



- ↪ Boulogne-Dover/Ramsgate,
- ↪ Portsmouth-Rotterdam/Antwerp,
- ↪ Ramsgate-Ostende,
- ↪ Zeebrugge-Thames Gateway,
- ↪ Calais-Dover,

By recognising the dependency of ports and their hinterland infrastructure, the C2C scheme includes five inter-related components aimed to improve capacity on a few key freight transport corridors of the 2 Seas Programme area which are characterised by a substantial growth in traffic:

Whether they are major hubs or regional harbours, ports are mutually reliant. Door-to-door logistics chains for the international movement of commodities are cross-border by their very nature and encompass inland origins and destinations.

PARTNERSHIP

To further develop economic competitiveness and facilitate trade, C2C responds to the demand of tackling fragmentations in the cross-border logistic supply chains by better connecting ports to each other, and to the hinterland they serve.

The main aim of the C2C project is to enhance the quality of a few strategic corridors and shipping routes by optimising the existing infrastructure and encouraging more sustainable freight transport and inter-modality.

C2C is a 4 year initiative (2008-2011) with an overall budget of €12.7m, of which €4.4m is from the European Regional Development Fund (ERDF), and is co-funded by the European INTERREG IVA 2 Mers Seas Zeeën Programme which provides support to projects seeking to promote cross-border cooperation.

- UK**
 - SEEDA (Port of Shoreham)
 - Port of Portsmouth
 - Port of Dover
- FRANCE**
 - Regional Council of Nord Pas de Calais
 - (Port of Boulogne)
 - Port of Calais
- BELGIUM**
 - Regional Council of West Flanders
 - Port of Ostende
 - Port of Zeebrugge

Led by the South East England Development Agency, the C2C (Connect to Compete) project brings together 3 regional partners and 5 commercial ports from three countries:

C2C FACTS

www.connect2compete.eu
C2C@seeda.co.uk



Connect to Compete Project Team
 c/o South East England Development Agency
 Cross Lanes
 Guildford GU1 1YA
 England
 Telephone: +44 1483 484 200

"Investing in your future"
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CONNECTING COMPETITIVE PORTS AND REGIONS

PROJECT INFO

Ports are of prime importance to regional and national economies, enabling landside businesses to access European and international markets.

As rising congestion and escalating levels of pollution threaten the accessibility of our regions' harbours, poor infrastructure often acts as a barrier to economic growth. The ultimate goal for C2C is to promote combined solutions through short sea shipping, rail conveyance and inland waterway transport as an alternative option to road usage.

The impact of the project will be a coordinated understanding of the relationship of investments in port access on both sides of the Channel Arc. Port and freight transport infrastructure investment needs and priorities will be approached from a cross-border perspective and the interdependency between ports across the maritime border will be profiled and addressed.

Two of the main objectives the project seeks to achieve are:

- ↪ To prepare a strategic cross-border Port and Transport Infrastructure Investment Framework which covers the areas of Hampshire, Sussex, Kent, Nord Pas de Calais and West Flanders;
- ↪ To increase the capacity of a number of strategic freight transport corridors, whilst focusing on the adaptation and maximisation of existing critical infrastructure to increase port and their hinterland connectivity and to improve the ports' inter-modal functionality.

ACTIVITY 1

Cross-border Port and Freight Transport Infrastructure Investment Framework

Facing the challenges of a joint assessment and prioritisation of major transport corridors from a common perspective, C2C pilots a cooperative cross-border based planning approach that will deliver a strategic Port and Freight Transport Infrastructure Framework. This framework covers the areas of Hampshire, Sussex, Kent, Nord Pas de Calais and West Flanders for the period 2010-2015. An integrated consultative process (with regional/local authorities, ports/dry ports, transport operators and infrastructure providers within the partners regions) will identify the most urgent actions needed to let all countries benefit from logistical advancement and cohesive planning.



ACTIVITY 2

Modal shift (rail and longer distance shipping) for ports with a national economic function

- ↪ **Dover & Calais:** rail freight infrastructure improvements and feasibility options analysis to instigate modal shift from road to rail in one of Europe's busiest HGV (heavy goods vehicle) transport corridors;
- ↪ **Southampton:** rail gauge enhancement on the major UK freight corridor (Solent-West Midlands)
- ↪ **Zeebrugge:** optimisation of roll-on/roll-off freight jetty to increase capacity and provide suitable short sea shipping alternative to the Dover Straits corridor.

ACTIVITY 3

Improving connectivity and boosting competitiveness for ports with a regional economic function

- ↪ **Oostende:** upgrading of multi-modal quay and feasibility report on inland waterway connection;
- ↪ **Portsmouth:** integrated spatial plan to eradicate port access bottleneck and reduce traffic;
- ↪ **Shoreham:** port transport access and reconfiguration strategy to complement the town regeneration;
- ↪ **Boulogne-sur-mer:** modernisation and adaptation of Ave Maria tunnel which links the port to the hinterland freight transport network.





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