

A shared view of maritime issues at three different territorial levels, Lorient - FR

1. Policy Objective & Theme

- ADAPTATION TO RISK: Integrating coherent strategies covering the risk-dimension (prevention to response) into planning and investment
- SUSTAINABLE USE OF RESOURCES: Sound use of resources and promotion of less resource intensive processes/products
- SUSTAINABLE ECONOMIC GROWTH: Developing Europe's regional seas sustainably

2. Key Approaches

- Integration
- Knowledge-based

3. Experiences that can be exchanged

The way to develop interrelations between the town, ports and inhabitants.

4. Overview of the case

The initiative tried to harmonise and continue previously started planning approaches e.g. the Environment Charter (2002), the territorial plan or SCOT (2006). Considered as the construction of a shared view, the initiative had to combine 3 kinds of action at 3 different levels: dialogue at the harbour level, development of knowledge at the marine front level and planning at the regional level.

5. Context and Objectives

a) Context

The « Pays de Lorient » has 200,000 inhabitants shared out between 24 towns. It is the third largest Breton urban area, organised around Lorient harbour and Blavet and Scroff valleys. The estuary has a great environmental richness and at the same time it is a significant economical centre. In fact, the port activity has a strong influence on this area, containing, as it does, a trading port, a fishing port, a multi-site area of ship-building and a shipyard, 7 marinas and numerous anchorages and a passenger port for the islands. Thus, Lorient's maritime front shows a large diversity of stakeholders and various uses.

b) Objectives

The main goal was to organise a new way of ruling for all the issues concerning this maritime area. The actions had to come within the framework both of an Agenda 21 and the SCOT marine constituent.

6. Implementation of the ICZM Approach (i.e. management, tools, resources)

a) Management

The procedure was jointly conducted by the Environment Department of Greater Lorient and the town planning agency. A port strategic committee and a steering committee were expected to supervise the direction of the work.

b) ICZM tools

The initiative had to prepare an Agenda 21 and allow the formalisation of a planning tool through the SCOT's marine constituent. Actions were also expected for the general public especially pedestrians. In a changing and tense atmosphere among the stakeholders due to new uses like energy or aggregate mining, opposition quickly appeared. Therefore, it became necessary to better register the stakeholders and their vision and to conduct scientific and technical expert's reports in order to clarify some awkward issues (e.g. aggregates, erosion).

7. Cost and resources

€60 000 was received from the DIACT. The stakeholder's analysis was done by 3 trainees.

8. Effectiveness (i.e. were the foreseen goals/objectives of the work reached?)

Very quickly, the thematic group « harbour » encountered difficulties and conflict between the stakeholders. Because of this deadlock, the steering group for the whole approach could not be put in place. So, only the analysis of the stakeholders could be done but without reaching the planned scope because of the limited number of persons involved and poor dissemination and communication of the work. At the marine front level, the inventory of acquired, available and useful knowledge could not be achieved, in spite of an attempt of a partnership with IFREMER and La Pérouse library. However, in view of the complex issues, which were a source of conflict, scientific and technical studies were carried on in order to clarify the stakeholder's position i.e. coastal erosion in Gâvres and aggregate mining.

9. Success and Fail factors

The dual running and the fact that the town planning agency was more inclined towards study than management, did not allow an optimal implementation. The strong evolution of the coastal way of running in this period and especially the State disengagement, e.g. Navy withdrawal, port decentralisation, de-stabilised the stakeholders and did not encourage dialogue.

10. Unforeseen outcomes

It contributed to create a dynamic process on marine and coastal issues and involve the community in these problems. Therefore, the context has developed positively such that it could be possible soon to set up the governance and planning tools, which were originally planned.

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13. Sources

- «Diagnostic de la zone côtière du Pays de Lorient: Milieu, perceptions enjeux» - Guirriec Charles - Master thesis- Agrocampus Rennes

- Application file for the project call for proposal - Cap l'Orient Agglomération
- Questionnaires and interviews to follow through the call for proposal «Pour un développement équilibré des territoires littoraux par une GIZC» de la DIACT/SGmer - CETMEF/IFREMER- Luce Goudedranche/ Jean-Louis Gaignon



DOSSIER DE CANDIDATURE GIZC DATAR (859.91 KB) 



Etat des lieux et chiffres sles du territoire (1.47 MB) 