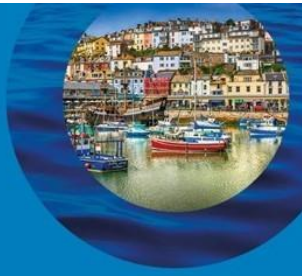
Marine Management Organisation

Studland Bay

Voluntary No Anchor Zone: 2024 Review



April 2025

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Executive summary

The Marine Management Organisation (MMO), along with other governmental bodies, is responsible for overseeing marine Non-Licensable Activities (mNLA) to support the conservation objectives of marine protected areas (MPA).

In December 2021, a voluntary no anchor zone (VNAZ) was established to prevent anchoring over seagrass beds in Studland Bay Marine Conservation Zone (MCZ), to further the conservation objectives of the MPA. This management measure was implemented after a thorough evidence-based assessment and multiple stakeholder consultations.

This document presents the findings from a review of the VNAZ's effectiveness during its third year (2024). **Section 2** reviews the activities conducted by MMO in 2024. This includes awareness raising and engagement work and collaboration with our key partner, the Studland Bay Marine Partnership (SBMP). It also includes the results of activity and ecological monitoring within the VNAZ.

Section 3 provides an overview of the 2024 VNAZ stakeholder survey results, with MMO responses to the main comments and a comparison with the results of the 2022 and 2023 surveys while **Section 4.** SBMP plans for 2025 looks forward to the 2025 boating season, including plans by SBMP.

This 2024 VNAZ review indicates that there has been an increase in boaters using ecomoorings when available. Boaters are also anchoring outside the VNAZ when no moorings are available. Marking of the VNAZ last season has helped boaters better identify the protected habitats and avoid anchoring in those areas.

Although an updated condition assessment has not yet been completed to evidence the recovery of the seagrass, Monitoring shows a reduction in anchoring compared to the first and second year, which has helped alleviate pressure on the seagrass bed. This leads MMO to conclude that the VNAZ remains the most effective method to protect the MPA as positive progress continues. Therefore, MMO does not plan to introduce a statutory measure (such as an MMO byelaw) at this time. MMO remains committed to collaborating closely with partners, including the SBMP, to ensure the

success of the voluntary approach. **Section 5.** Conclusion contains the reviews conclusions.

Contents

Glossary of terms

Anchorage – an area off the coast which is suitable for a vessel to anchor.

Anchor – a heavy metal object that is dropped from a boat into the water to prevent the boat from moving away.

Automatic Identification System (AIS) – is an automatic tracking system used to exchange navigational information between boats with marine traffic in the same area. AIS is used voluntarily by boat owners, and its main aim is to avoid collisions and control marine traffic.

Call for evidence – informal consultation conducted by MMO during byelaw process. The purpose of this is to collect evidence from stakeholders. This allows the best available evidence to be used for the drafting of site level assessments and recommended management options (if required).

Conservation objectives - objectives are set for each designated feature of a marine protected area, to either maintain or restore a designated feature of the protected site.

Designated features – a species, habitat, geological or geomorphological entity for which an MPA is identified and managed.

E-leaflet – electronic leaflet.

Ecomooring – these moorings avoid the placement of large mooring blocks on the seabed and chain abrasion through the use of alternate methods (Griffiths et al., 2017).

Local Notice to Mariners (LNTM) – Local Notice to Mariners are issued by the harbour master on a regular basis to inform mariners of any operations taking place in the harbour which may affect the safety of navigation.

Marine conservation zone (MCZ) – a type of MPA designation under the Marine and Coastal Access Act 2009 [1](for England and Wales) or the Marine Act (Northern Ireland) 2013[2] (for Northern Ireland).

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[1] Marine and Coastal Access Act 2009

[2] Marine Act (Northern Ireland) 2013

Marine Management Organisation (MMO) – is an executive non-departmental public body, sponsored by the Department for Environment, Food and Rural Affairs (Defra) and is the manager and independent regulator of England's seas.

Marine Non-Licensable Activities (mNLA) – activities which do not require a marine licence. These include shore-based activities such as bait collection and beach recreation as well as water-based activities such as sailing, kitesurfing and motor boating. MMO is responsible for the management of mNLA which take place within its jurisdiction (0 - 12 nautical miles, nm).

Marine protected area (MPA) – a collective term used to describe a protected area with a marine component. This term is used frequently and covers a variety of sites such as European marine sites (EMS), MCZ, special areas of conservation (SAC), special protection areas (SPA) and Ramsar sites.

Mooring – any permanent structure to which a seaborne vessel may be secured.

Natural England – government advisor for the environment in England. This includes aspects of the marine environment of 0 to 12 nm. This organisation has a statutory responsibility to provide conservation advice for MPAs and report on the condition of protected features.

Rigid inflatable boat (RIB) - lightweight, high-performance boat with a solid, shaped hull and inflatable tubes or "sponsons" around the outer edge for buoyancy and stability.

Studland Bay Marine Partnership (SBMP) – Studland Bay Marine Partnership brings together a variety of stakeholders with an interest in restoring the sensitive seagrass habitat within the Studland Bay MCZ.

Subtidal sand – the most common habitats found below the level of the lowest low tide around the coast of the United Kingdom**.**

Voluntary No Anchor Zone (VNAZ) - an area where boaters are encouraged, but not legally required, to avoid anchoring to protect sensitive marine habitats, such as seagrass beds, by limiting the potential damage caused by anchors

1 Introduction

The Marine Management Organisation (MMO) is responsible for ensuring that marine Non-Licensable Activities (mNLA) do not hinder the furthering of conservation objectives in marine protected areas (MPA). Studland Bay Marine Conservation Zone (MCZ) was designated in 2019 with four designated features: intertidal coarse sediment, long-snouted seahorse (*Hippocampus guttulatis)*, subtidal sand and seagrass beds.

In 2020, MMO's assessment of the impacts of mNLA on the protected features of Studland Bay MCZ concluded that management measures for anchoring were needed due to its impact on the long-snouted seahorse, subtidal sand and seagrass beds. Following consultation with stakeholders, a phased voluntary approach to anchoring management was announced in 2021. The aim was to protect the majority of the bay's seagrass beds as vital habitat for the seahorses and the method adopted was a voluntary no anchor zone (VNAZ). More information is available on MMO's website Studland Bay MCZ and VNAZ[3]

This document provides a review of the effectiveness of the VNAZ in relation to anchoring behaviour change in 2024. MMO is also keen to learn about the effectiveness of its engagement methods. We have therefore reviewed our activities in this period, together with available monitoring data from the site and stakeholder feedback (via an online survey). The findings of this review will help to inform the future management of activities in Studland Bay MCZ, ensuring the success of the VNAZ and the protection of this valued MPA.

[3] Studland Bay VNAZ Review 2023

2 MMO activities

2.1 Awareness raising and engagement

MMO engagement and awareness work for 2024 following feedback to the 2023 VNAZ Review survey[4] and working in liaison with SBMP. This work included:

- advertising the VNAZ in local harbour and marine guides
- raising awareness of the VNAZ through a variety of engagement channels such as social media and features in local online and print magazines
- the offshore patrol vessel Viking Sentinel visiting Studland Bay MCZ to monitor adherence to the VNAZ (**Figure 1**).

A full overview of all activities undertaken by MMO is detailed below (**Figure 2**).

Figure 1: Images of MMO offshore patrol vessel Viking Sentinel monitoring adherence in Studland Bay VNAZ.

[4] Studland Bay VNAZ Review 2023

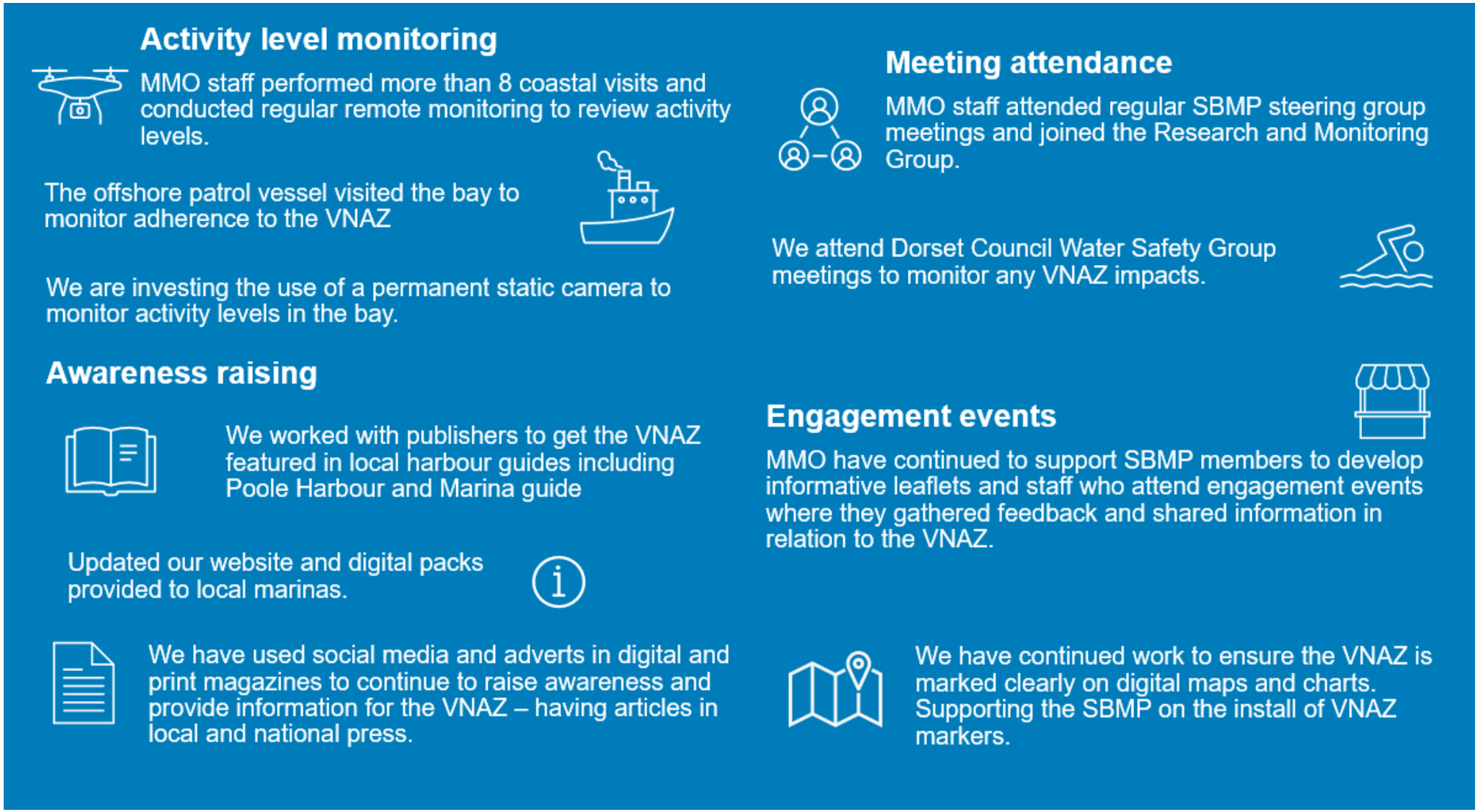

Figure 2: MMO's engagement activities in 2024. This included activity level monitoring, raising awareness, attending meeting and engagement events.

2.1.1 Studland Bay Marine Partnership (SBMP)

SBMP has had a year of huge progress in 2024. SBMP completed the targeted installation of 57 new ecomoorings in the bay to bring the total to 87 and additional VNAZ marker buoys have helped boaters navigate the area. The introduction of a new payment system using the Sippi App has provided an invaluable tool to collect the mooring fees essential for the partnership to maintain the provision of ecomoorings. Following feedback, SBMP are pleased to announce that it will be offering a wider selection of mooring payment options for boaters in 2025.

In August, SBMP unveiled eight navigation and seagrass awareness boards at marinas across the local area and next to Baiter Quay slipway in Poole to help recreational boat users to identify the VNAZ and information on the MPA. The importance of sharing not only the SBMP story but developing greater understanding of why the installation of the ecomoorings has such a positive impact. SBMP have also hosted several other engagement events including a stand at Southampton Boat Show where, in collaboration with The Ocean Conservation Trust, VR Headsets were used to show seagrass beds. They also held two pop up events at Middle Beach with ‘Neptune’ a sculptural seahorse to engage with visitors and families on the importance of the ecosystem.

2.2 Activity monitoring

Activity monitoring during the 2024 boating season was undertaken through shoreside observations, visits from the Offshore Patrol Vessels and remote monitoring methods.

2.2.1 Shoreside observations

MMO conducted observations from South Beach to monitor activity levels and adherence with the VNAZ. Information including the type of vessel, whether it was likely at anchor, using a mooring or transiting was collected, as well as weather observations **(Table 1)**. Between February to May 2024, three observation visits were made, two of which recorded recreational boat activity. On 29 May, three vessels were using private moorings, five were using ecomoorings and one was recorded as moored but no further information was given.

Between October and November, five observational visits were made, two of which recorded recreational boat activity. The recreational boat recorded in October was using a private mooring and both recreational boats in November were using an ecomooring. All boats recorded anchoring or mooring were outside of the VNAZ. All but one of these visits took place outside of peak season therefore there may be some limitations with the data. For improvement and future monitoring of this type of data, observations should take place over the peak summer season **(Table 1).**

Table 1: Summary of activity monitoring in Studland Bay VNAZ during 2024

Date	Wind force and direction	Likely anchored	Likely moored	At anchor/on mooring	Vessel underway
29/04/2024	Force 5, Southwest	0	0	0	1
29/05/2024	Force 4, Southwest	0	9	0	0
03/10/2024	Force 4, East	0	1	0	4
15/11/2024	Force 1, Northeast	0	2	0	0

2.2.2 Remote monitoring

MMO continued to test the use of the Automatic Identification System (AIS) for monitoring during the 2024 boating season. While AIS can help identify the presence and activity patterns of vessels, it has limitations. For instance, not all vessels are required to use AIS, and it does not indicate whether a vessel is anchored. Therefore, AIS alone is not a reliable measure of adherence to the VNAZ.

Remote monitoring data on the number of boats observed using AIS within the VNAZ in 2024 is included in **Figure A1.1** and **A1.2** in **Annex 1.** Remote MonitoringThe graphs display the number of recreational boats observed within the VNAZ each day (January to June 2024) with average wind gusts and average maximum daytime temperature. ‘Other Activity’ includes vessels that enter the VNAZ, that appear to be sailing or motoring around the bay for leisure or reasons

other than simple transit, as well as those that appear to enter the bay, but their intentions are unknown because of signal drop out. This does not include vessels that have transited (for example, maintained a fixed course, or speed without stopping). The graph shows the overall number of boats gradually increase from the beginning of March 2024.

Additional ecomoorings were installed in April 2024 in preparation for the boating season. Following the installation, the percentage of boats likely mooring has consistently been higher than those likely anchoring compared to 2023.

Remote monitoring indicated that the main period for visiting boats is from May to October, with peak activity on warm weekends and during low wind conditions, consistent with 2023 observations. There were approximately 22 weeks with an estimated 10 or fewer vessels within the VNAZ. During the busiest week (week beginning 12 August 2024), it is estimated there were 245 vessels within the VNAZ, with 40 possibly anchored, 186 likely moored, and 19 classified as 'other'. This compares to the busiest week last year (week beginning 21 August 2023), when 41 vessels may have anchored and 140 were likely moored.

Overall, the remote monitoring suggests greater adherence with the VNAZ in 2024 compared to previous years, with more boats using alternative moorings rather than anchoring within the VNAZ.

2.2.3 Boat count

During the 2024 boating season, the National Trust deployed a static camera overlooking Studland Bay and a sample of the hourly images produced over the summer season was collected and analysed by the National Trust's Coastal Change Officer, Sue Coggins (**Figure 3**). For each day, manual boat counts were undertaken from the hourly images between 5 am and 11 pm (light permitting). Boats were then categorised on each image as being compliant with the VNAZ (on a SBMP mooring or Bankes mooring); outside the VNAZ; non-compliant (anchored in the VNAZ); or not sure/moving (Error! Reference source not found.).

Figure 3: An example of static camera imagery over Studland Bay, monitoring adherence to the VNAZ. Red circles show non-adherence, purple circles are outside the VNAZ, green circles show unsure/moving and yellow circles show adherence with the VNAZ (on a SBMP or Bankes mooring).

Twenty days of static camera images were sampled over the summer season, seven in June, six in July and seven in August, these were also spread evenly throughout the week, ranging from four Saturdays within the observed period as a maximum, to two observed. These days were evenly spread throughout the week with a maximum of four and a minimum of two observed days over the observation period. Of the twenty sample days, fourteen had fair weather, three had mixed weather and three had poor weather. Eight days were sampled before the main school holidays, and twelve during the main school holidays.

Over the period a total of 15,423 boats were counted. However, it is important to note this figure includes many repeat vessels staying in the same place over many images.

Over the sample period VNAZ adherence had an average rate of 88.2% There are visible increases in non-adherence during the peak afternoon period, particularly on weekends. The lowest recorded adherence was 50% (note this doesn't mean the other 50% was non-compliant, as this figure includes non-identifiable). The highest recorded compliance was 100%, which was reached regularly throughout the monitoring period (**Figure 4**).

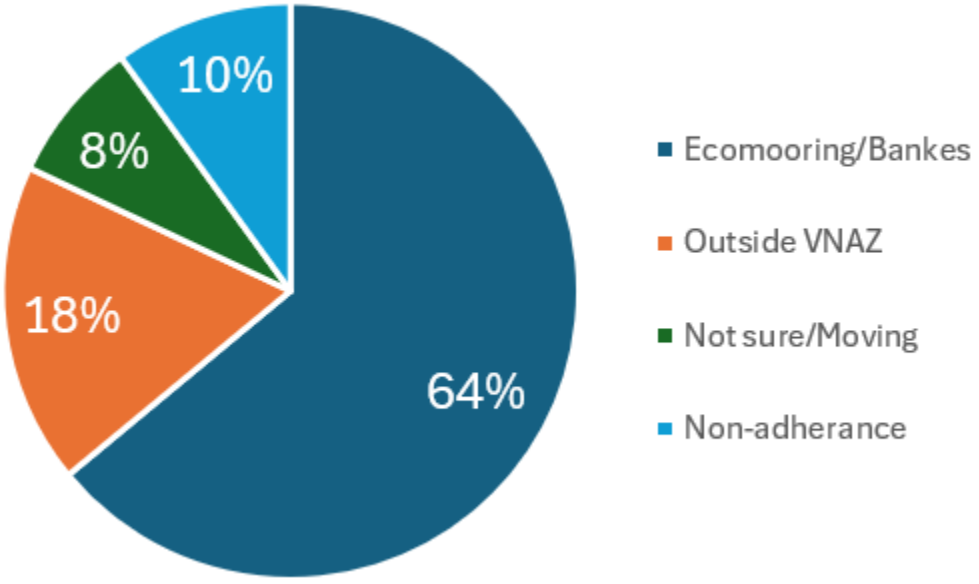

Figure 4: Activity and VNAZ adherence of all boats

2.3 Ecological monitoring

2.3.1 Seahorse Surveys

The Seahorse Trust has been monitoring the populations of two seahorse species in Studland Bay, the long-snouted (spiny) seahorse and the short-snouted seahorse, since 2008. In 2024, the University of Southampton assumed responsibility for organising seahorse surveys in the bay as part of a broader monitoring program, with ongoing support from The Seahorse Trust and their volunteers. Fortnightly dives were conducted from April to September, monitoring a series of transects across the bay. During the 2024 dive season, the team conducted 62 dives and had 50 seahorse encounters. Despite the larger team and more frequent dives, the actual number of seahorses remained consistent with previous years, estimated at 15 to 20 individuals.

Many same day encounters were repeat sightings, indicating stable seahorse numbers rather than an increase. Positive outcomes included finding seahorses on 81% of dives a positive sign for the seahorse population in Studland Bay and hopefully reflective of reduced anchoring pressure to their habitat. Observations that the installation of more ecomoorings, has reduced anchor damage to seagrass and reduced underwater noise levels.

2.3.2 Seagrass Recovery

Since the initial ten ecomoorings were installed in 2021, seagrass density around these moorings has been monitored using divers, towed seabed video, and side-scan sonar (Bibra, 2024). In 2024, this monitoring expanded to cover the entire VNAZ, including drone aerial photography (Tomsett, 2024). Eight side-scan surveys were conducted between April and September 2024, and a drone survey took place in May 2024.

The survey results have shown encouraging signs of seagrass recovery around the ecomoorings due to reduced anchoring pressure. Divers have recorded footage of new seagrass shoots growing in previously bare sand (**Figure 5**). Measurements of 25 anchor scars since 2021 have shown a decrease in area, with new seagrass shoots filling in the bare sand as anchoring within the VNAZ has decreased. The

monitoring has shown no negative impacts from the installation of the ecomoorings on the seagrass or seabed.

Figure 5: New seagrass shoots growing in patches of bare sand during a monitoring dive in 2024 (Image – Ken Collins).

3 Stakeholder survey

An online stakeholder survey was conducted from 9 December 2024 to 19 January 2025, to gather feedback and evaluate the progress of VNAZ in 2024, marking its third year of implementation.

We extend our gratitude to everyone who participated in the survey, we received over 500 responses. Each response has been reviewed, providing MMO and SBMP with valuable insights that will aid in planning for 2025 and beyond.

We have categorised the survey results and feedback into specific themes and provided responses accordingly.

The themes include:

- ecomoorings

- VNAZ adherence and safety
- ecological monitoring and evidence.

Additionally, we have considered your feedback from the 2023 review and noted any changes from 2024.

3.1 Ecomoorings

Part of the feedback from the 2024 survey focused on ecomoorings. We inquired whether you had used an ecomooring in Studland Bay during 2024, and 62% of respondents confirmed they had, compared to 49% in 2023 (**Figure 6**). For those who had not used an ecomooring, we asked for the reasons. The primary reason, cited by 27% of respondents, was the unwillingness to pay for ecomooring use, while 15% of respondents who didn't use an ecomooring cited that not using an ecomooring was due to not needing to stop in Studland Bay.

Another reason to not use the ecomooring stated by respondents was due the weight limit of the ecomoorings for the weight or tonnage of your boats and expressed a desire for more ecomoorings suitable for larger vessels. Additionally, 14% of respondents commented that the ecomoorings were poorly located, with some noting they were too far out to sea. Additional comments from respondents mentioned choosing to anchor outside the VNAZ rather than using an ecomooring.

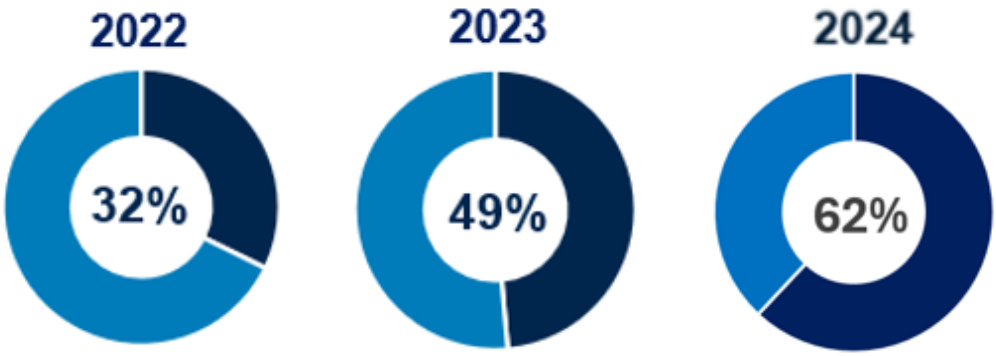

Figure 6: Percentage of people who used an ecomooring in 2024 compared to 2023 and 2022.

MMO response: thank you to all respondents who chose to use an ecomooring in Studland Bay. Without the income achieved through payments the SBMP would not

be able to cover the considerable costs of installing and maintenance of the ecomoorings each year (the helical screws stay in situ but the rodes and buoys are taken out in the winter for maintenance checks and repair. Ten ecomoorings stay in place all year on rotation for out of season boater use.

3.2 VNAZ adherence

Out of 306 respondents who anchored in Studland Bay in 2024, 76% reported that they did not anchor inside the VNAZ, compared to 60% in 2023. We asked those who did anchor inside the VNAZ for their reasons. The primary reasons given were an unwillingness to pay for ecomooring (36%) and a reluctance to observe the VNAZ (33%). Additionally, 15% of respondents who did not anchor in the VNAZ, mentioned that no moorings were available, and 7% cited safety reasons.

Several respondents also commented that the VNAZ is not clearly marked on Navionics.

MMO response: thank you to all who anchored outside the VNAZ or used ecomoorings in 2024. We recognise that many boaters may avoid the use of a paid ecomooring, however SBMP rely on the income from the VNAZ and donations in order to meet the high costs of installing, maintaining and storing the ecomoorings over the winter period. SBMP will be introducing new payment options for the 2025 season (**Section 2.1.1**).

MMO acknowledge that on busy days ecomoorings may not be available and encourage everyone to continue to adhere to the VNAZ by either using an ecomooring where possible or anchor outside of the zone to protect the areas valuable seagrass. During April 2024, an additional 57 ecomoorings were installed bringing the total to 87.

MMO have continued to increase awareness of the VNAZ area through digital and in-print channels (for example, admiralty charts, electronic charts, harbour guides in Lymington, Cowes, Yarmouth and Poole and by issuing a Local Notices to Mariners with Poole Harbour Commissioners. SBMP in partnership with the Ocean Conservation Trust marked the outer boundaries of the VNAZ through the installation of distinct yellow marker buoys, making the area of the VNAZ clearly visible for all

marine users. We are working with navigational chart providers to ensure all sensitive marine habitats are marked on electronic charts.

3.3 Ecological monitoring and evidence

Many respondents are seeking additional evidence to highlight anchoring damage to seagrass. Some respondents would like to see monitoring information about how the VNAZ is working and whether it has helped to improve the seagrass health.

MMO response: MMO aims to address evidence gaps and ensure clear communication of evidence. MMO remain members of the SBMP Research and Monitoring Group and the SBMP Communications and Engagement Group, which includes universities and other bodies such as Natural England and the Environment Agency. MMO will continue to collaborate with Natural England and other partners to review evidence as it becomes available, evaluate the risks of anchoring to seagrass beds, and fulfil our statutory duties to protect designated features and further the conservation objectives of the MPA.

Evidence from the Research and Monitoring group (**2.3 Ecological monitoring**) suggests the VNAZ is having a positive impact on the seagrass with new shoots appearing on previous anchor scars. Natural England are in the process of completing an updated condition assessment of the Studland Bay MCZ to update on the ecological status of the MCZ and continue to provide conservation advice for MPAs.

Figure 7: Seagrass (*Zostera marina*) in the UK ©1257741572 iStock.

3.4 Survey results from 2022, 2023 and 2024

Comparisons between survey results from the 2022, 2023 and 2024 shows no change in the percentage of people who are aware of Studland Bay's status as an MCZ however between 2023 and 2024 there has been a decrease in the percentage of people who are aware of the presence of the VNAZ, as well as understanding what boaters are being asked to do **(Figure 3-4).**

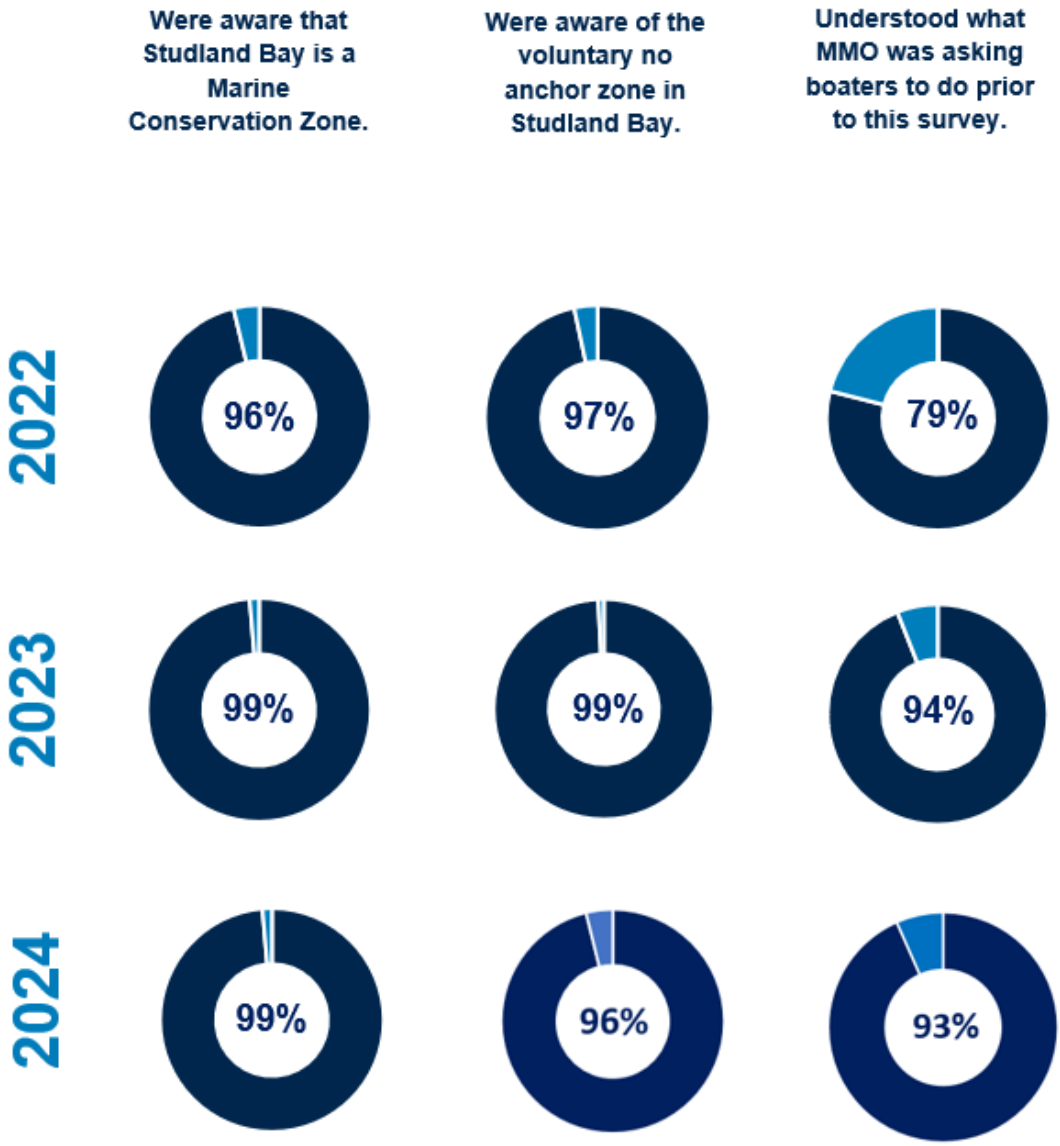

Figure 8. Comparison between 2022, 2023 and 2024 survey responses for awareness questions.

In the 2023 survey[5] we asked you to rate your agreement with a set of statements and we did the same in our 2024 survey. Responses for selection were ‘strongly agree’, ‘agree’, ‘neither agree nor disagree’, ‘disagree’ and ‘strongly disagree’. For the purposes of this discussion ‘strongly agree’ and ‘agree’ ratings have been grouped together and the same for ‘strongly disagree’ and ‘disagree’ ratings. Responses for ‘neither agree nor disagree’ we have considered to be neutral.

In 2024, 63% of you agreed with the statement, 17.5% were neutral and 19% disagreed. In comparison in 2023, 56% agreed with the statement ‘seagrass is an important habitat that requires protection in Studland Bay’, 19% were neutral and 25% disagreed with this statement (**Figure A2.1** in **Annex 2.** Survey Results).

The 2024 results show 57% of respondents agreed that ‘the voluntary no anchor zone is necessary for the protection of the seagrass beds’. 29% disagreed with this statement and 14% were neutral. In comparison in 2023 43% agreed, 39% disagreed and 18% were neutral (**Figure A2.2** in **Annex 2.** Survey Results).

In the 2024 survey, 77% agreed that they understood what the VNAZ aims to achieve, 10% were neutral and 13% disagreed. In the Studland Bay 2023 VNAZ Review 72% of respondents told us that they understood what the VNAZ aims to achieve, 13% were neutral and 15% disagreed. (**Figure A2.3** in **Annex 2.** Survey Results).

4. SBMP plans for 2025

For the 2025 boating season, SBMP will continue their series of engagement events, educating boaters at club venues across the area, hosting ‘On The Water Ambassador’ and outdoor classroom day events and also hosting stands at both Gosport marine festival and Clean and Green family day. As long-term management

[5] Studland Bay VNAZ Review 2023

of the Bay continues SBMP announced that Carbon Neutral Britain[6] have joined the partnership as a Principal Supporter.

Following feedback during the 2024 season, in 2025 the fees to moor will be updated to the following:

- £7.50 for up to 4 hours,
- £15 for up to 24hrs (overnight); and
- £150 for a seasonal pass.

SBMP's website provides more details of all forthcoming events and further information on the ecomoorings, marker buoys and swim zone.

5. Conclusion

Thank you to everyone who supported the conservation efforts to protect and restore important seagrass beds and marine ecosystems in Studland Bay MCZ during 2024, and to all who participated in the survey. Your feedback is greatly appreciated and will help shape our plans for 2025.

The 2024 Studland Bay VNAZ Review indicates a positive increase in adherence to the VNAZ. There is encouraging evidence of boaters seeking anchoring outside the VNAZ and using ecomoorings, thereby reducing impacts on the seagrass.

MMO remains committed to collaborating with partners, including SBMP, to ensure the success of the voluntary approach in line with Goal 1 of the MMO2030 Strategic Plan[7]. SBMP plans for the 2025 boating season (**Section 4**) should further support adherence with the VNAZ. Consequently, we believe the VNAZ remains the most

[6] Carbon Neutral Britain - the UK Carbon Offsetting Initiative allowing individuals and businesses to offset their environmental impact.

[7] MMO 2030 Strategic plan.

effective method to protect the Studland Bay MCZ in 2025, and there is no need to review management options, such as an MMO byelaw, at this stage.

In 2025, MMO will continue to monitor activity levels, engage with stakeholders, and raise awareness about the VNAZ using the feedback from the 2024 survey. We will review the 2025 boating season to assess the effectiveness of these measures and ensure the best protection for the MPA.

6. Contact Us

If you have any further questions or queries, please email or call our helpline using the details provided:

Email: conservation@marinemanagement.org.uk

MMO helpline: 0300 123 1032

6 References

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Annex 1. Remote Monitoring

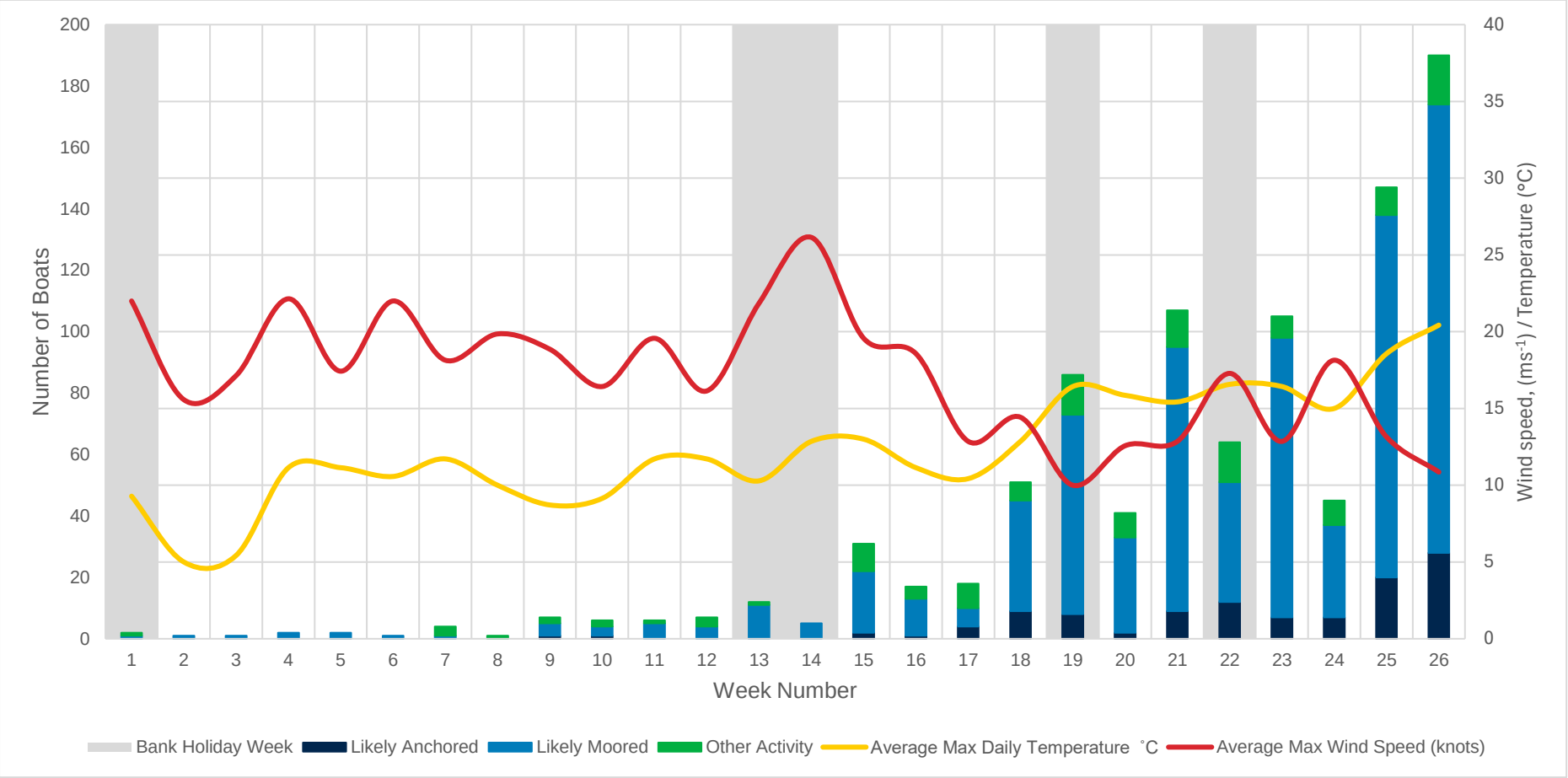

Figure A1.1. Number of recreational boats observed per week (bars) between January to June 2024 with weekly average wind gusts in knots (red line) and weekly average maximum daytime temperatures in degrees Celsius (yellow line).

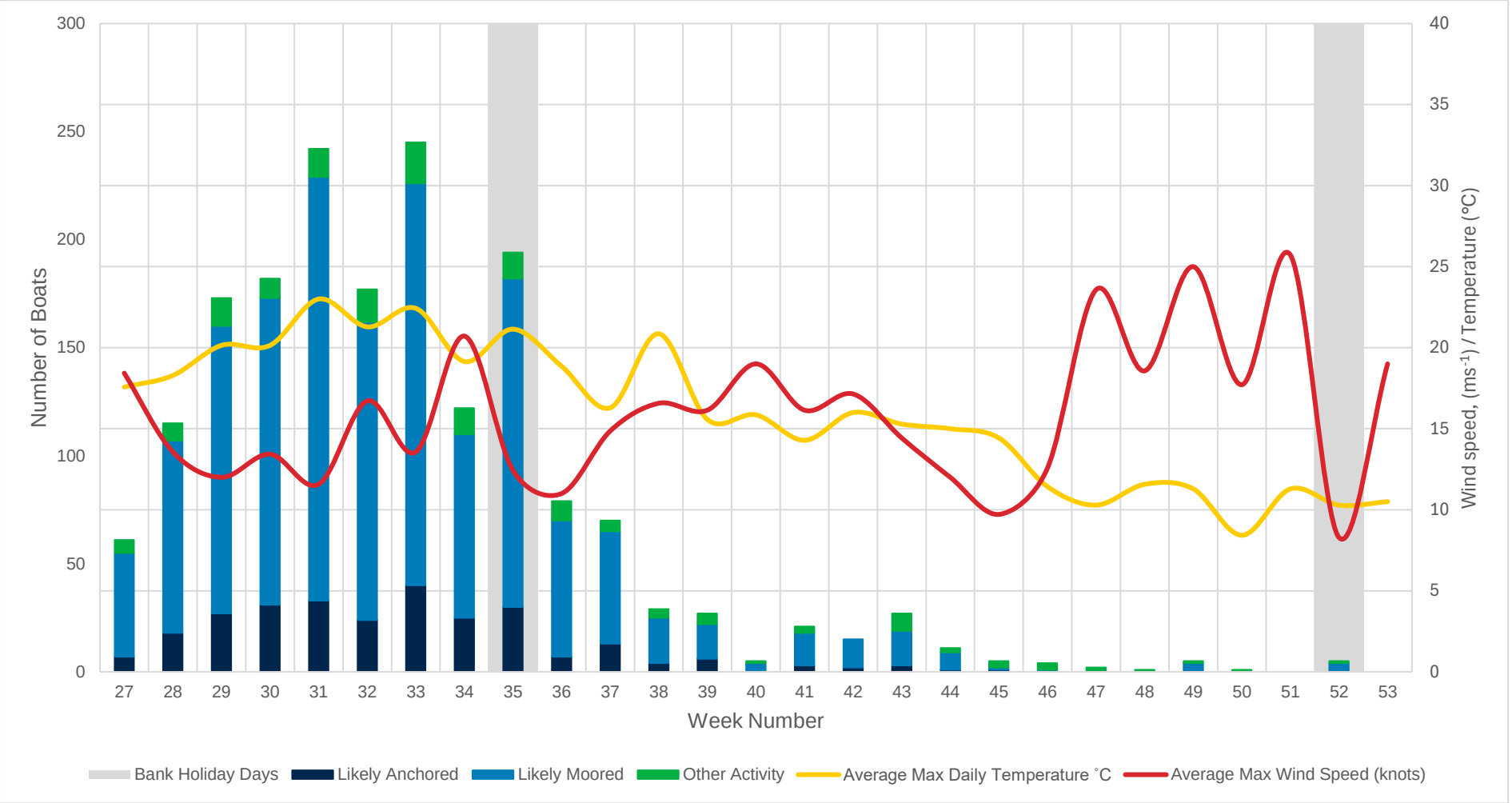

Figure A1.2: Number of recreational boats observed per week (bars) between July and December 2024 with weekly average wind gusts in knots (red line) and weekly average maximum daytime temperatures in degrees Celsius (yellow line).

Annex 2. Survey Results

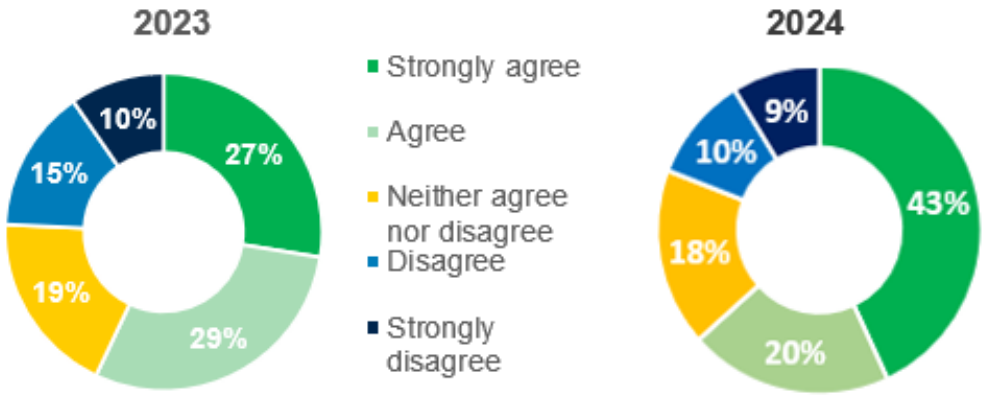

Figure A2.1: Comparison between 2023 and 2024 survey results for the respondent to determine their level of agreement with the statement: "I understand that seagrass is an important habitat that requires protection in Studland Bay."

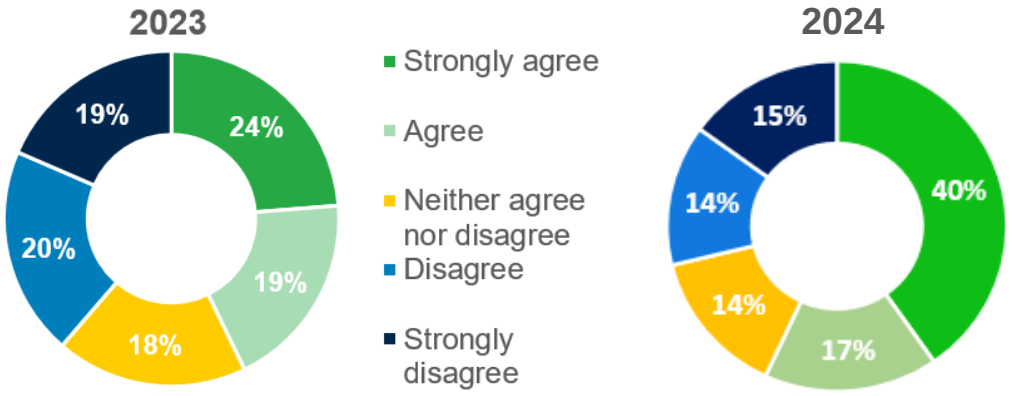

Figure A2.2: Comparison between 2023 and 2024 survey results for the respondent to determine their level of agreement with the statement: “The voluntary no anchor zone is necessary for the protection of the seagrass beds.”

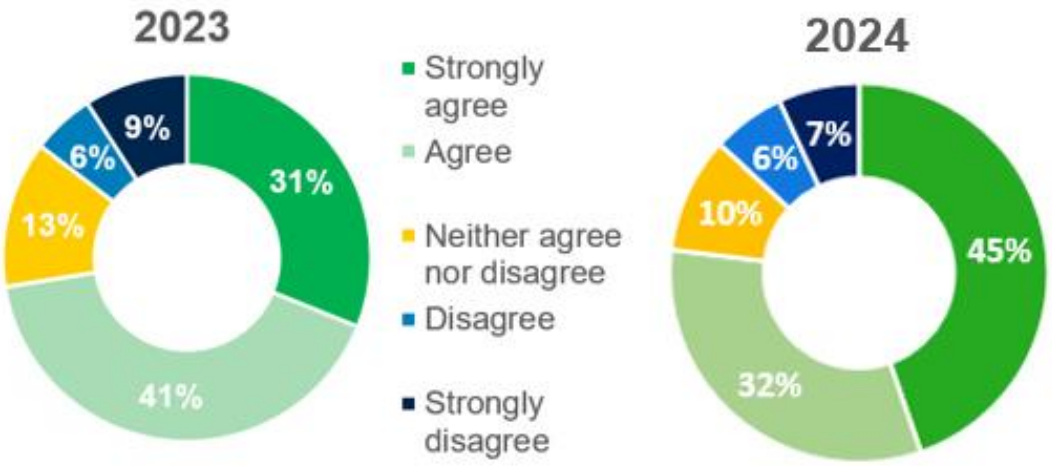

Figure A2.3: Comparison between 2023 and 2024 survey results for the respondent to determine their level of agreement with the statement: "I understand what the voluntary no anchor zone aims to achieve."