

PRESS RELEASE

European Union's grants for port redevelopment work due to BREXIT

When the United Kingdom effectively left the European Union in January 2021, customs and phytosanitary formalities were re-established at the border access points in France, including at the ports handling the cross-channel traffic, making significant adaptation work necessary.

The port of Caen-Ouistreham, with its Portsmouth service, was particularly affected. It had to reorganise very quickly to deal with Brexit (creation of the SIVEP veterinary and phytosanitary inspection centre, creation of the Temporary Storage Facility, setting up of a second customs inspection line). Even so, today its organisation is still not ideal.

The **EES** (SCHENGEN area Entry/Exit System), due to come into effect at the end of 2024, will require travellers crossing a border into the Schengen area to register to create a biometric record (double biometric capture, fingerprints and facial image) and then to provide one of the two forms of biometric data on each subsequent crossing (entry or exit). This has raised fears of:

- slower processing of travellers and therefore substantial delays at border crossings
- at worst making it impossible to unload ferries within the usual timeframe

Both of these situations will require additional space for the queues of cars.

That is why it is necessary to adapt the terminal to **maintain the cross-border traffic and keep flows moving freely.**

The forthcoming move of the Phares et Balises premises and the Ports of Normandy Ouistreham workshops **will free up new space**, allowing the terminal to be extended and making room for the post-Brexit customs and phytosanitary control facilities.

This operation will involve 4 main stages:

- preliminary studies (programming and urban planning)
- demolition of the existing Phares et Balises building and relocation to the East hardstanding at the port of Ouistreham
- demolition of the existing Ports of Normandy workshops in Ouistreham and relocation to a site on port land at Ranville
- redevelopment of the cross-Channel terminal.

The **European Union has helped to fund** these studies with a €77K grant to the port of Caen-Ouistreham.

With Brexit, the **port of Cherbourg** is also found it was also necessary to adapt the infrastructure of its cross-Channel ferry terminal to be able to handle the extra checks on goods and people. From 2019 onwards, therefore, the **cross-Channel terminal had to be**

reorganised due to the fact that **the port serves two destinations, one in Ireland and one in the United Kingdom.**

The works consisted of re-routing part of the maritime boulevard (boulevard Félix Amiot) in order to **free up space for the last developments needed as a result of Brexit** (in particular a secure parking area for HGVs). Before Brexit, car drivers could access the terminal unhindered, but afterwards the Mielles roundabout was constantly congested. Since then works have been undertaken to relieve the bottleneck and passengers can once again access the terminal normally. **The improvement in the traffic situation will keep goods and passengers flowing through freely.** In addition, tourists coming from the United Kingdom are obliged to use this roundabout when they cross the town from the port in the east to the tourist sites in the west. The places popular with tourists, such as the Cité de la Mer, are in fact all situated on that side of town.

The works have had a dual positive impact: **maintaining both easy access to the terminal for car passengers and Cherbourg's tourist appeal.**

The **European Union** contributed €1m of funding to support these works.



**Financé par
l'Union européenne**

ABOUT PORTS OF NORMANDY

Owner and administrator of the ports of Caen-Ouistreham, Cherbourg, and Dieppe, Ports of Normandy represents: 9,000 direct and indirect jobs / €435m invested in Normandy since its creation in 2007 / 100 ha dedicated to Marines Renewable Energies, a maintenance base in Caen-Ouistreham, and another in Dieppe to come / 2 million cross-Channel passengers per year / 6.5 million tonnes of cargo per year / Close to 60 cruise ship visits per year and more than 100,000 cruise passengers / 3,200 marina berths, a dry stack marina, 33,600 overnight stays – 7,500 visitors per year / + 12,000 T of fish, i.e. 1/3 of all fisheries landings in Normandy / more than 300 dry dockings per year

Ports of Normandy, an alliance between Normandy Council, the Departments of Calvados, Manche and Seine-Maritime, and the urban areas of Caen-la-Mer, Le Cotentin and Dieppe-Maritime, serving economic development in the region. Learn more about Ports of Normandy at portsdenormandie.fr

Press contacts: Marie-Agnès Gérin +33 6 71 90 70 87 - marie-agnes.gerin@portsdenormandie.fr or
Anne Pétri-Maillard +33 2 31 53 64 53 / +33 6 23 50 48 99 - anne.petri-maillard@portsdenormandie.fr