

# PRESS KIT 2015

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DunkERQUE  
PORT

[www.dunkerque-port.fr](http://www.dunkerque-port.fr)



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## 2014 TRAFFIC:

### **DUNKERQUE-PORT HANDLED 47.02 MT IN 2014 (UP 8% COMPARED WITH 2013)**

General cargo and solid bulk traffics performed well and posted a total increase in volume of 8% to 47 MT, a rise of 3.4 MT compared with 2013.

RoRo traffic was up 13% at 13.9 MT (new record). The number of trucks and trailers rose by 14% to 570,000 freight units (new record). Passengers and tourist cars rose by 10 and 3% respectively to 2,520,000 passengers (new record) and 670,000 vehicles.

Containers were up 7% overall to a volume of 2.9 MT. A new record was set in numbers with 312,000 TEU, an increase of 7%. Full containers rose by 6% to 177,000 TEU.

General cargoes rose by 12% to 17.8 MT (new record).

It was a good year for ore traffic, which increased by 13% to 13.5 MT. Coal traffic improved during the second half-year but was still down by 7% at 5.1 MT.

Grain set a new annual record at 2.3 MT, a rise of 48% over 2013 (the last one was in 1991 with 2.2 MT). The new record for a grain campaign (July 2013 to June 2014) had been reached last June with 2.4 MT.

«Small» solid bulks were stable at 2.6 MT.

Solid bulks were up 9% overall at 23.6 MT.

Petroleum products showed a drop of 4% to 4.9 MT.

Other liquid bulks were down 23% to 0.7 MT, because they were affected by the closure of Diester Industries for the whole year.

Overall, liquid bulks fell by 7% to 5.6 MT.

The port of Dunkirk berthed 6,160 ships in 2014 (+7%). ■

## INVESTMENTS

### 2014 BALANCE SHEET AND 2015 FORECAST

2014 was the first year of the new five-year period of Dunkerque-Port's Strategic Plan, currently being reviewed by the State.

The investment programme, which is one of the means of action developed in this new strategic plan, amounted to 32.01 M€ in 2014. This was lower than the budget originally planned, mainly due to the deferral of decisions on investment for certain private projects in the port's industrial area, and to the positive results of invitations to tender.

The investment programme for 2015, which has been increased to 39.3 M€, demonstrates the Port's intention to pursue an active policy of developing and adapting its infrastructures, in accordance with the guidelines set out in its new strategic plan which will be approved by the State this year. In particular, 2015 will see the completion of the cross-Channel Terminal redevelopment, significantly raising the quality of services to England, as well as projects that will make a real improvement in the transit of goods to the hinterland (better road links and creation of a new border inspection post (BIP) in the Western Port).

#### 2014 BALANCE SHEET

The main investments made or begun in 2014 concerned:

- The completion of works on the LNG Terminal with Dunkerque-Port as contracting authority, apart from the latest compensatory measures, underpinned by the extraction of clay from the tunnel currently being excavated by Dunkerque LNG.
- Continuation of the necessary studies for the start of development operations in the Western Port: improved access for shipping by widening of the swing circle and the access channel to the Atlantic Dock, optimisation of the Container Terminal by the creation of an extension to the Flanders Quay.
- Start of works on the border inspection post and improved road links in the Western Port.
- Investments for major maintenance of the harbour infrastructures, including renovation of the drainage system and storage yards of the Multibulk Terminal and new operations for the recycling of non-submersible sediment.
- Continuation of works carried out on behalf of the State to protect people and property against seawater flooding, involving the reinforcement of the Alliés breakwater by resanding the beach at the foot of the structure by 1.2 Mm<sup>3</sup>.
- Continuation of works to renovate the building and access roads of Dunkerque-Port headquarters.





## ➤ INVESTMENTS

### 2014 BALANCE SHEET AND 2015 FORECAST

During 2014, following a call for expressions of interest, the Port also selected the consortium consisting of Dunkerque LNG, Exmar and Air Liquide to study and then develop an LNG supply chain for ships and overland transport.

To finance the investments of 32.1 M€, Dunkerque-Port received 6.7 M€ in support from its partners, including the State (2.6 M€), the European Union (2.6 M€), the Nord-Pas de Calais Region (0.8 M€) and Dunkirk Urban Community (0.7 M€).

#### 2015 FORECAST

The 2015 investment budget, which was approved by the Board of Trustees on 21 November 2014, is 39.3 M€, 23% higher than in 2014.

2015 will focus mainly on improving service quality and developing the logistics offer in the Western Port by:

- Execution of works to renovate the Channel Terminal, an operation costing more than 10 M€
- Completion of improvements to road links in the Western Port
- Completion of the new border inspection post (BIP)
- Start of works to improve access for shipping in the Western Port in order to improve the quality of service provided to the largest ore and container carriers
- Development of infrastructures to accommodate the logistics businesses working in the offshore windpower industry

Dunkerque-Port will also continue with the studies and administrative formalities to obtain the necessary permits for execution of the projects forming part of the 2014-2018 strategic plan, in particular the optimisation of the Container Terminal, the premarketing of logistics parks (DLI Sud and ZGI) and the creation of small-scale LNG distribution services for the maritime, highway and industrial markets with the consortium selected in 2014. Reflection is also in progress on the restructuring and renovation of the areas of the Central Port (Grande-Synthe Quay storage yards, etc). Finally, Dunkerque-Port is continuing with its efforts to maintain its assets in operational condition (13.9 M€), with a major maintenance programme for its structures (quays, locks, waterway structures and compliance of buildings). It is also continuing operations for recycling of non-submersible dredging sediment.

To implement this investment programme Dunkerque-Port will rely on the support of its partners, in particular the State and the Nord-Pas de Calais Region under the 2014-2020 State-Region Projects Contract, the European Union under the Connecting Europe Facility, and Dunkirk Urban Community under the DUC-Port Agreement. ■

## STRATEGIC PLAN 2014 / 2018

Dunkerque-Port has drawn up 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 November 2014, and then by the Board of Trustees on 21 November 2014 before being forwarded to the Environment Authority for comment.

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 and Responsible 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 deepsea 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 (CAP 2020).

To implement this investment programme Dunkerque-Port will rely on the support of its partners, in particular the State and the Nord-Pas de Calais Region under the 2014-2020 State-Region Projects Contract, the European Union under the Connecting Europe Facility (CEF), and Dunkirk Urban Community under the DUC-Port Agreement.



## ➤➤ STRATEGIC PLAN 2014 / 2018

### 3 – SUSTAINABLE AND RESPONSIBLE PORT

The «Sustainable and Responsible Port» aspect is based on the Sustainable Development and Action Plan (PA2D) approved by the Board of Trustees on 21 November 2014. It 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 fostering Social and Environmental Responsibility in eco-friendly behaviour and developments.

### 4 – PARTNER PORT

This «Partner Port» aspect marks the Port's determination to develop in step with its region. It 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 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€ over the period, with the first large-scale projects due for completion in 2015. ■

## COMMERCIAL NEWS

### SHIPPING LINES

#### DUNKIRK IMPROVES ITS SERVICE TO ASIA

In 2014 the shipping companies CMA CGM, China Shipping Container Lines and UASC announced the formation of a cooperation called Ocean 3. The aim of this cooperation is to adjust to the rate of growing volumes, improving and optimising the use of ships by three of the world's largest container shipping companies.

On 12 February 2015 the Port of Dunkirk will host the first call of a service known as FAL3 for CMA CGM, AEX4 for China Shipping and AEC7 for UASC. This service will provide 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 enable the Port of Dunkirk to offer 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.

Dunkirk will thus regain a competitive position at import for all the major accounts and the SMEs and SMIs of the region.

#### FRUIT AND VEGETABLE IMPORTS FROM MOROCCO: START OF A NEW SEASON

On 21 October 2014 the Dunkrus service launched a new season of fruit and vegetable imports from Morocco.

The Port of Dunkirk has long enjoyed a privileged relationship with Morocco. As well as the weekly services between Dunkirk and northern 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, the Port of Dunkirk and its logistics service providers also offer highly efficient connections to the countries of central and western Europe and the United Kingdom.



## ➤➤ COMMERCIAL NEWS

### NEW MEASURE FOR REVERSE CHARGING OF VAT AT IMPORT

At the Attractiveness Council meeting on 17 February 2014, France's President announced the measure for deferred payment of VAT at import (reverse charging) in order to improve the competitiveness of France's seaport and airport platforms.

As of January 2015, self-assessment of VAT will be possible in the declaration of turnover, through an optional system managed by the customs authorities and open to businesses liable for VAT which clear goods through customs by «PDU» (single clearance procedure).

## MULTIMODAL DEVELOPMENT

### **New boost for NPS**

Nord Ports Shuttle, a waterway service linking the Port of Dunkirk with the logistics platforms of Lille port and the Dourges terminal, was launched in October 2013.

Dunkerque-Port and Ports de Lille contributed to the development of this waterway link, and in November 2014 the private partners CFT and Terminal des Flandres took over the entire control of this consolidated transport service. NPS now offers an end-to-end service including optional pre-routing and on-forwarding by road.

### **Bonneuil shuttle: doubled frequency**

In mid-December the combined transport operator Greenmodal doubled the frequency of its shuttle between the Port of Dunkirk and the multimodal terminal of Bonneuil-sur-Marne, bringing its weekly capacity to 180 TEU in each direction.

### **Increased rail services for the food industry**

Since the end of 2014 the number of trains carrying grain and sugar to and from Dunkirk has risen significantly. The Port of Dunkirk enjoys high railway availability with the possibility of running additional trains.

### **Cross-Channel: ferry access modernised to meet traffic growth with DFDS**

Dunkerque-Port and the ferry operator DFDS Seaways have decided to modernise access to the ferry terminal and completely restructure the passenger terminal in the Port of Dunkirk. The new terminal will be delivered and operational at the end of 2015.





## ➤➤ COMMERCIAL NEWS

### NEW SIVEP TO BE BUILT AT DUNKIRK

**Dunkirk is reaffirming its position as a leader in the fresh and frozen foods sector.**

The meeting of the Board of Trustees on 15 February 2013 approved the investment decision by GPMD's Executive Committee for the construction of a new SIVEP.

The total investment budget is estimated at 2 million Euros and will make it possible to group together in one place the installations for inspection of animal and plant products.

Delivery of the building is scheduled for the last quarter of 2015. It will allow the inspection of 5,000 batches a year compared with 1,000 at present.

A SIVEP is an Animal and Plant Health Inspection Service at borders. SIVEPs report directly to the central SIVEP of the Ministry of Agriculture. Combining expertise in the fields of animal and plant products, the role of a SIVEP is to optimise and improve services to importers, and harmonise inspections and controls.

It is an essential tool for all infrastructures wishing to import animal- or plant-based products.

Dunkirk's SIVEP is the third one created in France. The Dunkirk SIVEP is accredited to inspect the following:

- animal-based products intended for human consumption (frozen, chilled and ambient products)
- animal-based products intended for animal feed
- plant-based products intended for animal feed
- plants and plant products including wood ■

## RENDEZ-VOUS 2015

DELEGATIONS	Abidjan (Ivory Coast)	20 to 25 January
	Dakar (Senegal)	
	Shanghai (China)	16 July
TRADE FAIRS	Fruit Logistica Berlin	4 to 6 February
	Intermodal Sao Paulo	7 to 9 April
	Multimodal Birmingham	28 to 30 April
	Breakbulk Anvers	18 to 21 May
	Medfel Perpignan	13 to 15 May
	Worldfood Moscou	14 to 17 September
	Sifel Agadir	10 to 13 December
CONFERENCES	Top Transport Europe	14 and 15 October
	MEDFEL	21 to 23 April
	River Dating	
	Business Euro Logistics	

## 2014 HIGHLIGHTS

### • NEW BOARD OF TRUSTEES FOR DUNKERQUE-PORT

On Friday 24 January 2014 Henri Jean, Sub-Prefect of Dunkirk representing the Prefect of the Nord-Pas de Calais Region, installed the new Board of Trustees of Dunkerque-Port. During this installation meeting the Board of Trustees elected its new Chairman, François Soulet de Brugière (Executive Director of Société de Recherche de Synergies) and Vice-Chairman, Wulfran Despicht (Vice-Chairman of the Nord-Pas de Calais Regional Council and Deputy Mayor of Dunkirk).



### • TRADE MISSION TO THE CARIBBEAN

Marking 15 years of partnership with the French Antilles, Dunkerque-Port, France's leading port for containerised fruit imports, organised a trade mission to Guadeloupe and Martinique at the end of January 2014. With strategic planning and a series of special events, the Commercial Division of Dunkerque-Port was able to meet the banana producers and the partners of this sector on site.



### • INSTALLATION OF FLANDRES BÉTON

On 31 January 2014 Pieter De Brabandere, Manager of Flandres Béton, a company of the Belgian family-owned De Brabandere Group, officially signed the permit for temporary occupation of GPMD land, with a view to the setup of a concrete plant. This installation, representing an investment of 2 M€, should generate additional maritime traffic in sand (approximately 50,000 tonnes), as well as rail traffic in limestone from the Boulonnais Quarries (some 30,000 tonnes a year).



### • 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 powerful farm tractors. 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. This construction facility 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.



## >> HIGHLIGHTS 2014



### • POWER PLANT LOADED FOR MEXICO

From 3 to 5 February, at F12, Barra SNM loaded the components of a Mitsubishi power plant on board the Combi-Lift Palabora bound for San Diego in the USA. This consignment of 1,400 tonnes comprised 250 loads, including a gas turbine, a generator of 295 tonnes and a rotor of 50 tonnes. Once assembled, the parts will form a power plant to supply electricity to a city of 500,000 to 700,000 inhabitants.

### • CONSULAR ECONOMIC MISSION TO INDONESIA AND SINGAPORE

François Soulet de Brugière, Chair of Dunkerque-Port's Board of Trustees, accompanied the consular economic mission of the Northern France International CCI to Indonesia and Singapore, from 8 to 15 March 2014. The programme of the mission, led by the Opal Coast CCI Chairman Jean-Marc Puissesseau, included lectures and meetings with French companies based in Singapore, the port authorities, and the international logistics operator SDV. In Indonesia's province of Java East, where a letter of intention for economic partnership was signed, workshops focussed on projects involving the economy of the sea, port equipment, overland transport, food processing, and distribution.

### • CALL FOR EXPRESSIONS OF INTEREST: SMALL-SCALE LNG FROM THE PORT OF DUNKIRK

On 21 November 2012 the European Commission amended European Union Directive 1999/32/EC on reducing the sulphur content of certain liquid fuels (Sulphur Directive) pursuant to Annex VI of the MARPOL International Convention on Marine Pollution. To comply with these more stringent regulations, the use of LNG (Liquefied Natural Gas) as fuel for ships, instead of fuel-oil, is one of the soundest and most sustainable solutions for shipowners. However, the use of LNG as a marine fuel requires the structuring of an entirely new supply chain in commercial ports. With an LNG terminal currently being built, the port of Dunkirk is ideally placed both to serve its future bunkering needs and potentially to supply neighbouring ports. In 2015, Dunkirk will be the first port of entry for the SECA (Sulphur Emission Control Area) and the last port of exit to have an LNG terminal on the route of ocean-going ships. In this context, GPMD issued a Call for Expressions of Interest (CEI) for the setup of a marine bunkering and on-land supply chain of small-scale LNG from the port of Dunkirk.

### • CMA CGM ADDS UST LUGA TO ITS ST PETERSBURG SERVICE

In response to the growing interest of its clients for this point of entry to the Russian market on the Baltic Sea, CMA CGM has added Ust Luga to its weekly service to St Petersburg. The first departure from Dunkirk was on 4 May. The service, which already calls at the two largest terminals in the city of St Petersburg, FCT and PLP, will now also include Ust Luga, providing a direct link between this new, fast-growing port and the French market (especially Northern France). Reefer containers are accepted, as well as special pallet-wide containers (40' and 45'). The service is weekly and offers a six-day transit time to Ust Luga.





## >> HIGHLIGHTS 2014

### • NEW AREA DEDICATED TO BIODIVERSITY

On Friday 6 and Saturday 7 June 2014, following World Environment Day, Dunkerque-Port inaugurated the port's first eco-landscape belt, alongside the Saint-Georges rail link.

Inspired by the initiatives of the Green and Blue belts, and in accordance with its Natural Heritage Master Plan, Dunkerque-Port has created a natural area of 38 hectares between Gravelines and Bourbourg. The eco-landscape belt is a mosaic of regional natural areas designed to become a reservoir of biodiversity, where fauna and flora can flourish undisturbed and which is open to the public. In addition, preliminary excavations have uncovered remains of buildings from the Middle Ages.



### • STEPHANE RAISON APPOINTED CHIEF EXECUTIVE OFFICER

Chief Civil Engineer Stéphane Raison was appointed Chief Executive Officer of Grand Port Maritime de Dunkerque (GPMD) by Decree of the French President dated 25 July 2014. Since 2013 the 44-year-old had been Chief Executive Officer of Grand Port Maritime de La Reunion, after playing a leading part in its formation in 2012 as part of the Overseas Ports Reform. The new Chair of GPMD's Executive Committee is no stranger to Dunkerque-Port, having been Planning and Environment Director of GPMD from January 2009 to March 2012, and then Interim General Director from August 2011 to March 2012. Stéphane Raison's road map includes some major projects, both planned and in progress, such as the opening of the oil terminal, the extension of the Flanders quay, the LNG provisioning unit, the swing circle, and logistics parks. The Port's new strategic plan, which was recently drafted, will also serve to define the guidelines for sustainable development and the transformation of local industry around the traditional core activities of the industrial and port area.

Stéphane Raison's aim is the commercial revitalisation of the Port into a real gateway for its hinterland, with the following ambitions:

- To recapture markets, particularly in the Nord-Pas de Calais region, eastern France and beyond, the eastern Paris area, Germany and Great Britain;
- To consolidate the Port's industrial activities through the adaptation of port services and infrastructures;
- To develop new business parks for hosting services or industries with added value relating to circular economy and innovative sectors such as secure logistics, offshore wind power and green chemistry;
- To reinforce the Port's market share in the fresh and frozen foods sector;
- To anchor Dunker's position in the field of shortsea shipping to northern Europe and the Iberian peninsula;
- To improve transport links by ocean-going lines and new positioning in transshipment;
- To support the creation of new multimodal waterway and rail links for consolidated transport;
- To ensure safety, efficiency and fluidity in services to ships and transit of goods in liaison with private operators, port workers and government departments.





## >> HIGHLIGHTS 2014



### • NATIONAL COASTAL AND CIVIL ENGINEERING CONFERENCE

On Wednesday 2 July 2014 the National Coastal and Civil Engineering Conference was officially opened in Dunkirk's Kursaal Centre by Daniel Levacher, Chairman of the French Coastal Centre. Those present included Arnaud Hequette (Opal Coast University ULCO), Robin Bocquet (Vice-President of ULCO's Scientific Council), Patrice Vergriete (Mayor of Dunkirk and President of Dunkirk Urban Community), and Yves Lalaut (Planning and Environment Director of Dunkerque-Port, co-organiser of the conference). The 2014 Coastal and Civil Engineering Conference was an opportunity to discuss topics such as coastal dynamics, coastal risks, marine energies and resources, harbour structures and the management of coastal environments. These subjects are especially important as they are at the forefront of both national and local news. Many operators from various backgrounds, both local and national, were present during the three-day event.



### • 2014 CRUISE SEASON

7 cruise ships called at Dunkerque-Port during 2014:

4 transit calls:

- Minerva (5 June 2014 with 310 passengers)
- Braemer (7 June 2014 with 631 passengers)
- Saga Pearl II (28 July 2014 with 403 passengers)
- Deutschland (29 August 2014 with 357 passengers)

3 turnaround calls:

- Costa Classica (12 and 24 May, 10 June 2014 with 1,000 passengers at each call)

That is, 10,230 passengers during these 7 calls on their way to the far north with the theme of the memorial cruise.



### • 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.»



## >> HIGHLIGHTS 2014



### • ERIC 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 been appointed at the Harbour Master's Office of Dunkerque-Port. Eric Sorel has been appointed Chief Harbour Master, Maurice Evain Second Harbour Master and Joel Floch Deputy Harbour Master.



### • DUNKIRK IMPROVES ITS SERVICE TO ASIA

The shipping companies CMA CGM (FAL3 service), China Shipping Container Lines (AEX4 service) and UASC (AEC7 service) have 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 three of the world's largest container shipping companies. The new services, starting in 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.

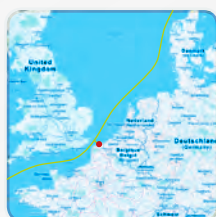


### • FRUIT AND VEGETABLE IMPORTS FROM MOROCCO: START OF NEW SEASON

On 21 October 2014 the Dunkrus service launched 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 and western Europe and the United Kingdom. ■

## ABOUT THE PORT

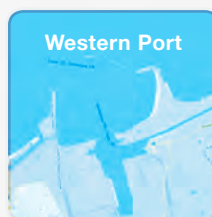
France's third port for total traffic  
 Ninth port of the Channel and North Sea Range  
 2014 traffic: 47 million tonnes  
 France's leading port for ore and coal imports  
 France's leading port for containerised fruit imports  
 France's leading port for rail transport  
 France's second port for trade with Great Britain  
 France's third port for grain traffic



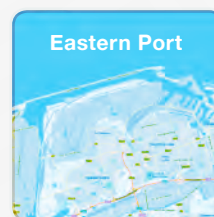
90 mins from the  
Strait of Dover



17 km shoreline



Open 24/7 for draughts  
of up to 20.5 m



Constant-level dock for  
draughts of up to 14.2 m

- 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 14.20 m.

- The tidal Western Port is accessible to ships of 300,000 DWT fully loaded, i.e. a draught of 20.50 m, 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 (25 km away).



## >> ABOUT THE PORT

- High-quality, uncongested inland transport links:

*Road: Direct access from the Port to the European motorway network via the A25 and A16 motorways.*

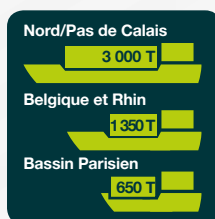
*Waterway: Wide-gauge canal connecting with the Nord-Pas de Calais Region (3,000 T), extended to Belgium and the Rhine (1,350 T) and the Greater Paris Area (650 T), pending the opening of the Seine-North Europe Canal. Container barge services to Lille, Douges and Valenciennes. Waterway traffic of approximately 3 MT a year.*

*Rail: The port's 200 km of railway lines are connected to the national and European networks. Rail container shuttle to and from Bonneuil-sur-Marne. Dunkirk is France's leading rail freight hub with traffic of the order of 13 MT a year.*

*For many years the share of road-alternative transport has been around 50%.*



**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 (5.6 MT in 2014):*

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





## ➤➤ ABOUT THE PORT

- For solid bulks (23.6 MT in 2014):

*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 (17.8 MT in 2014):

*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 570,000 trucks and trailers in 2014. Logistics area of 200 ha.*

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

6,160 ships entered the port in 2014. ■



3,500 ha land available



Dedicated logistics park



6,160 ships entered in 2014



## PORT MAP

