

Stakeholder responses on the 2026-2030 Marine Protected Areas and Ministerial decision on final boundaries

This document outlines the process of the final MPA boundary designation following submissions from commercial fishing stakeholders in response to the recommendations of the Jersey Marine Spatial Plan (JMSP) Marine Protected Area Further Research Report, published in December 2025:

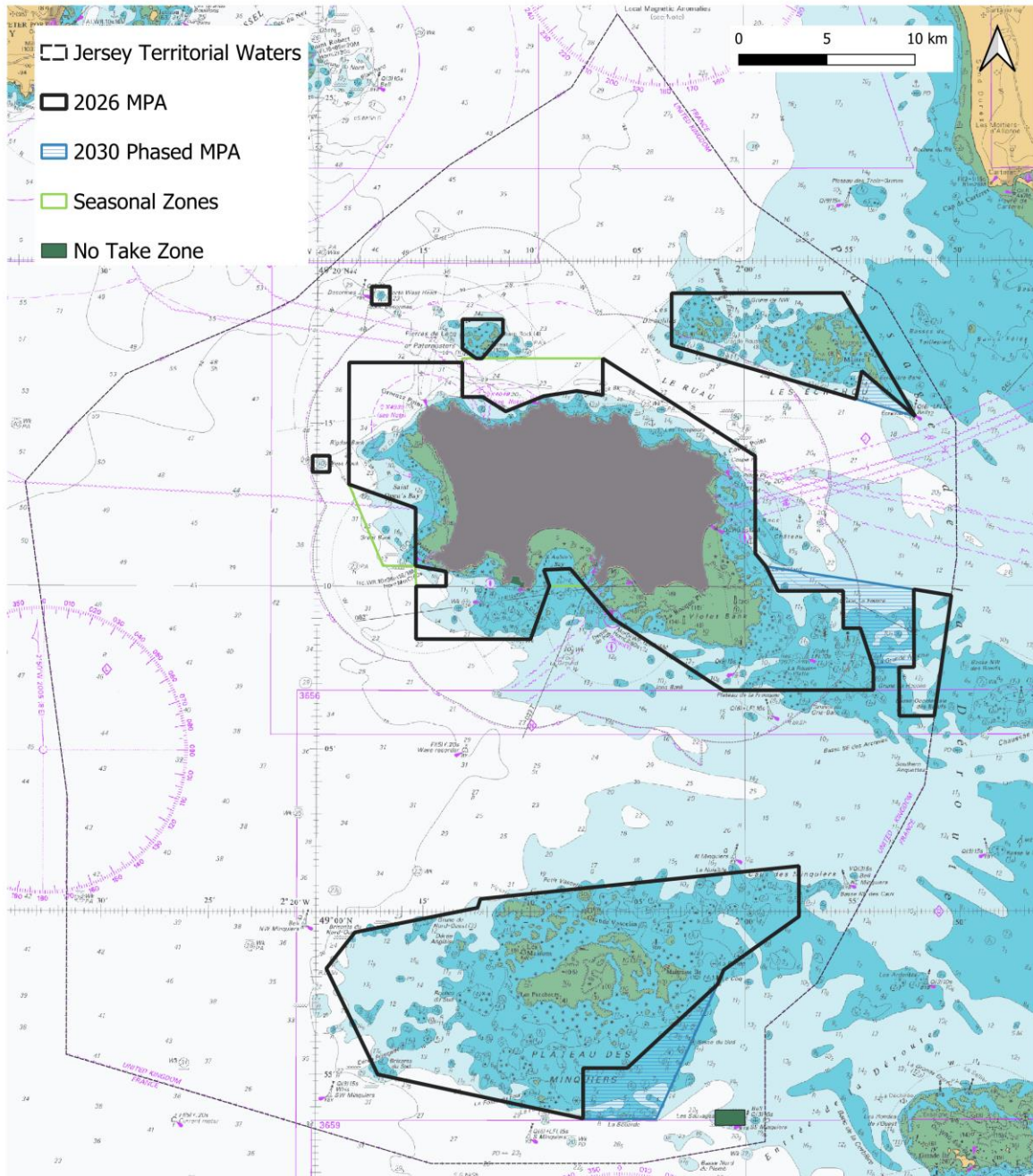
[gov.je/SiteCollectionDocuments/Environment and greener living/JMSP MPA research report.pdf](https://gov.je/SiteCollectionDocuments/Environment%20and%20greener%20living/JMSP%20MPA%20research%20report.pdf). This document covers the requests made by fishers and the

considered decision taken by the Minister for the Environment based both on the outputs of the report and the specific asks from industry.

Over the course of December 2025 and January the Government of Jersey Marine Resources Team held meetings with members of the Jersey Mobile Gear Working Group and the fishing committees (CPRM's) for Normandy and Brittany to discuss the proposed MPA boundaries. Fisher organisations were asked to share verbally or submit in writing their concerns and recommendations relating to the latest MPA proposals published in the research report. A timeline of these meetings and submissions is shown below.

- December 2025. Various Jersey Mobile Gear Working Group meetings
- 18th December – QUAD meeting between EU, UK, FR, & JY governments)
- 18th December – Research and Economic Reports published
- 14th Jan 2026. Brittany consultation
- 16th Jan 2026. Normandy consultation
- 19th Jan 2026. Jersey Mobile Gear Working Group submission
- 20th Jan 2026. Brittany and Normandy submissions
- 21st Jan 2026. Final decisions made by MENV

Recommendations to modify the MPAs in the interests of continued fishing practice were submitted in writing by the French CPRMs and on paper by the Jersey Mobile gear Working Group. These are attached at the end of this document. The Minister for the Environment gave consideration to these proposals and, based on these submissions and the information in the reports published in December, proposes the MPA network as set out below be adopted via the Trawling, Netting and Dredging Regulation.



The changes from the original proposal as agreed in the States Assembly in October 2024 are:

- 1) A section of the northwest of the Minquiers MPA was removed from protection. This removed area accounts for 0.27% of Jersey's territorial waters.

- 2) A section of the southeast coastal MPA will be phased in on the 1st January 2030 instead of coming into force on the 1st September 2026. This phased area accounts for 0.86% of Jersey's territorial waters.
- 3) The northern line of the MPA boundary to the northwest of Jersey (above Grosnez) has been brought further south. This area accounts for 0.06% of Jersey's territorial waters removed from protection

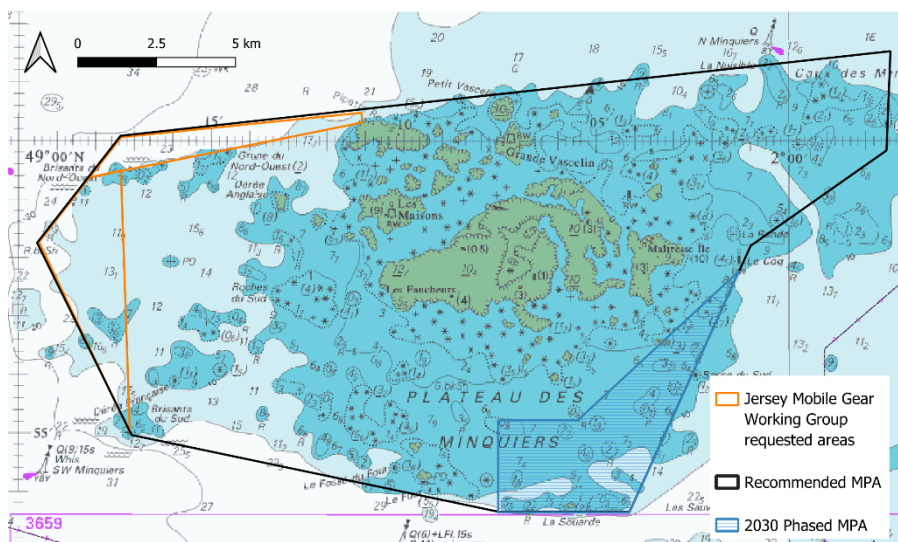
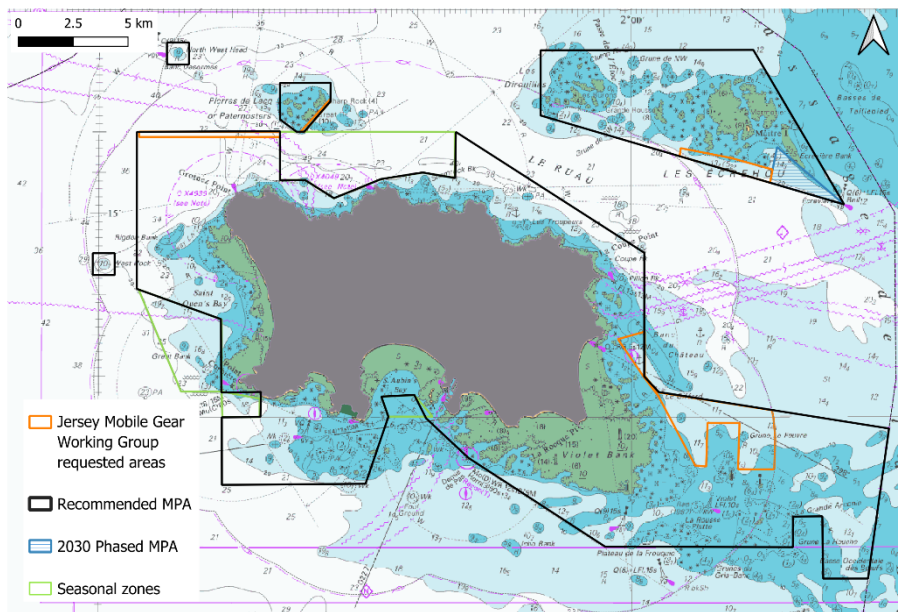
These three amendments result in a 0.3% reduction in the total MPA for 2030, and 0.86% of MPA that will be removed from the 2026 designation but that will be phased into designation in 2030.

Concluding comments

The Minister for the Environment welcomes the input of the fishing industry to the final determination of Jersey's Marine Protected Area network and thanks those involved for the time and energy they put into delivering considered and well rationalised proposals for the modification of the MPA network. Considering these sincere and business driven requests alongside the reports produced by government has not been a simple task. A balance must be struck between environmental protection, keeping individual boats in business now and looking to the future of the fishing industry.

Appendix

The submission from members of the Jersey Mobile Gear Working Group was provided on physical charts. These were then transposed into mapping software for consideration. The areas proposed for continued fishing access are shown in orange. The area to the southeast of Jersey was requested to be left open to mobile gear fishing until 2030, the other areas were requested to be left open to mobile gear fishing permanently.



Jersey Reports: MPA further research and Economic Impact assessment

Contents

Context for the implementation of the Marine Spatial Plan	2
History	2
Jersey Proposals	5
Analysis of the Jersey Studies	6
Environmental study: focus on the Maërl South-East Jersey	6
Economic impact on Normandy fishing	7
Method used	7
Jersey results	7
Analysis for Normandy ships	9
Conclusion of the economic analyses	16
Normandy trawling activities and proposals for adjustment by the MSP	18
Creams	19
South East Jersey	20
Minquiers: Overview	22
West Minquiers	23
East Minquiers	24
"Phased zone" of the Minquiers	25
Proposal to add protected areas	26
Conclusion	27

The Normandy CRPMEM recalls that professional fishing in Normandy is a historic, structuring and essential activity for the regional coastal economy, both in terms of direct and indirect employment, the supply of fish auctions, and the maintenance of port activity.

In this respect, the Committee cannot accept that the implementation of Jersey's Marine Spatial Plan should result in a progressive, indirect or cumulative reduction in access for Normandy vessels to historically fished areas, without genuine consultation and without fully substantiated scientific evidence.

The CRPMEM also recalls that, under the Trade and Cooperation Agreement (TCA), Jersey committed to maintaining the activity of French vessels in its waters as it existed prior to Brexit. Any measure that would, de facto, lead to a forced displacement of fishing activity into French waters would be difficult to reconcile with this commitment.

In this context, the proposals set out below seek to identify a realistic balance between habitat protection objectives and the long-term economic viability of Normandy fishing enterprises.

Context for the implementation of the Marine Spatial Plan

History

The Jersey Marine Spatial Plan (JMSP) has been introduced by the Jersey authorities in order to address various marine spatial planning challenges, as well as environmental issues. As early as 2024, the objective was clearly stated: to establish Marine Protected Areas, in particular to achieve a final target of 30% protection by 2030.

The implementation of the MSP was carried out in several stages:

Date	Action	Response from the CRPMEM of Normandy
February 2023	Thematic workshops with the various stakeholders concerned	The Committee was informed of these workshops in October 2023, at which time it denounced the fact that, given the stakes for French fishermen, it should have been involved in these meetings. In addition, Jersey had committed to providing us with the information before the public consultation, but this was not the case.
November 2023 → January 2024	Public consultation on the 1st version of the PSM	Despite the lack of time left by the Jersey authorities, the Committee returned to the subject with a spatialization of the activity of Normandy ships and proposals. The Committee reiterated its request to be able to exchange with the Jersey

		representatives in order to seek compromises
July 2024	Jersey's response to the public consultation	
August 2024	<p>Visit of the Jersey fisheries in Carteret for an exchange meeting</p> <p>Jersey announces that they are not against exchanging with the Committees to share their expertise</p> <p>Launch of the Scrutiny Panel</p>	Feedback from the Committee
September 2024	Publication of the final version of the MSP	
October 2024	<p>Regional dialogue: the socio-economic analysis is planned once the MSP has been validated</p> <p>A look back at the Scrutiny Panel Parliamentary debate: No extensions of zones planned but a request for a precise timetable</p>	The Committee was surprised by the fact that the analysis was carried out after validation by the MSP; Jersey was reassuring at the time, saying that it was more of a roadmap and that each step would be discussed and allowed some room for manoeuvre
May 2025	Launch of the environmental scan	
June 2025	Publication of the MSP	
July 2025	<p>Jersey informs us of the ongoing steps and the upcoming schedule</p> <p>It then undertakes to publish the documents by November 2025 with consultation of the Committees (via a WG)</p>	Once again after the launch of the various stages
September 2025		The DGAMPA decided to send information to Jersey to clarify the activity of the French ships: the Normandy and Breton Committees participated in the preparation of this document so that it was as complete as possible
December 2025	Publication of the two reports without any prior exchange with the French representatives	Jersey has shown itself to be asking for proposals while the deadlines are more than tight.
January 2026	Fisheries visit to France for an "information" meeting	

Since the beginning of the process, the Normandy CRPMEM has been asking to discuss directly with Jersey on the subject in order to ensure that there is a real consideration of the issues related to Normandy fishing and in order to find solutions that can satisfy everyone. This type of process has already been used in the past and has borne fruit.

There has never been a refusal on the part of Jersey on this subject, but we deplore the fact that the exchanges were never set up before the various stages, the meetings we had on the subject were always aimed at presenting us with the progress of the Jersey work but never to involve us in the discussions.

The socio-economic impact study carried out last autumn fully illustrates this difficulty: although the data relating to the activity of French ships are indeed mentioned as having been analysed, they are not finally integrated into the final evaluation, on the grounds that these ships do not belong to the Jersey economy. However, the impacts on Normandy companies are very real and the economic, social and territorial consequences are far from negligible.

Jersey Proposals

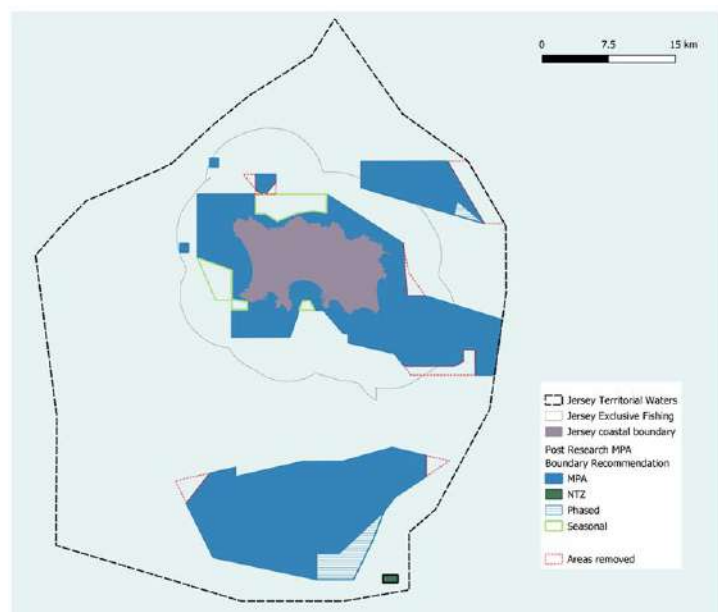
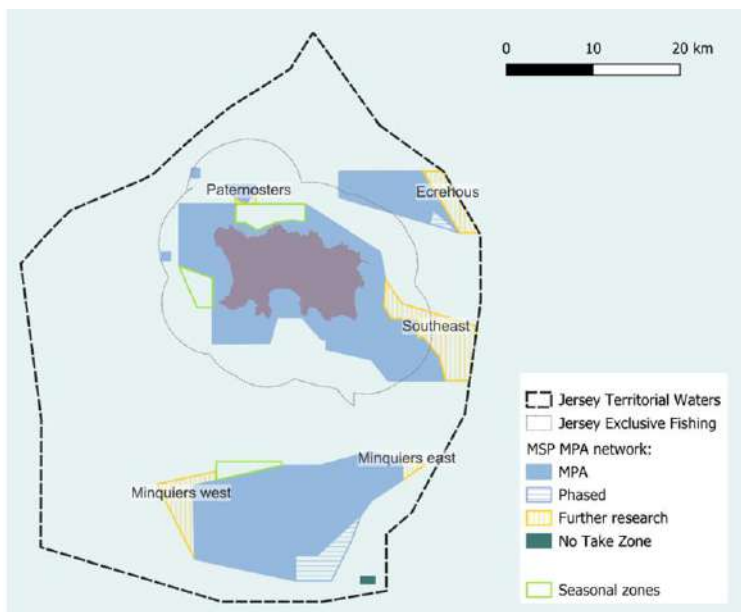
Following the publication of the JMSP in 2024, the Minister, and therefore the Marine Resources team, was asked to establish a framework, timeline and monitoring tool to monitor the implementation of the Jersey Marine Spatial Plan and conduct any further research on the remaining areas to be included in the network of marine protected areas.

Jersey identifies 4 types of zones:

- MPAs (to be protected from towed gear as soon as possible → 1 September 2026)
- No Take Zone (to be protected from any extractive activity as soon as possible)
- "Life" areas (to be protected from towed machinery by 2030, → 1 January 2030)
- Additional study areas (follow-up to be carried out before determining their final boundaries)

Concerning the areas of additional studies (in yellow hatching on the map below), environmental and economic studies have been carried out. This led to the proposal to redraw MPAs on the map on the right.

The MPA network could therefore increase from 22.3% to 23.2% on 1 September 2026.



Analysis of the Jersey Studies

Environmental study: focus on the Maërl South-East Jersey

The CRPMEM of Normandy would first of all like to highlight this initiative of complementary study in order to acquire additional environmental data in order to benefit from the best possible level of knowledge.

However, when we read the study, we have some questions.

We do not understand why the internationally used definition of the maerl bank (Biomaerl Team, 1999) has not been used. The use of this definition would have made it possible to have a coherent reference framework on the scale of the Normandy-Breton Gulf.

Thus we have:

- French definition: >30% of maerl overlap (dead and alive) and the size of the strands >5mm.
- Jersey definition: the "shoals" of maerl are not clearly identified. The methodology treats areas with >20% overlap.

As based on the JNCC table, Jersey wishes to protect habitats with the presence of maerl that meet the following criteria:

- Area with at least 25m² of maerl
- Cover rate >20% for "dense maerl" housing or Recovery rate between 5-20% for "maerl sediment" habitat.
- A percentage of maerl alive \geq 5% in general.

However, the study does not provide the latest level of precision needed to fully appreciate the data collected. Indeed, the JNCC categories of the different maerl zones are not indicated, nor is the vitality of the different points with a recovery value. In addition, the reference data concerning vitality are based on grouped and localized collection points per skip, which do not necessarily reflect the state of the maerl in the nearby areas.



Concerning the recommendations (point 3.2.4.5.), only the activity of the Jersey trailing arts is mentioned. The recommendations therefore seem to be based solely on the activity of Jersey vessels. We question whether the activity of French ships is taken into account.

Economic impact on Normandy fishing

Method used

In order to assess the production of each vessel in the MPAs, 3 data sources were cross-referenced:

1.VMS data:

- Year 2024 for FR ships (all year round)
- Year 2025 (March to end of July) for JE vessels (more robust than in 2024)

VMS data is filtered on speeds below 4.5 nodes. We do not understand the choice to use this value when the internationally validated threshold that has always been used to determine the activity of ships until now is 6 knots.

The evaluation of the number of pings per MPA and per vessel then makes it possible to determine the intensity of the activity.

2.Production data reported by each vessel to Fisheries

3.Evaluation of an average price per kg of scallops landed:

- Jersey: £3.8/kg for local sales (32% of sales) and £2/kg for export → Average price used = £2.57/kg
- French: average price at the Granville auction = €2.04/kg and at the Cherbourg auction = €2.09/kg – Jersey estimate and to avoid exchange rate fluctuations = £2/kg

Estimated annual Value of Mobile Gear Scallop Catch in 2024

Group	Bank Desormes (B)	Jersey North MPA (B)	Jersey East MPA (B)	Jersey South East MPA (B)	Jersey South MPA (B)	Jersey West MPA (B)	Ecréhous (B)	Jument (B)		
All Jersey										
Of which Jersey Dredgers	£0	£1,146	£75,503	£468,121	£161,711	£451	£80,522	£27		
All French										
Of which French Dredgers	£0	£0	£0	£107,730	£0	£0	£12,807	£0		
Group	Minquiers (B)	North Jersey(A Seasonal)	North Minquiers (B)	Paternosters (B)	Les Sauvages (C)	St Aubins (B)	West Jersey (A Seasonal)	West Rock (B)	Total in all MPAs	Total Value of all Scallop Catch**
All Jersey										£2,630,972
Of which Jersey Dredgers	£164	£12,606	£152	£0	£3,232	£2,542	£0	£0	£806,179	£2,205,386
All French										£1,682,864
Of which French Dredgers	£106,460	£0	£288	£0	£11,879	£0	£0	£0	£239,164	£1,655,988

* Totals may not sum due to rounding and exclusion of pings outside MPA polygons

**Including scallops caught with static gear

We therefore conclude that this is an estimated value based on average prices.

Jersey results

In its Economic Impact Assessment, Jersey wanted to take into account the economic impact of the establishment of the various marine protected areas. It is announced in this study that the costs related to French fishing have been calculated but are not taken into account since they do not intervene in the Jersey economy. The fact of voluntarily dismissing the economic impacts suffered by French ships on the grounds that they do not belong to the Jersey economy poses a major difficulty on the political and legal level.

The economic effects are very real for Normandy companies, their crews, port tools, fishmongers and the entire downstream sector. As such, they cannot be considered as secondary or accessory.

Moreover, it is stated in this report that, unlike Jersey fishermen, French fishermen can transfer their activity to French waters; the implementation of MPAs will have less impact on them.

We would like to remind you that under the TCA, Jersey has committed to maintaining the activity of French vessels in its waters as it existed before Brexit. Indicating that French vessels can postpone their activity in French waters is therefore not compatible with the TCA.

The figures presented by Jersey in this report are as follows:

Type of area	Constraints	Economic stakes
Zone A: Regulated Fishing	Majority of Jersey waters Maintaining activities as they exist No change identified Measures taken to ensure sustainable fisheries	
Zone B: Habitat Protection Area (MPA)	Prohibition of dredgers from 1 September 2026	SCJ Fishing Areas <u>JE Dredgers (CSJ)</u> : £2,205,386 in total of which £790,339 is in these areas SE JE : 7.4% of production Skimmed: 3.7% of production <u>Draggers FR (CSJ)</u> : £1,655,988 total (2024) SEJ: 6.5% of production Skimmed: 0.8% of production
Zone C: No Take Zone	Implementation from 1 September 2026	Impact of fishing considered negligible CSJ production: £15,111/year of which 72% by FR fishermen

We note that these analyses only concern the scallop fishing activity, whereas other trades are affected by the future restrictions, in particular other dredging trades and trawlers.

The Jersey authorities estimate that their future marine protected areas represent 14% of the annual catches of FR vessels.

For the year 2024, Jersey assesses the value of the different MPAs for scallop dredgers as follows:

MPA	Cost of dredgers FR	DGAMPA Report
Total	£239,000 / €275,728	
Minquiers	£106,000 (7% of production) €122,289	6 active vessels Period 2022-2024: €859,182 including €150,568 in the "phased zone"

South Jersey	East	£108,000 €124,596	Further research: up to €41,000 for a ship 14 ships present very regularly 2022-2024: €724,295 landed Represents 41% of the products from Jersey MPAs 7% of the turnover of vessels engaged in fishing activity
Skimmed		£13,000 €14,994	3 ships present regularly 2022-2024: €17,602 from the "further research" zone and €78,869 from the "phased zone"
The Sauvages		£12,000 (dragging?) €13,844	

The study presented indicates that the most impacted vessels are those less than 11m because they are less mobile, so they have few reporting areas. These are essentially JE vessels. The effects on FR draggers are identified as affecting more people but in a more diluted way.

The economic losses for the scallop fishery in future marine protected areas are estimated at:

- £806,179/year for JE vessels, or €930,068;
- £239,164/year for FR ships, or €275,917.

The South East Jersey area being the most important for JE fishermen and Les Minquiers for FR fishermen. The losses related to the NTZ of the Sauvages are a maximum of £15,000 per year.

Analysis for Normandy ships

An analysis was carried out to assess the economic impact that the establishment of Jersey marine protected areas would have on Normandy ships.

In Normandy, out of the 24 trawling vessels, only 2 did not work in the future Jersey marine protected areas in 2024.

Annual attendance in number of Normandy arts trawling vessels in Jersey's MPA areas. (source: SACROIS).

	MPA			Monitoring areas			No Take Zone			Phased Zone		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
CSJ Dredge	5	7	10	14	10	14	0	0	0	4	6	4
Dredge other shellfish	7	6	9	14	12	16	0	0	0	4	6	4
Bottom trawl	3	1	1	5	3	0	0	0	0	1	2	1

In the table above, we can see that over the last 3 years, the use of Normandy vessels has been regular in the future Jersey marine protected areas, except for the No Take Zone (NTZ) of The Sauvages.

The spatial dependence on these areas was calculated. For each vessel involved, we identified the number of times the vessel's VMS beacon emitted relative to its total activity. Of the 24 vessels with the opportunity to work at the trawlers in Jersey:

- 15 work for a short time in these sectors, representing less than 1% of their activity
- 8 work on it regularly, which can represent up to 10% of their time
- 1 is very dependent and works there more than a third of the year

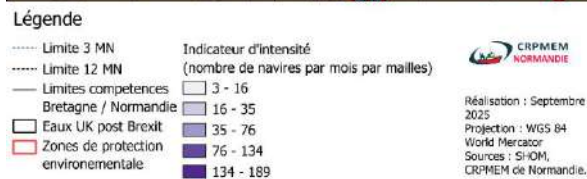
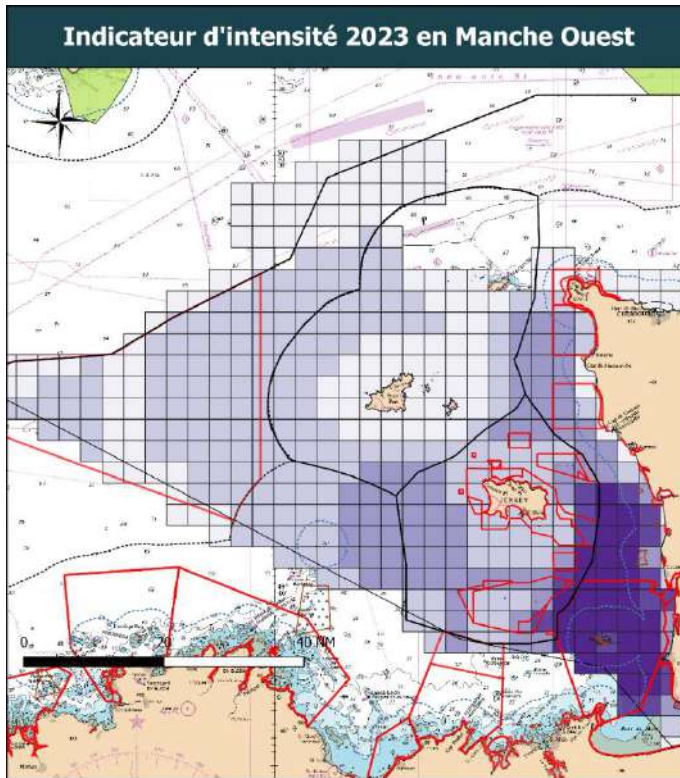
An analysis of Valpena 2023 data has allowed us to identify the sectors favoured by Normandy vessels.

What is Valpena?

Valpena is a project initiated in 2010 on the evaluation of Fishing Practices with regard to New Activities. Thanks to an innovative methodology,

Valpena has made it possible to construct and produce data for the spatialization of unprecedented fishing activities. The GIS Valpena is now a national collaborative platform bringing together scientists from Nantes University and fishermen's representatives around the definition of methods for acquiring, processing and representing spatio-temporal data on professional fishing activities.

The map opposite represents the intensity index, expressed in months*ships. It represents the number of cumulative months during which the stitches are worked the most for the year 2023 (the last year of exhaustive surveys).

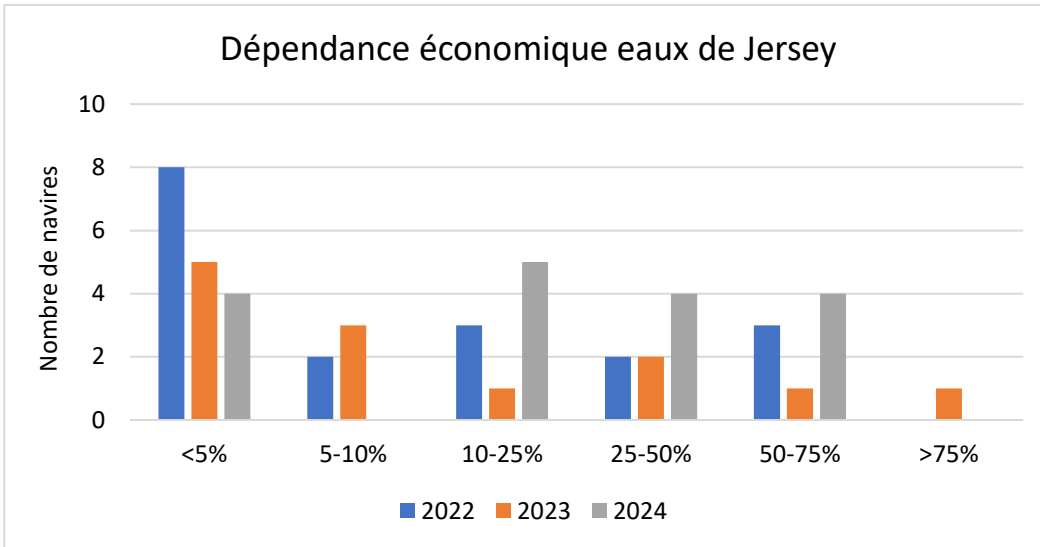


Norman trawlers frequent all the waters of Jersey with a **maximum attendance all along the eastern border**. This can be explained first of all by the proximity of the Normandy coasts in terms of distance between Normandy ports and fishing areas, but also by the biological connectivity of the exploited species, which have no administrative boundaries between Jersey and the West Cotentin coastal strip.

It is clear that almost all of the future MPAs have been positioned to the east at the level of these historic fishing areas of Normandy vessels.

From an economic point of view, these future marine protected areas are mainly frequented by **scallop dredgers or other bivalves** (clams, almonds, etc.). In addition, as the vessels are multi-purpose, some of these areas are also **trawled** to ensure a supply of fish to the west coast of the Channel.

SACROIS data allow us to observe the economic dependence of ships on marine protected areas. The graph below represents the percentage of turnover (turnover) achieved in future marine protected areas in relation to the overall activity in Jersey waters of vessels.



Histogram of the economic dependencies in terms of turnover achieved in Jersey MPAs in relation to the activity in Jersey waters of trawlers.

Over the last 3 years, 3 to 4 Normandy vessels have made more than 50% of their Jersey turnover each year in the future marine protected areas. Over the years, 6 vessels have achieved more than 50% of their Jersey turnover in Jersey MPAs. Compared to their overall turnover for the year, **they represent more than 10% of the overall turnover for 4 vessels, including one vessel for which this may have represented up to 44% of the turnover in 2022.**

All the figures are detailed in the table below.

Detail of the turnover in the MPAs of Jersey in relation to the total turnover of the vessel and in relation to the turnover achieved in all Jersey waters by the vessel.

Navire	2024				2023			2022		
	Part du CA dans les AMP de Jersey par rapport au CA total	Part du CA dans les AMP de Jersey par rapport à son CA dans les eaux de Jersey	CA dans les AMP de Jersey (€)	% de consommation de jours individuels	Part du CA dans les AMP de Jersey par rapport au CA total	Part du CA dans les AMP de Jersey par rapport à son CA dans les eaux de Jersey	CA dans les AMP de Jersey (€)	Part du CA dans les AMP de Jersey par rapport au CA total	Part du CA dans les AMP de Jersey par rapport à son CA dans les eaux de Jersey	CA dans les AMP de Jersey (€)
1	24%	62%	152 962 €	63%	36%	81%	301 552 €	44%	64%	432 173 €
2	14%	75%	54 623 €	38%	0%	5%	1 998 €	0%	5%	1 136 €
3	5%	18%	25 450 €	67%	0%	7%	1 609 €	0%	6%	760 €
4	3%	53%	21 897 €	100%						
5	4%	22%	20 798 €	79%	13%	28%	64 588 €	7%	37%	40 576 €
6	3%	42%	19 096 €	61%	12%	72%	72 237 €	5%	57%	34 415 €
7	4%	39%	17 402 €	96%	0%	0%	22 €	0%	1%	231 €
8	2%	15%	16 542 €	100%	0%	15%	4 383 €	1%	23%	3 549 €
9	1%	4%	9 867 €	72%	3%	4%	17 671 €	8%	35%	51 929 €
10	1%	36%	7 866 €	73%	0%	0%	29 €	0%	2%	2 224 €
11	2%	38%	5 123 €	61%				1%	54%	2 735 €
12	1%	23%	2 750 €	85%	0%	7%	977 €	1%	11%	3 204 €
13	1%	74%	2 604 €	60%				2%	18%	8 853 €
14	1%	3%	1 449 €	49%	6%	39%	13 845 €	0%	0%	89 €
15	0%	4%	798 €	88%						
16	0%	2%	590 €	90%						
17	0%	11%	247 €	3%	0%	1%	167 €	0%	1%	352 €
18					0%	1%	843 €	0%	2%	3 473 €
19								0%	0%	527 €
20								0%	0%	109 €
21								0%	0%	47 €
Pour l'ensemble de ces navires, sur 758 jours, 266 jours (35%) n'ont pas été consommés en 2024										

The fishing areas within the future Jersey Marine Protected Areas can generate significant turnover for some vessels, up to €432,000 for a vessel in 2022. For other ships, it can represent several thousand euros. It should be noted, however, that these revenues can be generated over strategic and very limited periods, for example in December for the end of year celebrations.

In addition, the unstable regulatory environment **must be taken into account**. In March 2023, Jersey issues individual day numbers to ships. Normandy regulations and in particular the perimeter of the shell beds have been modified as a result of Brexit. At the same time, Jersey abandoned the individualization of days. In 2024, the French State, by ministerial decree, re-individualizes the days on ships and develops a monitoring of the consumption of the days. The consumption of Normandy days by all ships amounts to 62%. For the ships for which we have data, we show in Table 2 variable individual consumption for a total of 35% of the days consumed by all these ships. **Thus, in view of the context of 2023 and the consumption of Normandy days in 2024, the turnover generated by the future MPA areas in Jersey is undoubtedly underestimated.**

From a spatial point of view, the map below **represents the economic dependence of ships** (mainland citizens of the Committees adhering to the VALPENA program) **in the Normandy-Breton Gulf in 2020** (the last common exhaustive year available at the time of the implementation of the project).

Explanation of the economic dependence map:

This map is the result of a study carried out by a research team bringing together the LETG laboratory (UMR 6554 CNRS-Nantes University) and the RICEP, in close collaboration with the entire sector (committees, producer organisations, etc.) and coordinated by the CNPMEM.

The data used are mainly individual data relating to the vessels concerned by the study area. They are supplemented by average data by vessel segment when the individual level is not available. They can be classified into three categories:

- Spatial data: this is data that makes it possible to spatialize and describe the fishing activities of the vessel (VALPENA);
- Technical data: this is descriptive data used to characterise the ship's activity profile (DGAMPA and Statistics and Forecasting Service);
- Socio-economic data: this includes data on the production and sale of the vessel, data on the economic models of fishing companies and companies in the sector, as well as data on employment (JRC, INSEE and VISIOMER).

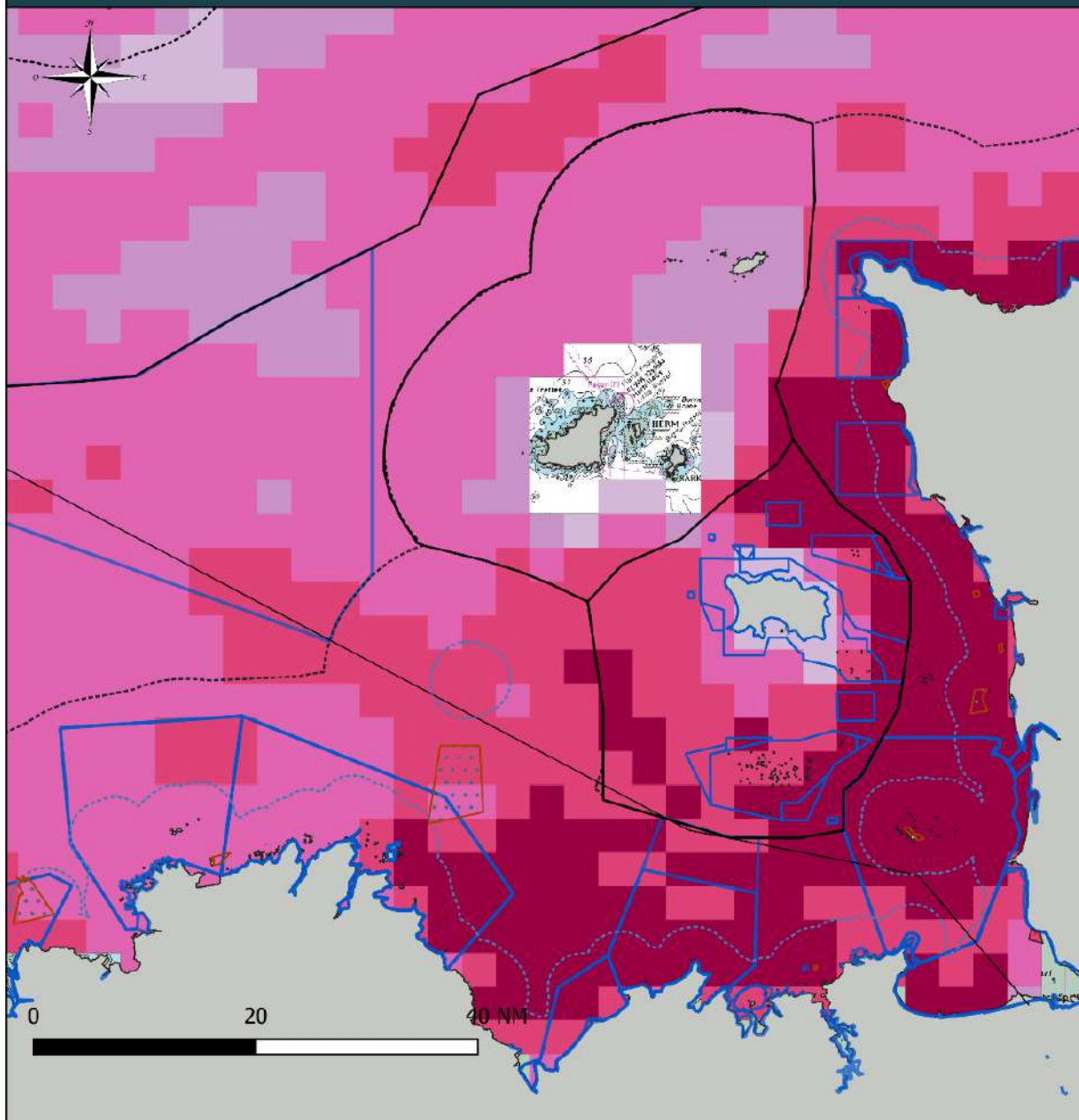
The economic dependence indicator is based on two complementary economic variables:

- The average contribution of each mesh in the turnover of the vessels;
- The average contribution of each mesh in the economic wealth disseminated on land by the entire fishing industry.

It is calculated by taking into account the entire fishing sector, which is broken down into three branches (armaments branch, port goods and services suppliers branch and distribution branch).

To assess it, the physical and financial flows between the fishing company and its partners were traced.

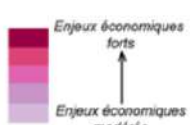
Indicateur de dépendance économique des navires en 2020



Légende

- Limite 3 MN
- Limite 12 MN
- Limites compétences Bretagne / Normandie
- Eaux UK post Brexit
- Zones de protection environnementale

Par maille⁽¹⁾, contribution moyenne à la valeur économique de la filière pêche



(1) : données traitées par maille géographique d'environ 3,6 x 3,2 MN

Discretisation :
progression géométrique
Flotte représentée : 579 navires
Taux d'enquêtes : 68 %
données validées individuellement
par chaque pêcheur déclarant

Indicator of economic dependence of French-flagged vessels surveyed in 2020.

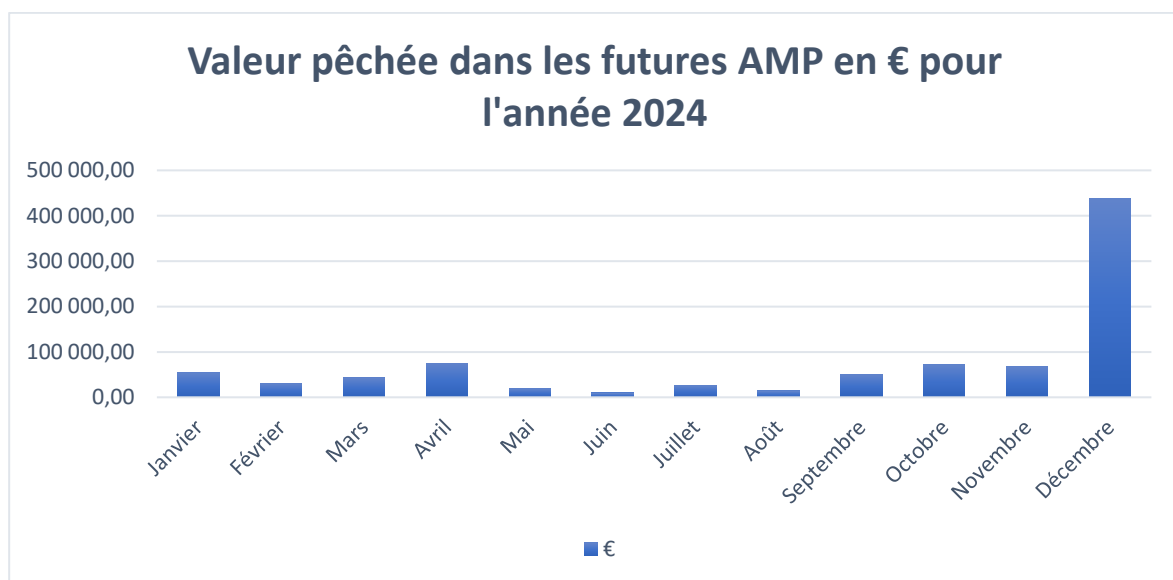
This map illustrates the **strong dependence of ships on the eastern strip of Jersey waters, where the future Jersey Marine Protected Areas are proposed.**

Among the areas in the East, the most affected areas are:

- The south and east of the Minquiers plateau (identified as both MPAs, monitoring zones and phased zones),
- The Arconies sector (especially in the part identified as a monitoring area)
- The east of Les Ecréhous is also identified as an area requiring additional monitoring.

Finally, by comparing VMS, vessel dependency and landings data at the Granville auction, we were able to estimate the auction inputs from fisheries in Jersey waters.

We estimate that fishing in the future marine protected areas represents €900,000 in sales at the Granville auction in 2024, more than 50% of which in December (graph below). The average turnover from the production of MPAs is around €450,000 in December and around €50,000 for each of the other months of the year.



Value of the catches made in the Jersey MPAs and sold at the Granville auction by the Normandy trawlings for the year 2024.

Conclusion of the economic analyses

We can see here that the French and Jersey analyses do not give the same results in terms of economic impact. This can be explained by the fact that the Jersey people seem to have been only interested in the production of scallops for the year 2024, while the French trawlers practice other trades and are dependent on them. In addition, there is inter-annual variability that has not been taken into account by Jersey.

In addition, the sales data available on the French side appear to be particularly accurate and representative, in particular those from the Granville auction, which faithfully reflect the activity of Normandy vessels operating in the Western Channel.

Access to all vessel production data also makes it possible to determine precisely the rates of economic dependence on the different fishing areas. As such, the CRPMEM of Normandy regrets that it was not solicited, as had been agreed when the JMSP was set up, in order to guarantee the completeness, reliability and robustness of the data mobilized.

Summary

	Normandy Analysis	Jersey analysis
Number of vessels active in MPAs	22 out of 24 eligible vessels	17 of the 24 eligible vessels
Estimated production for French vessels in MPAs	900 000 €	€275,917
Jobs analyzed	Scallop dredge Clam and almond dredge Trawl trades	Scallop Dredge

Dependence on annual turnover:

- ➔ 3 to 4 Normandy vessels achieve more than 50% of their annual Jersey turnover in the future marine protected areas
- ➔ The future Jersey marine protected areas represent more than 10% of the overall turnover of 4 Normandy vessels

Share of the activity of Normandy ships:

- ➔ 15 vessels are not very present and spend less than 1% of their time in future Jersey MPAs
- ➔ 8 vessels have a regular activity in the future Jersey MPAs and spend up to 10% of their time there
- ➔ 1 ship is very dependent on future Jersey MPAs and spends more than 1/3 of its time there

Impact on fisheries and the sector:

The proximity of the future Jersey MPAs to the Normandy coast means that the affected vessels are small units that are not in a position to go fishing further offshore. This therefore severely limits the possibilities of postponing fishing.

In addition, these units target species that are not very mobile and are not evenly distributed on the bottom. This means that there is a real dependence on these areas.

The economic losses caused by the establishment of these marine protected areas will therefore not all be compensated by the displacement of fishing effort. This will necessarily lead to **a cessation of activity** for some vessels, **i.e. a reduction in inputs to the auction**. This therefore implies a **weakening of the entire downstream sector of the West Coast** with buyers who risk losing interest in the sector in favour of more dynamic areas.

The consequences of the establishment of Jersey marine protected areas will therefore not only be felt at the level of fishing units but also on the entire Normandy sector.

Normandy trawling activities and proposals for adjustment by the MSP

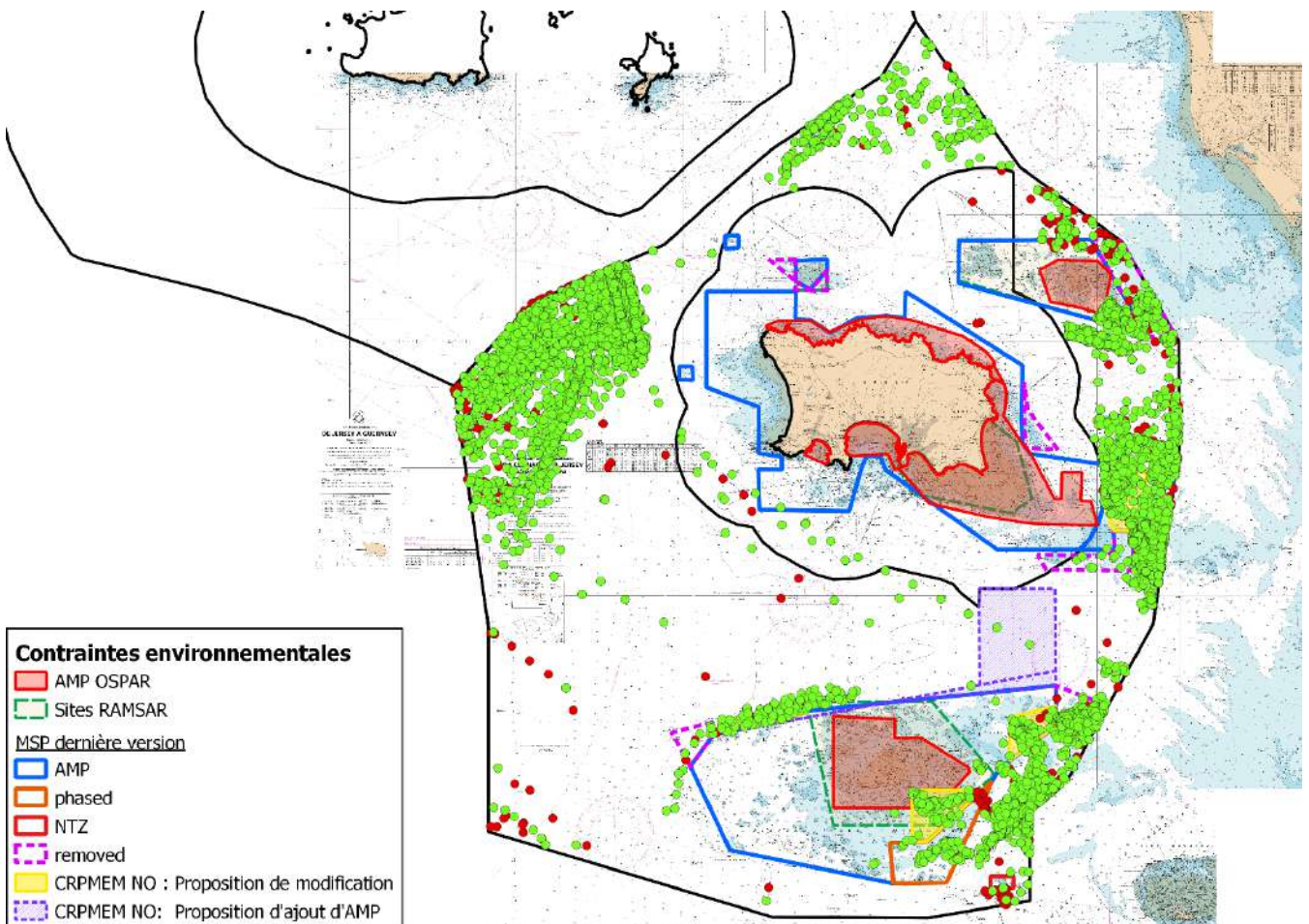
The proposals set out below do not constitute an opposition in principle to Jersey's environmental objectives, but a search for a realistic compromise to ensure and maintain small-scale fishing in the Western Channel in connection with the coexistence of uses.

In this section, the detailed sites are those where there is a Norman activity. When possible, economic production figures from the French State are provided.

The activity maps below are maps based on VMS data for the years 2024 and 2025 in full for Normandy arts towels with a Jersey licence for speed conditions below 6 knots.

Green pings are "valid" pings: ping with at least a 2nd ping in the same day.

Red pings are "invalid" pings: ping does not have a 2nd ping in the same day.



It should be noted here that Norman ships are mainly present in the eastern strip of Jersey waters. These are small units that would not be able to transfer their activity further offshore. In addition, these ships mainly work with shellfish (scallops, clams, almonds), which are not very mobile species. The closure of these areas in the east therefore represents a loss of activity that can have dramatic consequences for companies.

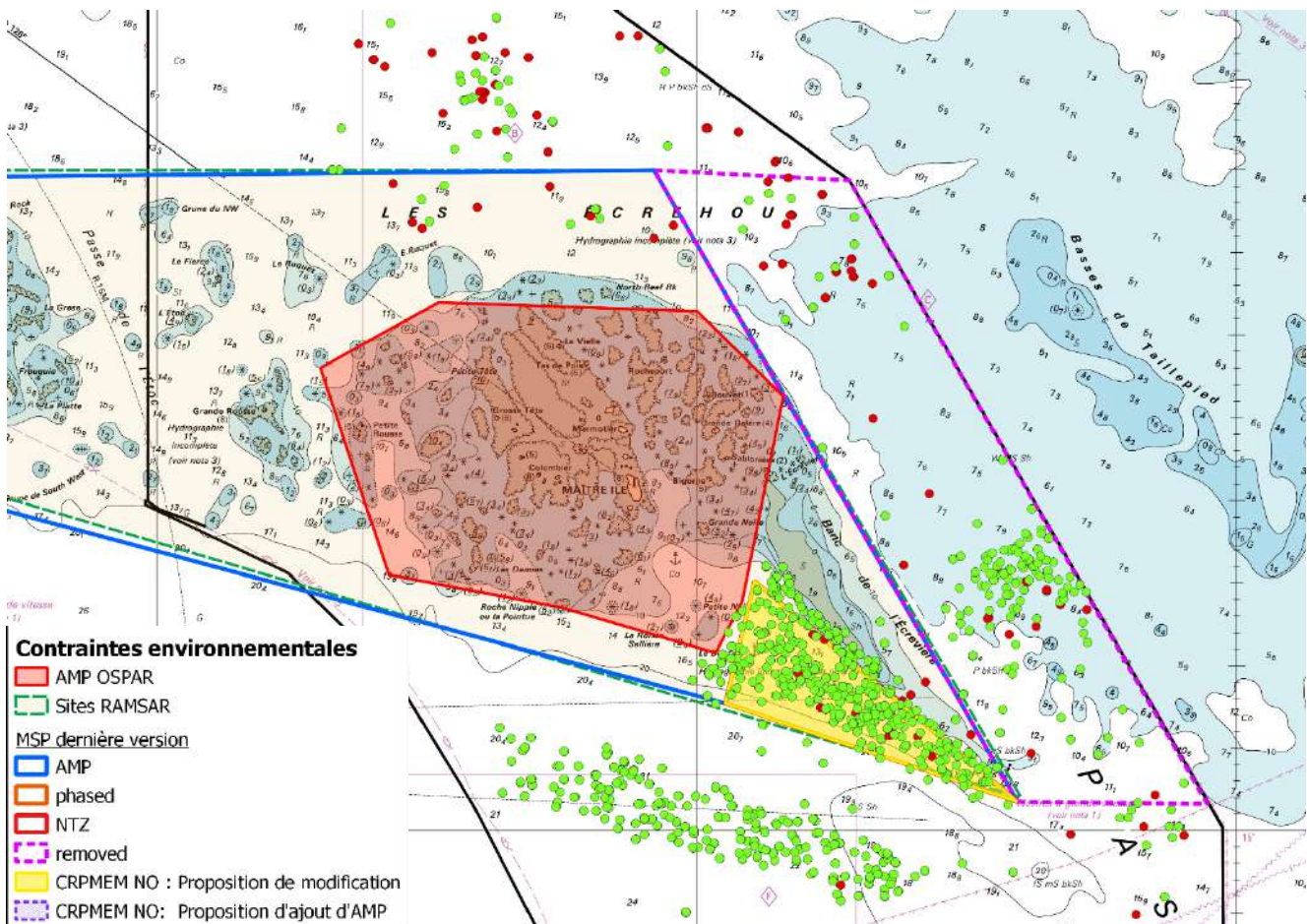
The pings observed in the west are carried out by larger units and trawls, so they are not the same activity.

Creams

Jersey proposal:

Presence of maerl in the monitoring area but in low concentration and significant fishing stakes.

It is therefore proposed not to integrate the monitoring area as a marine protected area and therefore to leave it open to the practice of towed fishing gears.



Normandy proposal:

4 Normandy towed fishing gears are concerned by this site. These are Carteret ships. Of these, 3 are small units of less than 12 m, so they are subservient to the area because of their size and the proximity of this site to their home port (7.6 MN).

Of the 4 vessels concerned, the 3 small units are regularly present. According to French data, these 3 ships made between €11,000 and €46,000 per year between 2022 and 2024, or an average of €26,300 per year over the period.

The map above clearly shows their dependence on the "phased zone" sector, but no additional environmental monitoring has been planned in this zone, which is regrettable. Given the economic stakes, the **CRPMEM of Normandy proposes to completely remove the "phased zone" from the network of marine protected areas.**

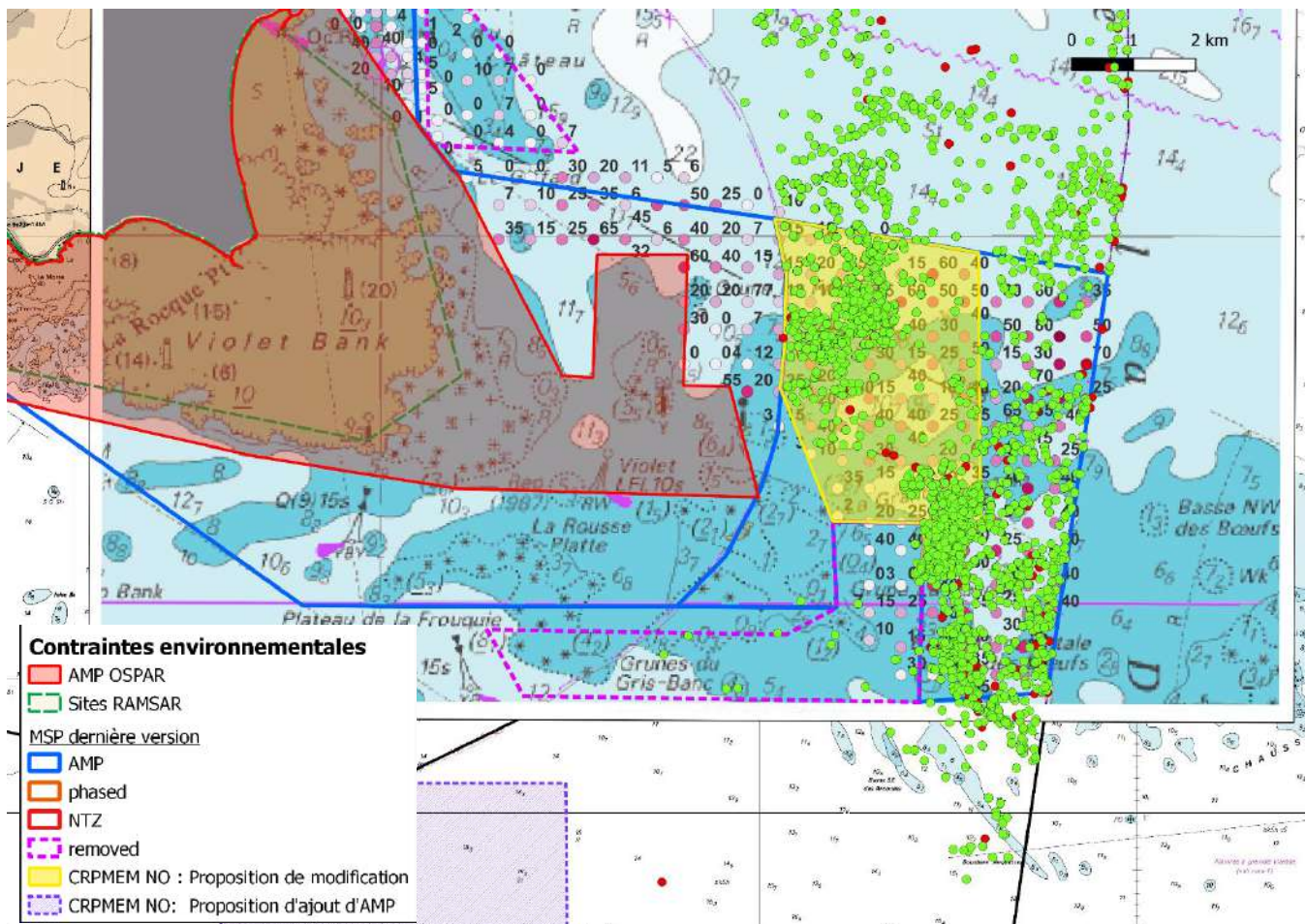
South East Jersey

Jersey proposal:

This area was initially identified as an area of interest due to the presence of maerl. An in-depth study on the subject was then conducted in the study area. A major issue related to fishing has also been identified.

Taking into account the issues related to the presence of maerl as well as the issues related to fishing have led to a redefinition of the marine protected area (in blue on the map):

- **North-East: proposal to remove a triangle from the MPA boundaries (within 3 MN)**
- **South: proposal to remove this area from the MPA boundaries as well as the south of the Anquette**
- **East: integration of the area into the MPA boundaries**



Normandy proposal:

16 Normandy towed fishing gears are concerned by this site. As this site is very central, it is both Carteret and Granville ships. This site is particularly important for fishing for clams and sea almonds.

According to Jersey, the vessels concerned make nearly €125,000 annually in this area. According to French data, 14 ships are present very regularly and have landed more than €724,000 over the period 2022-2024.

The maerl is indeed a habitat of great interest and we fully understand the need to protect it. However, in this study, Jersey representatives seem to be looking for trade-offs between ecological and economic issues.

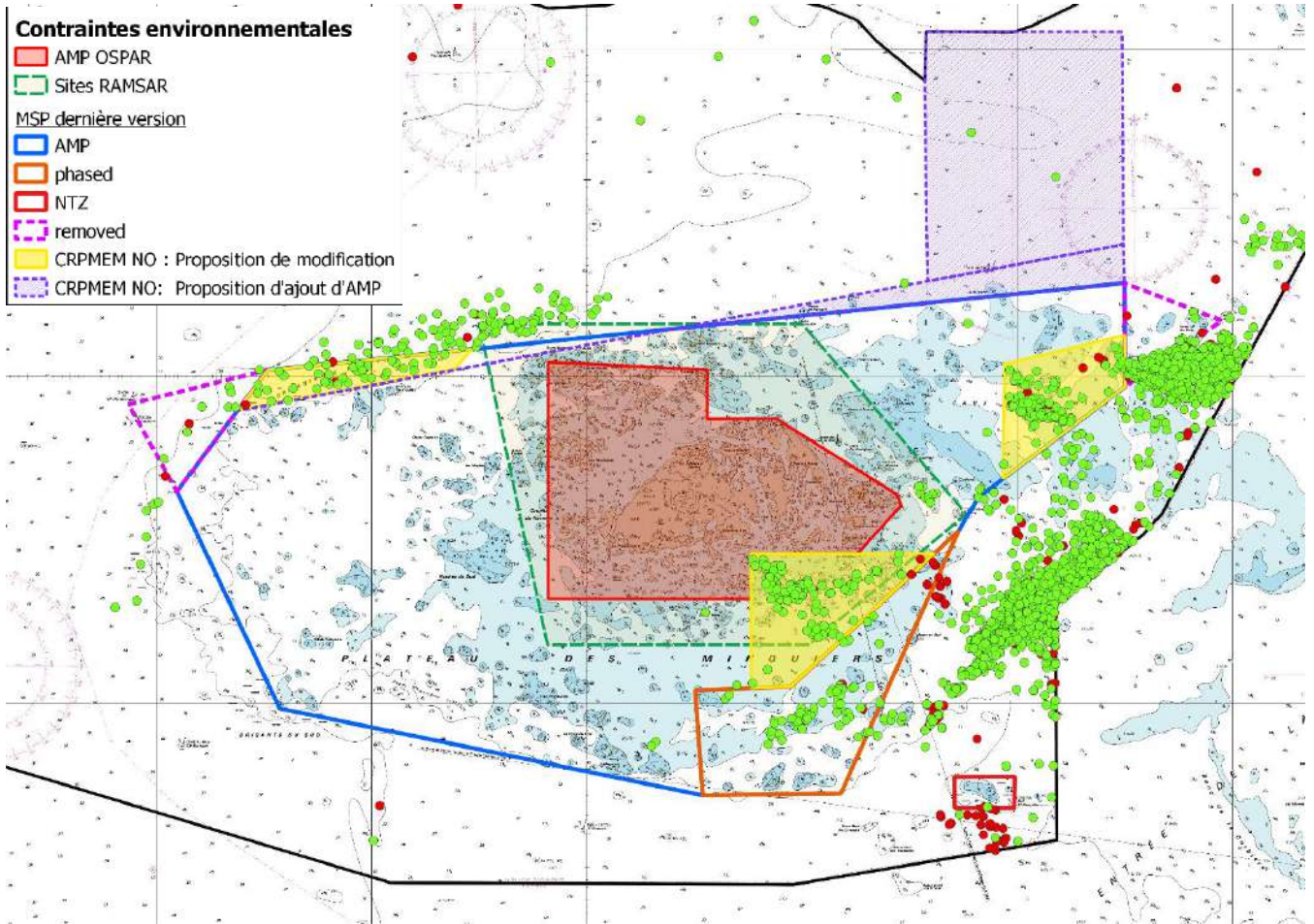
The map above shows activity by Norman ships in the north-western part of the proposed area (in yellow). In this sector, the proportions of maërl are low: overall less than 20%.

That is why we do not understand the desire to protect this area. This site is a main fishing area for clam and sea almonds. As these species are sessile and localized, it is impossible to transfer vessels to other fishing areas.

We are asking for a redefinition of the perimeter of the marine protected area by removing this sector in yellow, as has been done in the southern part of this area where the stakes for Jersey fishermen have been recognized.

In addition, in a spirit of compromise between ecological and economic issues, it may be possible to restrict on this site the less important activities such as trawling, scallop dredging and venus dredgers to **authorise only the activity of high economic importance: fishing for clams and sea almonds.**

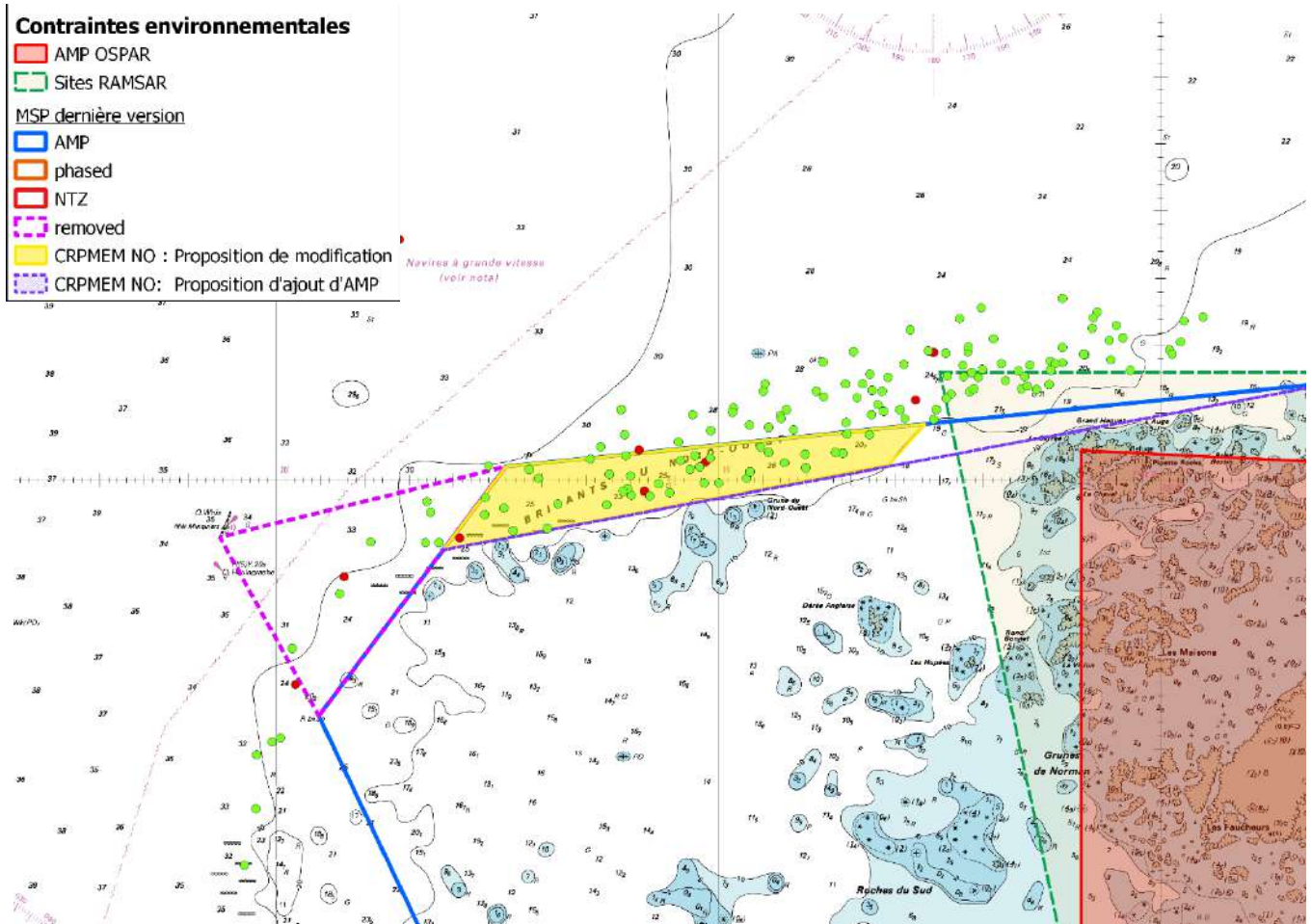
Minquiers: Overview



West Minquiers

Jersey proposal:

In the study area, the western part is of little ecological interest but a challenge for fishing. **It is therefore proposed to remove the northwest area and include the remainder of the study area in the marine protected area.**



Normandy proposal:

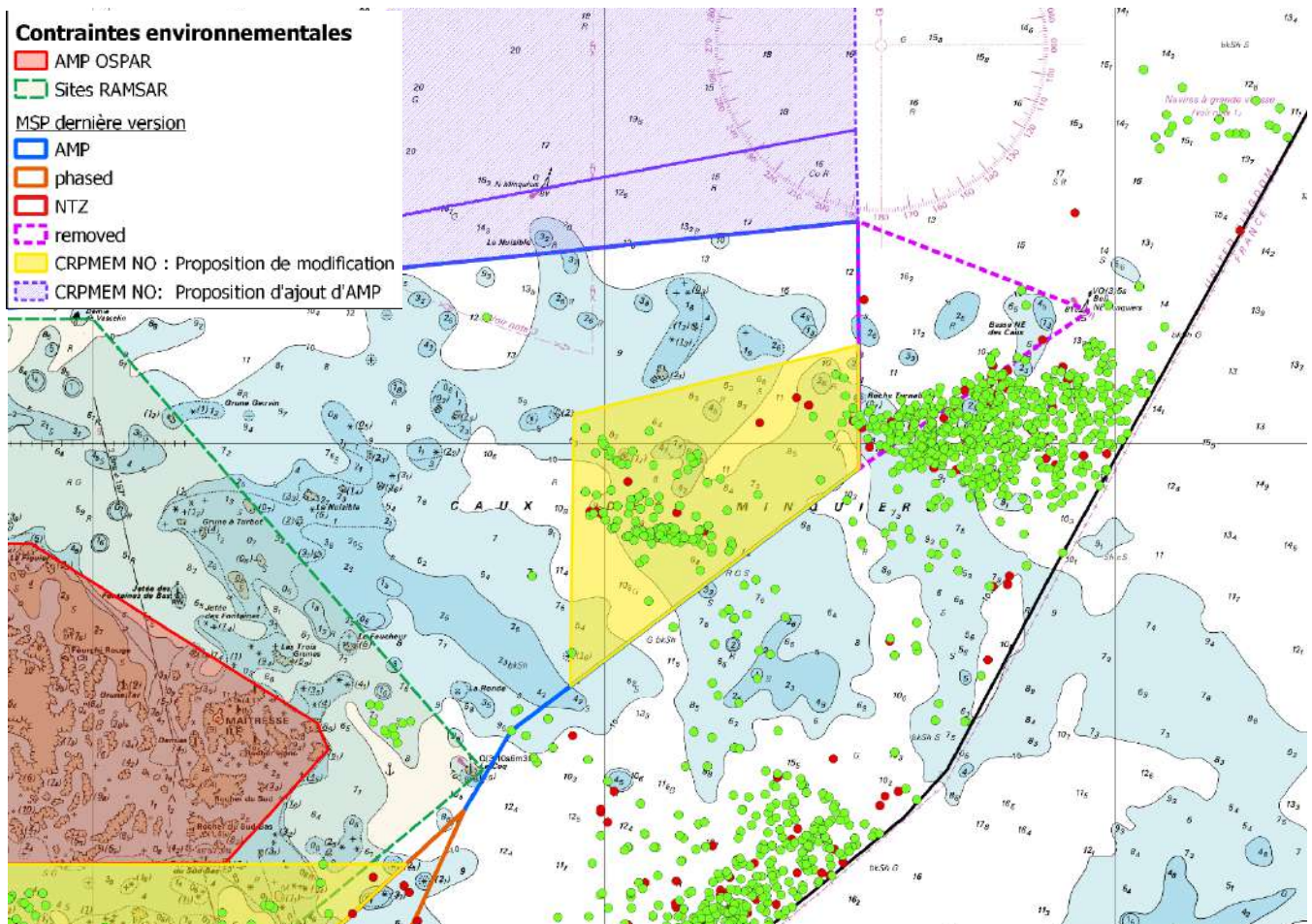
In this area, the activity is exclusively trawling and operated by 2 Normandy vessels of less than 16m. The latter are present mainly in the summer period. Visible on the map, defining the northern part as a marine protected area leads to a reduction by half of their current fishing area, which will have significant consequences on their fishing activity. Given the narrow scope, we are not able to provide precise figures.

The Normandy CRPMEM proposes to adjust the limit to allow these trawlers to keep their fishing area by following the sounding line to match the activity of the trawlers. **The aim is to remove the yellow zone from the MPA network.**

East Minquiers

Jersey proposal:

Jersey has identified this area as being integrated into the network of marine protected areas, there has been no analysis on it in order to know precisely the ecological interest of this site. This is an area presented as being shallow and of high ecological interest.



Normandy proposal:

This sector is of interest for Normandy fishing because of its proximity and its topography favourable to shellfish fishing. This sector concerns at least 6 vessels whose activity was strong in November and December 2025 for the fishing of clams and almonds.

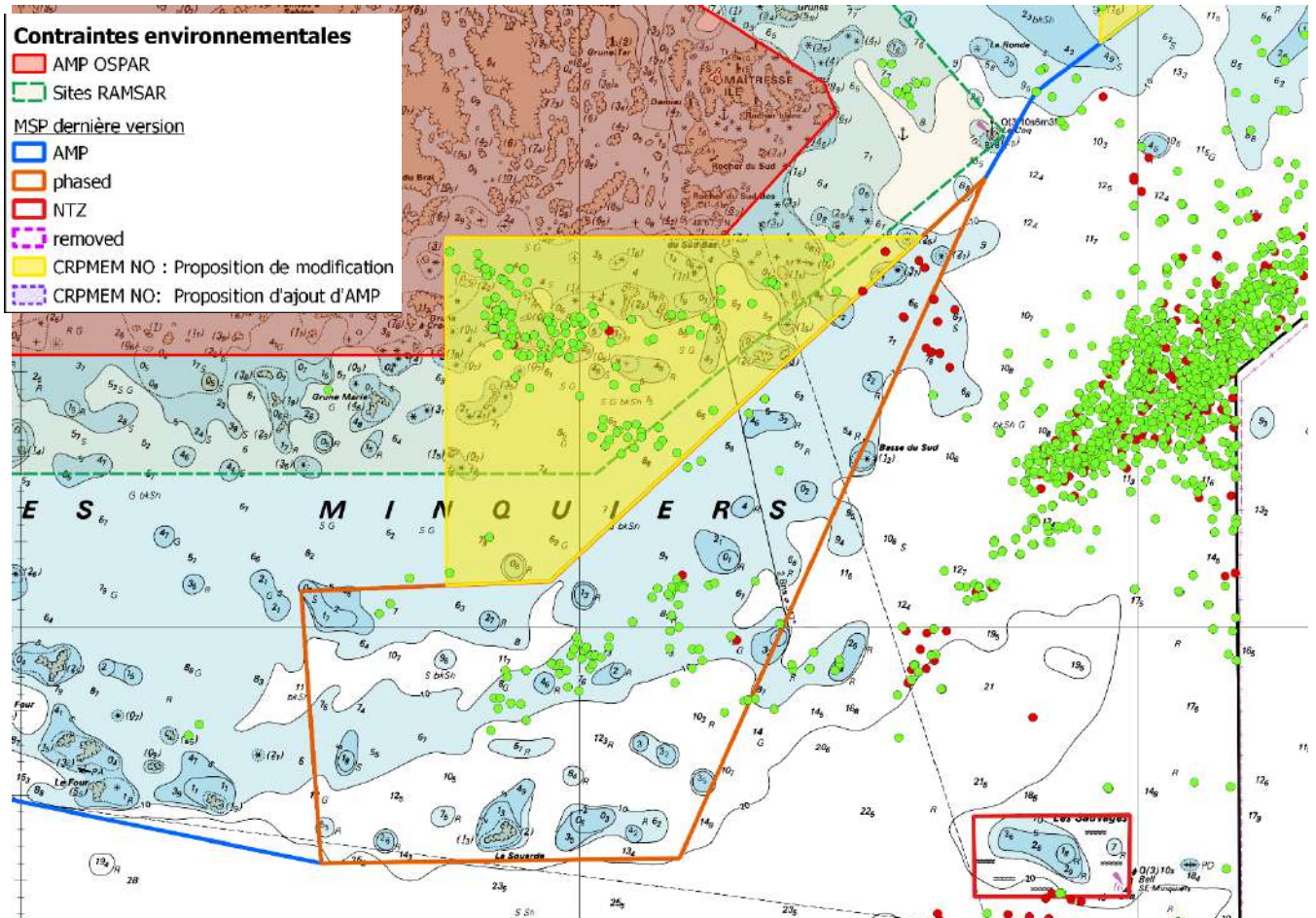
Given the very localised perimeter of this area, we have not been able to establish economic figures.

The Normandy CRPMEM proposes that the sector identified in yellow be removed from the network of marine protected areas. On the other hand, other "shallow" areas of ecological interest with little or no trash fishing activity could be protected.

"Phased zone" of the Minquiers

Jersey proposal:

As for the "phased zone" of Les Ecréhous, the Minquiers zone has not been the subject of any additional analysis by the Jersey authorities.



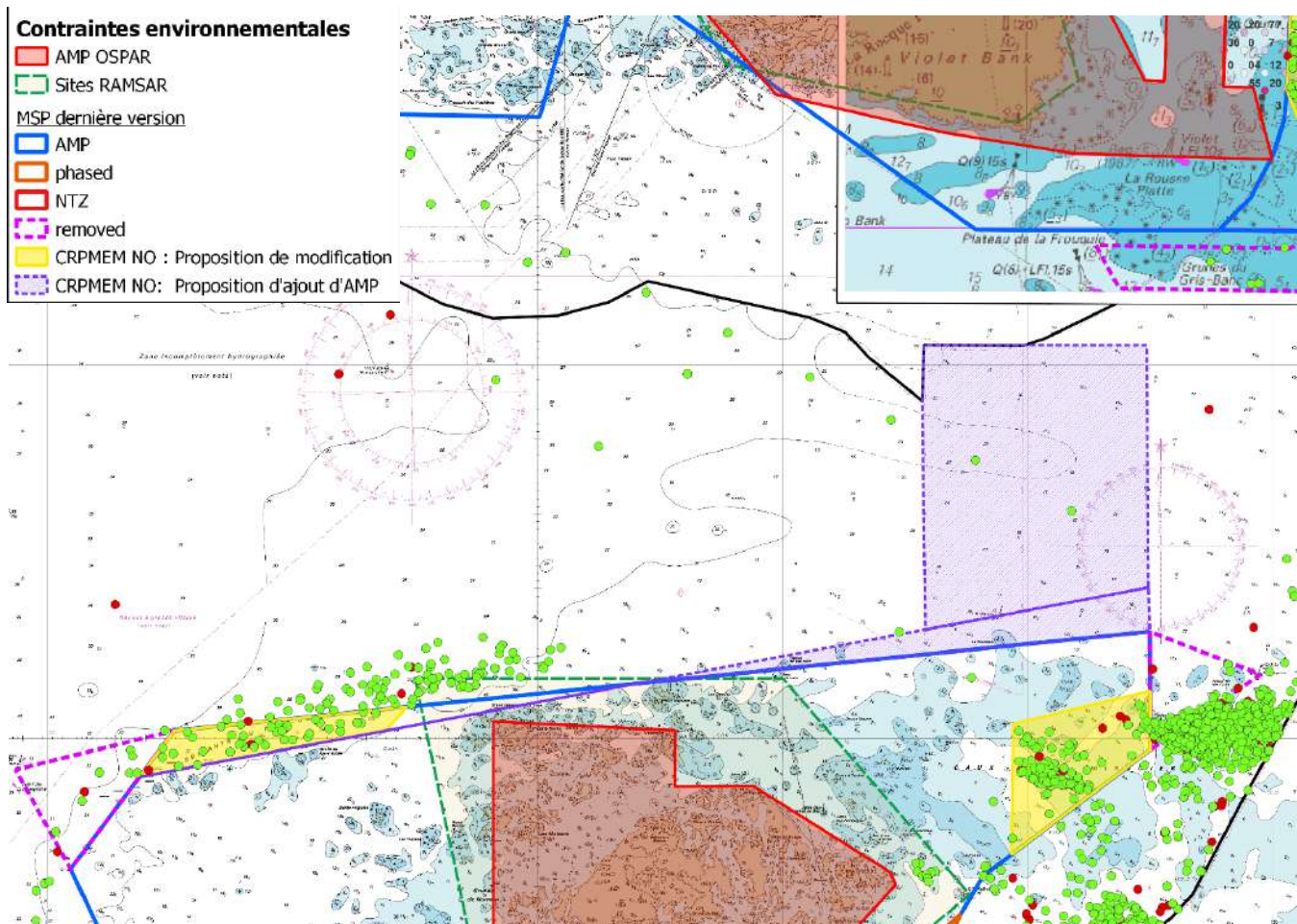
Normandy proposal:

This "phased zone" and the part in yellow on the map above correspond to a sector with a high stake for the fishing of clams and sea almonds for the only Norman vessel that practices this sector and whose economic activity is centred on this fishery. In its turnover in Jersey, this vessel depends on 70% of all marine protected areas: 17% for the "phased zone", 28% for research areas, 24% for marine protected areas.

According to French data, the economic figure for this vessel in the "phased zone" alone varies from €24,000 to €123,000 per year between 2022 and 2024, for an annual average of €68,000. We do not have detailed information about the area in yellow, but we can assume more substantial figures in view of the higher number of visitors according to VMS data.

This ship is extremely dependent on this sector and the area of South East Jersey. To avoid a net break in activity for this vessel on 1 September 2026, the Normandy CRPMEM proposes to add the yellow zone in "Phased zone" status in order to give this vessel time to adapt if possible, because it should be remembered that clams and almonds are sessile species. This enlarged "Phased zone" could only concern the fishing of meadows and sea almonds.

Proposal to add protected areas



In parallel with the sectors that we wish to remove from the network of marine protected areas because the stakes are high for Normandy fishing, while maintaining a coherent and effective proportion of marine protected areas, **the CRPMEM suggests that it may be interesting to protect other sectors with adequate environmental characteristics to be protected.**

These include "shallow water" areas. **For the Minquiers site, we propose to adjust the northern limit by following the topography more closely (purple dotted line) to reintegrate the fishing areas to the northwest and to increase the protection of shallow areas to the northeast (purple triangle) with the presence of kelp according to the MSP habitat map. This seems to us to be a good compromise between the protection of the marine environment and the integration of economic issues.**

In addition, the area north of Minquiers identified by a purple rectangle also seems to us to be a suitable area to protect in view of the presence of kelp and the absence of impact on Normandy fishing.

Conclusion

Reading the two reports posted online by the Jersey authorities in October 2025 raises questions and reactions for the Normandy CRPMEM.

First of all, there is the method used to define the maerl schools and their state of health. We do not understand why international criteria are not used, which would allow for more consistency at the level of the Normandy-Breton Gulf.

In the same way, concerning the analysis of the economic impacts generated by the establishment of marine protected areas. We note the following:

- The speed threshold for the analysis of VMS data has been lowered to 4.5 knots while in any study it is 6 knots. This method is therefore not consistent with the way this data is normally processed, which leads to confusion
- Only the scallop dredger activity was analyzed, while vessels practicing trawlers in Normandy also have a significant activity in dredging, other burrowing bivalves and bottom trawling. This is therefore a significant bias in the analysis of these data.
- The fact that this analysis was carried out in a single year does not allow us to take into account the interannual variability, which is very important in the field of professional fishing.

Through these reports, we have clearly understood Jersey's desire to find a balance between environmental and economic issues. We also note that several future marine protected areas have seen their perimeter evolve, particularly in sectors where the stakes for Jersey vessels are high. In view of the lack of exhaustiveness of the economic analysis of French ships, it is understandable that the issues at stake have been less taken into account. However, with the complements provided in this document, we ask that these perimeters be considered again.

In order to avoid reducing the protected areas too significantly, we propose to think about the establishment of protected areas in sectors with characteristics equivalent to the areas currently targeted for protection.

Conclusion

Through collaborative work carried out with professionals frequenting these fishing areas, the CRPMEM of Normandy formulates the present counter-proposals relating to the delimitation of the marine protected areas of Jersey. These aim to preserve historically exploited fishing areas, to safeguard small-scale fishing enterprises, while identifying, in a constructive way, other sectors that can be the subject of protection measures, in line with the environmental objectives carried out by Jersey.

The Normandy CRPMEM warns of the major risk of a cumulative effect of successive environmental measures, leading to an irreversible weakening of certain fishing companies in the Western Channel, destabilising the entire sector.

In this context, the Normandy CRPMEM requests that the proposals presented in this document be fully taken into consideration, in order to preserve a constructive dialogue and to guarantee the sustainable maintenance of fishing activities within the Normandy-Breton Gulf.



JERSEY MPA

14th January 2026

St-Malo



I- Marine Protected Area Further Research Report

Complementary report corresponding to the French method:

1- Knowledge of marine environment

2- Identification of preservation and socioeconomic challenges
-> if needed, adapt activities to reply to preservation issues

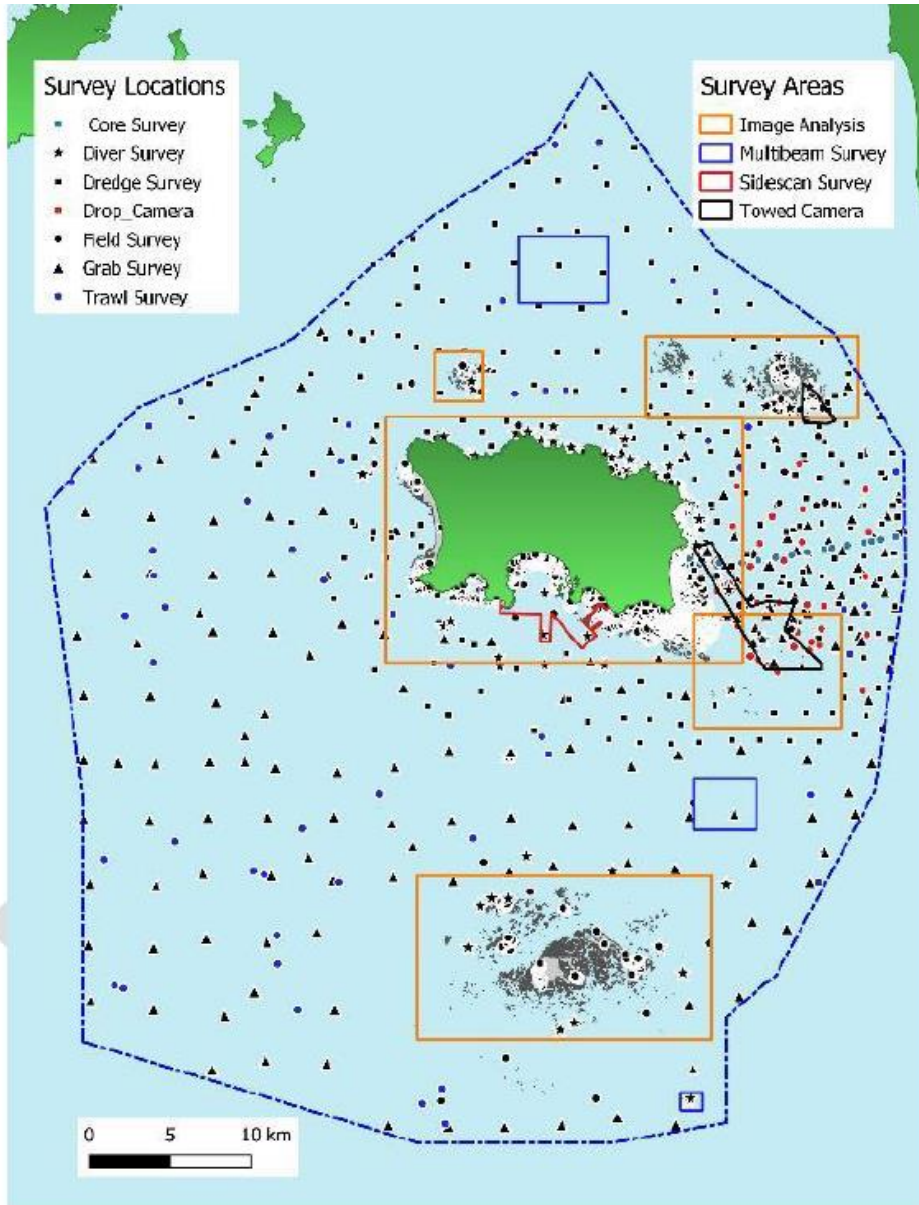
= MPA (zones and measures) proposed on the basis of a strong scientific knowledge and taken into account socioeconomic balance

GENERAL COMMENTS:

FR vs JEY : different assessment of the thresholds for defining maerl beds
Use of the 30% recovery threshold recognised by international experts (Biomearl Team)

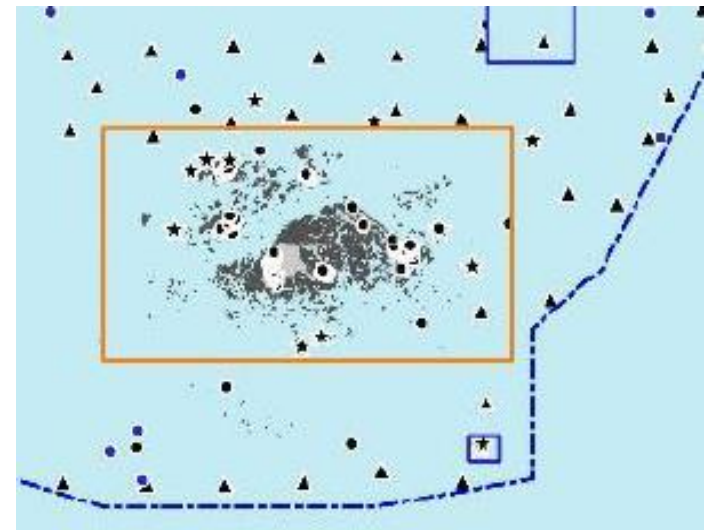
-> **Conservation goals ? *objectifs de préservation ?***

Marine Protected Area Assessment Methodology - Government of Jersey



Appendix II – Habitat Map Methodology

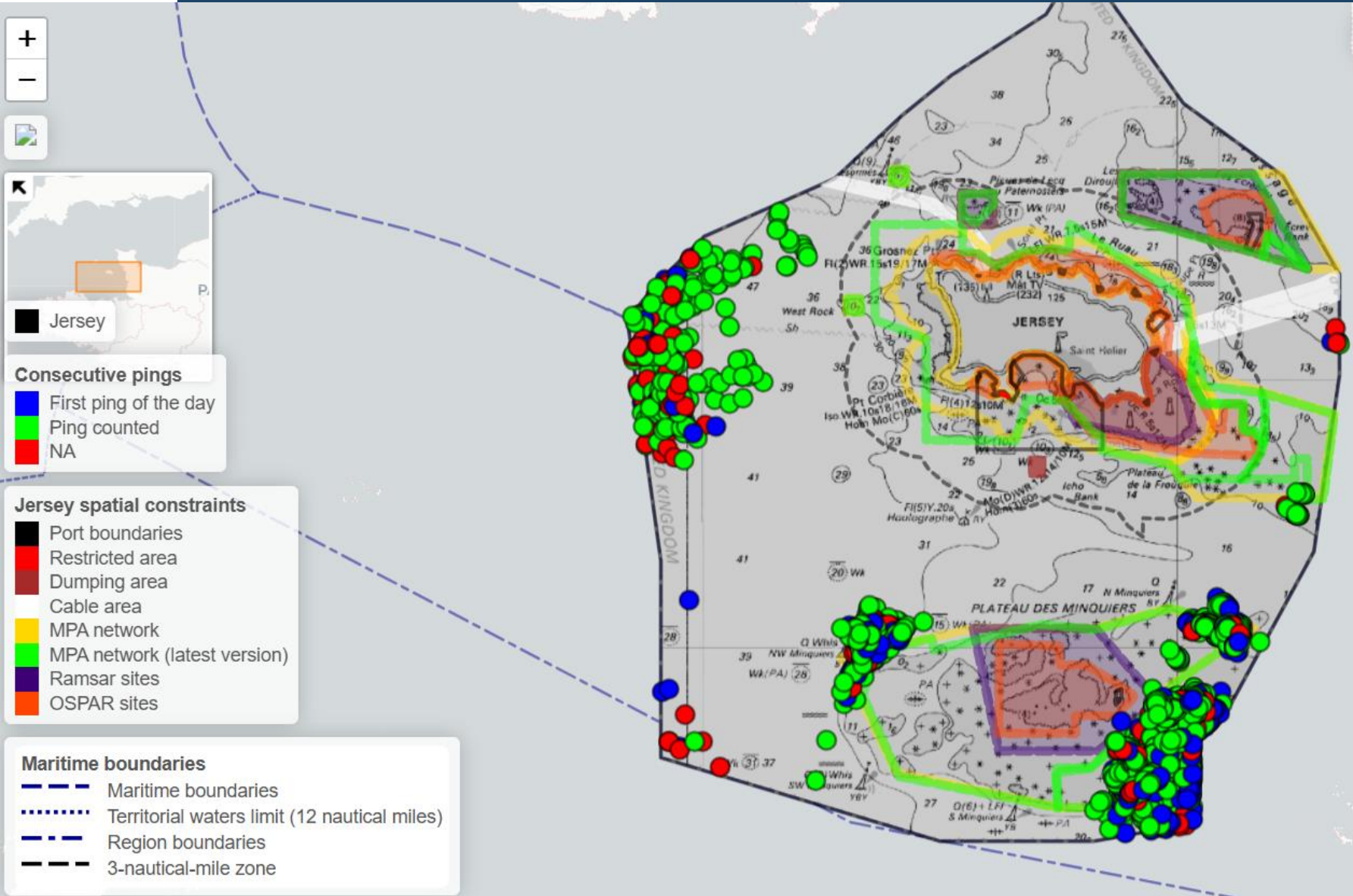
➔ Focus on "phased" zone



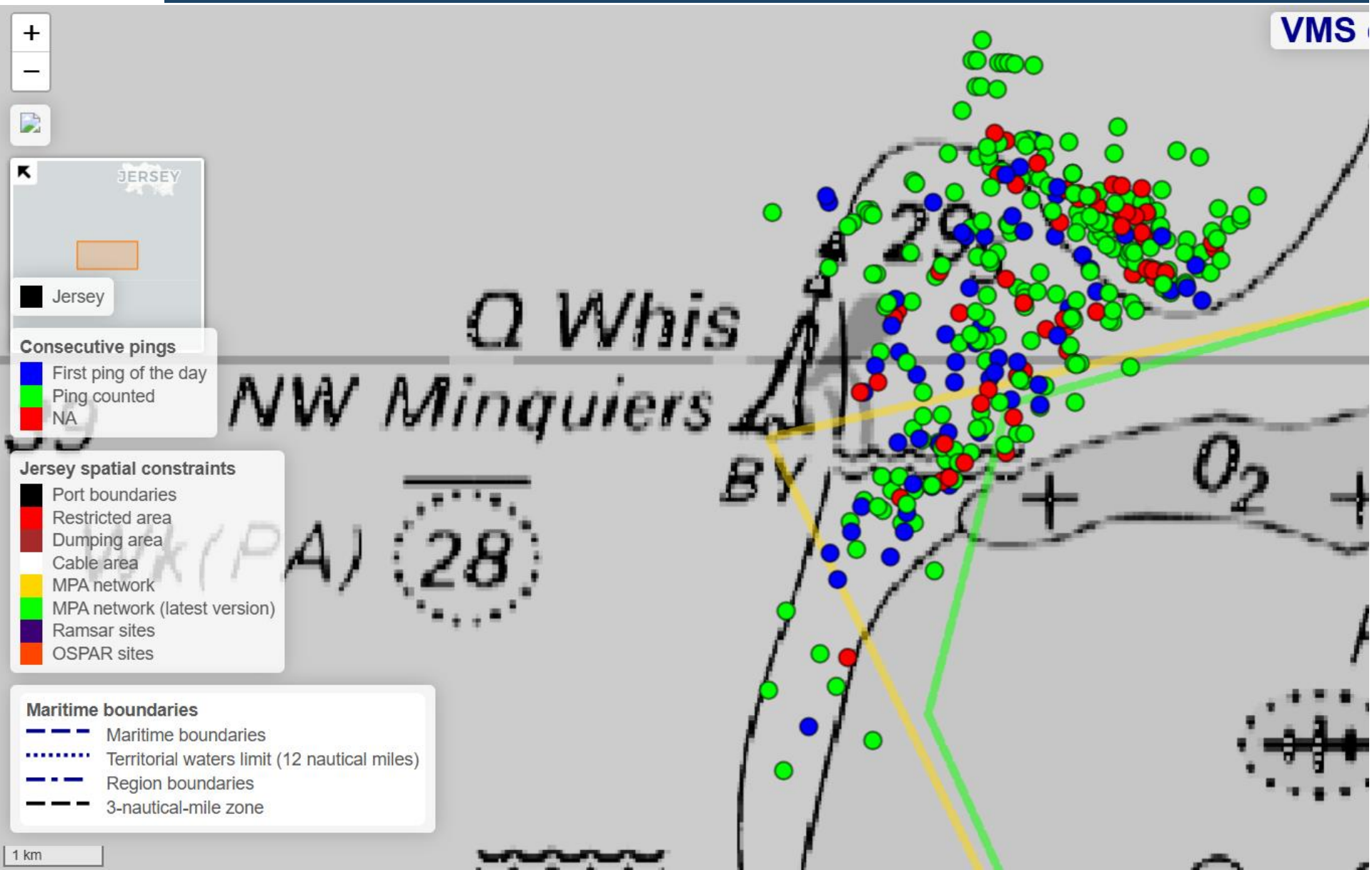
"Phased zone" = connaissances partielles des habitats

II-2025 Activity—mobile gears breton (22 vessels)

VMS

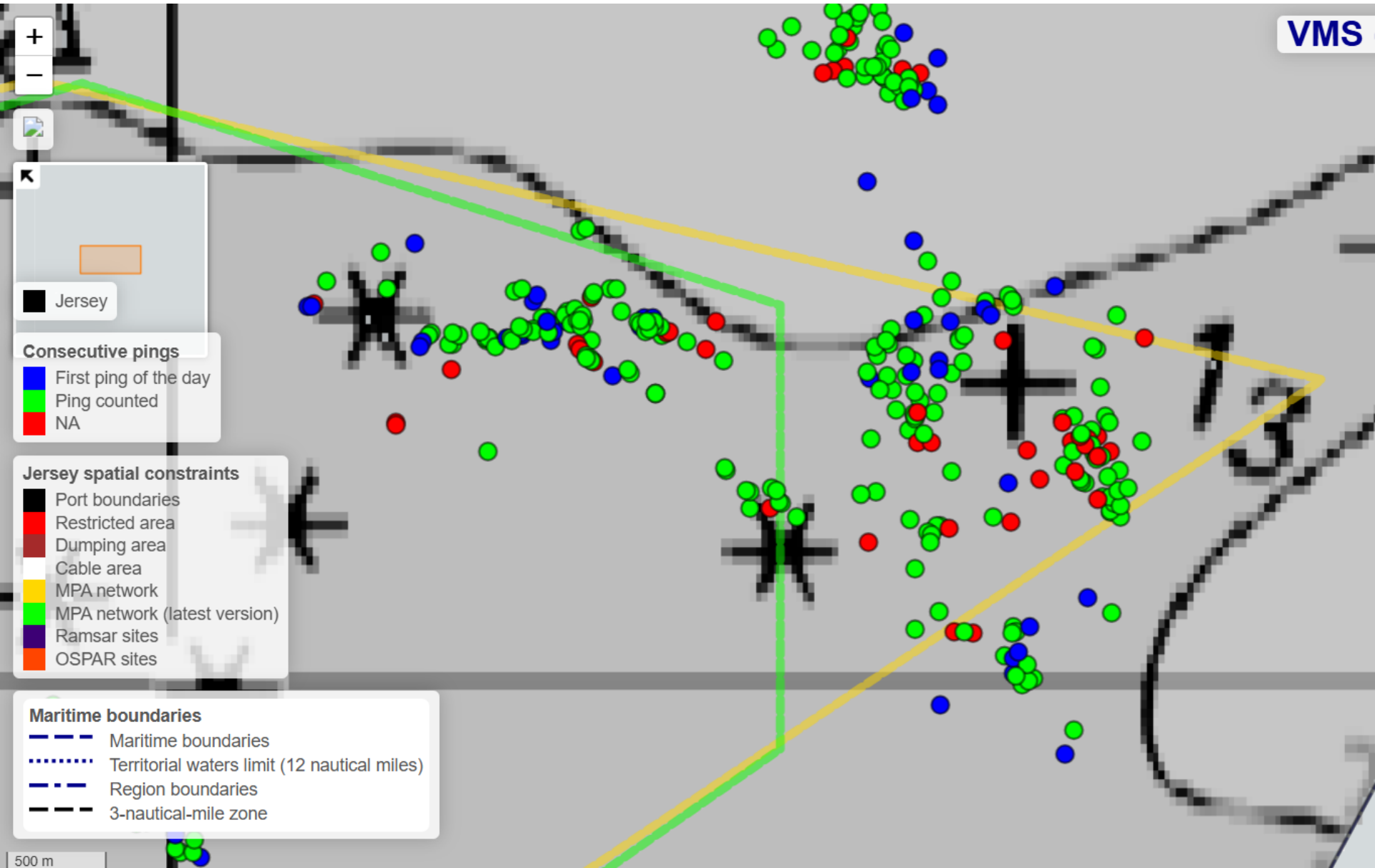


II. 2025 Activity—mobile gears Breton NW Minquiers

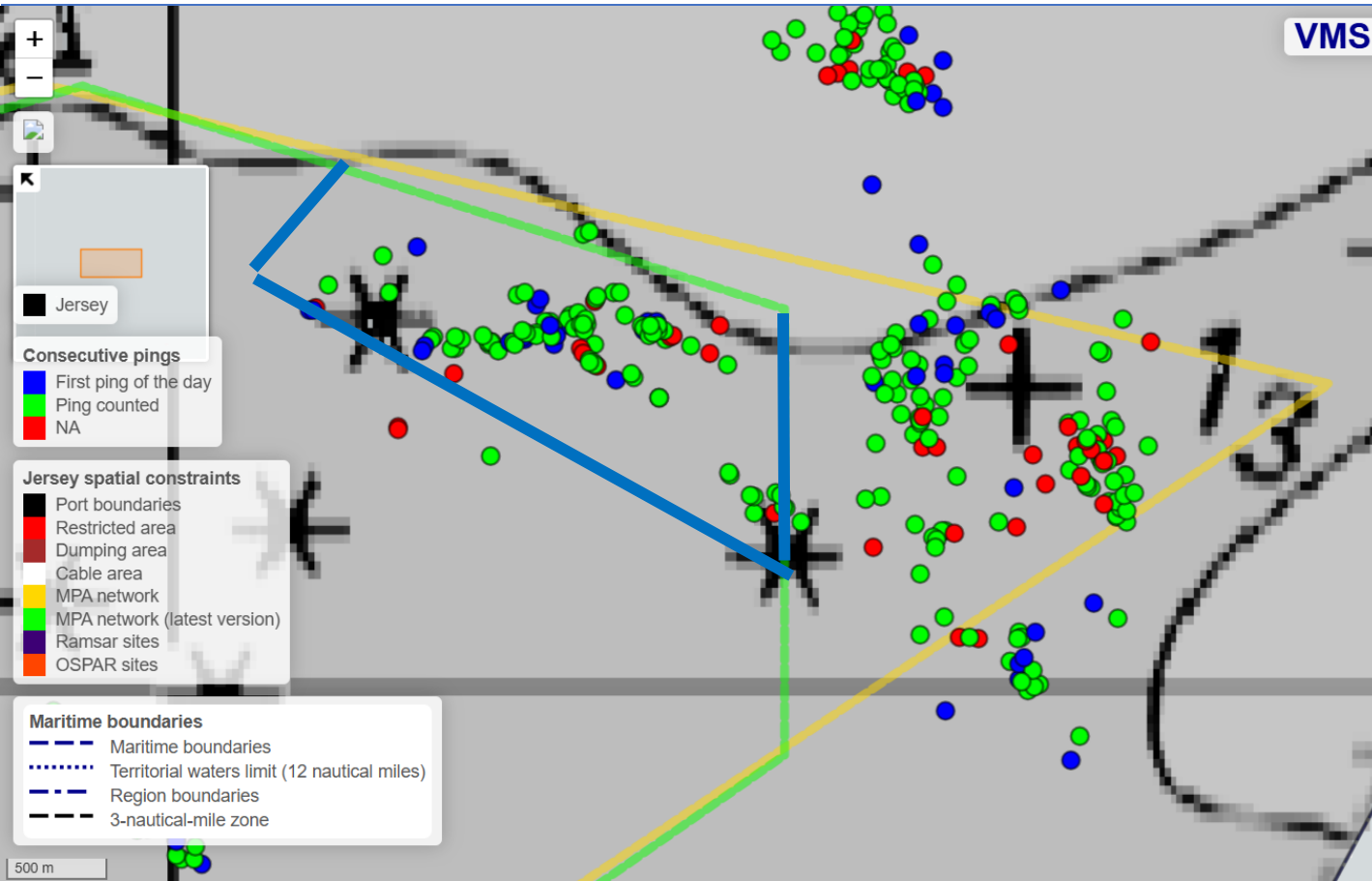


II. 2025 Activity—mobile gears Breton NE Minquiers

VMS



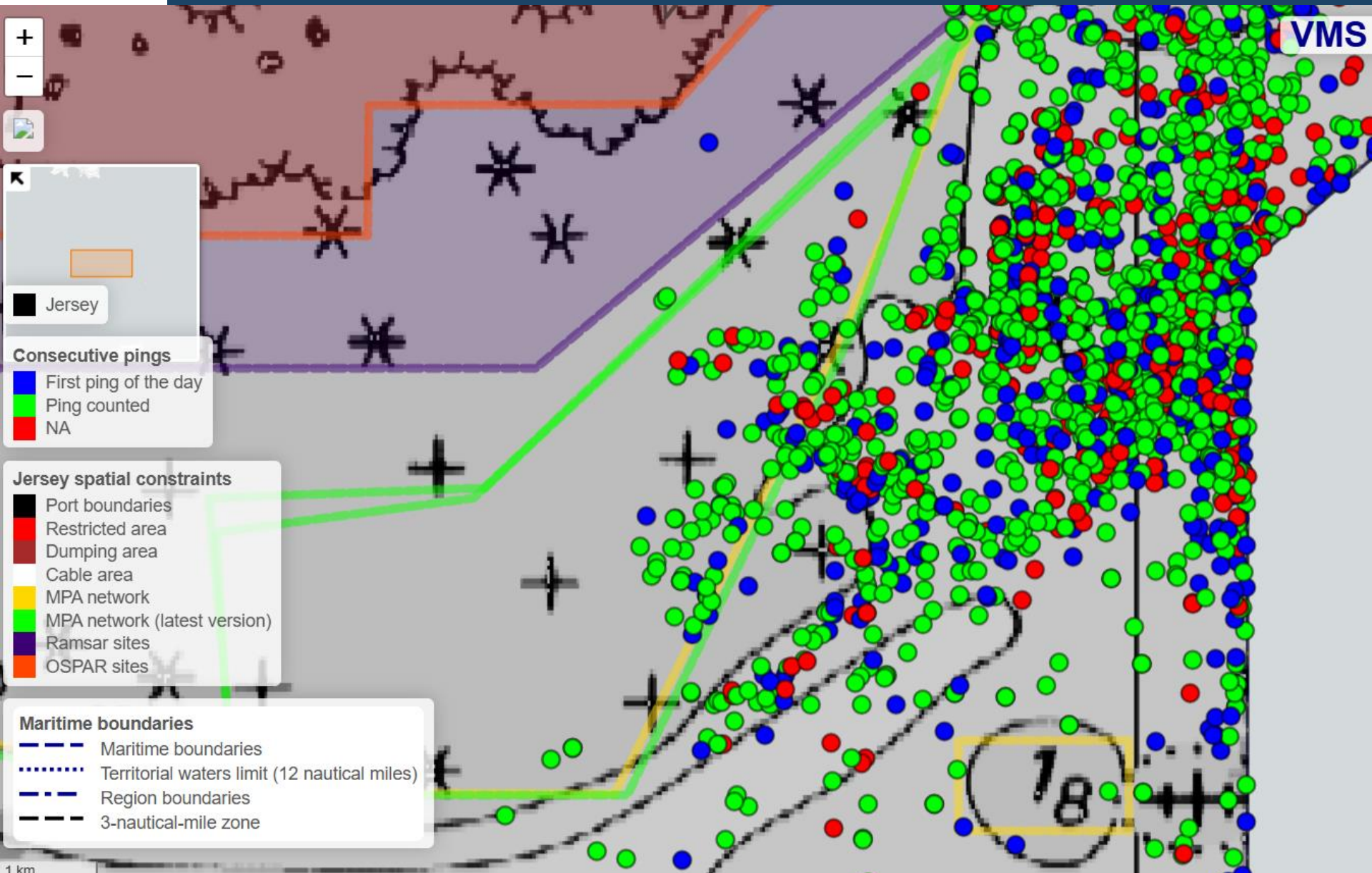
II. 2025 Activity—mobile gears Breton NE Minquiers



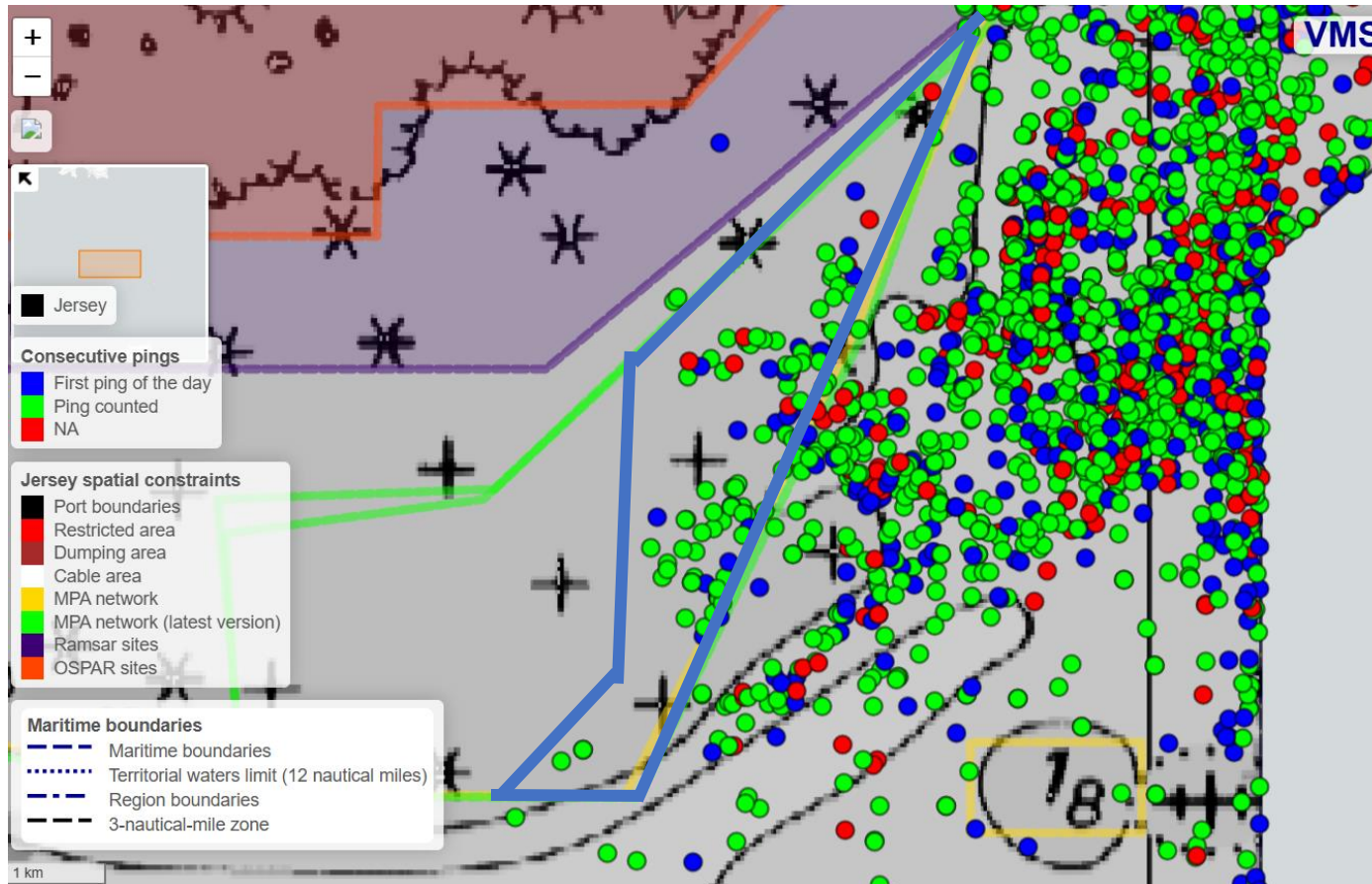
Exchanges with fishermen in order to organise a better coexistence at sea

Preserve priority zone of fishing activity in the blue zone

2025 Activity – mobile gears Breton SE Minquiers ("phased" zone)



PROPOSALS : SE Minquiers ("phased" zone)



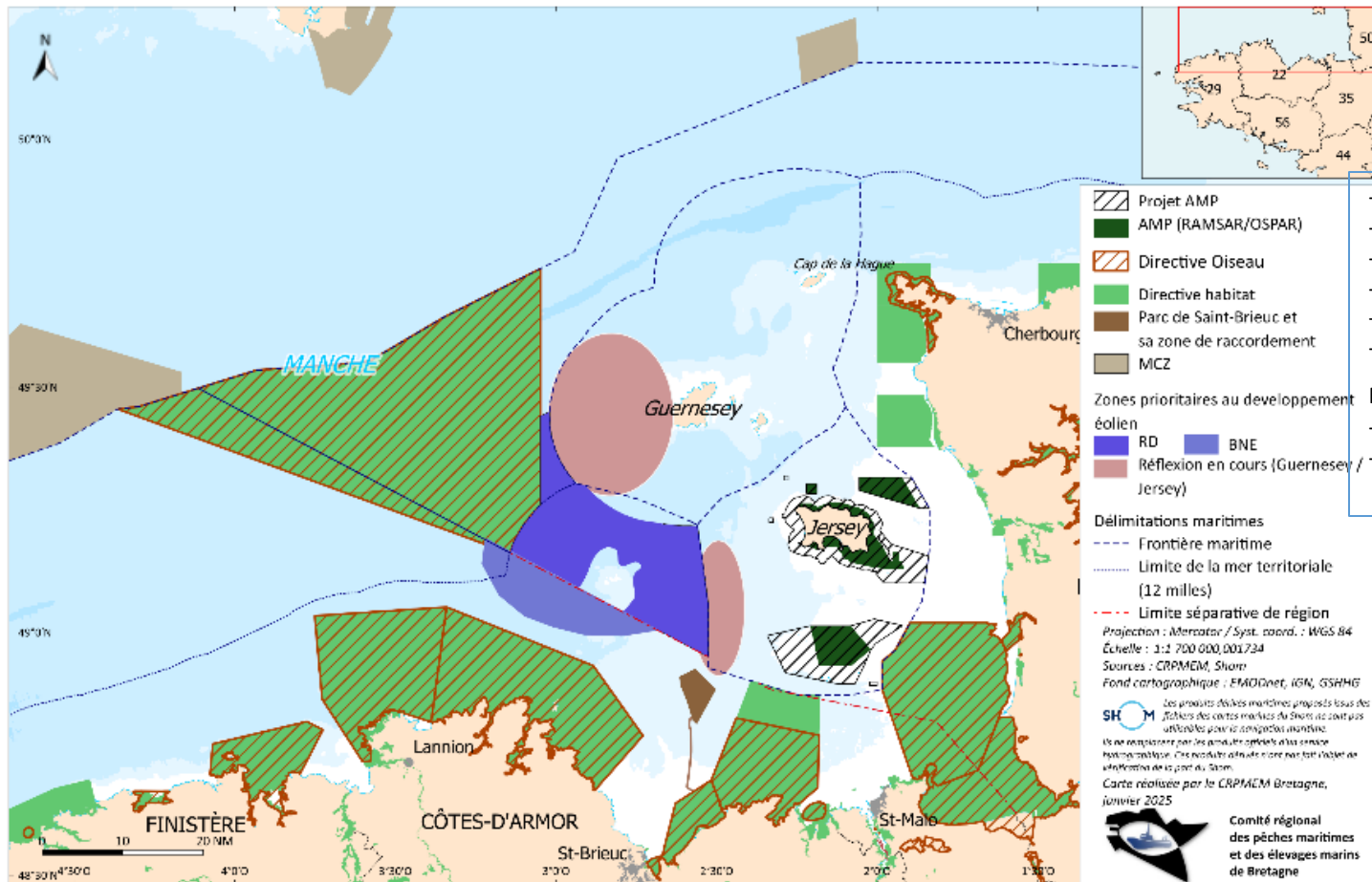
Please justify the classification by scientific studies documented

Focus compeltary studies habitats on the specific zone important for fishing industry

Preserve priority zone of fishing activity in the blue zone

Spatial and environmental restrictions in Normano Breton Gulf

CONTRAINTES ENVIRONNEMENTALES ET SPATIALES DANS LE GOLFE NORMAND BRETON



- MPA projects
 - MPA
 - Birds EU Directive
 - Habitats EU Directive
 - Wind farm St Brieuc + grid connect.
 - MCZ
- Priority zones for wind projects
- RD North East Breton (BNE)
 - Current reflection for wind projects (GUY/JEY)