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PRESS KIT

2014

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2013 HIGHLIGHTS



DEVELOPMENT OF LINES AND SHORTSEA SHIPPING

CMA CGM, MAERSK LINE AND MSC ANNOUNCE THE ROTATION OF THEIR OPERATIONAL ALLIANCE P3

P3 opens up new prospects for the Port of Dunkirk, strengthening its position in terms of traffic from China and Southeast Asia, as well as the coverage of exports from North Africa, the Eastern Mediterranean and the Black Sea, the Red Sea and the Gulf via the hub of Malta, and from Southeast Asia via Singapore. The three shipping companies CMA CGM, MAERSK LINE and MSC have just announced details of their Asia-Europe services, which are due to start up during the second quarter of 2014. The aim of this cooperation is to adjust to the rate of growing volumes and market overcapacity, improving and optimising the use of ships by the world's three largest container shipping companies. Transit times are significantly improved, which will enable the Port of Dunkirk to recapture the import traffic of many clients in the Nord-Pas de Calais region, while opening up new competitive prospects at export. The Port of Dunkirk will hold 3rd place among the ports served in Northern Europe, regaining a competitive position at import for all the major accounts and the SMEs and SMLs of the region. This announcement will help the region's importers to overcome any reticence in the choice of their port of entry and will finally restore Dunkirk to its rightful place in terms of territorial cohesion.

• JANUARY 2013: DUNKRUS CALLS AT DUNKIRK

France's leading port for containerised fruit imports, Dunkirk reinforced its existing services for the 2012/2013 campaign. Supporting the development of exports of citrus fruits and other fresh produce to Europe, the CMA CGM Group started up a new shipping line, the «DUNKRUS EXPRESS», linking Agadir, Dunkirk and St Petersburg with a combination of services which guarantees an extremely competitive transit time. Transshipment towards Russia takes place on Sundays at Dunkirk, the first port of call in Northern Europe, where CMA CGM's Baltic service takes over on the same day for St Petersburg. This significantly improves 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. ➤➤

➤➤ 2013 HIGHLIGHTS



DEVELOPMENT OF LINES AND SHORTSEA SHIPPING

- **APRIL 2013: NEW SHORTSEA LINE TO THE IBERIAN PENINSULA AT THE CONTAINER TERMINAL**

The maritime operator MacAndrews, a subsidiary of the CMA CGM Group, has called at Dunkirk on its direct service to and from Portugal since 20 April 2013. The service provides a link at export to Lisbon in 3 days and Leixoes in 5 days, calling on fixed days (Saturdays), and at import to Dunkirk in 5 days from Lisbon and 3 days from Leixoes, with calls on Sundays. The Spanish region of Galicia can also be served by the call at Leixoes. The shipping company is represented in Dunkirk by the CMA CGM agency.

- **NOVEMBER 2013: UNIFEEDER: NEW SERVICE TO RUSSIA**

The Danish shipping company UNIFEEDER, based in Aarhus in Denmark, started up a weekly service from Dunkirk to St Petersburg in November 2013. UNIFEEDER manages one of the largest shortsea shipping networks in Northern Europe. It already served 39 ports and Dunkirk has brought the total to 40. Maritime transport is an economic and ecological alternative to the road-only mode. This new service is therefore an opportunity for switching to alternative transport modes which are increasingly valued by European shippers and freight forwarders. UNIFEEDER has assigned two ships to the rotation and offers a range of equipment comprising dry containers, 45' pallet wide containers that can load 33 pallets, the equivalent of one articulated vehicle, and reefers. With its Northern European network, UNIFEEDER also offers transport solutions from Dunkirk to the United Kingdom, Denmark, Finland, Sweden, the Baltic States, Norway, Latvia and Poland. This is the fourth shortsea line started up at Dunkirk in ten months. ■

»» 2013 HIGHLIGHTS



MULTIMODAL DEVELOPMENT

- **MARCH 2013: REGIONAL PORT BUSINESS ASSOCIATION ADOPTS TRADE NAME «NORD GATEWAY»**

The Regional Port Business Association («GARP»), a promotional trade association of Ports de Lille, the logistics platform of Delta 3 Dourges and Dunkerque-Port, has chosen a trade name for its communications: NORD GATEWAY. This name symbolises the roots of the three multimodal hubs in their region, as well as the drive to promote simple, economic consolidated transport services between the three ports. In coming months the Association will intensify its common action to identify potential areas for modal switchover, both in containers and the associated logistics, and in the solid bulk and heavy lift sectors.

- **MARCH 2013: OSR FRANCE ARRIVES IN THE PORT**

The Port of Dunkirk, France's leading rail hub, welcomed OSR (On Site Rail), a new rail company that joins Fret SNCF, Europorte France, Euro Cargo Rail and VFLI. Since 4 March 2013 OSR France, a subsidiary of the SNCB Logistics Group, has run two trains of petroleum coke every week between the SEABULK bulk terminal and the CALCIA cement works at Couvrot in Champagne-Ardenne. This is a new type of traffic for the Port of Dunkirk. OSR France already had a strong presence in the north of France and was keen to secure a place at Dunkirk, a strategic location in the company's development plans. This traffic will attract others, according to the director of OSR France, Olivier Deprez.

- **APRIL 2013: PROGRESS CONTRACT**

Signed in February 2005 and renewed in 2009, the progress contract between Grand Port Maritime de Dunkerque, the Maritime and Commercial Union and French Waterways was drawn up to develop waterway traffic to and from the Port of Dunkirk. In seven years, waterway transport at the Port of Dunkirk has increased by more than 80%, reaching a volume of nearly 3 MT of goods in 2012. Following on from this success, which is largely attributable to the progress contract, the partners have decided to continue their collaboration in a new progress contract covering the 2013-2017 period and to extend its scope to the Dunkirk area as a whole. »»

➤➤ 2013 HIGHLIGHTS



MULTIMODAL DEVELOPMENT

The new progress contract focuses on the following themes:

- enhancing the overall attractiveness of the area's waterway offer,
- developing the transport offer for containers and new sectors,
- supporting the development of waterway transport within the city of Dunkirk,
- carrying out promotional and communication actions.

This mobilisation of the entire Dunkirk area based on the concept of modal switchover has now been made possible by the direct involvement of Dunkirk Urban Community in the new 2013-2017 progress contract, signed on 8 April at Dunkirk Urban Community headquarters in the presence of Michel Delebarre, Christine Cabau Woehrel, Marc Papinutti and Jean-Charles Le Gall.

• SEPTEMBER 2013: INLAND WATERWAY GRAIN RECEPTION CAPACITIES DOUBLED

In 2013 Dunkirk's grain terminal, operated by SICA Nord Céréales, made investments which doubled its barge unloading capacity. Following the relocation of a neighbouring company in the Eastern Port, the operator moved his waterway barge discharging machinery, and now enjoys unrestricted use of an additional length of quayside, allowing him to berth simultaneously two barges for discharge and one Panamax ship for reloading. Seagoing vessels also benefit from the arrival of a second reloading gantry which means that throughput is doubled. Thanks to these investments, waterway traffic reached a new record of 880,000 tonnes in 2013, bringing its modal share in consolidated transport to nearly 57%.

• OCTOBER 2013: NORD PORTS SHUTTLE, A WATERWAY CONTAINER SERVICE LINKING DUNKERQUE-PORT WITH LILLE AND DOURGES

Since 26 October 2013 the waterway container company Nord Ports Shuttle (NPS) has provided a twice-weekly link between the Flanders Terminal (TdF) of Dunkerque-Port, Lille Container Terminal (LCT) and Lille Dourges Container Terminal (LDCT) by a dedicated service to the shippers of the Nord-Pas de Calais region, Day A / Day B. The aim of this service is to provide an offer that is both economical and environmentally-friendly, directly linked to the containerised shipping lines calling at Dunkirk, between the port terminals and the two main inland multimodal platforms of the Greater Lille area. It operates on a quay-to-quay basis, without road transport. The operating conditions of this waterway transport service have been designed to allow the emergence of a competitive multimodal transport offer without the return of empty containers to the port of origin: the shipping companies have created depots for empty containers in the inland terminals of Lille and Dourges which are open to all logistics operators. ■

➤➤ 2013 HIGHLIGHTS



COMMERCIAL NEWS

• JANUARY - FEBRUARY 2013: DUNKERQUE PORT IN SENEGAL AND IVORY COAST

From 28 January to 1 February 2013 a delegation led by François Soulet de Brugière, Vice-Chair of Dunkerque-Port's Board of Trustees, and Commercial Director Daniel Deschodt, visited Dakar in Senegal and Abidjan in Ivory Coast. The delegation, comprising logistics operators, freight forwarders and the manager of the CMA CGM Delmas agency in Dunkirk, met the local port authorities and attended a number of meetings arranged with leading exporters. The trip focused on the fruit and vegetable sector as well as the high volume of canned tuna of the «Pêche et Froid» company, shipped to the OMKA warehouse in Dunkirk.

• MARCH 2013: REVIEW OF ACTIVITY AT NEW QUAYS DELIVERED BY THE PORT: DMT AND TMV2

Following delivery of the renovated quay and the enlarged storage yard by Dunkerque-Port, the operator of the facilities, Dunkerque Multibulk Terminal (DMT), berthed its first ships: a slag carrier bound for North Africa, a ship carrying magnolite (magnesium sulphate, a primary product for the manufacture of fertiliser) and several barges. A traffic in feldspar (used in the manufacture of ceramics and tiles) from Turkey was also started up. Activity in the new part of the «Multivrac» Terminal (TMV) operated by SEABULK has experienced a satisfactory throughput since the beginning of the year. Goods unloaded from barges account for nearly a third of this traffic, demonstrating the multimodal character of Dunkirk's terminals. On the maritime side, many slag carriers of 4,000 to 6,000 T were loaded, at an average rate of four per month. At import, coke, coal and scrap metal represented most of the activity. Dunkerque-Port is pleased to report the startup of activity in these facilities with new types of traffic, testifying to the vibrancy of the port community and the advantage of creating these new capacities for the port.

• APRIL 2013: DELEGATION FROM DUNKERQUE-PORT TO INDIA

A delegation from Dunkerque-Port travelled to India for two commercial promotion and information meetings, in Mumbai and New Delhi on 9 and 11 April 2013, with many Indian shippers and receivers. The purpose of these two important events was to promote the EPIC (Europe Pakistan India Consortium) service linking Dunkirk with India and Pakistan. ➤➤

»» 2013 HIGHLIGHTS**COMMERCIAL NEWS****• APRIL 2013: SHIPPERS' DAY**

On 15 April Dunkerque-Port, the Freight Transport Users' Association (AUTF) and the Shipper's Club of the Nord-Pas de Calais region held their second day of theme workshops. Six workshops were offered, each of them with a reporter and a moderator. The aim was to highlight the advantages of the Port of Dunkirk in terms of maritime services, identifying the geographic or industry sectors where efforts must be made in order to attract more deep-sea and shortsea shipping lines. Special emphasis was given to the controlled-temperature produce sector, for which the Port of Dunkirk's offer is highly attractive as regards handling and forwarding to the major centres of import in France. There were also testimonies of support from the Association of Fruit and Vegetable Importers based in Rungis. The development prospects for overland transport were also presented, particularly for road links towards the Paris area, the Nord-Pas de Calais region and Eastern France. The problem of the VAT collection process was also addressed, and the customs representatives were able to present the efforts deployed with the coming of the 2013 finance law which facilitates the clearance of goods at import. Lastly, the development of logistics and the handling of hazardous goods were discussed in round tables. Following the success of these two days in 2013, Dunkerque-Port, AUTF and the Nord Region Shippers' Club intend to organise these theme workshops regularly in the future.

• JULY 2013: DUNKERQUE-PORT'S 4TH SYMPOSIUM IN SHANGHAI

The photo exhibition «Arrêt sur Images», which was shown extensively in the Nord-Pas de Calais region and Belgium in 2012, went to China this summer. 30 photos from this itinerant exhibition were displayed on Tuesday 9 July 2013, during Dunkerque-Port's 4th Symposium in Shanghai. This 4th Symposium was held at the Royal Méridien Hotel and was attended by Emmanuel Lenain, Consul General of France in Shanghai, Lin Zhang, Deputy General Director of the Port of Shanghai, Yann Pitollet, General Director of Nord France Invest, and Daniel Deschodt, Commercial Director of Dunkerque-Port. During this evening event Nord France Invest and Dunkerque-Port presented the characteristics and advantages of France's third-ranking port and described the latest developments. On the occasion of this event, the Mandarin version of Dunkerque Port's website was officially posted online:
www.dunkerque-port.fr/zh/ »»

➤➤ 2013 HIGHLIGHTS



COMMERCIAL NEWS

• JULY-AUGUST 2013: RESUMPTION OF GRAIN TRADE BETWEEN FRANCE AND CHINA

Nord Céréales and the Port of Dunkirk have re-launched the grain trade between France and China. The MOON GLOBE, a Panamax ship 225m long and 32.26m broad, called at the Port of Dunkirk in the last week of August to load more than 60,000 tonnes of wheat from the Nord Pas-de-Calais, Somme and Aisne regions, bound for Guangzhou in China. France had not shipped any grain to China since 2004. The quality of the wheat offered is highly satisfactory and opens up new opportunities for trade with Chinese buyers. With its outstanding access for shipping, its draught, and the handling facilities available, the Port of Dunkirk can berth very large ships for the loading of grain. The MOON GLOBE called at the Nord Céréales terminal and was loaded at a rate of 1,800 tonnes per hour, by using two gantry cranes simultaneously. Nord Céréales recently acquired a second loading gantry to double its handling capacities.

• SEPTEMBER 2013: NEW FELDSPAR TRAFFIC VIA THE PORT OF DUNKIRK

After a complete programme of renovation and the creation of a storage yard, the former Silonor quay was delivered by Dunkerque-Port in November 2012 and has been handling new types of traffic since the beginning of the year. Last September a cargo of 7,500 tonnes of feldspar was delivered at the site, whose storage yard and facilities are operated by DMT (Dunkerque Multibulk Terminal). The cargo, imported from Gulluk in Turkey for Céramiques Desvres, arrived during the night of 18 to 19 September on board the ROMY TRADER (132m x 20m). Feldspar is a dense product (1.5) but not dusty; it was discharged by the handling teams of Barra SNM, stored under cover in the DMT installations and used to supply the factory in Maubeuge (Nord département) at a rate of 600 tonnes a week. The ship also carried big bags of fine sand for testing in the region's glassworks. Other ships associated with this activity followed, including a cargo of 4,000 tonnes of bentonite and another ship carrying 12,000 tonnes of feldspar.

• OCTOBER 2013: 53RD EUROPEAN COMMODITIES EXCHANGE DAY

The 53rd European Commodities Exchange Day, organised by the Syndicat Général de la Bourse de Paris (Paris Commodities Exchange Association), was held in Paris on 10 and 11 October 2013. Dunkerque-Port participated in this important grain trade event, in partnership with Nord Céréales. ➤➤

»» 2013 HIGHLIGHTS



COMMERCIAL NEWS

Inaugurated in 1961 on the initiative of the Professionals' Exchanges of Mannheim (Germany) and Strasbourg (France), the European Commodities Exchange, whose headquarters is at Strasbourg Commodities Exchange, has grown over the years to include 38 Exchanges from 12 different countries. These grain markets bring together operators of the grain, fertiliser, animal feed and related products sector, as well as those of the tertiary sector (banks, transport, insurance, etc). They offer an opportunity for grain trade operators to meet directly, discuss market prospects, make contacts and consolidate their relations.

• **OCTOBER 2013: INFORMATION DAY: «DEVELOPMENT OF THE CONTROLLED-TEMPERATURE PRODUCE SECTOR»**

On Friday 31 October, 50 participants attended the «Controlled-Temperature Produce Day» organised by Dunkerque-Port. Raymond Vidil, Chairman of Shippers of France (Armateurs de France), and Farid T Salem, General Director of the CMA CGM Group, were present at this event which brought together importers, specialist storage logistics companies, and shipping companies. After a welcome from Michel Delebarre at Dunkirk Town Hall, the group visited the warehouses of the Western Port (Dunfresh). This gathering gave importers the opportunity of meeting shipping companies, logistics companies, and representatives of government departments (veterinary and phytosanitary) under the same roof, and discussing goods transit via Dunkirk.

• **DECEMBER 2013: KUBOTA ANNOUNCES THE SETUP OF AN ASSEMBLY PLANT AT BIERNE**

The Japanese group Kubota has announced the installation of a farm tractor assembly plant in Dunkirk (Bierne), where they will develop a new range of more powerful farm tractors. Yasuo Masumoto, the Chairman of Kubota, whose head office is at Osaka in Japan, will set up a new assembly facility for farm tractors in the Bierendyck industrial park in Bierne, Dunkirk. The choice of this location in Northern France forms part of the Japanese group's overall strategy for the expansion of its agricultural business line. The key features of the project are an investment of more than 40 million Euros and the creation of 140 jobs by 2017. Works to adapt the site will begin in 2014, with production scheduled to start in April 2015. Kubota chose Bierne, near Dunkirk, after studying a number of sites in several European countries. This construction facility, planned for the assembly of large tractors, will assemble approximately 3,000 tractors a year for the European, North American, Australian and Japanese markets. The parts will be shipped in containers directly from Japan. For Kubota Corporation, *«The site selected, near Dunkirk in France, is at the heart of our main market in Europe for this new model. It is also close to the port's terminals for export, which will give us a substantial advantage overall in terms of logistics costs.»* »»

➤➤ 2013 HIGHLIGHTS



COMMERCIAL NEWS

• **DECEMBER 2013: SAFMARINE MPV SHIPPING COMPANY TO CALL AT DUNKIRK FROM 26 JANUARY**

This new line from Dunkirk will depart twice a month for Central Africa (Congo, Angola, Gabon, etc) and will allow the loading of conventional cargoes (metallurgical products, industrial projects, heavy lifts of up to 160 T, big bags, etc) as well as dry containers and reefers.

• **DECEMBER 2013: AMERICAN FOOD INDUSTRY GIANT DEL MONTE CHOOSES DUNKIRK**

As of January 2014 Del Monte France will import its cargoes of bananas from Cameroon via the Port of Dunkirk, using CMA CGM's PC Hebdo shipping line which serves Europe from the West Coast of Africa. The containerisation of these banana imports, which has replaced conventional transport, influenced Del Monte's choice in favour of Dunkirk. Del Monte has signed an agreement with CMA CGM, who recently announced the reorganisation of its PC Hebdo service (7 ships with 3,500 TEU capacity) positioning Dunkirk as the foremost European port for imports from the West Coast of Africa, and the obvious logistical choice for forwarding to Rungis. Del Monte's decision to transfer its traffic from Cameroon via Dunkirk coincides with the announcement of its first ripening shed in France, to be opened at Rungis international market. This means that, from 2 January, Del Monte will be able to distribute its bananas in the yellow stage thanks to a new distribution centre of 3,000 m². The total capacity of the ripening shed will be 27,000 tonnes of bananas a year. ■

2013 HIGHLIGHTS**INDUSTRY****• MARCH 2013: LNG TERMINAL, DELIVERY TO DUNKERQUE LNG**

Most of Dunkerque-Port's work was carried out in 2012. All the plots were delivered to Dunkerque LNG in 2012, three months ahead of the original schedule. In addition to the areas delivered to the operator, the dredging of the basin and the inner and outer breakwaters still remained to be completed in 2013. These works were accepted in March. At the operator's request, Dunkerque-Port also built breakwater walls on the perimeter of the platform to protect the operating areas from possible seawater flooding. These civil engineering structures were completed in July. The last works of Dunkerque-Port for this operation consist in creating 6.7 ha of saltwater basins, on either side of the Dunes canal, which form part of the project's 77 ha of overall compensatory measures. These basins will be built in 2014, depending on the supply of clay from excavation of the tunnel under the Western Outer Harbour by Dunkerque LNG. They should provide favourable conditions for wading birds to feed and rest, mainly as a stopover point or a wintering place, and encourage the development of salt-tolerant flora, particularly the common glasswort, and abundant benthic fauna. In addition to the port works, construction of the industrial installations continues, with a provisional commissioning date set for the end of 2015.

• MAY 2013: DECONSTRUCTION OF DK4 POWER PLANT

At 13.30 on Wednesday 22 May 2013, EDF demolished the last production unit of the old thermal power plant known as DK4. EDF assigned the deconstruction of the factory building (86m long, 26m wide and 48m high) to the company Wanty, a specialist in demolition operations. Wanty chose the technique of making the steel structure collapse by pulling with cables. Commissioned in 1962 and 1963, the first two 125-MW units began generating electricity using fuel oil. In 1969 two other 125-MW production units, supplied with blast furnace gas, increased the amount of electricity generated. With total power of 500 MW, this plant accounted for 3% of national production at the time. It produced competitive energy by recycling a by-product from the steel manufacturing process. The Dunkirk power plant was finally shut down in April 2005. The rehabilitation programme began in 2006 and will be completed at the end of 2015. Following these deconstruction works which can be described as exemplary, 8 hectares of land will be reconveyed to Dunkerque-Port for use for port activities or a new industrial business which requires a quayside installation. ➤➤

»» 2013 HIGHLIGHTS



INDUSTRY

• **NOVEMBER 2013: ArcelorMittal INVESTS 92M€ FOR THE RENOVATION OF DUNKIRK HF2**

The steel company ArcelorMittal is going to renovate Blast Furnace 2 (HF2) at its Dunkirk plant during 2015. ArcelorMittal Dunkirk has three blast furnaces, and the production capacity of HF2 is 1.2 million tonnes out of a total 6.3. This decision involves an investment of 92 million Euros, ensuring the continuation of the Dunkirk factory, whose capacity could be boosted to nearly 7 million tonnes a year. In this way the factory has affirmed its strategic position in the ArcelorMittal Group, by acquiring the means to supply steel to the sites of Florange, Liège, Montataire, Desvres and Mardyck. The HF2 renovation works will last for six months and should only affect 5 to 10% of the site's overall activity during 2015. The last complete renovation of HF2 was in 1992.

• **DECEMBER 2013: FINALISATION OF CONSTRUCTION OF A PIPELINE LINKING THE RUBIS TERMINAL WITH THE NATIONAL GRID**

2013 saw the completion of a new oil pipeline between the RUBIS terminal in the Eastern Port, on Pier 5, and the point of interconnection with the national pipeline grid (TRAPIL network) in the Central Port, near the Glencore plant. This new link, which necessitated directional drilling below many industrial and port sites, will enlarge the hinterland served by the Port of Dunkirk in the petroleum products sector, particularly towards Eastern France. The new pipeline is scheduled to come into operation at the end of January 2014. ■

»» 2013 HIGHLIGHTS



FRESH PRODUCE LOGISTICS

- **JANUARY 2013: DUNFROST WAREHOUSE APPROVED BY RUSSIAN HEALTH AUTHORITIES**

Since 23 January 2013 Dunfrost, a 40,000 m³ negative controlled temperature warehouse in the Western Port of Dunkirk, has been officially approved by the Russian veterinary authorities. This classification allows Dunkerque-Port to use these facilities for both storage and cross-docking of all animal-based food products shipped to St Petersburg (meat, fish, dairy products, milk powder, animal feed, etc).

- **JUNE 2013: DUNFRESH: 15 YEARS IN THE WESTERN PORT**

On Friday 7 June 2013 DUNFRESH, a company specialising in logistics for food products at controlled temperature and a major operator in the Caribbean banana sector, celebrated 15 years of business in the Western Port of Dunkirk, France's leading port for containerised fruit imports. DUNFRESH, which has a workforce of 100, was formed in 1998 with premises of 7,000 m².

- **DECEMBER 2013: NEW BORDER INSPECTION POST (PIF)**

The Port of Dunkirk, in partnership with Dunkirk Urban Community (CUD), has begun work on the construction of a new Border Inspection Post in the Western Port of Dunkirk. This post is dimensioned to allow the inspection of 5,000 batches a year. It is also configured to enable the inspection of all products subject to veterinary control. ■

»» 2013 HIGHLIGHTS



THE PORT'S WIDER INFLUENCE

• JULY 2013: EXTERNAL MEETING OF THE COTER IN DUNKIRK

On 11 and 12 July 2013 Dunkirk welcomed 100 local and regional elected officials from all over Europe for the external meeting of the Commission for Territorial Cohesion Policy (COTER) of the Committee of the Regions of the European Union, of which Michel Delebarre is a member and former Chair, as well as the Commission's conference on the subject of «the contribution of European ports to the implementation of the Europe 2020 Strategy», organised in partnership by Dunkirk Urban Community, the City of Dunkirk and Dunkerque-Port. The conference comprised three sessions: European ports, driving growth and employment; European ports, contributing to sustainable development; and, How can the implementation of the Europe 2020 Strategy by European ports be taken further? For this occasion, Dunkerque-Port's exhibition «Arrêt sur images» with its 100 original photos was installed in the great hall of the Kursaal Centre. Those attending this external meeting were also able to discover the Port of Dunkirk from the standpoint of sustainable development, and a specific tour was arranged for them.

• NOVEMBER 2013: CHRISTINE CABAU WOEHREL HONOURED AT THE IBJ AWARDS

Christine Cabau Woehrel, Chair of the Executive Committee at Dunkerque-Port, was named «Personality of the Year 2013» by the International Bulk Journal at the IBJ Awards, a ceremony held this year at the Salle Wagram in Paris on 18 November. Some 450 professionals of the international bulk scene were present at this event, during which a range of trophies are traditionally given to reward the work done in the dry bulk maritime transport sector. This distinction of the IBJ Awards, a token of real recognition for professionals of the dry bulk sector, was presented to Christine Cabau Woehrel by the International Bulk Journal's Director of Publication Ray Girvan.

• DECEMBER 2013: DUNKERQUE-PORT REWARDED AT 3RD SHORTSEA NIGHT

The third Shortsea Night was held on Wednesday 11 December, organised by the Shortsea Promotion Centre BP2S and bringing together more than 150 key transport and logistics operators at the Cernuschi Museum in Paris. The «Port Trophy» was awarded to the Port of Dunkirk for the development of shortsea shipping. »»

➤➤ 2013 HIGHLIGHTS



THE PORT'S WIDER INFLUENCE

- **DECEMBER 2013: SUSTAINABLE DEVELOPMENT AND ACTION PLAN APPROVED BY THE PORT'S BOARD OF TRUSTEES**

Dunkerque-Port undertook to draw up a Sustainable Development and Action Plan (PA2D) through a process of participative governance alongside many regional partners. Transverse, comprehensive, decisive and innovative, the PA2D reflects the determined ambition of Dunkerque-Port to have a cohesive and structured view of its action in order to harmonise the hosting and development of new economic activities with protection of the environment and anticipation of future regulatory guidelines. Its aim is to anticipate and plan responses to issues arising in the future for the Port.

Now it has been completed, the PA2D provides a framework for the scheduled implementation of the new 2014-2018 strategic plan. It consolidates all the actions undertaken and reflects the policy, goals and guidelines for sustainability in the port's development. It aims to be consistent with the various regional and local planning documents such as the Water Development and Management Master Plan (SDAGE), the Flanders Dunkirk region's Territorial Cohesion Plan (SCoT), the Regional Climate, Air and Energy Plan (SRCAE) and the Regional Ecological Cohesion Plan (SRCE) ■

Things to remember about 2013:

- A record year for containers: +12%
- 1st half-year confronted with the economic recession
- 2nd half-year helped by containers and grain traffic
- Startup of new container lines
- Good performance of ore cargoes
- Closure of E.oN (UK) which affected traffic in the Port

2013 TRAFFIC: 43.6 MT

The total volume in 2013, all types of traffic taken together, was 43.6 MT, down 8.5% compared with the previous year.

However, we must stress the record impact of containers which showed a total increase of 12% over 2012.

This difference is mainly due to the consequences of the shutdown of the E.oN power plant at Kingsnorth (UK) which affected coal traffic, as well as to the impact of the temporary presence of a 4th ship at Dunkirk in early 2012 on the DFDS cross-Channel line.

If we analyse the traffic excluding the impact of E.oN and RoRo activity, it shows a rise of 2% on a comparable basis.

• GENERAL CARGOES: RORO OVER THE YEAR IN LINE WITH EXPECTATIONS AND RECORD PERFORMANCE FOR CONTAINERS

Cross-Channel RoRo figures are compared with 2012 which had been reinforced by a fourth ship, the Norman Spirit, over the period 1 January to mid-February 2012 following the strikers' blockade of the Port of Calais.

With the service back to its normal configuration of three ships, traffic was logically down (tonnage -6% to 12.3 MT) but remained in line with expectations.

The number of freight units was nevertheless satisfactory with a total of 540,000 units (500,000 trucks and trailers).

The number of passengers fell by 8% to more than 2.3 million passengers and drivers.

Containers totalled 292,000 TEU to the end of December, an increase of 12%. Full containers showed a rise of 13% to 165,000 TEU.

Conventional cargoes (steel, tubes, bagged sugar, heavy lifts) were stable at 900 KT. ➤➤

➤➤ 2013 TRAFFIC

• BULK SOLIDS: TRAFFIC AFFECTED BY E.ON CLOSURE

After a difficult start to the year, marked by the gradual resumption of operations at ArcelorMittal's Blast Furnace 2 and a high stock level, ore recovered in the second half of the year. The traffic volume was similar to the 2012 figure of 12 MT.

Coal was 34% down overall with a tonnage of 5.35 MT, mainly due to the closure of the E.ON Kingsnorth power plant which slashed traffic by 3.85 MT. On a comparable basis, coal volumes would be up 25%.

Grain export traffic benefitted from the healthy state of the French export market, posting encouraging figures from the start of the 2013-2014 campaign. The 2013 volume was 1.55 MT, a rise of 47% over last year, with nearly 1.1 MT in the second half of 2013 alone.

«Small» bulk solids dropped 12% to 2.7 MT. At export, traffic was up 14% thanks to the good loading figures for ferro-alloys as well as slag.

Overall, bulk solids showed a fall of 11% to 21.6 MT.

Without the impact of the Kingsnorth traffic, activity would be up by 5%.

• BULK LIQUIDS: PORT HIT BY SHUTDOWN OF DIESTER INDUSTRIE

Refined products showed a decrease of 7% with a volume of 5.2 MT.

Other bulk liquids were down 29% at 0.9 MT.

The main reason for the drop was the shutdown of a diester factory within the Dunkirk area which affected traffic in the Port of Dunkirk by more than 0.25 MT.

Bulk liquids were down 11% overall at 6.1 MT. ➤➤

➤➤ 2013 TRAFFIC

• NUMBER OF CALLS: REINFORCEMENT OF CONTAINER LINES

An analysis of traffic based on call figures reveals a 13% increase in the number of calls by container carriers, due to the startup of new lines (682 calls compared with 602 in 2012).

Calls by cross-Channel RoRo ships were logically down 4% with 3,884 calls compared with 4,037 in 2012.

The number of calls by bulk solid ships fell 25% (747 calls compared with 999 in 2012). It was affected by the shutdown of the Kingsnorth power plant which lost the Port 60% of calls by colliers (122 calls compared with 308 in 2012), particularly small ships for reloading.

Grain performed well and the number of calls increased by 20% (65 calls compared with 54 in 2012).

Bulk liquids suffered from the increase in average ship size and the shutdown of Diester Industrie, posting a drop of 20% (649 calls compared with 815 in 2012). ■

2013 TRAFFIC

JANUARY TO DECEMBER	2013			2012			VARIATION		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
RoRo	5 800	6 500	12 300	6 136	6 940	13 076	-5%	-6%	-6%
CONTAINERS	1 400	1 300	2 700	1 176	1 211	2 387	+19%	+7%	+13%
OTHER GENERAL	100	800	900	105	792	897	-4%	+1%	=
GENERAL CARGOES	7 300	8 600	15 900	7 417	8 943	16 360	-2%	-4%	-3%
ORE	10 900	1 100	12 000	10 978	1 153	12 131	-1%	-5%	-1%
COAL	5 300	50	5 350	6 161	1 986	8 147	-14%	-97%	-34%
GRAIN	0	1 550	1 550	2	1 052	1 054		47%	47%
OTHER SOLIDS	1 500	1 200	2 700	2 005	1 065	3 070	-25%	13 %	-12%
BULK SOLIDS	17 700	3 900	21 600	19 146	5 256	24 402	-8%	-26%	-11%
HYDROCARBONS	4 600	600	5 200	4 764	760	5 524	-3%	-21%	-6%
OTHER LIQUIDS	500	400	900	635	667	1 302	-21%	-40%	-31%
BULK LIQUIDS	5 100	1 000	6 100	5 399	1 467	6 866	-6%	-32%	-11%
TOTAL	30 100	13 500	43 600	31 962	15 666	47 628	-6%	-14%	-8,5%
TOTAL without E.oN	30 100	13 500	43 600	30 041	13 737	43 778	=	-2%	-0,4%
CONTAINERS (TEU)	147 000	145 000	292 000	129 590	130 695	260 285	13%	11%	12%
FULL CONTAINERS	87 500	77 500	165 000	78 780	67 524	146 304	11%	15%	13%

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INVESTMENTS

2013 BALANCE SHEET AND 2014 FORECAST

After an exceptional year in 2012 due to the LNG Terminal works, the investment programme of Grand Port Maritime de Dunkerque continued steadily in 2013 with a total of 46.5 M€. This amount was slightly below the original budget, mainly because some significant phases of the LNG Terminal project were completed on schedule.

The planned 2014 investment programme amounts to 53.4 M€, demonstrating the Port's determination to follow an active policy of development and adaptation of its infrastructures. This year will see the «Cap Port Ouest» project entering a concrete phase with the launch of calls for tender for the enlargement of the swing circle, the finalisation of studies for the Container Terminal extension, and the creation of a new wharf to the north of the Bulk Quay.

2013 BALANCE SHEET

The main investments made or begun in 2013 concerned:

- The continuation of works on the LNG Terminal with GPMD as contracting authority;
- The start of sounding campaigns for the operation to enlarge the swing circle, for which the preparatory studies will continue in 2014 until the issue of calls for tender;
- The start of studies for extension of the Container Terminal with the addition of a deep-draught berth and the creation of a new dedicated wharf for reloading bulk cargoes to the north of the Western Bulk Quay, in preparation for the implementation of the Cap Port Ouest project;
- Electrification works for the St Georges Link;
- Maintenance of port infrastructures including compliance works on the rainwater drainage system, careening of the second gate of the Watier Lock and the recycling of non-submersible sediment;
- Continuation of works to reinforce the Alliés Dyke, an operation carried out on behalf of the State to protect people and property against seawater flooding.

To fund these investments totalling 46.5 M€, which included 21.0 M€ for work on the LNG Terminal, the support granted to GPMD in 2013 amounted to 6.36 M€ and came from the State (2.97 M€), the European Union (1.5 M€), the Region (0.96 M€) and Dunkirk Urban Community (0.93 M€). ►►

» INVESTMENTS 2013 BALANCE SHEET AND 2014 FORECAST

2014 PROGRAMME

The 2014 investment programme will focus mainly on the following operations:

- Continuation of the programme for the CAP Port Ouest projects including the enlargement of the swing circle, the extension of the Container Terminal and the creation of a wharf at the Western Bulk Quay;
- Completion of studies for the planned LNG provisioning unit for ships;
- Completion of the part of the LNG Terminal works for which GPMD is the contracting authority;
- Startup of the operation to redevelop the cross-Channel terminal and all the access roads to the Western port, which is scheduled for completion in 2015;
- Works to create a new border inspection post;
- Maintenance of the port's infrastructures and assets: this includes, in particular, renovation of the drainage system and storage yards of the «Multivrac» Bulk Terminal and the Grande-Synthe Quay, recycling of non-submersible dredging sediment, the quays, the locks, the inland waterway structures and compliance works on buildings;
- Renovation of the building and access roads of GPMD headquarters;
- Implementation of Phase 2 of the programme to reinforce the Alliés Dyke on behalf of the State;
- Compilation of the file for submission to the Commission Nationale du Débat Public for the Cap 2020 project;
- Studies with a view to hosting port and industrial businesses related to the offshore wind-power industry.

The financial support for this 53.4 M€ investment programme is currently estimated at a total of 7.9 M€, including 4.2 M€ from the State, 1.7 M€ from the European Union, 1 M€ from Dunkirk Urban Community and 1 M€ from the Region. ■

DATES FOR YOUR DIARY IN 2014

DELEGATIONS	Caribbean (Martinique and Guadeloupe)	15 to 22 January 2014
	Russia - St-Petersburg	13 March
TRADE FAIRS	Fruit Logistica Berlin	5 to 7 February
	Intermodal Sao Paulo	1 to 3 April
	SITL Paris	1 to 4 April
	Transrussia Moscou	22 to 25 April
	Multimodal Birmingham	29 April to 1 May
	Breakbulk Anvers	13 to 15 May
	Medfel Perpignan	13 to 15 May
	Transport Logistic Shanghai	17 to 19 June
	Worldfood Moscou	15 to 18 December
	Sifel Agadir	11 to 14 December
CONFERENCES	Shortsea Shipping	14 & 15 April
	Global Offshore	11 & 12 June
	Toc Europe	24 to 26 June
BUSINESS MEETINGS	EPCA Meeting	12 & 13 March
	Top Transport Europe	27 & 28 September
	River Dating	20 & 21 November

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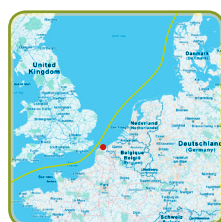
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ABOUT THE PORT

France's third port for total traffic
 Seventh port of the North Range
 2013 traffic: 43.6 million tonnes
 France's leading port for ore and coal imports
 France's leading port for containerised fruit imports
 France's leading port for rail transport
 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



Constant-level dock with
draughts of up to 14.2m

- Two harbour 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 14.20m.

- The tidal Western Port, built during the 1970s, is accessible to ships of 300,000 DWT fully loaded, i.e. a draught of 20.50m, and is open without any restrictions of time, locks or tide, allowing very short calls. It is 90 minutes' sailing time from the Dover Strait 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 (25km away). ►►

➤➤ ABOUT THE PORT

- Excellent overland links: :

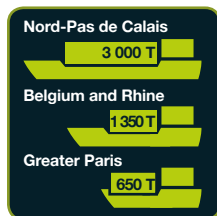
Direct access from the port to the European motorway network via the A25 and A16 motorways.

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 (3,000 tonnes) extended to Belgium and the Rhine (1,350 tonnes) and the Greater Paris Area (650 tonnes pending the Seine-North Europe Canal). Container barge services to Dourges, Lille, Anzin and Antwerp.



Direct access to A25 and A16 motorways



Container barge services to and from Dunkirk



France's leading rail port

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

- For liquid bulks (6.1 MT in 2013):

Western Port: Flanders Oil Wharf (for ships of up to 300,000 tonnes fully loaded).

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

➤➤ ABOUT THE PORT

- For solid bulks (21.6 MT in 2013):

Western Port: Western Bulk Terminal, ore and coal, ships of up to 180,000 T DWT.

Eastern Port: ArcelorMittal Quay serving the local steel industry. Many quays for various imported and exported bulks (lime, coke, scrap metal, ore, etc). Grain-handling facilities.

- For general cargoes (15.9 MT in 2013):

Western Port: Container Terminal for ocean-going and feeder services. RoRo Terminal equipped with footbridges for ferries serving Great Britain in particular. More than 2.3 million passengers and drivers and 540,000 freight units (500,000 trucks and trailers) in 2013.

Logistics area of 200 ha.

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

6,186 ships entered the port during 2013. ■



3500 ha land
available



Dedicated
logistics area



6,186 ships
entered in 2013