

The Future of Port Ramsgate and how we got to where we are.

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Stopping the financial loss by Port Ramsgate figures large in the last six years of effort to get the best for Ramsgate. Plans put together by TDC to solve the problem are now coming to a head. There is risk of error. For good judgement it is time to review the journey so far.

Throughout, the fundamental issue regarding the Port has been a choice between:

- Further industrialisation of the port with the retention of Ro-Ro ferries
- Development of a Maritime Village mixed development including residential, commercial, maritime light industrial, leisure, tourism and a Green Energy Centre of Excellence.

Here are the four most important milestones in that journey:

1. Undertaking the [High Level Feasibility Study](#) by WSP (31 Jan 2020)
2. Expressing that in a master plan called [Future Ramsgate Town Investment Plan](#) by We Made That/PRD (20 Jan 2022)
3. Specifying the resultant executive actions to spend the available LUF investment funds, see the [Extraordinary Cabinet Meeting \(item 4\)](#) by TDC/Infrata (2 March 2023)
4. Confirmation of the Labour TDC administration to continue existing plans for the Port [TDC Cabinet Meeting 25 January 2024](#) (1h 18m into livestream video).

At stage 1 above consultants WSP stated that a Maritime Village development would give the best economic and financial result (page 8 of their report), but it was sidelined without explanation to favour industrialisation and Ro-Ro.

At stage 2 the TIP ignored the WSP report completely and went for a “Hybrid Green Port” with further industrialisation and Ro-Ro.

At stage 3 TDC decided to go for further industrialisation with an expanded Brett, and Ro-Ro management to be contracted out to an external operator, that they hope to identify about now.

At stage 4 major investment in Ro-Ro was confirmed by TDC.

This is concerning. The demand for Ro-Ro looks overstated. [See here for a brief explanation](#). The evidence that public opinion is behind Ro-Ro and industrialisation has been distorted. [See here for the evidence](#). The Town Investment Plan regarding development of Port Ramsgate is based on questionable evidence. [See here for a critique](#).

The objective business case indicates that the current plan to try again for a ferry is questionable. Right now TDC plans to rely on the evidence of the independent report by Infrata. In that report (p13) Infrata state:

“Whilst the report provides some guidance as to the best options to pursue based on known options in a qualitative and quantitative manner, it is important that all possible options need to be exhausted before providing a final conclusion.”

Ignoring the Maritime Village option gives justification to that caveat. And there are significant alternatives that are being ignored despite the backing of massive pledged investment.

One significant example would be [Ramsgate Reimagined](#). It is an initial vision for review and development. A version of this plan could return real prosperity to the town.

[Take a look at the proposal](#) and ask yourself: Why is this option not being considered?

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