

Message

**From:** [Name] [PD] [redacted]@homeoffice.gov.uk  
**Sent:** 16/12/2021 12:27:20  
**To:** Miles Gidlow [redacted] [Personal Data] [Name] (CCTC)  
[Personal Data] [redacted]@homeoffice.gov.uk  
**Subject:** RE: Dover tug-haven

Hi Miles,

I've a meeting in 4 mins to test some of my thinking around this. If you can hang on for about 20 mins, I'll give you a call and explain where we are. Is that OK?

[Name]

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**From:** Miles Gidlow [Personal Data]@dft.gov.uk>  
**Sent:** 16 December 2021 11:36  
**To:** [Name] (CCTC) [Personal Data]@homeoffice.gov.uk>  
**Cc:** [Name] [Personal Data]@homeoffice.gov.uk>  
**Subject:** RE: Dover tug-haven

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[Name]

Thank you for the prompt reply.

Is the intention for Manston to be a holding site following IE checks at the port (which wouldn't alleviate the immediate congestion at the point of reception or free up assets more swiftly), or would migrants be securely transited to Manston for their IE processing following a quicker welfare-only check at the port? I'm unclear whether Manston is designed as a fix for post-reception capacity in terms of onward accommodation etc. or whether this is a fix for the capacity of assets as well. I know my Minister has been advised that consecutive red days will present issues for the availability of crew and vessels. He will therefore welcome any news (not that he's asking now) that BF vessels will not be perceived as standing idle when they could be employed. The recent tragic loss of life in the channel is focussing minds of course.

Kind regards

Miles

Miles Gidlow | Head of Domestic and Europe Port & Ship Security, Maritime Security Division, Department for Transport  
4/33-34 [PD] 902 [PD] 725

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**From:** [Name] (CCTC) [Personal Data]@homeoffice.gov.uk>  
**Sent:** 16 December 2021 10:35  
**To:** Miles Gidlow [Personal Data]@dft.gov.uk>  
**Cc:** [Name] [Personal Data]@homeoffice.gov.uk>  
**Subject:** RE: Dover tug-haven

Hi Miles

Good to hear from you. You've identified a serious and ongoing issue that we've been working to resolve for some time. Migrant arrivals in small boats tend to be bunched together on good crossing days (red days) which often occur after a long period of days unsuitable for crossings – coincidentally

we're seeing one of those periods now. Put bluntly, the huge spike in arrivals in the hundreds and up to a 1,000 simply overwhelms our facilities.

Tug Haven has been used since the small boats problem first arose and the numbers arriving, even on red days, was in the 10's rather than the 100's. The delays aren't caused simply by lack of capacity at Tughaven, but also difficulty finding onward accommodation for large numbers, transport etc. And delays at Tug Haven cause their own issues: feeding the migrants for example, and basic things like clearing the rubbish produced by 100's of people squeezed into cramped accommodation. And as you point out maritime vessels then back up, unable to offload migrants and so unable to redeploy to further rescues.

We have a plan in place to resolve. That includes resetting the processes and physical layout of Tug Haven and the Western Jetfoil to maximise processing throughput; and identifying and assessing a suitable site for the inland triage of migrant arrivals at the MoD site in Manston. We've pressed ahead to accelerate the work on Manston, and MoD were looking to hand us the keys today. We need to finalise some things (including costs!) but that should all be resolved before Christmas. Manston is only 10 mins drive from Ramsgate, so I think that's the site you refer to and we'd look to transfer migrants to this inland reception site as quickly as possible, minimising the time they spend at Dover.

Does that give you everything you need? Also copying [Name] for info and who might have the latest on this.

Thanks

[Name]

[Name]

Clandestine Channel Threat Command

Home Office

4th Floor Peel Building, 2 Marsham Street, London, SW1P 4DF

[Personal] 854

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**From:** Miles Gidlow [Personal Data]@dft.gov.uk>

**Sent:** 15 December 2021 18:27

**To:** [Name] (CCTC) [Personal Data]@homeoffice.gov.uk>

**Subject:** Dover tug-haven

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Hello [Name]

I hope you are well.

I'm hoping to provide some light-touch informal briefing for my boss on small boats. I had a good catch up with Home Office this morning to discuss the Bill [LPP] I now have an operational question I'd like to put to you if I may – I understand at the small boats table top exercise on 02 Dec, one of the takeaway points related specifically to the processing of migrants landed at the tug-haven at Dover. It has been explained to me that there may be an opportunity to improve the current operating model of processing migrants. I have been reliably told that delays in IE processing upon landing can take much needed assets out of commission for of up to 6 hours before being able to return to sea to rescue other migrants. A colleague at HMCG advised that the exercise

discussed the potential for the processing at Dover to be limited to Humanitarian interventions i.e. welfare checks and provision of dry clothing with migrants then being transferred to other sites for formal IE processing. I believe Ramsgate was also mentioned as an additional reception site. Can you, or someone else in CCTC provide some more detail on this, and what plans there may be for presenting these as options to pursue.

Kind regards,  
Miles



Miles Gidlow  
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