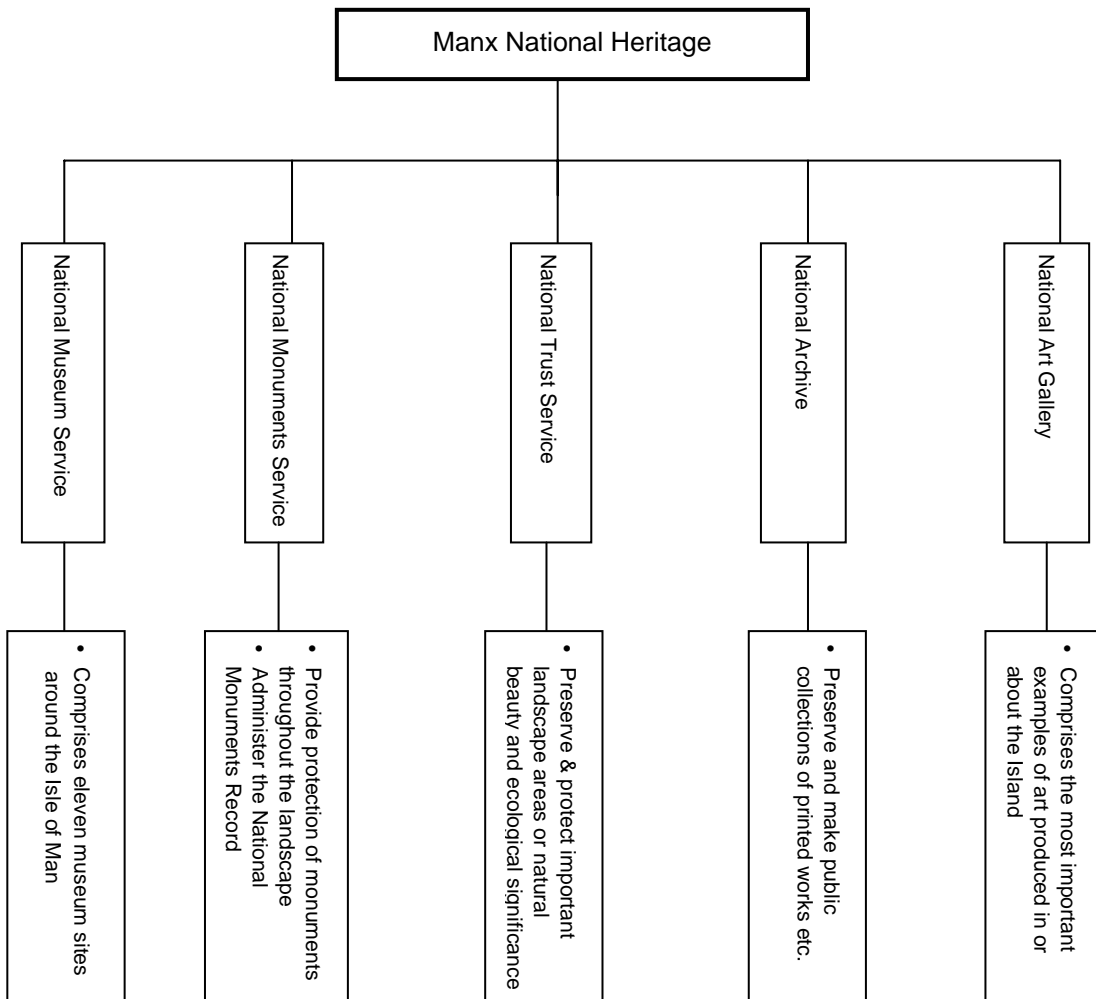
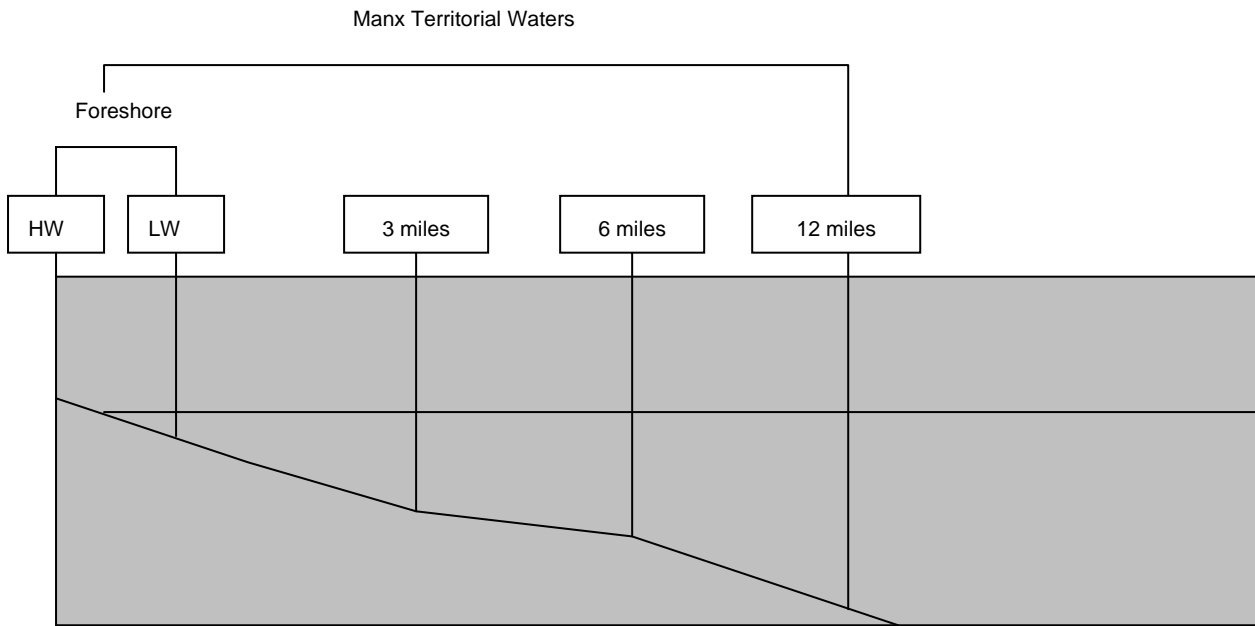


Figure 4 Jurisdiction in the marine environment



- MNH (MNH designated sites + archaeology)
- Planning authorities (May designate a Coastal Planning Zone to extend to low water)
- ▬ DAFF (NNRs; ASSIs; AoSPs; Wildlife Sites; RIGS)
- ▬ MNCT (MNCT sites)
- ▬ Douglas Corporation (Douglas foreshore only)
- ▬ DOLGE (pollution of controlled waters)
- ▬ DOT (deposits in the sea)
- ▬ DAFF (MNRs; Protection of birds & other animals protected under the Wildlife Act 1990; fisheries legislation and enforcement – fisheries requires concurrence of the UK between 3+12 miles)
- ▬ DTI (offshore oil & gas licensing; cables & pipelines; administration of marine vessels)
- ▬ DOT (seabed ownership; lease of easement provision; registration of pleasure craft; protection of wrecks)
- ▬ TSC (Management of IOM Territorial Seas)

DEPARTMENTS

DAFF – Dept of Agriculture, Fisheries & Forestry

DTI – Dept of Trade & Industry

DOLGE – Dept of Local Government and the Environment

TSC – Territorial Seas Committee

MNH – Manx National Heritage

MNCT – Manx Nature Conservation Trust

DESIGNATIONS

NNR – National Nature Reserve

MNR – Marine Nature Reserve

ASSI – Area of Special Scientific Interest

RIGS – Regionally Important Geological and Geomorphological Sites

2 MARINE SITE PROTECTION

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Agriculture, Forestry and Fisheries</u> has legislative responsibility for wildlife site designation (National Nature Reserves, Marine Nature Reserves, Areas of Special Scientific Interest and Areas of Special Protection). DAFF also has the power to implement bye-laws for the protection of any Marine Nature Reserve.</p> <p><u>Manx National Heritage</u> has legislative responsibility with regard to Manx National Trust Sites.</p> <p><u>The Department of Local Government & the Environment</u> has responsibility with regard to Areas of High Landscape Value or Scenic Significance and will have responsibility for National Heritage Sites when they come into operation.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Agriculture, Forestry and Fisheries</u> have the responsibility for enforcement and control within nature designations, although in ASSIs DAFF may make management agreements with any person with an interest in the land.</p> <p>Contravention of bye-laws may result in a fine within Marine Nature Reserves of up to £2,500; within ASSIs of up to £5,000; and in NNRs of up to £2,500.</p> <p><u>Manx National Heritage</u> has the powers of enforcement and control of activities within Manx Museum & National Trust sites.</p>

3 MARINE SPECIES PROTECTION

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Agriculture, Forestry and Fisheries</u> have responsibility under the Wildlife Act 1990 for the Protection of Scheduled species and for the import and export of endangered species under implementation of CITES.</p> <p><u>Manx National Heritage</u> has legislative responsibility for protection and maintenance of species within Manx National Heritage sites.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Agriculture, Forestry and Fisheries</u> are responsible for the enforcement of inspection, enforcement and control of Scheduled species although landowners have certain responsibility for maintenance of particular species within sites that fall under their management.</p> <p>Under the Wildlife Act 1990 DAFF may impose penalties for contravention of laws with fines of £2,500 or £5,000 depending on the offence. DAFF may also impose penalties of up to £5,000 for contravention of laws under the Endangered Species (Import & Export) Act 1981.</p> <p><u>The Wildlife Committee</u> is the Scientific Advisory Committee established under the Endangered Species (Import & Export) Act 1981. It has the duty to advise DAFF on questions to which DAFF wishes to refer to the Committee in connection with administration of the Act or in connection with protection of birds or other animals or plants.</p> <p><u>Customs & Excise</u> have powers for inspection and enforcement for import and export of animals.</p> <p><u>Constables</u> have the power to stop and search persons suspected of committing an offence under Part I of the Wildlife Act 1990.</p>

4 CONTROL OVER INTRODUCTION OF NON-NATIVE SPECIES IN THE MARINE ENVIRONMENT

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Agriculture, Forestry and Fisheries</u> have legislative responsibility for the control over introduction of introduced species under the Wild Animals (Restriction on Importation, Etc.) Act 1980, the Destructive Imported Animals Act 1963 and the Genetically Modified Organisms Act 2001. They also have legislative responsibility for the protection of fish populations under the Animal and Animal Products (Import & Export) Order 2001 and the Sea Fisheries (Control of Importation) Bye-laws 1990; for the protection of plant species under the Plant Health Act 1983; and for the protection of animals health under the Animal Health Act 1996.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Agriculture, Forestry and Fisheries</u> have enforcement and inspection powers in relation to Scheduled Wild Animals, Destructive Imported Animals and Genetically Modified Organisms.</p> <p>In relation to the introduction of new species under the Wildlife Act 1990 DAFF may impose a fine of up to £5,000 for the contravention of laws. A fine of up to £5,000 may also be imposed by DAFF for an offence under the Wild Animals (Restriction on Importation, Etc.) Act 1980 or up to £500 for an offence under the Destructive Imported Animals Act 1963. Fines may also be imposed under the Plant Health Act 1983 and the Animal Health Act 1996.</p> <p>The Genetically Modified Organisms Act 2001 confers the right for any person authorised by DAFF to enter premises for inspection purposes and carry out tests as required. Contravention of requirements under this Act may result in a fine of up to £5,000.</p> <p><u>Customs & Excise</u> have enforcement and inspection powers at border controls.</p> <p><u>Constables</u> have the power to search people they suspect of contravention of regulations under Part I of the Wildlife Act 1990.</p> <p><u>Harbour authorities</u> may impose restrictions regarding discharge of ballast waters to harbour areas.</p>

5 CONSERVATION OF MAN-MADE STRUCTURES IN THE MARINE ENVIRONMENT

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Local Government & the Environment</u> has the legislative responsibility under the Town & Country Planning Acts for Registered Buildings and also for Conservation Areas.</p> <p><u>Manx National Heritage</u> has legislative responsibility with regard to Ancient Monuments and archaeological findings to Mean High Water.</p> <p><u>The Department of Transport</u> is appointed as the Receiver of Wreck and has legislative responsibility with regard to wreck and salvage.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Planning and Building Control Directorate</u> (part of the Department of Local Government & the Environment) has responsibility for the inspection of Registered Buildings and Conservation Areas and for the enforcement and control of planning applications, appeals and review activities under the 1982 Act (this part of the Town & Country Planning Act 1999 is not yet in force). In the case of offences under this legislation prosecution may occur. Local authorities may also impose restrictions within Local Areas Plans.</p> <p><u>Manx National Heritage</u> has legislative responsibility with regard to Ancient Monuments and archaeological findings to Mean High Water.</p> <p><u>The Department of Transport</u> has responsibility to enforce wreck and salvage legislation and to control activities within protected sites.</p>

6 SEA FISHERIES

REGULATORY RESPONSIBILITY & ENFORCEMENT

Legislative responsibility	<p>The <u>Department of Agriculture, Forestry and Fisheries</u> has legislative responsibility for sea fisheries under the Sea Fisheries Act 1971 & 1991. Under this legislation they have the power to apply various bye-laws.</p>
Inspection, enforcement & control activities	<p>The <u>Department of Agriculture, Forestry and Fisheries</u> has inspection and enforcement powers, with the authority for Fisheries Enforcement Officers to enter premises and examine inspect equipment and landings. Department of Agriculture, Forestry and Fisheries also has a Fisheries Protection Vessel, which is responsible for the enforcement of fisheries legislation within Manx Territorial Waters and has power to board vessels for inspection. Fisheries Protection has sole power in the 3-mile limit and joint powers with the Royal Navy between the 3-mile and 12-mile limits. DAFF sends sightings lists to DEFRA in the UK. Reports of aerial sightings by the UK are provided to Department of Agriculture, Forestry and Fisheries weekly. The Fisheries Protection Vessel also has powers to patrol and enforce fishing activity within closed areas.</p>

7 MARICULTURE

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Local Government & the Environment</u> have legislative responsibility for development issues for coastal mariculture developments to mean high tide and for EIA of coastal intensive fish farming developments.</p> <p><u>The Department of Transport</u> has legislative responsibility over development on the foreshore or Isle of Man territorial waters as landowner to the 12-mile limit. They also have responsibility for the licensing of mariculture developments in territorial waters under the Water Pollution Act 1993 except for propagation of marine flora, which is exempted.</p> <p><u>The Department of Agriculture, Forestry and Fisheries</u> have responsibility for legislation relating to mariculture developments, with a requirement for a Department of Agriculture, Forestry and Fisheries licence to carry out mariculture on the sea, seabed or foreshore. The Department of Agriculture, Forestry and Fisheries also has responsibility under the Animal Health Act 1996 for the prevention of spreading disease.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Local Government & the Environment</u> has responsibility for enforcement of planning control. DLGE will also have powers for inspection and enforcement to ensure compliance with Water Quality Objectives under the Water Pollution Act 1993 when it comes into force, with the Government Laboratory responsible for monitoring discharges. When the Act comes into force it will include penalties for offences of up to £20,000.</p> <p><u>The Department of Transport</u> has inspection and enforcement powers with regard to development over territorial waters.</p> <p><u>The Department of Agriculture, Forestry and Fisheries' Chief Veterinary Officer</u> is responsible for the certification of import and export of mariculture products and compliance of mariculture activities with health regulations.</p>

8 SHIPPING AND NAVIGATION

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The International Maritime Organisation</u> has administrative and legal power for shipping activities including technical matters, trade, safety, navigation and prevention and control of marine pollution from ships.</p> <p><u>The Department of Transport</u> has responsibility for the registration of pleasure boats, shipping, harbours, pollution from ships, offshore safety, dredging for navigation and the disposal of dredged material.</p> <p><u>The Department of Trade & Industry</u> has responsibility for the registration of all other vessels through the Marine Administration department, although in some cases the Harbours Board undertakes the registration of boats on behalf of Marine Administration.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Trade & Industry</u> has responsibility for inspections of vessels through the Marine Administration department.</p> <p><u>The Department of Transport</u> can inspect and enforce safety of vessels within harbours, safety of navigation, security of vessels or fixed platforms and pollution incidents within harbour areas. It may also apply restrictions for discharge of ballast waters within harbour areas.</p>

9 MILITARY ACTIVITIES

REGULATORY REPOSIBILITY & ENFORCEMENT

Legislative responsibility	Ministry defence in the Isle of Man is the responsibility of the UK. The Department of Home Affairs liases with the MOD in the UK and has made an agreement that a part of the Eskmeals firing range, which lies in Manx waters, is not used without the express permission of the Isle of Man Government.
Inspection, enforcement & control activities	Not applicable in the Isle of Man.

10 OFFSHORE OIL & GAS

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Trade & Industry</u> is responsible for provision of licences for offshore oil and gas development. Within the licence conditions the DTI can specify certain conditions, including maintenance to ensure safety.</p> <p>The DTI may make regulations under the Oil Pollution Act 1986 for oil discharges.</p> <p><u>The Department of Transport</u> has legislative responsibility with regard to development over the foreshore and the territorial seas of the Isle of Man and may provide conditions within the lease of easement. The DOT also has responsibility for the provision of exclusion zones.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Trade & Industry</u> also has powers to appoint any person as an inspector for inspection and enforcement in relation to oil discharges under the Oil Pollution Act 1986.</p> <p><u>The Department of Transport</u> has enforcement powers within exclusion zones designated around offshore platforms or pipelines. DOT also has powers to appoint inspector for inspection and enforcement purposes under the Oil Pollution Act 1986, with prosecution and/ or fines for offences.</p>

11 WAVE, TIDE AND WIND POWER GENERATION IN THE MARINE ENVIRONMENT

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Trade & Industry</u> has legislative responsibility for energy related matters, including within Manx territorial waters.</p> <p><u>The Department of Transport</u> has legislative responsibility in relation to the lease of the seabed within which they may provide restrictions. They are also responsible for legislation regarding deposit of objects on the seabed.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Trade & Industry</u> has responsibility for development of energy policy.</p> <p><u>The Department of Transport</u> may impose restrictions within the lease including a requirement for EIA and inspection requirements in consultation with the Territorial Seas Committee.</p>

12 SAND & GRAVEL EXTRACTION IN THE MARINE ENVIRONMENT

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Trade & Industry</u> has legislative responsibility for the licensing of extraction of aggregates in coastal sand and gravel pits under the Sand & Gravel Pits Regulation Act 1968; for minerals exploitation under the Minerals Act 1986; and for coal under the Territorial Sea (Rights to Coal) Act 1996. They may also if they wish stipulate the requirement for particular information for issue of a licence.</p> <p><u>The Department of Transport</u> is responsible for providing licences for marine aggregate disposal in the marine environment under Part II of the Water Pollution Act 1993.</p> <p><u>The Department of Local Government & the Environment</u> provides planning guidance, under which Environmental Impact Assessment is recommended for quarries and surface industrial installations for the extraction of minerals.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Trade & Industry</u> has the power for inspection of sand & gravel extraction facilities under the Sand & Gravel Pits Regulation Act 1968 and is responsible for enforcement under the Minerals Act 1986.</p> <p><u>The Environmental Health and Health & Safety Divisions</u> of the Department of Local Government & the Environment will have a duty to ensure pollution is minimised and that works are carried out in a safe manner.</p> <p><u>The Department of Transport</u> has powers of enforcement and control of marine aggregate disposal.</p>

13 COASTAL ENGINEERING

REGULATORY RESPONSIBILITY & ENFORCEMENT

Legislative responsibility	<p>There is currently no legislative responsibility for coastal protection or coastal flood defence, although the Department of Transport will respond to emergency flooding incidences as it would for other civil emergencies.</p> <p><u>The Department of Local Government & the Environment</u> proposes to put a Coastal Land & Rivers Bill to Tynwald in 2004/2005.</p>
Inspection, enforcement & control activities	<p>This is not currently relevant in the Isle of Man.</p>

14 DEVELOPMENT IN THE COASTAL ZONE

REGULATORY RESPONSIBILITY & ENFORCEMENT

Legislative responsibility	<p><u>The Planning and Building Control Directorate</u> (part of the Department of Local Government & the Environment) is responsible for planning permission upwards of the high tide mark. New enforcement powers under the Town & Country Planning Act 1999 allow Planning to issue Enforcement Notices and Stop Notices, or to apply for High Court injunctions.</p> <p><u>The Department of Transport</u> is responsible for planning on the foreshore or within Manx territorial Waters, the disposal of dredged materials in the marine environment and development and planning within harbours areas.</p>
Inspection, enforcement & control activities	<p><u>The Planning and Building Control Directorate</u> enforce planning issues above the high tide mark.</p> <p><u>The Department of Transport</u> enforces planning on the foreshore and the territorial seas with restrictions on development, monitoring etc. imposed by the Territorial Seas Committee.</p>

15 TOURISM AND RECREATION IN THE MARINE ENVIRONMENT

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Transport</u> Harbours Division control licensing of pleasure craft, commercial angling and yachts, and bye-laws regarding recreational activities within Harbours areas including designation of diving and bathing areas.</p> <p><u>The Department of Local Government & the Environment</u> has legislative responsibility for quality of bathing water.</p> <p><u>The Department of Agriculture, Forestry and Fisheries</u> has legislative responsibility for the protection of basking sharks and cetaceans under which a Voluntary Code of Practice has been set up.</p> <p><u>The Department of Tourism & Leisure</u> has the legislative responsibility of providing recreational facilities.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Transport</u> has enforcement and control powers with regard to recreational activities within harbour areas.</p> <p><u>The Department of Local Government & the Environment</u> has inspection powers in relation to water quality issues.</p>

16 INPUTS OF CONTAMINANTS IN THE MARINE ENVIRONMENT (ORIGINATING PRIMARILY FROM LAND)

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p><u>The Department of Transport</u> has legislative powers with regard to deposits in the sea under Part II of the Water Pollution Act 1993 and input of contaminants into harbour areas under the Harbours (Isle of Man) Act 1961.</p> <p><u>The Department of Local Government & the Environment</u> has legislative responsibility for discharges to the marine environment including for the development of Water Quality Objectives and establishment of Water Protection Zones. DLGE also has responsibility for the waste disposal including litter offences.</p>
<p>Inspection, enforcement & control activities</p>	<p><u>The Department of Local Government & the Environment</u> Environmental Health and the Government Analysts Laboratory are responsible for the inspection of water quality. This is currently legislated for under the Marine Pollution Act 1983, although this will soon be replaced by the Water Pollution Act 1993.</p> <p><u>The Department of Trade & Industry</u> has responsibility for the deposition of litter in the marine environment from Merchant Shipping activities.</p> <p><u>The Department of Transport</u> has powers for enforcement of inputs with regard to deposits in the sea including powers to board vessels for inspection. The DOT also has enforcement powers for the disposal of certain materials within harbour areas with contravention punishable by a fine.</p>

17 SUBMARINE CABLES AND PIPELINES

REGULATORY RESPONSIBILITY & ENFORCEMENT

<p>Legislative responsibility</p>	<p>The <u>Department of Transport</u> has legislative responsibility for the licensing of construction of submarine pipelines and cables and for lease of the seabed relating to the construction of cables and pipelines within territorial waters under the Petroleum Acts 1986 and 1998. The Department of Transport also has legislative responsibility for EIA requirements and for legislation relating to deposits on the seabed under Part II of the Water Pollution Act 1993.</p>
<p>Inspection, enforcement & control activities</p>	<p>The <u>Department of Trade & Industry</u> has the responsibility for inspection of pipelines and is responsible for enforcement of pipeline construction under the Petroleum Act 1998.</p> <p>The <u>Department of Transport</u> is responsible for enforcement of planning on the foreshore and in territorial waters with restrictions on development, monitoring etc. imposed by the Territorial Seas Committee. DOT is also responsible for enforcing legislation under the Petroleum Act 1998 with fines of up to £5,000 for offences.</p>

18 DISCUSSION

Legislation relating to the marine environment is extensive, and governed by a large number of government departments and statutory bodies. The legislation includes implementation of international obligations and various European Directives, and also in some cases the application of UK Acts of Parliament with amendments and modifications.

This has resulted in complex administrative responsibility of marine and coastal environments, which is added to by the sectoral approach to marine legislation, whereby individual activities (e.g. fishing, oil & gas exploration, shipping) are the responsibility of different government departments. This results in some grey areas regarding boundaries of coastal and marine development, and in a number of cases the need for multiple licensing requirements. In the UK this has been counteracted in places by the development of government agencies with multi-sectoral responsibility.

Coastal regions in the Isle of Man do not have the same level of cross-departmental regulation although with regard to the marine environment, the Isle of Man has the unique position of having a Territorial Seas Committee. The presence of this committee is a particular strength of the Isle of Man regulation of the marine environment, and provides important cross-governmental consideration of matters related to the marine environment. Unfortunately this does not currently include a representative from the Wildlife Division of the Department of Agriculture, Forestry and Fisheries. Although a representative from the Fisheries Division is included in consultations, there may be particular issues whereby the formal inclusion of a Wildlife Division representative would be an advantage for issues relating to marine habitats or species.

The issue of enforcement is particularly difficult in the marine environment. Terrestrial environments have the advantage of being easily accessible and also having the backup enforcement powers of constables and local authorities. Enforcement at sea would require responsible bodies to carry out dedicated patrols, which is typically not an option for individual departments. There are also additional problems of attempting to identify those responsible for certain infringements, e.g. inputs of contaminants, due to the diluting and mixing effects of the marine environment. A coordinated cross-departmental implementation of patrol activities may prove to be the most efficient method of enforcement.