

PRESS KIT

An action programme
of more than 6 million Euros
to protect the environment



Dunkirk, 16 December 2015

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Press release

An action programme for 2014-2016: more than 6 million Euros to protect the environment

The sea and the coastline are extremely vulnerable environments. Their variety, their beauty and the human activities dependent on them can only be preserved by concerted management of the coastal area.

Ports are areas where several types of activities exist together: activities such as trade, fishing, passenger transport and pleasure boating. Industrial and commercial businesses are based in the immediate vicinity of the port which is very often an integral part of the urban fabric. On our coastline, the port docks also act as outlets for the water drained by the continental river basins. For all these reasons, the quality of the water and sediment in the port is strongly influenced by releases of different kinds (organic matter and suspended matter, both toxic and bacteriological).

As part of an overall drive to improve the port's environmental quality, Grand Port Maritime de Dunkerque has joined forces with the Artois-Picardie Water Agency to implement a multi-annual programme of action for 2014-2016 to reduce pollution and manage the natural aquatic environments: works costing more than 6 million Euros are planned with a financial contribution of more than 1.8 million Euros from the Water Agency.

This action programme comprises four main sections:

- compliance works on the drainage network (wastewater and rainwater),
- control of releases from ship-repair and careening structures,
- survey of practices associated with the use of phytosanitary products in the port district,
- restoration and management of aquatic environments.

Sheet 1: The 2014-2016 action programme

Section 1: Drainage network compliance works

- **Wastewater:**

In 2007, a survey of all the port's private drainage systems made it possible to define an order of priority for compliance works, according to the impact of releases on the recipient environment, and to prepare an estimate for the cost of the works required.

92 buildings were identified as being in the bathing profile of Dunkirk's beaches and hence within the "bathing" health risk area. The total programme of works (2012-2019) was estimated at €2,700,000 ex-VAT and a first phase of 15 Non-Mains Drainage ("ANC") installations was carried out in 2012/2013 in partnership with the Water Agency and Dunkirk Urban Community.

This leaves the other 34 installations still to be upgraded out of the total of 77, which is scheduled in the action programme.

• **The provisional total cost of the works is 1.1 M€ ex-VAT with a provisional financial contribution of €19,505 from the Water Agency (repayable advance + subsidy).**

- **Rainwater:**

The rainwater drainage network in the Port of Dunkirk discharges through 150 outlets. The solutions for managing rainwater are highly complex technically, for the following reasons:

- constraints imposed on the quality of discharged water;
- constraints for the port environment concerning the operation and maintenance of drainage networks, particularly in the bulk-handling sectors;
- the original design of the drainage network which requires the complete redesign of 50 outlets;
- the condition of the networks in place;
- the need to maintain port operations during the works.

Depending on the sector, the proposed solutions are either conventional with settling treatment, or innovative with infiltration of water in percolation trenches.





**Percolation trenches are a highly significant innovation for enhancing the quality of water and sediment, enabling us, particularly in the Eastern Port area:*

- *to reduce the volumes of water discharged into the docks of Grand Port Maritime de Dunkerque by 35% (some 14 ha treated by infiltration through percolation trenches over the 41 ha or so of catchment areas concerned by the project);*
- *to reduce the number of outlets from 50 to 20.*

The project will thus greatly improve:

- the quality of the water in the port's docks and hence the quality of water along the Dunkirk coast;
- the quality of the sediment in the docks of the Port of Dunkirk.

Grand Port Maritime de Dunkerque also plans to manage the rainwater of the ship repair sector using the same principle of percolation trenches over catchment areas of approximately 5 hectares used for port operations.

**♥The provisional total cost of the "wastewater" works is 4.4 M€ex-VAT.
The Water Agency's financial contribution to the projects will only concern the management of rainwater by infiltration trenches with a target of zero direct discharge of rainwater. The provisional amount of its financial contribution is €1,183,000 (repayable advance + subsidy).**

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Section 2: Control of releases from ship repair and careening structures

In the Eastern Port, Grand Port Maritime de Dunkerque has repair and careening structures for merchant vessels. In 2009, GPMD launched a study focusing on the quality of both transitional water and sediment. The sediment in the Eastern Port, which is directly affected by the releases from the repair and careening structures, is the most severely contaminated in the Port of Dunkirk and cannot be dumped at sea.

A study is therefore planned in order to restore the quality of the port sediment (elimination of historic pollution), and more generally to ensure that the port waters are in good condition chemically and ecologically. It will define an action plan for improvement of the company's practices (operational conditions) and then, if necessary, the compliance works for the structures which are owned by Grand Port Maritime de Dunkerque.

- ✦ **Grand Port Maritime de Dunkerque will receive financial assistance from the Water Agency for this study.**

Section 3: Diagnosis of practices in the use of phytosanitary products and adoption of new practices

Grand Port Maritime de Dunkerque must also optimise the practices for managing parkland, roads and storage yards, in particular as regards the use of phytosanitary products.

It plans to make a diagnosis of practices in the use of phytosanitary products:

- on its territory and particularly on its parkland and roads,
- in the areas on GPMD's territory managed by Dunkirk Urban Community,
- in the areas within the boundaries of industrial and agricultural operators who themselves manage the areas they rent.

This diagnosis is an important prerequisite in the process of reducing the use of phytosanitary products, and the study will make it possible to draw up a guide to good practice for the various operators working within the port district, as well as proposals for the optimisation and sharing of resources (joint purchasing, pooling of facilities, secure and centralised storage, management of waste and washing water, etc).

- ✦ **The cost of the study is €200,000 ex-VAT with a financial contribution of €60,000 from the Water Agency.**

Section 4: Restoration and management of aquatic environments

- **Inventory of wetlands**

Located entirely within the polder area of the Aa Delta Water Authority, Grand Port Maritime de Dunkerque wishes to carry out a large-scale soil survey to inventory the wetlands on its territory.

☛ **The total cost of the study is estimated at €420,000 ex-VAT with a provisional financial contribution of €210,000 from the Water Agency.**

- **Hydraulic and fishery studies**

The Port has many rhynes (drainage ditches) which it maintains in agreement with the Water Authority. The hydraulic and fishery issues must therefore be studied by the Port in the context of its developments and the management of its territory.

- ✓ **The hydraulic issue**

Any developments made in these areas must seek to maintain the hydraulic balance of the polder land. The hydraulic aspect of these rhynes is a key factor in the prevention of flooding in the area of the Aa Delta and Grand Port Maritime de Dunkerque. The Port plans new developments involving the total or partial destruction of some rhynes. These projects must demonstrate their compatibility with the Aa Delta Water Management and Development Plan and the Artois-Picardie Basin Water Management and Development Master Plan.

Grand Port Maritime de Dunkerque therefore wishes to draw up, jointly with the Water Authority, an initial inventory (qualitative and quantitative) of the hydraulic context of its territory: updating of mapping data, location of "black" spots requiring the implementation of an action plan, etc.

- ✓ **The fishery issue, especially the Eel, an emblematic species in the Dunkirk area**

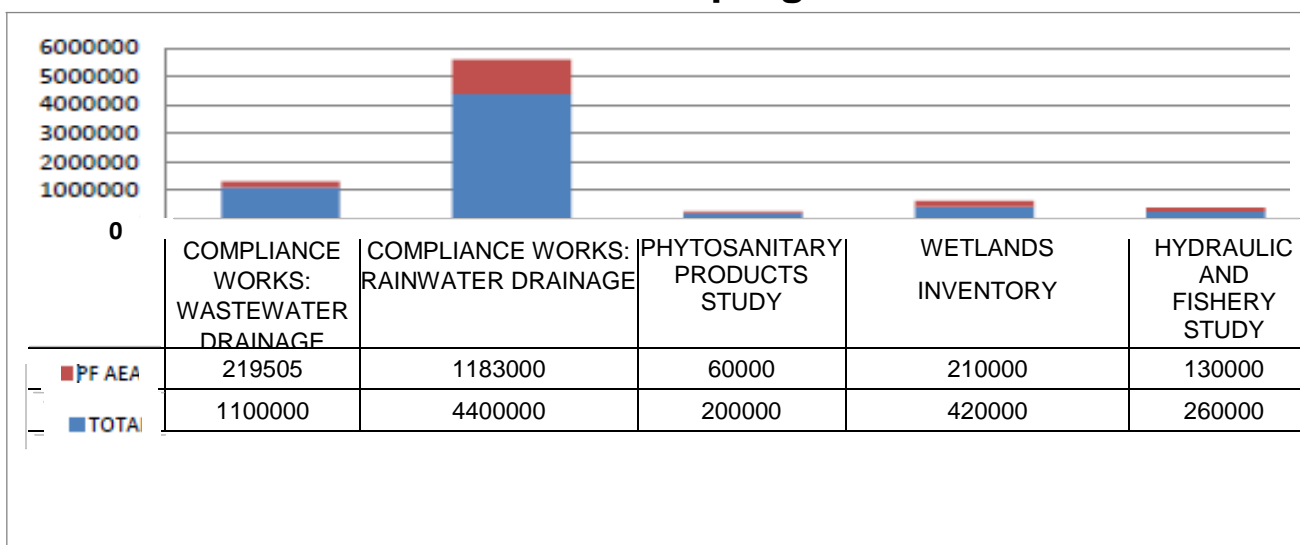
The rhynes are also habitats for many aquatic species, and particularly the Eel:

- the canalised River Aa and the dyked rivers and canals (Rivière d'Oye, Rivière Neuve, etc) are popular migration routes for the Eel,
- the primary and secondary dyke rivers are rearing grounds for elvers,
- the canals which cross the marshes (Guînes, Ardres, etc), and the salmonid rivers such as the Hem and the non-canalised Aa, are rearing grounds and storage grounds for adult eels (broodstock) before their downstream migration* to the sea where they will breed. (*Action of a migratory fish going down a water course to return to its breeding or growing ground.)

Fish resources are one component of the ecological inventory of water courses and are a relevant indicator of the biological quality of aquatic environments. The studies conducted so far describe a degraded fishery context in the Aa Delta, caused by multiple factors. Grand Port Maritime de Dunkerque plans to draw up inventories covering its entire territory, like those made of the terrestrial habitats, flora and fauna for the preparation of the fishery section of the Port and Nature Master Plan (SDPN). The study will culminate in the drafting of an Eel Management Plan. Of course, the setup of specific studies and of an Eel Management Plan will only be possible through a multi-annual programme drawn up jointly with the Water Authority. Other potential partners may participate in the studies: Onema (National Bureau for Water and Aquatic Environments), and the Nord Department Federation for Fishing and Protection of the Aquatic Environment.

- ☛ **The provisional cost of the studies is estimated at €60,000 ex-VAT for the hydraulic study and €200,000 ex-VAT for the fishery study. The financial contribution of the Water Agency is estimated at €130,000 for the two studies.**

2014-2016 action programme



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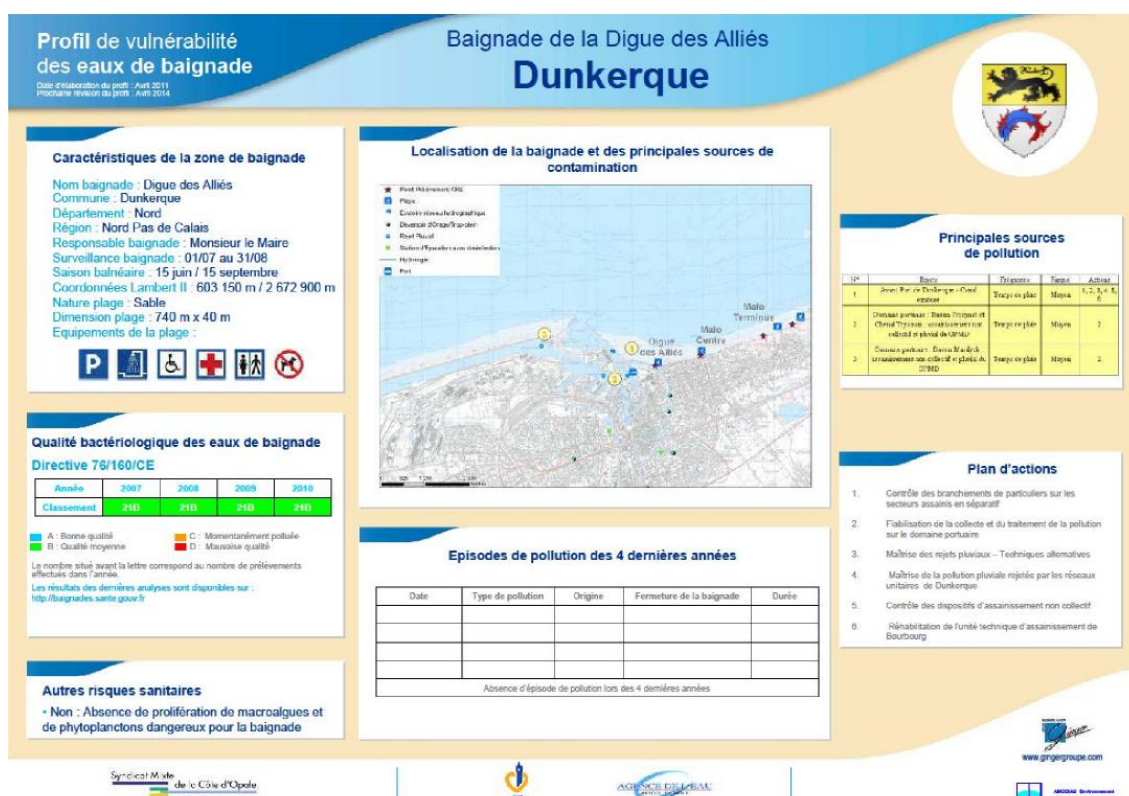
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Sheet 2: Water-related environmental issues

Good-quality bathing water despite a difficult context

The bathing profile studies of the beaches of Dunkirk carried out in 2010/2011 highlighted the potential impact of poorly-controlled releases from non-mains sewerage installations situated mainly in the Eastern Port area. This sector was therefore identified as presenting a health risk in the bathing profile submitted to the Nord Pas de Calais Regional Health Agency. (*The bathing profile identifies the possible sources of occasional and chronic pollution that may degrade the water quality of a site.)



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New sediment strategy since 2006

The inventory of the Port's aquatic-environment quality reveals a poor chemical condition of the water mass in the Port of Dunkirk, due to pollution from many different sources, including from the catchment area. The 2016-2021 Water Management and Development Master Plan, recently approved by the Artois-Picardie Basin Committee, sets the targets for good ecological and chemical quality in 2027.

Sediment quality is generally good in the Western Port, the shipping channel, the Eastern Outer Harbour and the Trystam Channel. Grand Port Maritime de Dunkerque has four dumping areas off Dunkirk for its dredging which represents some 4.35 million cubic metres a year. These areas are within the Natura 2000 en Mer area (Bancs de Flandres site according to the Birds Directive).

However, for some of the sediment in the docks of the Eastern Port (500,000 m³ of sediment), Grand Port Maritime de Dunkerque has decided, as a precaution, not to dump sediment with a quality that varies between Levels 1 and 2 of the GEODE* grid. The port sediment in the ship repair area is some of the most severely contaminated (Quality > N2) especially by tributyltin, an endocrine-disrupting substance used in the past as a biocide in dirt-repellent ship paints. Since 2008 a basin in the Western Port, with an area of 7 ha, has been used for the natural dehydration of non-dumpable sediment. The aim of Grand Port Maritime de Dunkerque is to recycle the organic components of this partially decontaminated material by storing it on land in vegetated landscapes, areas of biodiversity covered by the Port's Natural Heritage Master Plan.



The poor quality of the sediment today can be explained by discharges from the land (outlet from the wide-gauge canal and repository of pollution from the city of Dunkirk),

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from the Port (businesses in the industrial port area and port operations) and from ship repair and careening activities (historic activity).

*GEODE: Dredging and Environment Observation and Study Group)

Quality grid of estuary or marine sediment prepared by GEODE

Mg/kg	N1	N2
Mercury	0.4	0.8
Cadmium	1.2	2.4
Arsenic	25	50
Lead	100	200
Chromium	90	180
Copper	45	90
Zinc	276	552
Nickel	37	74
PCB	0.5	1

Since 2006 Grand Port Maritime de Dunkerque's new sediment strategy, which aims at achieving good overall ecological quality by 2021, includes management of the stock of polluted sediment and the setup of management action to prevent new types of pollution (rainwater, sewerage, careening).

The Port of Dunkirk is the largest manager of land in the Nord-Pas de Calais Region. Located entirely within the sector of rhynes draining the Aa Delta, this area is characterised by intense artificialisation with highly specific issues at stake. The Natural Heritage Master Plan (SDPN) reflects the determination of GPMD to follow a policy of developing and managing natural environments which protects areas of ecological value while developing its port and industrial activities. The Aa Delta SAGE (Water Management and Development Plan) conditions the updating of the SDPN to integrate detailed mapping of the wetlands on the 3,000 hectares of Grand Port Maritime de Dunkerque's land reserves.

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Sheet 3: Grand Port Maritime de Dunkerque

THE PORT'S IDENTITY CARD

Situated on the North Sea, just 90 minutes' sailing time from the world's busiest seaway (600 ships every day), the Port of Dunkirk offers excellent accessibility to shipping and large land reserves. Its facilities enable it to handle all kinds of cargo and berth the world's largest ships. The Port extends along a frontage of 17 km and has two entries for shipping: the older, to the east, which is restricted to ships with draughts of 14.2 metres (the Eastern Port), and the other to the west, which is more recent and can accommodate ships with draughts of up to 22 metres (the Western Port). The port district covers 7,000 hectares and includes ten towns: Dunkirk, Saint-Pol-sur-Mer, Fort-Mardyck, Grande-Synthe, Mardyck, Loon-Plage, Gravelines, Craywick, Saint-Georges-sur-l'Aa and Bourbourg.

France's third-ranking port, Dunkirk is well known as a port handling heavy bulks for its numerous industrial installations. It has also built its reputation in other sectors such as cross-Channel RoRo traffic to Great Britain, containers and fruit.

Classed 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, the leading French rail freight hub, the country's second-ranking port for trade with Great Britain, and the largest inland waterway port of the Nord-Pas de Calais Region.



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2014 / 2018 STRATEGIC PLAN

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

In line with the national ports strategy, the Port of Dunkirk has four principal ambitions:

- To be a "Northern French" port, which involves reconquering Dunkirk's natural hinterland in the north of France, in certain sectors and related traffic types, with special attention given to bulk and container cargoes. This places the Port in the role of an architect or integrator of solutions in a specific area, with the aim of creating value in the fields of logistics, consolidated transport, and services to shipping or cargoes.
- To be a "Gateway" Port, which involves strengthening the position of GPMD as a redistribution port, both overland towards inland platforms, and in shortsea shipping from deepsea lines. Dunkirk has proved itself to be an efficient industrial port; it must hold on to this advantage, but must also reinforce its identity as a "trading" port like its major neighbours in the region.
- To be a "Sustainable and Responsible" Port in line with the Sustainable Development and Action Plan (PA2D) which was approved by the Board of Trustees on 21 November 2014. This 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 alongside 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.
- To be a "Partner" Port, which marks the Port's policy of integrating its development in that of the 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 boost added value in logistics and industrial development, enhancing the environment and managing the natural areas of the Côte d'Opale. 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€ over the period (improving access for shipping in the Western Port, extending the Container Terminal quay, building a wharf at the Western Bulk Terminal, creating an LNG provisioning complex, adapting the Cross-Channel Terminal, developing nearly 300 ha of logistics and industrial parks, etc), with the first large-scale projects begun in 2015.

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Sheet 4: The Artois-Picardie Water Agency, an instrument of solidarity in the service of water

Like the other five French water agencies, the Artois-Picardie Water Agency was created by the 1964 Water Law, reinforced in 1992, 2006 and 2010.

A State-owned public institution under the authority of the Ministries of Ecology, Sustainable Development and Energy, the Water Agency is an important **instrument for collaboration and financial solidarity between the social and economic stakeholders of the water policy** in the Artois-Picardie Basin*.

The **water rates** which it collects from farmers, industries and private users, and which constitute most of its income, enable it to give financial **assistance** to all those who combat water pollution, manage and preserve aquatic environments, protect the resource and ensure the supply of safe drinking water.

The Artois-Picardie Basin



The smallest drainage basin of mainland France in area, it covers the international districts of the Escaut and the Meuse. With an area of 20,000 km², the Artois-Picardie Basin has 8,000 km of water courses and 270 km of coastline.

75% of its population is urban, and its 4.7 million inhabitants live in 2,483 towns and villages.

The Artois-Picardie Basin covers all the municipalities of the Nord and Pas-de-Calais departments, 94% of the population of the Aisne and 13% of the population of the Oise.

310 million m³ of drinking water from 1,100 boreholes is produced every year, 92% of production coming from groundwater. The average price of water in the Artois-Picardie Basin is €4.40 inc-VAT per m³ (reference year 2014).

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1 billion Euros to maintain aquatic environments and protect the water resource of the Artois-Picardie Basin between 2013 and 2018

The 10th Programme of Action, in compliance with a national legislative framework, sets out the Agency's rules for action over the 2013-2018 period, and provides for 1 billion Euros of expenditure and income towards the cost of 2.5 billion Euros of works. This Programme of Action has been approved and adopted by the Water Agency's Board of Directors chaired by Jean-François Cordet, Prefect of the Nord-Pas de Calais Region, after agreement by the Artois-Picardie Basin Committee.

The Basin Committee is a "water parliament" which brings all the categories of users together: local and regional authorities, industrialists, farmers, fishermen and consumers, as well as representatives of the State and its public establishments. It is chaired by André Flajolet, Mayor of Saint-Venant since 1989, former MP for the Pas de Calais (2002-2012), former President of the National Water Council (2008 and 2012) and rapporteur for the 2006 law on water and aquatic environments.

With its 10th Programme of Action, the Agency is fully committed to sustainable development:

- For the environment: by working to achieve good water quality,
- For the economy: by injecting 1 billion Euros into the local economy over six years,
- For society: by providing 11,000 jobs.

SDAGE: Water management planning document

The Water Management and Development Master Plan (SDAGE) sets out the Basin's ambitions in the area of water. It defines the goals and actions needed to meet environmental targets.

The Artois-Picardie 2016-2021 SDAGE, approved by the Basin Committee, is both ambitious and realistic in its plans for the restoration of water and biodiversity.

In a context of climate change, the aims of SDAGE include the rehabilitation of degraded drinking water collection points and a 40% improvement in the ecological quality of water courses, stretches of water, estuaries and coastal waters.

It introduces new rules for preserving wetlands and meadowlands, managing rainwater, restoring lateral connections to water courses for biodiversity and flood management, and supporting the setup of the new inter-municipal organisation for the management of flooding and aquatic environments.

The actions to be taken have been estimated at 2.2 billion Euros over the 2016-2021 period. They will receive grants from the Water Agency, adapted to the goals set.

For implementation of the 2016-2021 SDAGE and to identify the most effective actions for meeting targets, the Water Agency's financial programme of action has been adapted to focus on:

- prioritising its actions in sectors identified as the most urgent,
- preventing leaks in drinking water networks,
- bringing farm buildings into compliance in new vulnerable areas to combat nitrate pollution,
- the use of alternative techniques for rainwater management,
- encouraging innovation, particularly for agriculture and industry.

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