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PRESS KIT

2013

PRESS CONFERENCE - 9 JANUARY, 11.00
- LILLE, CLUB DE LA PRESSE -

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2012 HIGHLIGHTS

• MARCH 2012: FRENCH PORT DELEGATION IN ASIA

Thierry Mariani, Minister in charge of Transport within the French Ministry of Ecology, Sustainable Development, Transport and Housing, led a delegation to Asia in order to promote French ports. They visited South Korea (the ports of Incheon and Busan), followed by the Chinese ports of Shenzhen and Hong Kong, and then Tokyo, Japan, between 17 and 20 March 2012. The 15-person delegation included the Senator of Paris Yves Pozzo Di Borgo, the Executive Committee Chairs of the ports of Dunkirk (Christine Cabau), Nantes-Saint Nazaire (Jean-Pierre Chalus), Marseille (Jean-Claude Terrier) and Paris (Hervé Martel), and the President of the French Sea-ports Association, François Soulet de Brugière.

The purpose of the trip was to promote the French ports following the implementation of their reform. The Asian correspondents responded very positively to the communications from France.

• APRIL 2012: NEW MSC/CMA CGM ASIA/EUROPE SERVICE

Since the beginning of April 2012 the Asia service calling at the Port of Dunkirk has been reconfigured. Following an umbrella agreement between CMA CGM and MSC for the pooling of their resources on the lines between Asia and northern Europe, the FAL 3 service, which called at the Flanders Terminal every week, has been replaced by a service shared between the two shipping companies. The service, called LION at MSC and FAL 7 at CMA CGM, is provided by MSC-owned ships of 13,800 TEU, on which CMA CGM has 50% of the spaces on board. The rotation of this service



MSC's LION service at the Flanders terminal



CMA CGM's FAL 7 service in the Western Port

(Ningbo, Shanghai, Xiamen, Yantian, Chiwan, Sines, Le Havre, Rotterdam, Antwerp, Dunkirk, Felixstowe, Valencia, Gioia Tauro, Port Klang, Singapore, Yantian, Chiwan, Xiamen and back to Ningbo) gives better transit times at export (e.g. 38 days to Xiamen compared with 48 previously), but is less favourable at import (e.g. 35 days from Ningbo compared with 28 previously). However, the opening of the Asian market at Dunkirk to a second operator and the direct service to Shanghai should help develop call volumes which the service operator, MSC, hopes will soon reach 2,000 TEU. This new service increases the possibilities of access by the port's hinterland to the Asian market and offers an attractive, competitive alternative for shippers that until now have been limited to a single operator.

»» 2012 HIGHLIGHTS

• MAY-JUNE 2012: CRUISES – FIVE CALLS THIS YEAR

With the liners «Costa Voyager», chartered by the tour operator TAAJ, and «Discovery» owned by the shipping company Voyages of Discovery, Dunkirk has reaffirmed its position as a port of call for cruise ships. The Port of Dunkirk stands at the heart of the favourite cruise destinations in northern Europe: the Baltic and the British Isles. With the four turnaround calls of the «Costa Voyager» and the transit call of the «Discovery», more than 4,000 passengers have embarked and disembarked at the Freycinet 12 quay. This seasonal activity has high added value and enhances the attractiveness of the city centre retail stores as well as supporting the port's handling services. The agent for calls at Dunkirk is the firm Humann & Taconet. These new calls were made possible by the collaboration between the Dunkirk and Flanders Dunes Tourist and Conference Centre, the City of Dunkirk, Dunkirk Urban Community and Dunkerque-Port. The partnership with Costa and TAAJ will be consolidated in 2013, with seven calls already confirmed at Dunkirk.



The liner
«COSTA VOYAGER»



Transit call
of MV Discovery

• JUNE 2012: NEW SERVICE TO INDIA AND PAKISTAN

In June 2012 the shipping group CMA CGM included Dunkirk, after Antwerp and before Le Havre, in the rotations of its EPIC (Europe Pakistan India Consortium) service. The rotation of this weekly service, on fixed days, provided by 8 ships with a nominal capacity of 5,500 TEU, takes in the ports of Southampton, Rotterdam, Hamburg, Antwerp, Dunkirk, Le Havre, Port Said, Khor Al Fakkan, Jebel Ali, Port Qasim, Nhava Sheva, Mundra, Jeddah, Malta and Tanger Med. The rotation offers greater coverage for the markets of the Mediterranean basin and the Gulf, as well as the direct link to and from the Indian subcontinent.



»» 2012 HIGHLIGHTS

• JUNE 2012: BRIDGE OVER THE DUNES LOCK



Bridge over
the Dunes Lock

In connection with the work on the LNG terminal, Dunkerque-Port has built a new bridge over the Dunes Lock. The entire complex comprises two roundabouts (before and after the bridge) and a fixed bridge compatible with the gauge of the different barges using the Dunes Lock. This complex makes it possible to separate traffic coming in and going out towards Clipon and the Braek Dyke, improving safety and the free flow of traffic. At entry, going towards the Braek Dyke or Clipon, the moveable bridge is now inaccessible, so that vehicles have to use the new structure. At exit, the two structures remain accessible. If the moveable bridge is lifted, outgoing vehicles will use the new bridge, to avoid the risk of congestion. Access is also easier for cyclists, as the complex includes a cycle path. The new bridge has a gauge of 7.20m and is 57m long with three spans.

• JULY 2012: NEW COAL AND ORE TRAFFIC

Since July 2012 Dunkirk has handled a new line of heavy bulk traffic in the Western Port: coal reloaded exclusively on trains and bound for the Emile Huchet power plant (EoN France) at Saint-Avold, near Creutzwald in the Moselle.

This business is especially welcome since traffic to the Kingsnorth power plant (EoN UK) in Great Britain is due to stop at the end of 2012. The logistics put in place on this occasion, which should generate an average volume of 4 heavy trains a week, will demonstrate Dunkirk's performance with rail links to an enlarged hinterland towards eastern France and, by extension, to Germany. In addition, following tests carried out in 2011, the ArcelorMittal Group has steadily increased the volumes of ore transhipped at Dunkirk for the Bremen factory. The goal is to reach at least 1 MT a year, doubling the volume handled by the terminal operator who has also made investments in order to improve the reloading rates.

• SEPTEMBER 2012: CONTAINERISED FRUIT AND VEGETABLE IMPORTS

Dunkerque-Port, France's leading port for containerised fruit imports, is reinforcing its existing services ahead of the forthcoming 2012-2013 campaign, thanks to a dynamic initiative by CMA CGM.

Supporting the development of exports of citrus fruits and other fresh produce to Europe, the CMA CGM Group has started up a new shipping line, the «Dunkrus Express», linking Casablanca, Agadir, Dunkirk and St Petersburg by a combination of services which guarantees an extremely competitive transit time.

2012 HIGHLIGHTS

For the 2012-2013 campaign, transshipment towards Russia will take place on Sundays at Dunkirk, the first port of call in northern Europe, where CMA CGM's Baltic service will take over on the same day for St Petersburg. This has considerably improved the service between Morocco and Dunkirk (4.5 days from Agadir to Dunkirk) and means a total transit time of 10.5 days between Morocco and Russia.

• OCTOBER 2012: LNG TERMINAL: FIRST STONE LAID



Laying the first stone
of the LNG Terminal

On 5 October 2012 the CEO of EDF, Henri Proglio, laid the first stone of Dunkirk's LNG Terminal, in the presence of Michel Delebarre, MP and Mayor of Dunkirk and President of Dunkirk Urban Community; Dominique Bur, Prefect of the Nord department and the Nord-Pas de Calais Region; Christine Cabau Woehrel, Chair of Dunkerque-Port's Executive Committee; and many other distinguished people.

The LNG Terminal, which is scheduled to begin operating at the end of 2015, is the second-largest industrial project in France, after the Flamanville nuclear EPR (European Pressurised Reactor). The terminal will be able to berth the largest LNG tankers in the world and store 13 billion cubic meters of gas a year, corresponding to 20% of the annual consumption of natural gas in France and Belgium.

This project comprises three main structures: the maritime structures and platform, built by Grand Port Maritime de Dunkerque, the Dunkirk LNG Terminal, built by Dunkerque LNG, a subsidiary of EDF Dunkerque LNG (EDF 65%, Fluxys 25%, Total 10%), and the structures connecting it to the French and Belgium networks developed by the operators GRT gaz and Fluxys.

• NOVEMBER 2012: EXTENSION OF TMV AND DMT TERMINALS

15 November was the grand opening day for the TMV and DMT terminals.

To improve the traffic handling capacities for «small» solid bulks, and particularly products derived from or intended for cement works, Dunkerque-Port decided to extend the storage areas of the «Multivrac» bulk terminal and enlarge its quay. The first studies were begun in 2008 and work started at the end of March 2010. The project



Multivrac Bulk Terminal
extension

consisted in extending the existing quay over a length of 280 metres to the east and creating a new storage yard of 3.5 hectares. The works comprised a number of phases and were completed during the summer of 2012. The operation, costing a total of €13,100,000, will allow the handling of an additional 900,000 tonnes.

»» 2012 HIGHLIGHTS

In order to provide SGD-Silonor with a fully operational quay and storage yard, Dunkerque-Port decided to demolish the existing, dilapidated wharf and reconstruct a quay (200m long, with a draught of 14m) offering a storage yard of 1.5 ha and new accessways. The works were completed during the summer of 2012. The operation, costing a total of €12,150,000, provides reception and storage facilities for all types of bulk goods (sodium carbonate, clinker, fertilizer, etc) with the Silonor shed to the rear of the storage yard.

With these new developments, Dunkerque-Port is reinforcing its position in the solid bulks sector and continues to diversify and grow.



**DMT Terminal's
new quay**

• NOVEMBER 2012: DOUBLED FREQUENCY FOR RAIL SHUTTLE BETWEEN DUNKIRK AND THE PARIS REGION



Twice-weekly rail shuttle

One year after the launch of a weekly rail shuttle between Dunkirk's Flanders Terminal and the Bonneuil-sur-Marne terminal in the Greater Paris area, GREENMODAL has doubled the frequency of the service. Since December 2012 the combined transport operator GREENMODAL has run two 80-TEU shuttles a week between the Port of Dunkirk and the south-east of the Paris area. The operator's aim is to provide a combined transport offer for the many shippers in the south-eastern suburbs of Paris.

This new link is available to all marine operators, and is scheduled to synchronise with the calls of mother ships at Dunkirk, operating overnight. It leaves Dunkirk every Monday and Wednesday evening for delivery at Bonneuil-sur-Marne on Tuesday and Thursday mornings, and leaves the Paris area on Tuesday and Thursday evenings to arrive at Dunkirk every Wednesday and Friday morning. With a port railway network comprising more than 200 km of tracks and traffic in excess of 10 MT, the Port of Dunkirk has long been involved in consolidating its overland transport volumes.



»» 2012 HIGHLIGHTS

• DECEMBER 2012: DAMEN SHIPYARDS ACQUIRES ARNO DUNKERQUE

On Friday 14 December 2012 the Damen Shipyards Group officially became the new owner of the Arno Dunkerque ship repair yard, the only ship repair and conversion firm in Dunkirk, France's third port. The yard will continue with its repair and maintenance operations. Its employees will be kept on, facilitating its integration into the Damen Shipyards Group which currently comprises 45 affiliated building and repair companies and shipyards. Damen Shipyards has an international network and acknowledged expertise in the field of ship repair, which will help to reinforce these activities in the Port of Dunkirk while providing it with worldwide coverage. Ongoing collaboration between the different parties involved meant that the takeover could go ahead without any job losses, and now offers development prospects for ship repair in the Dunkirk area and the Nord-Pas de Calais region.



Arno Dunkerque
ship repair yard

• DECEMBER 2012: DUNKERQUE-PORT AT TRADE FAIRS IN 2012:

- SITL Paris from 27 to 30 March,
- INTERMODAL in Sao Paolo, Brazil, from 10 to 12 April,
- TRANSRUSSIA in Moscow, Russia, from 24 to 27 April,
- MULTIMODAL in Birmingham, UK, from 1 to 3 May,
- BREAK BULK in Antwerp, Belgium, from 22 to 24 May,
- TRANSPORTLOGISTIC CHINA from 5 to 7 June,
- TOP TRANSPORT in Montpellier, France, on 10 and 11 October 2012,
- SIFEL (International Fruit & Vegetables Show) in Morocco, from 6 to 9 December 2012.

• DECEMBER 2012: DUNKIRK, A 2.0 PORT

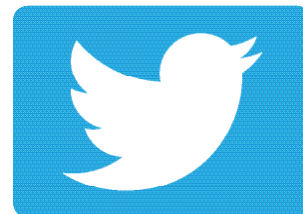


The Dunkerque-Port page
has nearly 1,400 fans

The launch of our Facebook Business page on 22 November 2010 took Dunkerque-Port into the exciting world of social networking and new technologies. This Facebook page has more than 1,400 fans, including some very active followers (professionals of the port community, photographers, sea lovers, students, retired people, etc), which proves that a sea port can attract all kinds of people, even from far away: we also have fans all over the world, in Brazil, Russia, Germany, Spain, Italy, Poland, the USA, India, Great Britain, etc).

»» 2012 HIGHLIGHTS

After starting with our Facebook page, which is mainly for professionals, Dunkerque-Port has developed a dedicated iPhone and iPad app for the regular lines calling at the port. And a few months ago we joined the Twitter network, to give all the news of Dunkerque-Port more concisely and in real time. Dunkerque-Port led the way when we created our website many years ago, and we are now firmly established in the Web 2.0 universe ■



Information in real time
on Twitter

2012 TRAFFIC: 47.63 MT (+0.2%)

The total volume for all types of traffic was 47.63 MT at the end of December, a very small increase of 0.2% compared with 2011.

LIQUID BULKS

2011 had seen a few crude oil operations for Total (1.16 MT), but this traffic was discontinued in 2012 except for a final ship of 40 KT in December, to empty the tanks. Hydrocarbons were thus down by 13,4% overall with a tonnage of 5.56 MT, chiefly due to the shutdown of crude oil storage. By contrast, refined petroleum products alone rose by 5.1%. Other liquid bulks (essentially for the companies Rubis and Polimeri Europa) fell 21,8% to 1.30 MT. Liquid bulks were 15% down overall at 6.83 MT.

SOLID BULKS

Ore traffic continued to perform well and posted a rise of 5.8% (12.13 MT) over 2011. Coal, with a healthy trend in exports, showed a 7.5% increase to 8.15 MT. Grain exports for 2012 are being compared with an exceptional year in 2011 (it must be remembered that the grain campaign from July 2010 to June 2011 had set a new record of 2.34 MT). The 2012 traffic figure was 1.05 MT (down 46.9%), but exports from the 2012 harvest only began at the end of November. «Small» solid bulks fell 11.7% to 3.074 MT. Overall, solid bulks rose 2.6% to 24.40 MT.

GENERAL CARGOES

General cargoes were up as a whole, increasing 4.5% to 16.36 MT for the year 2012. Cross-channel RoRo traffic maintained the trend begun at the end of 2011 and posted an increase of 10.6% to 13.08 MT. The number of trucks and trailers rose by 12.4% (more than 560,000 freight units). Passenger numbers showed a slight drop of 4.3% with nearly 2.9 million passengers and drivers. Tourist vehicles were down 13.8% (744,941 vehicles).

Container traffic was slightly below the 2011 figure, with a total of 260,278 TEU, a drop of 4.7% ■

PROVISIONAL TRAFFIC FIGURES

JANUARY TO DECEMBER	2012			2011			VARIATION		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
TOTAL	31 963	15 666	47 629	31 819	15 703	47 522	0,5%	-0,2%	0,2%
PETROLEUM PRODUCTS	4 764	800	5 564	4 926	1 494	6 422	-6%	-32%	-12%
• CRUDE OIL	0	40	40	357	807	1 165	- 100%	-95%	-96,6%
• REFINED PRODUCTS	4 764	760	5 524	4 569	687	5 257	4,3%	10,5%	5,1%
• OTHER LIQUID BULKS	635	666	1 301	870	794	1 664	-27,1%	-16,1%	-21,8%
LIQUID BULKS	5 399	1 466	6 865	5 796	2 288	8 086	-6,9%	-35,9%	-15,1%
• ORE	10 978	1 153	12 131	11 065	406	11 471	-0,8%	184,4%	5,8%
• COAL	6 161	1 985	8 147	6 084	1 493	7 557	1,3%	33%	7,5%
• CEREALS	2	1 051	1 054	5	1 980	1 985	-56,7%	-46,9%	-46,9%
• OTHER DRY BULKS	2 005	1 065	3 070	1 858	890	2 748	7,9%	19,7%	11,7%
DRY BULKS	19 146	5 254	24 402	19 012	4 769	23 761	0,7%	10,2%	2,6%
GENERAL CARGOES	7 417	8 943	16 360	7 008	8 644	15 652	5,8%	3,5%	4,5%
RORO	6 136	6 939	13 076	5 616	6 208	11 825	9,2%	11,8%	10,6%
CONTAINERS (TEU)	129 566	130 712	260 278	138 120	134 935	273 055	-6,2%	-3,1%	-4,7%

INVESTMENTS

2012 BALANCE SHEET AND 2013 FORECASTS

• 2012 PROVISIONAL BALANCE SHEET

The 2012 investment budget, assessed at 96.8 M€, was revised to 136.9 M€ in May 2012 to take account of the fast progress of work on the maritime infrastructures of the LNG terminal. This investment budget was stabilised at 139.9 M€ in October 2012.

The main investments selected are broken down as follows according to the different guidelines of the strategic plan:

- 3.5 M€ for «containers and logistics» projects, in particular the start of studies for enlarging the swing circle providing access to the container terminal and studies for new multimodal terminals;
- 124.2 M€ for «energy and bulks» projects;
(LNG terminal project with Dunkerque-Port as contracting authority, TMV extension, expansion of SGD storage yards with repair of defective wharf);
- 2.2 M€ for railway projects, in particular the electrification of the Saint Georges Link, studies for separating the operational perimeters of French Railways RFF and Dunkerque-Port, and lighting for the sidings of the Eastern Port;
- 0.8 M€ for RoRo projects;
- 6 M€ for building and land assets;
- 1.9 M€ for miscellaneous equipment (telephone and IT systems, office equipment, etc);
- 1 M€ for the inland waterway sector;
- 0.3 M€ for the first phase of reinforcement of the Alliés Dyke, an operation carried out on behalf of the State to protect people and property against seawater flooding.

As concerns the funding of investments, the support given to Dunkerque-Port in 2012 has come essentially from the State (more than 35.5 M€, including 32.9 M€ for the LNG terminal project), the European Union (2.7 M€, of which 1.6 M€ for the TEN-T and 1.1 M€ from the ERDF), DK LNG (12.5 M€) as its contribution to the port works of the LNG terminal, the Nord-Pas de Calais Region (0.3 M€) and Dunkirk Urban Community (0.2 M€ paid).



»» INVESTMENTS 2012 BALANCE SHEET AND 2013 FORECASTS

• 2013 PROGRAMME

After an exceptional year in 2012 due to work on the LNG terminal, Dunkerque-Port's investment programme returns to a more normal level in 2013, amounting to 51.3 M€.

Defined in accordance with the offensive guidelines of the strategic plan, investment expenditure is broken down as follows:

CONTAINERS AND LOGISTICS: 2 M€, mainly dedicated to studies for the terminals of the Baltic and Pacific docks, the enlargement of the swing circle providing access to the Atlantic dock, and the lengthening of the Flanders quay.

ENERGY AND BULK: Works costing 20 M€ are scheduled for 2013, that is, more than one-third of the total investment programme, including the continuation of work on the LNG terminal which is budgeted at 16 M€, and the studies for an LNG provisioning unit for ships.

RAIL LINKS: Rail-related expenditure accounts for investments of 6.2 M€ including 4.3 M€ for the Saint Georges Link (landscaping and electrification) and 1.1 M€ to separate the operational perimeters of French Railways RFF and Dunkerque-Port.

The remaining 23.1 M€ will be devoted to equipment and works for assets, used particularly for the recycling of non-submersible dredging sediment, corrosion protection of metal structures in contact with seawater, locks, inland waterway structures and compliance with standards of buildings and rainwater drainage systems. The renovation of quayside storage yards will mobilise nearly 4 M€, and upgrading of access roads to the Ro-Ro terminal will require 3.3 M€.

Finally, a study for a new border inspection post will be carried out in 2013 with financial support from Dunkirk Urban Community.

Depending on the credits awarded by the State, the investment budget could be increased by 1.8 M€ for the second phase of reinforcement of the Alliés Dyke.

The financial support of the State remains significant, with anticipated payments of the order of 4.5 M€, while the support expected from the European Union is evaluated in payments of nearly 2.5 M€ (0.9 M€ for the TEN-T and 1.6 M€ from the ERDF). DK LNG is expected to contribute 7.5 M€ for the LNG terminal project ■

DUNKERQUE-PORT: FIRMLY COMMITTED TO SUSTAINABLE DEVELOPMENT

The environmental issues at stake are considerable for Dunkerque-Port, which owns a very large area: a shoreline of 17 km and 7,000 hectares of land, including 3,000 hectares available for new development, and a further 38,000 hectares in its maritime district. This makes it the foremost manager of space in the Nord-Pas de Calais Region and, in the context of port planning and development, gives it a great responsibility.

Dunkerque-Port also plays a significant role in the preservation of the marine environment and is involved in the Natura 2000 At Sea programme, for the «Bancs de Flandres» area. It has been appointed as the main operator, alongside the Regional Fisheries Committee (CRPMEM), and works with its partners to draw up the documents of objectives (DOCOB). The first stage, a diagnosis of the environment and an analysis of the state of conservation, is under way and should be completed in 2013.

The strategic plan of Dunkerque-Port forms part of a policy of sustainable action and development which takes into consideration the various areas of the port, and particularly those involving the protection of nature and biodiversity.

The measures deployed by Dunkerque-Port are designed not only to improve the quality of the environment in general, but also to control risks and reduce impacts on the natural environments and local residents.

This approach follows several guidelines on the themes of dredging, drainage and the natural heritage.

These guidelines open the way for action at all levels: reduction of harmful releases by minimising pollution, ensuring the compliance of the rainwater and wastewater drainage systems, elimination of historic pollution from contaminated sediment, and differentiated management of sediment types with recycling of materials in the port area (eco-landscaping models, pavement system, concrete structures, etc).



» DUNKERQUE-PORT: FIRMLY COMMITTED TO SUSTAINABLE DEVELOPMENT

In March 2012, after public consultation, the Dredging Master Plan (SDD) and its variant, the Operational Dredging Management Plan (PGOD), meant that Dunkerque-Port was given permission for all its dredging and sediment dumping activities for the next ten years.

The scientific aspect of the Natural Heritage Master Plan (SDPN), the green and blue belt of the port area, has been approved by the Regional Scientific Council for the Natural Heritage (CSR-PN) and the National Council for the Protection of Nature (CNPC), allowing the deployment of the Natural Environment Management Plan (PGEN). This work, aimed at improving the preservation of biodiversity and anticipating future developments in the port area, has been judged outstanding by the Ministry of Ecology, Sustainable Development and Energy (MEDDE), which has asked for it to be extended to the other major French sea ports. New natural developments were carried out in 2012, in particular the eco-landscaping corridor alongside the Saint Georges rail link.

To provide an overall view of these actions, the Port decided on a Sustainable Development and Action Plan (PA2D), which is currently being drawn up with the representatives of local partners and institutions. This work comprises a number of successive phases:

- A diagnosis presenting the status of sustainable development in the port area;
- Identification of the sustainable development and action issues and definition of the basic guidelines;
- Definition of operational measures, in order to produce an action plan which will serve as a basis for the review of the strategic plan.

The first two phases have now been completed and the definition of operational measures is in progress with local governing bodies. The debate covers the following five areas:

- Combating climate change, energy and industry;
- Urban dynamics, management of water, biodiversity, natural environments and landscapes;
- Prevention of natural, technological and health risks;
- Transport and multimodal solutions;
- Local governance.



» DUNKERQUE-PORT: FIRMLY COMMITTED TO SUSTAINABLE DEVELOPMENT

As regards multimodal transport, Dunkerque-Port continues its development as the leading inland port in the Nord-Pas de Calais Region and the foremost national rail freight platform.

It is investing in the growth of consolidated transport in partnership with the other stakeholders, French Waterways (VNF) and the French Railway Network (RFF).

Rail infrastructures have benefitted from major investments in recent years, and this is continuing with the electrification of the Saint Georges Link, work on which began in 2012.

In the inland waterway sector, incentives have been set up to improve the profitability of consolidated pre-routing and on-forwarding to the region's inland ports.

The challenges in social terms are also significant. Despite a large and well-qualified labour market, the Dunkirk area is severely affected by macroeconomic changes such as relocations and factory closures. By contrast, Dunkerque-Port and the City of Dunkirk, which is now a university city, have the means to create specialist jobs in the port-based, maritime and environmental sectors.

In the context of construction work on the LNG terminal, a Regional Employment and Skills Management approach (GTEC) has been put in place with the partners of Dunkerque-Port: institutional bodies, Dunkerque LNG and GRT Gaz.

The Port and the City are also aware of the need to work closely together in order to forge new links and develop interfaces and interactions between them.

Dunkerque-Port is thus committed to an ambitious policy of sustainable development for the renewal of its economic and development model. Working alongside its many partners, it will contribute to the sustainable management of its activity and its territory ■

DATES FOR YOUR DIARY IN 2013

DELEGATIONS	Ivory Coast / Senegal	29 and 31 January
	China	8 to 12 July
	Morocco	6 to 7 May
TRADE FAIRS	Fruit Logistica Berlin	6 to 8 February
	Intermodal Sao Paolo	2 to 4 April
	Transrussia Moscow	23 to 26 April
	Multimodal Birmingham	23 to 25 April
	Breakbulk Antwerp	14 to 16 May
	Transport Logistic Munich	4 to 7 June
	Worldfood Moscow	September
	Sifel Agadir	December
CONFERENCES	European Conference Shortsea Shipping Paris	April
	Toc Europe	June
	Coastlink Navigate Event	June
BUSINESS MEETINGS	Top Transport Europe	September
	River Dating	June
	Medfel	May

ABOUT THE PORT

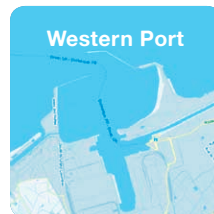
France's third port for total traffic
Major French North Sea port
2012 traffic: 47.63 million tonnes
France's leading port for ore and coal imports
France's leading port for containerised fruit imports
France's second port for trade with Great Britain



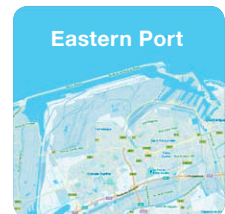
90 mins from the
Strait of Dover



17-km
shoreline



Open 24/7 with
draughts of up to 20.5m



Behind locks with locks with
draughts of up to 14.2m

- Two port sites on a 17-km shoreline, on the coast without an estuary:

The Eastern Port, behind locks, is accessible to ships with cargoes of 130,000 tonnes, i.e. a draught of 14.20 metres.

The tidal Western Port, built during the 1970s, is accessible to ships of 300,000 T DWT fully loaded, i.e. a draught of 20.50 metres, and is open without any restrictions of time, locks or tide, allowing very short calls. It is 90 minutes' sailing time from the Strait of Calais seaway.

- Prime geographic location, opposite Great Britain, in contact with Benelux and the industrial and agricultural areas of north-western Europe. Leading multi-specialist port near the Channel Tunnel (25 km away).



DUNKERQUE
PORT

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»» ABOUT THE PORT

- Excellent inland links:

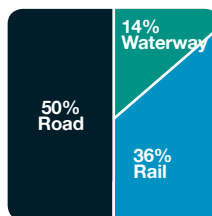
Direct access from the port to the European motorway network via the A25 and A16 motorways.

For many years, the share of road-alternative transport modes has been greater than 50%.

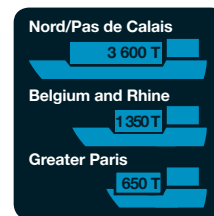
Wide-gauge canal connecting with the Nord-Pas de Calais Region (3,600 tonnes) extended to Belgium and the Rhine (1,350 tonnes) and the Paris Basin (650 tonnes). Container barge services to Dourges and Lille.



Direct access to A25 and A16 motorways



Modal share



Waterway gauges



France's leading rail port

- Dunkirk is a multi-purpose port and offers a number of specialist quays and terminals:

- For liquid bulks (6.8 MT in 2012):

Western Port: Appontement Pétrolier des Flandres (Flanders Oil Wharf) (ships of up to 300,000 tonnes fully loaded).

Eastern Port: Various wharfs (petroleum products and chemicals, gas, food bulks; ships up to 100,000 tonnes).



»» ABOUT THE PORT

- For liquid bulks (24.4 MT in 2012):

Western Port: Appontement Pétrolier des Flandres (Flanders Oil Wharf) (ships of up to 300,000 tonnes fully loaded).

Eastern Port: Various wharfs (petroleum products and chemicals, gas, food bulks; ships up to 100,000 tonnes).

- For general cargoes (16.3 MT in 2012):

Western Port: Container terminal for ocean-going and feeder services. RoRo terminal equipped with footbridges for ferries serving Great Britain in particular. More than 2.5 million passengers and drivers and more than 560,000 trucks and trailers in 2012. Logistics area of 200 hectares.

Eastern Port: 16 km of quays for regular conventional or semi-containerised lines, tramp shipping, specialist terminals (sugar, sand, steel, grain, cement, etc).

6,668 ships entered the port during 2012. ■



3 500 ha surface
available



Dedicated
logistics area



6 668 ships entered
the port during 2012