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

General presentation of Dover Strait action plan
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
Thank you!
Energy transition brings new business opportunities
Who we are?

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

- 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
regulation of the LNG market

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
Hauts-de-France and LNG

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

- PORT DE DUNKERQUE
  - Tank truck charging station Dk LNG, Total, GPMD

- CRAYWICK
  - Gas Natural Fenosa VLB

- VENDIN LE VIEIL
  - Air Liquide

- DOURGES
  - Total, Proviridis

- AMIENS
  - Air Liquide

- Longueil Sainte Marie (Compiègne)
  - Gas Natural Fenosa

- PORT DE DUNKERQUE
  - Boat refueling station

- PORT DE DUNKERQUE
  - Station trucks

- LESQUIN
  - Station trucks Axegaz

- LESQUIN
  - Station camions Air Liquide, Auchan et 5 transporteurs sous contrat 5 ans

- GAUCHY (St Quentin)
  - Air Liquide
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
2017 results of the regional LNG platform

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

- 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
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
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 in 2020 and 237 000 in 2050*
The pillars of the Third Industrial Revolution

- Pillar 1: Renewable energy distributed
- Pillar 2: Energy-producing buildings
- Pillar 3: Energy storage
- Pillar 4: Smart grids
- Pillar 5: Innovation in mobility

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

Sharemob Interreg Europe Project

Generation+ rev3 / FABriques rev3

Interreg NWE with Pas de Calais Habitat

Territorial Volunteering Call
Thank you for your attention!

http://rev3.fr/
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
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
East Kent - Strategic projects and priorities for economic growth

- Upgrading broadband
- Increasing rail capacity
- Business support

Canterbury:
- Canterbury Christ Church University EDGE Project
- Kent Medical School and Research Complex
- A28 Corridor:
  - Sturry Link Road
  - Eastern Bypass
  - Western Link Road

Ashford:
- M20 Junction 10A
- Town Centre Transformation
- Designer Outlet Expansion
- International Station
- College Campus

Romney Marsh Regeneration including London Ashford Airport

Otterpool Garden Town

Chilmington Green

Ashford Commercial Quarter

GIF – East Kent

Canterbury Knowledge City

Stonehill Park

RamsGate Port, Marina and Waterfront

Thanet:
- Margate and Cliftonville Regeneration
- Developing out EuroKent
- Thanet Parkway

Discovery Park

Dover:
- White Cliffs Business Park
- A2 Improvements:
  - Duke of York roundabout
  - Dauling between Lydd and Dover Town
  - Dauling of remainder of A265

Dover Port, Town Centre and Waterfront

Shepway:
- Folkestone Harbour
- Folkestone Seafort
- Westenhanger Lorry Park
- Westenhanger Rail Station

Annual Average Daily Flow (2016)
- Up to 10,000 Vehicles
- 10,000 - 20,000 Vehicles
- 20,000 - 50,000 Vehicles
- 50,000 - 100,000 Vehicles
- > 100,000 Vehicles
- Strategic Housing Site (2016)
- Employment Site (2015)
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)**

- **Community and Culture**: £97M
- **Education**: £124M
- **Health and Social Care**: £263M
- **Transport**: £54M
- **Utilities and Environment**: £32M

**Funding Gap**
- **Community and Culture**: £9M
- **Education**: £41M
- **Health and Social Care**: £1M
- **Transport**: £102M
- **Utilities and Environment**: £58M

**Expected Funding**
- **Community and Culture**: £44M
- **Education**: £274M
- **Health and Social Care**: £441M
- **Transport**: £240M
- **Utilities and Environment**: £351M

**Secured Funding**
- **Community and Culture**: £97M
- **Education**: £124M
- **Health and Social Care**: £263M
- **Transport**: £54M
- **Utilities and Environment**: £32M

---

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

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

ENERGY & CARBON

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

LAND USE CHANGE
LOOKING TO 2050
Born 1984
LOOKING TO 2050
THE CERTAINTIES
Ageing population

World Population by Age and Gender
By five-year age group

Source: UN (Graph by The Economist)
The increasing pace of technology

**Technology adoption**
Years until used by one-quarter of American population

- **Electricity (46)**: 1873
- **Telephone (35)**: 1876
- **Radio (31)**: 1897
- **Television (26)**: 1926
- **PC (16)**: 1975
- **Mobile phone (13)**: 1983
- **The web (7)**: 1991

**First commercially available year**

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
LOOKING TO 2050
THE UNCERTAINTIES
## CLIMATE RISKS

**Six priority areas**

<table>
<thead>
<tr>
<th>Risk Area</th>
<th>Reference Ch</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flooding and coastal change risks to communities, businesses and infrastructure</td>
<td>Ch3, Ch4, Ch5, Ch6</td>
<td>More Action Needed</td>
</tr>
<tr>
<td>Risks to health, wellbeing and productivity from high temperatures</td>
<td>Ch5, Ch6</td>
<td>Research Priority</td>
</tr>
<tr>
<td>Risk of shortages in the public water supply, and for agriculture, energy generation and industry</td>
<td>Ch3, Ch4, Ch5, Ch6</td>
<td></td>
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<tr>
<td>Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity</td>
<td>Ch3</td>
<td></td>
</tr>
<tr>
<td>Risks to domestic and international food production and trade</td>
<td>Ch3, Ch6, Ch7</td>
<td></td>
</tr>
<tr>
<td>New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals</td>
<td>Ch3, Ch5, Ch7</td>
<td></td>
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</tbody>
</table>

**Risk Magnitude:**
- Low
- Medium
- High
Energy Systems and Security

TRADITIONAL POWER SYSTEM

GENERATION

Power Station

Power Transformer

TRANSMISSION

Transmission substation

DISTRIBUTION

Commercial & Industrial Business Consumers

Residential Consumers

DISTRIBUTION AUTOMATION DEVICES

Distribution substation
PREDICTING THE FUTURE – A SCENARIO BASED APPROACH
Taking a holistic view of the future

- public space
- building standards
- urban governance
- terrorism
- environmental policy
- transparency
- stakeholder engagement
- competitiveness

- non-motorised transport
- heat stress
- air quality
- ecosystem services
- green infrastructure
- water management
- decarbonisation

- digital lifestyles
- wellbeing
- public health
- entrepreneurship
- community cohesion
- ageing society

- automation
- internet of things
- sensors and data
- smart infrastructure
- intelligent transport systems
- system integration
- autonomous vehicles
- micro-generation
- intelligent buildings
- digital modelling

ARUP
## Four scenarios – highlights

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Highlights</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hot House</strong></td>
<td>Strong economic growth, Severe climate challenge impacts</td>
</tr>
<tr>
<td><strong>Fertile Ground</strong></td>
<td>Strong economic growth, Moderate climate challenge impacts</td>
</tr>
<tr>
<td><strong>Withering Growth</strong></td>
<td>Weaker economic growth, Severe climate challenge impacts</td>
</tr>
<tr>
<td><strong>Lying Fallow</strong></td>
<td>Lower economic growth, Moderate climate challenge impacts</td>
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<tr>
<td></td>
<td>Social inequality reduced, Food more expensive (reliance on imports)</td>
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<td></td>
<td>AI embraced – new high value jobs</td>
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<td></td>
<td>Reduction in air pollution, due to move towards electric vehicles</td>
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<td>Town centres revitalised, with shared autonomous transport</td>
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<tr>
<td></td>
<td>Shared autonomous vehicles embraced</td>
</tr>
<tr>
<td></td>
<td>New transport investment links</td>
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<tr>
<td></td>
<td>Leading in advanced precision agriculture</td>
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<tr>
<td></td>
<td>Competition for fewer jobs and long commutes</td>
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<tr>
<td></td>
<td>Off-site housing construction to save costs</td>
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<tr>
<td></td>
<td>Growth in domestic tourism</td>
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<tr>
<td></td>
<td>Emphasis on multi-functional infrastructure to economise</td>
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<td></td>
<td>Making use of existing assets and infrastructure</td>
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<tr>
<td></td>
<td>Brexit led to barriers to streamlined movement</td>
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<tr>
<td></td>
<td>Rise in young professionals moving out of London for more affordable prices</td>
</tr>
<tr>
<td></td>
<td>Less focus on using advanced, precision techniques in agriculture</td>
</tr>
</tbody>
</table>
• **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.
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

Trading platform
Bulletin board

Local Energy

Local authorities
Distribution Network Operator
EVs and transport infrastructures

Domestic load & housing providers
Industrial & commercial load
University campus & colleges

Sharing capacity
Load-generation matching

Strategic planning
Community benefits

Distributed generation & renewable sites
Battery storage

Research & data centres
Developers
Hospitals
Seemless mobility
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
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.
Smart Buildings and homes
Green infrastructure (natural capital)
Multi-Purpose Infrastructure
Natural Capital
<table>
<thead>
<tr>
<th>PASSAGE THEME</th>
<th>PRIMARY OUTCOME</th>
<th>PASSAGE ADDED VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENVIRONMENT</td>
<td>PROTECT &amp; ENHANCE, ACCESS TO THE COUNTRYSIDE</td>
<td>LOW CARBON TOURISM CONNECTIVITY – ENCOURAGE MODAL SHIFT CONGESTION AIR QUALITY ACTIVE TRAVEL</td>
</tr>
<tr>
<td>TRANSPORT</td>
<td>CONNECTIVITY, ECONOMIC GROWTH</td>
<td>REDUCE CARBON IMPROVE AIR QUALITY ACTIVE TRAVEL</td>
</tr>
<tr>
<td>INNOVATION</td>
<td>EFFICIENCY, ECONOMIC GROWTH</td>
<td>NEW LOW CARBON JOBS REDUCE CARBON IMPROVE AIR QUALITY</td>
</tr>
</tbody>
</table>
Thank You

Contacts

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carolyn.mckenzie@kent.gov.uk/ 07740 185287

Lucy Breeze
KES Programme Manager
lucy.breeze@kent.gov.uk
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**

<table>
<thead>
<tr>
<th>Country</th>
<th>Nights</th>
</tr>
</thead>
<tbody>
<tr>
<td>UK</td>
<td>1,311,400</td>
</tr>
<tr>
<td>Vlaams</td>
<td>642,500</td>
</tr>
<tr>
<td>Nederlands</td>
<td>382,000</td>
</tr>
<tr>
<td>Deutschland</td>
<td>275,300</td>
</tr>
</tbody>
</table>
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

Source : Madre J.L. et Gascon M.O., 2004, Dynamiser l'analyse et l'observation de la mobilité, PREDIT, La Documentation Française, à partir de données enquête transport 1994. Données d’émisions issues de IMPACT ADEME.
Vacances sans voiture – Car free holidays

NAUSICAA - LA CÔTE D’OPALE

Le plus grand aquarium d’Europe
Le 4ème 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
Vacances sans voiture – Car free holidays

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
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
Réservation par téléphone
Selon disponibilité

24 hours notice
Reservation by telephone
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 cylotouristiques
Plus de 85 itinéraires de randonnée

2 514 km of cycle routes
Over 85 designated walking routes
Vacances sans voiture – Car free holidays

Les Deux Caps and La Baie de Somme

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

• 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

Les académies du tourisme Côte d’Opale
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

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. 50 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 Crottoy
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
Increasing sustainable access to the countryside in the Straits area
Thank you!