



EDITORIAL

Daniel DESCHODT
Commercial Director
Dunkerque-Port



2011 is ending with positive signs for the Port of Dunkirk, and investments are continuing despite the effects of the crisis. For example, at the beginning of November a new 400-T gantry crane was installed in the grain terminal. This new equipment illustrates the policy of Dunkirk, France's foremost rail port and the leading inland waterway port of the Nord-Pas de Calais Region, to develop grain traffic throughout the hinterland of the Nord-Pas de Calais, Picardy and Champagne-Ardenne. Note that grain traffic is growing fast: at the end of October 2011, it posted an increase of 48% over 2010, with a volume of 1.68 MT. As regards seasonal lines, very recently the campaign of citrus and fresh produce imports from Morocco resumed with CMA CGM's Agadir Express service. For Dunkirk, whose Western Port boasts the deepest draughts in Europe for container ships and large ore carriers, this is a clear statement of its intention to develop short-sea and deep-sea lines. Another important announcement is that of RAIL LINK EUROPE (RLE) which has launched a weekly container rail shuttle, with 80 TEU capacity, between Dunkerque-Port's Flanders Terminal and the Bonneuil-sur-Marne Terminal in the Greater Paris Area. RLE's aim is to provide a combined transport offer for the many shippers in the southeastern suburbs of Paris. This new link, which is scheduled to synchronise with the calls of mother ships at Dunkirk and operates overnight, benefits from a simplified customs procedure. The operator plans very soon to increase the shuttle's frequency to two rotations per week in order to offer a more flexible service. This offer thus represents a new stage in the strategy of extending the hinterland of France's foremost rail port. And to reinforce its position as a port accommodating very large container carriers, on 1 January 2010 Dunkerque-Port will also put in place an adapted pricing system for ships' port dues, in order to enhance Dunkirk's competitiveness in goods transit. Finally, to emphasise its advantages, improve its visibility, and lobby shippers and carriers, Dunkerque-Port is driving forward with strong partnerships. With this in mind it has set up a Trade Association, together with Ports de Lille and Delta 3, aimed at promoting and developing contacts between the clients of the Nord-Pas de Calais Region and the Port of Dunkirk ■

[online newsletters](#)

[subscribe or unsubscribe](#)

[contact us](#)

[Facebook Dunkerque-Port](#)

[www.dunkerque-port.fr](#)

le bateau-feu

monthly newsletter from Dunkerque-Port #60 - novembre 2011

TRAFFIC

[Commentez cette actualité](#)

[J'aime sur Facebook](#)

EXCELLENT TRAFFIC FIGURES IN OCTOBER

Traffic figures for October 2011 were excellent at 4.36 MT, with ore cargoes making a good recovery. Total traffic to the end of October (39.41 MT) was up 12% over last year, with:

- An increase of 51% for liquid bulks, to 6.68 MT.
- A 9% rise in solid bulks, including a 24% increase in coal

since the beginning of the year.

- Grain traffic which was up 48% over 2010 at 1.68 MT, positioning Dunkirk as a new transit point for French grain exports.

- A 4% rise in general cargoes to 12.56 MT. Containers made a satisfactory month of October with 20,000 TEU. The total num-



ber of containers was 227,000 TEU at the end of October, a 40% increase compared with 2010.

RoRo traffic remained steady, reaching 9.49 MT with a total of 758,000 tourist vehicles and the number of passengers and drivers up 3% at 2.31 million ■

EQUIPMENT

[Commentez cette actualité](#)

[J'aime sur Facebook](#)

NEW GANTRY CRANE FOR THE GRAIN TERMINAL

In early November an impressive 400-tonne grain gantry, from Le Havre, was lifted off the 160m-long LONE with the ship's two 1,000-tonne cranes, and then placed on the Grande-Synthe quay by the staff of BARRA SNM. The grain terminal in the Port of Dunkirk, where grain traffic is growing fast, is now equipped with two gantry cranes. At the end of October

2011, grain traffic posted an increase of 48% over 2010, with a volume of 1.68 MT. This new gantry crane illustrates the policy of Dunkirk, France's foremost rail port and the leading inland waterway port of the Nord-Pas de Calais Region, to develop grain traffic throughout the hinterland of the Nord-Pas de Calais, Picardy and Champagne-Ardenne ■



FRESH PRODUCTS

[Commentez cette actualité](#)

[J'aime sur Facebook](#)

IMPORTS OF CITRUS FRUITS AND FRESH PRODUCE FROM MOROCCO

For the third consecutive year Dunkirk is participating in the campaign of citrus and fresh produce imports from Morocco with CMA CGM's Agadir Express service, shipping weekly from Agadir with a transit time of 5 days. With its specialist operators equipped with high-performance facilities, Dunkirk's position is confirmed as a redistribution platform for Moroccan produce. The ample availability of reefer road transport, generated by returns from Great Britain, also allows competitive redistribution to France, Benelux, Germany and all the countries of Northern Europe ■

PHOTOSHOOT

[Commentez cette actualité](#)

[J'aime sur Facebook](#)

PHOTO SHOOT FOR M6 TURBO

On 27 October a team from M6 TURBO carried out a photo shoot of the FORD MUSTANG BOSS 302. The photos were shot in various places: the Multibulk Terminal, the Western Bulk Terminal and the Braek Dyke. The feature was broadcast in the M6's TURBO programme on 6 November ■



[Commentez cette actualité](#)

[J'aime sur Facebook](#)

Communication & Public relations - communication@portdunkerque.fr



[www.dunkerque-port.fr](#)