

DUNKIRK: 52% SHARE OF ALTERNATIVE TRANSPORT MODES

Road-alternative transport modes in the port of Dunkirk amounted to 52% over 2015, up 3 points compared with 2014.

Rail, with a modal share of 31%, rose by one point. While this mode can still rely on traditional sectors such as coal and ore, it now serves Dunkirk's extended grain hinterland with nearly 320,000 tonnes of grain carried by rail. Combined transport, with the operator GREENMODAL, continues to increase, with the Dunkirk-Bonneuil shuttle seeing its frequency tripled in February 2016.

The modal share of waterway transport remains steady at 16%; heavy bulks are still preponderant in this mode, notably with more than 1.3 Mt of grain carried by waterway to the port's quays. Combined transport with Nord Ports Shuttle (NPS) to Lille and Dourges, and with Contargo to Valenciennes, doubled in volume over the year. Following on from this success, the operator NPS is commissioning a second barge in April 2016.

Pipeline transport continues to increase and has reached 5% of the port's overland conveying volumes. The opening of the LNG terminal should offer good prospects for this mode.

Stéphane Raison, CEO of Dunkerque-Port, is very pleased with these results: *"By integrating the traffic of the industrial port area, the port of Dunkirk is reinforcing its position as France's foremost rail freight hub, with 13.9 Mt. Waterway totals 2.9 Mt, putting Dunkirk in first place among the inland waterway ports of the Hauts de France Region. Dunkirk remains France's largest multimodal port and is increasing modal switchover."*

About Dunkerque-Port:

The ninth port of the Channel and North Sea Range, and the third-ranking port of France, Dunkirk has built a strong reputation in many sectors: the busiest passenger port in Europe (Calais-Dunkirk axis); the largest port complex in France (traffic of more than 90 MT through Calais-Dunkirk); France's largest energy hub; the largest LNG terminal; the leading port for containerised fruit and vegetable imports; the leading French port for ore and coal imports; France's largest rail port; the largest waterway port in the region; and France's third-ranking port for grain traffic. Dunkerque-Port is also a sustainable port. It is the trading port of the new Hauts de France Region, the country's largest agricultural region, the leading rail industry region, and the leading car industry region. Traffic in 2015 was 46.6 MT.



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