

# Dover Strait Implementation Plan



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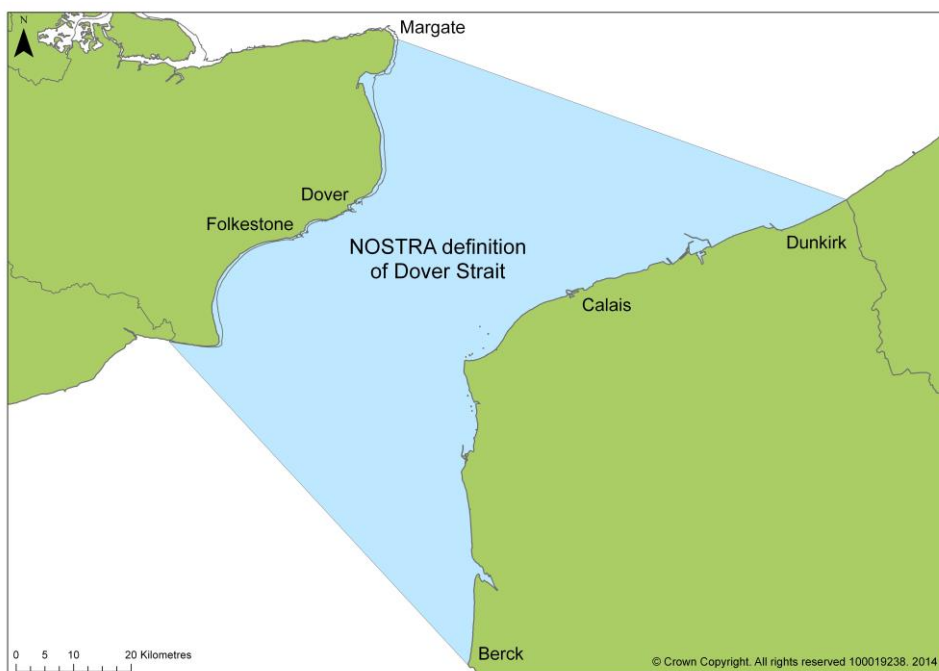
## Introduction

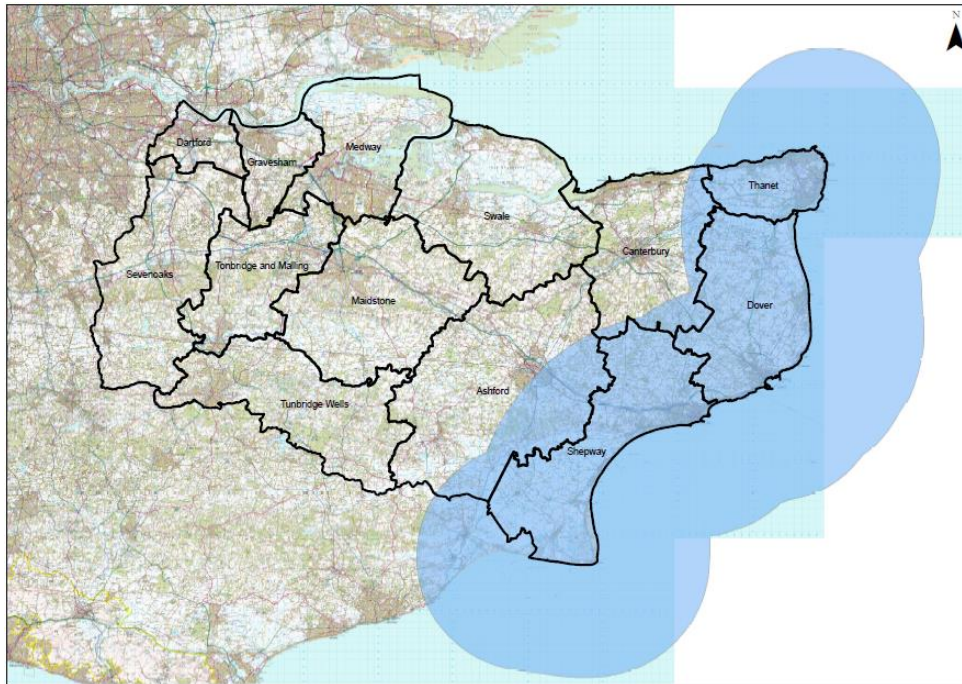
This document represents the shared vision of Pas-de-Calais Council and Kent County Council for the maritime and coastal area known as Dover Strait or Pas de Calais. It presents a strategic guideline on how that vision may be achieved, through committed joint actions. It has been drawn together based upon experience and knowledge at the local level, combined with exploration of cross border management of straits from across Europe. The actions presented in this document are going to be jointly implemented by Pas-de-Calais County Council and Kent County Council; the two authorities will particularly support relevant actions and projects taken forward by the stakeholders who helped develop the plan.

Kent County Council and Pas-de-Calais County Council are involved in the European Straits Initiative (ESI), a partnership of local authorities bordering European Straits. This initiative aims at a better recognition of the straits specificities at European level and at developing cooperation projects and exchange of experiences between the different partners.

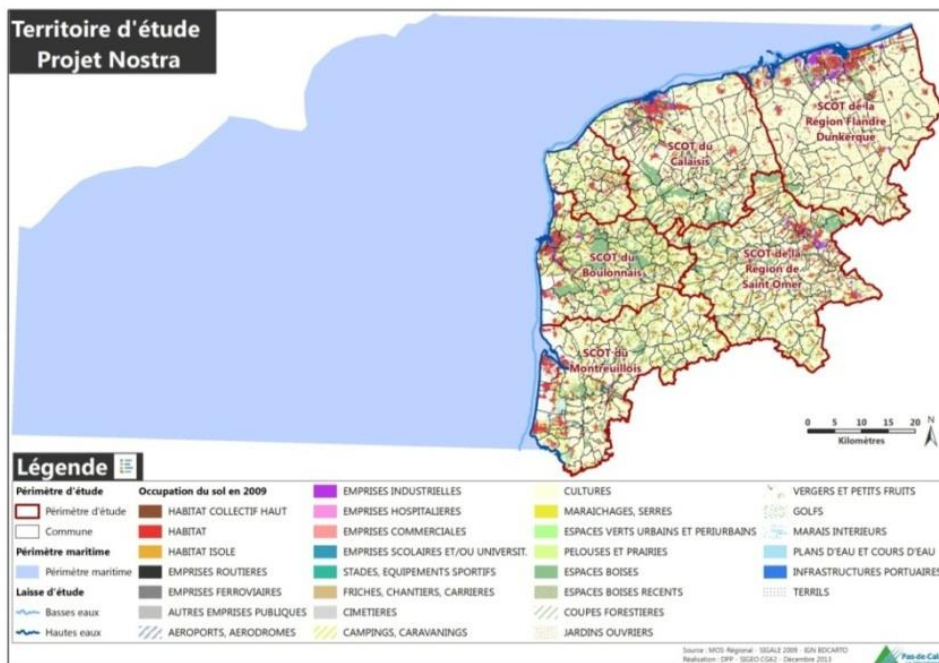
In this framework, NOSTRA project was approved in 2012 by the INTERREG IV C programme; the aim was to show how a cross-border governance of straits based on an integrated and inclusive approach can improve public policies in respect of biodiversity and natural heritage and can allow sustainable economic development. During two years, the 16 partners of NOSTRA exchanged 50 examples of good practice on cross-border management of straits' main issues (tourism, transport, maritime security etc.). The final year of the project (2014) was dedicated to the production of a Good Practices Guide that provides a reference for project partners as they each develop joint Implementation Plans.

## Area covered by the plan





Kent County Council area, with NOSTRA study area in blue, including district authorities.



French districts included in the NOSTRA study area.

Definitions of Dover Strait vary considerably, most being based on navigation and shipping, but, in the framework of NOSTRA project, it has been decided to use a definition which fits with the administrative boundaries for both Kent County Council and Nord - Pas-de-Calais region. This area runs from the border between East Sussex and Kent (Dungeness) across to Berck and the northern line goes from North Foreland (near Margate) to the French /Belgian border.

## Vision for Dover Strait

*“In 2034 Dover Strait will have greater recognition by people across Europe, which will help to achieve an improved management of the area, through committed joint actions between French and UK authorities.*

*It will be recognised as a cohesive maritime and coastal area, with a rich natural environment combined with a long and fascinating cultural history as an area of exchange and conflict.*

*The features representing this strong identity will be part of innovative economic activities, including a recognised tourism offer, which will be fully realised through proximity to the Channel Tunnel and ports.*

*This economic activity will provide sustainable jobs on both sides of the strait, enabling communities to fully benefit from close proximity to outstanding landscape features such as the Two Caps and the White Cliffs.*

Through consistent actions to conserve and enhance the natural environment, the area will continue to be valued as a place to live, work and relax.

The natural and cultural character of the area will be embedded into planning policy and threats such as air and marine pollution will be properly understood and mitigated through joint actions.”

In order to reach this vision, this joint Implementation Plan will be used as a strategic guideline document for cooperation between Pas-de-Calais County Council and Kent County Council. The following sections of the plan explore this further under three key areas of action with an analysis of what good practices of NOSTRA project should be adapted or applied for the strait.

## Key areas for action

### 1. The opportunity to act in a collaborative way

Action 1: Adoption of common governance tools

Action 2: Seascape Character Assessment

### 2. A rich natural and cultural heritage

Action 3: Achieving international recognition of Dover Strait

Action 4: Improving the identity of Dover Strait

### 3. Climate change and the development of a sustainable transport corridor

Action 5: Establishment of a multiagency, cross border working group on transport and air pollution

Action 6: Encouraging local public policies to support actions and projects aiming at mitigating and adapting to climate change

The evidence base for these three areas of action has all been gathered between 2012 -14 through the following elements of the INTERREG IV C project NOSTRA:

- **Regional (territorial group) for Dover Strait:** This group of UK and French stakeholders has identified potential areas for action and is wide ranging, featuring representatives from local government, ports, industry, NGO's and Universities. The minutes of all nine meetings have provided a strong basis for many of the areas in this plan.
- **Baseline report for Dover Strait:** Produced by the French Bio by Deloitte consultant team a similar exercise was undertaken for each strait. This report showed how difficult it is to characterise such a complex area as Dover Strait, but the section on recommendations provided an important discussion point for this plan.
- **Good Practices Guide:** The NOSTRA (and ESI) partnership represents a wealth of experience of managing issues at the level of the strait, from the Mediterranean to Scandinavia. This plan has been informed by study visits and workshops over the two years and a good practice guide which includes examples that will be implemented or adapted for Dover Strait and are included in this plan.

## 1. The opportunity to act in a collaborative way

### Issue

Dover Strait is a cross-border region with many peculiarities, as stressed in the Baseline Study. The traffic of goods and passengers between the two shores of the Strait, through the tunnel or ferries, is very high. However, there is currently no real sense of belonging to the strait cross-border region among the English and French populations and the Strait is not recognised as an integrated region. Therefore, the overall objective is to change this perception and to build a common identity, a real sense of belonging to the strait area among the population and visitors.

As stated in the recommendations of the Baseline Study, one solution could be strengthening the governance of Dover Strait, with English and French local and regional authorities working together toward a better integration of the Strait. Like in other regions of Europe, a cross-border institution on the Strait area could facilitate joint actions, improve exchanges of views and experiences, and enhance the consistency of the area. There are key issues which need to be addressed at the strait level, including air pollution, economic deprivation and preservation of the natural and cultural heritage. These issues could be tackled through, for example, an international designation of the Strait or the establishment of thematic cross-border working groups.

Kent County Council and Pas-de-Calais County Council have a history of cooperation which needs to be built upon; in November 2005, a partnership agreement was signed aimed at developing collaboration on various fields such as culture, sport, tourism, economy etc. Positive outcomes here included cooperation around the 2012 Olympic Games in London and the celebration of the centenary of the crossing of Dover Strait by Bleriot, in 2009. Both county councils are involved and co-lead partners of the European Straits Initiative.

In the continuity of this long and diverse cooperation between Pas-de-Calais and Kent, some elements of the NOSTRA good practices could be inspiration sources for future actions.

### Action 1 - Adoption of governance tools

#### Good practices

Among the 50 NOSTRA good practices, four of them seem particularly interesting to strengthen the Strait's joint cross-border governance and common identity:

**The Gulf of Finland Year** is organised by Finnish, Estonian and Russian local authorities in order to seek solutions for sustainable exploitation of the sea through a joint effort of the three countries. It also implies an active collaboration within the scientific and decision-making communities and society through a variety of events. More information on [www.gof2014.fi](http://www.gof2014.fi)

**The Fehmarn Belt Days** is an event that aims to create connections between the German and the Danish sides of the Fehmarn Belt and to identify new opportunities of cross-border cooperation for

the strait. The event focuses on the rail/road tunnel which is currently being constructed under the strait; this is the biggest infrastructure project in northern Europe. More information on [www.fehmarnbeltdays.com](http://www.fehmarnbeltdays.com)

**The Kvarken Council** was established in 1972 by Finnish and Swedish local authorities from each side of the Strait of Kvarken. It is a cross-border regional organisation with board and staff members from each country. More information on [www.kvarken.org](http://www.kvarken.org)

**The European Grouping of Territorial Cooperation (E.G.T.C)** of the International Marine Park of the Strait of Bonifacio unites the French Environment Office of Corsica and the Italian National Park of La Maddalena Arcipelago within a single cross-border organisation recognized by European law. More information on [www.pmibb.com](http://www.pmibb.com)

## Implementation

The proposed action consists in enhancing the emergence of a Strait's identity through the organisation of a regular event that would gather public and private stakeholders and the academic sector. In a long term perspective, this could lead to a more structured and institutionalised governance of the strait such as an EGTC.

### Political and institutional resources

- Political and/or institutional support:
  - Pas-de-Calais County Council and Kent County Council
  - Associated stakeholders such as universities, private companies, associations etc.
- Structure(s) / tool(s) that will implement the good practice:
  - A joint cross-border organising board (steering committee)
  - An EGTC

### Timescale

- Starting date of the possible implementation:
  - The first event could take place in 2016
- Time needed to achieve the possible implementation:
  - An event every two years from 2016
  - A formal structure like an EGTC could be created in a 10 years perspective (2024)

### Financial framework

- Source(s) of financing:
  - Public funding from County Councils
  - Private sponsors (Eurotunnel for example could be involved through its new convention with Pas-de-Calais County Council)
- European funds that could be used to finance the transfer:
  - INTERREG V A 2 Seas and INTERREG V A France (Channel) England



- Others depending on the topic chosen for the event: Horizon 2020, Erasmus +, Cosme, Creative Europe etc.

#### Human resources

- Person responsible for the realisation of the transfer:
  - Europe and International Department of Pas-de-Calais County Council and International Department of Kent County Council
- Human resources needed to implement the good practice:
  - A project leader working on both shores of the strait

#### Knowledge and skills

- Knowledge and skills necessary to implement the good practice on the territory:
  - Networking of stakeholders
  - Strong political involvement
  - Mutual understanding
  - Event management skills
  - Communication skills
- Knowledge and skills already available on the territory:
  - Long-term cooperation
  - First involvement of stakeholders in the NOSTRA territorial meetings

#### Expected outputs of the possible implementation

- Qualitative achievements:
  - Stronger sense of belonging to the Strait's area
  - Better visibility of the Strait
  - Deeper political cooperation
  - Cross-border network of public, private and research stakeholders
- Quantitative outputs:
  - One large cross-border event every two years
- Evaluation indicators to check if the objectives are reached:
  - Number of events organised
  - Number of people attending the events
  - Number of occurrences of the Strait in national and European media

#### Possible obstacles we can meet

- Lack of synergy between the different stakeholders
- Lack of political support
- Lack of human and financial resources
- Lack of mediatization of the event
- Cultural differences (language, habits etc.)

### Guidelines to succeed the implementation

- Strong political involvement
- Strong involvement of all stakeholders on both shores
- Joint efforts of mutual understanding
- Mobilisation of sufficient means

## **Action 2 - Seascape Character Assessment**

The two shores of Dover Strait are separated by a maritime border; however, they constitute a coherent space with many similarities. Therefore, the overall objective is to develop a sense of belonging to this cross-border area and to contribute to a better knowledge and development of its natural and cultural heritage.

In order to meet this double objective, the Seascape Character Assessment produced on the English side of Dover Strait needs to be completed on the French side also, covering the entire NOSTRA study area.

This Seascape Character Assessment has been completed on Pas-de-Calais maritime territories by a consultant team in 2014, thanks to funding from Kent County Council and INTERREG IVC programme. It is hoped that this study will represent the strait as a “cohesive unit” and form the basis of future projects which will enhance the identity of the strait in terms of its unique cultural and natural heritage and will contribute significantly to any future designation of the strait. As well as the benefits mentioned, this work will also be used as a decision making tool for the marine environment and contribute to actions 3 and 4. It is a good example of collaborative working between the two sides of the strait.

### **Good practice**

**The Seascape Character Assessment** is a technique which has been developed from Landscape Character Assessment (LCA) in the United Kingdom and the seascapes approach is being incorporated into the first ever Marine Plans, which are being drawn up in the UK under the Marine & Coastal Access Act 2009. Utilising a wide variety of data, seascapes can help to identify the natural, cultural and aesthetic characteristics of an area to assist with better informed decision making and policy development.

### **Implementation**

The action consists in completing the Seascape Character Assessment started on the English side of the Strait to give it a cross-border dimension. Following the completion of the study, its application in various fields and its utilisation by both authorities will be the key actions.

### Political and institutional resources

- Political and/or institutional support:

- Kent County Council
- Structure(s) / tool(s) that will implement the good practice:
  - Consultant team (LUC)

#### Timescale

- Starting date of the possible implementation:
  - 2014
- Time needed to achieve the possible implementation:
  - 6 months
  - Use of the final SCA work from 2015 onwards:
    - Use of the final SCA work by the Marine Management Organisation for Marine Plans in the UK
    - Championing of the work as a cross-border management tool for straits within ESI

#### Financial framework

- Source(s) of financing:
  - Kent County Council funding
- European funds that could be used to finance the transfer:
  - INTERREG IVC through NOSTRA project

#### Human resources

- Person responsible for the realisation of the transfer:
  - Chris Drake, Kent County Council
- Human resources needed to implement the good practice:
  - A consultant team
  - Assistance of Europe and International Department of Pas-de-Calais County Council
  - Involvement of local stakeholders

#### Knowledge and skills

- Knowledge and skills necessary to implement the good practice on the territory:
  - SCA methodology
  - Accurate data
- Knowledge and skills already available on the territory:
  - Accurate data

#### Expected outputs of the possible implementation

- Qualitative achievements:
  - Better knowledge of the Strait's landscapes on French side
  - Representation of the entire strait as a cohesive area with shared management recommendations
- Quantitative outputs:

- A Seascape Character Assessment report produced by the consultant team
- Evaluation indicators to check if the objectives are reached:
  - The report outputs

#### Possible obstacles we can meet

- Cultural and linguistic differences

#### Guidelines to succeed the implementation

- Continued close working between Kent County Council and Pas-de-Calais County Council
- Wide distribution and application of the final 2014 study.



## 2. A rich natural and cultural heritage

### Issue

Dover Strait represents an area of iconic landscapes, rich biodiversity and a long and fascinating cultural history. The White Cliffs of Dover and the two Capes of Blanc-Nez and Gris-Nez are not only landscapes of great beauty, but hold a place in the national history of France and the UK, including events which have played out on the world stage.

The geology of the area has a big story to tell; it is now thought that a mass of chalk was all that separated the two countries, before a huge force of water and rocks pushed this “bridge” aside at the end of the last ice age. This final “megaflood”, is likely to have formed Dover Strait and made Britain an island.

Marine life in the strait is rich and varied, with a range of Marine Protected Areas in existence and some important fisheries; Boulogne is the most important French fishing port and the Kent fishermen are a well-established sector.

Despite this, the potential of this resource and benefits to our respective economies have yet to be realised; the region does not yet fully benefit, in the economic sense from this rich natural and cultural heritage and has recently struggled, due to the economic crisis. Despite great transport infrastructure, with the first immersed tunnel in the world between Coquelles (France) and Folkestone (United Kingdom), the region is not yet a really attractive destination to live in or visit. More than that, the region is often not perceived as an integrated cross-border region.

Therefore, the objective is to better manage Dover Strait’s natural and cultural heritage in order to enhance its attractiveness and to make local populations more aware of the uniqueness of their area. The secondary objective is to encourage economic development of the Strait’s cross-border territory thanks to the development of a sustainable tourism activity. Dover Strait needs to become a chosen destination, not a crossing region.

Given a change of perception and continued environmental enhancement of the area, the potential for increased job opportunities in tourism, including accommodation and a range of other services could be significant. Getting the strait recognised as a cohesive area and a destination is an objective that will require time and a wide range of resources.

With inspiration from NOSTRA good practices, the following actions could be undertaken on one side or both sides of Dover Strait.

### Action 3 - Achieving international recognition of Dover Strait

The landscapes, biodiversity and historic features of Dover Strait will need to be carefully managed and protected, if future generations are to experience them. Actions in this area will also ensure that the other objectives of this plan, relating to jobs and tourism are met.

Achieving international recognition for these features has been an objective for Pas-de-Calais Council and Kent County Council for some years. A designation such as World Heritage Site can bring with it improved governance, environmental management and a significant boost in tourism on an international scale. Other international designations such as Geopark or Ramsar, while less known, are also worth being considered.

## **Good practice**

The Strait of Kvarken was designated as World Heritage Site on the Swedish side in 2000 and the Finnish side in 2006.

## **Implementation**

The Kvarken Council has experienced the whole process of designation, the evidence base, the economic benefits and the risks associated with international designation. A project pulling together European partners to share best practice on international designations would be a useful step to achieving the objective for Dover Strait.

The Seascape Character Assessment for the Dover Strait, completed through NOSTRA, also has a role to play here in terms of providing an important part of the evidence base for international designation.

While international designation is the big objective, a suite of projects which protect and enhance the range of natural and cultural features across the area should be identified and taken forward in the short and medium term. These projects should not ignore the marine element and joint actions around Marine Protected Areas and Fisheries should also be considered.

### Political and institutional resources

- Political and/or institutional support:
  - Kent County Council and Pas-de-Calais County Council
  - The European Straits Initiative
- Structure(s) / tool(s) that will implement the good practice:
  - A European project on international designation of straits?
  - A supporting structure
  - Use of the Seascape Character Assessment for the Dover Strait

### Timescale

- Starting date of the possible implementation:
  - 2015
- Time needed to achieve the possible implementation:
  - 5 years or more for a European project to examine international designation
  - 10 years or more to get an international designation

### Financial framework

- European funds that could be used to finance the transfer:
  - INTERREG VA

#### Human resources

- Human resources needed to implement the good practice:
  - Staff from Pas-de-Calais County Council and Kent County Council for the preparatory phase
  - A supporting structure

#### Knowledge and skills

- Knowledge and skills necessary to implement the good practice on the territory:
  - Benefits and risks of a designation

#### Expected outputs of the possible implementation

- Qualitative achievements:
  - Better recognition of the Strait
- Quantitative outputs:
  - An international designation of the Dover Strait
- Evaluation indicators to check if the objectives are reached:
  - The designation

#### Possible obstacles we can meet

- Difficulties to get an international designation

#### Guidelines to succeed the implementation

- Work with other NOSTRA partners to exchange experiences on straits' designations
- Political support
- Use all the tools we have (SCA, previous studies etc.)

## **Action 4 - Improving the identity of Dover Strait**

There is a need to develop a common and cross-border promotion of the Strait's territory, toward inhabitants as well as tourists or economic stakeholders. All efforts must be combined to change the sometimes negative image of the region and to enhance the positive aspects of being a cross-border region in the heart of Europe. As stressed in the Vision for Dover Strait, the natural and cultural heritage of the Strait must be recognised as an asset to the region both for quality of life and for tourism, in order to answer the decline of traditional industries and "provide sustainable jobs on both sides of the strait".

The potential around "nature based tourism", in particular, is considerable for Dover Strait: a project may be needed to identify where the best opportunities for walking, wildlife watching, horse riding, cycling and boating are and the areas which are too sensitive to sustain these pressures.

Several projects already aim at developing new approaches of tourism, with respect to local values and natural heritage. CAPland, for example, is a landscapes' interpretation centre in Marquise (Boulonnais territory) which promotes the various dimensions of the 2 Caps territory.

INTERREG tourism projects have included CAST (Coastal Actions for Sustainable Tourism) and GREET the World (Creating a new tourist destination) which did go some way to the promotion of the two countries as a single destination and the involvement of local people as "Greeters" in the context of the Olympic Games.

Cool Tourism is a more recent project, aimed at developing business networks and improving communication amongst businesses and their potential markets in rural areas.

In the continuity of this work, new projects could integrate some elements of the NOSTRA good practices.

## **Good practices**

Among NOSTRA good practices, the following practices seem particularly interesting to answer these objectives and develop the Strait's natural and cultural heritage:

**Development of tourism economy in the region of Salento** has been encouraged thanks to the actions of the Province of Lecce, which has set up a number of projects aimed at developing tourism and culture, both from a territorial point of view (in particular by developing the rural heritage) and a sectorial point of view.

**UNESCO World Heritage** of the Kvarken Archipelago has been highlighted using storytelling to bring the heritage of the area to life. A LEADER project was set up by the municipalities of Korsnäs and Malax, with a project leader in dialogue with local enterprises, local authorities, NGOs and, in particular, schools. The project leader used as his starting point a very old book (1894) which tells the story of a lighthouse keeper at the end of the eighteenth century, defending his lighthouse against the Russians. This book served as the basis for the use of storytelling as a method of unlocking local history and culture for tourist groups, in particular by means of a walking trail leading to a miniature replica of the lighthouse where, overlooking the sea, tourists are told the romanticised story of the lighthouse keeper. The project leader was made World Heritage Ambassador for the Kvarken Archipelago.

**The BALTIC FLYWAY project** has been implemented in the Fehmarn Belt, which is located on a bird migration route, the "Baltic Flyway". The idea of the project is to overcome linguistic difficulties on both sides of the border in order to work together for the protection of nature, informing the German and Danish public about the birds and natural areas and raising awareness of the services the natural environment provides to human needs, in terms of health, recreation and tourism. The success of the project is based upon the promotion of a network of nature reserves and visitor centres across the two regions.



## Implementation

Improving the identity of Dover Strait is the overarching objective for this issue, no single tourism project (as listed above) will achieve this, many areas of this implementation plan feed into the issue of identity and need to be the first steps to improving the area as a destination.

That said, some targeted tourism projects could be identified through the future territorial meetings and involvement of Visit Kent and Pas-de-Calais Tourisme in the run in to INTERREG 5 bids.

### Political and institutional resources

- Political and/or institutional support:
  - Visit Kent and Pas-de-Calais Tourisme
  - Kent County Council and Pas-de-Calais County Council
- Structure(s) / tool(s) that will implement the good practice:
  - Setting-up a task force to monitor opportunities and offer support for projects
  - Associated stakeholders: Eden 62, Cultural department of both Councils, institutions in rural areas etc.

### Timescale

- Starting date of the possible implementation:
  - Beginning of 2015
- Time needed to achieve the possible implementation:
  - 5 years

### Financial framework

- Source(s) of financing:
  - Public funding from both tourism organisations
- European funds that could be used to finance the transfer:
  - INTERREG V 2 Seas and France (Channel) – England

### Knowledge and skills

- Knowledge and skills necessary to implement the good practice on the territory:
  - Mutual understanding from both organisations
  - Good knowledge in marketing and promotion
- Knowledge and skills already available on the territory:
  - Good knowledge in marketing and promotion
  - Habits of involving local inhabitants
  - Knowledge in business training

### Expected outputs of the possible implementation

- Qualitative achievements:
  - Developed identity of the Strait
  - More highlighted small rural areas of interest

- More attractive rural areas to home buyers
- Development of nature tourism (bird watching etc.)
- Quantitative outputs:
  - Increased economic impact in rural areas
  - New innovative tourism attraction (bringing to life the remains of the medieval castle in Fressin, developing and promoting the cultural dimensions of ports - Etaples County Museum for example)
- Evaluation indicators to check if the objectives are reached:
  - Economic indicators
  - Tourism indicators (number of beds, of nights etc.)

#### Possible obstacles we can meet

- Human and financial needs

#### Guidelines to succeed the implementation

- Political support
- Involvement of local communities

### **3. Climate change and the development of a sustainable transport corridor**

As stressed in the baseline study of NOSTRA for Dover Strait, numerous pressures exist on natural environment. Some of these pressures include increased maritime traffic, coastal developments, invasive species and climate change. The issue of climate change seems particularly important for Dover Strait as it is a common issue for both shores, with impacts including flooding and coastal erosion.

More precisely, the issue of air pollution due to shipping emissions and road freight was raised as a priority in the baseline study and in territorial meetings, by the ports and Eurotunnel, county councils, universities and NGO's.

Increase of maritime traffic in Dover Strait in relation to increases in international trade as well as the impacts of the MARPOL Sulphur Emission Control Area legislation which will apply from 2015 will see increases in Carbon Dioxide emissions, along with nitrogen oxides, carbon monoxide and hydrocarbons; with consequences for health and quality of life in the strait. Ways of mitigating air pollution and road congestion on the ports and the surrounding area need to be fully understood. Indeed, while Sulphur smog's from shipping may be initially mitigated by this legislation that will limit shipping emissions to 0.1% Sulphur Oxides, this may be cancelled out by an overall long-term increase in the levels of shipping.

#### **Action 5 - Establishment of a multiagency, cross border working group on transport**

Dover Harbour Board and Eurotunnel are anticipating a 40% increase in traffic (mainly freight) by 2030 (NOSTRA 2014). This is related to increases in international trade as well as the impacts of the Sulphur Emission Control Area legislation which will apply from 2015.

This significant increase poses both threats in terms of pollution and congestion as well as opportunities in terms jobs in the transport sector and tourism.

Air quality, both from shipping emissions (Sulphur Oxide) and from vehicles in our ports and on our roads (including nitrogen oxides, carbon monoxide and hydrocarbons) has been identified as an issue for Dover Strait since the start of the NOSTRA project. While Sulphur Oxide levels have been reduced in the Dover Harbour through an Air Quality Management Area, the broader air pollution issues are still significant.

The North Sea Sulphur Emission Control Area legislation will limit shipping emissions but is likely to make the Dover to Calais crossing much more economically viable and a swing from longer sea routes to Dover/Calais is predicted by the industry and experts.

This is expected to result in a significant rise in freight that will be crossing the strait, the majority of which will be travelling by road. The fact that the capacity for increased rail freight through the Channel Tunnel is not being currently realised is a significant issue.

As far as the immediate impacts of the legislation is concerned, unsightly Sulphur smog's across the strait may be initially mitigated, but there is expected to be an increase in air pollution emissions and congestions on our roads.

Both Dover Harbour Board and Eurotunnel are currently improving their infrastructure to help meet these pressures; but the impact that these increases will have on the road network and the character and attractiveness of areas such as Dover, Folkestone and Calais needs to be considered.

This brings us to where the opportunities arise; not only for increased jobs in the transport sector, but to capture more tourism benefit from the developing transport infrastructure.

Elsewhere in this plan, the issue of the strait being seen as a crossing point, not a tourism destination is described. As an entry point into the UK and France, the immediate iconic landscapes such as the Two Caps and the White Cliffs should be a magnet for tourists, along with coastal towns along the strait, but this has not yet been fulfilled.

As the transport network grows, the opportunity to incorporate projects which link in with the tourism offer presented by Dover Strait should be developed. Some good work is already taking place in this area; Dover Harbour Board are currently restoring Dover Marine Railway Station; built 1914 and an ideal start to any heritage trail. Furthermore, as part of Dover Harbour Board's Dover Western Docks Revival project, there are plans for a major waterfront transformation that will provide a fantastic destination and offering for tourists.

How can the transport links be better used to facilitate tourism in this way? The opportunity for people to explore on foot from ferries is currently limited; currently only P&O take foot passengers.

This should be an area for consideration, along with the issue of pricing; will the increased costs of meeting the Sulphur legislation be passed onto the customer?

Could the ports, ferries and Eurotunnel work more closely with the regional authorities and tourism organisations to examine these opportunities to promote the area? There are already strong examples, such as the award-winning cruise destination partnership between Dover Harbour Board and Visit Kent.

All of these opportunities and threats can only be considered through joint action.

## **Good practices**

The good practices selected in the framework of the first action, including the Fehmarn Belt Days or the Kvarken Council, can also feed the reflection on joint working group to tackle the above-mentioned issues.



## Implementation

The proposed action consists in setting up a cross-border working group on transports' opportunities and threats, including air pollution. This cross-border working group would associate ports, railways, Eurotunnel, county council and other relevant bodies from public, private and research sector in order to explore future transport and pollution trends in order that a robust knowledge base can be established for the area. It is not anticipated that the group will have any influence over international legislation, or open and fair market competition, but an exploration of local solutions such as getting more rail freight travelling seamlessly through the tunnel and across the UK and continent (interoperability) could be one area of focus, alongside any measures which can be taken to mitigate the wider impacts of increased road freight traffic.

### Political and institutional resources

- Political and/or institutional support:
  - Pas-de-Calais County Council and Kent County Council
  - Associated stakeholders such as Campus de la Mer, Université du Littoral Côte d'Opale (ULCO), Observatoire Climat, DREAL, Eurotunnel, Dover and Calais ports, etc.
- Structure(s) / tool(s) that will implement the good practice:
  - Working group

### Timescale

- Starting date of the possible implementation:
  - As soon as possible
- Time needed to achieve the possible implementation:
  - 6 months

### Financial framework

- Source(s) of financing:
  - Public funding from County Councils
  - Private sector
- European funds that could be used to finance the transfer:
  - INTERREG 2 Seas or France (Channel) – England

### Knowledge and skills

- Knowledge and skills necessary to implement the good practice on the territory:
  - Networking of stakeholders
  - Global vision of the Strait's issues

### Expected outputs of the possible implementation

- Qualitative achievements:
  - Better knowledge of the opportunities and threats linked to transport in the strait
  - Better networking of stakeholders involved in this field

- Greater involvement of local authorities
- Quantitative outputs:
  - Establishment of a working group

#### Possible obstacles we can meet

- Lack of involvement and synergy between the stakeholders

#### Guidelines to succeed the implementation

- Mutual awareness and strong synergy between public and private sectors

### **Action 6 – Encouraging local public policies to support actions and projects aiming at mitigating and adapting to climate change**

Considering the important environmental challenges faced by Dover Strait (cf Baseline Study for Dover Strait), the objective is twofold:

- Reducing the territory's ecological and climatic print by actions aiming at developing sustainable and innovative technologies, especially in the fields of transport and logistics
- Facing the impacts of climate change, especially flood risks and coastal erosion issue, by actions aiming at monitoring and assessing these impacts in order to implement the best solutions to protect the territories and populations.

At a strategic level, Pas-de-Calais County Council already developed an *Agenda 21* aiming at a sustainable development of the territory. At local level, this has been followed by the adoption of Territorial Climate Plans. Some of territories in Pas-de-Calais are particularly sensitive to the issue of coastal erosion and to flooding risks; for example, the area around Montreuil-sur-Mer is facing critical risks for its population and is currently implementing emergency plans.

At project level, several initiatives already exist in order to tackle climate change challenges. The ARCH project (INTERREG IV A 2 Seas) aimed at monitoring the evolution of biodiversity in the Strait at cross-border scale; it involved both Nord – Pas de Calais Regional Council and Kent County Council. It enables to assess the impacts of climate change on biodiversity at the scale of the Strait.

For Kent County Council, there is a history of working in this area including the Coastal Communities 2150 and the PRIME-C cluster. This work can be shared and disseminated.

In the context of the entry into force of the Sulphur Directive in January 2015, several projects are currently being implemented in Nord – Pas-de-Calais region. The Fish2ecoenergie project developed by fishery stakeholders aims at experimenting a hybrid engine (electricity and gas) on a fishing vessel. This project was notably co-financed by Pas-de-Calais County Council and ERDF. The ARPEGE project

(*Approche Réaliste pour une Pêche GEnérique*) is another project aiming at creating a prototype of new trawler with diesel-electric propulsion. It also received funds from Pas-de-Calais County Council.

The *Campus de la Mer* associates several regional stakeholders (University, Regional and County Councils, Intercommunalities etc.) with the objective of tackling the issue of coastal areas, among which the governance of the risks.

These are examples of on-going projects tackling climate change issue: they constitute a rich basis of knowledge and skills on which the implementation of NOSTRA good practices can rely on and capitalize.

## Good practices

Among NOSTRA good practices, two practices seem particularly interesting in relation to this climate change issue:

**Safe and green boats** are a solution presented by the Romanian partner of NOSTRA. Considering the pollution generated by boats, either when sailing (water and air pollution, noise pollution, accidents etc.) or during their recycling process, the idea is to design more ecological and safer vessels, for example by means of a double hull that is more resistant to impacts. Limiting the emissions generated by ships can be achieved by reducing their energy consumption (optimisation of hull shape, new propulsion system, energy recovery and the use of renewable energies), reducing their speed and/or increasing their capacity.

**Adaptation to climate change in the coastal area** has been anticipated in the Province of Lecce by the Euro-Mediterranean Centre on Climate Change, which has set up an "Ocean-Lab" mission with the aim of developing and producing short-term ocean forecasting: coastal modelling, development of applications for maritime safety, estimating the impacts of climate change on the coastal area... The Sea Conditions portal, for example, offers free online access to meteorological and ocean forecasts for the entire Mediterranean Sea.

## Implementation

The proposed action consists in encouraging the local public policies to support actions and projects aiming at mitigating and adapting to climate change at the level of Dover Strait.

### Political and institutional resources

- Political and/or institutional support:
  - Pas-de-Calais County Council
  - Associated stakeholders such as Campus de la Mer, Université du Littoral Côte d'Opale (ULCO), Observatoire Climat, DREAL etc.
- Structure(s) / tool(s) that will implement the good practice:
  - Local structures (Aquimer pole, shipowners etc.) to implement research and experimental projects (for example green boats, renewable energies etc.) with help of public funding and conventions. Long term objective is to reach generalisation of these experiences.

- Promoting actions of management of the coastal erosion (sand dunes management, etc.) and limiting the marine submersions risks (use of the wateringue system, etc.)
- Universities and research labs
- Raising awareness actions

#### Timescale

- Starting date of the possible implementation:
  - As soon as possible, in the continuity of existing projects
- Time needed to achieve the possible implementation:
  - 5 years to reach generalisation of green boats

#### Financial framework

- Source(s) of financing:
  - Public funding from County Councils
- European funds that could be used to finance the transfer:
  - ERDF
  - Horizon 2020
  - Life (Sub-programme for Climate Action)
  - INTERREG (2 Seas, France (Channel) – England, France – Wallonie – Vlaanderen, North West Europe, Europe)

#### Knowledge and skills

- Knowledge and skills necessary to implement the good practice on the territory:
  - Good knowledge of the territory
  - Innovation capacity
  - Networking of stakeholders
  - Global vision of the Strait's issues
- Knowledge and skills already available on the territory:
  - Academic knowledge
  - Technical skills

#### Expected outputs of the possible implementation

- Qualitative achievements:
  - Reduction of CO<sub>2</sub> emissions
  - Better knowledge of the risks linked to climate change
  - Better networking of stakeholders involved in this field
  - Greater involvement of local authorities
  - Greater awareness of the population and stakeholders
- Quantitative outputs:
  - Increased number of green fishing vessels (following projects such as Arpege)
  - An Action Climate Plan to assess the impacts of climate change on Pas-de-Calais County Council and define mitigating and adapting actions (complementary to territorial climate action plans)



- Decreased proportion of population subject to precarious energy situation
- Evaluation indicators to check if the objectives are reached:
  - Number of projects launched
  - Number of research studies realised
  - Number of green boats used

#### Possible obstacles we can meet

- Lack of synergy between the different projects and stakeholders
- Lack of anticipation in the decision-making process

#### Guidelines to succeed the implementation

- A strong political involvement
- Mutual awareness and strong synergy between public and private sectors.