



Declaration pursuant to Article L. 122-9 of the Environmental Code in connection with the adoption of the updated Mediterranean coastal strategy

October 2025

I. Context

1. General framework for updating coastal strategies

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

The European Union has addressed this issue through a framework directive dedicated to maritime spatial planning (MSPD - 2014)¹, which complements the Marine Strategy Framework Directive (MSFD - 2008)² which aims to maintain or restore the proper functioning of marine ecosystems while allowing future generations to continue using the sea, with a view to sustainable development. These two directives have been transposed into French law and provide a legal framework for maritime planning.

At the national level, maritime planning is guided by the National Strategy for the Sea and Coastline (SNML) 2024-2030, adopted by decree on 10 June 2024. Setting out the general framework for French maritime policy, 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, businesses, nationally representative trade unions, and associations and foundations.

For each metropolitan coastline – the Eastern Channel and North Sea, the North Atlantic and Western Channel, the South Atlantic and the Mediterranean – planning is defined by a strategic coastal zone management plan (SCMP). Responsibility for drawing up this plan lies with the coordinating

prefects (coordinating regional prefect and maritime prefect), who are supported by a single 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



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 sea, the environment and energy.

Following an initial cycle of development of the SFDs between 2019 and 2022, their strategic component,

known as the "seafront strategy" (SFM), has been undergoing an update since 2022.

Coastal strategies include a description of the current situation along the coastline, which provides an assessment of activities and uses as well as the ecological state of the marine environment and related issues. 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.

Now, pursuant to Law No. 2023-175 of 10 March 2023 on accelerating renewable energy production (APER), these strategies 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 offshore protection (defined by Decree No. 2022-527 of 12 April 2022) with a view to achieving the surface area targets set for each coastline (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, in accordance with the SNML.

The coastal strategies are supplemented by an operational component, developed at a later stage, comprising a monitoring system and an action plan.

2. Timeline and stages for updating coastal strategies

- **Since 2022:** The update of the coastal strategy adopted in 2019 began in 2022 in line with the energy programming timetable.
- **From November 2023 to April 2024:** For the first time, the update of the DSFs was the subject of a public debate entitled "**La mer en débat**" (The Sea in Debate), led by the National Commission for public debate (CNDP), shared with offshore wind planning, in accordance with 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 an additional consultation phase with stakeholders in the maritime sector, the State drew conclusions from the public debate on 17 October in a ministerial decision accompanied by a report from the project owners in response to the CNDP report.
- **December 2024:**
 - On 11 December, the CNDP issued opinions on the update of 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 requests for answers and comments and proposals from the public are sufficiently comprehensive to initiate ongoing consultation".
 - The Environmental Authority (EA) was consulted at the end of December on the basis of the draft coastal strategy, which had been finalised following public debate and consultations. It issued its opinion **on 13 March 2025**.

O From December 2024 to April 2025:

- In order to ensure that the public was properly informed and involved between the public debate "La mer en débat" (The sea under debate) and the electronic public consultation, an intermediate phase of ongoing consultation was set up. Working meetings and two webinars were organised in the presence of the guarantors.
- On 28 April, the CNDP guarantors for this consultation submitted their report.

O 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, in particular under the Espoo Convention and the aforementioned directives.

O From August to October 2025 : The report environmental, the opinion of the Environmental Authority

, as well as contributions from the public, neighbouring countries and authorities, have been processed in order to finalise the coastal strategy with a view to its adoption. They also inform the development of the operational part.

O The SFM is scheduled to be adopted in November 2025.

With regard to offshore wind power, the aim is to be able to launch an initial competitive tendering procedure (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 Environmental 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 environment of another European Union Member State, it shall be forwarded, together with the environmental report,

to the authorities of the Member States concerned, which may give their opinion (Article L. 1228 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 the other European Union Member States consulted. It shall make the following information available to them:*

1° The plan or programme; 2° A

statement summarising:

- the manner in which the report drawn up pursuant to Article L. 122-6 and the consultations carried out were taken into account;*
- the reasons for the choices made in the plan or document, taking into account the various solutions considered;*
- the measures intended to assess the environmental impact of the implementation of the plan or programme.*

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

II. Consideration of environmental assessment

1. Environmental assessment procedures

For the production of the environmental report, a project management assistance contract was signed 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 development that had to be taken into account in the environmental assessment exercise. To this end, dedicated service providers were brought in to produce information relating to offshore wind power (led by the Directorate-General for Energy and Climate) and onshore connections (led by RTE), to be included in 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.

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

The Environmental Authority 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 welcomes:

- the new objective A' "Develop high protection zones" and its target of "5%";
- the new strategic objective G3 to reduce the amount and presence of micro-waste on the coastline, accompanied by qualitative reduction targets;
- the definition of targets to be achieved for each environmental and socio-economic objective ;
- the examination of links with other plans within the strategic environmental assessment ;

The Environmental Authority takes note of the worrying environmental situation in certain aspects of the coastline, highlighting in particular:

- the poor condition of the coralligenous and Posidonia seagrass beds;
- eutrophication of the Gulf of Fos;
- exceeding the regulatory cadmium limit;
- the amount of waste collected on the coastline, exceeding 33 times the threshold for good status.

The Environmental Authority's opinion also points out that projects, particularly wind farms and aquaculture projects, can only be authorised in Natura 2000 areas (or nearby areas likely to be affected) if the residual impacts, after avoidance and reduction measures, are negligible.

The Environmental Authority's main recommendations are listed below (from 1 to 18).

3. Taking into account the recommendations of the Environmental Authority

1. The EA recommends continuing efforts to implement quantitative targets and prohibiting indicators whose target is compliance with regulations in favour of indicators concerning the intensity and effectiveness of monitoring such compliance.

Due to its comprehensive nature, the strategic document incorporates regulations applicable in the context of public policies other than maritime public policy alone, in order to ensure consistency.

Furthermore, as mentioned in the non-technical summary of the strategic environmental assessment, the environmental and socio-economic objectives, as well as the associated indicators and targets, have been operationalised and clarified as part of this update. This will facilitate their implementation and monitoring over the next six years.

Some targets go further than other regulations in force, for example:

- new indicator and target A7-4 (D06-OE02-ind4) aiming for 100% of authorised repairs or new structures to be located 20 metres or more from a Posidonia seagrass bed;

- new indicator and target L3-2, which aims to ensure that 80% of cruise companies operating in coastal waters are signatories to the "sustainable cruising" charter;
- New indicator and target M8-4 aimed at reducing the number of [recreational] fishing competitions in marine protected areas;
- New indicator and target R1-2 aimed at increasing the "number of measures to reduce [tourism] pressures on natural areas (gauge, quotas, access restrictions, temporary closure of areas, etc.).

2. The Ae recommends assessing the situation initial of eutrophication of principal ecosystems in the designated area 27: "Inland maritime areas".

The Mediterranean Sea is not subject to the risk of eutrophication because it is an oligotrophic sea. However, this risk of eutrophication is clearly identified for Mediterranean lagoons, which are transitional waters under the Water Framework Directive. This risk is assessed every six years – the current assessment is being carried out as part of the review of the Water Development and Management Master Plans (SDAGE), which will be adopted by the basin committees at the end of 2025 – and is subject to reduction targets and measures under the SDAGE and their programme of measures.

With regard to lagoons, the project owner proposes to include them in the scope of objective A6 (D06-OE01) "Limit physical losses of specific and generic habitats, from the boundary of the public maritime domain to a depth of 20 metres and in lagoons". The targets remain to be defined.

3. The Ae recommends integrating analyses substances per polyfluoroalkyl substances under the heading "Contaminants".

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

4. The EA recommends justifying and, where appropriate, revising the conclusion of the "Health Issues" indicator in light of the assessed risks, particularly with regard to dietary exposure to toxic metals.

The assessment concludes that nine contaminants or families of contaminants are considered to be in good condition (no proven health risk for these substances). However, a risk to consumers has been identified with regard to mercury and lead, and regulatory limits have been exceeded in some cases in shellfish for cadmium. In addition to metals, exceedances for PCBs and dioxins have also been observed. These findings have led the health authorities to recommend limiting fish consumption to two portions per week, varying the sources and species consumed. Furthermore, batches of products in which regulatory exceedances are detected are individually withdrawn from the market. All of these measures justify the MSFD assessment concluding that the overall health risk is acceptable.

³<https://www.anses.fr/fr/content/manger-du-poisson-pourquoi-comment>

5. The Ae recommends reducing red coral harvesting activities and including in the Rhône-Mediterranean and Corsica SDAGEs the objective of ensuring sufficient freshwater volume in coastal areas throughout the year.

On red coral:

Objective A3 (D01-HB-OE07) already targets the "maintenance or reduction of red coral harvesting in accordance with the management plan".

Consistent with this, the DSF action plan provides for "strengthening knowledge of the ecological status of red coral in the Mediterranean and ensuring, if necessary, its preservation" (based on the diagnosis carried out, the State will have to "update and/or strengthen the regulations in force").

On the volume of fresh water in coastal areas:

Fundamental guideline (OF) 7 of the Rhône-Méditerranée SDAGE "Achieve and maintain quantitative balance by improving water resource sharing and anticipating future needs" includes provision 7-01 "Develop and implement water resource management plans" which contributes to maintaining freshwater inflows to the sea during low water periods, in line with objective D07-OE04 of the DSF. OF1 of the SDAGE Corse "Ensuring the quantitative balance of water resources by anticipating the consequences of climate change, development and infrastructure needs" also includes provisions that echo objective D07-OE04 of the DSF (provisions 1-01 to 1-10). The implementation of these provisions is based on the development and implementation of territorial water management plans (PTGE) that take into account the needs of users and the environment, contributing to the maintenance of a sufficient supply of fresh water to the sea.

6. The Ae recommends taking measures to reduce existing extraction of shell sand and dunes on the upper slope.

The Mediterranean coastline is not affected by shell sand extraction and has set a zero for new extraction from the upper slope dunes.

7. The Ae recommends implementing strong measures to reduce pollution from maritime transport, recreational boating and other activities at sea in order to have a positive impact on marine environmental contamination. 7bis. The AE recommends increasing the level of requirements for tourism and recreational boating by adopting regulations concerning ports, motorised activities, the presence of vehicles on the shore and wastewater treatment.

Through the coastal strategy document and a growing number of prefectoral decrees in recent years, the level of requirements for tourism and recreational boating has increased considerably since 2019.

However, the impact of these activities on biodiversity and ecosystems remains significant, and the State is taking stock of citizens' expectations in order to reduce pressure.

This is why, following the public debate, the draft coastal strategy was strengthened as follows (Appendices 4 and 6):

- addition of an indicator aimed at increasing the "proportion of marine protected areas with regulated the use of motorised watercraft";

- addition of an indicator aimed at increasing the "number of measures to reduce [tourism] pressures on natural areas (gauge, quotas, access restrictions, temporary closure of areas, etc.)";
- addition of an indicator aimed at increasing the "number of projects relating to carbon-free mobility in coastal municipalities";
- addition of an objective to "maintain and restore the natural character of beaches" (R3);
- rewording of a general objective to "ensure free access to the sea and the coastline" (T) ;
- addition of a recommendation to "develop sustainable tourism projects and strategies ".

In addition, the State's involvement, particularly financial, in the "Clean Ports" and "Clean Ports Active in Biodiversity" certifications remains unchanged.

In order to take into account these recommendations from the Environmental Authority's opinion, the draft coastal strategy has been amended as follows (Appendix 6 in the areas concerned):

- addition of the requirement to "manage coastal visitor numbers";
- addition of the requirement to "reduce the impact of recreational activities and boating on ecosystems and landscapes";
- addition of the requirement to "regulate the mooring of small and large vessels";
- addition of the recommendation "reduce the use of motorised watercraft". Other recommendations are maintained (Appendix 6), such as:
- "Improve wastewater collection and treatment capacity and maintain their operation during periods of network saturation";
- "Define stricter terms and conditions for vehicle access to the shore in order to preserve ecosystems".

These provisions must be complied with and implemented when drafting and adopting decisions relating to projects, plans and programmes on the Mediterranean coast.

With regard to the prevention of pollution from maritime transport, it is worth noting, among other things, the initiatives currently underway or planned to limit atmospheric emissions – the SECA zone (reduction of sulphur oxides), the NECA zone project (reduction of nitrogen oxides) – , regulations governing the discharge of flue gas cleaning systems (scrubbers) and ongoing work to strengthen the requirements of the charter for sustainable cruising.

8. The EA recommends strengthening measures to combat the risks of spreading non-indigenous species through aquaculture activities.

The coastal strategy (Appendix 4, Objective H3) already stipulates that 100% of marine farming licences issued for the breeding and farming of exotic aquaculture species must comply with European regulations and that there must be no increase in the number of non-native species introduced through marine farming activities.

In order to strengthen the fight against the risks of spreading non-native species, the project owner proposes to amend strategic objective H2 (D02-OE03) as follows: "Limit the risks of introduction and spread of non-indigenous species (NIS) linked to shipping (ship ballast water and sediments, fouling) and the immersion of artificial reefs."

This reformulated objective would be accompanied by the following indicator: "Number of new artificial reefs" (target: downward trend).
artificial reefs" (target: downward trend).

9. The EA recommends strengthening noise level requirements for projects so as to achieve a negligible level of impulsive noise impact.

In order to comply with this recommendation, the project owner proposes to amend environmental objective I1 (D11-OE01) as follows: "Reduce the level of noise impact from impulsive emissions produced by human activities in relation to the risks of disturbance and mortality of species to a level below the threshold for triggering a negative biological effect".

The project owner also proposes to amend environmental objective I2 (D11-OE02) as follows: "Maintain or reduce the level of continuous noise produced by human activities, in particular maritime traffic, with regard to the risks of disturbance and mortality of species to a level below the threshold for triggering a negative biological effect".

These amendments take into account European Commission Communication C/2024/2078.

10. The Ae recommends

- to remove uncertainty regarding the effects of sub-objectives L1 and L3 by drawing on existing knowledge that allows for a quantitative assessment of these effects. It is proposed to specify these sub-objectives as follows:
 - L1: "Strengthen the position of commercial ports as integrated developers and managers of spaces (logistical, industrial and natural), in conjunction with local authorities and intermodal operators, and promote the integration of the Mediterranean-Rhône-Saône axis while ensuring that artificialisation is limited."
 - Addition of an L3-5 indicator: "Number of seafarers trained in maritime issues relating to the preservation of cetaceans and the marine environment" (target to be defined during the cycle)".
 - Once again, quantitatively assess greenhouse gas emissions and air pollution directly or indirectly linked to the maritime economy on the Mediterranean coast.

With regard to greenhouse gases: in 2022, greenhouse gas emissions from maritime transport in Provence-Alpes-Côte d'Azur amounted to 1,184,609 tonnes. In 2023, within the port of Sète-Frontignan (Occitanie), emissions (maritime transport +

industries) will have risen to 80,285.5 tonnes. Data is not available for Corsica.⁵⁶

With regard to air pollution:

- in 2022, for the Provence-Alpes-Côte d'Azur region: NOx 13,507 tonnes, PM2.5 233 tonnes, PM10 246 tonnes, _{SO2} 346 tonnes, CO 1,275 tonnes, _{NH3} and NMVOCs: 0;⁷
- in 2023, for the port of Sète-Frontignan (Occitanie): NOx 734.8 tonnes, PM2.5 12.8 tonnes, PM10 15 tonnes, _{SO2} 35.5 tonnes;⁸⁹
- in 2021, for emissions in the vicinity of the ports of Bastia and Ajaccio (data Qualit'air Corse - 2025 counted in 2021 – update planned every 2 years):

Pollutant	Maritime transport emissions in tonnes (2021)	
	Ajaccio	Bastia
CO ₂ carbon dioxide	14,564.9	11,525.3
Methane (CH ₄)	1.4	1.1
Carbon monoxide (CO)	34	26.9
NOx - Nitrogen oxides (NO+NO ₂)	361.3	286.4
SOx - Sulphur oxides (SO ₂ + SO ₃)	13.6	12.9
Particles smaller than 10 µm (PM10)	8.8	8.1
Particles smaller than 2.5 µm (PM2.5)	8.4	7.7

Assessment and reduction efforts are continuing, particularly in the context of planning environmental policy at regional level for the Provence-Alpes-Côte d'Azur and Occitanie regions.

With regard to the Corsica region, the roadmap emphasised the following aspect in particular:

- In the "emissions reduction" section: a "Decarbonisation of the electricity mix" on areas that contribute to air quality around ports (conversion of the Ajaccio and Luciana power plants to biofuels);
- In the "adaptation to climate change" section: a "preservation of natural areas" lever Corsica is carrying out important work on this section within the framework of the COP and the territorial biodiversity strategy currently being developed. Work is being carried out on high protection areas based on the indicators of the National Strategy for Protected Areas (SNAP). An assessment of carbon storage by reinforced or newly created marine protected areas (registration of the vast seagrass protection area on the east coast as part of the revision of the strategic coastal document).

⁴<https://cigale.atmosud.org/visualisation.php?version=2025040809>

⁵<https://www.atmo-occitanie.org/sites/default/files/publications/2025-01/ETU-2024->

⁶ Port%20Sud%20de%20France_Qualit%C3%A9%20de%20l%27air%20sur%20le%20Port%20de%20S%C3%A8te%202023.pdf

⁷<https://cigale.atmosud.org/visualisation.php?version=2025040809>

⁸<https://www.atmo-occitanie.org/sites/default/files/publications/2025-01/ETU-2024->

⁹ Port%20Sud%20de%20France_Air%20quality%20at%20the%20Port%20of%20S%C3%A8te%202023.pdf

Data harmonisation could be carried out between observatories for air quality monitoring, particularly with regard to the types of greenhouse gases observed, sectors, indicators of the separation of maritime transport activities, industrial sites, road transport, etc.

In order to take this recommendation into account, by 2030, the project owner plans to obtain data on the entire maritime economy (not just maritime transport). In addition, a new strategic objective (V4) is proposed in Annex 4 of the maritime strategy. It is entitled: "Reducing greenhouse gas emissions and air pollution linked to the maritime economy". It is associated with indicators V4-1 and V4-2: level of greenhouse gas emissions and level of air pollutant emissions with "downward trend" targets.

- to specify the potential impacts of socio-economic objectives on the various descriptors, based on current activities, in order to be able to recommend appropriate ERC measures.

A matrix has been developed for this new cycle to link socio-economic activities and the resulting pressures on ecosystems. The socio-economic objectives are formulated with a view to sustainability/ecological or energy transition of activities and uses. The ERC measures (avoid, reduce, compensate) to be recommended will be adapted on a case-by-case basis at the time of project authorisation.

11. The Ae recommends taking into account the effects of aquaculture on forage species and the contamination of ecosystems as an indirect impact on Natura 2000 sites.

This recommendation is intended to be taken into account by the investigating authorities (departmental directorates for population protection or departmental directorates for territories and the sea) when analysing the studies produced as part of the environmental authorisation procedure, in order to assess the potential impacts of a fish farming project on the environment prior to its implementation.

12. The Ae points out that projects, particularly wind farms and aquaculture projects, cannot be authorised in their current form in Natura 2000 areas (or in the vicinity of such areas where they are likely to affect a Natura 2000 area) unless the residual impacts, after avoidance and reduction measures have been taken, are negligible.

In accordance with the Environment Code, offshore wind and aquaculture projects likely to have an impact on a Natura 2000 site must include a Natura 2000 impact assessment in their authorisation application. This assessment must demonstrate that the project's impacts do not undermine the conservation objectives for the species and habitats that led to the designation of the Natura 2000 site.

13. The EA reiterates its recommendation to put in place systems for mutualised compensation in each of the coastal areas. The application of the ERC sequence at sea is particularly complex due to:

- gaps in knowledge about marine ecosystems,
- the difficulty in quantifying impacts and therefore the measures needed to offset them,

- the existence of numerous sources of pressure (at this stage, there is no consolidated method for assessing cumulative effects, which is currently being developed by the State),
- and the impossibility of mobilising certain tools applicable to the terrestrial environment (e.g. land acquisition).

While the "avoidance" aspect can be applied at the façade planning level, the "compensation" aspect 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 destruction of soft sediments, the result of thousands of years of evolution, cannot be compensated for) or the mobility of species and the lack of knowledge about their functional areas. Habitats that can be compensated for today – 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 this recommendation into account, given the limitations outlined above, the project owner will continue the work already underway, which may then result in measures to be included in the operational section of the DSF or incorporated into the next update of the SFMs. As such, the current action plan includes an action aimed at "supporting the implementation of the ERC sequence" and more specifically "Identifying sites with high ecological gain on the coastline". The implementation of this action could therefore feed into discussions on the feasibility, for example, of creating natural compensation, restoration and renaturation sites (SNCRR) at sea, even if the government departments must first stabilise the framework within which this work will 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 within the framework of the SNAP and the DSFs, 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/actions already identified and planned within an MPA with the aim of contributing to the protection of the site), as set out in the national guidelines on the implementation of the Avoid, Reduce, Compensate sequence.¹⁰

¹⁰ "...As a result of the net loss objective, any compensation measure must demonstrate both ecological additionality, i.e. it generates an ecological gain that could not have been achieved in its absence, and administrative additionality, to public and private commitments " (National guidelines on the sequence of avoiding, reducing and offsetting impacts on natural environments, CGDD, 2013, p. 186).

14. The EA recommends prohibiting any irreversible decisions to establish wind farms until the results of research on their impact on birdlife and bats are available and the necessary ERC measures have been defined.

Final decisions regarding the location of future offshore wind farms planned in the DSFs will be made when the necessary authorisation for the construction and operation of each facility is issued (environmental authorisation on public maritime property or single authorisation in the exclusive economic zone). The authorisation for the first wind farm planned in the updated DSF should be issued by 2029/2030.

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 facilities on the environment and the 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 available knowledge on birdlife and bats, in particular the results of the MIGRALION knowledge acquisition programme, which was completed in 2025, as well as feedback from the first offshore wind farms.

15. The Ae recommends increasing the area of high protection zones to the east of the coast, particularly in the Alpes-Maritimes.

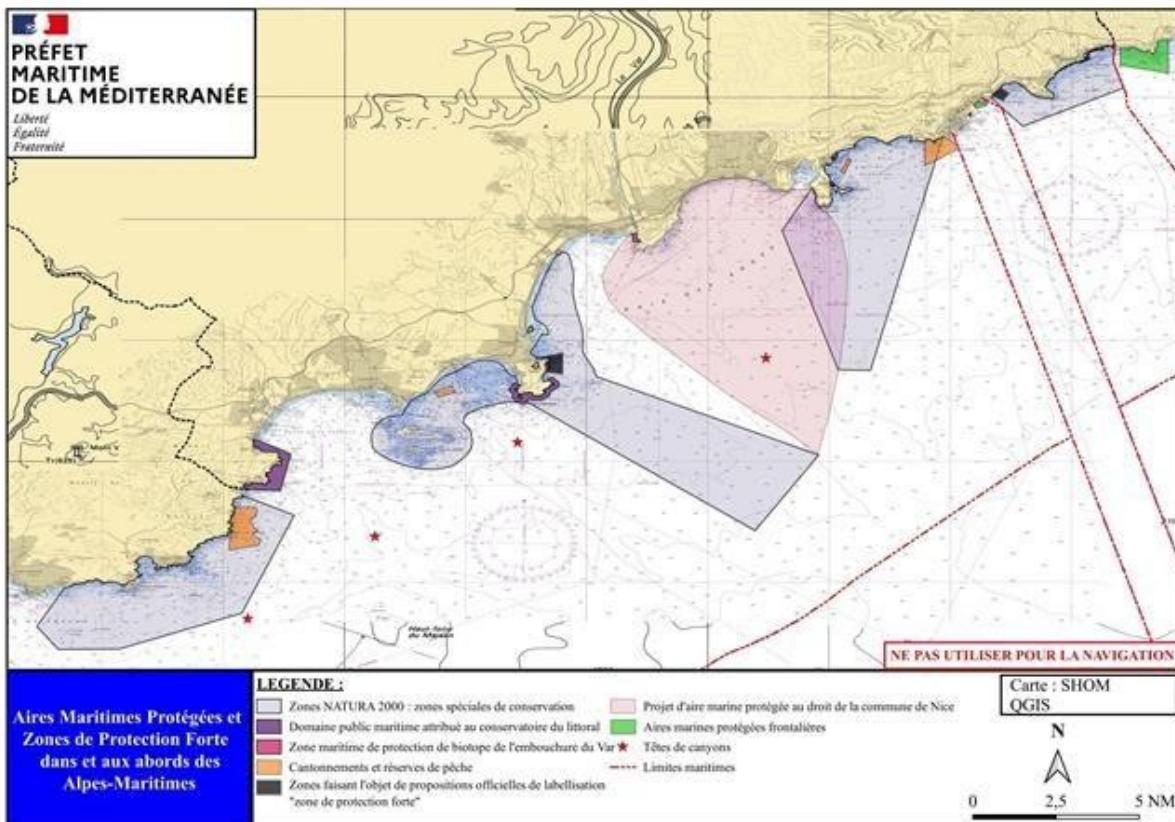
The area mentioned actually begins in the east of the Var department at Cap Camarat and stands out in particular in contrast to the Calanques National Park and Port-Cros National Park, which border the rest of the Provence-Alpes-Côte d'Azur region and account for 21 of the 35 high protection zones (HPZs) on the 2023 list, compared to 0 east of the Port-Cros National Park.

In the draft coastal strategy, within the ZPF planning (Appendix 6), all coastal areas covered with Posidonia and subject to mooring pressure from large, medium and small pleasure boats, as well as the main labelling projects known to date, have been identified as eligible for strong protection.

The labelling envelope therefore includes almost all the shallow waters in this area bordering the east of the Provence-Alpes-Côte d'Azur region, which are largely covered by seagrass beds.

It should be noted that of the six ZPF certification projects proposed since mid-2024 to the Water and Biodiversity Directorate by the Maritime Prefect, two are located in the Alpes-Maritimes (Cap d'Ail fishing reserve and Roquebrune fishing reserve) and will enable the network to be developed in this sector. At the same time, several projects are underway, including a project for a certifiable fishing zone south of Saint-Honorat Island, a project to certify the Péquerolle fishing zone, a ZPF project in and around the Cagnes-sur-Mer fishing reserve, and two projects for prefectoral decrees to protect natural habitats in the municipality of Nice. All these projects will enable the medium-term development of the ZPF network in the waters off the east coast of the Port-Cros National Park.

Off the east coast of the Provence-Alpes-Côte d'Azur region, there is no designated Natura 2000 site and therefore no easily identifiable area that could be certified, but the municipality of Nice is considering certifying a ZPF in the medium term that would encompass the confluence of the Var and Paillon underwater canyons.



16. The Ae recommends implementing strong measures to prevent collisions between commercial and cruise ships and mammals and turtles in high protection areas offshore.

The Maritime Prefect will examine this possibility in practice for offshore Natura 2000 sites that can be designated as such, based on the major shipping routes in the Gulf of Lion and around Corsica. However, as these sites are located in the exclusive economic zone and, in some cases, in areas also claimed by Spain, the Maritime Prefect's legal capacity to prohibit navigation there is different.

Discussions are already taking place on a case-by-case basis, particularly on the Natura 2000 site known as Mont Sous-Marin

Marin de l'Agriate site located in the Cap Corse and Agriate Marine Nature Park.

Several regulatory measures are already in place to prevent such collisions (REPCET). More broadly, measures are currently being discussed within the framework of the Particularly Sensitive Sea Area (PSSA) established in July 2023 by the International Maritime Organisation in the north-western Mediterranean.

Freedom of navigation remains a fundamental freedom at sea, especially given its economic impact, and must remain compatible with the establishment of a network of high-protection zones in coastal and offshore areas.

17. The Ae recommends developing a coastal port strategy and its environmental assessment within the DSF.

Since 2021, ports have also been strengthening their environmental leadership, with key actions including the launch of planning initiatives (e.g. natural heritage master plans) and efforts to reconcile the challenges of green reindustrialisation and environmental preservation

environmental preservation, the adoption of energy efficiency plans and the publication (by the DGITM) of a guide to the eco-design of port infrastructure. Ports are places of economic activity, high-quality natural spaces in coastal areas and key players in their local regions. 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 efficiency objectives of the Climate and Resilience Law.

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 its hinterland. To strengthen the connection between these two entities, a major national objective is the development of rail and, where appropriate, river freight. Port policy therefore involves the implementation of axis or corridor strategies (e.g. Seine, North, Mediterranean-Rhône-Saône), led by the State (see delegates for the Seine, North and MERS axes). 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 service and competitiveness of port transit.

The absence of a coastal port strategy does not hinder, quite the contrary, the search for synergies and consistency between ports along the coast. Beyond the prevailing logic of competition, including between French ports, synergies exist and should be strengthened in the field of offshore renewable energy, particularly floating offshore wind power, 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).

18. The Ae recommends scaling the development of aquaculture in light of its impact and the feasibility of the ERC sequence.

This comment will be taken into account in the work to determine the criteria for areas suitable for aquaculture development (work in progress with central government departments).

19. The EA recommends developing a section dedicated to reducing greenhouse gas emissions from coastal activities, supported by quantitative emissions assessments and ambitious targets.

The coastal strategy document is gradually incorporating greenhouse gas (GHG) issues into its development and assessment.

The socio-economic objectives reflect the ambition, at the level of the maritime fronts, to reduce greenhouse gases, mainly through (1) the development of marine renewable energies, (2) decarbonising ports and fleets through the use of alternative fuels, the electrification of quays, improving their energy efficiency, and multimodal transport, and (3) 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. At first glance, this implies (1)

the general operationalisation of the qualitative and quantitative monitoring system for DSFs, and (2) the implementation of a quantification methodology by sector of activity.

On the Mediterranean coast, the strategic objectives related to climate change mitigation and adaptation are identified by a pictogram representing the planet Earth. There are no plans to separate this topic into a dedicated section.

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

1. Public participation by electronic means

Public participation via electronic means was summarised in a report *entitled "Public comments and proposals, indicating those that were taken into account, comments and proposals submitted electronically"*, in accordance with Article L. 123-19-1 of the Environment Code. It can be viewed at the following link: <https://jeparticipe.expertisesterritoires.fr/processes/PPVESFM2025/f/93/>

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 opinion to:

- "– *the Coastal Maritime Council*;
- *the National Sea and Coastline Council*;
- *to regional councils and coastal departmental councils, as well as to the Corsican regional authority*;
- *public establishments for inter-municipal cooperation or joint associations responsible for drawing up coastal territorial coherence plans*;
- *regional conferences for the sea and the coast, where they exist*;
- *basin committees*;
- *regional biodiversity committees*;
- *regional sea fishing committees*;
- *the Chief of Staff of the French Navy*;
- *to the coordinating prefects of neighbouring coastal areas*.

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

In the Mediterranean, in view of the numerous contributions already received during the public debate "The Sea in Debate", these bodies and authorities were invited by letter to submit an opinion on the draft update of the coastal strategy.

The Mediterranean Coastal Maritime Council issued a favourable opinion on 20 June 2025. This opinion is published on the DIRM Méditerranée website. In particular, it requests "*the coastal coordinating prefects and the public and private actors concerned to assess the following recommendations from the environmental authority by 2030:*

1. *Strengthen the objective relating to coastal risks and coastal erosion;*
2. *Strengthen cooperation between commercial ports;*
3. *Conduct a feasibility study on the extension of the "natural sites for compensation, restoration and renaturation" scheme to the sea;*
4. *Strengthen the strategic environmental assessment on the part concerning "analysis of the impact of socio-economic objectives on the environment".*

The Maritime Council noted "*the suitability of this updated maritime strategy with the action plan adopted in 2022*" and recommended "*implementing this strategy and the action plan in force until 2030 and reviewing them jointly in 2030.* The effort to simplify, improve clarity and maintain an ambitious course was welcomed.

The Entente du Golfe d'Aigues-Mortes issued an opinion on 22 July 2025. This opinion specifies in particular the environmental, socio-economic and cross-cutting issues present in vocation zone No. 3 (Languedoc coastline).

The Occitanie Regional Council issued a favourable opinion on 23 July 2025.

The update is seen as improving the clarity (Appendix 4) and appropriateness (Appendix 1) of the document. Work is desired within the framework of the "high protection zones" working group, particularly to address the support and transformation of economic activities. A strategy to limit the pace of artificialisation is expected, in particular to clarify the case of port developments. A strengthening of "the human resources necessary to carry out the DSF's ambitions" is considered necessary, "particularly within government departments".

The National Council for the Sea and Coastline (CNML) issued a favourable opinion on 25 July 2025.

The CNML notes the high level of information, participation and consultation achieved for this cycle, thanks to the organisation of a large-scale public debate across France. Specifically in the Mediterranean, the CNML calls for the ZPF area to be expanded to the east of the coastline, which is highly exposed to artificialisation and overcrowding.

The Corsican regional authority issued a favourable opinion on 25 July 2025.

The Corsica Basin Committee issued a favourable opinion on 27 July 2025. The committee particularly appreciates the work of summarising and developing the associated cartographic representations, identifying points of attention, and associated prescriptions and recommendations, which could help in particular with the implementation of local plans to better organise maritime uses. It requests the

clarification of the wording of environmental objectives. Finally, it undertakes to identify and promote useful and necessary changes as part of the work to update the SDAGE, so that it contributes to the achievement of the environmental objectives of the coastal strategy.

The Pyrénées-Orientales Departmental Council issued a favourable opinion on 30 July 2025. This opinion highlights the clarity and operationalisation of the document. It emphasises the importance of having added a zone of vocations relating to inland maritime areas (Annex 6).

On 31 July 2025, **the Regional Council of Provence-Alpes-Côte d'Azur issued an informal opinion** illustrating the close cooperation between the Region's services and the State's services on maritime issues and the preservation of the marine environment.

The joint association in charge of the SCoT Ouest des Alpes-Maritimes issued a favourable opinion on¹September 2025 illustrating the relevance of updating the strategy, emphasising the sustainability of fish farming activities and the strengthening of biodiversity protection.

3. Cross-border consultations

a) Terms and conditions for consulting neighbouring countries

The maritime planning framework applicable to strategic coastal documents is based on 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 outset of planning, and that they notify and consult each other on 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 Espoo Convention focal points by email to inform them of the process of updating the coastal strategies, share the associated documents (non-technical summary and interministerial decision 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 PPVE public participation platform: <https://jeparticipe.expertises-territoires.fr/processes/PPVESFM2025/f/165/>

In addition, 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 consultations

Ten countries submitted comments to the French authorities (Italy, Belgium, Jersey, Guernsey, the United Kingdom, Norway, the 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 adopted 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 maritime strategies in light of the comments made;
- that certain contributions do not directly concern the content of the coastal strategies themselves, but call for consideration by the French government services in the context of 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 state of the marine environment integrated into coastal strategies**

Details of international agreements applicable in the Mediterranean

The Italian authorities emphasised the need to refer to the conventional frameworks between Italy and France relating to the protection of the marine environment in the Mediterranean. To take account of the recommendations made, a reference to the protocols of the Barcelona Convention has been added to the main summary document of the coastal strategy.

With regard to the Pelagos Sanctuary Agreement, a reference has been added to the section on the 2050 vision for the coastline (in the main summary document). The specially protected area of Mediterranean importance is also clearly mentioned in the appendix on designated areas for each of the designated areas that include part of the perimeter of this protected area. With regard to the actions defined within the framework of this agreement, their coordination with the strategic coastal zone document is provided for in the operational section of the latter, which includes an action plan. Thus, the action plan adopted in 2022 does indeed include the promotion of the particularly vulnerable maritime zone project to the International Maritime Organisation.

Furthermore, it should be noted that the various national and European frameworks relating to or applicable to the marine environment are integrated into national strategies (national strategy for the sea and coastline, national biodiversity strategy).

- **On the environmental assessment methodology for sites suitable for offshore wind farm 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 caused by underwater noise during the construction 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 being 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, marine research 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, mitigation 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.

Furthermore, the challenges of coexistence between fishing activities and offshore wind projects are being taken into account. France fully supports the objective of preserving fishing activities, which is a constant priority of our 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, 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 are already available to the public on the dedicated website eoliennesenmer.fr. This transparent approach aims to facilitate knowledge sharing and mutual enrichment of our approaches.

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

Several States (Jersey, Italy, Spain) 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

Strong protection is defined by Decree No. 2022-527 of 12 April 2022. It is not a new legal status but rather a "labelling" system designed to highlight 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 is a case-by-case approach, involving a detailed analysis of the pressures and 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 affecting 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 in the coastal area 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 clarifies 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.developpementdurable.gouv.fr/documents/Bulletinofficiel-0034189/TECL2525202J.pdf>

Objectives for the development of high protection and integration of a trajectory into seafloor 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 and North Sea, 3% in the North Atlantic and Western Channel, 3% in the South Atlantic and 5% in the Mediterranean) by 2027 and for metropolitan waters (5%) by 2030. They reflect the desire to distribute contributions among territories, taking into account the specific characteristics of their biodiversity and the level of human activity they host. This is why, in particular, the target of 1% has been set for the Eastern Channel-North Sea coast, given the high level of anthropisation of the 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 public participation platform to clarify these announcements. For more information: https://www.ecologie.gouv.fr/sites/default/files/documents/250608_unoc-biodiversite_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 versions. It is within this framework that neighbouring countries have been involved in the development of coastal protection strategies.

"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 might identify.

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

High protection zones are intended to be designated as a priority within marine protected areas. The procedure for recognising high protection zones therefore involves marine protected area managers (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.

For example, in response to a contribution from Spain, neighbouring states are involved in discussions within French marine protected areas. Another example: within the Gulf of Lion Marine Nature Park (PNMGL), eighteen workshops were organised between 2020 and 2022 with Spanish scientific experts as part of the MSPMED project. On the other side of the Mediterranean coast, the Cap Martin Marine Protected Area has joined forces with the Italian Capo Mortola Marine Protected Area as part of the Interreg Marittimo project (starting in 2024). The Pelagos Sanctuary, a marine protected area shared by France, Italy and Monaco, is another example of cross-border cooperation in the field of marine biodiversity protection.

IV. Reasons underlying 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, in accordance with Article R. 122-20 of the Environment Code:

- reasonable alternatives that would achieve the objectives of the plan, scheme, programme or planning document: this section presents the alternatives, which were 1) not to update the SFMs, 2) not to coordinate maritime planning with offshore wind planning, 3) not to strengthen 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 its structure, vision, strategic objectives, land use map, planning of high protection zones and offshore wind farm planning.

This report is available at the following address:

<https://www.dirm.mediterranee.developpement-durable.gouv.fr/donnez-votre-avis-sur-la-strategie-de-facade-a3226.html>

In addition to the amendments made following the opinion of the Environmental Authority of the General Inspectorate for the Environment and Sustainable Development (Ae de l'IGEDD), to take into account electronic public consultations, neighbouring states and authorities, it was decided:

- to readjust certain sections in order to clarify their content (e.g. main summary document to mention certain international agreements; Annex 3 on the current socio-economic situation; Annex 6 on thematic planning for "high protection zones");
- modify certain objectives, indicators and targets listed in Annex 4 (e.g. addition of a general objective related to knowledge acquisition).

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

therefore not been included.

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.

V. Measures intended to evaluate the impacts 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 planned for monitoring the plan/programme's impact on the environment. With regard to SFMs, it specifies the methodology used to update environmental and socio-economic objectives, the primary aim being to monitor them in order to report on changes in the state of the environment.

As this report points out, the strategic document includes a section dedicated specifically to the methods for evaluating its implementation. This section, entitled "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, thereby specifying the environmental impact of the plan/programme. In addition, the operational component of the DSF includes an action plan setting out concrete measures to meet the ambitions of the DSF as reflected in the strategic objectives, in particular the achievement of good environmental status in 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 focuses on the impacts of offshore wind farm planning, using sensitivity maps and landscape impact analyses, as well as presenting the known effects of offshore wind farms on the environment, putting into

the first methods for assessing cumulative effects developed by the ECUME working group, and looking at the potential impacts on Natura 2000 sites. Various measures to limit and monitor impacts are presented in the report: requirements in offshore wind energy tender specifications, knowledge acquisition programmes by the National Offshore Wind Energy Observatory, and measures that can be implemented at the level of each project.