

# Marine Spatial Planning Guidelines





## Acknowledgement of Traditional Owners

Traditional Owners have never surrendered rights to Country. The Victorian Government acknowledges Aboriginal people as Australia's first people, and as the Traditional Owners and custodians of the land on which we work and live. We recognise the strength of Aboriginal people and the need for reconciliation and genuine partnerships to address the negative impacts of the past.

Traditional Owners have an unbroken custodianship of the land and seas that extends back tens of thousands of years. Their knowledge, understanding, and relationships to Country are fundamental to the health of the environment and the success of any strategy to manage that environment.

We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us all. We recognise that Aboriginal cultures and communities are diverse, and the value we gain in celebrating these cultures and communities. We embrace the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice. We have distinct legislative obligations to Traditional Land Owner groups that are paramount in our responsibilities in managing Victoria's resources.

The following Registered Aboriginal Parties / Traditional Owners have contributed to the development of these guidelines:

- Bunurong Land Council Aboriginal Corporation
- Eastern Maar Aboriginal Corporation RNTBC
- Gunaikurnai Land and Waters Aboriginal Corporation
- Gunditj Murring Traditional Owners Aboriginal Corporation RNTBC
- Wadawurrung Traditional Owners Aboriginal Corporation
- Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation

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**NOTE** This document has used the term Traditional Owners in reference to rightsholders with cultural obligations and inherent responsibilities for managing and protecting Country.

# Contents

<b>Background</b>	2
Policy context	2
MSP Framework	2
<b>Undertaking Marine Spatial Planning</b>	6
About these guidelines	6
How to use these guidelines	6
Where do these guidelines apply?	6
Who are these guidelines for?	8
Supporting documents	10
<b>Steps in the Marine Spatial Planning process</b>	11
<b>1 Planning and organising</b>	12
Organise the planning process and understand the planning area	12
Identify and engage stakeholders	14
<b>2 Vision, goals and objectives</b>	16
Develop a shared vision	16
Specify goals and objectives	17
<b>3 Assessment and analysis</b>	20
Describe and analyse current characteristics	20
Describe and analyse future characteristics	22
Assess conflicts, compatibilities, and environmental impacts	24
<b>4 Management approaches and marine plan development</b>	26
Select management approaches	26
Develop the draft marine plan	28
Public consultation on the draft marine plan	29
Finalise the marine plan	29
<b>5 Implementation</b>	30
Approval and implementation of the marine plan	30
Monitoring, evaluation, reporting and improvement (MERI)	31
Refine and adapt the marine plan	33
<b>Appendices</b>	
1 Legislation, plans, strategies, guidelines, and assessments	34
2 Contact details for Victorian Registered Aboriginal Parties with Sea Country	37
3 Acronyms and key terminology	38



## Background

Victoria's *Marine and Coastal Act 2018* (the Act) sets objectives and guiding principles for the planning and management of the State's marine and coastal environment. Under the Act, the *Marine and Coastal Policy 2020* (the Policy) details the policies for achieving these objectives. The Policy includes a *Marine Spatial Planning Framework* (MSP Framework) that provides guidance and a process for achieving integrated and coordinated planning and management of the marine environment.

### Policy context

The MSP Framework sets out Victoria's approach to Marine Spatial Planning (MSP) and was developed through a co-learning and co-design process with stakeholders across marine sectors. Representatives from marine industries, peak bodies, government agencies and departments, non-governmental organisations and marine research participated throughout the process. These guidelines build on that work and continue development of MSP in Victoria (see [Box 1](#)).

### MSP Framework

The MSP Framework consists of two parts: Part A and Part B. Part A provides the overarching structure and policies to guide planning, management and decision making in the marine environment, whether undertaking MSP or not. Part B sets out the 3-stage process to initiate, approve and undertake MSP in Victoria ([Figure 1](#)).

The MSP Framework designates the Minister responsible for the Act as the lead Minister for MSP. The Department of Energy, Environment and, Climate Action (DEECA) are therefore leading implementation of Part B of the MSP Framework.

**BOX 1**

### Marine Spatial Planning (MSP) in Victoria

Victoria’s marine environment is an active place and how we use and enjoy it continues to grow and change. MSP is a practical way to understand and organise the interactions between human uses and between these uses and the marine environment.

MSP considers how uses and activities occurring in the marine environment are spatially organised, providing a structure for integrated management, and an approach to manage current or potential conflicts through existing legislation, policies, and plans.

While not all marine planning and management may require an MSP process, undertaking MSP can have significant benefits. It can be beneficial where decision making is likely to be complex, challenging or where managing individual activities and uses may be inadequate. Additional significant benefits include identifying marine habitats that can be better protected and/or recovered or enhanced, supporting the growth of Victoria’s blue economy, promoting environmental and socio-economic resilience, conserving marine values, and supporting climate change adaptation responses across marine sectors. These benefits support the marine environment, long-term planning for existing marine uses (for example, conservation, fisheries and aquaculture, tourism, marine transport), and emerging uses (for example, offshore wind and ocean energy).

DEECA is leading the implementation of the MSP Framework in Victoria, engaging with Traditional Owners, industry, marine users, and government agencies. Learn more about MSP in Victoria at [marineandcoasts.vic.gov.au/marine/marine-spatial-planning](http://marineandcoasts.vic.gov.au/marine/marine-spatial-planning).



**FIGURE 1** Process to initiate, approve and undertake MSP in Victoria reflecting the direction set out in the Marine Spatial Planning Framework (MSP Framework)



**FIGURE 2** Victoria’s marine planning areas

### Determine marine planning areas and identify areas that may benefit from MSP

The first stage in implementing Part B of the MSP Framework was completed by conducting a statewide ‘first-pass’ that divided Victoria’s marine environment into 8 marine planning areas (Figure 2) for future MSP processes.<sup>1</sup>

Not all marine planning areas may require a MSP process, with some benefiting from other integrated planning and management approaches, such as ecosystem-based management, environmental impact assessments and/or marine protected area planning.

Determining where to undertake a first MSP process will be guided by:

- the presence of multiple stakeholders and users with interests in the area
- clearly identifiable issues or opportunities in the area, including:
  - the degradation of marine environmental values
  - new or emerging activities being proposed, with a need to decide on an appropriate location to enable sustainable and long-term development

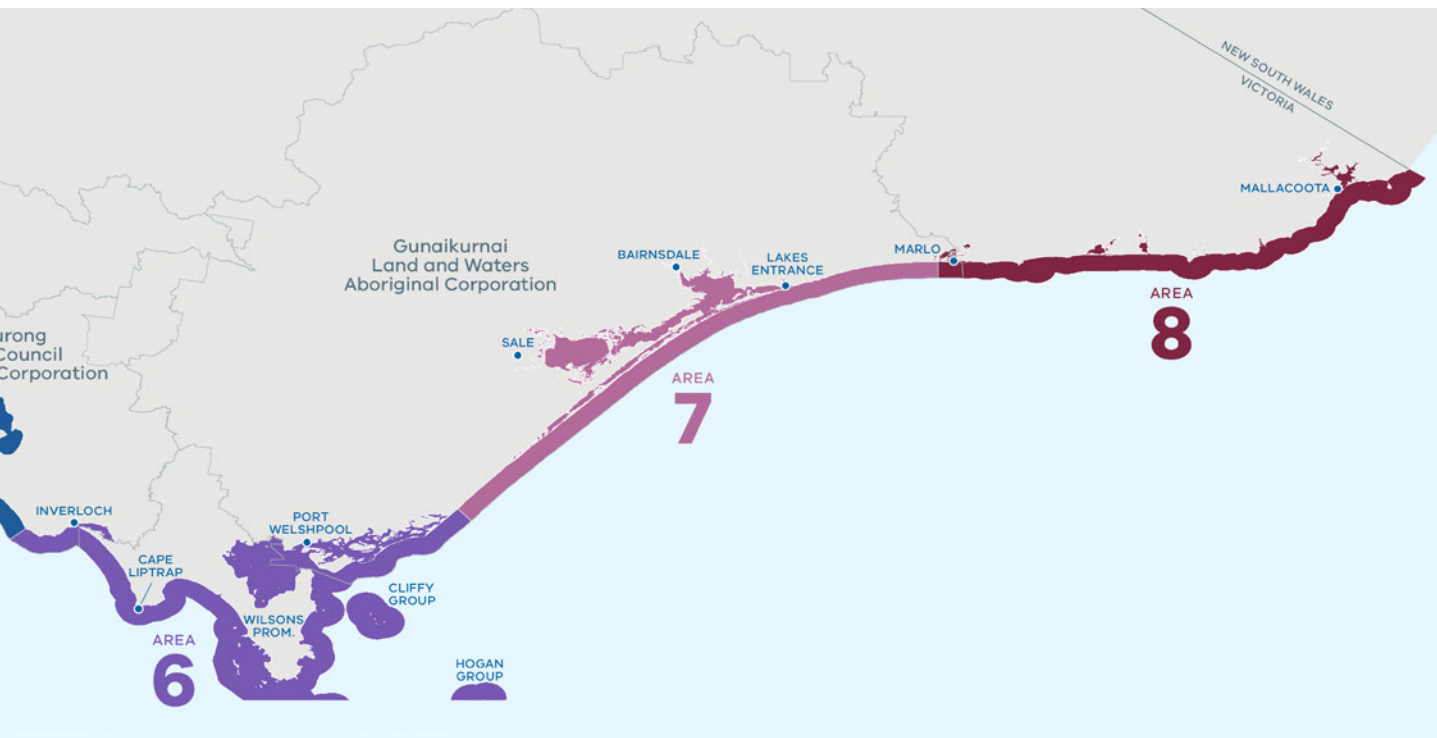
- existing or anticipated threats or risks to environmental, economic, social or cultural sustainability, or to sites, species or areas of significance
- the existence, or likely existence, of conflict between existing and/or emerging human activities or uses
- altering ecological processes, or uses and activities, in response to the impacts of climate change.

Consideration will also be given to areas that are under immediate pressure (for example, areas where there is an urgency to act) and/or areas where the greatest opportunity to act exists (for example, areas with existing high quality relevant data, areas with existing community/stakeholder support). Consultation with stakeholders on the marine planning areas and these guidelines highlighted that other key factors to consider include: capacity of rightsholders and stakeholders, timeframes required to undertake the MSP process, and funding for both the MSP process and implementation of the resulting marine plan.

Where to undertake a first MSP process in Victoria will be further explored and determined through implementation of the Marine and Coastal Strategy.

Once a marine planning area is identified for a MSP process, approval to undertake MSP is needed from the lead Minister.

<sup>1</sup> The State of Victoria Department of Energy, Environment and Climate Action (DEECA) (2023) Victoria’s Marine Planning Areas



## Approval to undertake MSP

After a marine planning area has been identified for a MSP process, the second stage in implementing Part B of the MSP Framework is to seek approval to undertake MSP from the lead Minister. The lead Minister will seek approval from all ministers with portfolio interests in a marine planning area before authorising the commencement of a MSP process, and approving any proposed marine plan. As part of seeking approval, an appropriate lead to coordinate/undertake MSP will be required to be identified. The MSP Framework also notes mechanisms under the Act that could be used to authorise a MSP process: a Regional and Strategic Partnership (RASP) or an Environmental Management Plan (EMP). A RASP can be led by any entity (government or non-government) while an EMP is government (or government agency) led. Further investigations and determination of who coordinates/undertakes a MSP process, including the mechanism, governance, and funding approach to give effect to MSP, will be undertaken through implementation of the Marine and Coastal Strategy and through testing of the MSP Guidelines (this document).

In authorising a MSP process to proceed, the lead Minister will:

- consider any advice from the Victorian Marine and Coastal Council

- consider any other advice or recommendations, including from a State of the Marine and Coastal Environment Report or the Victorian Environmental Assessment Council
- outline the scope of the marine planning process and who must be involved
- seek approval from all ministers with portfolio interests in the marine planning area and with responsibilities for use and activity occurring within the marine planning area
- seek advice from all ministers with portfolio interests in the marine planning area about existing legislative requirements (for example, the *Fisheries Act 1995*) that will inform the MSP process
- specify an appropriate body to oversee and coordinate the MSP process and the implementation of management outcomes
- consider appropriate funding mechanisms.

## Undertake MSP

The third stage in implementing Part B of the MSP Framework is to undertake MSP in accordance with the MSP Framework, MSP Guidelines (this document) and any legislation, policies and plans applicable to the marine planning area.

**NOTE** The MSP Guidelines (this document) will be tested and refined when undertaking a first MSP process.



# Undertaking Marine Spatial Planning

These guidelines have been developed to support undertaking MSP in Victoria (the third stage of implementing Part B of the MSP Framework).

## About these guidelines

Detailed instructions on how to undertake a MSP process in Victoria are outlined in these guidelines. Specifically, these guidelines:

- enable Traditional Owners to partner in marine planning and management
- detail the steps involved in undertaking a MSP process (see [Figure 3](#))
- guide the preparation, implementation, evaluation, and improvement of marine plans (see [Box 2](#))
- support marine sectors, marine users, and the community to participate in marine planning and management.

These guidelines will be tested and refined when undertaking a first MSP process. Further investigations into governance arrangements and legislative or regulatory tools to give effect to MSP will be explored through implementation of the Marine and Coastal Strategy.

**NOTE** The MSP process does not replace, remove, or duplicate existing licensed or permitted rights (for example, fisheries and aquaculture management (under *Fisheries Act 1995*), marine transport and ports (under *Port Management Act 1996*), marine national parks and sanctuaries (under *National Parks Act 1975*)).

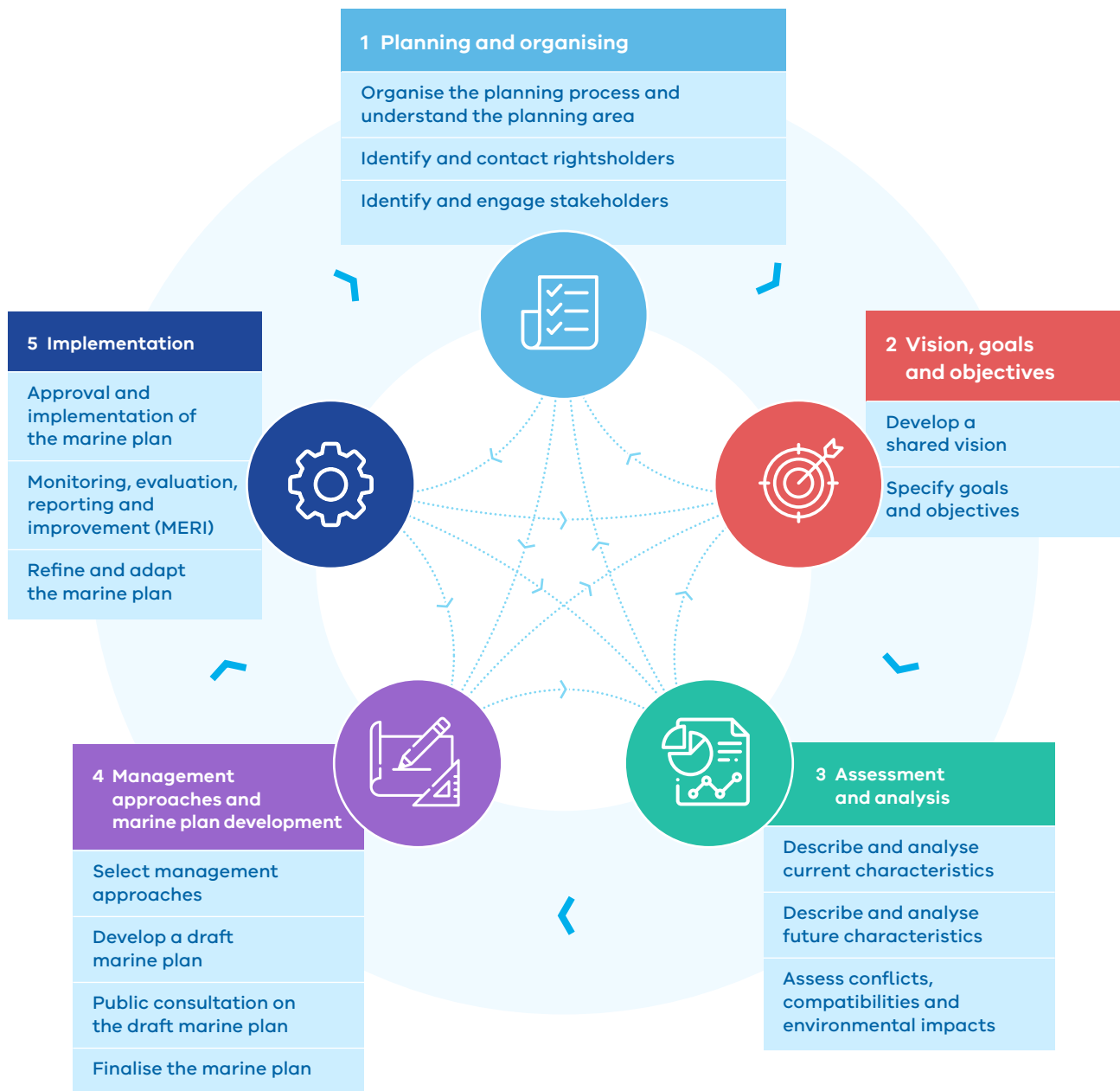
## How to use these guidelines

These guidelines are designed to be used to undertake a MSP process once approval has been granted by the lead Minister. The key steps outlined in these guidelines reflect those of the MSP Framework ([Figure 3](#)). The tasks outlined in each step may not occur sequentially, with the information gained during one step possibly highlighting the need to revisit a proceeding step.

## Where do these guidelines apply?

These guidelines, and any resulting marine plans, apply to Victoria's marine environment (see [Box 3](#)). However, given the dynamic and interconnected nature of marine and coastal environments, it is important that when conducting a MSP process, adjoining coastal land and marine waters are considered (see [Box 4](#)).





**FIGURE 3** Steps in the MSP process as outlined in the Marine Spatial Planning Framework within the Marine and Coastal Policy 2020

## BOX 2

### Marine plans

Marine plans are a key output of the MSP process. They are a comprehensive strategic document that provides information on existing arrangements, uses/activities, and areas of interest to better inform the direction for marine spatial management decisions in the area to which the marine plan applies. Marine plans guide the sharing of marine space by different marine industries, supporting management of cross-sector objectives and outlining priorities that consider individual marine sector policies, strategic plans, and broader environmental goals.

A marine plan brings together Traditional Owners, marine and coastal sectors (for example, fisheries and aquaculture, tourism, conservation, energy generation, marine transport), including users with existing access or usage arrangements provided through permits or licences, entities with planning or management responsibilities and stakeholders with interests in the marine planning area.

All marine plans must be developed in accordance with any relevant provisions of the Act (including the MSP Framework and these guidelines) and any legislation that applies to the marine environment within the marine planning area. Marine plans are developed through an adaptive management process, and are reviewed and refined over a specified timeframe. Refer to [Box 19](#) for detailed information on the content of a marine plan.

### Who are these guidelines for?

These guidelines are intended to support those undertaking a MSP process using a mechanism under the Act. Further investigations and determination of the mechanism, who undertakes a MSP process, governance framework, and funding will be undertaken through the implementation of the Marine and Coastal Strategy and through testing of the MSP Guidelines (this document).

The instructions within these guidelines detail the required minimum standards for undertaking a MSP process and designing, planning, implementing, monitoring, and evaluating marine plans within Victoria.

The focus of these guidelines is on Victoria's marine environment, however, land and catchment processes, activities, and development can have implications for the marine environment and vice-versa.

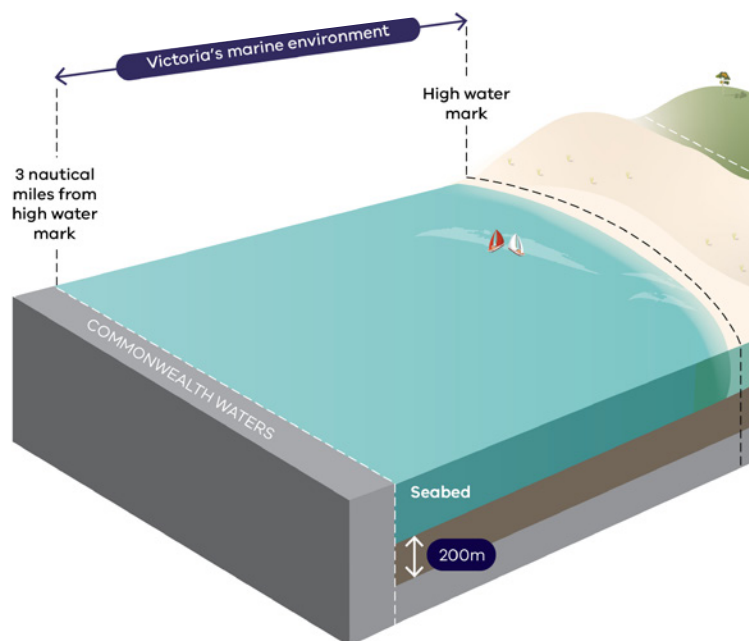
The MSP Framework states that 'land planning and catchment management authorities must consider marine plans when conducting terrestrial and catchment planning' ([Policy 14.16 of the MSP Framework](#)). In addition, 'land planning and catchment management authorities must be informed and invited to participate in the MSP process and in the development of any outputs, including marine plans' ([Policy 14.15 of the MSP Framework](#)).



### BOX 3

## Victoria's marine environment

The 'marine environment' is defined in the Act as extending from the high-water mark for 3 nautical miles, or 5.5 km, to the edge of the State's jurisdiction. It includes all bays, inlets, estuaries, and the Gippsland Lakes. This extends to a depth of 200m below the seabed, and includes the biodiversity associated with both land and water.



### BOX 4

## Coastal management and planning tools

Under the Act and Policy there are several tools to support the planning and management of Victoria's marine and coastal environment (Figure 4). In undertaking a MSP process, it is essential to consider these management tools and the key linkages between marine and coastal environments to ensure an integrated and coordinated approach.

### Coastal and Marine Management Plans

A Coastal and Marine Management Plan (CMMP) is a tool that establishes an agreement between the Victorian Government, land managers, and the local community as to how an area of coastal and marine Crown land will be managed now and in the future.

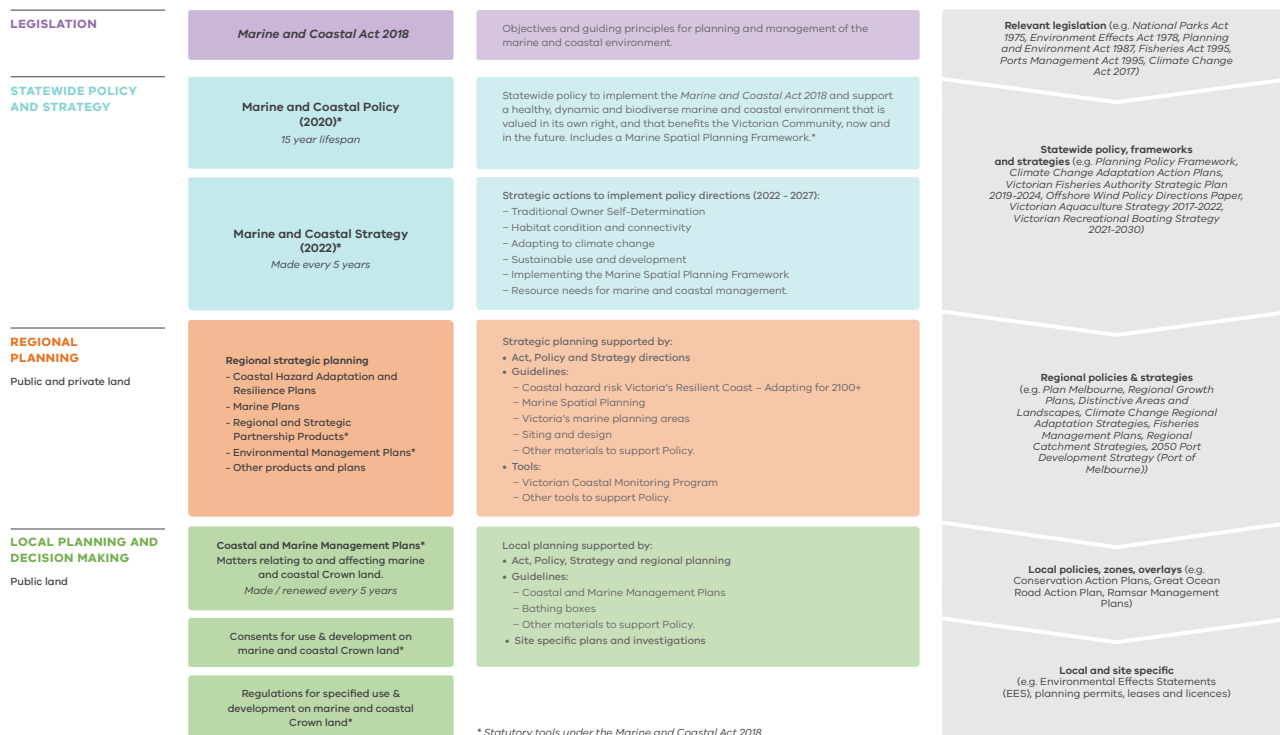
A CMMP implements the long-term policy guidance in the Policy by translating it to on-ground actions. A CMMP is prepared by a Crown land manager (public agency) appointed to manage the coast, including Committees of Management, local government, Parks Victoria or the Great Ocean Road Coast and Parks Authority.

### Victoria's Resilient Coast – Adapting for 2100+

Victoria's Resilient Coast – Adapting for 2100+ provides a statewide approach for coastal hazard risk management and adaptation.

This includes a framework, guidelines, and support for local government, land managers and their communities to enable place-based, long-term coastal hazard risk management and adaptation planning on a local and regional scale.

Coastal hazard adaptation planning applies to public and private land within the marine and coastal environment (as defined under the Act).



**FIGURE 4 Key policy and legislative context for coastal and marine planning and management**

## Supporting documents

These guidelines should be read in conjunction with existing legislation, policies and plans that provide direction for planning management and decision making in the marine and coastal environment, some of which include (also see [Appendix 1](#)):

- Marine and Coastal Policy (2020)<sup>2</sup>
- Marine and Coastal Strategy (2022)<sup>3</sup>
- Victoria's Marine Planning Areas (2023)<sup>4</sup>
- Country Plans prepared by Registered Aboriginal Parties
- Fisheries Management Plans
- Victorian Aquaculture Strategy 2017-2022
- Victorian Recreational Boating Strategy 2021-2030
- Victorian Commercial Ports Strategy (2022)
- Victorian Offshore Wind Policy Directions Paper 2022

- Marine National Park Management Plans
- Conservation Action Plans
- Adaptation Action Plans and Regional Climate Change Adaptation Strategies.

## Additional sources of information

The following documents contain further information that may be useful when undertaking a MSP process (also see [Appendix 1](#)):

- Assessment of the Values of Victoria's Marine Environment – Report (VEAC 2019)<sup>5</sup>
- Assessment of the Values of Victoria's Marine Environment – Atlas (VEAC 2019)<sup>6</sup>
- International Guide on Marine/Maritime Spatial Planning (UNESCO 2021)<sup>7</sup>
- Marine Spatial Planning: step-by-step approach (UNESCO 2009).<sup>8</sup>

2 The State of Victoria Department of Environment, Land, Water and Planning (DELWP) (2020) Marine and Coastal Policy.

3 State of Victoria Department of Environment, Land, Water and Planning (DELWP) (2022) Marine and Coastal Strategy.

4 The State of Victoria Department of Energy, Environment and Climate Action (DEECA) (2023) Victoria's Marine Planning Areas.

5 Victorian Environmental Assessment Council (VEAC) (2019) Assessment of the Values of Victoria's Marine Environment – Report. Victorian Environmental Assessment Council, Melbourne

6 Victorian Environmental Assessment Council (VEAC) (2019) Assessment of the Values of Victoria's Marine Environment – Atlas. Victorian Environmental Assessment Council, Melbourne

7 UNESCO-IOC/European Commission. 2021. MSPglobal International Guide on Marine/Maritime Spatial Planning. Paris, UNESCO. (IOC Manuals and Guides no 89) 8 Eler, Charles, and Fanny Douvère. Marine Spatial Planning: a step-by-step approach toward ecosystem-based management. intergovernmental

Oceanographic Commission and Man and the Biosphere Programme. IOC Manual and Guides no. 53, ICAM Dossier no. 6. Paris: UNESCO. 2009 (English)

# Steps in the Marine Spatial Planning process





## STEP 1

# Planning and organising

The purpose of this step is to undertake tasks to design and structure the MSP process and to engage Traditional Owners and stakeholders. In practice, the information and outputs gained through completion of this step may be necessary when seeking approval to undertake a MSP process.

### Organise the planning process and understand the planning area

#### Define the scope

It is necessary to understand baseline information on both the marine planning area and the assessment area (see [Box 5](#)).

Baseline information will include at a minimum:

- the location and size of each area
- the Registered Aboriginal Party (RAP) or parties within the marine planning area
- existing legislation, policies, and plans (national, state, regional and local) that apply and any associated requirements

- stakeholders within the marine planning area and assessment area including existing licence or lease holders, or those with existing resource use arrangements under legislation
- high-level characteristics of each marine planning area, and marine values associated with these areas (refer to Victoria's Marine Planning Areas<sup>9</sup> and Assessment of the Values of Victoria's Marine Environment<sup>10</sup>).
- existing and potential areas of spatial conflict, cross-sectoral risks and dependencies in the marine planning area (a more detailed assessment of conflicts and compatibilities is conducted in [Step 3](#)).

**NOTE** More detailed analysis will need to be undertaken as part of [Step 3](#).

<sup>9</sup> The State of Victoria Department of Energy, Environment and Climate Action (DEECA) (2023) Victoria's Marine Planning Areas.

<sup>10</sup> Victorian Environmental Assessment Council (VEAC) (2019) Assessment of the Values of Victoria's Marine Environment– Atlas. Victorian Environmental Assessment Council, Melbourne.

## BOX 5

## Marine Planning Areas and Assessment Areas

### What is the marine planning area?

Victoria's marine environment has been divided into 8 marine planning areas. These are the areas to which a marine plan and its identified actions (determined through the MSP process) will apply. See 'Victoria's Marine Planning Areas'<sup>11</sup> for more information.

### What is the assessment area?

The assessment area is broader than the marine planning area, as it considers adjacent marine and terrestrial areas, including neighbouring State and Commonwealth waters, where resources, uses and activities, processes and/or values connect with or impact on the marine planning area.

Because of the dynamic and interconnected nature of marine ecosystems, it is important to consider land-sea interactions (for example, sediment transfer or nutrient flow from catchment areas) and oceanographic processes (for example, currents, upwellings, and species movements) when undertaking the MSP process.

## BOX 6

## Traditional Owner knowledge and assertions of Sea Country

In undertaking the MSP process, Traditional Owners must be fully funded to support capacity building to self-determine:

- their roles in MSP
- appropriate protocols and processes for Indigenous Data Sovereignty and how it is embedded in MSP
- how cultural landscapes and values, and Traditional Owner rights and objectives for Country, are reflected in MSP and resulting marine plans.

*Our understanding of cultural seasons, through application of traditional ecological knowledge and use of cultural environmental management practices were critical in caring for Sea Country – coastlines and marine environments. They were kept in a pristine condition for centuries and sustained our families. This knowledge and our traditional ecological knowledge systems and practices remain critical today. Our knowledge must be respected alongside other knowledge systems for managing marine and coastal Country for a sustainable future.*

**A message from Traditional Owners**

## Identify and contact rightsholders

The importance of Sea Country must be recognised and integrated into marine planning and management through a self-determined approach (Box 6). There should be a clear understanding of the resources and availability of Traditional Owners to engage in MSP from the start of the process, with Traditional Owners self-determining their role in MSP.

Registered Aboriginal Parties (RAPs) (under the *Aboriginal Heritage Act 2006*) and Registered Native Title Body Corporates (under the *Native Title Act 1993*) have responsibilities for managing and protecting Aboriginal cultural heritage on Country.

It is a requirement that contact is made with all RAPs with responsibilities in the marine planning area (see [Appendix 2](#) for contact details). If there is no legally recognised RAP in the marine planning area, contact must be made with the local Traditional Owner group and/or the Aboriginal Heritage Council.

## Establish a planning team

One of the first tasks in structuring the MSP process is to establish a planning team. The definition of a planning team may be broad in nature. The planning team will be responsible for drafting, developing, revising, and finalising the marine plan. Roles and responsibilities within the planning team must be clearly outlined.

It is important that the group be comprised of individuals with a broad range of skills and knowledge to support the process. This can include representatives from government agencies, universities, and other organisations.

Registered Aboriginal Parties (RAPs) with responsibilities in the marine planning area must be invited to be part of the planning team.

Members with the following skills and experience are essential: strategic thinking, spatial analysis and database management, stakeholder engagement, conflict resolution, negotiation, and communications.

<sup>11</sup> The State of Victoria Department of Energy, Environment and Climate Action (DEECA) (2023) Victoria's Marine Planning Areas

In addition, inclusion of members with knowledge, skills and experience on the cultural, environmental, and economic values of the marine planning area, as well as understanding of the current legislative arrangements is recommended.

## Prepare a project plan

The planning team should prepare a project plan that specifies who, by what time, how, and at what cost, each aspect of the MSP process will be undertaken. The project plan should be practical, flexible, and adaptable to ensure refinement as other steps in the MSP process are completed.

Key components of a project plan can include:

- a breakdown of key activities with clarification on the sequence and relationships between each activity
- a list of clear milestones to monitor progress
- agreed project scope
- project timeframes, including a base period for identifying 'current' conditions and a target period for identifying 'future' conditions
- an outline of the approach to undertaking each activity in the process including responsibilities of planning team members
- a strategy for spatial data collection and systematic planning and management
- an outline of monitoring, evaluation, reporting and improvement (MERI) for the marine plan (see [Step 5](#))
- a communication strategy outlining types of effective communication to occur before, during and after key activities
- the project governance structure, including identifying roles, responsibilities, conflict resolution pathways, and avenues for escalation (see [Step 3](#))
- establishment of a steering committee and/ or project control board and Terms of Reference.

## Identify and engage stakeholders

Because MSP is a participatory approach it is essential to identify, engage and communicate with stakeholders who have responsibilities and interests within the marine planning area, including those with existing use and access permits, licences or leases. The planning team should prepare an engagement and communication plan, that includes this information.

When identifying stakeholders, consideration must be given to the following:

- those with existing rights by legislation, permit or licence (see [Box 7](#))
- those who will be affected by management decisions resulting from the MSP process
- those with an existing responsibility or role in planning and management of activities in the marine planning area
- individuals and sectors dependent on the space and resources within the marine planning area
- those with claims, obligations or usage rights over areas or resources within the marine planning area
- those involved in activities that impact on the marine planning area
- those who have a special interest in the management of the marine planning area (for example, environmental non-government organisations and cultural advocacy groups)
- those who hold information, data, and knowledge of the marine planning area.

Alongside the identification of stakeholders, an analysis should be conducted to identify opportunities for engagement.

A variety of factors will affect the level of engagement, including the method used, timing, frequency, and communication actions. Creating an engagement plan will ensure an inclusive and transparent participatory approach and help to identify the appropriate level and mode of engagement (see [Box 8](#)).

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**NOTE** Neighbouring authorities must be informed and invited to participate in any MSP process that intersects with, or affects, adjacent State or Commonwealth jurisdiction, or where the neighbouring authority would have an interest. This includes coastal practitioners in areas adjoining or affected by the marine planning area.



## BOX 7

### Existing stakeholder rights through legislation, permits and licenses

The MSP process and resulting marine plan does not replace, remove, or duplicate existing licensed or permitted rights. The aim is to integrate planning and management across sectors to reduce conflicts between uses and between these uses and the marine environment. Existing rights under legislation operating in Victoria's marine environment include:

- fisheries and aquaculture operations (under *Fisheries Act 1995* and *Environment Protection Act 2017*)
- energy generation (under *Geothermal Energy Resources Act 2005*, *Mineral Resources (Sustainable Development) Act 1990*, *Petroleum Act 1998*)
- marine transportation and ports management (under *Port Management Act 1996*)
- recreational boating (under *Marine Safety Act 2010*)
- recreational fishing (under *Fisheries Act 1995*)
- tourism operations for activities on water (under *National Parks Act 1975*, *Land Act 1958* and *Crown Land (Reserves) Act 1978*)
- reservation of land for conservation purposes in marine national parks and sanctuaries (under *National Parks Act 1975*)
- use, development or works issued under the *Marine and Coastal Act 2018*, such as coastal infrastructure maintenance
- leasing and licensing of marine and coastal Crown land (under the *Land Act 1958*)
- public use (under *Planning and Environment Act 1987*)
- construction and operation of pipelines and offshore wind energy generation (under *Pipelines Act 2005*, *Offshore Petroleum and Greenhouse Gas Storage Act 2010*)
- water desalination, sewage and industrial wastewater treatment (under *Environment Protection Act 2017*)
- routine maintenance and capital works dredging (under *Port Management Act 1995*)
- shipwreck and maritime heritage protection (under *Underwater Cultural Heritage Act 2018*)
- surf life saving (under *Land (Surf Life Saving Association) Act 1967*).

## BOX 8

### Engagement and communication approaches

- Ensure regular meetings occur with project partners.
- Establish a Stakeholder Reference Group.
- Establish an Interagency Working Group.
- Conduct inclusive workshops.
- Provide a platform for updates on project progress (for example, a website or mailing list).
- Ensure consultation is comprehensive and inclusive, including measures to ensure accessibility and sharing of results.

### Checklist

## STEP 1

#### Key tasks

- Define the scope
- Identify and contact rightsholders
- Establish a planning team
- Prepare a project plan
- Identify and engage stakeholders

#### Key outputs

- Project plan, including a communication strategy
- Engagement plan



## STEP 2

# Vision, goals and objectives

The purpose of this step is to develop a shared vision and to specify the goals and objectives for the desired future of the marine planning area, to help focus efforts towards achieving results.

This step must be completed in partnership with Traditional Owners through a self-determined approach, and in collaboration with all marine sectors that have rights or responsibilities in the marine planning area (for example, fisheries and aquaculture, tourism, conservation, energy generation, marine transport).

### Develop a shared vision

When developing a vision for the future of the marine planning area (see [Box 9](#) for an example), the following must be considered:

- Part A of the MSP Framework and the direction and vision set out in the Policy
- the specific characteristics of the marine planning area
- the views and assertions of Traditional Owners with interests in the marine planning area
- the views of stakeholders with interests in the marine planning area, including those with existing licences, leases, or resource use arrangements under legislation

- other marine sector strategic planning, objectives and visions (outlined in, for example, fisheries management strategies, Climate Change Adaptation Action Plans and Strategies)
- alternative futures at different timescales (for example, 5, 10, 20 years)
- the ability to revisit and refine the vision as other steps in the MSP process are completed.

Questions that may aid development of a vision include the following:

- What pressures are likely to emerge or intensify in 5, 10, 20 years? This should include climate change modelling.
- What possible effects could these pressures have on values and uses?
- What new or changing uses are likely to occur?
- How best can values and sustainable uses be protected and/or enhanced?

## BOX 9

### Vision for Sea Change Tai Timu Tai Pari (Hauraki Gulf Marine Spatial Plan – Aotearoa New Zealand)

*“He taonga tuku iho – treasures handed down from the ancestors Tikapa Moana / Te Moananui-āToi”*

“The Hauraki Gulf Marine Park is vibrant with life, its Mauri strong, productive, and supporting healthy and prosperous communities”

#### More information

[knowledgeauckland.org.nz/media/2353/sea-change-tai-timu-tai-pari-hauraki-gulf-marine-spatial-plan-intro-overview-may-2017.pdf](https://knowledgeauckland.org.nz/media/2353/sea-change-tai-timu-tai-pari-hauraki-gulf-marine-spatial-plan-intro-overview-may-2017.pdf)

## What are goals?

Goals are high-level statements that outline the outcomes being pursued for the marine planning area. Goals should be reflective of the characteristics, values and uses (existing and emerging) connected to the marine planning area, as identified in [Step 1](#). Goals should be revisited and refined once the preferred scenario for the future of the marine planning area has been determined in [Step 3](#).

## What are objectives?

Once broad goals are determined, it is practical to split them into objectives that are specific, measurable, achievable, relevant, time bound, inclusive, equitable (referred to as SMARTIE objectives)<sup>12</sup>.

## Specify goals and objectives

The goals and objectives identified:

- must be consistent with the direction and vision set out in the Policy and Part A of the MSP Framework
- must complement the aspiration and goals for integrated and coordinated planning and management set out in the MSP Framework (including Part A – see [Box 10](#))
- should be specific to the characteristics of the marine planning area, and to the assertions of Traditional Owners and stakeholders with interests in the marine planning area
- should consider goals and objectives outlined in marine sector planning documents.

An example of goals and objectives is provided in [Box 11](#).

**NOTE** Goals and objectives may require refinement upon completion of [Step 3](#)

## BOX 10

### Part A of the MSP Framework

When developing a vision and setting goals and objectives for a marine planning area, the characteristics and policies outlined in Part A of the MSP Framework must be followed. The characteristics guiding MSP in Victoria are:

- reflecting the cultural landscape of Sea Country
- healthy, resilient and functional marine ecosystems
- ecologically sustainable and equitable use of the marine environment
- integration with land-based planning and across jurisdictions
- inclusion, collaboration and transparency
- proactive, future oriented and adaptive
- evidence-based, utilising scientific, social, cultural and economic knowledge and information.

<sup>12</sup> UNESCO-IOC/European Commission. 2021. MSPglobal International Guide on Marine/Maritime Spatial Planning. Paris, UNESCO. (IOC Manuals and Guides no 89).



**BOX 11****Example of goals and objectives****Washington's Pacific Coast Marine Spatial Plan**

In drafting the goals and objectives for the marine plan of the Washington Pacific coast in the United States of America, a series of workshops were held with government representatives and local stakeholders with a vested interest in, or management authority over, Washington's marine resources and waters. Draft goals and objectives were then released for public comment before the final goals and objectives listed below were adopted.

**Overarching goal**

Ensure a resilient and healthy marine ecosystem on Washington's coast that supports sustainable economic, recreational, and cultural opportunities for coastal communities, visitors, and future generations

<b>GOAL 1</b>	Protect and preserve existing sustainable uses to ensure economic vibrancy and resource access for coastal communities
<b>OBJECTIVE 1</b>	Protect and preserve healthy existing natural resource-based economic activity on the Washington coast
<b>GOAL 2</b>	Maintain maritime coastal communities from now into perpetuity
<b>OBJECTIVE 2</b>	Sustain diverse traditional uses and experiences to ensure continuity of Washington's coastal identity, culture, and high quality of life
<b>GOAL 3</b>	Ensure that our marine ecosystem is preserved for future generations
<b>OBJECTIVE 3</b>	Foster healthy and resilient marine ecosystem functions, biodiversity, and habitats
<b>GOAL 4</b>	Develop an integrated decision-making process which supports proactive, adaptive, and efficient spatial planning
<b>OBJECTIVE 4</b>	Develop a locally-supported and collaborative process that is coordinated with existing authorities for aligning management decisions
<b>GOAL 5</b>	Encourage economic development that recognizes the aspirations of local communities and protects coastal resources
<b>OBJECTIVE 5</b>	Enhance sustainable economic opportunities to achieve a resilient economy and improved quality of life

**More information**

[msp.wa.gov/wp-content/uploads/2018/06/WA\\_final\\_MSP.pdf](https://msp.wa.gov/wp-content/uploads/2018/06/WA_final_MSP.pdf)

**Checklist****STEP 2**

- Develop a shared vision
- Specify goals and objectives





## STEP 3

# Assessment and analysis

The purpose of this step is to assess and analyse the physical, biological, cultural, social, and economic characteristics of the marine planning area and assessment area.

This step must be completed in partnership with Traditional Owners through a self-determined approach, and in collaboration with all marine sectors that have rights or responsibilities in the marine planning area (for example, fisheries and aquaculture, tourism, conservation, energy generation, marine transport).

In undertaking this step, consideration must be given to current planning and management arrangements, characteristics, conflicts and compatibilities, and future characteristics and trends. The information and analysis completed in this step forms the basis for considering alternative scenarios, including modelling of the outcome of possible management approaches.

The completion of this step also supports refinement of the vision and the goals and objectives for the marine planning area (see [Step 2](#)).

## Describe and analyse current characteristics

When conducting the MSP process, it is important to consider resources, uses, processes, values, threats and responses that occur outside the marine planning area, but which have an influence on the marine environment or use/activities within it.

Therefore, the wider assessment area should be investigated when identifying current characteristics (for example, physical, biological, cultural, social, and economic). Key data should include information on biological and ecological distributions, environmental and oceanographic conditions, and spatial and temporal information on human use and activity (see [Box 12](#)).

## BOX 12

### Examples of key information/data required to investigate current characteristics

- Traditional Owner tangible and intangible cultural heritage (including submerged cultural heritage), values, uses and ecological knowledge
- biological communities and ecosystem types
- significant areas of ecological, biological, geological and historical importance (for example, breeding sites, rookeries, feeding grounds, species of national/international significance, sites of historical heritage)
- physical environmental attributes (for example, oceanography, sediment compartments, bathymetry, wave, and wind)
- human use/activity, including:
  - socioeconomic data
  - existing permitted or protected use
  - sectoral growth (for example, offshore wind energy generation)
  - emergency management activities
  - coastal infrastructure and management activities
  - recreational activities (for example, surfing, boating, bathing)
- existing legislative and administrative arrangements
- assessments and mapping of threats and trends of environmental indicators in response to human activities (direct or cumulative) and climate change
- existing and potential areas of spatial conflict, and cross-sectoral risks and dependencies.

### Gather and collate available data

Information on the high-level characteristics of each marine planning area, and marine values associated with these areas, can be found in Victoria's Marine Planning Areas<sup>13</sup> and Assessment of the Values of Victoria's Marine Environment<sup>14</sup>. In addition to these, a synthesis of marine and coastal data that may benefit the MSP process, obtained through a stakeholder workshop, can be found in Participant Workshop 1 Report<sup>15</sup>.

When gathering and collating available data, a wide range of data sources should be investigated, including:

- Traditional Owner cultural values and knowledge
- databases, mapping systems and environmental reports (for example, Data.Vic, CoastKit Victoria (see [Box 13](#)), State of the Marine and Coastal Environment Report)
- expert opinion and advice
- legislation, plans, strategies, guidelines, and assessments (see [Appendix 1](#))
- scientific literature
- local community knowledge.

**NOTE** Some data collated to inform the MSP process may be private or subject to intellectual property. The use of such data must follow the data owner's specifications.

### Review available data

In reviewing available data, the focus should be on spatial and temporal information that covers or is relevant to the marine planning area and assessment area, data that links with the goals and objectives identified for the marine planning area, and data that is readily available.

Once all available data has been collated, a data gap analysis should be undertaken to identify data that is missing and what the consequences of this could be on the MSP process. Data gaps may be filled during stakeholder engagement processes or through future research as part of refinement of the marine plan in the MERI (see [Step 5](#)).

**NOTE** Not all data and information may be available at the start of a process.

<sup>13</sup> The State of Victoria Department of Energy, Environment and Climate Action (DEECA) (2023) Victoria's Marine Planning Areas.

<sup>14</sup> Victorian Environmental Assessment Council (VEAC) (2019) Assessment of the Values of Victoria's Marine Environment– Atlas. Victorian Environmental Assessment Council, Melbourne.

<sup>15</sup> University of Tasmania (2021) Participant Workshop 1 Report – Discussion: Marine and coastal data for Statewide Assessment. Provided to participants and available on request.

## BOX 13

## CoastKit Victoria

CoastKit is a knowledge management system and interactive web-mapping portal developed by the Department of Energy, Environment and Climate Action (DEECA) to centralise marine and coastal data.

CoastKit contains scientific data, images, and resources, and enables the overlay of spatial layers and creation of printable maps and images. All datasets displayed on CoastKit can be found in the public domain and curated for inclusion on the Victorian Spatial Data Library, aligning with best practice standards for data sharing.

Hosted on CoastKit is a marine sensitivity and risk assessment tool (termed the Features Activity Sensitivity Tool (FeAST)). This tool quantifies the nature and scale of potential impacts on the marine environment resulting from anthropogenic activities or proposed project developments. With this tool, users can interrogate data, generate reports, and conduct a rapid first-pass risk assessment of the responses of natural values to human-induced pressures.

### More information

- [marineandcoasts.vic.gov.au/coastal-programs/coastkit](http://marineandcoasts.vic.gov.au/coastal-programs/coastkit)
- [data.vic.gov.au](http://data.vic.gov.au)

## Integrate land-based planning

When conducting the MSP process, information on local and regional land-use planning and catchment management should be collected and integrated into data assessment and analysis.

The critical physical, ecological, and human use (for example, landside transport and infrastructure) linkages across the land-sea interface will need to be considered in this step.

Some information sources on land-based planning include:

- Coastal and Marine Management Plans
- coastal hazard risk management and adaptation planning completed as part of Victoria's Resilient Coast – Adapting for 2100+
- Regional Catchment Strategies
- Climate Change Adaptation Action Plans
- Regional Climate Change Adaptation Strategies
- municipal planning schemes
- any other statewide, regional, or local planning, policies, or management plans of relevance (see [Appendix 1](#)).

Land planning and catchment management authorities must be informed and invited to participate in the MSP process (see [Step 1](#)). As stated in the MSP Framework, the resulting marine plan must be considered when conducting terrestrial and catchment planning.

**NOTE** Further examination of the opportunities and challenges to integrating land-based planning will be undertaken through implementation of the Marine and Coastal Strategy and testing of these guidelines.

## Consider planning in adjacent jurisdictions

Activities, development and environmental processes occurring outside Victoria also have implications for the marine environment in Victorian State waters.

Given these dynamics, planning and management occurring in adjacent State or Commonwealth waters should be considered in this step.

**NOTE** Neighbouring authorities must be informed and invited to participate in any MSP process that intersects with, or affects, adjacent State or Commonwealth waters, or where the neighbouring authority would have an interest (see [Step 1](#)).

## Describe and analyse future characteristics

As MSP is a future-oriented process, it is important to consider future characteristics and trends, to enable proactive decision making and a move towards achieving the vision, goals, and objectives for the marine planning area.

In estimating future characteristics and trends, consideration should be given to the following:

- What are the projected current trends (spatially and temporally) for existing human uses?
- What are the new demands for ocean space (for example, intensification of tourism or fishing industry, construction of offshore wind farms)? Where/when will they occur and for how long?
- What are the future cross-sectoral risks and dependencies?
- What are the climate change predictions and system adaptation actions of relevance to the marine planning area?
- What are the future alternative scenarios for the marine planning area?



## Create and select an alternative scenario

Creating alternative scenarios and selecting a preferred scenario is an important step in the MSP process as it allows for the future direction of the marine planning area to be determined.

When creating alternative scenarios, the following should be considered:

- a range of horizons (for example, scenarios that consider the future of the marine planning area in 5, 10, 15 or even 20 years)
- anticipated future environmental conditions, characteristics and trends in the marine planning area and wider assessment area, including how these may affect uses/activities
- climate change impact predictions (for example, changes in sea level, water temperature, salinity, and ocean currents), including how these may affect uses/activities
- new or changing uses for ocean space
- opportune areas of ocean space for nature conservation, sectoral expansion, or new and emerging uses/activities.

Once alternative scenarios have been created, a preferred scenario is selected (see [Box 14](#) for an example for a preferred scenario). To choose a preferred scenario, key drivers of each alternative scenario and their alignment with the vision for the marine planning area should be investigated.

**NOTE** Scenarios do not predict the future; rather, they are a tool to enable a proactive, future-oriented approach to MSP. The choice of a preferred scenario should be used to update and refine the vision, goals, and objectives (see [Step 2](#)).

### BOX 14

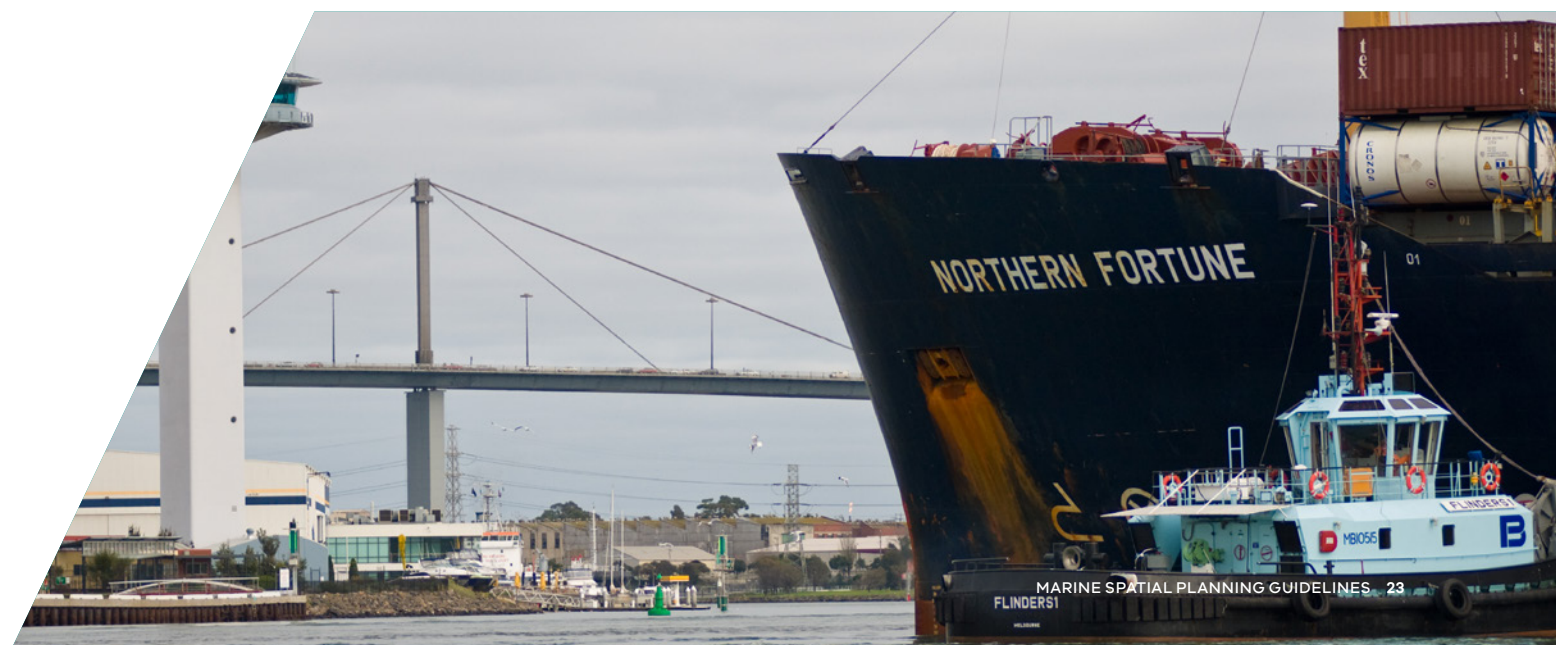
#### Example of a preferred scenario – Haida Gwaii marine plan, Canada

The Haida Gwaii preferred scenario below was developed using results of stakeholder workshops and direction provided by the Haida Marine Work Group and Haida Gwaii Marine Advisory Committee.

“Twenty years from now, Haida Gwaii has followed a path that prioritizes culture, healthy intact ecosystems, and sustainable communities. Marine use and development are balanced by high standards for environmental protection and a comprehensive network of marine protected areas. Marine industries that are supported in and around Haida Gwaii generally have low environmental impacts and are consistent with the distinct islands lifestyle. Community growth is based on diverse activities that tap into a growing global demand for sustainable seafood and a unique visitor experience. Substantial progress in this direction has been made in the realms of environment, economy, community and governance.”

#### More information

[mapocean.org/wp-content/uploads/2015/09/HGMP-WEB-2015-07-08.pdf](http://mapocean.org/wp-content/uploads/2015/09/HGMP-WEB-2015-07-08.pdf)



## Assess conflicts, compatibilities, and environmental impacts

A systematic, proportionate, and risk-based approach should be undertaken to assess conflicts and compatibilities between different uses/activities (use-use interaction) and between uses/activities and the marine environment (use-environment interaction). This builds on the initial assessment of conflicts and use-use/use-environment interactions undertaken in [Step 1](#).

In assessing environmental impacts, it is necessary to look beyond the direct impacts of a use/activity, and to consider the cumulative and synergistic impacts of human influence and natural variability.

The approach taken to assess conflicts and compatibilities should consider both temporal and spatial aspects and anticipate possible future conflicts, noting that spatial overlap does not necessarily represent conflict (because some uses/activities and environmental values can co-exist) (see [Box 15](#)).

It is also vital that Traditional Owners and stakeholders are involved when assessing conflicts and compatibilities to aid in overcoming data gaps and to ensure a transparent process that clearly reflects the vision, goals, and objectives for the marine planning area (for example, see [Box 16](#)).

### Dispute resolution

While the process of MSP can further the pursuit of win-win outcomes, there are inherent trade-offs that will require consideration and decision. Decisions around any compromise should clearly reflect the goals and objectives set for the marine planning area, which should align with the aspiration, goals and principles for integrated planning and management of the marine environment (outlined in Part A of the MSP Framework). Transparency in this regard will help in communicating such compromises with stakeholders and the community.

It should be recognised that it may not be possible or feasible to alter an existing use or activity in the marine planning area. In effect, some spatial allocations are already 'fixed'. For instance, it is not anticipated that the MSP process would seek to relocate existing infrastructure such as offshore platforms, pipelines, or cables. Other 'fixed' spatial designations may include fisheries reserves, shipping and navigation channels, marine protected areas, and safety exclusion zones.

Governance structures, conflict resolution pathways and avenues for escalation defined in the project plan (see [Step 1](#)) should be used to resolve disputes and disagreements. It is important that responsibilities for decision making are agreed and documented, including an avenue for escalation where the planning team has not been able to agree on a conflict or decision point.

#### BOX 15

### Decision support tools

GIS-based decision support tools (DST) assist marine spatial planners to consider conflicts and compatibilities to support co-location options.

Further investigations into the most appropriate DST for Victoria will be undertaken through the implementation of the Marine and Coastal Strategy. SEANERGY or Marxan are two examples of DSTs that may be well suited for application in Victoria (Alexander et al. 2021).

#### SEANERGY

SEANERGY is a new DST that focusses on the use-use interaction (conflicts and compatibilities), applying a cross-sectoral approach to decrease conflicts and strengthen synergies. SEANERGY has been used recently in the Baltic Sea.

#### Marxan

Marxan is a widely applied DST to balance multiple area-based environmental objectives with planning for conservation and economic objectives, and to assess feasibility and options for meeting global conservation targets. Marxan is also used to develop multiple-use zoning plans for natural resources management (including zoning of the Great Barrier Reef Marine Park).

Alexander, K., Adams, V., Byers, R. Fudge, M., Lacharite, M. (2021). Technical Report to support identification of statewide marine planning areas and areas of interest for Marine Spatial Planning. Report prepared for DELWP on behalf of the University of Tasmania.

## BOX 16

## Firth of Clyde Marine Spatial Plan – Sectoral interactions survey

To aid in the development of a marine plan for the Firth of Clyde (Scotland), a study of interactions among key sectors utilising the marine environment was undertaken.

The approach was to gather information on sectoral interactions through stakeholder engagement, with representatives asked to populate an interactions matrix.

Representatives were asked to provide information on the nature and significance to their sector of interactions with other sectors (for example, neutral, competition, conflict, incompatible, positive). Matrices were then collated and analysed, with information feeding into the development of the marine spatial plan.

		Aquaculture			
		Onshore finfish	Offshore finfish	Shellfish	Processing
Renewable Energy	Offshore Wind	Neutral	Positive	Neutral	Neutral
	Wave	Neutral	Positive	Neutral	Neutral
	Tidal	Neutral	Positive	Neutral	Neutral
Subsea cables and pipelines	Electricity	Neutral	Neutral	Neutral	Neutral
	Oil/Gas Pipelines	Conflict	Conflict	Neutral	Neutral
	Telecomms	Neutral	Neutral	Neutral	Neutral
Inshore fisheries	Nephrops trawl	Neutral	Conflict	Competition	Neutral
	Scallop dredge	Neutral	Conflict	Conflict	Neutral
	Demersal trawl	Neutral	Conflict	Competition	Neutral
	Pelagic trawl	Neutral	Conflict	Neutral	Neutral
	Longline	Neutral	Conflict	Neutral	Neutral
	Creel	Neutral	Conflict	Neutral	Neutral
	Dive	Neutral	Conflict	Competition	Neutral
	Processing	Neutral	Neutral	Neutral	Neutral
Aquaculture	Onshore finfish		Positive	Neutral	Positive
	Offshore finfish	Positive		Competition	Positive
	Shellfish	Positive	Positive		Positive
	Processing	Positive	Positive	Neutral	
Shipping and transport	Tankers	Neutral	Conflict	Conflict	Neutral
	Bulk carriers	Neutral	Conflict	Neutral	Neutral
	Container vessels	Neutral	Conflict	Neutral	Neutral
	Coastal bulk cargo	Neutral	Positive	Neutral	Neutral
	Ferries	Neutral	Conflict	Neutral	Neutral
	Cruise ships	Neutral	Conflict	Neutral	Neutral

### More information

Thompson, K., Donnelly, J.E., Ross, D. (2008) Sectoral Interactions in the Firth of Clyde – Report of Sectoral Interactions Survey. Scottish Sustainable Marine Environment Initiative.

## Checklist

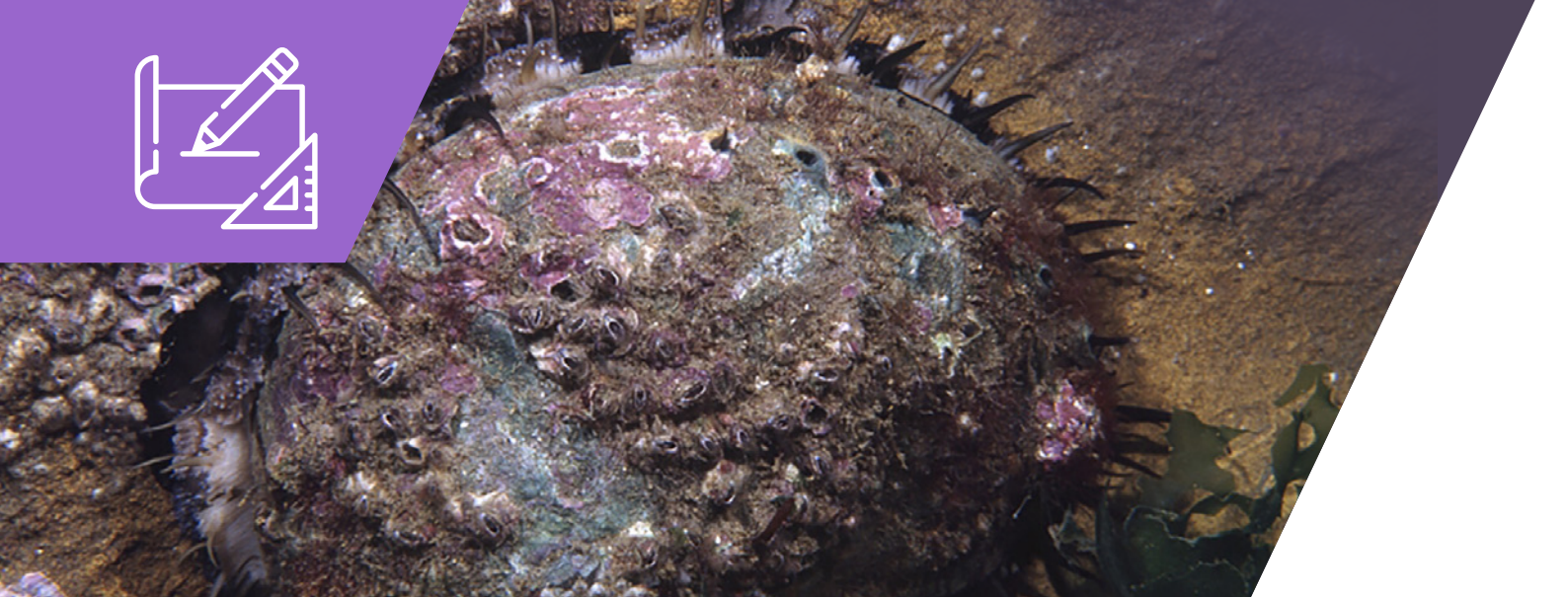
## STEP 3

### Key tasks

- Describe and analyse current characteristics
- Integrate land-based planning and consider adjoining jurisdictions
- Describe and analyse future characteristics
- Assess conflicts, compatibilities, and environmental impacts

### Key outputs

- Information/data on the marine planning area
- A preferred scenario for the future of the marine planning area
- Revisit vision, goals and objectives developed during [Step 2](#)



## STEP 4

# Management approaches and marine plan development

The purpose of this step is to identify and evaluate management approaches to address the goals and objectives for the marine planning area.

A marine plan is then drafted which provides the structure and direction for management decisions, and identifies when, where and how the vision, goals and objectives for the marine planning area will be achieved.

This step must be completed in partnership with Traditional Owners through a self-determined approach. Collaboration with all marine sectors and stakeholders with rights or responsibilities in the marine planning area (for example, fisheries and aquaculture, tourism, conservation, energy generation, marine transport) must also occur.

While all planning management and decision making in the marine planning area must be consistent with the marine plan, management of marine resources and uses will remain with the existing authority (as stated in the MSP Framework). Defining and utilising existing institutional arrangements and management approaches in the marine planning area is therefore a key aspect of the MSP process.

### Select management approaches

Following identification of a preferred scenario (see [Step 3](#)), management approaches that aid in achieving the vision, goals, and objectives for the marine planning area need to be selected.

### Identify management approaches

Because management approaches influence human use/activity within the marine planning area, the participation of Traditional Owners and stakeholders during identification is essential.

Consideration of management approaches that already exist within the marine planning area should include both informal (such as voluntary sector commitments) and formal approaches (such as incentives or concessions). Approaches will also include those enforced through legislation (beyond the Act) that governs use/activity associated with the marine environment.

Whilst the marine plan will only apply to the marine environment, consideration should be given to adjacent marine and coastal environments that directly impact on the marine planning area when identifying management approaches.

Several different types of management approaches exist, including spatial/temporal, input, output, and process (see [Box 17](#)).

#### BOX 17

### Examples of management approaches

Examples of management approaches that could be used to implement goals and objectives for the marine planning area include:

- spatial/temporal – for example, designation of marine protected areas (*National Parks Act 1975*) or zoning
- input – for example, limits on fishing activity and capacity through licences and quotas (*Fisheries Act 1995*)
- output – for example, ballast water discharge measures (*Pollution of Waters by Oil and Noxious Substances Act 1986*)
- process – for example, industry best practice for dredging (Best Practice Environmental Management: Guidelines for dredging).

Note: Management of marine resources and uses will remain with the existing authority.

#### Example of a spatial/temporal approach

Zoning on the Great Barrier Reef Marine Park helps to protect the values of the Marine Park and supports the reef's resilience to climate change. The multiple-use system governs all human activities, with zones determining what activities are permitted and where. The major zones are:

- General Use
- Habitat Protection
- Conservation Park
- Marine National Park.

There are however limitations to effective zoning (for example, it must be legally robust and enforceable). Therefore, it might be useful to use a combination of zoning and other spatial/temporal management approaches for the marine planning area.

#### More information

[gbrmpa.gov.au/access-and-use/zoning](http://gbrmpa.gov.au/access-and-use/zoning)

## Evaluate management approaches

When evaluating possible management approaches, a set of criteria should be agreed upon with all rightsholders and stakeholders, including those with responsibility for implementation (see [Box 18](#)). Other processes of evaluation should also be considered, including:

- cost-benefit analysis (to evaluate the positive outcomes of a proposed management approach, alongside the possible costs)
- strategic environmental assessment (to evaluate the environmental consequences of a proposed plan).

#### BOX 18

### Criteria for evaluating management approaches

At a minimum, the following should be considered for evaluating possible management approaches:

- the implications for existing interests and for the marine planning area objectives as a whole
- the risk of negative consequences of the management approach, including possible maladaptation effects, and capacity to manage
- legislative or regulatory process and appropriately authorised entity required to implement and enforce the management approach
- cost of the management approach and the feasibility of securing financing
- timescale to implement the management approach and for expecting results
- acceptability of the management approach to Traditional Owners, stakeholders, and the community
- likelihood of success of the approach in meeting plan objectives, considering limitations due to legislative and regulatory processes
- compatibility with other management approaches and existing sectoral management.

## Develop the draft marine plan

Following identification of the management approaches to address the goals and objectives for the marine planning area, a marine plan should be drafted.

The marine plan must be developed in accordance with any relevant provisions of the Act and the Policy, and any existing legislation that applies to the marine environment within the marine planning area.

While there may be aspects of the marine plan that are unique to the marine planning area, there are minimum requirements that must be adhered to (see [Box 19](#)), to promote integration across the marine and coastal environment.

### Approval to release the draft marine plan

Prior to releasing the draft marine plan for public consultation, approval must be obtained from the Minister responsible for the Act who is designated as the lead Minister for MSP in Victoria. This includes the commitment of collaboration and involvement from Traditional Owners.

The lead Minister will ensure requirements of the Act, the Policy and the MSP Framework are met before seeking approval from all ministers with portfolio interests to authorise the release of a draft marine plan for public consultation.

**NOTE** Further investigations into the governance arrangements for undertaking the MSP process and any resulting marine plans, will be explored through implementation of the Marine and Coastal Strategy.

#### BOX 19

### Content of a marine plan

As stated in the MSP Framework, a marine plan must identify when, where, and how the goals and objectives for the marine planning area will be met. The marine plan must clearly indicate what needs to be done, by whom and by when. At a minimum the marine plan must:

- identify the scope of the marine plan
- specify a vision, goals, and objectives for the marine planning area
- detail the key issues identified through assessment and analysis as part of the MSP process
- identify management approaches that will be used to address the key issues and achieve the goals and objectives for the planning area. this must include:
  - identifying existing management approaches within the planning area
  - identifying the agency, sector, or group responsible for implementation, and acknowledge that existing management authority maintains management of the marine resource (for example, under the *Fisheries Act 1995*)
  - a plan and timeline for implementing the management approaches.
- include a zoning plan, where it has been decided one is required
- outline the monitoring, evaluation, reporting and improvement (MERI) (see [Step 5](#)), including a detailed timeline distinguishing between short-term and long-term actions and amendments.

Where appropriate, the marine plan should also provide instructions on how existing planning and management (such as within a sector, or land-based planning) should complement the plan, and act on any commitments or requirements (as stated in the MSP Framework).

Marine plans must be fit for purpose, written in an accessible format and include appropriate graphics and maps for clear communication to a diverse audience.

## Public consultation on the draft marine plan

While Traditional Owners and key stakeholders will have had the opportunity to participate in the development of the marine plan, broader consultation will help to refine the draft plan further, ahead of final approval.

The consultation process will be influenced by the mechanism under the Act that is used to authorise the MSP process (see [Background](#)) and must be consistent with the Victoria Auditor General's Office's *Public Participation in Government Decision-Making*<sup>16</sup>. Traditional Owners, government agencies, stakeholders, and neighbouring authorities (where appropriate) from the wider assessment area must be included in the public consultation process.

### Evaluate and incorporate feedback received

Following public consultation on the draft marine plan, feedback should be evaluated and incorporated where appropriate. Identifying overarching themes in the feedback received will help to clarify and consolidate any issues raised. It is recommended that a transparent approach is applied to account for where and when feedback was accepted and/or rejected.

## Finalise the marine plan

Once the draft marine plan has been updated to incorporate the feedback received, the marine plan requires finalisation.

Key tasks in finalising the marine plan include agreement on the:

- governance and oversight arrangements for implementation
- agency, sector, or group responsible for implementation (including informing those with responsibilities to implement and enforce compliance with the management approaches identified in the marine plan)
- plan and timeline for implementing the marine plan and its management approaches
- reporting and review processes outlined in the MERI
- funding arrangements required to implement the marine plan.

**NOTE** Further investigations into the mechanism, governance and funding approach for marine plans will be undertaken through implementation of the Marine and Coastal Strategy.

### Checklist

### STEP 4

#### Key tasks

- Select management approaches
- Develop the draft marine plan
- Public consultation on the draft marine plan
- Finalise the marine plan

#### Key outputs

- Draft marine plan
- Final marine plan

<sup>16</sup> The State of Victoria Victoria Auditor General's Office (2017) Public Participation in Government Decision-Making



## STEP 5

# Implementation

The purpose of this step is to gain approval of the marine plan (using arrangements identified in [Step 4](#)), implement it, and refine the marine plan using monitoring, evaluation, reporting and improvement (MERI).

This step must be completed in partnership with Traditional Owners through a self-determined approach, and in collaboration with all marine sectors that have rights or responsibilities in the marine planning area (for example, fisheries and aquaculture, tourism, conservation, energy generation, marine transport).

**NOTE** MSP is a continuous, adaptive process that requires review as change occurs. Performance monitoring and evaluation are therefore essential elements of the overall MSP process.

### Approval and implementation of the marine plan

#### Approval

As outlined in the MSP Framework, approval resides with the Minister responsible for the Act (as lead Minister for MSP), with the commitment of collaboration and involvement from Traditional Owners, responsible authorities, marine sectors, and the community.

The approval process will be determined by the mechanism under the Act that is used to authorise the MSP process (see [Background](#)).

Before approving, the lead Minister will:

- ensure compliance with requirements of the Act, including public consultation, notice and publication, and consistency with the objectives and guiding principles of the Act, the Policy, the MSP Framework, and these guidelines
- seek advice from all ministers with portfolio interests in the marine planning area about existing legislative requirements (for example, the *Fisheries Act 1995*) that will inform the MSP process
- seek approval from all ministers with portfolio interests in the proposed marine plan and with responsibilities for use and activity occurring within the marine planning area.



## Implementation

Following approval, implementation is the next step in the process. Although the marine plan does not replace, remove, or duplicate existing requirements or management rights, once it is approved all planning, management, and decision making in the marine planning area must be consistent with the marine plan (as stated in the MSP Framework).

Information and communication strategies to increase awareness, understanding and application of the marine plan should follow leading practice methods. Additionally, the marine plan should specify the lead agent responsible for implementing each of the management approaches of the marine plan (see [Step 4](#)), including:

- communicating the outputs of the marine plan across government and to Traditional Owners and stakeholders, bringing clarity to requirements of the plan and sources of information on specific details
- working with marine sectors to facilitate private investment in development opportunities identified in the marine plan
- educating users to comply with the management approaches and any accompanying guidelines or best practice information
- coordinating implementation, reporting and review of the plan
- compliance and enforcement actions in relation to specific management approaches.

During the implementation stage, governance arrangements established in [Step 1](#) should continue to be used to manage conflicts and ensure commitments and responsibilities by project partners are fulfilled.

## Monitoring, evaluation, reporting and improvement (MERI)

MERI must be considered from the start of the MSP process to ensure that implementation of management approaches and progress towards achieving desired goals and objectives for the marine planning area can be incorporated. The draft and final marine plan needs to be accompanied by a MERI (see [Step 4](#)), including timeframes and responsibilities for each component. A MERI also supports ongoing adaptive management and refinement of the marine plan.

Data, findings, and indicators from the five-yearly State of the Marine and Coastal Environment Report should be considered when developing the MERI.

The following sections provide guidance on the MERI requirements of the MSP process and resulting marine plan.



## Monitoring

Implementation of the marine plan should include monitoring (at an appropriate scale) that, at a minimum, assesses:

- indicators of current conditions in the marine planning area (see [Step 3](#))
- environmental conditions in the marine planning area over time, including climate change impacts
- condition of Traditional Owner cultural values in the marine planning area over time
- human use and activity, including development of new industries, and progress in resolving conflict between uses
- how the marine plan and its management approaches is being considered by coastal and terrestrial practitioners, and by those managing the marine environment in the wider assessment area
- whether the desired outcome for the marine planning area is being achieved through the management approaches
- progress in achieving the vision, goals, and objectives for the marine planning area.

## Evaluation

The evaluation approach should include the following, at a minimum:

- evaluating the MSP process and management approaches with Traditional Owners and stakeholders (including any cost-benefit analysis undertaken as part of evaluating management approaches)
- evaluating the marine plan, its outcomes (including identification and analysis of positive, negative and/or unexpected outcomes) and its relevance
- evaluating implementation (including feedback from Traditional Owners, stakeholders and the community).

To evaluate the process, implementation, and outcomes, the MERI should outline performance indicators that give effect to the goals and objectives for the marine planning area and that can be evaluated effectively.

Good performance indicators are (see [Box 20](#) for examples):

- readily measurable
- cost-effective
- concrete
- interpretable
- grounded in theory
- sensitive
- responsive
- specific.

## Reporting

Results of the evaluation approach must be documented, reported, and communicated to Traditional Owners, stakeholders, and the community.

In determining how to communicate the results, it may be helpful to develop a communications plan that outlines the approach. This may include an analysis of the target audience, an assessment of timing (for example, when would be the best time to communicate results), and/or an evaluation of communication techniques (for example, oral presentations, summary factsheets, scorecards, photo stories).

## Improvement – refine and adapt

Improvement through ongoing refinement and adaptation should be informed by information gathered in the preceding MERI steps. Implementation of the marine plan should be responsive to issues and changes as they arise through an adaptive management approach (see [Box 21](#)).

### BOX 20

#### Performance indicators of the North Vancouver Island marine plan

A preliminary list of performance indicators for ecosystem-based management of the marine plan for North Vancouver Island, Canada, includes the following:

##### Ecological

Measure of functional estuarine habitat

##### Institutional

Changes in marine management service levels by government departments where budgets are stable or declining

##### Cultural

Self-assessed value (high, medium, low) placed on the following: speaking a traditional language; practicing traditional skills (harvesting, arts); being part of traditional cultural events and ceremonies; incorporating traditional practices, manners, and protocols at public events or political processes

##### Economic

Number and percentage of locally produced marine related goods and services, and locally produced value-added marine related goods and services.

##### More information

[mappocean.org/north-vancouver-island/north-vancouver-island-marine-plan](http://mappocean.org/north-vancouver-island/north-vancouver-island-marine-plan)

## BOX 21

**MSP management approach**

Adaptive and inclusive management of a MSP process in Victoria involves the following, at a minimum:

- collaboration and partnership with Traditional Owners
- collaboration and involvement of marine sectors and the community
- exploring alternative ways to meet the goals and objectives for the marine planning area
- predicting the outcomes of alternatives based on the current state of knowledge
- monitoring and evaluating the impact and effectiveness of management approaches
- using the results to update knowledge and adjust management approaches as required.

In addition to regular reviews, it may also be necessary to outline triggers for amendments, for example, if:

- monitoring and evaluation of the marine plan brings to light any shortfall in performance
- environmental, social, or economic conditions undergo an unexpected change
- new relevant knowledge, data or technologies become available
- opportunities for development and/or conservation unexpectedly diminish or arise.

Amendments to a marine plan may include modifications to goals and objectives, the preferred scenario, and/or management approaches. The review and amendment process will depend on the mechanism and governance arrangements under which the MSP process was conducted.

Any modifications made to a marine plan should be made as part of the next round of planning, rather than in an improvised way. Management actions should be seen as the first set of actions to work toward the preferred scenario, with some likely to produce results quickly, and others taking longer.

**Refine and adapt the marine plan**

Marine plans should be reviewed regularly to allow for new knowledge and data on the marine planning area to be incorporated and to adapt to changing priorities for the protection and use of marine resources. Governance arrangements established during the MSP process should include formal mechanisms to monitor and refine the implementation of management approaches, including appropriate engagement and communication with Traditional Owners and stakeholders to maintain transparency in decision making.

**Checklist****STEP 5**

- Approval and implementation of the marine plan
- Monitoring, Evaluation, Reporting and Improvement (MERI)
- Refine and adapt the marine plan



# APPENDIX 1

## Legislation, plans, strategies, guidelines, and assessments

The following list identifies some of the key legislation, plans, guidance documents, assessments and international agreements that may guide or impact decision making when conducting a MSP process, or that may set out requirements additional to those required under the *Marine and Coastal Act 2018*. This list is not exhaustive and will necessarily change as new policies and legislation are enacted or existing ones are updated. It should be used as a guide only.

### Commonwealth

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*Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cth)*

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*Australian Maritime Safety Authority Act 1990 (Cth)*

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*Biosecurity Act 2015 (Cth)*

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*Environmental Protection and Biodiversity Conservation Act 1999 (Cth)*

---

*Fisheries Management Act 1991 (Cth)*

---

*Maritime Transport and Offshore Facilities Security Act 2003 (Cth)*

---

*Native Title Act 1993 (Cth)*

---

*Offshore Energy Infrastructure Act 2021 (Cth)*

---

*Underwater Cultural Heritage Act 2018 (Cth)*

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*Underwater Cultural Heritage (Consequential and Transitional Provisions) Act 2018 (Cth)*

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### Statewide

#### Acts

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*Aboriginal Heritage Act 2006*

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*Catchment and Land Protection Act 1994*

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*Climate Change Act 2017*

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*Crown Land (Reserves) Act 1978*

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*Emergency Management Act 2013*

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*Environment Effects Act 1978*

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*Environment Protection Act 1970 and Environment Protection Act 2017*

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*Fisheries Act 1995*

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*Flora and Fauna Guarantee Act 1988*

---

*Geothermal Energy Resources Act 2005*

---

*Great Ocean Road and Environs Protection Act 2020 Heritage Act 2017*

---

*Land Act 1958*

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*Marine Safety Act 2010*

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*Mineral Resources (Sustainable Development) Act 1990*

---

*National Parks Act 1975*

---

*Offshore Petroleum and Greenhouse Gas Storage Act 2010*

---

*Petroleum Act 1998*

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*Planning and Environment Act 1987*

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*Pipelines Act 2005*

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*Pollution of Waters by Oil and Noxious Substances Act 1986*

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*Port Management Act 1995*

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*Traditional Owner Settlement Act 2010*

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*Transport Integration Act 2010*

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*Water Act 1989*

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*Wildlife Act 1975*

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## Regulations

Aboriginal Heritage Regulations 2018

Environment Protection (Ships' Ballast Water) Regulations 2017

Environment Protection Regulations 2021

Fisheries (Fees, Royalties and Levies) Regulations 2017

Fisheries Regulations 2019

Marine Safety Regulations 2012

National Parks Regulations 2013

Pollution of Waters by Oil and Noxious Substances Regulations 2022

Port Management (Local Ports) Regulations 2015

## International Agreements

Agreement on the Conservation of Albatrosses and Petrels 2004 (ACAP)

China-Australian Migratory Bird Agreement 1988

Convention on the Conservation of Migratory Species of Wild Animals 1983 (Bonn Convention)

Convention on Wetlands of International Importance especially as Waterfowl Habitat 1971 (Ramsar Convention)

International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004

Japan-Australia Migratory Bird Agreement 1981

Republic of Korea-Australia Migratory Bird Agreement 1986

## Policies, strategies, and assessments

Climate Change Adaptation Action Plans – Built Environment, Education and Training, Health and Human Services, Natural Environment, Primary Production, Transport, Water Cycle (*Climate Change Act 2017*)

Coastcare Strategy 2020-25

Eastern Maar Country Plan - Meerreengeeye Ngakeepoorryeeyt (Eastern Maar Aboriginal Corporation, 2015)

Environment Reference Standard (Environmental Protection Authority, 2017)

Fisheries Management Plans

Gunaikurnai Whole-of-Country Plan (Gunaikurnai Land and Waters Aboriginal Corporation, 2015)

Invasive Plants and Animals Policy Framework

Licensing System for Tour Operators and Activity Providers on Public Land in Victoria (Department of Environment, Land, Water and Planning, 2018)

Managing Country Together Framework 2018 (Parks Victoria, 2018)

Planning Policy Framework (including State, regional and local policies (municipal planning schemes))

Protecting Victoria's Environment – Biodiversity 2037 (Department of Environment, Land, Water and Planning, 2017)

Recreational Boating Facilities Framework (Central Coastal Board, 2014)

Sites of Geological and Geomorphological Significance

State Environment Protection Policies (Environmental Protection Authority)

State of the Marine and Coastal Environment Reports

State Maritime Emergencies (non-search and rescue) Plan (Emergency Management Victoria, 2016)

Victorian Aquaculture Strategy 2017 – 2022 (Department of Economic Development, Jobs, Transport and Resources, 2017)

Victorian Cetacean Emergency Plan (Department of Environment, Land, Water and Planning, 2015)

Victorian Commercial Ports Strategy (Department of Transport, 2022)

Victorian Fisheries Authority Strategic Plan 2019 – 2024

Victorian Floodplain Management Strategy (Department of Environment, Land, Water and Planning, 2016)

Victorian Marine Pollution Contingency Plan 1997

Victorian Offshore Wind Policy Directions Paper (Department of Environment, Land, Water and Planning, 2021)

Victorian Recreational Boating Strategy 2021 – 2030 (Department of Transport, 2021)

Victorian Traditional Owner Cultural Landscapes Strategy (Federation of Victorian Traditional Owners, 2021)

Victorian Waterway Management Strategy (Department of Environment and Primary Industries, 2013) – updated version proposed to be released in 2025

Water for Victoria – Water Plan (Department of Environment, Land, Water and Planning, 2016)

Wadawurrung Country Plan - Paleert Tjaara Dja (Wadawurrung Traditional Owners Aboriginal Corporation, 2020)

## Regional

2050 Port Development Strategy (Port of Melbourne, 2020)

Conservation Action Plans

Environmental Management Plans (*Marine and Coastal Act 2018*)

Estuary Management Plans

Great Ocean Road Action Plan

Management Plans under the *Fisheries Act 1995*, *National Parks Act 1975* and *Coastal Management Act 1995*

Plan Melbourne 2017–2050 (strategy and implementation plan)

Port of Geelong 2018 Port Development Strategy (Victorian Regional Channels Authority, 2018)

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Port of Hastings 2018 Port Development Strategy  
(Port of Hastings Development Authority, 2018)

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Port Phillip Bay Environmental Management Plan  
(Department of Environment, Land, Water and  
Planning, 2018)

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Port of Portland - Port Development Strategy  
(Port of Portland, 2019)

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Ports Safety and Environment Management Plans,  
Department of Transport

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Ramsar management plans

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Regional and Strategic Partnership products (*Marine  
and Coastal Act 2018*)

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Regional Catchment Strategies

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Regional Climate Change Adaptation Strategies

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Regional Floodplain Management Strategies

---

Regional Growth Plans

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Regional Waterway Strategies (*Water Act 1989*)

## Local

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Coastal and Marine Management Plans (*Marine and  
Coastal Act 2018*)

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Coastal hazard risk management and adaptation  
planning completed as part of Victoria's Resilient Coast  
– Adapting for 2100+

## APPENDIX 2

# Contact details for Victorian Registered Aboriginal Parties with Sea Country

REGISTERED ABORIGINAL PARTY	CONTACT	ADDRESS
Bunurong Land Council Aboriginal Corporation	admin@bunuronglc.org.au (03) 9770 1273	336-340 Nepean Highway Frankston
Eastern Maar Aboriginal Corporation	admin@easternmaar.com.au	PO Box 546, Warrnambool
Gunaikurnai Land and Waters Aboriginal Corporation	admin@glawac.com.au (03) 5152 5100	27 Scriveners Road Kalimna West
Gunditj Mirring Traditional Owners Aboriginal Corporation	reception@gunditjmirring.com (03) 5527 1427	248 Condah Estate Road Breakaway Creek
Wadawurrung Traditional Owners Aboriginal Corporation	reception@wadawurrung.org.au (03) 5222 5889	99 Mair Street East Ballarat
Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation	reception@wurundjeri.com.au (03) 9416 2905	1 St Heliers Street Abbotsford

## APPENDIX 3

# Acronyms and key terminology

### Acronyms

DEECA	Department of Energy, Environment and Climate Action
DST	Decision Support Tool
FeAST	Features Activity Sensitivity Tool
MERI	Monitoring, Evaluation, Reporting and Improvement
MSP	Marine Spatial Planning
RAP	Registered Aboriginal Party
RNTBC	Registered Native Title Body Corporate

### Key terminology

Adaptive management	A systematic, iterative management approach using monitoring and evaluation to improve management action and outcomes
Alternative scenario	A realistic, simplified description of how the future of the marine planning area may develop based on a consistent set of assumptions on any aspect of sea use and environmental conditions
Assessment area	The marine planning area plus adjacent marine and terrestrial areas, with processes or activities that connect with or impact on the marine planning area
Coastal practitioners	Coastal public land managers, coastal planners, public infrastructure providers, local government planners and consultants
Country Plan	A plan developed by a Traditional Owner group (sometimes titled in an Aboriginal language) that expresses their vision, assertions, strategies and actions for their Country. Country plans support Traditional Owners in communicating their rights, cultural authority or interest in Country
Cultural landscape	Australia forms a tapestry of interwoven cultural landscapes that are the product of the skills, knowledge, and activities of Aboriginal land managers over thousands of generations. Cultural landscapes are reflections of how Aboriginal people engage with the world. The concept of a cultural landscape is a tool that aims to bridge differences between Indigenous and 'Western' world views, between natural resource management and caring for Country
Cumulative impact	The impact on the environment and cultural landscapes resulting from the combined effects of one or more impacts, and the interactions between those impacts, added to other past, present, and reasonably foreseeable future pressures. Reasonably foreseeable future pressures include future permitted activities (i.e. activities allowed without the need for consent), consents that have been granted but not yet implemented, and environmental change (e.g. climate change impacts)
Decision support tools	An array of logic-based (often computer-based) tools (simulation models, techniques, and methods) developed to support decision analysis and participatory processes
Environmental Management Plan	Defined in the <i>Marine and Coastal Act 2018</i> (Part 6, Division 2) as a plan on matters relating to and affecting Port Phillip Bay or in relation to any other areas of the marine environment
Indigenous data sovereignty	The right of Aboriginal peoples to govern the collection, ownership and use of data about their communities, peoples, land and resources



<b>Marine environment</b>	Defined in the <i>Marine and Coastal Act 2018</i> as the following between the outer limit of Victorian coastal waters and the high-water mark of the sea: a The land (whether or not covered by water) to a depth of 200 metres below the surface of that land b Any water covering the land referred to in paragraph (a) from time to time c The biodiversity associated with the land and water referred to in paragraphs (a) and (b).
<b>Marine plan</b>	The output of a MSP process which provides the structure and direction for marine spatial management decisions in the area to which the plan applies
<b>Marine planning area</b>	Area defined through statewide approach to which a marine plan and its identified actions will apply
<b>Marine Spatial Planning</b>	A practical way to understand and organise the interactions between human uses and these uses and the marine environment. It provides a process for assessing where activities and uses may be compatible or incompatible, and where activities and uses may conflict
<b>Marine Spatial Planning Framework</b>	A framework (required under the <i>Marine and Coastal Act 2018</i> ) in the Marine and Coastal Policy 2020 that provides guidance and a process for achieving integrated and coordinated planning and management of the marine environment
<b>Regional and Strategic Partnership</b>	Defined in the <i>Marine and Coastal Act 2018</i> (Part 6, Division 1) as a partnership of two or more entities to respond to identified regional issues relating to or affecting the marine and coastal environment
<b>Registered Aboriginal Party</b>	Recognised in the <i>Victorian Aboriginal Heritage Act 2006</i> as the primary guardians, keepers and knowledge holders of Aboriginal Cultural Heritage, and the primary source of advice and knowledge on matters relating to Aboriginal places or Aboriginal objects in their region
<b>Rightsholders</b>	Those with inherent rights and responsibilities for managing and protecting Aboriginal cultural heritage on Sea Country
<b>Self-determination</b>	The ability of Traditional Owners to freely determine their political status and pursue their economic, social and cultural equity. Traditional Owners have the right to make choices that reflect best their own values and way of life on their journey to self-governance
<b>Stakeholders</b>	Individuals, groups, government agencies and marine sectors with an interest and/or existing acquired rights (e.g. licenses, leases) under legislative arrangements applying to Victoria's marine and coastal environment
<b>Statewide approach</b>	Approach to define marine planning areas for future MSP processes
<b>Synergistic impact</b>	Synergism occurs when the total effect of an interaction between two or more processes is greater than the sum of the effects of each individual process
<b>Traditional Owner</b>	People who, through membership in a descent group or clan, have responsibility to care for particular Country. A Traditional Owner is authorised to speak for Country and their heritage as a senior Traditional Owner or as an Elder



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The new Department of Energy, Environment and Climate Action (DEECA) was established on 1 January 2023. This department includes the previous functions of the Department of Environment, Land, Water and Planning, excluding the Planning portfolio and those areas supporting it which are now part of the New Department of Transport and Planning.



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