



## **Port Air Quality Strategy Statement of Intent**

The Port of Dover is the UK's just-in-time trade conveyor belt, handling up to £122 billion or 17% of the UK's trade in goods in 2.5 million freight vehicles, along with an annual throughput of 11.5 million passengers and 2.3 million tourist vehicles. The efficiency of Dover's ferry operation is unrivalled due to its location, capacity and frequency of service and investment, enabling it to handle more lorries than all other UK ports combined. Turning over its land space 5-6 times a day compared to other operations that may do so once every five or six days, the key to Dover's efficiency is flow.

Dover is also the UK's second busiest cruise port, has a growing cargo business and a newly opened state-of-the-art refrigerated cargo terminal with sustainability embedded from specification and design through to construction and operation. A marina and property business completes the portfolio.

Dover Harbour Board (DHB) has a statutory duty to administer, maintain and improve the Port of Dover for the future and in the pursuit of this the Board has several underpinning values one of which is that *our efforts will deliver an improved environment and substantial local benefits.*

The most significant contribution to air quality improvement comes from running a highly efficient operation, and to achieve this, DHB has committed major investment over the past decade, including an £85 million upgrade of the Eastern Docks ferry terminal to increase capacity in the port and minimise queueing on the public highway. The Port's 4km buffer zone has enabled it to manage traffic flows more effectively and dynamically. This has improved on the traffic being held in a single queue, with the associated risks of affecting the air quality in Dover town and the associated Air Quality Management Areas (AQMA). DHB will continue to evaluate further improvements in the future and ensure the importance of air quality is reflected appropriately with stakeholders when initiatives are considered.

The above investments reflect the Port's intent to continue the Port's environmental and regeneration agenda for the benefit of the local community. In its Health & Safety, Environment and Quality Policy Statement, the Board places importance on *preventing pollution and improving local air quality.* DHB is supportive of Dover District Council's Air Quality Action Plan (2007) which is currently being updated and which is aimed at improving the continuing road traffic issues affecting emissions within the two current AQMAs that exist beyond the port estate. DHB is also committed to continued provision of subject matter expertise to various local and national strategic planning groups.

The Port's largest ever single investment, the £250 million revival of its western docks, allowed environmental, including air quality aspects, to be designed and delivered as an integral component of the project. The result is a new cargo facility, together with refurbished facilities in the ferry terminal, that benefits from state-of-the-art solar arrays to deliver sustainable and renewable energy for the port.

DHB policy is aligned with the Government's position, expressed in its Clean Air Strategy of January 2019, which focusses on reducing the impact of emissions from the maritime sector, and the ambition in its Clean Maritime Plan 2050.

## **Our Approach**

The Department for Transport's (DfT) Clean Maritime Plan was published with technical guidance which provides a logical stepwise approach towards a better understanding of air emission sources associated with the Port activities. This will be used to consider where and how to plan for improvements. Board intent is to follow this approach, and to involve and encourage our partners and stakeholders in developing and committing to the strategy. For example, DHB is currently preparing to receive three new ferries to Dover - by 2023, including a new generation of P&O ferries which they have stated are *the most sustainable ships ever to sail the English Channel*.

In support of our commitment, we have appointed specialist advisors to support our work to compile an inventory of air emissions to include in our Port Air Quality Strategy for submission in July 2020 to the DfT. We intend to consider emissions data from port-related road and shipping activities, our port equipment, utilities and infrastructure, our tenanted facilities, and maintenance activities. It is expected that the key air emissions to be identified will be associated with energy use and the combustion of fuel, and so are expected to comprise nitrogen oxides and particulate matter, and to include (perhaps with a lesser overall contribution) such pollutants as carbon monoxide, sulphur dioxide and hydrocarbons.

We believe that, whilst certain air emissions will be due to operations within the Port's control, an inventory of pollutant releases will identify others which are potentially within our indirect influence as a Port operator, and many which are associated with third party activities and for which emission reduction planning is unlikely to be available. The Port facilities provide infrastructure for our customers to import and export goods, and for commercial and personal travel, and any emissions strategy will be established in this context.

Carbon dioxide, as a national/global air quality issue, will not be the focus of the Plan, but any fuel or energy efficiency measure will reduce relative carbon emissions at a local level.

Once the relative contributions across these sources are better understood, DHB will be better informed to consider a cost-effective and proportionate Air Quality Strategy. This Strategy will identify targets, short and longer-term actions, and to set out how they will be monitored for those emissions under our direct control. The Strategy will be iterative, a live document subject to periods of review, as recognised in the DfT's current thinking that port plans might be expected to have a three-year cycle.

## **Conclusion**

In this Statement, Dover Harbour Board signals its continuing drive towards a sustainable future, responding to the Government's air quality drive in the maritime sector, and its intention to provide a suitable, proportionate and compliant Air Quality Strategy in the timeframe currently identified in the package of measures which comprise the 2050 Clean Maritime Plan.

Signed:



Doug Bannister  
**Chief Executive**

20 December 2019