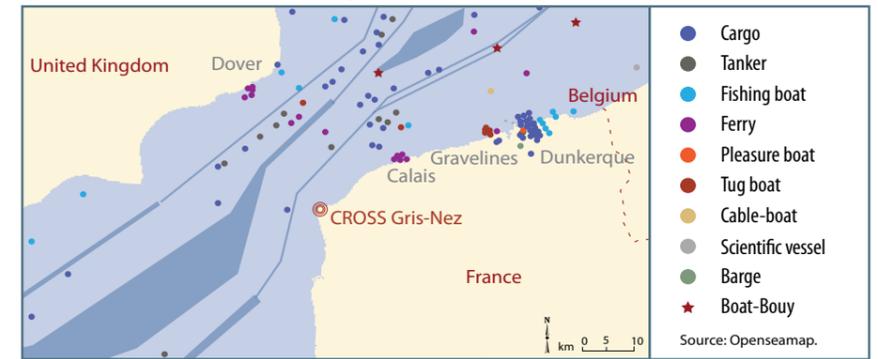


# Global maritime corridor

## Continuous heavy traffic

### Traffic situation in the Dover Strait DST (21.06.2010 - 11:00)



### Traffic situation in the Channel (2012.06.21 - 17:00)

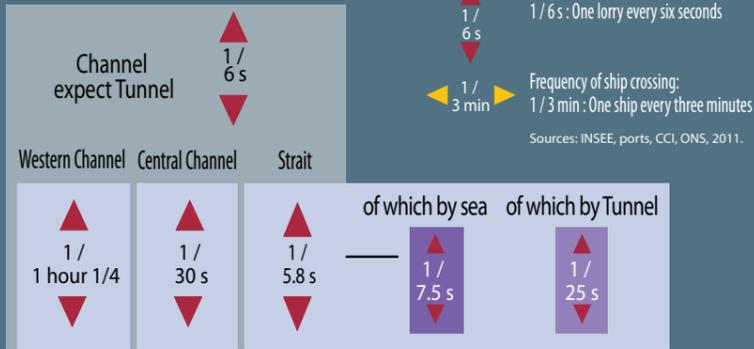


#### Frequency of the road and maritime transport in 2011

#### English Channel

1 / 3 min

1 / 5 s



### Main types of vessels declared in the English Channel in 2009



Ten minutes have elapsed, during which time three ships have reported one after another to the Jobourg CROSS surveillance authority in the north of the Cotentin peninsula. Every day around 430 ships report in as they enter or leave the Channel to the CROSS centres in Le Corsen, Jobourg or Gris-Nez. The Channel is one of the world's busiest maritime thoroughfares.

On average, one lorry on board a ferry crosses the Channel every five seconds, while a ship enters or leaves this sea passage every three minutes. Cargo-boats, container ships, oil and chemical tankers ply the Channel incessantly, along designated shipping lanes as part of an obligatory traffic separation scheme (TSS), first introduced in 1967 in the Dover Strait but only enforced over the whole length of the Channel in 1977. These routes only appear on marine charts and must be taken by both incoming and outgoing ships. In both directions, these two routes are crossed orthogonally by heavy ferry traffic, with over 120 rotations daily, between the cross-Channel ports. Fishing boats sail up and down between these freight and passenger ships whilst yachting enthusiasts head out for a few hours or days of regatta in this immensely popular sea basin – one of the world's busiest for nautical activities and leisure cruising. In amongst all these activities, a dredger purposefully extracts aggregate.

This small 'inland' sea – a veritable funnel of currents and winds – is a sea corridor of global importance and the obligatory route for accessing the Belgian and Dutch ports of the 'Northern Range' and, even those further north, towards the Baltic. With shipping movements criss-crossing it in every direction, the Channel traffic is monitored and watched round the clock. The traffic is often so heavy that waiting areas hold ships at the entrance to the largest ports on both sides of the Channel so as to help them to keep moving.

This global maritime corridor is a susceptible, vulnerable and fragile environment where a myriad of human activities competes both on the sea and at the interface with the land, all with differing interests, which are sometimes in conflict. Taking account of them all as a totality, whilst recognising their individual specificities, may help to better understand the future economic, social, environmental and political stakes in question.