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Declaration pursuant to Article L. 122-9 of the Environment Code in connection with the adoption of the updated East Channel-North Sea coastal strategy

November 2025

I. Context

1. General framework for updating coastal strategies

Maritime planning is the process by which the State analyses and organises human activities at sea from an ecological, economic and social perspective. It is developed in consultation with sea users and the public.

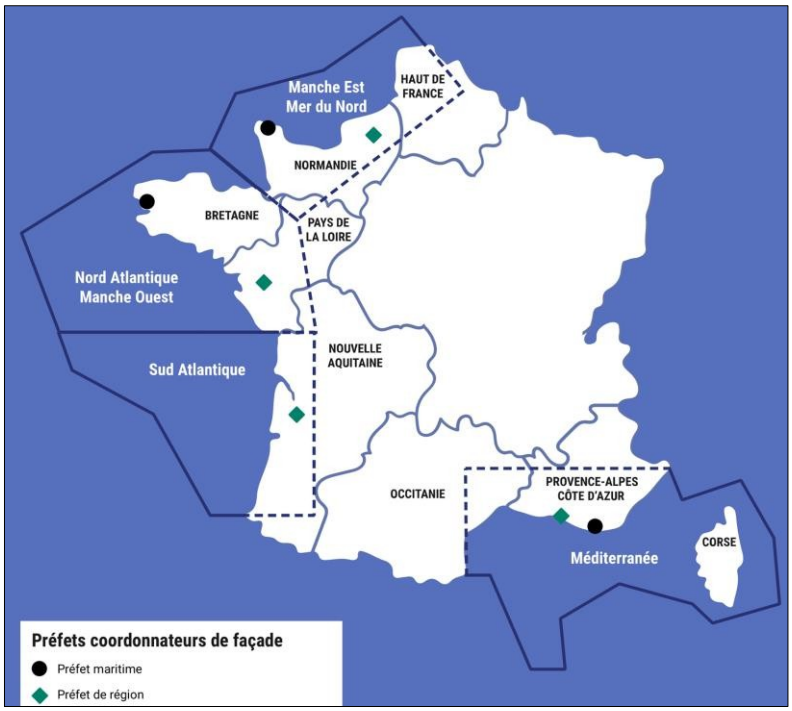
The European Union's integrated maritime policy is based on two directives dedicated to maritime spatial planning (MSFD - 2014)[1] and aimed at achieving good environmental status in marine waters (MSFD - 2008)[2] by maintaining or restoring the proper functioning of marine ecosystems while allowing the use of the sea for future generations with a view to sustainable development. These two directives have been transposed into French law and provide a legal framework for maritime planning.

Adopted by decree on 10 June 2024, the National Strategy for the Sea and Coastline (SNML) 2024-2030 sets out the general framework for French maritime policy. Forming the basis for strategic maritime planning, it is the result of interministerial work, in consultation with maritime stakeholders under the aegis of the National Council for the Sea and Coastline (CNML), half of whose members are elected representatives and half are representatives of public institutions, companies, nationally representative trade unions, and associations and foundations.

Planning for each of France's coastal areas – the Eastern Channel and North Sea, the North Atlantic and Western Channel, the South Atlantic and the Mediterranean – is carried out using a strategic coastal area document (DSF). Responsibility for drawing up this document lies with the coordinating prefects (regional coordinating prefect and maritime prefect), who are supported by a consultative body, the Maritime Coastal Council, which provides a forum for discussion between the various stakeholders involved in maritime, coastal and land-based activities. At national level, the work is coordinated by the ministries responsible for the sea, the environment and energy.

[1]Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial planning.
of maritime space.

[2]Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for Community action in the field of marine environmental policy.



The coastal strategy documents consist of two parts, which are updated every six years: the strategic part, known as the "coastal strategy" (CS), the first version of which was adopted in 2019, and the operational part, the current version of which was adopted in 2022.

Following this initial development cycle, work to update the strategic component was initiated in 2023.

The coastal strategies include a description of the current situation, which provides an assessment of activities and uses, as well as the ecological state of the marine environment and related issues along the coast. They also include guidelines and objectives that define the conditions and rules for the spatial and temporal coexistence of activities and uses and aim to reduce the pressures exerted by human activities on the marine environment to levels compatible with maintaining and achieving good environmental status (GES) in marine waters.

Pursuant to Law No. 2023-175 of 10 March 2023 on accelerating renewable energy production (APER), these strategies now include a map of priority areas for offshore wind farm development over the next 10 years and by 2050.

The updated coastal strategies also include a development trajectory for strong protection at sea, defined by Decree No. 2022-527 of 12 April 2022, with a view to achieving the surface area targets set for each coastline by 2027 (1% in the Eastern Channel - North Sea, 3% in the North Atlantic - Western Channel, 3% in the South Atlantic and 5% in the Mediterranean) and at the level of metropolitan waters (5%) by 2030, in accordance with the SNML.

The coastal strategies are complemented by an operational component, comprising a monitoring system and an action plan. These two elements were adopted in 2021 and 2022 and will be updated at a later stage.

In accordance with the European Directive of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, all plans and programmes

likely to have a significant impact on the environment and setting the framework for subsequent decisions on developments and works must be subject to an environmental assessment. DSFs are subject to environmental assessment in accordance with Article R.122-10 of the Environment Code. The environmental assessment process for a plan, as defined in Article L.122-4 of the Environment Code, has three objectives:

- assist in the development of the plan, taking into account all environmental fields and identifying its effects on the environment;
- contribute to providing the public with accurate information and facilitate its participation in the decision-making process for developing the programme. This involves presenting the difficulties encountered, in particular gaps in knowledge, in order to also highlight the limitations of the plan, not with a view to undermining it, but to provide the public with better information on the choices made and its evolution during its revision;
- inform the administrative authority responsible for adopting the plan on the decision to be taken.

As part of this assessment, an environmental report was drawn up and attached to the draft coastal strategy. It was made available to the public as part of the PPVE.

2. Timeline and stages for updating coastal strategies The DSF is developed through an iterative and progressive process.

- **Since 2022:** The update of the coastal strategy adopted in 2019 was initiated at the end of 2022 in line with the energy planning schedule.
- **From November 2023 to April 2024:** For the first time, the update of the DSFs was the subject **of a public debate called "La mer en débat"** (The Sea **in Debate**), led by the National Commission for Public Debate (CNDP), shared with offshore wind planning, in application of the new framework permitted by the APER law.
- **From May 2024 to October 2024:** The public debate resulted in a review and report published by the CNDP on 26 June 2024. Following a phase of consultation with maritime stakeholders, the government drew conclusions from the public debate on 17 October 2024 through an interministerial decision accompanied by a report from the project owners in response to the CNDP report.
- **December 2024:**
  - On 11 December, the CNDP adopted opinions on the update of the strategic documents on the coastline and offshore wind power for the four coastlines, noting that "the clarifications provided by the project owners in response to the public's questions, comments and proposals are sufficiently comprehensive to allow for ongoing consultation".
  - The Environmental Authority (EA) was consulted at the end of December on the basis of the draft coastal strategy and the environmental impact assessment report, which was finalised following public debate and consultations. It issued its opinion **on 13 March 2025.**
- **February to April 2025:**
  - In order to ensure that the public is properly informed and involved in the debate public "La mer en débat" (The Sea Debate) and public participation via electronic means, an intermediate phase of ongoing consultation was established. Working meetings and webinars were organised at national level and along the coast.
  - On 28 April, the CNDP guarantors for this consultation submitted their report.
- **May to August 2025**:

- Public participation via electronic means took place **from 5 May to 5 August 2025**, with the aim of gathering public opinion on the draft coastal strategy plans.
- **Between May and August 2025**, various authorities were consulted in accordance with the Environment Code (R.219-1-10), as were neighbouring countries, particularly under the Espoo Convention and the aforementioned directives.

- **From May to October 2025**: The report environmental, the opinion of the Environmental Authority
, as well as contributions from the public, neighbouring countries and authorities, were examined in order to finalise the coastal strategy, with a view to its adoption. They will also inform the development of the operational part.
- **The SFMs were adopted in November 2025**.
- With regard to offshore wind power, the objective is to be able to launch an initial competitive tendering process
competitive bidding process (call for tenders no. 10) within the priority areas identified in the interministerial decision of 17 October 2024, with the aim of awarding projects by the end of 2026. This timetable assumes that the final specifications for AO10 will be published in early 2026.

3. Declaration pursuant to Article L. 122-9 of the Environment Code

In accordance with Articles L. 122-4 and R. 121-1-1 of the Environmental Code, strategic coastal documents are subject to **environmental assessment**. They must therefore be the subject of a report "*which identifies, describes and assesses the significant effects that the implementation of the plan or programme may have on the environment, as well as reasonable alternatives taking into account the objectives and geographical scope of the plan or programme. This report shall set out the measures envisaged to avoid significant adverse effects that*
the implementation of the plan or programme may have on the environment, the measures envisaged to reduce those that cannot be avoided, and the measures envisaged to compensate for those that cannot be avoided or reduced. It sets out the other solutions considered and the reasons why, particularly from an environmental protection perspective, the project was chosen. It defines the criteria, indicators and methods chosen to monitor the effects of the plan or programme on the environment in order to identify, in particular, at an early stage, any unforeseen negative impacts and, if necessary, consider appropriate measures" (Article L. 122-6 of the Environment Code). The draft document and this report are sent to the environmental authority for its opinion: the competent authority for DSFs is the General Inspectorate for the Environment and Sustainable Development (IGEDD).

Where the plan or programme is likely to have significant effects on the environment of another Member State of the European Union, it shall be forwarded, together with the environmental report, to the authorities of the States concerned, which may give their opinion (Article L. 122-8 of the Environment Code).

Pursuant to Article L. 122-9 of the Environment Code, once the plan/programme has been adopted, the competent authority *shall* "*inform the public, the environmental authority and, where applicable, the authorities of other European Union Member States consulted. It shall make the following information available to them:*

1° The plan or programme; 2°

A statement summarising:

- how the report drawn up pursuant to Article L. 122-6 and the consultations carried out have been taken into account;

- the reasons for the choices made in the plan or document, taking into account the various solutions considered;

- measures designed to assess the environmental impact of implementing the plan or *programme.*

This is the purpose of this document, which has been drawn up for each of the coastal strategies.

II. Taking environmental assessment into account

1. Environmental assessment procedures

For the production of the environmental report, a project management assistance contract was concluded with a service provider. Project management was carried out by the Water and Biodiversity Directorate, in conjunction with the Directorate-General for Maritime Affairs, Fisheries and Aquaculture, the Directorate-General for Energy and Climate, and the interregional maritime directorates.

The integration of offshore wind planning into coastal strategies was a new factor to be taken into account in the environmental assessment exercise. To this end, dedicated service providers were called upon to produce information relating to offshore wind power (led by the Directorate-General for Energy and Climate) and onshore connections (led by RTE), in order to contribute to the overall report.

The work to produce the environmental report took place over nine months between March and December 2024.

In order to obtain methodological recommendations for carrying out the environmental assessment, a request for preliminary guidance was submitted to the Environmental Authority, which was forwarded on 14 June 2024.

The service providers were thus able to follow the work to update the coastal strategies by participating in various internal meetings of government departments or with stakeholders, at national level or on the coast, in order to contribute to their work.

The EA was consulted in mid-December by the coastal zone coordinating prefects and issued its opinion on 13 March 2025.

2. Summary of the Environmental Authority's opinion

The environmental authority first highlights the quality of the strategic environmental assessment (SEA), which is the result of a major effort to assess the good ecological status and characterise actual and potential pressures.

It then draws up a list of the main environmental issues affected by the revision of the strategic component of the DSF for the eastern Channel and North Sea coast:

- marine and coastal biodiversity;
- greenhouse gas emissions from the blue economy;
- the development of renewable energy production in a manner compatible with the marine environment;
- chronic and accidental pollution caused by maritime transport and activities in the river basins that flow into the coastline;
- the vulnerability of the coastline and ecosystems to risks;
- the landscape;
- the geomorphology and integrity of the seabed;

- the health of coastal inhabitants.

The environmental authority has made several recommendations to improve the overall consistency of the DSF and to incorporate more elements relating to environmental protection.

On the overall consistency of the DSF

The environmental authority recommends providing more detail on the legal scope of the DSF, in particular its enforceability.

It recommends providing a more detailed description of the guidelines aimed at improving the operational effectiveness of the monitoring system and the assessment of the environmental impact of the DSF, and explaining how these are reflected in the strategic component. In this regard, it stresses the importance of setting quantitative targets for environmental objectives and avoiding indicators that focus solely on regulatory compliance in favour of those that assess the effectiveness of the regulations and the level of control.

The environmental authority also proposes to include in the dossier an assessment of the socio-economic objectives (OSE) and their indicators for the previous cycle.

It further suggests refining the analysis by further specifying the prospective scenario in the absence of a DSF, further updating the data and providing more justification for the environmental impact of all activities.

Finally, it reiterates its recommendation to set up mutualised compensation systems in each of the coastal areas. It points out that the various projects in Natura 2000 areas, particularly wind farms and aquaculture projects, can only be authorised if the residual impacts after avoidance and reduction measures remain negligible.

On the DSF's consideration of the environment

The environmental authority emphasises the need to implement measures to collisions between ships and marine mammals in offshore ZPFs.
It recommends that no final decision be made on the establishment of wind farms until research into their impact has been completed and measures to "avoid, reduce and compensate" (ERC) have been defined. Similarly, it recommends that the development of aquaculture be carefully assessed in terms of its impact and the feasibility of ERC measures.
The environmental authority draws attention to the extraction of marine aggregates, which must not undermine the achievement of good ecological status in marine environments, and recommends the rigorous application of the ERC sequence to the development of this activity.
With regard to port development and maritime transport, it suggests incorporating a genuine coastal port strategy dedicated to preserving environmental issues into the DSF.

Finally, it recommends the development of a section dedicated to reducing greenhouse gas emissions from coastal activities, based on quantitative emissions assessments and ambitious targets.

3. Taking into account the recommendations of the Environmental Authority

1. The EA recommends detailing the legal scope of the DSF.

The legal scope of the DSF has been clarified in the document: its enforceability regime, drawn from provisions of the Environment Code and the General Code of Public Property, is clearly explained. A summary table of the DSF's compatibility and consideration requirements, project by project and plan/programme by plan/programme, has been included.

2. **The Ae recommends describing the guidelines aimed at making the system for monitoring and evaluating the environmental effects of the DSF more operational and explaining how this increased operationality is reflected in the strategic component.**

As stipulated in the Marine Strategy Framework Directive, environmental objectives have been updated based on the updated assessment of the good ecological status of marine waters and sea uses. This assessment benefited from the networks, mechanisms and monitoring stations identified in the monitoring system (DDS) adopted in 2021. This DDS will be updated as part of the revision of the operational component of the DSF. For example, the strengthening of marine environment monitoring by all State Action at Sea units makes it possible to enhance monitoring indicators, thereby significantly increasing the operational effectiveness of the DSF.

3. The Ae recommends continuing the effort to implement quantitative and precise targets for environmental objectives and to ban indicators whose target is compliance with regulations in favour of indicators concerning the intensity and effectiveness of monitoring compliance and the effectiveness of regulations.

Due to its comprehensive nature, the DSF incorporates regulations applicable in the context of other public policies to ensure consistency.
Working with all stakeholders, significant work has been carried out to refine the indicators and their targets in order to make the environmental objectives and their indicators more operational, to better define the socio-economic objectives and to associate them with indicators and targets for the first time. Quantitative indicators and numerical targets were favoured wherever possible in order to better assess the achievement of objectives. This effort will be continued in the next cycle.

The environmental impacts of the various activities have also been clarified, and a major effort has been made to update the data.

4. The Ae recommends supplementing the dossier with assessments of the socio-economic objectives and their indicators for the previous cycle.

Due to their purpose of supporting the development of the blue economy, the socio-economic objectives (OSE) did not include specific targets for the previous cycle. The national strategy for the sea and coastline adopted in 2024 emphasises the need to develop targets and is itself associated with numerous indicators that can be used to assess the DSF. It will therefore be possible to assess the socio-economic objectives at the end of the current cycle.

5. **The Ae recommends updating data on extractive activities and needs. It also recommends specifying the follow-up measures envisaged for the implementation and monitoring of the recommended management measures.**

To date, the data used refers to the latest year collected, consolidated and validated to ensure the credibility and consistency of the economic and social analysis carried out in accordance with the MSFD and conducted within the DSF. A dedicated coordination mechanism will be established at the coastal level as part of the action plan to implement and monitor the management measures.

the coastline as part of the action plan to implement and monitor the recommended management measures recommended.

6. The Ae notes several uncertainties in the analysis of the environmental assessment carried out.

The "uncertainties" mentioned are explained by the lack of knowledge about the marine environment, which is likely to decrease as the DSF review cycles progress. The matrix used to cross-reference environmental issues and activities in order to identify potential pressures is an example of an analysis that is both scientifically robust and communicable to the general public, and which can inform spatial planning.

7. The EA recommends working towards a better understanding of commercial species stocks .

To assess commercial species, the MSFD relies on the Common Fisheries Policy (CFP) and stock assessments from national scientific bodies (for local stocks) and international bodies such as the International Council for the Exploration of the Sea (ICES) and the International Commission for the Conservation of Atlantic Tunas (ICCAT). The assessment is therefore based on the best available knowledge.

Certain commercial species that are not assessed under the CFP are nevertheless assessed on the coastline at the initiative of the CRPMEM. A significant improvement in knowledge can be noted from cycle to cycle, in which fishing professionals remain stakeholders (embarkation of observers).

8. The EA recommends including analyses of per- and polyfluoroalkyl substances in the "Contaminants" determinant.

As part of the harmonised WFD/MSFD assessment, PFOS, which is part of the PFAS family, is now assessed at sea in the main bivalve molluscs intended for human consumption (Mytilus edulis, Mytilus galloprovincialis, Magallana gigas)*. These substances are also monitored in fish at sea.*

9. The EA notes that "the *dossier does not mention wind turbines as a potential factor of degradation, even though they could be*".

The impacts of offshore wind power are taken into account in the section on impacts in the strategic coastal zone management document. They are documented in the assessments conducted under the MSFD and presented in Annexes 1 and 2 of the strategy.

10. The EA recommends making the scenario of the likely evolution of the environment in the absence of SFM more specific.

The environmental assessment report analyses the likely evolution of the state of the environment in the absence of SFM and concludes that further environmental degradation is highly likely (it also considers alternatives to updating the SFM). To this end, the report is based on a scenario of trends in the socio-economic activities causing pressure, based on the latest available data, the results of the assessment of the ecological status of marine waters and the assessment of current environmental objectives. This analysis is complex and any conclusions must be treated with caution given the lack of knowledge and uncertain outlook for the evolution of activities and the state of the environment. The degree of accuracy of the scenario provided therefore depends directly

on existing information and methodologies. However, the State is actively working to improve the available data in order to further refine the exercise with each update cycle.
The report also analyses alternatives to updating the SFMs in accordance with the chosen methods. With regard to the benefits of updating as opposed to not updating, it can be concluded that:

- *updating the SFMs strengthens coordination and consistency with the various public policies they implement (notably the recently updated national sea and coastline strategy);*
- *the coordination of SFMs with offshore wind farm planning has enabled socio-economic and environmental issues to be better taken into account in the choice of development areas for future wind farms, with a view to avoiding impacts;*
- *The coordination of SFMs with the development of strong protection at sea has made it possible to define a precise trajectory for the certification of ZPFs (protected marine areas) at the level of each coastline and to integrate the targets set for each coastline within the DSFs (marine spatial plans), with a view to strengthening the protection of the marine environment.*

The Marine Strategy Framework Directive, implemented through MSFDs, was itself the subject of an evaluation report published in March 2025 by the European Commission. Its conclusions, which aim in particular to analyse the contribution of this regulatory framework, provide food for thought on the scenario in the absence of MSFDs. While many limitations of the directive have been identified, its added value – and therefore that of its transposition tools at Member State level – for the preservation of the marine environment has been proven. The report highlights in particular:

- *The contribution of the MSFD to the definition of a comprehensive and integrated framework for*
  protection of marine waters, in conjunction with sectoral public policies;
- *The fundamental link with the Maritime Spatial Planning Framework Directive: in this respect, the MSP – a planning document common to both texts – can be considered a good practice;*
- *Progress towards achieving good environmental status (GES) for certain compartments of the marine environment;*
- *The contribution of this legislative framework in terms of structuring knowledge development and data collection;*
- *The contribution in terms of strengthening consistency with other public policies (particularly on fisheries, maritime transport and marine renewable energy).*

While it is difficult to quantify precisely the level of deterioration of the marine environment in the absence of the MSFD, these conclusions confirm the added value and essential framework provided by the MSFD and its national transposition tools in protecting the marine environment and contributing to the achievement of good environmental status.

11. The EA recommends better explaining and, where necessary, reviewing the classification of impacts on environmental issues considered by socio-economic objectives providing for the development of activities or uses likely to have an impact.

The socio-economic and environmental objectives have been designed to be achieved jointly. Together, they should enable the achievement of all the strategic objectives of the document and the good ecological status of marine waters. The regulatory framework in force (environmental authorisations in particular) must specifically guarantee the minimisation of significant impacts of projects on the environment. The indicators associated with the various objectives, whose operationalisation has been strengthened, should make it possible to jointly monitor the achievement of these objectives and guide any readjustments for the next cycle.

12. The EA recommends supplementing the dossier with analysis of the impact of fishing, aquaculture and aggregate extraction on Natura 2000 sites.

Sea fishing, aquaculture and marine aggregate extraction, when carried out in Natura 2000 sites, are subject to impact assessments (EIN) or specific risk analyses (fishing risk analyses - ARP). The environmental objectives reflect the objectives of the PRAs in order to report on their conduct and progress at the coastal level. With regard to aquaculture and marine aggregate extraction activities, a detailed analysis of Natura 2000 impacts is carried out at the site level during the project stage.

13. The EA points out that projects, particularly wind farms and aquaculture projects, cannot be authorised as they stand in Natura 2000 areas (or in the vicinity of such areas and likely to affect a Natura 2000 area) unless the residual impacts, after avoidance and reduction, are negligible.

With regard to the development of offshore wind power, the DSF includes the priority maritime and terrestrial areas as defined in the government decision of 17 October 2024. In accordance with the Environment Code, each project is subject to an environmental authorisation procedure that guarantees compliance with the conservation objectives of Natura 2000 sites. As a planning document, the DSF merely defines priority development areas without anticipating or replacing the authorisation procedures in force.

14. The Ae reiterates its recommendation to set up shared compensation systems in each of the coastal areas.

Applying the ERC sequence at sea is particularly complex, given the gaps in knowledge about marine ecosystems, the difficulty in quantifying impacts, the existence of numerous sources of pressure (there is currently no consolidated method for assessing cumulative effects, which is being developed by the State), and the impossibility of mobilising certain tools applicable to the terrestrial environment (e.g. land acquisition). While the "avoidance" component can be applied at the coastal planning level, which is the approach taken by the DSF in identifying priority areas for wind power development, for example, the "compensation" component poses particular challenges. Marine ecological issues are very difficult to compensate for due, for example, to the time it takes to establish or restore marine habitats, the mobility of species and the lack of knowledge about their functional areas. Certain habitats – in particular seagrass beds and coralligenous habitats – are the subject of experimental techniques at various stages of maturity.
The Commissariat général au développement durable (General Commission for Sustainable Development) guide on compensation in the marine environment, published in 2023, specifies that compensation "can be anticipated and planned within the plan or programme to overcome the limitations identified during the implementation of compensation measures at the level of projects subject to authorisation. This anticipation may, for example, make it possible to plan for the pooling of certain compensation measures in order to ensure their ecological effectiveness and territorialisation." In its preliminary framework, the AE emphasises the importance of the DSF including consideration of this issue and, where appropriate, identifying degraded sites of potential ecological interest where ecological restoration efforts are desirable. The opinion specified that the use of marine protected areas could be a solution under certain conditions.
To take these recommendations into account, the project owner will continue the discussions already underway, which could result in measures to be included in the operational section of the DSF (the action plans for the second cycle, currently in force, already include an action relating to the identification of areas that could be de-artificialised and

renatured) or be integrated into the next update of the SFMs. A specific action relating to compensation at sea at the DSF level could be relevant, with:

- *the identification of degraded sites of potential ecological interest*
- *the identification and planning of restoration operations*
- *the identification, among these operations, of those that qualify for compensation.*

Nevertheless, particularly in light of the recent creation of natural compensation, restoration and renaturation sites (SNCRR), government departments must first stabilise the framework within which this work is to be carried out.

With regard to the use of marine protected areas, although the network itself – which already covers a large area – is not intended to expand significantly beyond the extension or creation projects already identified under the SNAP and DSF, the contribution of project leaders to strengthening restoration actions in existing MPAs is one avenue that has been identified. However, this may conflict with the principle of additionality of compensation measures (a compensation measure cannot be chosen from among the measures and actions already identified and planned within an MPA with the aim of contributing to the protection of the site), as presented in the national guidelines on the implementation of the Avoid, Reduce, Compensate sequence.

An in-depth review of the principle of compensation could be conducted as part of the next cycle of updates to the DSF, in conjunction with the various stakeholders involved in coastal management.

15. The Ae recommends prohibiting any irreversible decisions regarding the establishment of wind farms until the results of research into their impact on birdlife and bats are available and the necessary ERC measures have been defined.

Final decisions on the construction of future offshore wind farms planned in the DSFs will be made when the necessary authorisation for the installation and operation of each structure is issued (environmental authorisation on public maritime property or single authorisation in the exclusive economic zone). The granting of these authorisations is conditional upon the completion of an impact assessment for each project. This assessment will accurately evaluate the impact of the installations on the environment and any ERC measures to be implemented to ensure that the overall environmental quality of the area is preserved, particularly for birdlife and bats. This study will take into account the best available knowledge on birdlife and bats, in particular the results of the MIGRATLANE knowledge acquisition programme, which will be completed in 2027.

Identifying suitable areas does not therefore mean that a final decision has been made on where to locate the wind farm. Environmental authorisation procedures must be conducted rigorously, incorporating effective ERC measures where necessary, based on the best available knowledge of the impact of wind farm projects.

16. The Ae recommends that the DSF develop a coastal port strategy for the preserving environmental issues.

First and foremost, ports are key players in their territory. Their actions must therefore be exemplary and consistent with the objectives of the national biodiversity strategy in terms of preservation and restoration, the decarbonisation objectives of the national low-carbon strategy, and the energy and land use efficiency objectives of the Climate and Resilience Law.

Secondly, port policy is linked to the sustainable economic development of regions. It is structured around the creation of added value generated by logistics, industrial and energy activities carried out within the port and within the hinterland to which it is connected by road and for which there is a major national objective to develop rail and, where appropriate, river freight. Port policy therefore involves the implementation of axis or corridor strategies (e.g. Seine, North), with the State playing a coordinating role. For example, for the North axis, the coordination policy pursued by the State, in conjunction with port stakeholders (Dunkirk, Port of Boulogne-Calais, Hauts-de-France region, other local authorities), industry (e.g. electric vehicle battery cluster, steel sector, agri-food sector), logistics (shippers, carriers, freight forwarders, etc.), rail freight (SNCF Réseau), and river freight (VNR, Société du canal Seine Nord Europe, Port of Lille, etc.), perfectly complements the maritime planning approach implemented on the East Channel-North Sea coast (which logically does not include the development of mass transport modes). The axis policy thus pursues several complementary objectives: decarbonising logistics and reindustrialising the axis (with the establishment of new green industries), digitising logistics and thus improving the quality of logistics services and the competitiveness of port transit.

Thirdly and finally, the absence of a coastal port strategy does not prevent the search for synergies between ports on one or more coasts. Beyond the prevailing logic of competition, including between French ports, synergies exist and are set to grow in the field of offshore renewable energy, particularly offshore wind power (especially floating wind turbines), for which no single port is able to cover all elements of the value chain (construction and storage of floats, integration of turbines on floats, maintenance).

17. The Ae recommends clarifying the situation of ZPFs with regard to maritime traffic and, where necessary, implementing strong measures to prevent collisions between ships and marine mammals in high protection areas offshore.

As part of the procedure for recognising and creating a ZPF, the MPA manager behind the proposal will have to detail the environmental issues at stake, the pressures that are absent, avoided or limited under current regulations, and the residual pressures. Collisions between ships and marine mammals will be among the pressures to be detailed.

18. The Ae recommends demonstrating that current marine aggregate extraction does not hinder the achievement of good ecological status and basing the future DOGGM on the necessary compatibility with the good ecological status of marine environments. It also recommends rigorously applying the Avoid, Reduce, Compensate sequence to the development of this activity, giving priority to avoiding areas with high environmental stakes such as Natura 2000 network sites.

The compatibility requirement applies to all projects, which must be made compatible with the environmental objectives of the action plans for the marine environment, an integral part of the DSF, in accordance with the General Code of Public Property (Article L.2124-1). Projects are also subject to environmental authorisation and Natura 2000 impact assessment.

19. The EA recommends that the development of aquaculture be scaled in line with its impacts and the feasibility of the ERC sequence.

The socio-economic objective for aquaculture 4A was modified during this review cycle. The previous objective was to increase fish production by 40%. The new objective is now to develop aquaculture in a manner consistent with the potential of the coastline (biological, economic, social acceptability, etc.).

20. The Ae recommends developing a section in the draft DSF that reports on the available fishing risk analyses and their ongoing updates, as well as, more broadly, a presentation of the potential impacts of commercial fishing on all environmental issues, and supplementing the environmental assessment accordingly.

Fishing risk analyses are subject to environmental objectives, particularly those related to the protection of habitats and seabirds. Their assessment will provide an overview of the work carried out and progress made along the coastline.
The activity sheet and the related matrix provide an overview of the potential impacts of commercial fishing on the environment.

21. The EA recommends developing a section dedicated to reducing greenhouse gas emissions from coastal activities, documented by a quantitative assessment of emissions and ambitious targets.

The DSFs are gradually incorporating greenhouse gas (GHG) issues into their development and assessment. The socio-economic objectives reflect the ambition, at the level of the maritime fronts, to reduce greenhouse gases, mainly through:

- *the development of marine renewable energies;*
- *the decarbonisation of ports through the use of alternative fuels, the electrification of quays, improvements in their energy efficiency, and multimodal transport;*
- *research and development in biotechnology.*

Most of the objectives do not currently have specific indicators relating to greenhouse gas trends, due to a lack of available data in this specific area. This work can be undertaken gradually.
France's ambition to reduce GHG emissions is also being pursued at national level through:
in particular, the National Low-Carbon Strategy (SNBC).

III. Consideration of opinions and contributions gathered during the public consultation phase, from authorities and neighbouring countries

1. Public participation by electronic means

Public participation by electronic means was summarised in a report *entitled* "*Public comments and proposals, indicating those that were taken into account, and comments and proposals submitted by electronic means*", in accordance with Article L. 123-19-1 of the Environment Code. It can be viewed at the following link: https://www.dirm.memn.developpement-durable.gouv.fr/

2. Consultation with authorities

In accordance with Article R. 219-1-10 of the Environmental Code, draft strategic coastal zone management documents
strategic coastal development plans must be submitted for review to:

"*– the coastal maritime council;*

– the National Sea and Coastline Council;

– to regional councils and departmental coastal councils, as well as to the Corsican regional authority;

– to public establishments for inter-municipal cooperation or joint associations responsible for drawing up coastal territorial coherence plans;

– to regional conferences for the sea and coastline, where they exist;

– to the basin committees;

– regional biodiversity committees;

– regional sea fishing committees;

– the Chief of Staff of the French Navy;

– the coordinating prefects of neighbouring coastal areas.

Opinions must be submitted within three months, failing which they will be deemed favourable.

On the East Channel-North Sea coast, these bodies and authorities were invited by letter to submit an opinion on the draft update of the coastal strategy.

The **Artois-Picardie Basin Committee issued a favourable opinion** on 4 July 2025. In particular, it noted the compatibility of the environmental objectives contained in the DSF with the objectives of the SDAGE, and proposed to support the implementation of the socio-economic objectives in order to ensure their consistency with the provisions of the Artois-Picardie SDAGE.

The **Seine-Normandy Basin Committee issued a favourable opinion** on 21 May 2025. It notes that most of the recommendations made in 2019 have been taken into account and welcomes the information and consultation efforts made throughout the development process. In particular, it recommends paying greater attention to the consistency of future action plans for the East Channel - North Sea and North Atlantic - West Channel areas. It also recommends reducing the number of indicators on environmental objectives in order to facilitate the evaluation of the scheme, as well as raising awareness among stakeholders and the public to ensure their support for the measures necessary to achieve good marine environmental status.

The Manche and Seine-Maritime departmental councils submitted their comments on the document, highlighting points to be taken into account when drafting the coastal strategy and proposing ways to promote certain activities or issues that had not been sufficiently addressed (hunting, coastal agriculture, coastal tourism, promotion of remarkable sites, tidal energy issues, development of the port industry).

The National Council for the Sea and Coastlines (CNML) issued a favourable opinion on 25 July 2025. It noted the high level of information, participation and consultation achieved for this cycle, thanks to the organisation of a large-scale public debate across France. More specifically, considering the intensity of use on the eastern Channel and North Sea coastline, it recommends prioritising multi-use and promoting a cross-border, transregional and macro-regional approach.

The Normandy Regional Committee for Sea Fishing and Marine Farming (CRPMEM) issued an unfavourable opinion on 25 July 2025. It highlights the reduction in areas of activity.
professional fishing due to the deployment of offshore wind turbines, and therefore opposes the energy strategy for the coastline. It regrets the lack of feedback from the first wind farms in Normandy, due to the recent commissioning of the Fécamp wind farm, with the other two (Courseulles and Dieppe Le Tréport) still under construction. It recommends the implementation of "Avoid-Reduce-Compensate" (ERC) sequences specific to the challenges of commercial fishing for future projects. It highlights the need to involve fishing professionals in discussions on the creation of high protection zones (HPZs). Finally, the CRPMEM reiterates the importance of involving fishing professionals in the governance and co-construction of planning documents, particularly in view of their knowledge of the areas concerned.

The Hauts-de-France Regional Biodiversity Committee issued an opinion on 11 July 2025. It emphasises the need for open and co-constructed coastal governance in order to reconcile multiple uses. It supports the fact that the implementation of the DSF must be based on existing territorial dynamics. It indicates that the DSF must place greater emphasis on virtuous forms of coastal area management.

Similarly, it specifies that the deployment of ZPF must be based on solid environmental justifications
and in-depth consultation.

The Normandy Regional Biodiversity Council issued a favourable opinion on 27 July 2025. It highlights the difficulties in understanding the document, which are mainly due to its length. It also highlights the need to improve knowledge of biodiversity and coastal and marine ecosystems, and therefore recommends further specifying knowledge acquisition actions and limiting the number of indicators to make it easier to assess the achievement of objectives.

It also recommends raising awareness among the public and stakeholders about the creation of marine protected areas and related measures. It also proposes taking greater account of the impact of socio-economic activities. Finally, it recommends further assessment of the cumulative effects of offshore wind turbines, in particular the creation of barrier effects on migratory birdlife.

The Caen Normandie trade union committee issued a favourable opinion on 4 July 2025. In particular, it draws attention to the need for in-depth consultation on the practical implementation of the objectives of de-artificialisation and renaturation, the relevance of which it emphasises. It suggests including in the document a reference to the application for the D-Day beaches to be recognised as a UNESCO World Heritage Site.

The **Hauts-de-France Regional Council issued a favourable opinion** on 19 June 2025. However, it expressed certain reservations, in particular its opposition to any project to grant concessions for marine aggregate extraction off the coast of the region and to the development of offshore wind power. It recommends maintaining activities that are compatible with protection objectives within the ZPFs and calls for regulatory changes to enable the financing of new fishing vessels, given the ageing of the current fleet.

The **coordinating prefects of the North Atlantic-Western Channel coastline issued a favourable opinion** on 29 July 2025. They emphasise the consideration given to the main developments in public policy and the objectives of the SNML, as well as the work to operationalise
of socio-economic objectives. They also reiterated the importance of appropriate governance to promote the achievement of strategic objectives in neighbouring areas

. They draw attention to the joint work to be carried out for offshore wind planning in the Roches-Douvres and North-East Brittany areas in view of the specific challenges of the Normandy-Brittany Gulf.

The Le Havre Seine Métropole urban community shared its thoughts on the DSF project on 8 August 2025. It points out that several of its objectives are consistent with the strategic section of the document, in particular the energy transition through the development of appropriate infrastructure and the preservation of natural environments and landscape heritage.

The Loire-Bretagne Basin Committee issued a favourable opinion on 1 August 2025 on the draft coastal strategy. It highlights the fact that most of the recommendations made during the first DSF review cycle in 2019 have been taken into account, and recommends continuing to develop common status indicators with the WFD in the future, with the implementation of shared protocols for data acquisition, processing and storage. It also recommends continuing work to align environmental objectives with those of the SDAGE.

The French Navy Chief of Staff's office issued a favourable opinion, pointing out that activities related to national defence were excluded from the scope of the Marine Strategy Framework Directive
"Marine Strategy" framework directive.

The East Channel-North Sea Maritime Council issued a favourable opinion on the draft coastal strategy on 16 October 2025. It emphasises its close involvement in the development of this strategy, as well as the need for ongoing consultation to accompany the development of offshore wind projects. It also points out that its work on the recognition of high protection zones is based on the French definition of high protection, in accordance with Decree 2022-527 of 12 April 2022. In this regard, it states that there can be no question of labelling areas as high protection zones on the current marine aggregate concessions. Similarly, these future high protection zones must first be sought within the priority study areas for the development of high protection identified in the draft coastal strategy.

Finally, the Maritime Council reaffirms its opposition to the establishment of wind energy production zones within the 12 nautical mile zone. However, it does mention its desire to further develop the tidal energy potential of the coastline.

3. Cross-border consultations (to be translated for neighbouring countries)

a. Terms and conditions for consulting neighbouring countries

The maritime planning framework applicable to strategic coastal documents stems from two European directives: Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial planning, and Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for Community action in the field of marine environmental policy. These two directives stipulate that Member States must cooperate to ensure the consistency of their internal strategies and must therefore implement the necessary measures to this end.

Furthermore, the Espoo Convention aims to ensure that its parties assess the environmental impact of certain activities from the planning stage onwards, and that they notify and consult each other on the activities listed in the convention that are likely to

have a significant adverse transboundary impact. In this context, at the end of May 2025, the project owner contacted the counterpart services of neighbouring States and the Espoo Convention focal points by email to inform them of the process of updating the SFMs, share the associated documents (non-technical summary and interministerial decision of 17 October 2024 translated into English) and invite these States to give their opinion and/or, where appropriate, carry out a public consultation.

A dedicated page has been created on the PPV public participation platform: https://jeparticipe.expertises-territoires.fr/processes/PPVESFM2025/f/165/.

A presentation webinar was held on 18 June for neighbouring countries. It brought together around 30 participants (United Kingdom, Ireland, Italy, Spain, Belgium, Denmark, Sweden, European Commission).

b. Lessons learned from the consultations

As part of this consultation:

10 countries submitted opinions to the French authorities (Italy, Belgium, Jersey, Guernsey, United Kingdom, Norway, Netherlands, Sweden, Denmark and Spain).

The feedback received mainly concerned the methodology used in the environmental assessment of the areas identified for the installation of future offshore wind farms. Clarification was also requested on the approach taken for the designation of high protection areas.

Some feedback also concerned elements of sectoral policies that the DSF incorporates as a cross-cutting maritime planning document. Given that the DSF does not create new obligations for these public policies, feedback on these topics was not addressed in the review of coastal strategies.

The analysis of the contributions concludes that:

- that there is no need to make substantial changes to the coastal strategies. maritime sector, taking into account the comments made;
- that some contributions do not directly concern the content of the coastal strategies themselves, but call for consideration by government departments in the overall management of the various maritime public policies;
- that certain comments leading to minor adjustments may be taken into account;
- that clarification should be provided on the procedures for developing the revised coastal strategies.

The last two points are addressed in the following paragraphs.

- **On the proposal for data sharing**

The Jersey government authorities have expressed their interest in further cooperation in the area of data sharing. Data sharing is a best practice that can inform the challenges of coherent and balanced maritime planning at the regional level. This collaboration could be used to feed into and bring the document to life. The data exchanged could be put to good use

in the implementation of the document's guidelines (offshore wind power, fishing activities, marine protected areas) and mobilised during the forthcoming update of the action plans of the strategic coastal zone management documents.

- **On the environmental assessment methodology for sites suitable for Offshore wind power development.**

The strategic environmental assessment evaluates the impacts of offshore wind planning.
The SEA is based in particular on sensitivity maps for compartments for which sufficient data are available. These maps take into account, in particular, the sensitivity of marine mammals and fish to disturbance during the operational phase, as well as the sensitivity of certain fish and elasmobranchs to electromagnetic fields.
The SEA also presents the known effects of offshore wind power on the marine environment, in particular flying fauna and the physico-chemical environment, based on existing literature.

It should be noted that each project will be subject to a detailed impact assessment, based on *in situ* measurements carried out in each project area, taking into account the specific characteristics of each wind farm.

At the current stage of planning, particular attention has been paid to analysing and taking into account all environmental issues, in particular by considering existing Natura 2000 areas, the species concerned by these areas and their specific sensitivity to offshore wind power.
Detailed spatial analyses of the issues related to species in relation to offshore wind power have been produced and are developed in the Strategic Environmental Assessment. The priority areas identified have taken into account the issues related to birdlife, and France has also launched two large-scale studies to improve knowledge of terrestrial migratory species.

In subsequent phases, offshore study campaigns will be carried out to analyse in detail the various biodiversity compartments concerned. Based on this enriched data, the project developers selected in future calls for tenders will draw up in-depth impact studies to assess the potential impacts and define appropriate avoidance, reduction and compensation measures. Additional consultations with the States potentially affected by the development of these projects will also be conducted during the administrative review phase, based on the newly produced documentation. Furthermore, before being confirmed for future calls for tenders, the priority areas for 2050 will be subject to several other stages of consultation and study. The States potentially affected by the development of these areas will therefore be consulted again before confirming their consideration for future calls for tenders.

Furthermore, the challenges of coexistence between fishing activities and offshore wind projects are taken into account. France fully supports the objective of preserving fishing activities, which is a constant priority of its maritime policy.
With regard to the wind farms currently under development in France, our approach is systematically aimed at enabling fishing activities to continue, in compliance with safety requirements and technical constraints, under the responsibility of the maritime prefects.

maritime prefects. This approach is in line with our desire to reconcile the energy transition with the preservation of existing maritime activities.
With regard to floating wind power, which is still an emerging technology, the precise terms of coexistence remain to be defined in consultation with all stakeholders. Nevertheless, the objective remains unchanged: to seek the conditions for the most peaceful coexistence possible between these different uses of maritime space.

France advocates a collaborative and transparent approach with its neighbouring countries. With this in mind, all environmental and technical studies relating to offshore wind power conducted by the French government have already been made public and are available on the dedicated website **eoliennesenmer.fr**. This transparent approach aims to facilitate knowledge sharing and the mutual enrichment of our approaches.

- **On the definition of high protection zones and certification criteria**

Several States (Jersey, Italy, Spain) have requested clarification on the criteria for defining and designating high protection zones and on the procedures for involving neighbouring countries. The comments made do not imply any change in coastal strategies but call for the following clarifications.

Definition

High protection is defined by Decree No. 2022-527 of 12 April 2022. It is not a new legal status but rather a "labelling" system intended to highlight the exemplary management of an area within a marine protected area in order to protect important ecological issues by seeking to eliminate or at least significantly reduce the pressures generated by human activities. This recognition is therefore not based on the a priori exclusion of certain human activities, but rather on a case-by-case approach, analysing precisely their impact on the ecological issues actually present in the area in question.

High protection zones must cover important ecological issues, primarily within existing marine protected areas. The location of these issues is based on the best available scientific knowledge. Significant issues may refer to any marine habitat or species whose good condition is considered a priority at local, national or international level, for example because of their sensitivity, rarity or degradation. The ecological coherence of the network of high protection zones is also taken into account. The areas to be prioritised for the development of high protection are therefore defined locally, taking into account the specific issues of each coastline.

The procedure for recognising high protection zones is part of a decision-making process led by the maritime prefecture and involving all stakeholders along the coastline through consultation bodies.

Finally, it is worth mentioning the recent publication of *the technical instruction of 8 September 2025 on the recognition of high protection zones in maritime areas*, which specifies the provisions of Decree No. 2022-527 of 12 April 2022 defining the concept of high protection and the procedures for its implementation. It can be consulted at the following link:

https://www.bulletin-officiel.developpement-durable.gouv.fr/documents/Bulletinofficiel-0034189/TECL2525202J.pdf

Objectives for the development of high-level protection and integration of a trajectory into seafront strategies.

The national strategy for the sea and coastline, which is implemented at local level through strategic coastal documents, sets out targets for high-level protection coverage to be achieved for each of the four maritime areas (1% in the eastern Channel - North Sea, 3% in the North Atlantic - Western Channel, 3% in the South Atlantic and 5% in the Mediterranean) by 2027 and for metropolitan waters (5%) by 2030. These targets reflect the desire to distribute contributions among different territories, taking into account the specific characteristics of their biodiversity and the level of human activity taking place there. This is why, in particular, the target of 1% has been set for the Eastern Channel – North Sea coastline, given the high level of anthropisation of this coastline.

Thus, in order to achieve the above-mentioned targets, study areas for the development of high-level protection were submitted for public debate as part of the update of coastal strategies, which took place from November 2023 to April 2024. The interministerial decision of 17 October 2024, which draws on the lessons learned from the public debate, includes maps identifying priority areas for the development of high-level protection, on the basis of which consultations should be continued with a view to defining the areas to be proposed for high-level protection certification and, where appropriate, the regulations to be put in place for this purpose.

It should also be noted that at the third United Nations Conference on the Ocean held in June 2025, the President of the Republic and the Government announced the launch of a strategy dedicated to protecting the seabed in mainland France. This strategy includes accelerating the development of strong protection, particularly in deep canyon and coral areas in the Mediterranean and Atlantic. Areas have been identified for certification by 2026. These areas complement the work undertaken at the level of each coastline to establish development trajectories for strong protection, within the framework of strategic coastal documents. An addendum has been posted on the participation platform of the public web afin de préciser ces annonces. Pour en savoir plus : https://www.ecologie.gouv.fr/sites/default/files/documents/250608_unoc-biodiversity_web_DP_AMP.pdf.

Thus, coastal strategies now include a development path for strong coastal protection with a view to achieving the targets set by national strategies. These coastal strategies have been the subject of so-called
"downstream" consultations based on their consolidated version. It is within this framework that neighbouring countries have been consulted, with a view to informing them of these strategies and allowing them to express their views on any cross-border issues they may identify.

Procedures for recognising and managing high protection zones (and more generally marine protected areas), and involvement of neighbouring countries.

The procedure for recognising high protection zones is part of a decision-making process led by the maritime prefecture and involving all stakeholders on the coastline through consultation bodies.

High protection zones are intended to be designated as a priority within marine protected areas. The procedure for recognising high protection zones thus involves marine protected area managers (who may be the French Biodiversity Agency, a public institution, a local authority, an association, etc.) who propose areas for recognition and are therefore intended to be their managers. The management procedures are set out in a management document and discussed in dedicated forums. Depending on the location of the area, these forums may involve representatives of institutions or stakeholders from neighbouring countries.

c. Lessons learned at the level of the East Channel-North Sea coastline

More specifically, at the façade level, the contributions of Jersey, the Kingdom of Belgium, the Flemish Government and the Netherlands were examined.

The Kingdom of Belgium mentions the existence of administrative and judicial appeals against the Dunkirk wind farm project, brought in particular by the Belgian State and the Flemish Region. It thus maintains its opposition to the spatial allocation and location of zone A03 off the coast of Dunkirk.

The Flemish government has issued a negative opinion on the DSF for the coastline. This is based exclusively on its opposition to the Dunkirk wind farm and largely echoes the arguments put forward by the Belgian State. In particular, it regrets the failure to take Flemish shipping lanes into account in the DSF and denounces the closure of the Dyck Route that would result from the construction of the farm.

The Netherlands has no objections to the maritime plan presented. However, it has made certain recommendations and reservations regarding the environmental assessment and the state of fisheries. For example, the document does not take sufficient account of the cross-border effects of offshore wind farms, such as the impact on birdlife or changes in water composition due to the construction of wind farms. The Netherlands also highlights the economic impact of wind farm development on Dutch fishermen operating in the relevant areas. They are requesting data and analyses on the potential economic losses for Dutch fishermen. Finally, they highlight the importance of co-activity measures in areas where offshore wind farms are located in order to limit these losses.

The Jersey Government mentions the need for a partnership-based and cooperative approach to maritime planning, particularly with regard to the deployment of offshore wind power. In this regard, it refers to the Jersey Marine Spatial Plan (MSP), which would benefit from greater alignment with the DSF in the future. It recommends that the creation of SPAs be accompanied by protection conditions based on the preservation of critically endangered species and habitats recognised by the OSPAR Convention. It also proposes the establishment of better data-sharing procedures, in particular to better assess the impact of different activities on ecosystems and biodiversity. Similarly, it suggests the creation of socio-economic indicators that take into account cross-border effects for Jersey, as well as clarification of the cumulative effects of offshore wind farms.

These responses from cross-border consultations were studied and taken into account in the revision of the East Channel – North Sea strategy. Changes were made to reflect the need to strengthen cooperation between regional partners and border states, with a view to partnership-based maritime planning with regard to the development of certain activities near maritime or coastal land borders. The commitment of government departments to the joint development of local maritime strategies was reaffirmed and the establishment of bilateral dialogues to structure this coordination was proposed.

With regard to concerns about the reduction of fishing areas due to the construction of wind farms, the coastal strategy specifies that offshore wind farms must promote the resumption of fishing activities in the relevant sectors *as much as possible*.

Similarly, each wind farm project must undergo a detailed impact assessment based on *in situ* measurements taken at each project site and taking into account the specific characteristics of each wind farm. The aim is to limit the impact and determine effective mitigation measures, applying the Avoid-Reduce-Compensate (ARC) sequence.

IV. Reasons for the choices made in the plan or document, taking into account the various solutions considered

The environmental report prepared as part of the environmental assessment states that In accordance with Article R. 122-20 of the Environmental Code:

- reasonable alternatives that would achieve the objectives of the plan, scheme, programme or planning document: this section presents the alternatives, which consisted of 1) not updating the SFMs, 2) not coordinating maritime planning with offshore wind planning, and 3) not strengthening the coordination of the SFMs with the development of strong protection. It also presents alternative scenarios to offshore wind development.
- the explanatory statement setting out the reasons why the draft plan, outline, programme or planning document was selected: this section explains the criteria used to make changes when updating the SFMs in terms of their structure, vision, strategic objectives, land use map, planning of high protection zones and offshore wind farm planning.

The East Channel-North Sea strategic document takes into account the contributions of the various stakeholders. It was therefore decided:

- **to refine the summary document, in particular the vision for 2050**, to take greater account of the strategic role of ports, the development of aquaculture, and the importance of small-scale commercial fishing in the local economy. Similarly, environmental preservation is more broadly explained through the Natura 2000 network and marine protected areas along the coast. The restoration of marine habitats is also clearly mentioned. Finally, nature-based solutions are cited as concrete examples of resilience and adaptation of coastal areas to climate change.

- Develop the section on the legal force and enforceability of the DSF.

- Develop the section on "Interactions between activities and the environment" to provide more detail on
the main elements for assessing good ecological status.

- to include a section on "Interaction with the marine environment" in each of the activity sheets.

- create an Annex 3 referring to the ministerial decree on the definition of good ecological status of marine waters and methodological assessment standards.

- create an Annex 7 referring to derogations from environmental objectives and the good environmental status of marine waters adopted in 2022 during the validation of the action plan.

- to further integrate the role of the ports of Cherbourg and Le Havre in the deployment of marine renewable energies.

- Develop the impacts of climate change at the coastal level.

- to discuss coastal risk management strategies and the challenge of adapting territories.

- to mention the need to strengthen cooperation between coastal states and the joint maritime planning work to be undertaken between the French and British authorities, particularly in the Normandy-Brittany Gulf area.

- to increase the operational nature of environmental and socio-economic objectives by associating them with clearly assessable indicators and more precise targets.

These choices were made in accordance with the balance that enabled the coastal strategy to be defined in a concerted manner.

Some contributions concerned public policies not covered by the DSF and were therefore not included. integrated.

Finally, other contributions cannot be taken into consideration in the short term as part of the update of the SFMs, but will feed into the work for future updates (the operationality of environmental objectives and their assessability can still be strengthened, for example).

V. Measures measures to assess the the of the implementation of the plan or document

The environmental report prepared as part of the environmental assessment sets out, in accordance with Article R. 122-20 of the Environment Code, the procedures for monitoring the environmental impact of the plan/programme. With regard to SFMs, it specifies the methodology used to update environmental and socio-economic objectives, with the primary objective of monitoring them in order to report on the state of the environment.

As this report points out, the strategic document includes a section dedicated specifically to the terms and conditions for evaluating its implementation. This section is entitled

The "monitoring system" is incorporated into the "operational" section of the coastal strategy document, adopted after the coastal strategy. This monitoring mechanism specifies the surveillance and monitoring mechanisms put in place to monitor changes in the state of the marine environment as part of the assessment of good environmental status, as well as to monitor and evaluate the achievement of socio-economic and environmental objectives and thus specify the environmental impact of the plan/programme. In addition, the operational component of the DSF includes an action plan with concrete measures to meet the ambitions of the DSF as reflected in the strategic objectives, in particular the achievement of good

of the marine environment. The implementation of these actions, combined with rigorous monitoring, should make it possible to reduce the environmental impact of the plan/programme, or even to readjust it if necessary.

The environmental report presents the impacts of offshore wind planning using sensitivity maps, analyses of landscape impacts, presenting the known effects of offshore wind farms on the environment, implementing the first methods for assessing cumulative effects developed by GIS ECUME, and examining the potential impacts on Natura 2000 sites. The report presents various measures to limit and monitor impacts, including specifications for offshore wind energy tenders, knowledge acquisition programmes by the National Offshore Wind Energy Observatory, and measures that can be implemented at the level of each project.