



**DUNKERQUE-PORT**

# **THE NEW HUB IN EUROPE**

**敦刻尔克港  
欧洲新枢纽**



**DunkERQUE**  
PORT

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



The North Sea 北欧海岸

17 km

shoreline 海岸线



7 000  
hectares 公顷





## >> SUMMARY 概要

- 1 Dunkirk, a strategic location  
敦刻尔克，战略发展要地
- 2 Key traffic figures  
主要业务分析
- 3 2014-2018 Strategic plan  
目标与对策
- 4 Dunkirk: main facilities  
敦刻尔克港主要设施
- 5 Inland network  
内陆运输网络
- 6 Regular services  
定期航线服务
- 7 Container services  
集装箱服务
- 8 RoRo developments  
滚装船发展
- 9 Logistics developments  
物流产业发展
- 10 Zones Grandes Industries  
大型工业园区
- 11 Dry bulk facilities  
干散货设施
- 12 Breakbulk developments  
散杂货物发展
- 13 LNG  
液化天然气
- 14 Port services  
港口服务
- 15 BIP (Border Inspection Post)  
边境检查站
- 16 VAT  
增值税

# 1 – DUNKIRK, A STRATEGIC LOCATION

## 敦刻尔克，战略发展要地

Located on the north European coast, at the heart of a triangle between Brussels, London and Paris, Dunkirk is the ideal platform for consolidated transport and breakbulk for distribution to Europe.

**Dunkirk's quays are just 90 minutes from the Channel,  
the world's busiest seaway.**

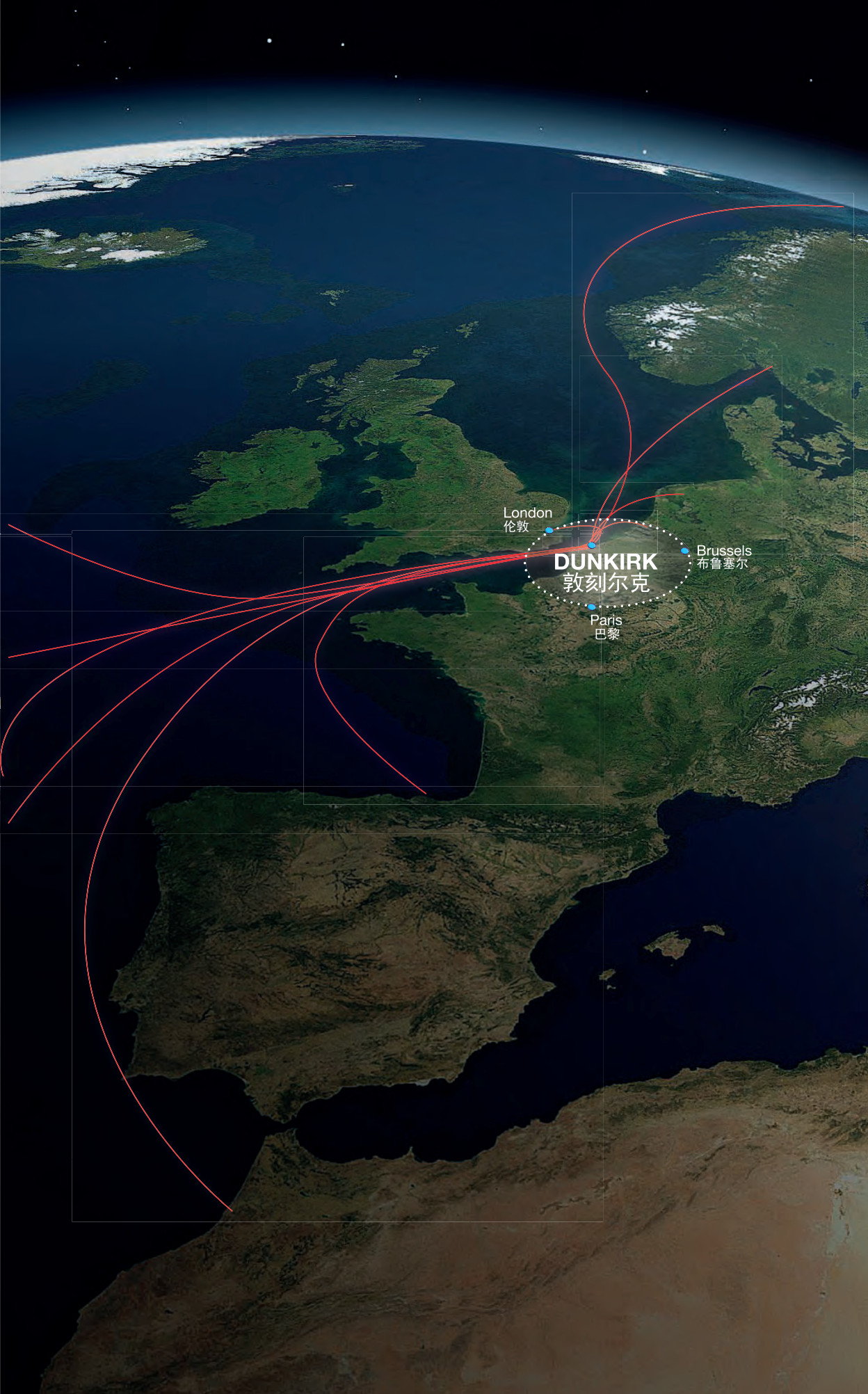
**DUNKIRK'S QUAYS  
ARE JUST 90 MIN  
FROM THE CHANNEL,  
THE WORLD'S BUSIEST  
SEAWAY.**

敦刻尔克港位于欧洲最繁忙航道的中心，仅一个半小时就可到达主航道。

港口处于北欧海岸范围的核心，在比利时布鲁塞尔，英国伦敦和法国巴黎所形成的三角区域的中心地带，敦刻尔克是大宗货物运输和向欧洲各国配送货物的理想平台。







London  
伦敦

**DUNKIRK**  
敦刻尔克

Paris  
巴黎

Brussels  
布鲁塞尔

## 2 – KEY TRAFFIC FIGURES

Dunkerque-Port handled 46.70 million tonnes of traffic in 2016. Cross-Channel RoRo traffic continued to meet expectations with a tonnage of 16 MT. 2016 was above all a record year for containers, with traffic increasing by 7% compared with 2015 at 341,000 TEU. It is important to note the stability of conventional cargoes (steel, tubes, heavy loads, etc) as well as the second-best result of grain traffic (2.8 MT, a decrease of 8% over 2015). During 2015 Dunkirk strengthened its position as a port for the transshipment of fresh produce.

In the field of intercontinental services, Dunkirk reinforced its position in trade with West Africa with the arrival of ships carrying 3,500 TEU.

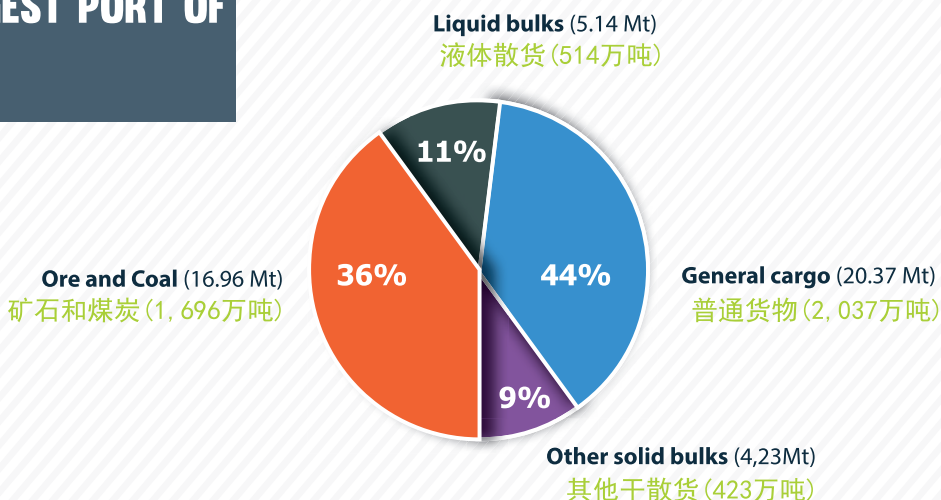
Dunkirk's waterway and rail activities are

also healthy, with the startup of the waterway container line to Lille, Dourges and Valenciennes and the twice-weekly rail shuttle to Paris, keeping Dunkirk as France's foremost freight rail hub and the main inland waterway port of the region.



**DUNKIRK IS EUROPE'S  
14<sup>TH</sup>-RANKING PORT  
AND THE  
3<sup>RD</sup>-LARGEST PORT OF  
FRANCE.**

**TOTAL TRAFFIC 总计**  
**46.70 Mt 4670万吨**





## 2-主要业务分析



2016年，敦刻尔克港吞吐量达到了4,670万吨。跨海峡滚装船吞吐量达到预期的1,600万吨，相比2015年的341,000标准箱增长了7%，值得注意的是散杂货物(钢、管、重载)与谷物的运输保持平稳(280万吨，比2015减少仅8%)。2015年，敦刻尔克通过新鲜农产品的转口巩固了其港口地位。

在洲际服务领域中，敦刻尔克与西非的交易实现了3500个标准箱的成绩。

敦刻尔克的内河运输及铁路货运业务也同样运转良好，随着通往里尔、杜尔日和瓦朗谢讷集装箱航道的启动以及每周两次通往巴黎的铁路货运，使敦刻尔克成为了法国最重要的铁路运输中心，以及省内主要内河枢纽港口。

敦刻尔克港是位居欧洲第十四，法国第三的港口。

# 3 – 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.**

## 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).

## 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€.

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





## 3-目标与对策



敦刻尔克港已经为2014-2018年间拟定了战略计划。这份重要文件主要旨在引导未来五年的港口发展与完善进程，承接2009-2013年间第一份战略计划的金融发展轨迹。同时也为未来长期发展打下基础。

### 1-法国北部港口

《法国北部港口》方面包括重新取得敦刻尔克的集装箱行业天然腹地地位，发展安全控温物流、优化整合运输工具和竭尽所能成功发展集装箱运输。

### 2-枢纽港

《枢纽港》方面是旨在加强敦刻尔克港作为固体散货和远洋到近海换船业务的转运港地位，建立多佛海峡，英吉利海峡和北海的液化天然气供应综合体，与内陆多式联运平台建立联系，使西部港区适应海上运输的变化，并准备未来的大型项目（Baltic-Pacific）。

### 3-可持续和负责任的港口

《可持续的和负责任的港口》方面在于

加强敦刻尔克的地位，循环经济的先驱者，法国领先的能源和钢铁行业平台（促进现有的行业之外、新工业和物流项目启动），管理港口地区发展的同时关注发展中的风险控制和气候变化带来的后果，发展未来商业园区之上实现自然遗产总体规划，以环保行为和发展建立社会与环境义务。

### 4-合作港口

《合作港口》方面旨在动员敦刻尔克港社区的经济与社会运营者建设新型交通方式，它还涉及到维护现有合作（机构、经济、科学和技术方面的），提高物流和工业发展的附加值，增强白石海岸的自然保护区的环境管理。最后，它还包括维护城市 and 港口之间的合作伙伴关系，强调港口的传承和文化价值。

这些所有项目都将伴随着2.42亿欧元的重要工程项目。

环境管理局正在检查和评估此计划以及其对环境的影响。

## 4 - DUNKIRK: FACILITIES



The Port of Dunkirk extends along 17km of coastline and has two main entrances. The Eastern Port is accessible through locks to ships of up to 130,000 dwt, i.e. a 14.20m draught. Numerous dedicated terminals such as liquid bulk, dry bulk, sand and gravel, grain, conventional cargoes and steel are located in the Eastern Port and the nearby Central Port. The tidal Western Port offers direct access to the sea without any locks or estuary to negotiate. As the main shipping lane is just 90 minutes from Western Port quays, this allows very fast turnaround calls.

The Western Port entrance is dredged to a depth of 20.50 metres and can accommodate vessels of up to 300,000 dwt. The Western Port area has several terminals for oil, iron and ore, containers and RoRo shipping. And, as well as the existing logistics area with its 120,000m<sup>2</sup> of rail-connected warehouses adjacent to the RoRo and Container Terminals, a new area is to be developed in phases and offered for rent or sale at competitive prices.

**Eastern Port Entrance** 东港区入口





## 4-敦刻尔克港主要设施



### Western Port Entrance 西港区入口

敦刻尔克有着总长17公里的海岸线，及2个进入港口的快速通道。东部港区可通过船闸的船舶高达13万载重吨，水深14.20米。拥有众多专用码头，如液体，干散货，沙子和砂砾，谷物和小麦，针对常规货物和钢材的码头位于东港区和临近中港区。西部港区是潮汐港，船舶直接入海通道。由于主航道离西港码头只需要90分钟，船只

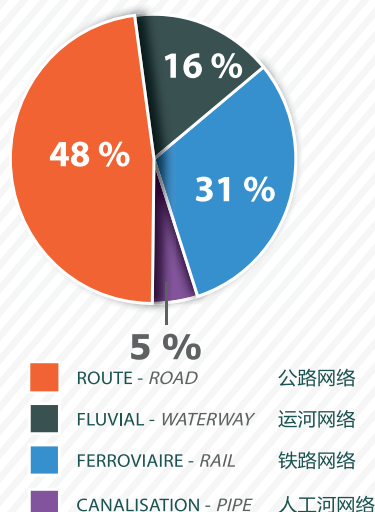
的周转调用非常高效。西港区入口处水深为20.50米，可容纳大于30万载重吨的船舶。西港区中几个主要码头服务于石油，铁，矿石，集装箱和滚装船的装卸。另外，现有的物流园区拥有12万平方米直通铁轨的仓库毗邻滚装船和集装箱码头，一个新的园区正在开发阶段用来提供极具价格优势的租赁或销售服务。

## 5 - INLAND NETWORK 内陆运输网络

Dunkirk enjoys a first-class inland transport network and puts particular emphasis on alternative transport modes. Environmentally-friendly transport has for many years represented more than 50% of pre-routing and on-forwarding operations at Dunkirk.

敦刻尔克享有一流的内陆运输网络，多年来把重点特别放在多式运输上。按装卸货物数量统计来计算，环境和谐型运输方式多年来都占了50%以上。

PARTS MODALES 2015  
2015 MODAL SHARES 2015年多式联运



### >> WATERWAY NETWORK 运河网络

Dunkirk is the leading inland waterway port in the Hauts-de-France region. The wide-gauge Dunkirk-Valenciennes canal allows waterway vessels of 3,000 T to sail to the region's main inland ports. The waterway network of Belgium and the Rhine is accessible to vessels of 1,350 T. The opening of the Seine-North Europe canal will extend the port's waterway hinterland to Picardy and the Paris area. Port of Dunkirk offers 2 waterway rotations to Dourges and Lille.

敦刻尔克港是上法兰西大区首屈一指的内陆水运港口。从敦刻尔克市到瓦朗谢纳市的宽轨航道可容纳3千吨级船舶航行于该地区主要的内陆港口间。这条航道连接到邻国比利时和莱茵河的运河网络，可容纳重达1350吨的驳船。塞纳河-欧洲北部航线的开通将会使敦刻尔克港的内陆水运业务扩展到皮卡第和巴黎地区。





## >> RAIL NETWORK

### 铁路网络

Dunkirk remains France's foremost rail freight hub, handling 13% of national freight.

The north-eastern branch of the French rail network is linked to the Western Port by an end-to-end electrified line which allows the movement of heavy bulk trains, particularly towards eastern France and Germany.

We do propose a twice per week rail shuttle to Bonneuil-sur-Marne (South east of Paris).

一直以来，敦刻尔克作为法国一流的铁路货运枢纽，肩负着全法13%的货物运输的重任。

法国铁路网络的东北分支通过一条电力铁路环线与西港区相连，确保了重型货物列车，尤其是开往法国东部和德国的列车的通行。

我们提供一周两次往返于马恩河畔布涅(巴黎东南方)及港口间的货运铁路服务。

## >> MOTORWAY NETWORK

### 公路网络

The Port of Dunkirk enjoys fast, direct access to the western European motorway network via the A25 and A16 motorways.

敦刻尔克港由A25和A16两条高速直接快速地与西欧高速公路网络相连。



# 6 – REGULAR SERVICES

The Port of Dunkirk is connected to most of the world through direct services or feedering. The shipping lines below offer a Dunkirk bill of lading.

## >> ASIA & OCEANIA

### **Far East**

- Both the Far East and Southeast Asia are well covered by the Ocean Alliance (CMA CGM, Cosco, Evergreen, APL, OOCL) + MSC + UASC through dedicated feeder.

### **Indian Sub-Continent**

- The Indian subcontinent, the Mediterranean, the Arab Gulf, India and Pakistan are covered by MSC, CMA CGM, and UASC.

### **South Pacific**

- Australia, New Zealand and the South Pacific islands are covered by ANL, CMA CGM, Marfret, MSC and Seatrade.

## >> EUROPE & AFRICA

- North Africa is covered by CMA CGM.
- The West Coast of Africa is covered by CMA CGM, Nile deutch, Cosco and MSC.
- East Africa and the Arab Gulf are covered by CMA CGM, UASC, MSC.
- Russia is covered by CMA CGM.
- The United Kingdom is covered by DFDS SEAWAYS.
- Portugal is covered once per week by MacAndrews.

## >> THE AMERICAS

- The Caribbean is covered by CMA CGM, Marfret.
- South America is covered by MSC, CMA CGM.
- Chile is covered by MSC, and CMA CGM.
- The east coast of the United States is covered by CMA CGM, and MSC.





# 6-定期航线服务

敦刻尔克港通过直航或支线服务与世界上大部分国家相连。下面列出的航运公司可提供敦刻尔克港的海运提单。



## >> 远东地区

### 远东地区

- 往远东及东南亚地区的航线已被大洋联盟 (达飞, 中远海运, 长荣海运, 美国总统轮船, 东方海外船公司)、地中海航运公司及阿拉伯联合国家轮船所覆盖。

### 印度及次大陆

- 印度次大陆、地中海、阿拉伯海湾、印度和巴基斯坦已被地中海航运、达飞轮船和阿拉伯联合国家轮船所覆盖。

### 南太平洋

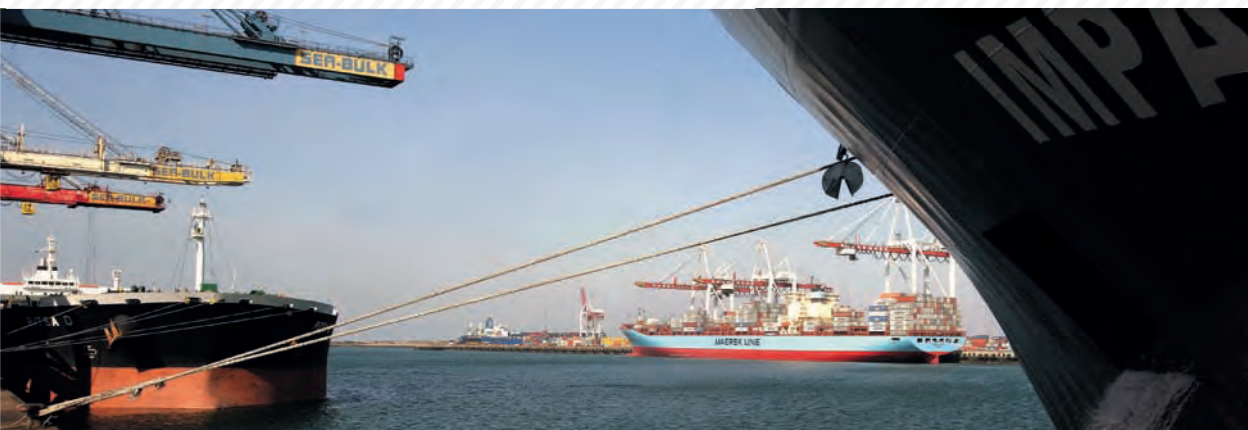
- 澳大利亚, 新西兰和南太平洋岛屿已被澳航、达飞轮船, Marfret海运、地中海航运和Seatrade航运公司所覆盖。

## >> 欧洲及非洲

- 北部非洲地区被达飞轮船覆盖。
- 非洲西海岸被达飞轮船、尼罗河航运、中远海运和地中海航运所覆盖。
- 东非和阿拉伯海湾被达飞轮船、阿拉伯海运和地中海航运所覆盖。
- 俄罗斯被达飞轮船公司所覆盖。
- 英国被DFDS、SEAWAYS所覆盖。
- MacAndrews航运公司经营往返葡萄牙每周一班运输。

## >> 美洲

- 加勒比地区被达飞轮船, Marfret海运所覆盖。
- 南美洲国家被地中海航运、达飞轮船所覆盖。
- 智利被地中海航运和达飞轮船所覆盖。
- 美国东海岸地区被达飞海运和地中海航运所覆盖。



# 7 – CONTAINER DEVELOPMENTS

Since July 2010, the container « Terminal des Flandres » has been controlled by Terminal Link, subsidiary of CMA CGM with 91% of the shares.

In June 2013, China Merchants Holding International acquired 49% of Terminal Link shares.

Dunkerque-Port remains a 9% shareholder.

With 1,800 metres of quayside, ultramodern super post panamax gantry cranes, five gantry cranes of which three are latest-generation, and 700 reefer sockets, the Container Terminal offers its clients direct access to the markets of northern France, the Greater Paris area and central Europe by road, rail and inland waterway.

Dunkirk is one of Europe's few deepwater ports, and is the ideal choice for maritime operators due to its strategic position on the world's busiest seaway. Its technical characteristics (which enable it to berth the largest container carriers fully loaded) and its location give it excellent potential for development. In 2016, the container terminal handled 341 000 TEU.





## 7-集装箱服务



自2010年七月以来，佛兰德码头管理权交由达飞集团100%控股子公司Terminal Link码头公司。Terminal Link持有91%的股份。

在2013年六月，中国招商局国际有限公司收购了Terminal Link码头公司49%的股份。

敦刻尔克港仍占据9%的股份。

在码头周围1800米，配备五台大型巴拿马起重机，其中有5台是最新式的，还配有700个冷藏集装箱用插座，集装箱码头为客户提供直接进入法国北部市场的绝佳选择，大巴黎及欧洲中部地区的公路，铁路和内河运输网络全部相连接。

敦刻尔克是欧洲少有的几个深水港之一，并因其在世界上最繁忙的海路中的战略位置成为海运的理想港口。它的技术优势（能够停靠满载最大的集装箱货船）和地理位置使其有完美的发展潜力。2016年，集装箱码头处理了341,000个标准箱。



## 8 – RORO DEVELOPMENT

Dunkirk's RoRo Terminals are equipped with four RoRo ramps and offer 30 ha of storage yards for tourist cars, trucks, trailers and containers.

► The DFDS SEAWAYS Terminal, which covers an area of 17 ha, is equipped with two double deck RoRo ramps (RoRo Berths 1 and 3).

Launched in 2000, the DFDS SEAWAYS service provides 12 sailings a day each way between Dunkirk and Dover. It is operated with three RoPax ferries with a capacity of 110 trailers, 250 cars and 1,000 passengers.

► In 2016, the DFDS SEAWAYS Dunkirk-Dover service carried 680,000 trucks and trailers, 751,000 tourist vehicles and 2,920,000 passengers.

► A ramp (RoRo Berth 4) and an adjacent 7-ha (up to 9,5 ha) trailer park are ready and available for a new RoRo service to and from Dunkirk. This new Terminal, right next to a rail-road transshipment centre, has its own independent access and it is also fitted with two independent railways.

## 8-滚装船发展

敦刻尔克滚装船码头配备了4条进出坡道，还为旅行车，普通卡车，拖车和集装箱卡车提供了30公顷的存车场。

► DFDS SEAWAYS 码头，占地面积17公顷，配备2条双层滚装船坡道（1号滚装船和3号滚装船泊位）。于2000年建立的DFDS SEAWAYS航线提供每天敦刻尔克和英国多佛港之间12趟班次的服务。目前运营着3艘可承载110辆拖车、250辆轿车和1,000名乘客的客滚船。

► 在2016年，DFDS SEAWAYS航线来往于敦刻尔克港和英国多佛港之间，运送了680,000辆卡车和拖车，751,000辆旅游车辆和2,920,000名乘客。

► 一段可容纳4艘滚装船的泊位和邻近一片面积7公顷（面积最大达9.5公顷）的卡车停车场已经投入使用，为进出敦刻尔克港的滚装船新业务服务。这段新的码头建在铁路公路联运站的右侧，有独立的进出口岸，同时还配备两条独立的铁路轨道。





# 滚装船发展





## 9 – LOGISTICS DEVELOPMENTS

Dunkirk aims to increase its traffic and enhance the Port's added value by developing a European-scale logistics hub. The Port has developed a 300-ha dedicated logistics platform, immediately adjacent to the Ferry and Container Terminals. More than 120,000m<sup>2</sup> of distribution centres are already in operation in both temperature-controlled and conventional warehouses. They include:



➤ **DK1:** 18,600m<sup>2</sup> warehouse with covered rail link (ICPE classification pending for Sections 1510 -1530).

➤ **Dunfrost:** sub-zero refrigerated warehouse (40,000m<sup>3</sup>).  
(100 000 m<sup>3</sup> by end of 2017)

➤ **Dunfresh:** temperature-controlled warehouse specialising in fruit and vegetable logistics (28,000m<sup>2</sup>).

➤ **Batilease:** positive temperature-controlled warehouse for transit of fruit and vegetables (5,000m<sup>2</sup>).

➤ **Logistique Dunkerque:** two warehouses totalling 20,000m<sup>2</sup> (container stuffing and stripping, storage of general cargoes).

➤ **Conserverie des 5 océans:** 10,000m<sup>2</sup> for unloading and distribution of canned tuna.

➤ **TLN:** 2x3,000m<sup>2</sup> warehouse designed to store up to a height of 8.80m.

➤ **D-Fresh:** warehouse specialising in fresh produce logistics (6,000m<sup>2</sup>).

➤ **DHL:** 20,000m<sup>2</sup> warehouse which can be split into two 10,000m<sup>2</sup> units.



Conserverie des 5 océans

TLN

D-FRESH



# 9-物流产业发展

敦刻尔克港以增加货物运输流量和提高港口附加值为目标，发展成为具有欧洲水准的综合物流枢纽地区。港口开发了一个300公顷/741英亩的物流专门平台，紧邻着船码头和集装箱码头。12万多平方米的配送中心已在运营温控仓库和传统仓库。它们包括：

- **DK1**：18,600平方米仓库，直接与铁路线相连接。（ICPE 分类等级 1510 - 1530）
- **Dunfrost**：40,000立方米的零下冷藏及冷冻仓库（预计在2017年末建成100,000立方米）
- **Dunfresh**：28,000平方米的温控仓库储存水果和蔬菜
- **Batilease**：5,000平方米专门用于蔬果配送的温控仓库
- **Logistique Dunkerque**：两个共计20,000平方米的仓库（用于集装箱内货物的装卸及各类货物仓储）
- **Conserverie des 5 océans**：10,000平方米的仓库用于分拨和配送金枪鱼罐头
- **TLN**：2x3,000平方被设计成高达8.80米高度的仓库
- **D-Fresh**：6,000平方米用于新鲜农产品交互配货的仓库
- **DHL**：20,000平方米的仓库可分割为两个10,000平方米的仓储空间



# LOGISTICS DEVELOPMENTS



## 1 DUNFRESH

- Temperature-controlled warehouse specialising in fruit and vegetable logistics (28,000m<sup>2</sup>).
- 28, 000平方米的温控仓库储存水果和蔬菜。

## 2 BATILEASE

- Positive temperature-controlled warehouse specialising in fruit and vegetable logistics (5,000m<sup>2</sup>).
- 5, 000平方米专门用于水果和蔬菜物流的零上温控仓库。

## 3 DUNFROST

- Sub-zero refrigerated warehouse (40,000m<sup>3</sup>).
- 40, 000立方米的零下冷藏仓库。

## 4 D-FRESH

- Warehouse specialised in fresh produce logistics (6,000m<sup>2</sup>).
- 6, 000平方米用于新鲜产品物流的仓库。



# 物流产业发展



5 DHL

- Temperature-controlled warehouse specialising in fruit and vegetable logistics (26,000m<sup>2</sup>).
- 26, 000平方米的温控仓库储存水果和蔬菜。

6 DUNKERQUE LOGISTIQUE

- Positive temperature-controlled warehouse specialising in fruit and vegetable logistics (5,000m<sup>2</sup>).
- 5, 000平方米专门用于水果和蔬菜物流的零上温控仓库。

7 DK1

- Sub-zero refrigerated warehouse (40,000m<sup>3</sup>).
- 40, 000立方米的零下冷藏仓库。

8 Conserverie des 5 océans

- 10,000m<sup>2</sup> warehouse (reception, import and distribution of canned tuna).
- 10, 000平方米的仓库用于（入库，进口和配送金枪鱼罐头）。

9 TAILLIEU LOGISTIQUE NORD

- 6,000m<sup>2</sup> warehouse designed for storage up to 8.80 m high.
- 6, 000平方米专门设计为可接收高达8. 8米的货物的仓库。



## 10 – ZONES GRANDES INDUSTRIES

The Maritime Industrial Development Area of Dunkirk is home to many establishments representing various industrial sectors. These include the steel and metallurgy industries with Arcelormittal, Rio Tinto Alcan, Befesa Valera, Befesa Zinc, Comilog, Glencore, Dillinger Hütte France and Europipe; energy and petroleum with Dépôts de Pétrole Côtiers, Dunkerque LNG (startup in 2016), Rubis Terminal, SRD, CNPE de Gravelines and DK6; construction materials with Kerneos, Ciments des Flandres (HOLCIM slag crusher) and Nord Broyage (LAFARGE clinker crusher); the food industry with Ryssen Alcools, Ajinomoto, Nord Cacao and Aliphos (startup scheduled in June 2017); chemicals with BASF and Polimeri Europa; and ship repair with DAMEN Shiprepair.



The port of Dunkirk is also preparing the development of a 160-hectare platform close to the A16 motorway and connected to the railway network. This platform will primarily host new industries in the green chemistry sector, the food industry (taking advantage particularly of the know-how in refrigerated logistics in the port), and the waste treatment and recycling industry. The plots will be available by the end of 2018.





# 10-大型工业园区

敦刻尔克海洋工业开发区是许多工业部门设施的首选地。包括钢铁与冶金工业公司，比如Arcelormittal, Rio Tinto Alcan, Befesa Valera, Befesa Zinc, Comilog, Glencore, Dillinger Hütte France 和 Europipe; 能源和石油工业的公司包括Dépôts de Pétrole Côtiers, Dunkerque LNG（2016年开业），Rubis Terminal SRD, CNPE de Gravelines 和 DK6; 建筑材料公司包括Kerneos, Ciments des Flandres（霍尔希姆碎渣机）和 Nord Broyage（拉法集熟料破碎机）；食品行业有Ryssen Alcools, Ajinomoto(味之素)，Nord Cacao 和 Aliphos（2017年6月开业）；化学工业包括BASF和Polimeri Europa; 以及DAMEN Shiprepair船舶修理企业。

敦刻尔克港也在筹建一个160公顷的平台，靠近A16公路并与铁路网接轨。这个平台将主要迎接绿色化工，食品工业（利用了港口的冷冻物流优势）和废物处理及回收工业部门入驻。这块园区将在2018年底建成并投入使用。



# 11 – DRY BULK DEVELOPMENT

Dunkirk is the leading French port for iron ore and coal traffic. It also handles many types of “small” dry bulk traffic such as grain, sand and gravel, alumina, slabs, petroleum coke, clinker, scrap, lime, animal feed, aggregates, sinter, bulk sugar, iron alloy, soda ash and de-icing salt. Altogether, dry bulk traffic reached a total of 24 MT in 2014, representing more than 52% of Dunkirk’s trade. The main facilities for dry bulk handling include:

## ► **WESTERN BULK TERMINAL (SEABULK):**

This Terminal is specialised in the handling of large bulk vessels of up to 180,000 T. The products discharged are forwarded by rail or waterway to industrial installations and power plants in the hinterland.

## ► **ARCELOMITTAL TERMINAL:**

On a 1,600-metre long quay, this Terminal, adjacent to the steel works, can berth five bulk carriers with a deadweight capacity of up to 130,000 T simultaneously, and is equipped with five gantries.

## ► **DUNKERQUE MULTIBULK TERMINALS:**

To handle all types of “small” bulk traffic, the port of Dunkirk has three multi-bulk terminals: DMT, TMV and QGS. Extensions of these terminals have been done in order to cope with increased traffic in this sector.

## ► **GRAIN TERMINAL (SICA NORD CEREALES):**

Scaled to accommodate large grain carriers, SICA NORD CEREALES has a storage capacity of 330,000 T. This terminal is equipped with one deep-sea quay as well as two berths dedicated to the handling of barges.

## ► **OTHER TERMINALS:**

Several sand, gravel, aggregate and multi-purpose terminals are located in the Eastern and Central Ports.

The Eastern Port is also home to the TTS Sugar Terminal.





# 11-干散货设施

敦刻尔克港是法国主要的铁矿石和煤炭运输港口。它也是许多“小型”干散货运输的始发地，比如谷物，沙砾石，氧化铝，板材，石油焦，炼砖，钢铁肥料，石灰，动物饲料，碎石，烧结矿，散糖，铁合金，苏打，雪清盐等等。2014年，干散货运输量达到了2,400万吨的总量，占了敦刻尔克港贸易业务的52%以上。干散货业务方面的主要设施包括：



## ➤ 西部散货码头（SEA-Bulk）：

这个码头上专门处理超过18万吨的大型散货船。卸载的货物通过铁路和水路重新转运到腹地内设立的工业企业和电站。

## ➤ 安赛乐米塔尔码头：

在一个1,600米的码头区内，这个码头临近钢铁厂，可以同时停泊5艘载重量最高达13万吨的散货船并配备有5台吊机。



## ➤ 多式散货码头：

为了管理所有“小”散货运输，敦刻尔克港有3个复合散货码头，分别名为DMT，TMV 和 QGS。这三个码头的扩张已经排上日程，以便更好的应对这个领域中运输的增长。



## ➤ 粮食码头（SICA NORD CEREALES）：

调整规模以适应大谷物装运之后，SICA NORD CEREALES有33万吨的仓储能力。这个码头配有1个深海码头和2个专门管理驳船的泊位。

## ➤ 其他码头：

几个沙、砾石、碎石和多用途码头坐落在东港和中部港范围内。东部港也是TTS糖类码头的所在地。

## 12 – BREAKBULK DEVELOPMENTS

Despite the ongoing containerisation of many products, Dunkirk still handles large quantities of breakbulk cargo. While iron and steel products form the basis of this traffic (coils, plates, slabs and pipes), stevedoring companies also handle many other products such as copper, pipes, project cargo, windmills, woods and manufactured goods. The breakbulk terminals can berth vessels of up to 231m with a draught of 12.40m. Dunkerque-Port and the terminal operators continue to invest in breakbulk activities and can offer a wide range of specialist equipment to manage all types and sizes of general cargo including heavy lifts and RoRo packages.

Each terminal can offer transhipments on to barge and train, ensuring that the Port of Dunkirk maintains its recognised competence in breakbulk handling. In addition to tramp vessels, regular lines call at Dunkirk to load mixed cargoes in the conventional way.

除了正在运营中的大量多种货物的集装箱运输以外，敦刻尔克还处理着大量的散装杂货。钢铁产品（线圈，板，薄板，管）是这里运输的主要物件。同时，这些装卸企业也接纳其它类型产品的处理工作。如重型升降机，有色金属，木材等。这个散装杂货码头可以容纳231米长吃水12.4米的船只。敦刻尔克港务局和码头运营商将继续在散装杂货项目上投资，力争能为客户提供可用于各种类型和规格货物的专业设备与服务，包括大型起重机和滚装船装箱服务。

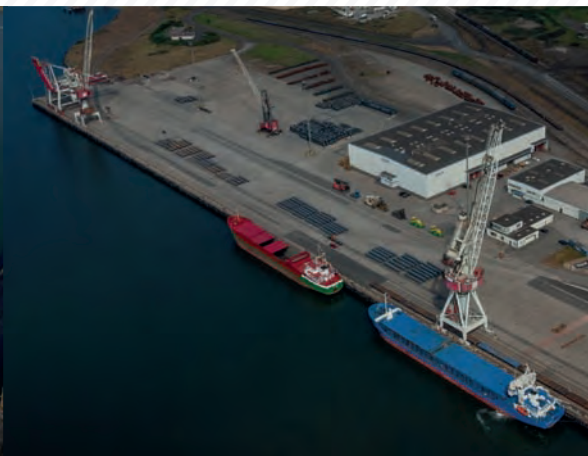
每个码头均可以提供在驳船及火车之间的转运。

因此，敦刻尔克港在散装杂货处理方面的能力获得了良好的口碑。除去一些不定期航线以外，许多装载混合杂货的常规班轮也在港口挂靠。





# 散杂货物发展





# 13 – LNG

## >> LNG TERMINAL



In 2016, Dunkirk-Port has welcomed a LNG terminal that is accessible to the world's largest LNG carriers (up to 270,000 m<sup>3</sup>). With three tanks of 190,000 m<sup>3</sup> each, the terminal will have an annual regasification capacity of 13 billion m<sup>3</sup>, representing 20% of France and Belgium's annual consumption of natural gas. Connected to the French and Belgian gas pipeline networks, it will allow access to the gas markets of these two countries and through them to the whole of north-western Europe.

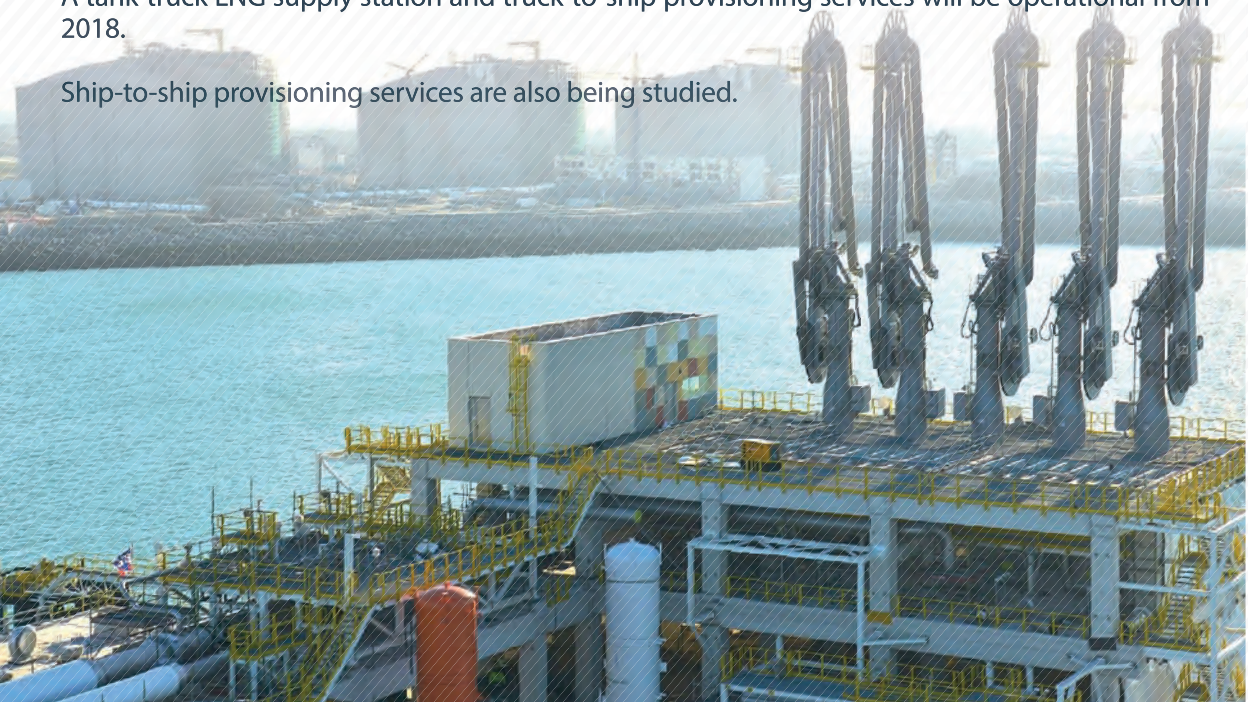
## >> LNG PROVISIONING

Since 1 January 2015 ships sailing in the North Sea/English Channel SECA have been required to reduce their sulphur emissions drastically, and this has led to an increase in the use of LNG as a marine fuel in SECA zones.

Dunkerque-Port, the largest port of the North Sea/English Channel SECA with an LNG terminal, is developing the sector of small-scale LNG bunkering on land and at sea in partnership with an industrial consortium (Dunkerque LNG, Air Liquide and Exmar Marine NV) selected in December 2014.

A tank-truck LNG supply station and truck-to-ship provisioning services will be operational from 2018.

Ship-to-ship provisioning services are also being studied.

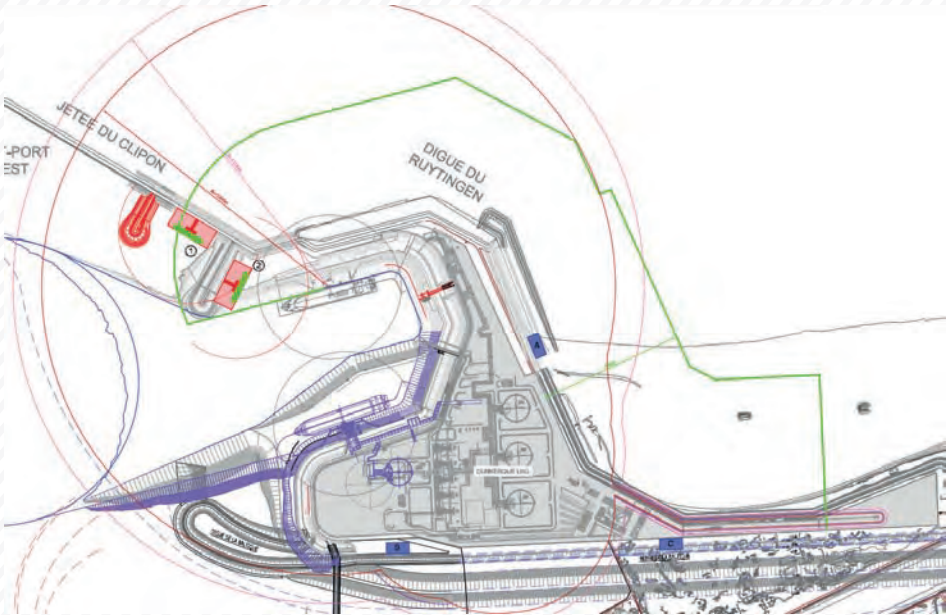




# 13-液化天然气

## 液化天然气码头

2016年，敦刻尔克天然气码头已经建成，并可通过世界上最大的液化天然气船进行运输（大至27万立方米），3个贮气罐，每个装载量达19万立方米。该港口每年可供应130亿立方米天然气，可满足法国及比利时每年20%的天然气消费量。与法国，比利时的天然气管道网相连，此处天然气将进入两国天然气市场，并由此进入西北欧。



## 液化天然气供应

2015年1月1日起，在北海/英吉利海峡（SECA）航行的船只被要求大幅降低硫的排放，使得在SECA区域天然气的使用量大幅增加。

敦刻尔克天然气码头，同时也是北海/英吉利海峡（SECA）区域最大的码头。现正与2014年12月选定的工业财团（敦刻尔克天然气，法国液化空气集团和EXMAR海洋公司）开发小规模陆上及海内气体储存技术。

一个贮气罐对运输车的天然气供应站和运输车对船只的天然气供应服务将在2018年开始运行。

船只对船只气体供应服务也在研究中。

# 14 – PORT SERVICES

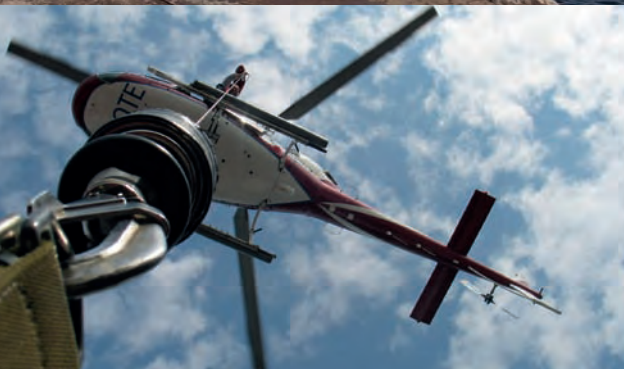
**The Port of Dunkirk offers a wide range of ship and goods services to assist its clients.**

## SHIP SERVICES

- 24 shipping agents are based in Dunkirk to manage ships' calls for shippers or owners.
- Tugs (6), pilots, boatmen and the harbour authorities are available 24 hours a day, 365 days a year.
- P-I Clubs, ship chandlers and surveyors are well represented in Dunkirk.

## GOODS SERVICES

14 liner agencies representing regular lines are present in the Port of Dunkirk. Numerous forwarding agents are able to organise the carriage of goods to and from Dunkirk. Owing to the volume of its traffic, Dunkirk has its own regional Customs Office, with the same opening hours as the stevedore gates. For all goods intended for consumption by European citizens, the Port of Dunkirk has a veterinary office and a phytosanitary office, both open Monday to Friday.





# 14-港口服务

敦刻尔克港为船舶和货物提供多项专业服务以便全力协助客户的发展。

## 关于船舶的服务

- 24个船务代理公司设立在敦刻尔克以管理承运商及船公司船只的泊船事宜。
- 拖轮(6)，引航员，船员，港口当局提供一年365天每天24小时全天候服务。
- P-I俱乐部，船舶管理专家和观测员都在敦刻尔克港有专门的办事处。

## 服务与商品紧密相关：

14条定期班轮公司在敦刻尔克港设立办事处，大批的货运代理公司日常组织和管理着进出敦刻尔克的货物运输。由于敦刻尔克大额的货物吞吐量，地区海关办公室设立在敦刻尔克。该办公室的工作时间同装卸码头公司一致。敦刻尔克港设立了周一至周五开放的兽医办公室和植物检验检疫办公室为所有欧洲公民的消费安全提供保证。



# 15 – BIP – BORDER INSPECTION POST

France's foremost port for containerised fruit imports and its third-ranking port for animal-based products, Dunkirk has its own Animal and Plant Health Border Inspection Unit (SIVEP).

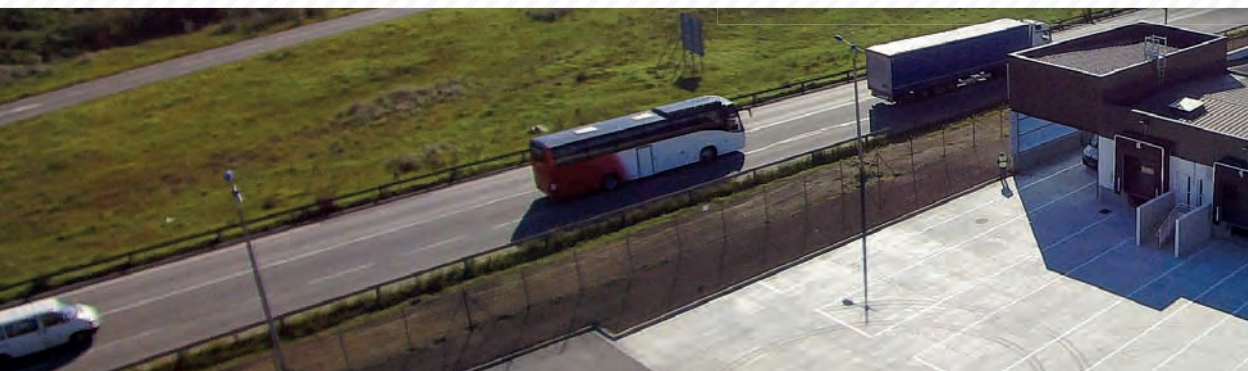
This facility is accredited for the inspection of:

- All animal-based products packaged at ambient temperature, chilled or frozen, intended for human consumption.
- All animal-based products packaged at ambient temperature, chilled or frozen, intended for technical and pharmaceutical uses.
- All products at ambient temperature intended for animal consumption.



To keep pace with growing traffic volumes, GPMD's Board of Trustees has decided to invest 2 million Euros for a new SIVEP Unit.

This new facility will be able to inspect 5,000 batches a year compared with 1,000 previously.





# 15-边境检查站

敦刻尔克是法国最重要的水果进口集装箱港口，也是法国第三大动物类产品进口港。并且，敦刻尔克有自己的动植物卫生边境检查站。

此检查站是为了检查：

所有用于人们日常食用的在常温，冷藏或是冷冻环境下保存的动物类产品。

所有用于技术问题或医药研究的在常温，冷藏或是冷冻环境下保存的动物类产品。

所有用于动物食用的常温保存的产品。

为了配合不断增长的吞吐量，敦刻尔克港信托董事会已决定投资200万欧元用于新SIVEP工厂的建立。

相较于之前的每年1,000批次的检查量，新工厂将能够每年检查5,000批次产品。



# 16 – VAT

The French customs authority is constantly evolving, and its wide range of facilitations allows international traders to simplify their transit operations.



The deferred payment bond, the A12 VAT-exempt import notice and the bonded warehouse are all examples of the flexibilities offered.

A major change was introduced by the French government on 1 October 2016, authorising reverse charging of VAT at import, on request for receivers.

These companies, will see significant improvements to their cashflow.

In addition, since February 2015 Dunkirk customs have allowed importers using waterway transport to benefit from the express Waterway and Maritime Procedure, whereby cargo from a mother ship arriving in Dunkirk on a Friday is loaded on a barge on the Saturday.





# 16-增值税

法国海关在不断改革，使其便利政策有助于全球贸易企业简化海关手续。

延期付款保函，A12免除进口增值税条例和保税区仓库都是法国海关制度灵活性的体现。

一个重大的变化是法国政府在2016年10月1日批准的进口货物免除增值税预先缴纳条例。此条例下，公司有权使用单方面的清关程序。

这些经过海关认证的公司，以及正在申请成为海关认证的公司，将会看到该条例对公司现金流显著促进。

另外，自从2015年2月开始，敦刻尔克海关允许通过运河运输方式进口货物，从而企业通过运河运输和远洋运输的不同选择，享受到同等的进口措施。通过远洋班轮运输的货物在星期五抵达敦刻尔克港，可以在星期六装上驳船通过运河运往内陆地区。



MER

DU

Accès aux Navires  
de 300 000 t

AVANT PORT OUEST

APPOINTEMENT  
PETROLIER

TI. METHANIER

TI. FERRIES

TI. CONTENEURS

ZONE  
LOGISTIQUE

ZONE  
LOGISTIQUE  
INTERNATIONALE

TI. A PONDEREUX OUEST

RD - TINTO  
ALUMINUM - DUNKERQUE

BA.S.A.

DEPFI  
NORD-REAO

ALUMINUM  
EURO ALUMINUM

Loon - Plage

ZONE  
EUROFRETE

Saint - Georges -  
sur - l'Aa

ZONE  
GRANDES INDUSTRIES

Bourbourg

Canal de Bourbourg

Vers LILLE - PARIS

l'Aa

N

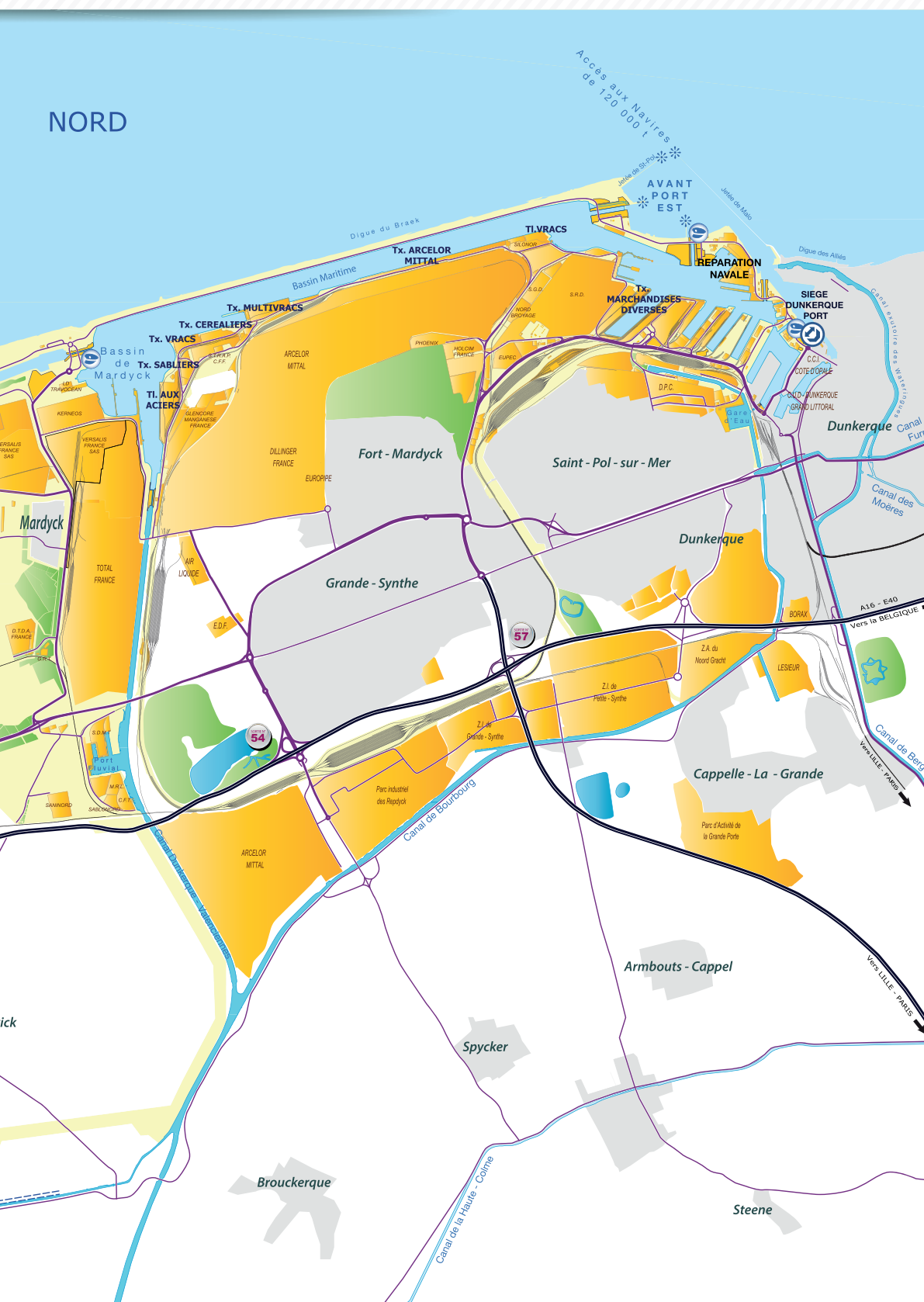
A16 - E40

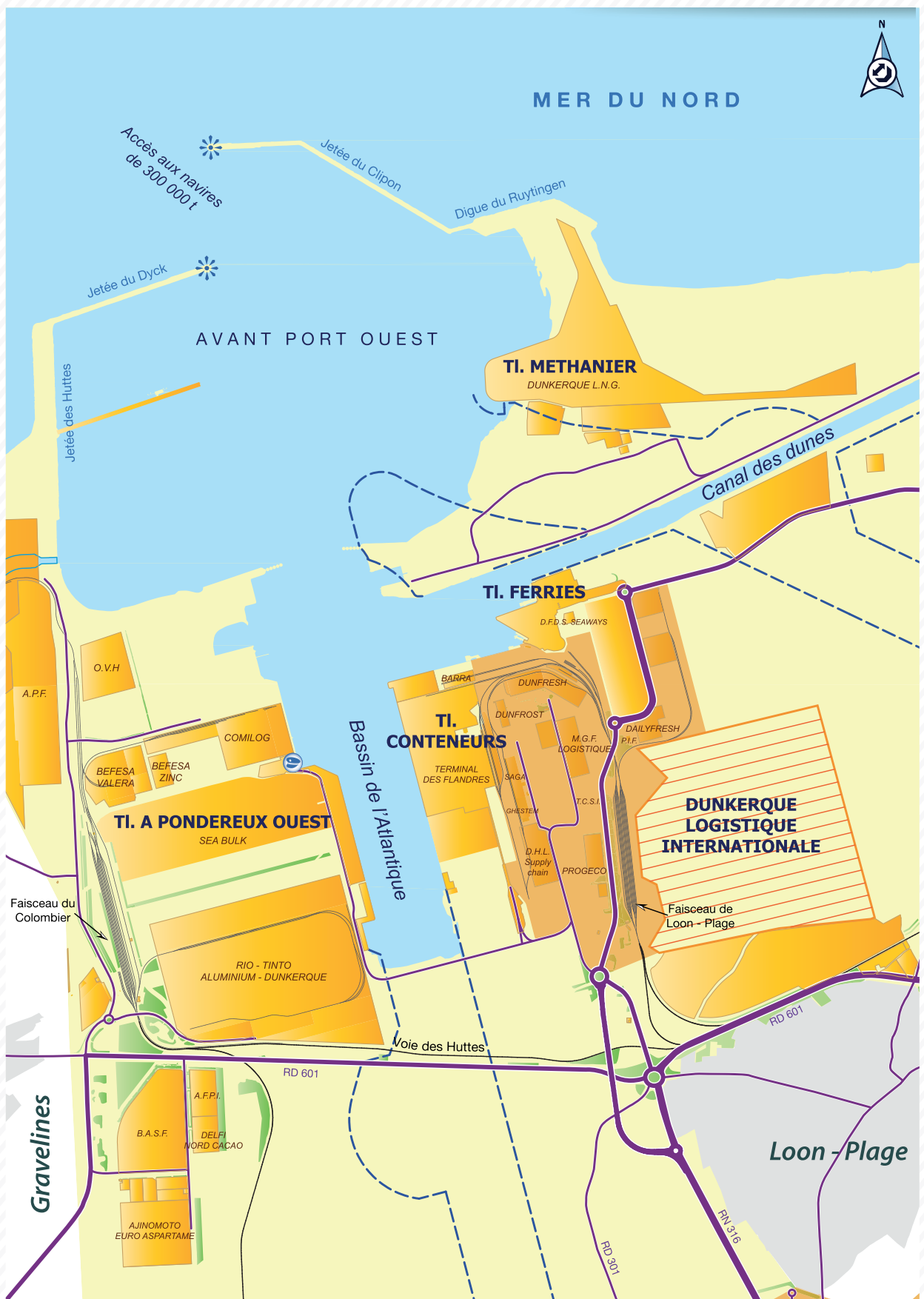
Vers CALAIS - TUNNEL

0m 500m 1000m 1500m 2000m



NORD







## >> NOTES 记事

## >> NOTES 记事









**DunkERQUE**  
PORT

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



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