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le bateau-feu

the monthly newsletter from Dunkerque-Port

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DUNKIRK: IMPROVED SERVICE TO ASIA



The shipping companies **CMA CGM (FAL3 service)**, **China Shipping Container Lines (AEX4 service)** and **UASC (AEC7 service)** have just announced the setup of a cooperation called **OCEAN THREE** in all East-West services.

The aim of this cooperation is to adjust to the rate of growing volumes, improving and optimising the use of ships by the three largest container shipping companies in the world.

The new services, which will start during January 2015, will include a link between Asia and northern Europe, in which Dunkirk will be served as a priority in Europe at import.

The improved transit times will allow the Port of Dunkirk to provide an even better service to its clients in northern France: sailing times will be 7 days shorter than at present. The ports of call include the major Chinese ports of Tianjin, Dalian, Qingdao, Shanghai and Yantian, a South Korean port (Busan) and Malaysia's Port Kelang for transshipments in Southeast Asia. The services will also call at Beirut in Lebanon and Jeddah in Saudi Arabia.

Stéphane Raison, Chief Executive Officer of Dunkerque-Port, welcomes this announcement: «With this new alliance, three shipping companies that rank among the world's Top

20 have shown confidence in Dunkirk and its container terminal for their range of services, and Dunkirk will regain a competitive position at import for all the major accounts and the SMEs and SMIs of the region.

This announcement means that importers will gain in terms of productivity and cost. I wish to thank the three partners of the **OCEAN THREE Alliance** for responding positively to requests by the many importers and exporters in the region and beyond. Thanks to this innovative operational alliance, which offers more points of origin and more destinations, Dunkirk can position itself on the Asia-Europe axis with favourable transit times at import and competitive times at export. The fact that three leading worldwide shipping companies have included Dunkirk as a main port of call on one of their services confirms the relevance of Dunkirk as a major natural port of the Nord-Pas de Calais region, for import and export.»

And **Jean-Charles Le Gall, President of the Maritime and Commercial Union (UMC) of Dunkirk**, is delighted with this news:

«The improvement of Dunkirk's maritime services will certainly boost the volume of traffic through France's third-largest port. The whole port community welcomes this announcement with enthusiasm.»

FRUIT & VEGETABLES

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FRUIT AND VEGETABLE IMPORTS FROM MOROCCO: START OF THE NEW SEASON

On 21 October the Dunkrus service started a new season of fruit and vegetable imports from Morocco.

The Port of Dunkirk has long enjoyed privileged relations with Morocco. As well as the weekly services between Dunkirk and the north of Morocco for north/south traffic, it has gradually gained a position as a major point of entry for fruit and vegetables produced all over the country.

Alongside transshipments to Russia with the shipping company CMA CGM (200 containers per week), the Port of Dunkirk and its logistics service providers also offer highly efficient and cost-effective connections to the countries of central Europe, western Europe and the United Kingdom.



DUNKERQUE-PORT WELCOMES THE ARRIVAL OF THE SEINE-NORD CANAL

On Friday 26 September French Prime Minister Manuel Valls came to announce officially, in Arras, the government's commitment to the building of the Seine-Nord Canal linking the Greater Paris Area with the major ports of northern Europe, including Dunkirk.

The entire port community welcomes the start of this vital and long-awaited project:

«Commitment to the Seine-Nord Canal has always been total. The staff of the Port of Dunkirk and all the operators of the port community have been working with design offices for many years on the new traffic opportunities offered by this waterway. GPMD has also contributed actively to the various studies related to this major project, as a number of routes have been planned and different assumptions considered. It now intends to continue and develop the partnerships already begun with inland platforms, through the Nord Gateway (the Regional Port Businesses Association). In more concrete terms, it is certain that the excavation of this canal will substantially enlarge Dunkirk's hinterland, and make it possible to meet the growing demand for aggregates in the Paris area, reach the many grain ports along the future canal, and increase container traffic at import and export.»



APPOINTMENT

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ÉRIC SOREL APPOINTED CHIEF HARBOUR MASTER

Following the departure of Michel Moal, who was Chief Harbour Master at Grand Port Maritime de Dunkerque (GPMD) from the end of 2009 to 1 October 2014, a new team has just been appointed at the Harbour Master's Office of Dunkerque-Port. Éric Sorel has been appointed Chief Harbour Master, Maurice Evain Second Harbour Master and Joël Floch Deputy Harbour Master.

55-year-old **Éric Sorel** gained his Extra Master's licence after entering the French Merchant Navy School in 1976. He then worked at sea for 17 years as officer, chief officer, first assistant engineer and master on all types of merchant vessel such as oil tankers, LNG carriers, container carriers, RoRo vessels, conventional cargo vessels, ore carriers and ferries, and in all types of navigation (coastal, ocean-going, cross-Channel, etc) for several shipping companies including Gazocean, Pétromarine, D'Orbigny and Stena Line. After obtaining his harbour master's diploma in 1994, he was assigned to Dunkirk where he held many positions in the harbour master's office: Western and Eastern lookouts, positioning, and hazardous cargoes. He was Second Harbour Master in Le Havre from 2004 to 2007, returning to Dunkirk as head of the «Hazardous Cargoes Office». Second Harbour Master in Dunkirk since 2009, he has been interim Chief Harbour Master since 1 March 2014.

Maurice Evain, aged 59, holds a French Navy Mariner's licence. After 17 years of navigation in the French Navy he began a career as dock master in 1989. Assigned first to Calais, where he was deputy dock master from 1990 to 1998, he then spent a year in Le Havre (1998-1999) as dock master. Then, from 1999 to 2006, he was Deputy Harbour Master in the port of Boulogne-sur-Mer. From 2006 to 2009 he was Hazardous Cargoes Safety Manager, and then Deputy Harbour Master in the Port of Le Havre.

Since 2009 he has been Deputy Harbour Master in the Port of Dunkirk in charge of the Hazardous Cargoes Safety Office.

Joël Floch, now 56, joined the French Navy in 1977. He worked at sea for 17 years as officer, chief officer and deputy crew commander, on various types of ship (nuclear missile-launcher submarine, ASM frigate, Aviso, mine-hunter). He holds a specialist Underwater Combat licence and is «ETAMIN» qualified (Mine Warfare Staff Captain). After passing the Dock Master's open examination in 2002, he was assigned to Dunkirk where he held successive posts in Western Lookout, Eastern Lookout, Positioning and Coordination for Watchtowers and Docks, until 2009. From 2009 to 2014 he was Harbour Master of the Port of Calais. Since 1 September 2014 he has been back at Dunkirk as Deputy Harbour Master responsible for the Hazardous Cargoes Office.



Left to right: Maurice Evain, Second Harbour Master – Éric Sorel, Chief Harbour Master – Joël Floch, Deputy Harbour Master © Dunkerque-Port

DIARY

The management of Dunkerque-Port will lead two commercial events in Morocco: the first in Casablanca on 12 November and the second in Agadir on 14 November.

