

■ Wednesday 26 November 2014

## **DUNKERQUE-PORT APPROVES THE FIRST VERSION OF ITS 2014-2018 STRATEGIC PLAN**

Dunkerque-Port has produced its strategic plan for the 2014-2018 period. This major document sets out the main guidelines and the procedure for implementation of the Port's development policy over 5 years, following on from the first strategic plan of 2009-2013 and its financial trajectory. It also prepares the future for longer-term projects.

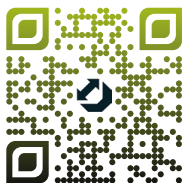
This strategic plan was approved unanimously by the Development Board on 12 September 2014, and then by the Board of Trustees on 21 November 2014. In line with the national ports strategy, the Port of Dunkirk has four major ambitions: to be a Northern French Port, a Gateway Port, a Sustainable Port and a Partner Port.

### **1 – NORTHERN FRENCH PORT**

The «Northern French Port» aspect involves reconquering Dunkirk's natural hinterland in the container sector, developing secure and temperature-controlled logistics, optimising consolidated transport and putting in place the tools for successful development of container traffic.

### **2 – GATEWAY PORT**

The «Gateway Port» aspect is aimed at strengthening the position of GPMD as a redistribution port for solid bulks and shortsea shipping from deep-sea lines, setting up an LNG provisioning complex for the Strait of Dover, the Channel and the North Sea, developing links with inland multimodal platforms, adapting the Western Port to changes in maritime transport, and preparing for future large-scale projects (Baltic-Pacific).



#### **PRESS CONTACT**

**Marie-Elizabeth BOGUCKI**  
Tél (Phone) : +33 (0)3 28 28 79 11  
Mobile : +33 (0)6 07 13 33 42  
Email : mebogucki@portdedunkerque.fr



### **3 – SUSTAINABLE AND RESPONSIBLE PORT**

The «Sustainable and Responsible Port» aspect involves strengthening the position of Dunkirk, a pioneer of circular economy, as France's leading energy and steel industry platform (promoting the setup of new industrial and logistics projects in addition to the existing industries), managing the development of the port district with attention to risk control and climate change in developments, implementing the Natural Heritage Master Plan ahead of the development of future business parks, and building Social and Environmental Responsibility in eco-friendly behaviour and developments.

### **4 – PARTNER PORT**

This «Partner Port» aspect commits the economic and social operators of Dunkirk's port community to mobilise for the development of new types of traffic; it also involves maintaining existing partnerships (institutional, economic, scientific and technical), to develop added value in logistics and industrial development, enhancing the environment and managing the natural areas of the Opal Coast. Lastly, it also includes maintaining the partnership between the City and the Port, emphasising the value of the port's heritage and culture.

These ambitions are accompanied by a major works programme of 242 M€, with the first large-scale projects due for completion in 2015.

The plan and its environmental assessment are being submitted to the Environment Authority this week for examination and evaluation.



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*France's third-ranking port, Dunkirk is well known as a port handling heavy bulk cargoes for its numerous industrial installations. It has also built its reputation in other sectors such as cross-Channel RORO traffic to Great Britain, containers, fruit, etc. Classified as the seventh port of the North Europe Range which extends from Le Havre to Hamburg, Dunkirk is also the leading French port for ore and coal imports, France's leading port for containerised fruit imports, and the country's second-ranking port for trade with Great Britain.*