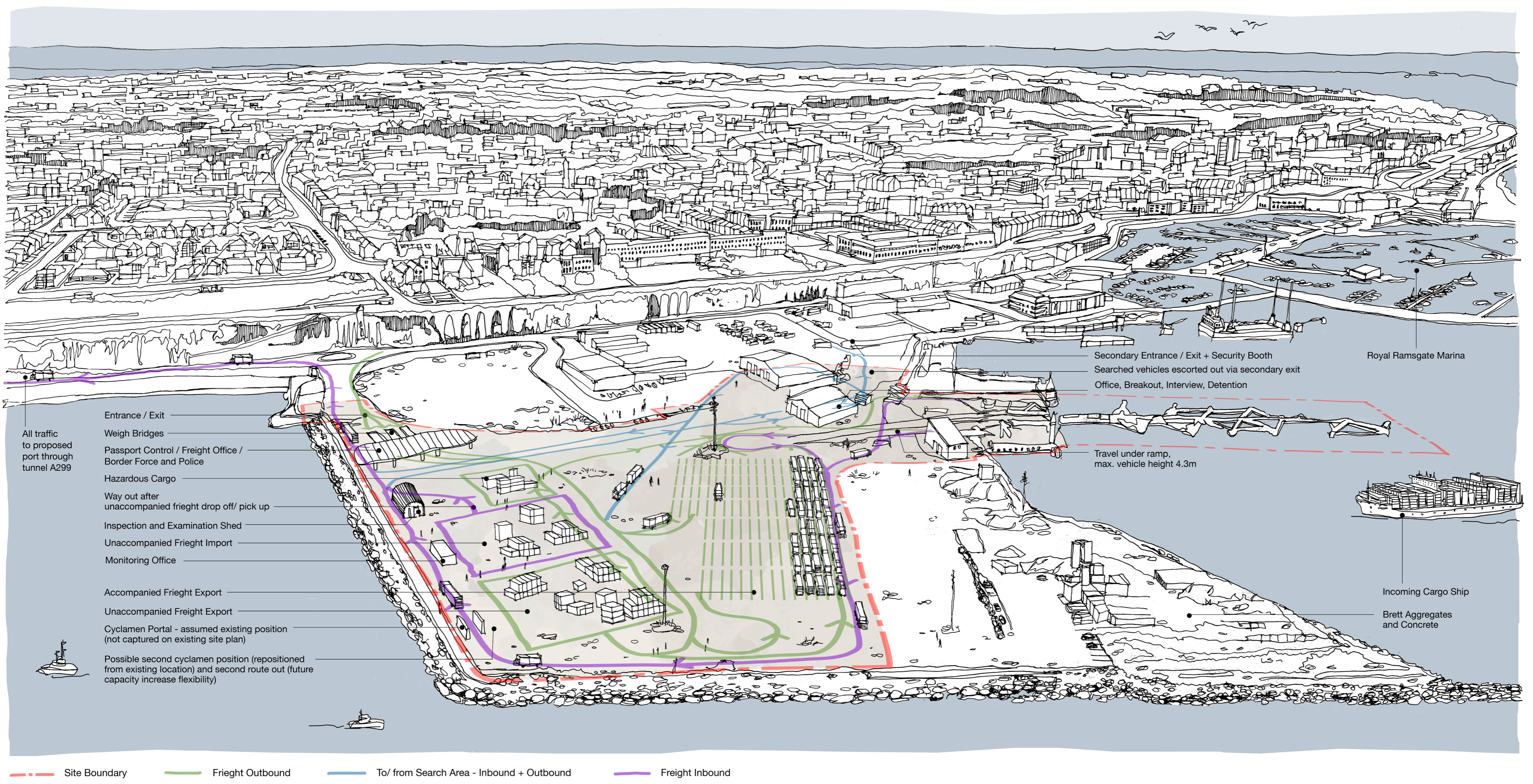
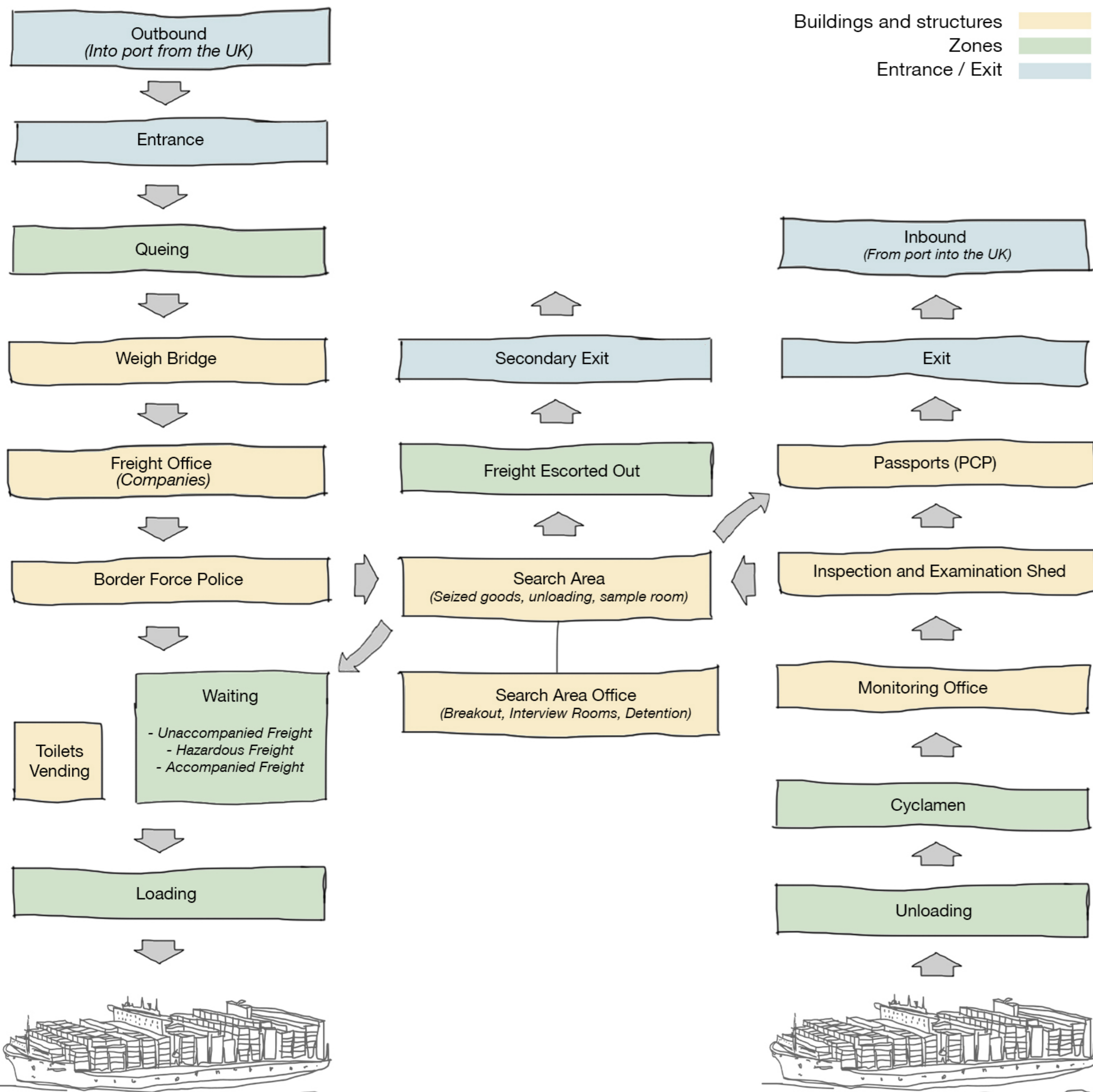


Infrastructure Port of Ramsgate

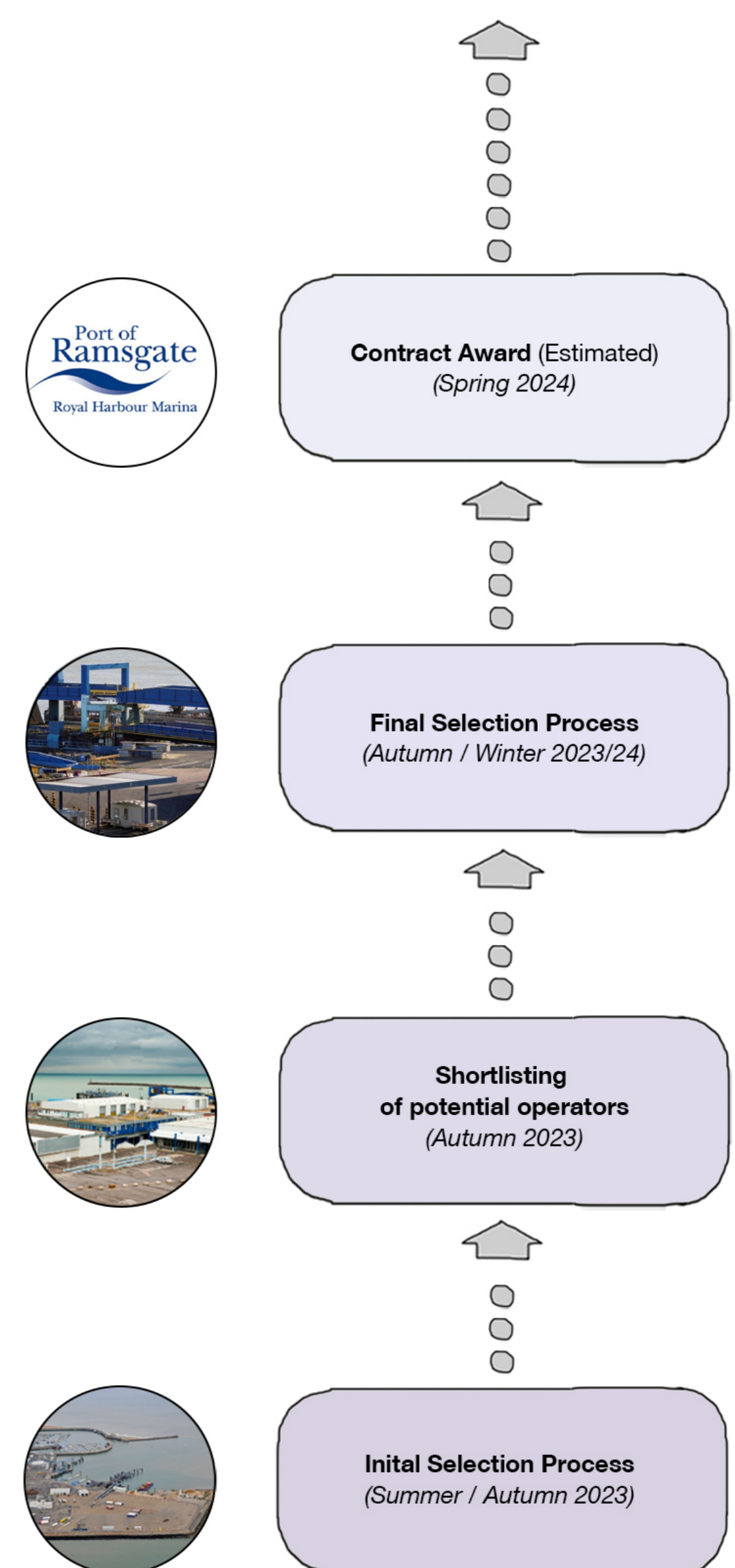


Traffic Flow Chart – UK Border Force Process Flow Chart – National Requirements



The chart above shows the processes, functions and areas involved in the running of the port as well as their connections to each other. These are all standard national requirements to ensure the safety of export and import as well as the smooth running of the port itself.

Port Infrastructure Milestone Dates

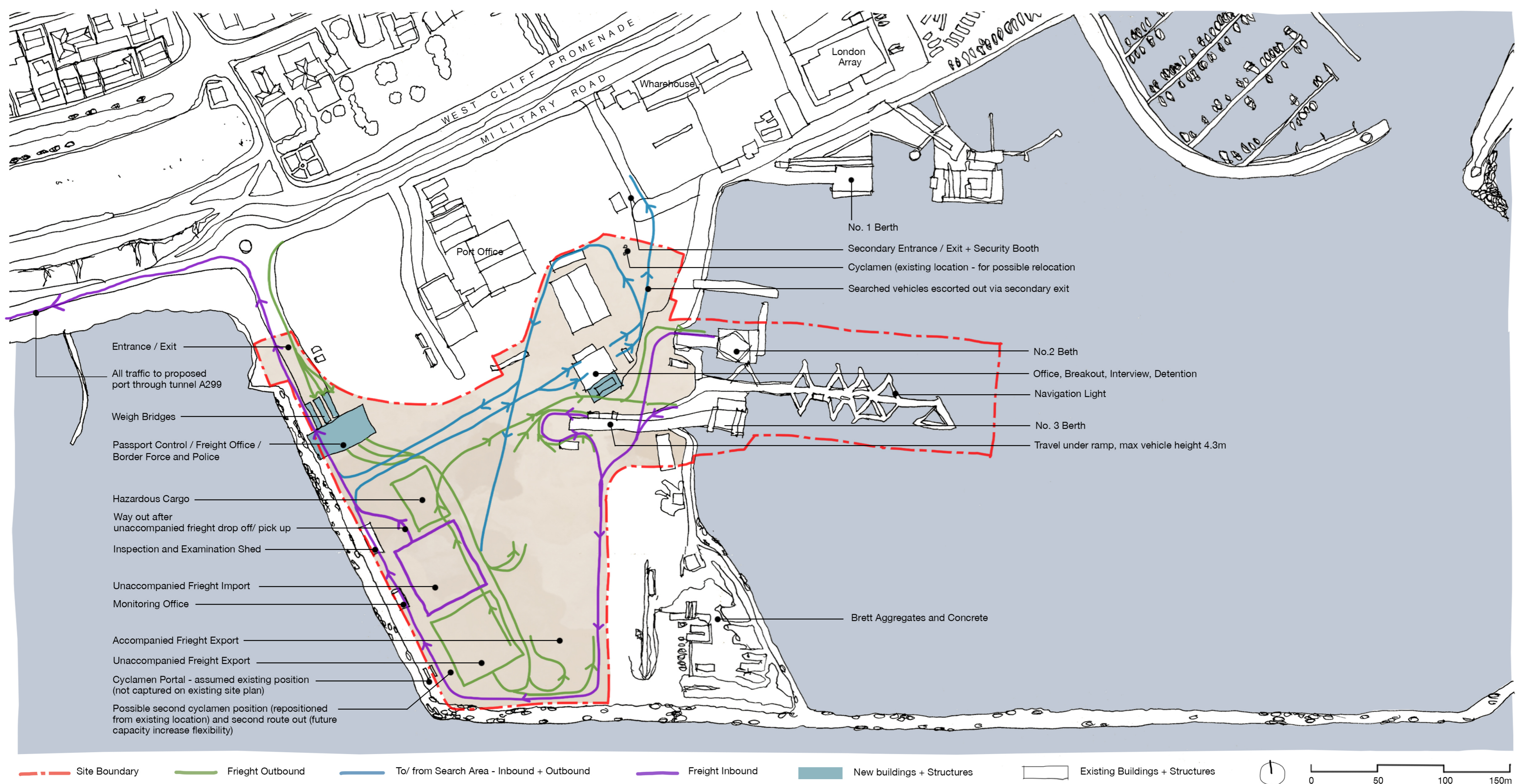


The chart above articulates how an operator will be found for the Port and the following stages of the project. Stakeholders hope to see a contract awarded by approximately Spring 2024.

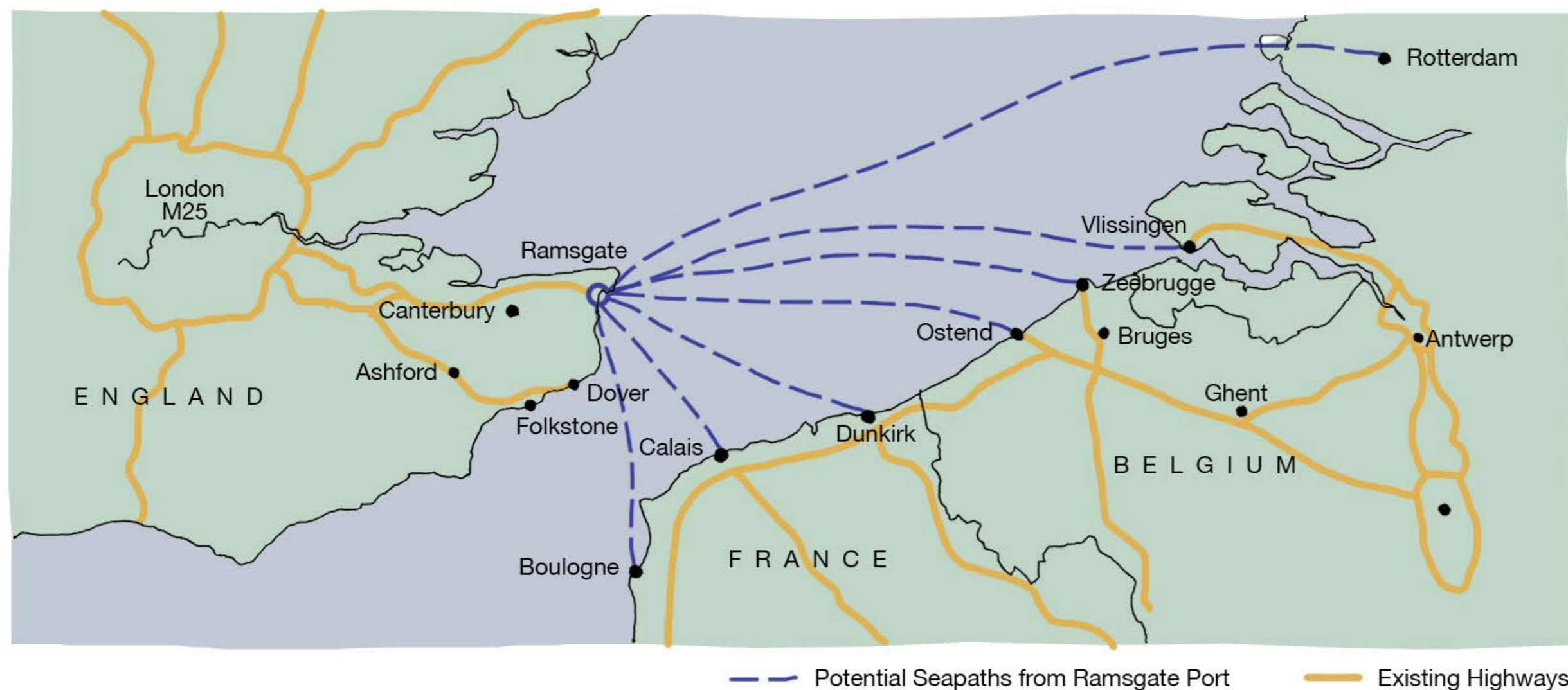


Ramsgate Harbour History (Visit Ramsgate)

Infrastructure Port of Ramsgate



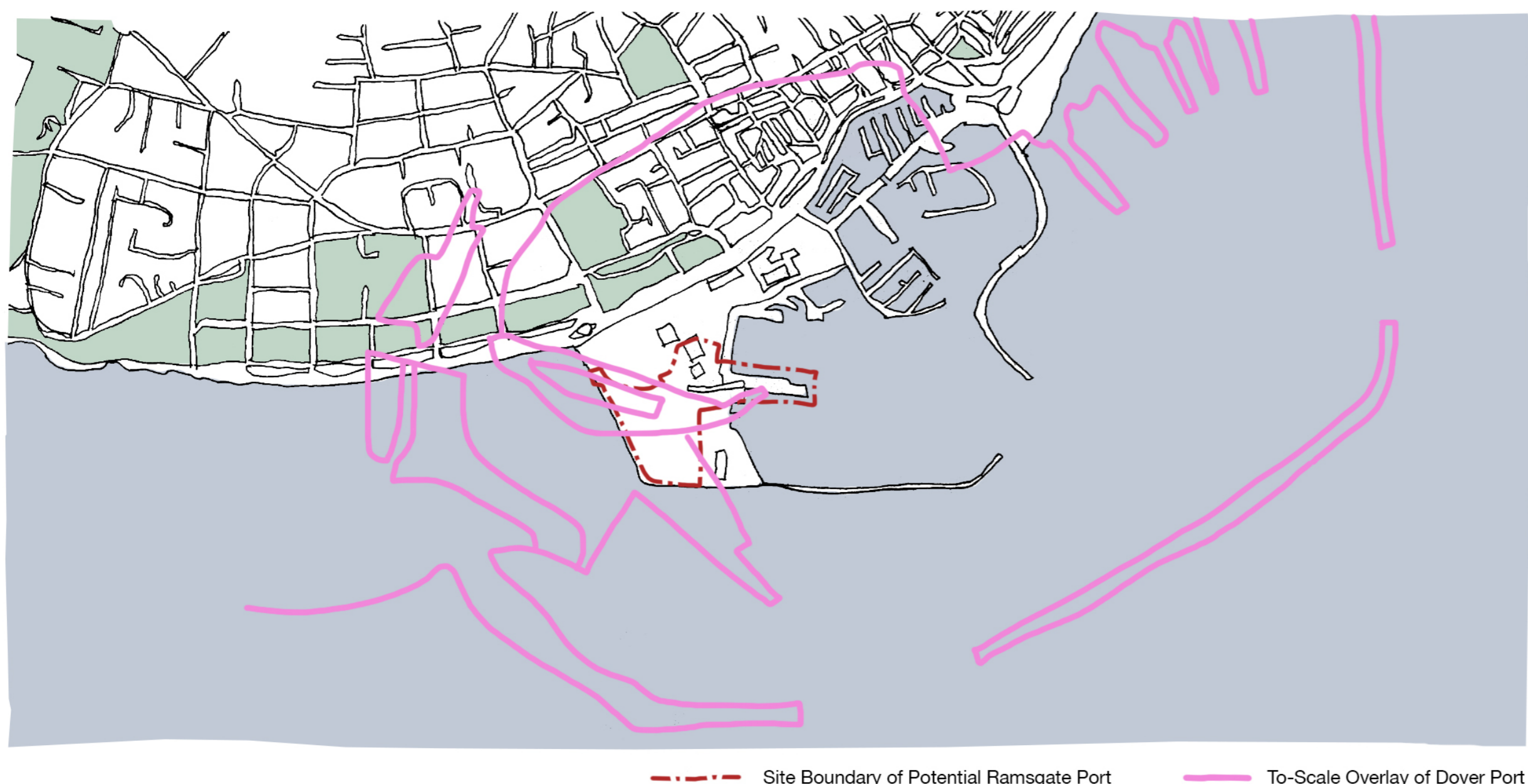
Potential Connections to Mainland Europe



The Port of Ramsgate is located in south-east England, in Kent, at one of the most easterly points of the United Kingdom. It's unique position 35 miles from the French coast, as well as only 78 miles from central London, pinpoints the town as a key connection between mainland Europe and the UK.

There are a number of ports along the Channel coastline of mainland Europe such as Ostend, Dunkirk, Calais, Boulogne, Zeebrugge, Vlissingen and Rotterdam with the potential to connect the UK's trading route from Ramsgate to and from the whole of Europe.

Scale Comparison to Dover



Ramsgate Port's closest freight port neighbour, Dover, can be seen outlined in pink on the photo above while the Port of Ramsgate is highlighted in red. The port will operate within the red site boundary and within the existing ground constraints. While the Port of Ramsgate will provide additional capacity of import to and export from the United Kingdom, its capacity will be much smaller than Dover and therefore will have a lower volume of freight traffic. As part of the LUF project, only transport of cargo is proposed. Any expansion to port operations would be considered by TDC and the port operator at a later stage.

Proposed Site and Movement Plan

This LUF project will initially reopen the port for cargo transportation. Any expansion to port operations would be considered by TDC and the port operator at a later stage. The port will operate within the site boundary indicated below with entry and exit via the roundabout on Military road. The cargo will enter and leave the port via the existing dedicated tunnel and will not enter the town.

Some existing port buildings will be retained, repaired and/or repurposed for their new use, however new weigh bridges and a station for Border Force, the Police and Company offices will be put in place near the entrance to the port. An existing warehouse shed will be repurposed as a search area and an extension for offices, break-out, storage and a holding room will be provided. There is the potential for the secondary exit and security booth, to be confirmed at a later stage.

Port of Ramsgate History



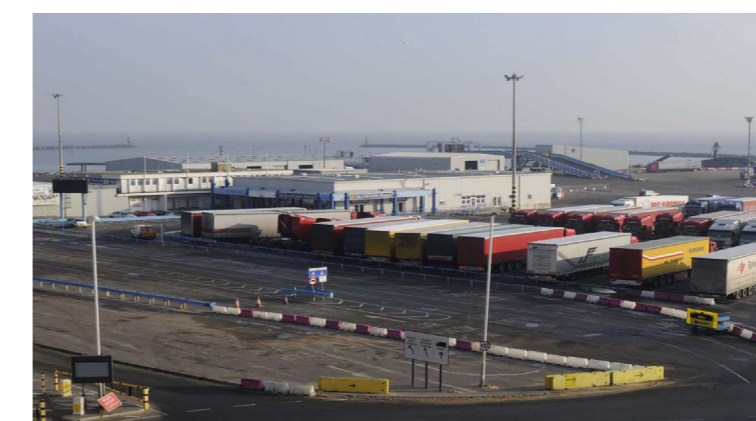
Sally Line, 1980s



Ramsgate Harbour



Sally Line, 2008 (G. Smith)



Port of Ramsgate, 2014 (P. Amos)



Ramsgate, 1930s

The Port of Ramsgate was constructed between 1749 and 1850 (approximately). The port is the only one in the United Kingdom awarded the right to call itself a Royal Harbour. It played an important role as a chief embarkation point both during the Napoleonic Wars and for the Dunkirk evacuation in 1940.

The former ferry connections were to Dunkirk for cars and passengers; however between 1998 and 2013, a predominantly freight service was provided to Ostend. During this period passengers could only board the ferries with vehicles and only on certain crossings. Since 2013 there have been no ferry services from Ramsgate and current activity in the port is limited.