

Laurence Canal

Head of Europe and International Department
Pas-de-Calais County Council



European Union
European Regional
Development Fund

General presentation of Dover Strait action plan

06/03/2018 | Dover

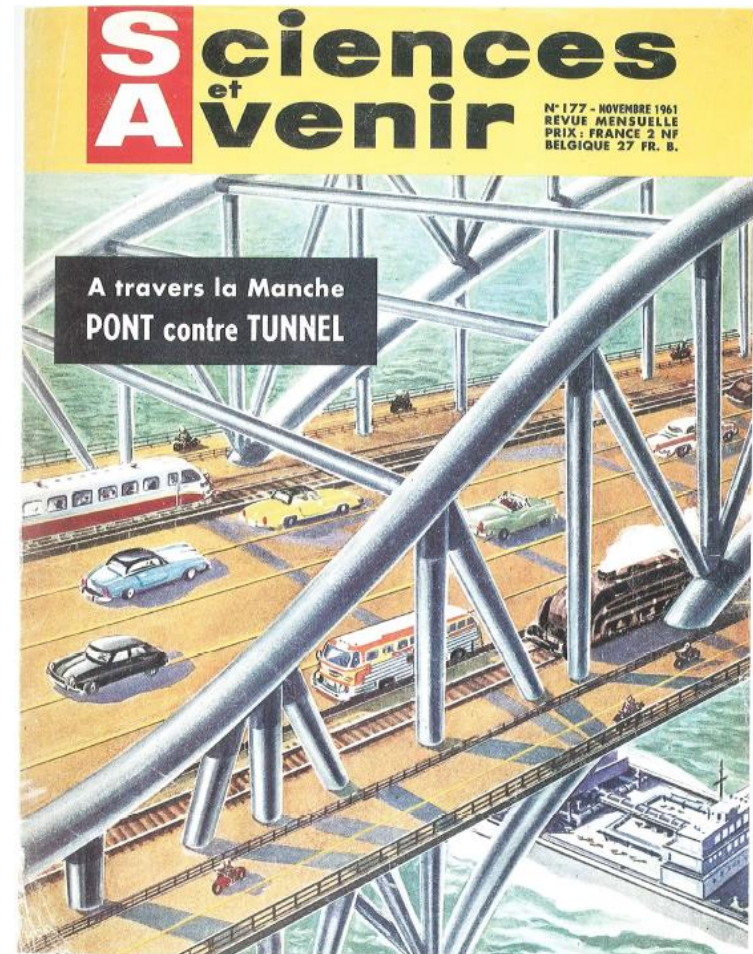
A vision for Dover Strait

Brexit?

Increase of cross-Channel traffic?

Future carbon tax?

Is the solution building a bridge?!



A vision for Dover Strait

Ambitions with PASSAGE

- Engage stakeholders in a global long-term strategy at strait level
- Demonstrate low-carbon transition is an issue on both sides of the strait
- Anticipate future regulations

A vision for Dover Strait

Cross-border actions

- Shared topics
- Opportunities for cross-border projects

French declination of the action plan

- PASSAGE in coherence with local territorial strategies
- Create synergies between actions already implemented by different stakeholders
- Engage new actions, push forwards existing strategies

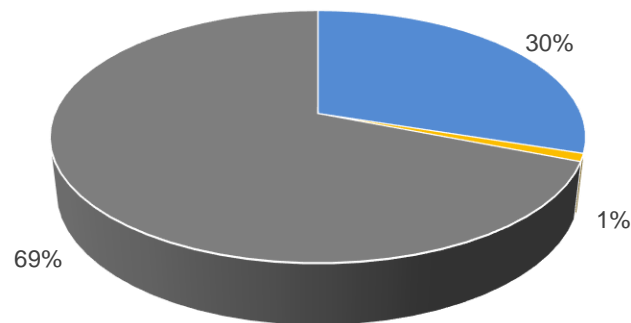
English declination of the action plan

A vision for Dover Strait

Results of PASSAGE carbon study

31% of emissions directly « linked » to the strait

- 2% port activities
- 17% maritime traffic
- 12% land traffic linked to ports and tunnel



- Local maritime cruise
- Maritime cruise with ships calling at the strait's ports
- Transit maritime cruise

A vision for Dover Strait

- **For the most part of these emissions, no direct possibility of action of stakeholders of the strait**
- **Responsibility to alert the relevant authorities**



Lobbying – maritime transport

Annex IV of MARPOL convention

- **Limit sulfur emissions to 0.1% in the area**



No regulation of CO2 emissions from maritime transport

- **Demonstrate the carbon impact for our territory**
(PASSAGE carbon study)
- **Convince of the need for appropriate actions**
 - New regulations (EU Commission, IMO)

Lobbying – modal report



- Expected increase of 40% of cross-Channel traffic by 2030
- More than 3.3 million trucks already crossing the strait every year
- Road traffic = 1/3 of CO₂ emissions in Kent

Lobbying – modal report

- Saturation of the road network
- Worries it will get worst after Brexit
- **Demonstrate the carbon impact for our territory**
(PASSAGE carbon study)
- **Convince of the need for appropriate actions**
 - Investments in relevant rail/fluvial infrastructures
Example: Seine Nord Europe Canal



PASSAGE

Interreg Europe



European Union
European Regional
Development Fund

Thank you!



PÔLE D'EXCELLENCE RÉGIONAL

**Energy transition brings new
business opportunities**



PÔLE D'EXCELLENCE RÉGIONAL



www.energie2020.fr

Association, created in June 2011

More than **90 members** of companies, training centers and scientific research laboratories related to the energy sector and some communities

Funded by :

- the Regional Council Hauts-de-France,
- The Urban Community of Dunkerque,
- ADEME for targeted actions
- Membership

Our mission

Regional Energy
Cluster
Energie 2020

- Creating business opportunities based on energy transition
- Support the development of the energy sector thanks to innovation

Strategic
issues

Energy efficiency

Smart Grids

Low Carbon
Solutions

INSTITUTIONS

COMPANIES

COMMUNITIES

EDUCATION

RESEARCH

Maritime segment

- 1 January 2015: Sulphide emissions (SOx) limited to 0.1% in the maritime area covering the Baltic Sea, North Sea and Channel (SECA) and 3.5% in the rest of international maritime area.
- 2020 : 3.5% → 0.5%.
- In the SECA zone, a reduction of at least 80% of nitrogen oxides (NOx) emissions is required for engines installed since 2016.

River segment

- NRMM regulations strengthened since June 2016

Road segment

- Restricted circulation zones and Crit'Air vignettes according to the emission levels EURO VI, V, ...
- VECTO procedure: a computer simulation tool for CO2 emissions that requires the certification, declaration and control of CO2 emissions from new heavy-duty vehicles and ultimately allows the setting of binding limits for CO2 emissions

A multimodal territory and an advantageous geographical situation

- Port infrastructures (Dunkerque, Calais, Lille, Boulogne ...)
- One of the biggest motorway axes in Europe (saturated and polluting)
- Multimodal logistics platforms in Arras and Dourges
- Major infrastructural projects (Canal Seine Nord)

Strong European development, particularly in close regions

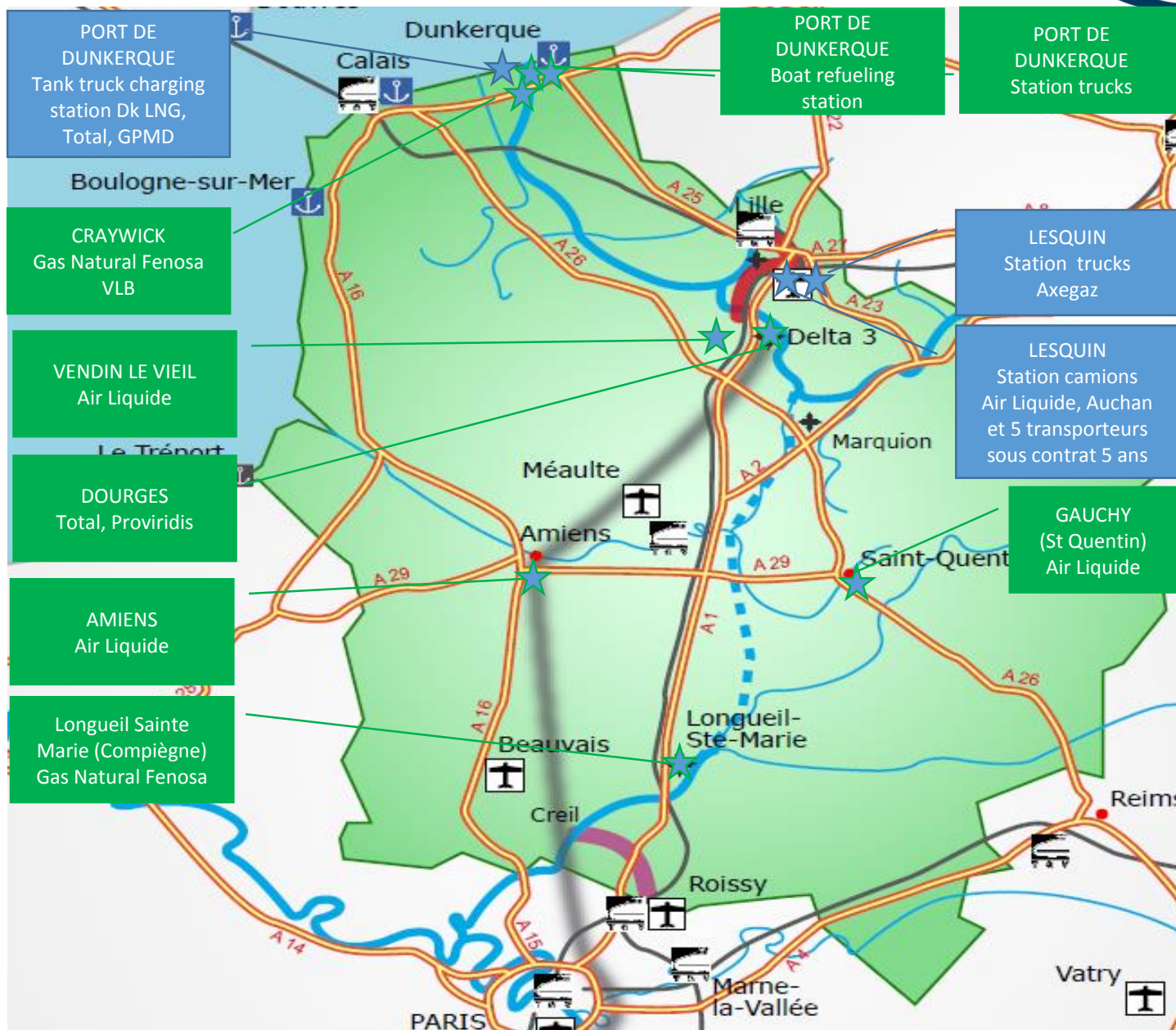
- LNG Blue Corridor project plans deployment of LNG routes
- Belgium and the United Kingdom are equipped and involved in the development of these infrastructures



issues

- Convince of the interest and the potential of LNG fuel in the reduction of CO2 emissions, fine particles, NOx and SOx induced by the transport.
- Show the role of LNG as a factor of economic development (job creation, training ..)
- Create a new Blue Corridor route through the Hauts-de-France

LNG Projects in Hauts-de-France



Driving role of the main actors

the CAP 2020 project provides for the creation of new terminals to accommodate the largest container ships and the development of associated logistics areas.

Expected increase in road traffic of 2000 trucks / day (2035)

Refueling project by Charles André of the Brittany Ferries ferry by tanker trucks leaving the GPMD

Regional Master Plans

STAT-Plan-Region contract : LNG subsidy for the GPMD

SRI SI: mention of LNG (in connection with Innocold and Dk LNG)

SRADDET: to be adopted by mid-2019

Manifesto for the development of CNG and bioNGV in Hauts-de-France

It aims to promote the benefits of bioGNV, promote the deployment of NGV stations, facilitate the development of NGV fleets, support the industrial sector around NGV and bioNGV.

The motorisation offer is intensifying:

IVECO notes that its French sales concern 1.5 more LNG pulls than GNC (for Europe, the ratio is 1 to 4)

VOLVO Trucks launches its LNG range

Creation of the regional platform on March 1, 2017

Initial participants :

GPMD, Dunkerque LNG, Région, Auchan, CCI, Volvo Trucks, VLB group, GRTgaz, IVECO, FNTR, DAMEN, ADEME...

Targets :

- Bring together the actors of the Hauts de France's fuel LNG to create synergy

- Actions of the platform :
 - sensitize regional actors to the advantages of LNG,
 - Promote the potential of LNG for the attractiveness of the Region,
 - Integrate fuel LNG into regional Master Plans,
 - Bring new projects in Hauts-de-France
 - To be a regional relay to the national arbitrations (regulation and taxation).
 - Capture European and national funding for these projects

- 1- Dialogue with the carriers to define their needs.
- 2- Next Call CEF: to develop a response by federating a consortium operators-users
- 3- Establishment of a global regional Call for new alternative fuels (CNG, LNG, H2, electricity)
- 4- Financing issues: residual value, leasing, relations with banks, BPI...
- 5- Non-road LNG

How we can help



The energy breakfasts are an opportunity to gather public and private actors from a territory around an energy theme.

FUTURE LOW CARBON INITIATIVES FOR THE PORT OF DOVER



- The Port's background on sustainability
- Challenges to reducing maritime emissions
- Low carbon initiatives

FACTS AND FIGURES

FERRY



CRUISE



CARGO



MARINA



- Port of Dover handles 12 million passengers
- 2.6 million freight vehicles
- 2.3m tourist vehicles
- £122 billion of UK/European trade
- Supports 22,000 jobs, many of which are in the local community.
- Second busiest cruise port in the UK
- Temperature controlled Cargo terminal
- Golden Anchor awarded Marina

SUSTAINABILITY OBJECTIVES

- Deliver a sustainable port operation
- Working towards a carbon neutral port
- Maintaining an ISO 14001:2015 Environmental Management System
- Resource and waste management
- Working together

ACHIEVEMENTS



**Carbon foot printing
since 2007**

50% overall reduction



ACHIEVEMENTS



Heating efficiencies

Equipment and lighting changes

Project inputs

Talking to everyone

CHALLENGES AND SOLUTIONS



Low hanging fruit



Communication

LOW CARBON INITIATIVES



Efficiency

Solar Power

LOW CARBON INITIATIVES



Improving
logistics

Thank You

Liz.fagg@doverport.co.uk





THE 3RD INDUSTRIAL REVOLUTION
IN HAUTS-DE-FRANCE

and its contribution to
PASSAGE project action plan



1st industrial revolution

19th century

Coal mining/

mass printing & railways



2nd industrial revolution

20th century

Oil /

mass media & phone

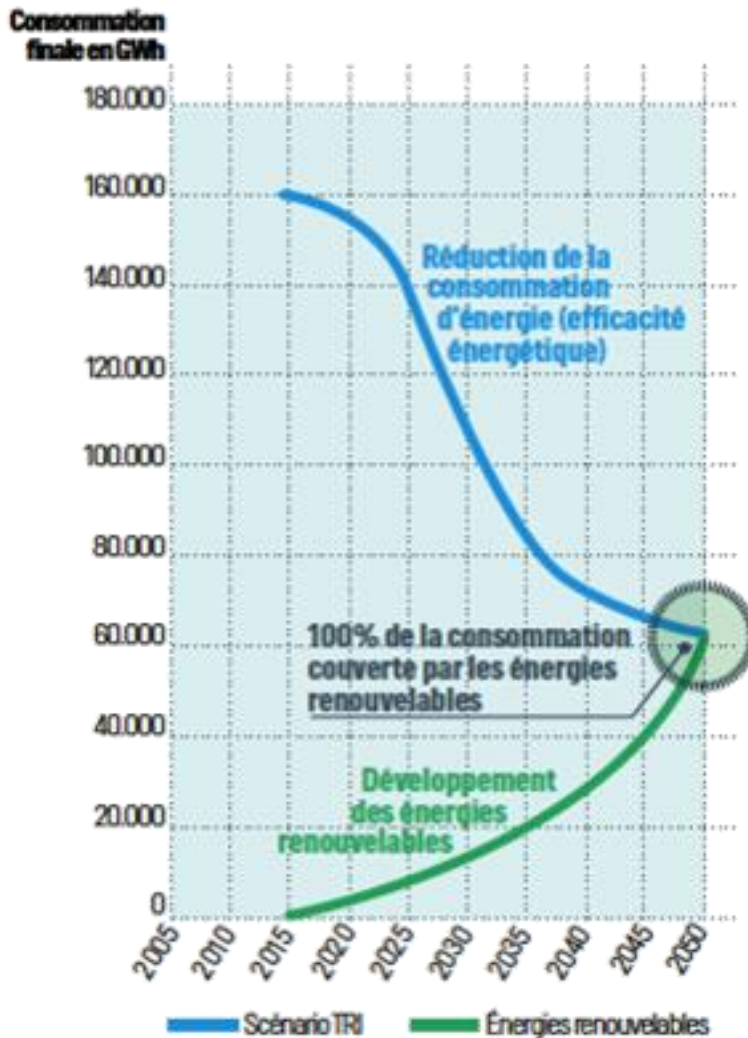


3rd industrial revolution

21st century

Renewable energy /
digital

Dual goal of the Third industrial revolution



To achieve a **freecarbon society** by 2050

+ 15% renewable energy production between 2014 and 2015

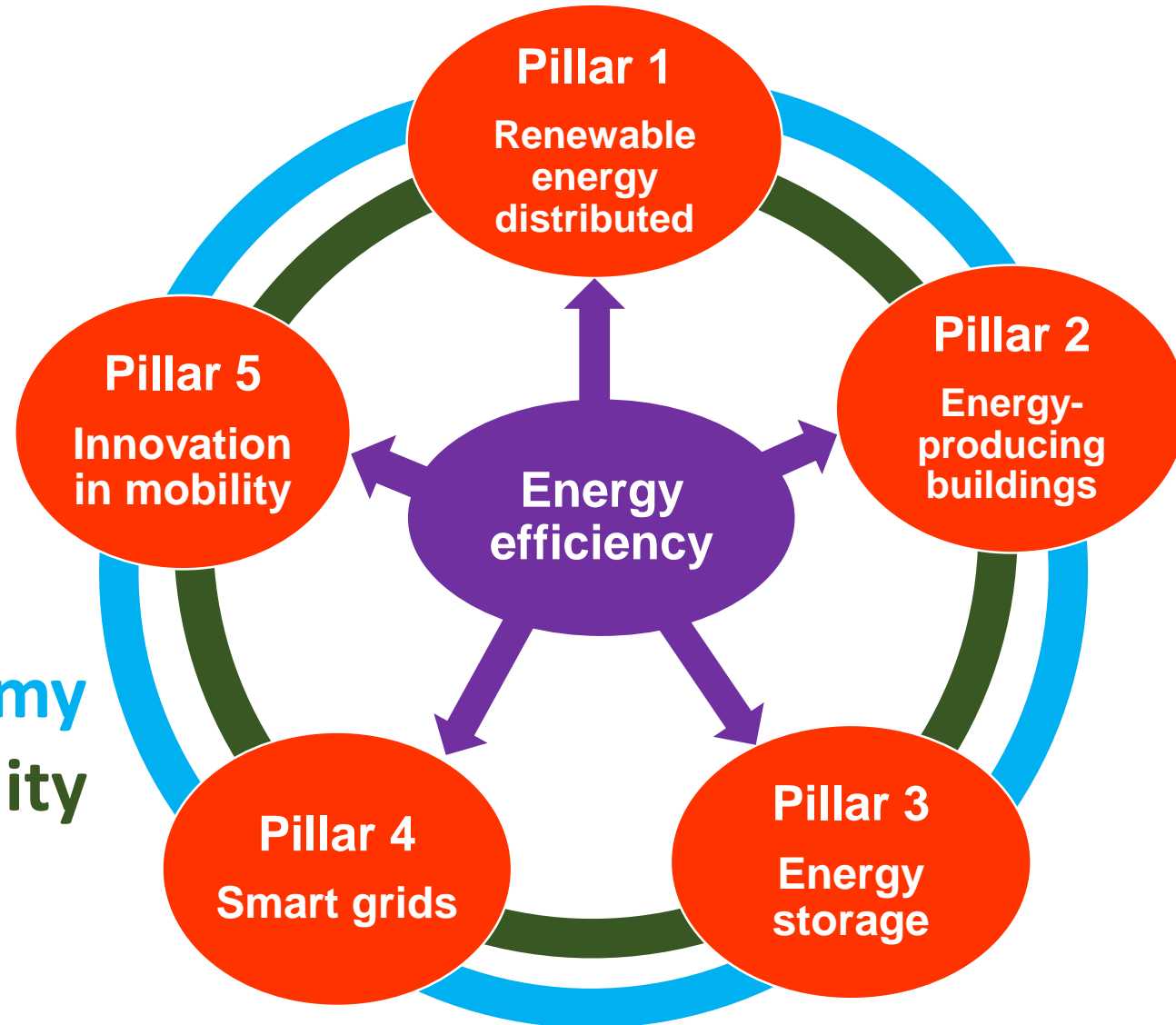
To encourage the creation of **activities** and **jobs**

*Estimated at 53 000 en 2020
and 237 000 in 2050*



The **pillars** of the Third Industrial Revolution

Circular economy
Economy of functionality



A strong **dynamic** is set in motion

- **with a large diversity of stakeholders :**
companies, local authorities, schools and universities,
research centres and labs, citizens ...
- **led by the Regional Chamber of Commerce and
the Regional Council Hauts de France**
from which different departments are involved in, among
them the TIR Mission



5 pluriannual orientations

jobs creation and competitiveness raising, territorial setting, citizens' appropriation, projects quality raising, european and international networking

From last december, 10 structuring axis

concerning building retrofitting, hydrogen sector, companies' digitalization, circular and bio economy, sustainable and connected mobility, logistic...

Many projects directly contributing to PASSAGE

**Advocacy
towards
EC and EIB**

**Territorial
Volunteering
Call**

**Sharemob
Interreg Europe
Project**

**Generation+ rev3
/
FABriques rev3**

**Interreg
NWE with
Pas de Calais
Habitat**



<http://rev3.fr/>

Thank you for your attention !

An Environment Fit for the Future? **VISIONING 2050 & BEYOND**

**WHAT IT MEANS FOR KENT & DOVER STRAITS
PASSAGE 6 MARCH 2018**

**Carolyn McKenzie
HEAD OF SUSTAINABLE BUSINESS AND
COMMUNITIES**

What is the Kent Environment Strategy?

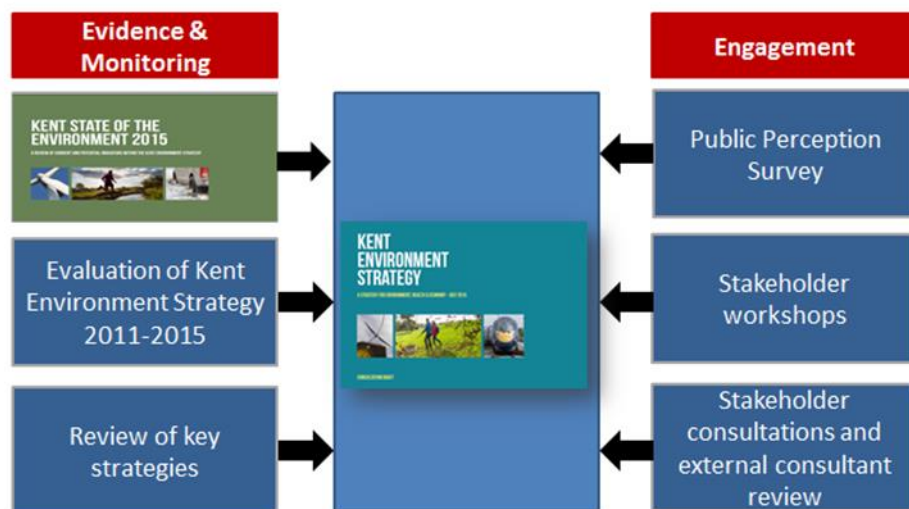


Setting the direction for the county

- Strategic Context and Framework
- High level priorities
- Partnership
- Significant opportunity or challenge

Why work in partnership?

- Cross boundary issues
- Resources/expertise
- Funding
- Greater impact and better outcomes

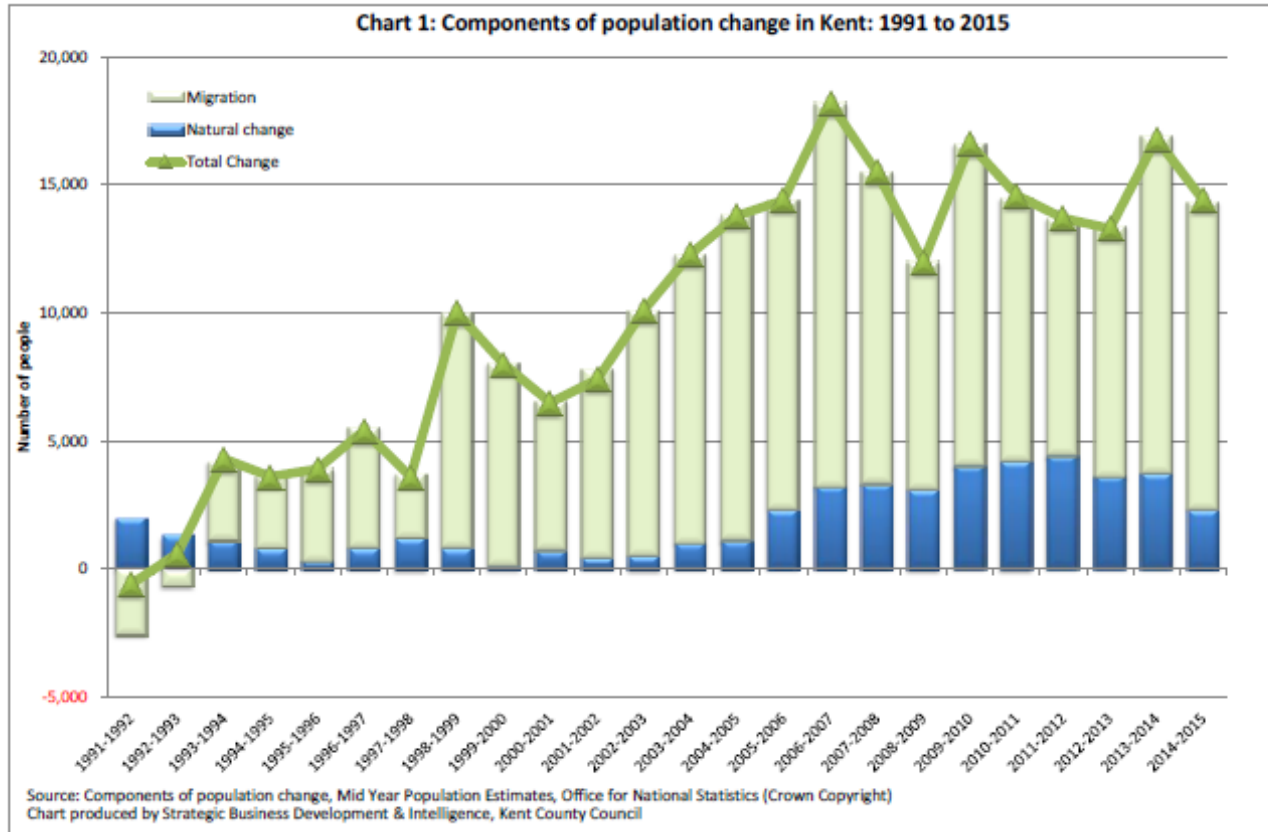


Kent and Medway Growth and Infrastructure Framework



SETTING THE SCENE

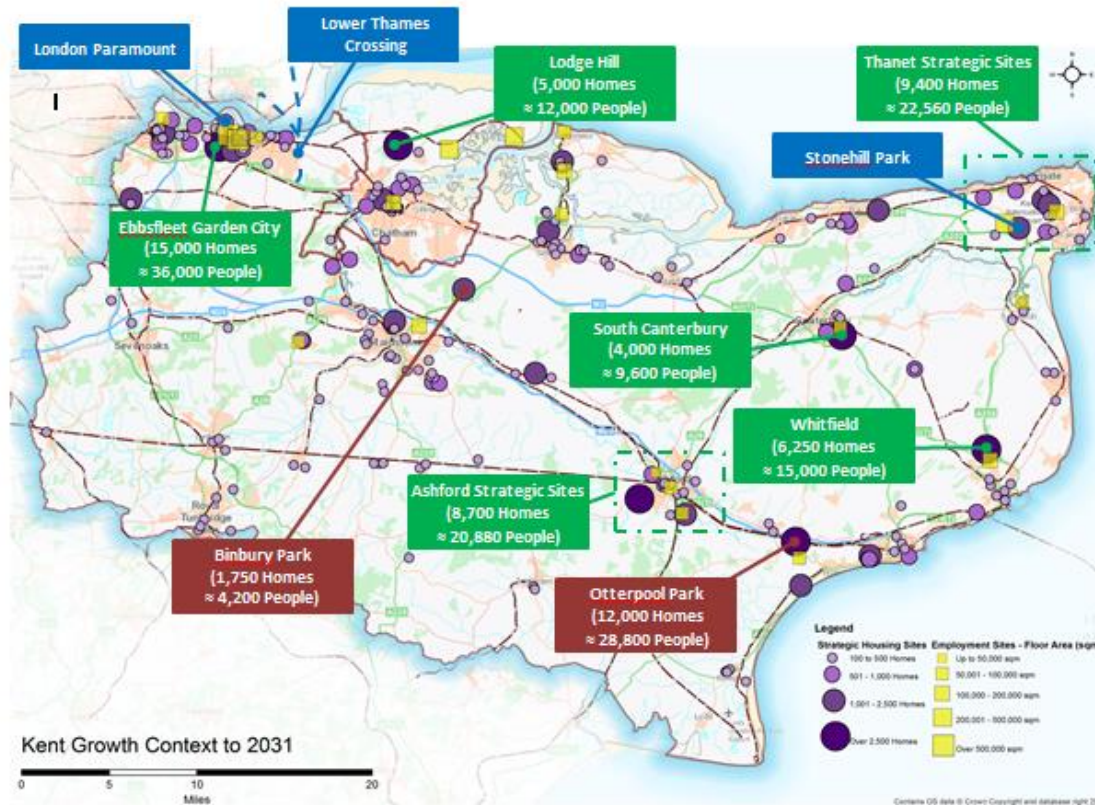
With rising population growth...



293,000 new people (2011-2031) (17% growth)

*based on 2015 GIF Figures

...comes significant housing demand



158,500 new homes (2011-2031) (21% growth)

*based on 2015 GIF Figures

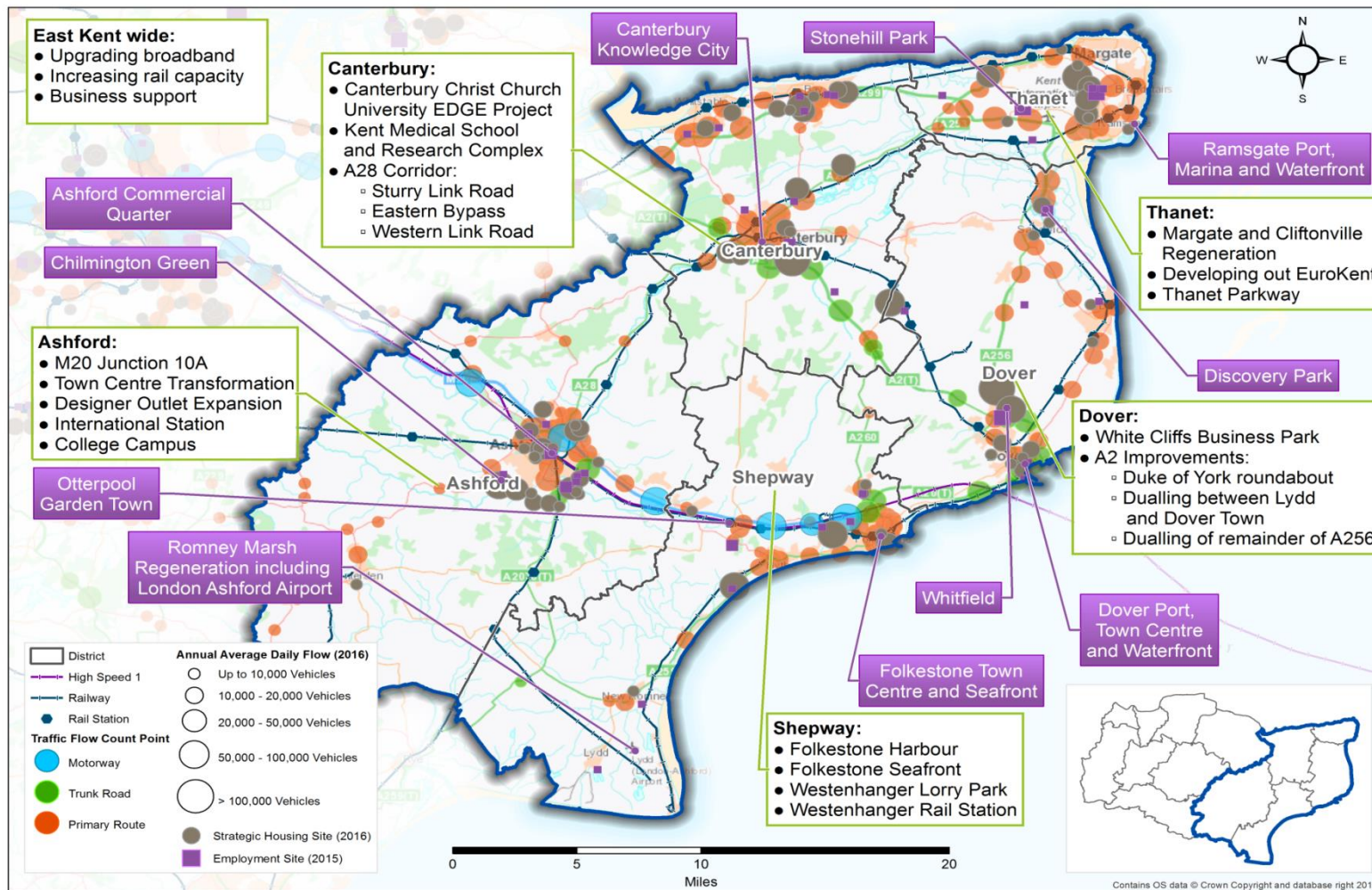
The cost of growth

£6.74 billion investment

£4.73 billion committed or expected

£3.18 billion funding gap

GIF – East Kent



GIF – East Kent



Housing Growth
(2011 – 2031):

68,600



Population Growth
(2011 – 2031):

146,700



Infrastructure
Funding Gap:

£666,520,000



Total Infrastructure
Requirement:

£2,011,993,000

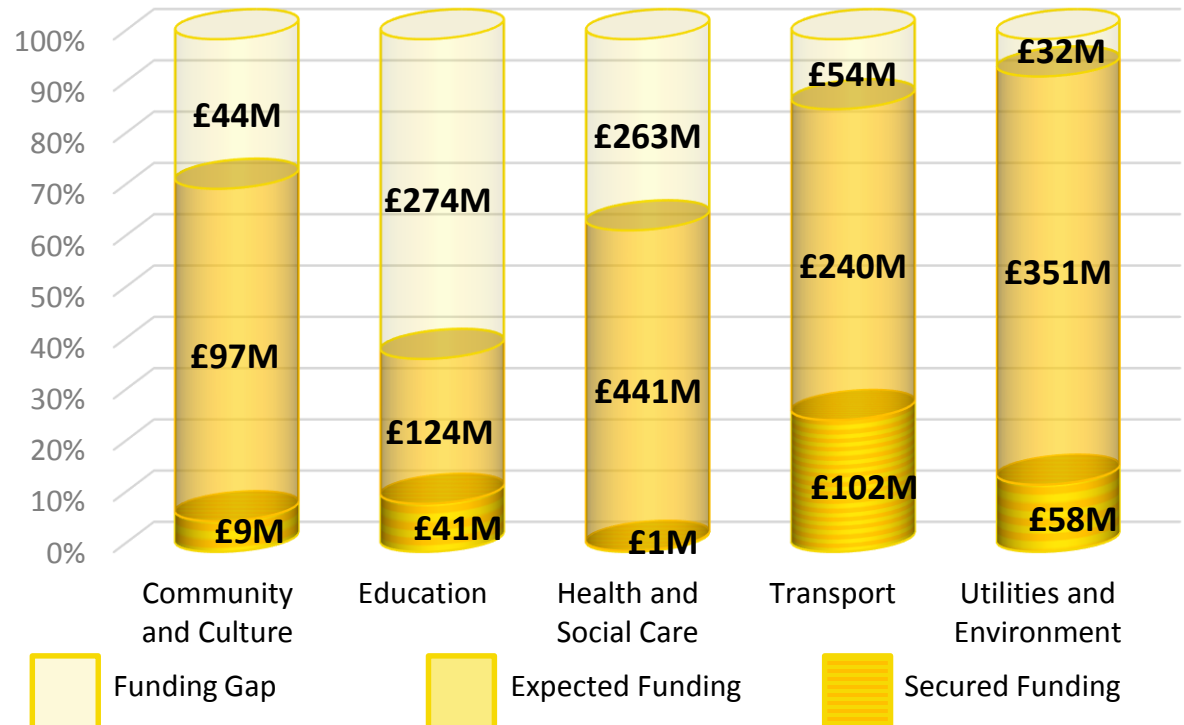


Total Funding
Identified:

£1,345,473,000

The East Kent Growth Board has been produced through collective working the following key objectives for driving continued and sustainable growth across East Kent:

- **Unlocking growth through infrastructure;**
- **Delivery of business space;**
- **Supporting skills and productivity within business;**
- **Place making and shaping.**



**East Kent Service Sector
Breakdown (Funding vs Gap)**

CLIMATE CHANGE

Mental health impacts are still being seen from the 2013/14 winter floods

10% of Kent and Medway residents in fuel poverty

53 severe weather events in last 6 years with direct costs of over £8.3m

Energy grid is constrained
Barrier to development?

90% energy imported
Energy security?

Increasing energy demand
Gas 27%, Electricity 19%

ENERGY & CARBON

73% of public water supply is from groundwater and most areas at capacity

Health and Wellbeing

Economy

Environment

4.2m lorries and 4.7m cars cross the Dover Straits each year

ENVIRONMENTAL DEGRADATION

40+ AQMAs
No safe levels of PMs, NOX, Ozone

Poor air quality contributes to approximately 5% of deaths per year in UK

Declining bee population

2% of local wildlife sites lost

Ash Dieback

30% of local wildlife sites have been damaged

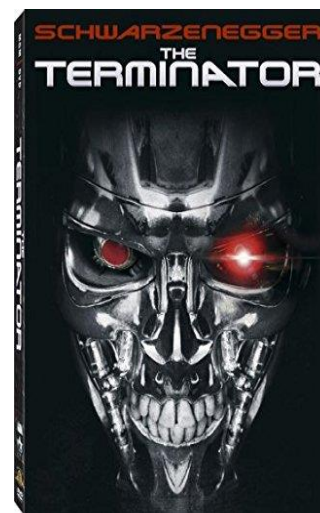
178,000+ new homes by 2031

LAND USE CHANGE

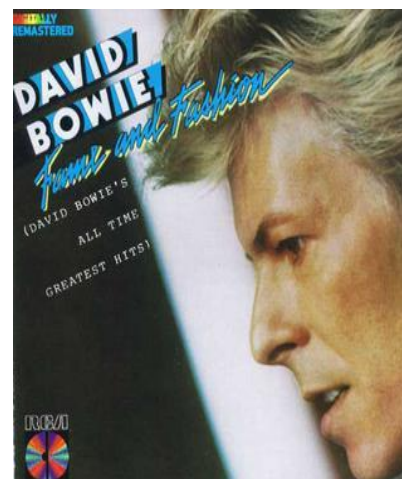
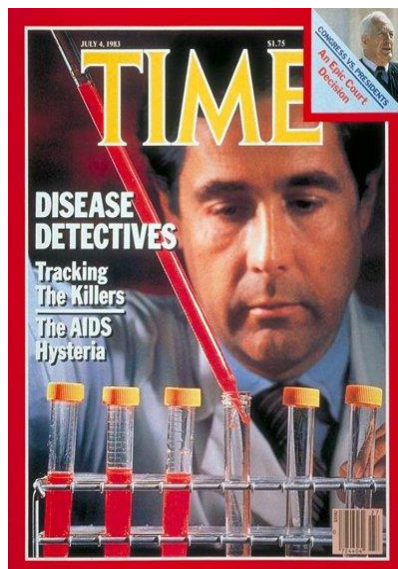
LOOKING TO 2050

1984





Born 1984





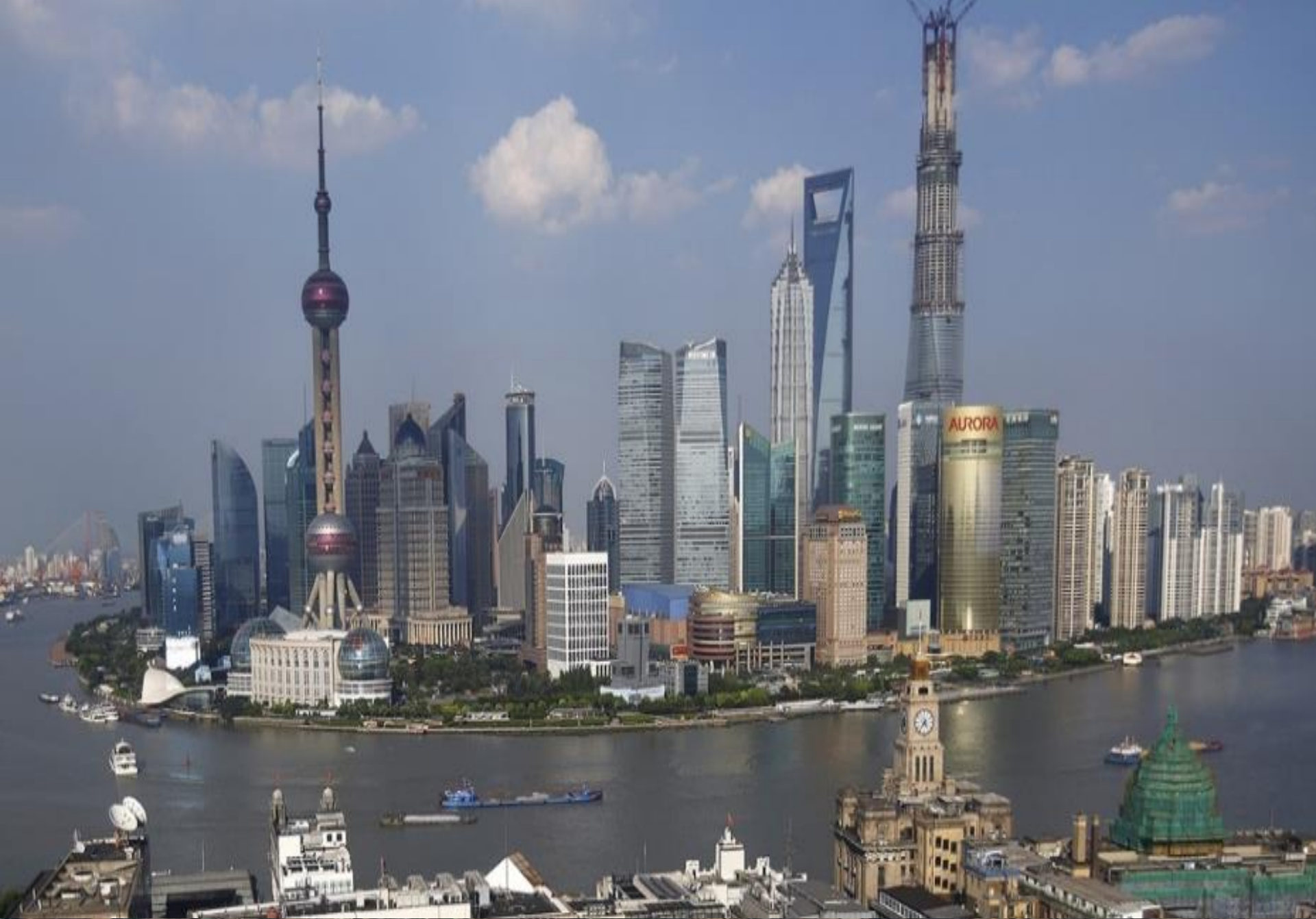
Papal Inauguration, 2005





Shanghai, 1990

ARUP



Shanghai, 2010

ARUP

LOOKING TO 2050 THE CERTAINTIES

Ageing population

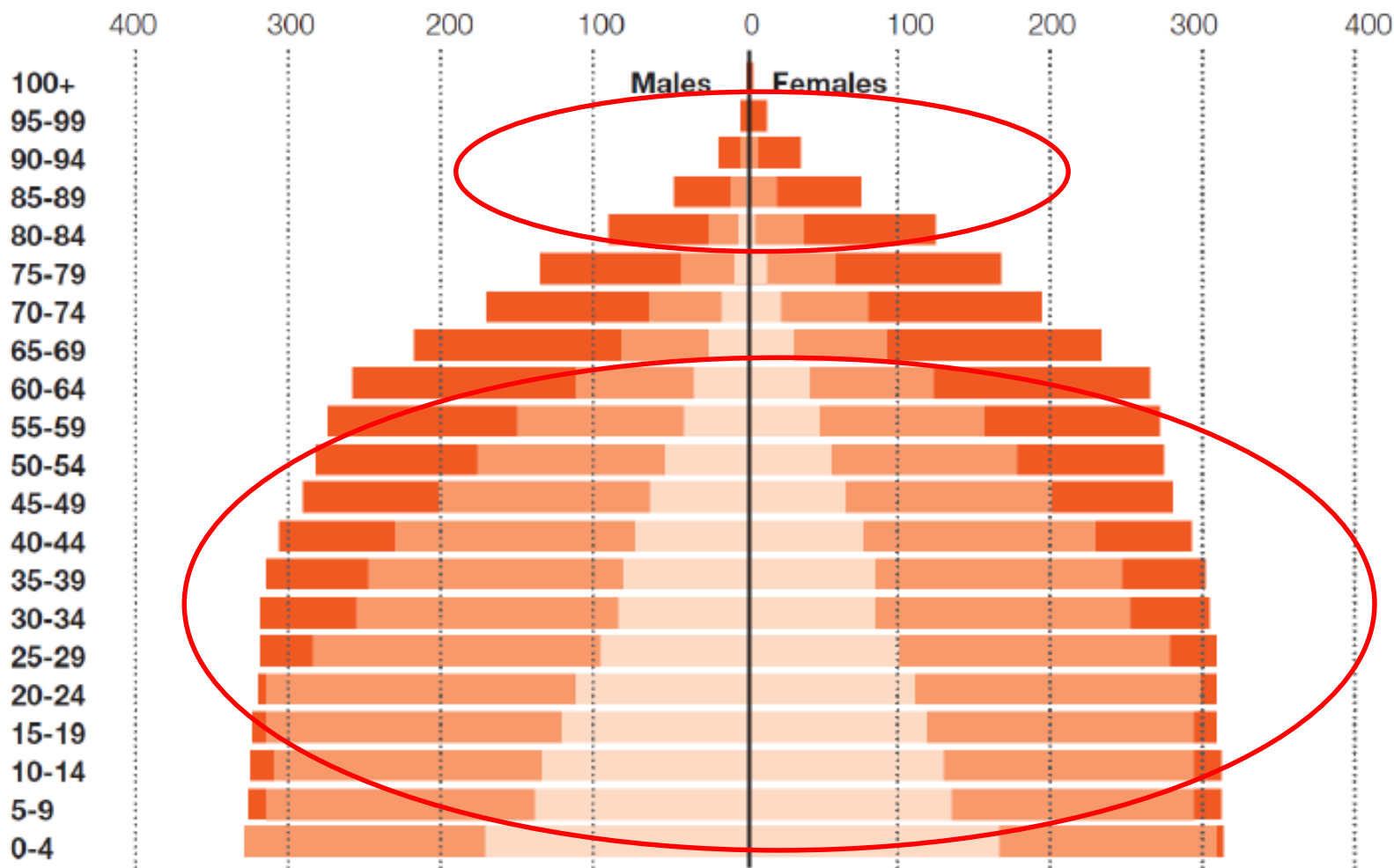
World Population by Age and Gender

By five-year age group

1950

2010

2050*

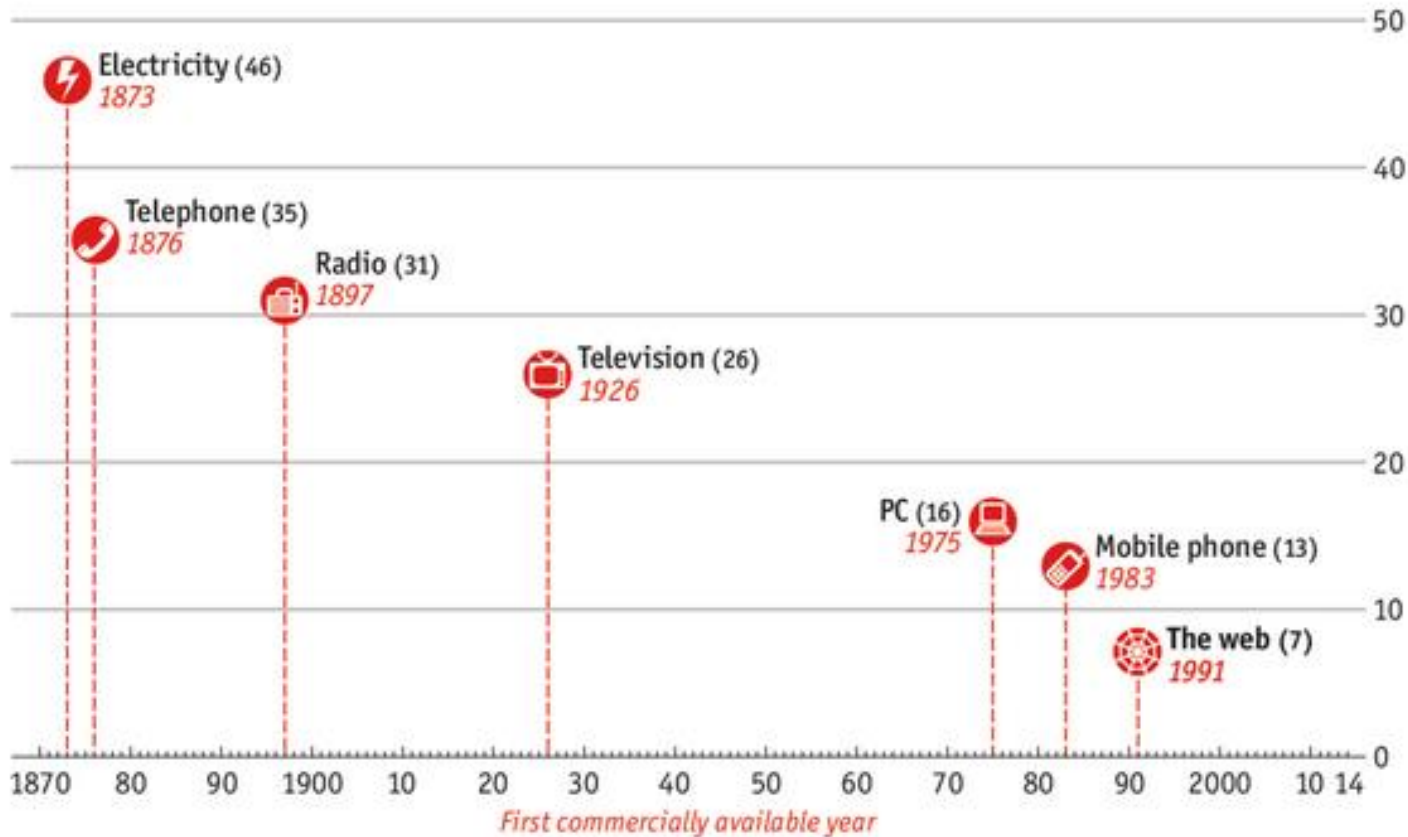


*Projection

The increasing pace of technology

Technology adoption

Years until used by one-quarter of American population

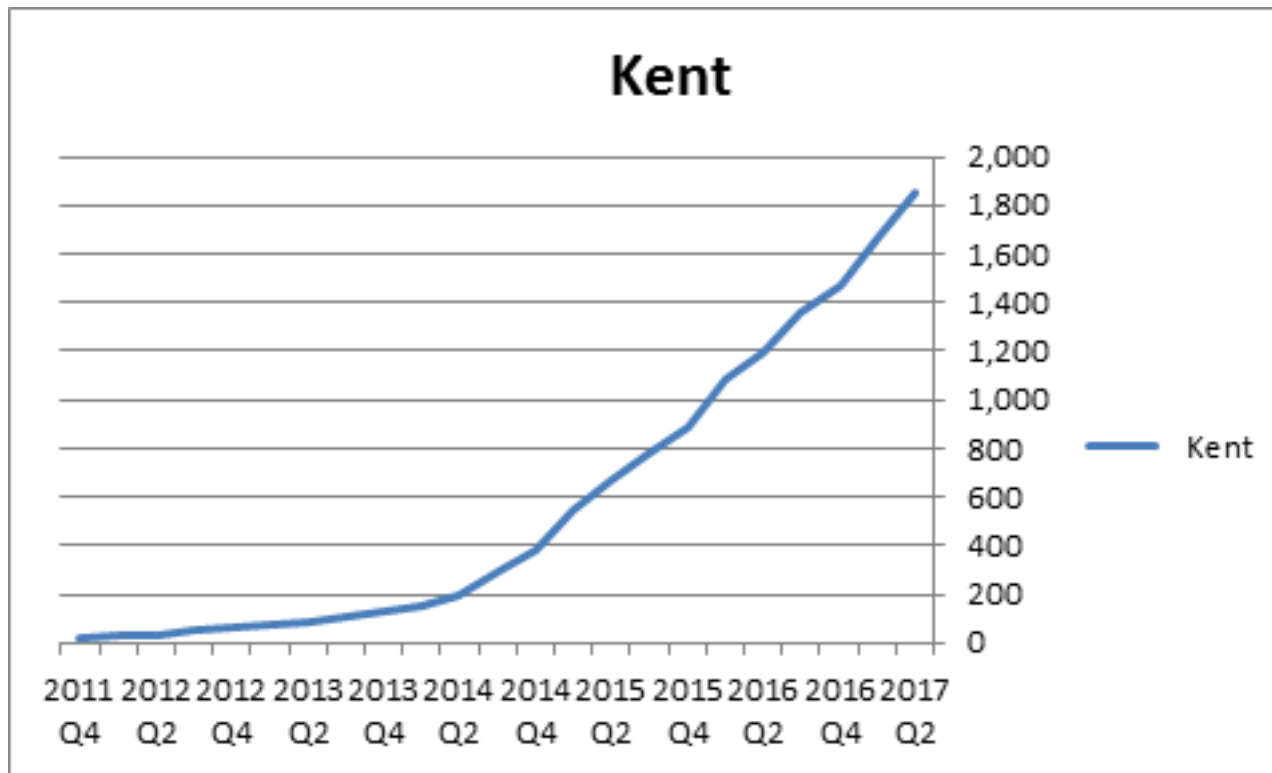


Source: Singularity.com

Economist.com/graphicdetail

Electric Vehicles in Kent

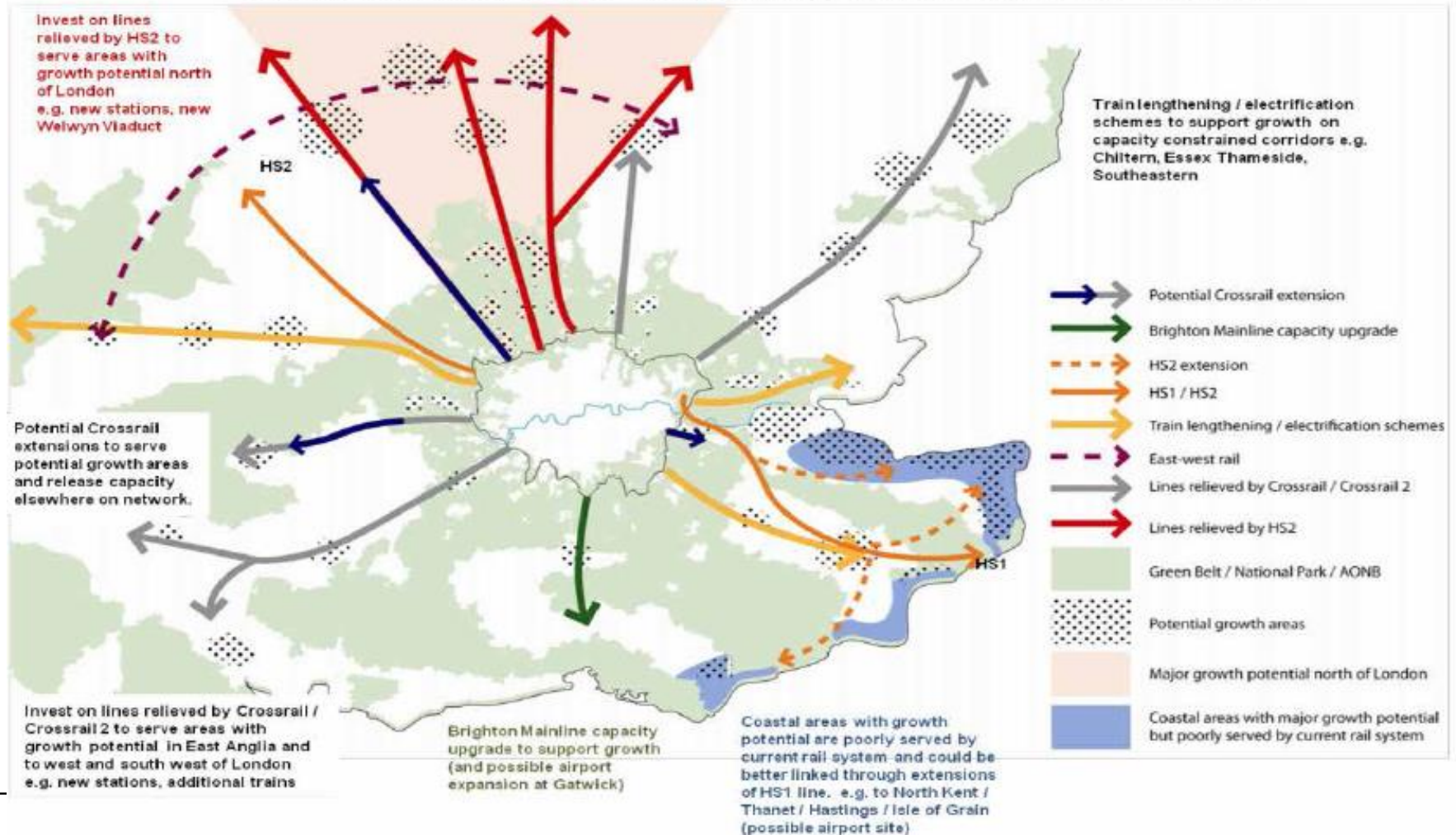
Graph: Registrations of EV in Kent per year



Kent's relationship with London – dormitory or economy in our own right

High Capacity Radial Links to Central London

Enhanced / new links to areas of population growth / labour market in South East



LOOKING TO 2050 THE UNCERTAINTIES

CLIMATE RISKS

Six priority areas

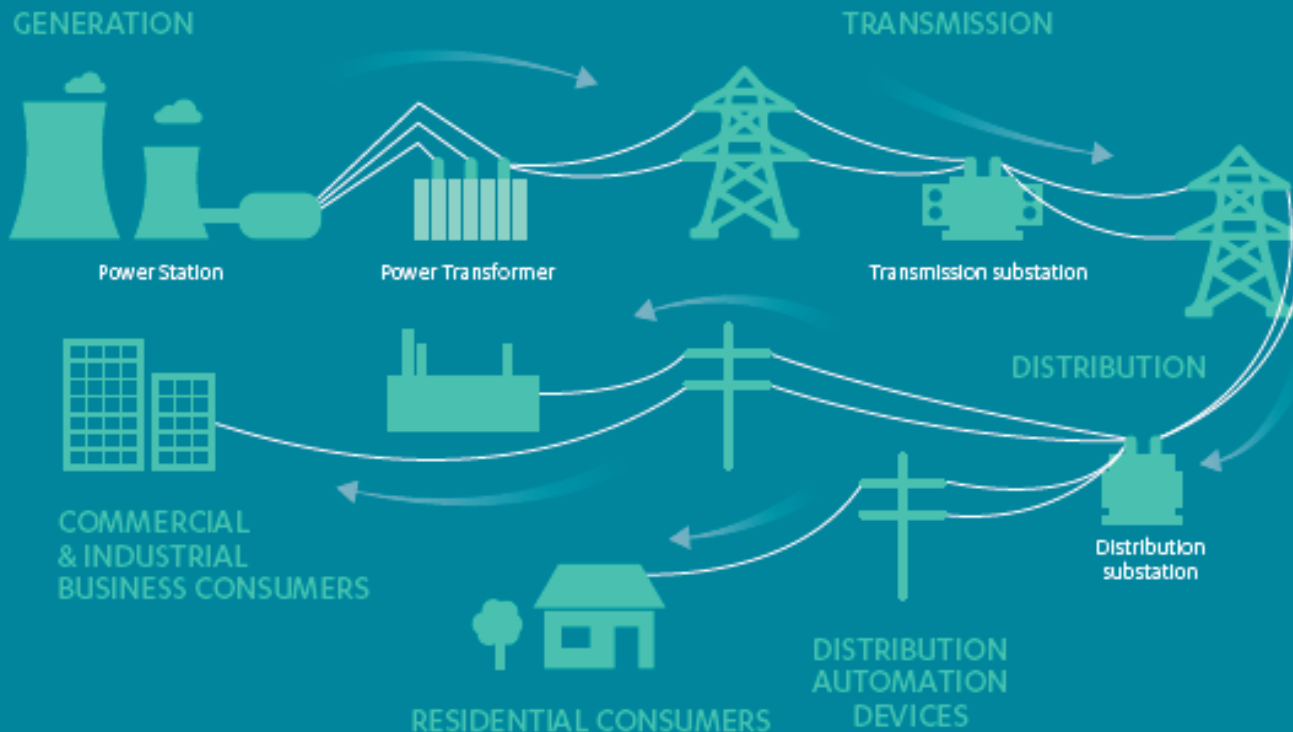


RISK MAGNITUDE: LOW MEDIUM HIGH

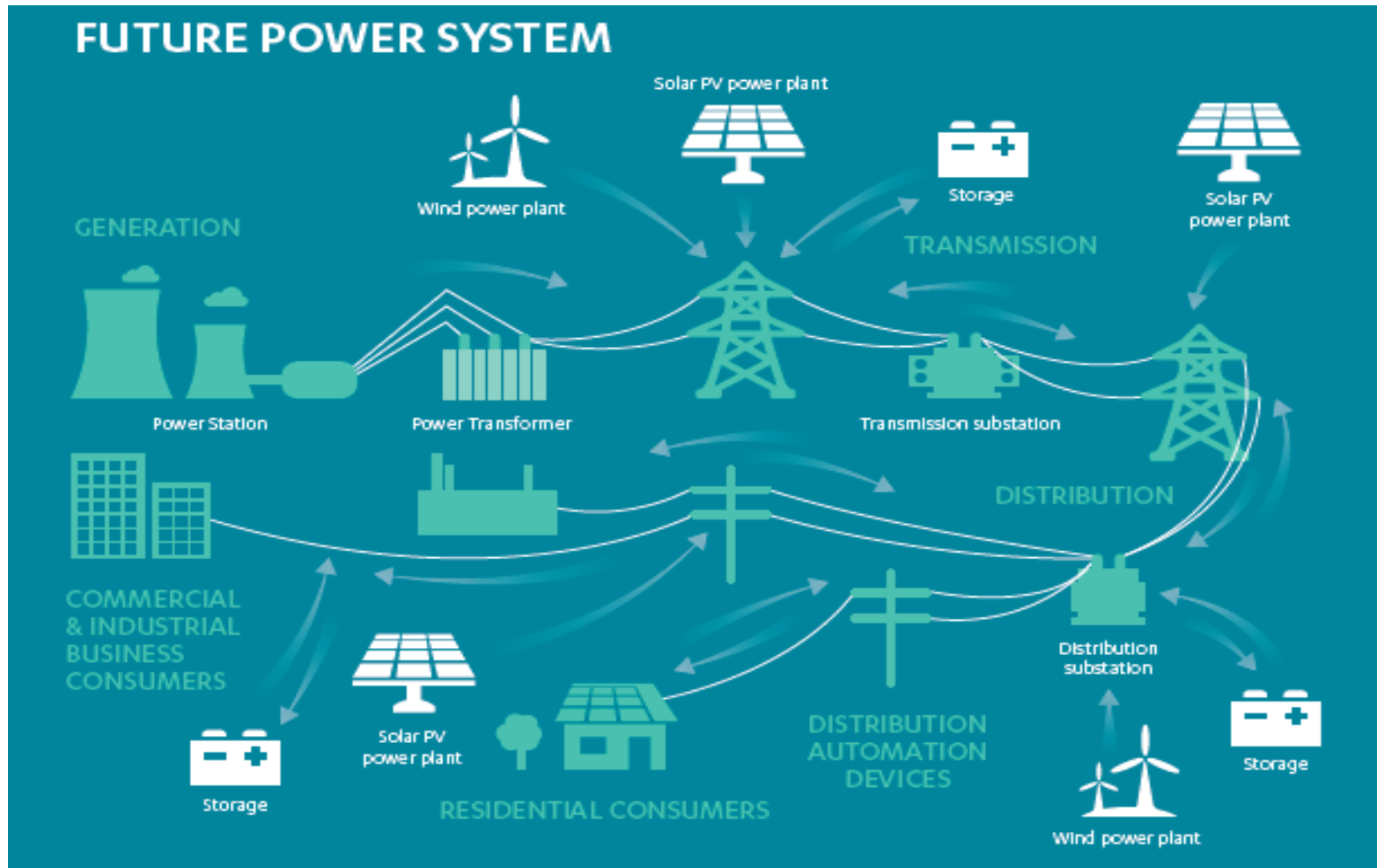
Energy Systems and Security

National Infrastructure Commission report | Smart Power

TRADITIONAL POWER SYSTEM



Energy Systems and Security

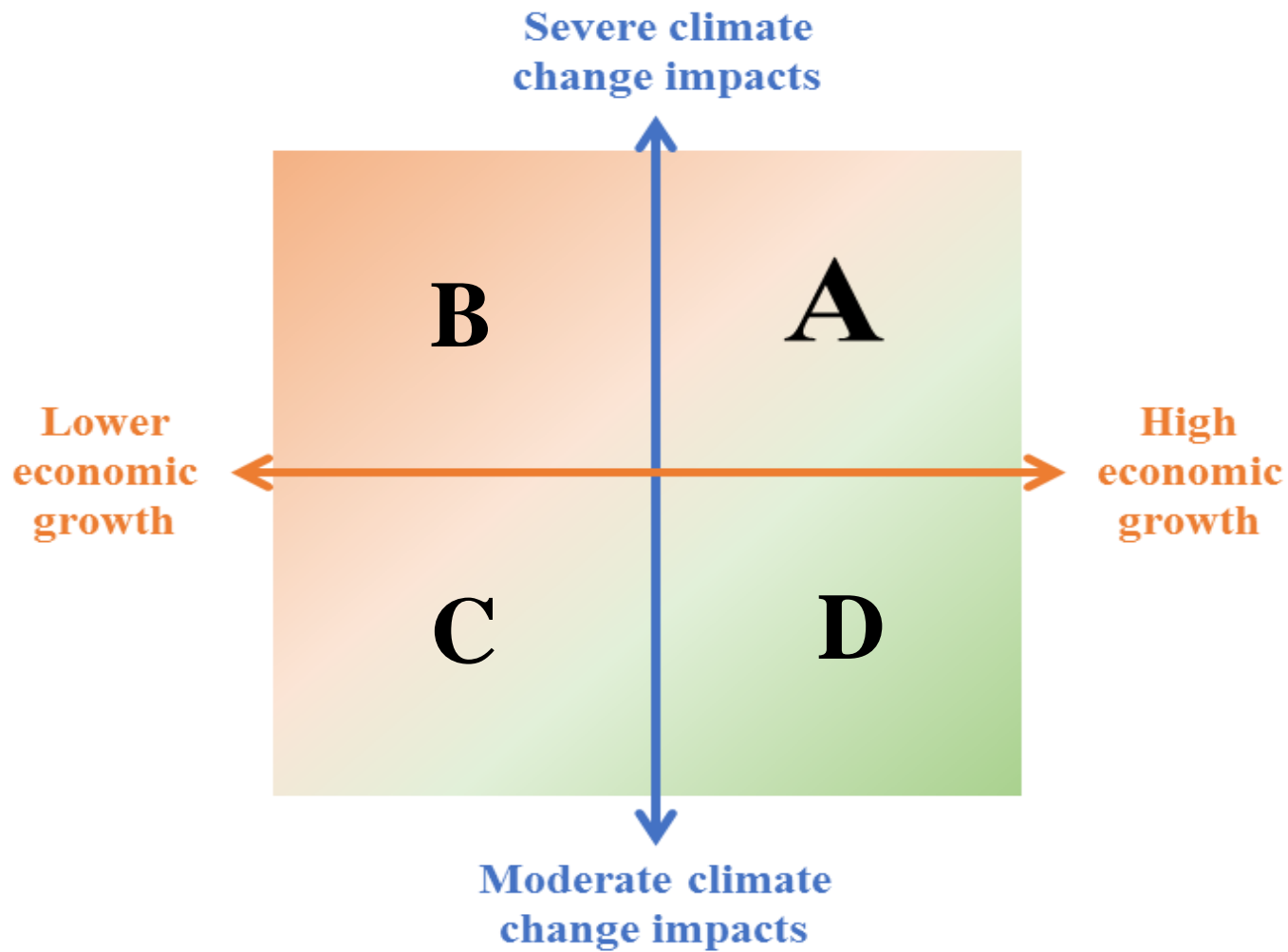


PREDICTING THE FUTURE – A SCENARIO BASED APPROACH

Taking a holistic view of the future



ARUP



Four scenarios – highlights

Hot House

- Strong economic growth
- Severe climate challenge impacts

Social inequality reduced

Food more expensive(reliance on imports)

AI embraced – new high value jobs

Reduction in air pollution, due to move towards electric vehicles

Fertile Ground

- Strong economic growth
- Moderate climate challenge impacts

Town centres revitalised, with shared autonomous transport

Shared autonomous vehicles embraced

New transport investment links

Leading in advanced precision agriculture

Withering Growth

- Weaker economic growth
- Severe climate challenge impacts

Competition for fewer jobs and long commutes

Off-site housing construction to save costs

Growth in domestic tourism

Emphasis on multi-functional infrastructure to economise

Lying Fallow

- Lower economic growth
- Moderate climate challenge impacts

Making use of existing assets and infrastructure

Brexit led to barriers to streamlined movement

Rise in young professionals moving out of London for more affordable property prices

Less focus on using advanced, precision techniques in agriculture

GIF 2050

- **ADAPTABLE** – to new technologies, a rise in electric vehicles, a growing and ageing population, climate risks, decarbonisation and a growing energy demand
- **RESILIENT** – to changes in climate, economic uncertainty, population growth and increased financial pressure on services
- **CONNECTED** – to growth in technology, AI and automation, broadband demand, changes in work patterns and employment

**WHAT DO WE NEED TO DO?
KENT AND DOVER STRAITS.**

SMART POWER AT A GLANCE



2/3

Around two-thirds of our existing power stations are expected to close down by 2030 as our coal, nuclear, and oldest gas fired power stations reach the end of their lives.

Our system must be modernised and decarbonised. To meet the UK's legally binding climate change goal – to cut CO₂ emissions by 80% by 2050 – power stations must be largely decarbonised.

Climate Change Target
= Cut CO₂ emissions
by 80%
by 2050



The system must be balanced on a second by second basis, but nuclear and renewable energy cannot be ramped up and down as we currently do with fossil fuel plants.

Interconnection
connecting our network to our European neighbours.



Storage
Allowing users to take energy from the grid to be used when it is needed



Flexible Demand
Allowing consumers to choose how and when they use power to cut costs and emissions without inconvenience.



The UK is uniquely placed to lead the world in a Smart Power Revolution. If we get this right we could save consumers up to

£8bn a year

THE SMART POWER REVOLUTION

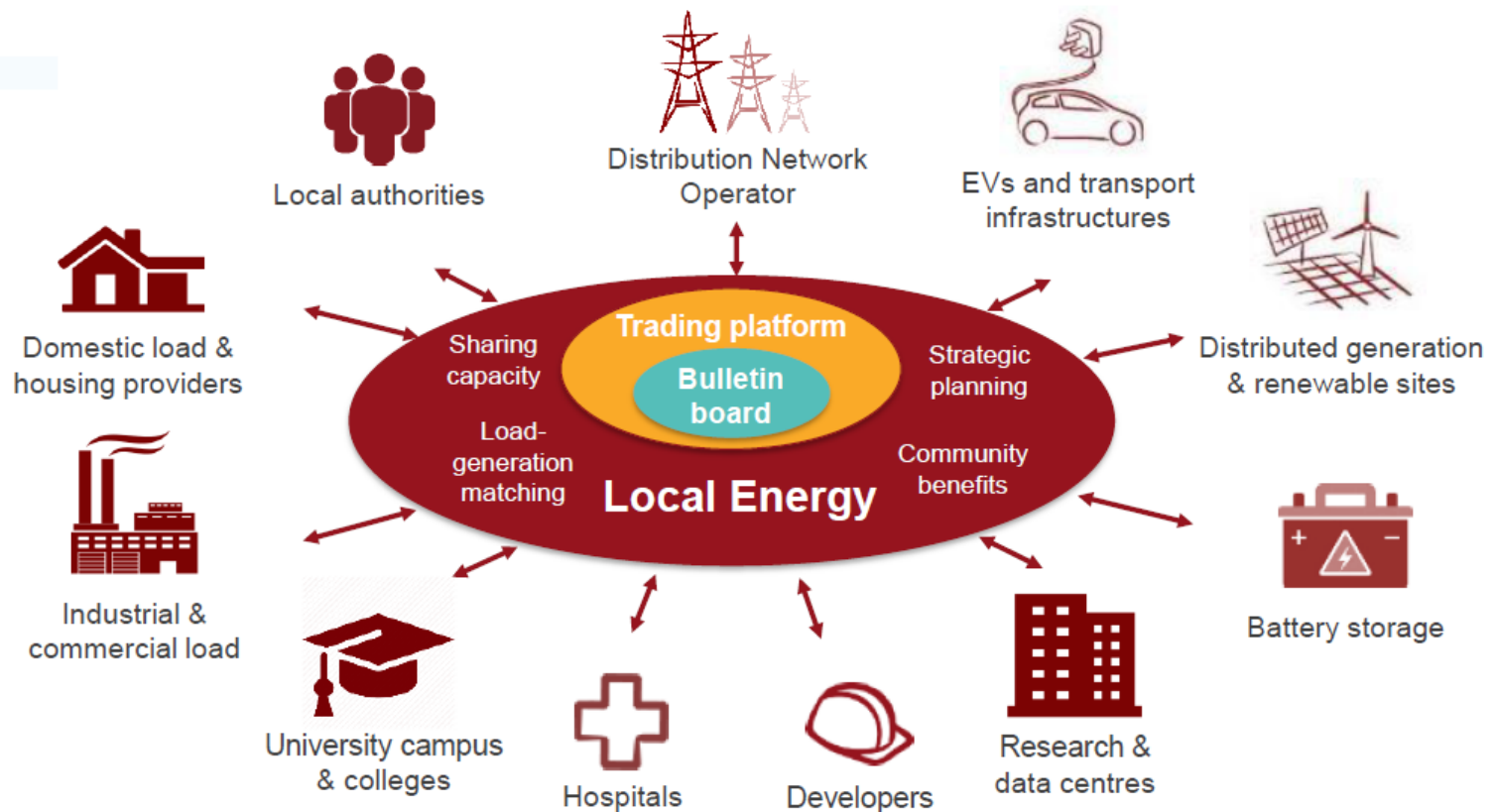
'The UK is uniquely placed to lead the world in a Smart Power Revolution. Failing to take advantage would be an expensive mistake' **National Infrastructure Commission**

Local Government is a large energy user and land owner and could play a crucial role in bringing forward **energy storage** and **flexible demand**.....

An active player in an integrated network

Smart communities and smart cities

tangular Snip



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Seamless mobility





ARUP

Embracing Technology

Business models for autonomous vehicles

Personal Mobility



Owned AVs



Shared AVs (SAVs)

Transit



On Demand Services



Automated High-Capacity Transit

Logistics



Automated Delivery Drones



Autonomous Freight

advanced materials



infrastructure

technological

a MX3D/Adriaan de Groot

ARUP

The Telegraph

Home Video **News** World Sport Business Money Comment Culture Travel Life W
Politics | Investigations | Obits | Education | Science | Earth | Weather | Health | Royal | Celebrity

The end of potholes? UK scientists invent 'self-healing concrete'

Researchers at three British universities are developing a special concrete that uses bacteria to plug cracks and crevices



Photo: DCV

ARUP

Smart Buildings and homes



Green infrastructure (natural capital)





infrastructure

economic







ARUP

CC-BY: johndal

Multi-Purpose Infrastructure Natural Capital



PASSAGE - ADDING VALUE

PASSAGE THEME		PRIMARY OUTCOME		PASSAGE ADDED VALUE
ENVIRONMENT	 	PROTECT & ENHANCE ACCESS TO THE COUNTRYSIDE	 	LOW CARBON TOURISM CONNECTIVITY – ENCOURAGE MODAL SHIFT CONGESTION AIR QUALITY ACTIVE TRAVEL
TRANSPORT		CONNECTIVITY ECONOMIC GROWTH		REDUCE CARBON IMPROVE AIR QUALITY ACTIVE TRAVEL
INNOVATION		EFFICIENCY ECONOMIC GROWTH		NEW LOW CARBON JOBS REDUCE CARBON IMPROVE AIR QUALITY

Thank You

Contacts

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PAS-DE-CALAIS TOURISME

CÔTE
D'OPALE

VALLÉES
& MARAIS

AUTOUR DU
LOUVRE-LENS

Traverser la manche sans voiture Crossing the Channel without a car



**Chaque année plus de 32 millions de passagers traversent la Manche
environ 80% sont britanniques**

**Over 32 million passengers cross the Channel each year
Approximately 80% of them are British**

HAUTS-DE-FRANCE

Nuitées en hébergement marchand

Overnight stays in commercial accommodation

UK	1 311 400
Vlaams	642 500
Nederlands	382 000
Deutschland	275 300

Vacances sans voiture – Car free holidays

Lits touristiques marchands et non marchands

Commercial and non commercial beds

La région Hauts-de-France	713 000
La Côte d'Opale	320 000 soit 45%

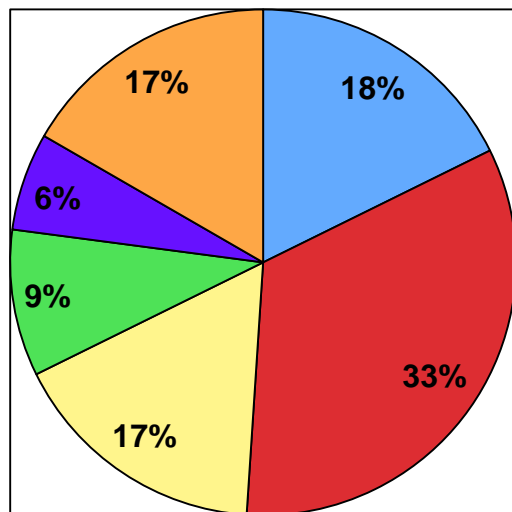
Lits Touristiques marchands

Commercial beds

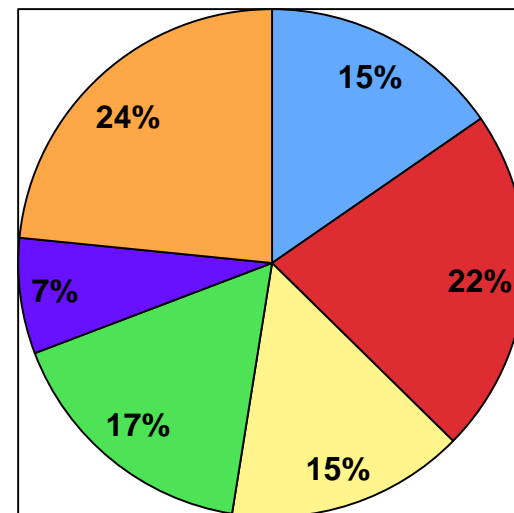
La région Hauts-de-France	258 800
La Côte d'Opale	100 670 soit 38%.

Vacances sans voiture – Car free holidays

Répartition km et émissions Breakdown km and emissions



Km-voyageurs



Emissions de CO₂

Vacances sans voiture – Car free holidays



NAUSICAA - LA CÔTE D'OPALE

**Le plus grand aquarium d'Europe
Le 4eme au monde**

**The largest aquarium in Europe
4th on a global scale**

1 million de visiteurs mai 2018- mai 2019

Vacances sans voiture – Car free holidays



Grand Site de France Les Deux Caps, Blanc Nez et Gris Nez
2 millions de visiteurs



Un patrimoine protégé
A protected area

La Manche à pied
Walking across the Channel

DFDS from 40€ (telephone or email bookings only)

P+O Ferries from 58€

Eurostar 70€ - 400€

Eurolines – Paris – London 19€

Eurotunnel + Blabla car

La Manche à Vélo The Channel on a bike

Eurostar - Internet

Au billet passager s'ajoute le billet vélo (£30 aller-retour)
To the Passenger ticket, add the bicycle ticket (£30 return)

EuroDespatch@eurostar.com

<https://youtu.be/u9455boIRC4>

Vacances sans voiture – Car free holidays

La Manche à Vélo - £40 par vélo

The Channel on a bike - £40 per bicycle

P+O Ferries – DFDS

Montée à vélo

Ride on ride off

Eurotunnel

24 heures de préavis

24 hours notice

Réservation par téléphone

Reservation by telephone

Selon disponibilité

Subject to availability

Pick-up points

Holiday Inn Express Folkestone – 8h et 15h30
Ciffco, Boulevard de l'Europe Coquelles 12h30 et 18h

Vacances sans voiture – Car free holidays

Qu'est-ce qui vous attend donc à l'arrivée ?

So what can you expect on arrival ?

Des irritants - manquent : signalétique dédiée, pistes cyclables sans interruptions, stationnement vélo sécurisé.

Some 'irritations': dedicated signposting, uninterrupted cycle routes, secure parking.

BUT !

250 km véloroutes

82 km voies vertes

2 182 km de boucles cyclotouristiques

Plus de 85 itinéraires de randonnée

2 514 km of cycle routes

Over 85 designated walking routes

Les Deux Caps and La Baie de Somme

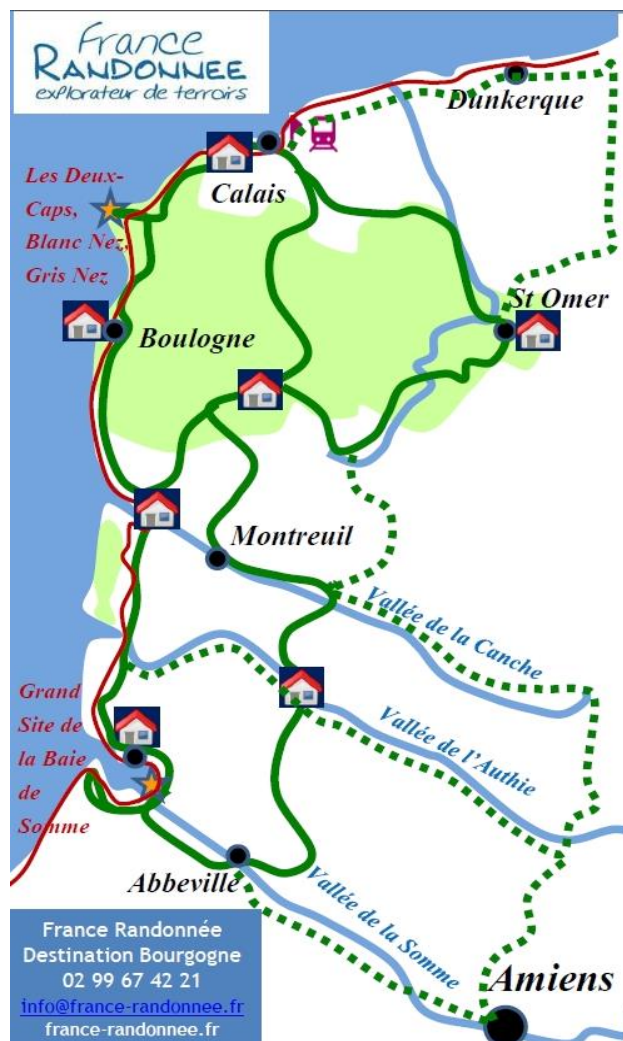
Formations Offices du Tourisme et entreprises volontaires
Trained Tourist Office staff businesses

- Composantes d'un séjour sans voiture - Components of a car free break
- Les partenariats et réseau – partners and networking
- Réseaux sociaux cibles – Target social networks
- Partenariat avec les transports – Building transport partnerships
- Sensibilisation des prestataires/partenaires – Building awareness

5 produits « séjour sans voiture »
Creation of 5 « car free holiday » packages

France Randonnée, Tourist Offices

Vacances sans voiture – Car free holidays



Circuit des grands sites, Baie de Somme et Cap Gris Nez

À pied ou à vélo- Itinérant - En liberté

2 à 10 jours de randonnée

Une randonnée emblématique pour découvrir :

Le site des Deux Caps entre Boulonnais et Calaisais, remarquable par la diversité de ses paysages, la variété des milieux et des villages côtiers, il constitue la bande littorale du parc naturel régional des caps et marais d'Opale.

La Baie de Somme, absolu dépaysement d'un superbe espace maritime, désert humide et plat où la mer, se retirant, a laissé des lacs oblongs, des canaux vermèls où baignent les rayons horizontaux....(d'après Colotte)

Exemple en 8 jours - 7 nuits et 6 jours de vélo

Jour 1 - Accueil à Calais en après midi

Jour 2 - De Calais à Boulogne-sur-Mer (env. 45 km)

Jour 3 - De Boulogne-sur-Mer à la Baie d'Authie (env. 55 km)

Jour 4 - De la Baie d'Authie à la Baie de Somme (env. 40 km)

Jour 5 - De la Baie de Somme en vallée de l'Authie (env. 50 km)

Jour 6 - De vallée de l'Authie au Parc naturel régional des Cap et Marais d'Opale (env. 55 km)

Jour 7 - Traversée du Parc naturel régional des Cap et Marais d'Opale jusqu'à Calais (env. 50 km)

Jour 8 - Fin du séjour après le petit déjeuner

Prix : xxx € /p base 2 p min

Comprenant

- Diners hors boisson, nuits, petits déjeuners
- Logement en chambres double ou twin
- Transport des bagages chaque jour
- Dossier voyage avec points de repères et cartographie

Autres formules :

Les deux Caps et Parc des Cap et Marais d'Opale, au départ de Calais :

5 jours - 4 nuits et 4 jours de vélo : Prix : xxx € /p base 2 p min

6 jours - 5 nuits et 5 jours de vélo par St Omer :

Prix : xxx € /p base 2 p min

En Baie de Somme, au départ du Crotoy

5 jours/ 4 nuits : 465 € / personne

4 jours/ 3 nuits : 349 € / personne

3 jours/ 2 nuits : 239 € / personne

Tout autre circuit adaptable en fonction de vos attentes

Autres circuits

À pied

- La Cote d'Opale, organisation et durée sur mesure

À vélo

Les trois vallées (en projet)
Monts de Flandre et Cote d'Opale (en projet)

Vacances sans voiture – Car free holidays



Les Académies du Tourisme Côte d'Opale

75 entreprises

75 businesses

A large, abstract graphic on the left side of the slide, composed of several overlapping green polygons in different shades of green, creating a dynamic, angular shape.

Increasing sustainable access to the countryside in the Straits area











PASSAGE

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Thank you!