

PRESS KIT

# 2020

VOUS ÊTES À BON **PORT**



# CONTENTS

**1 - 2019 TRAFFIC**

**2 - INVESTMENTS & OUTLOOKS**

**3 - 2019 HIGHLIGHTS**

**4 - ABOUT THE PORT**

2

**5 - PORT MAP**

**PRESS CONTACT**

Marie-Elizabeth BOGUCKI  
Email: [mebogucki@portdedunkerque.fr](mailto:mebogucki@portdedunkerque.fr)

Tel: +33 (0)3 28 28 79 11  
Mobile: +33 (0)6 07 13 33 42



Press Release,  
Tuesday, 7 January 2020

## 2019 TRAFFIC: DUNKERQUE STAYS ON COURSE

**T**he port's annual traffic reached 53 MT, up 3% from 2018 (51.6 MT). Over the past 5 years, growth in traffic has reached 22% (43.50 MT in 2013). In the container sector, the significant increase in volumes handled at Dunkerque-Port is also in line with the trend observed in recent years (450,000 TEU, + 7% / 2018 & + 54% / 2013).

- **General cargo:** almost stable at 20.1 MT. There was a downturn in Cross-Channel traffic (15 MT) as the market prepares for Brexit: the number of trucks and trailers decreased by 2% to 583,000 freight units while that of passenger cars stood at 579,000 vehicles (-16%). Passenger traffic dropped 11% to 2,341,000 travellers. Containers again posted a record year at 450,000 TEU, up 7%. The increase is due in particular to Dunkerque's positioning as a transshipment hub. Break-bulk cargo posted good figures (1.2 MT, + 9%).

- **Solid bulk** was down 9% to stand at 23.5 MT. The economic downturn currently affecting the European steel industry is weighing on the ore and coal traffic which fell by 10% and 19% respectively to 13.3 MT and 5.3 MT. The coal sector is also undergoing the more structural effect of the drop in demand for steam coal. Boosted by a good start to the 2019/2020 campaign grain trading posted a significant increase of 43% at 2 MT. Traffic in "small" solid bulk fell 9% (2.9 MT)

- **Liquid bulk** rose very sharply by 71% to 9.4 MT, driven by a very high level of LNG trading. The new LNG terminal berthed 72 port calls over the full year representing a total traffic of 5.1 MT (+ 320%). Overall, gas traffic (LNG + industrial gas) posted a gain of 232% at 5.6 MT. Petroleum products were down 2% at 3.34 MT, while other liquid bulk posted growth of 4% to stand at 0.5 MT.

3

# INVESTMENTS

## RESULTS FOR 2019 + FORECASTS FOR 2020

**2019 was marked by the commissioning of the extension to the quai de Flandre in the West Port. The completion of the operation is a major step in the further development of the container sector in Dunkerque. Dunkerque-Port can now simultaneously berth two of the largest ships in the world fleet under optimal conditions.**

A shoreside electricity supply has been developed at the same time. It has been available since spring 2019. Dunkerque-Port is thus the first French port to provide users of a container terminal with a shoreside electricity supply.

In 2019, Dunkerque-Port also finalized the work involved in separating the port rail network and the national rail network. Costing more than €18 million, the operation involved aligning the operating areas of the signal boxes at the border points of the two networks. This means port rail installations can now be managed and modified without calling on the French Railway Board (SNCF).

During the year, development work on the Dunkerque Logistics International South zone (DLI-South) and the Heavy Industries zone (ZGI) continued, as did the preparation of the industrial platform for SNF Floerger which is investing 60 million euros in the Dunkerque region, creating 100 jobs.

In addition, Dunkerque-Port started to deploy its management plan for coastline protection with a sand refill of 1.2 Mm<sup>3</sup>, representing an investment of €3 million. This major new operation to protect the coastline, carried out using a discharge line for the dredged sand acquired by the Port at the start of the year, will be regularly renewed with volumes of up to 2 M m<sup>3</sup>/year.

In all, in 2019, Dunkerque-Port invested more than €42 million.

In 2020, Dunkerque-Port will deploy an investment program of €37.7 million. The year will be devoted to the completion and handover of the major logistics and industrial platforms. It will also see the start of the first operations of the 2019-2023 Strategic Project, with in particular the launch of work on the new building intended to house the Border Police (PAF) and the United Kingdom Border Force (UKBF), and the creation of a new electrical substation in the West port. The studies for the CAP 2020 project will continue in the pre-project phase.

4



# INVESTMENTS

## RESULTS FOR 2019 + FORECASTS FOR 2020

### RESULTS FOR 2019

The main investment operations carried out in 2019 were as follows:

- Completion of the extension works to the Flanders Quay (Container Terminal) - **€8.2m**
- Completion of the work on the separation of the port rail network and the national rail network: - **€6m**
- Continuation of the work in the Heavy Industries zone - **€6m**
- Continuation of the development work on the Dunkerque International Logistics South zone - **€3.5m**
- The first phase of development work in preparation for Brexit - **€1.9m**
- Preparation of the industrial platform for SNF - **€1.5m**
- installation of the power supply for ships at berth - **€1.2m**
- The creation of a new electrical substation - **€1m**
- Strengthening shoreline armouring - **€1.1m**

Dunkerque-Port also continued the studies for the CAP 2020 project representing **€1.9m**.

To finance this investment program, Dunkerque-Port received support for more than **€14.2m** from its partners, including the European Union / ERDF (**€2.6m**), the French State (**€4.9m**), the Hauts-de-France Region (**€1.9m**), the Dunkerque Metropolitan Authority (**€3.6m**), the Water Board (**€0.02m**) and UKBF (**€1.2m**).

# INVESTMENTS

## RESULTS FOR 2019 + FORECASTS FOR 2020

### OUTLOOKS FOR 2020

**The 2020 investment budget, approved by the Supervisory Board on 21 November 2019, amounted to €37.7 million.**

2020 will be a milestone year. The year will be devoted to the completion and handover of the major logistics and industrial platforms.

- Completion of development work on the Heavy Industries zone: **€4.55m**
- Completion of the development work on the Dunkerque International Logistics South area: **€2.97m**
- Construction of the approach roads to the SNF platform: **€1.32m**

2020 will also see the start of the first operations of the 2019-2023 Strategic Project:

- Creation of a new building to house the Border Police and the United Kingdom Border Force: **€3.2m**
- Creation of a new electrical substation in the West Port: **€2m**

The studies for the CAP 2020 project will continue in the pre-project phase, representing an investment of €2.66m.

The Structural and Sustainable Development Plan (PA2D) 2.0 was updated in 2019, and now includes a Corporate Social Responsibility component after obtaining PERS (Port Environmental Review System) certification in 2018. The new version of PA2D 2.0, finalized early in 2020, will set the main environmental objectives for the port for the 2019-2023 period. In parallel, the Natural Heritage Master Plan (SDPN) will also be updated in 2020 as part of the CAP2020 project in order to consolidate the Green and Blue Belt network of the port. One of the major points of the update is the sanctuarisation of the zones for compensatory measures carried out so far by the port.

Dunkerque-Port will continue its efforts to maintain the follow-on support for its assets, with a major maintenance programme on its facilities (wharves, locks, river structures and upgrading of buildings to standards).

To implement this investment programme, Dunkerque-Port will once again rely on the support of its partners, in particular the French government and the Hauts-de-France Regional Council within the framework of the State - Region 2015 - 2020 development contract, the European Union, the Dunkerque Metropolitan Authority, the Water Board and the UKBF.

6

# NEW FACILITIES

## INDUSTRY AND LOGISTICS

**2019 was a particularly dynamic year for welcoming new facilities. For several years now, the region surrounding the GPMD has attracted a large number of French and foreign investors.**

The wealth of the local economic fabric, the development of maritime and overland trade links, the presence of numerous networks (electricity, gas, drinking water, industrial water, optical fibre, oxygen, hydrogen, nitrogen, etc.) or the vast extent of available land (3000 ha) including 300 ha of "plug and play" land under construction are all reasons cited by decision-makers to explain their choices.

2019 was marked by several highlights such as:

- The construction and operation of the 24h FROST warehouse
- The obtention of administrative permits for the industrialist SNF FLOEGER
- The construction of the INDAVER industrial site
- The construction of the MAHIEU company site
- Laying the first stone of the NORFRIGO warehouse

Also worth noting was the signing of a cooperation agreement between ENEDIS and RTE to build a new electrical substation which will save time and money for new facilities setting-up on-site.

## OUTLOOKS FOR 2020

2020 should also be particularly dynamic, as several sites currently under construction enter the operating phase, notably Indachlor, Mahieu and Norfrigo.

Other projects are to enter the construction phase such as SNF, DMT (industry), SFAN (logistics), BOGAERT (logistics) or the CLAREBOUT Company (industry) which announced last December its intention to also invest massively in Dunkerque.

Finally, 2020 will be an administrative year for the H2V and GRIDLINK projects which plan to submit their authorization applications in order to begin their examination by French government departments.

7



# HIGHLIGHTS

2019

• **24 January:** Enedis and RTE have partnered with Dunkerque-Port and the Dunkerque Metropolitan Authority in order to face the industrial and logistics challenges of the region and build an electrical substation ahead of demand, in record time, by 2021.

• **21 February:** Stéphane Raison, Chair of the Dunkerque-Port Executive Committee and Gerson Adolf Uirab, Managing Director of Namport, the Namibian Port Authority, signed a partnership agreement. The purpose of the agreement is:

- to build up cooperation and industrial activities between the two parties,
- to explore mutually beneficial initiatives to share information and policies on a wide range of topics of interest to the activities of the two port authorities,
- to cooperate in the fields of training, information exchange and the transfer of port operation and management technologies.

The two regions wish in particular to increase their exchanges in the fisheries sector and thus promote the experience of the many companies involved in that industry on the Opal Coast.

• **16 February:** the self-propelled jack-up ship "Apollo" (built in 2018) arrived on the Damen Ship repair yard. She is part of the Geosea fleet (DEME group). One of the exceptional features of the "Apollo" is its 106.8 m long legs allowing it to operate on seabeds down to depths of 70 m. The ship is equipped with an 800-tonne Leg Encircling Crane (LEC). The multi-purpose vessel used by the offshore wind sector will be mainly deployed by the EverSea subsidiary of the DEME group, which provides services to the petroleum and gas industry, focusing in particular on the installation and dismantling of platforms.

• **27 February:** with the Lemaire shipping agency, and Barra SNM as goods handler, the port of Dunkerque welcomed the "ABB Vanessa" transporting crates for the Renault factory in Maubeuge. The goods from South Korea partially represented the investment made by the car manufacturing group in the production of the new generation of the Kangoo family, produced on this site since 2007. In all, around 2,600 t of goods were unloaded at the East Port and then delivered to the Renault site, partly by inland waterway for crates weighing more than 100 t.

• **26 March:** the Supervisory Board of Dunkerque-Port, meeting in its new configuration chaired by Mr. Michel Lalande, Regional Prefect, elected Ms. Emmanuelle Verger Chair of the Supervisory Board for a period of 5 years. A graduate of the École Polytechnique and the National Civil Engineering School (École Nationale des Ponts et Chaussées), Emmanuelle Verger began her career with the County Highways Authority (DDE) in the Loire Atlantique département. She held international positions for Veolia and then in the Department of Foreign Economic Relations of the Ministry of the Economy, where she was in charge of South America. She was then Financial Director of nuclear and thermal production at EDF. Currently, Ms Verger is Director of the EDF Nuclear Fuel Division.

• **15 April:** Elisabeth Borne, Minister for Transport, reporting to the Minister of State, Minister of the Ecological and Inclusive Transition, chaired the inaugural session of the North Corridor Interport and Logistics Cooperation Council in Dunkerque. In the presence of elected officials from the three major local authorities on the Hauts-de-France coast; Boulogne with Frédéric Cuvillier, Calais, and Dunkerque with Patrice Vergriete, the Hauts-de-France Region with Franck Dhersin, members of the transport and multimodality sector in Hauts-de-France (the ports of Calais, Boulogne and Dunkerque), Getlink, road, rail and river infrastructure managers, as well as the entire

8





# HIGHLIGHTS

2019

network of platforms that structure the French hub of the North corridor), the Norlink Ports association, Elisabeth Borne held a capital round to discuss the major operations underway in the region. During the inaugural session, Dunkerque-Port was represented by Emmanuelle Verger, Chair of the Supervisory Board, and Stéphane Raison, Chair of the Executive Committee. Stéphane Raison gave a presentation with 4 key items: the economy and the new facilities that have set up site over the last 4 years, the development of multimodal transport, environmental issues, and a presentation of the work done to prepare for Brexit.

- **10 May:** NORFRIGO, the alliance between the seafood specialist, the Boulogne-based family group Le Garrec and European leader in cold logistics, the STEF group, announced their decision to set up a new cold storage unit in the logistics zone on the west port of Dunkerque, near the container terminal and the Border Inspection Post. The new warehouse will have a capacity of 48,000 m<sup>3</sup>, or 10,400 pallets, and will be extensible. It will absorb part of the flow of imports for NORFRIGO's trading / importer customers and thus offer a complementary service to that already provided in Boulogne-sur-Mer. It will create 10 to 15 jobs. The foundation stone for the warehouse was laid on November 22.

- **16 May:** the 7th Dunkerque-Port Symposium in Shanghai was attended by 300 guests. The delegation from Dunkerque-Port, led by Emmanuelle Verger, Chair of the Supervisory Board and Stéphane Raison, Chair of the Executive Committee consisted of Franck Dhersin, Vice-President in charge of Transport and Infrastructure in the Hauts-de-France Region, François Lavallée, President of the Hauts-de-France Coastal Chamber of Commerce and Industry and Jean-Yves Frémont, vice-president of the Dunkerque Urban Community (CUD). On the sidelines of the Symposium, various meetings were organized for the different members of the delegation (including one in Singapore with CMA CGM). Part of the delegation also went to Ningbo (to sign a partnership agreement with the port of Ningbo) and to Taiwan.

- **4 June:** marking the European Sustainable Development Week and in order to accentuate the efforts made to reduce atmospheric emissions, Dunkerque-Port launched an environmental reward system for low-emission vessels calling at Dunkerque. The initiative will help to improve air quality. To encourage this change, Dunkerque-Port joined forces with the Environmental Ship Index initiative (ESI) initiated by the International Association of Ports and Harbours (IAPH), the principle of which is to assign a score to ships based on their atmospheric emissions. Companies and charterers that call at Dunkerque are invited to join this responsible initiative by signing a charter. In return, Dunkerque-Port undertakes to pay a financial reward at the end of each year. The latter is calculated on the basis of the number of clean port calls made by the company or the charterer, in proportion to the total number of clean port calls recorded in the port over one year. An annual envelope will be distributed among the signatories of the charter. Dunkerque-Port is one of the 50 or so volunteer ports in the world that have already approved the initiative.

- **5 June:** Dunkerque-Port continued to develop its combined transport plan with the launch of the Flandres Express (FLEX) rail service to the East of France. During the start-up phase, the FLEX service will provide a weekly round trip to and from Metz, the inland port for the Lorraine region, perfectly timed with various regular shipping lines calling at Dunkerque. This new positioning on the East of France, Dunkerque's natural hinterland, will offer shippers in the East of France a new, high-volume and sustainable alternative. The operator plans to quickly increase the frequency of the shuttle service to 2 round trips per week to provide greater flexibility.

- **June 2019:** Société Foncière Axe Nord (SFAN) decides to move to Dunkerque to develop an ambitious warehouse program in the logistics area of the West Port of Dunkerque. Convinced of the potential of Dunkerque, backed by its current



# HIGHLIGHTS

2019

drive and the expansion of its containerized traffic, SFAN has drafted a construction program of next-generation logistics warehouses representing around 60 million euros. In a partnership approach with Dunkerque-Port, on June 14, SFAN signed the two documents required to consolidate its development. The Dunkerque International Logistics zone, recently delivered by Dunkerque-Port, is to have a new standard warehouse with a capacity of 42,000 m<sup>2</sup>. In the Port Rapide zone, between the Container and Ferry Terminals, SFAN is developing an innovative project for a totally automated stacker crane-type warehouse under controlled sub-zero temperatures for 66,000 pallets. For SFAN and Dunkerque-Port, this type of high-rise warehouse (43 meters), represents the future of agro-food logistics.

• **20 June:** the extension of the Quai de Flandres was inaugurated in the presence of Eric Etienne, Sub-prefect of Dunkerque, Patrice Vergriete, Mayor of Dunkerque and President of the Urban Community, Christine Cabau-Woehrel, Executive Vice President in charge of assets for the CMA CGM Group, Stéphane Raison, Chair of the Executive Committee of Dunkerque-Port, Emmanuelle Verger, Chair of the Supervisory Board of Dunkerque-Port and Jingtao Bai, CEO of the China Merchant Port Group. The length of the Flanders wharf has now been increased to 1,785 meters, including nearly 1,000 m dredged to a depth of -17.30 m, which means it can simultaneously berth two ULCS (Ultra Large Container Ships) 400m long and in all tidal conditions. Berthing conditions at the ship terminal have also been improved thanks to the replacement of all the marine fenders and the strengthening of the mooring bollards.

• **6 September:** inaugural session of the Development Board. Frédéric Barra, President of the Barra SNM port handling company, was elected Chair of the Development Board and Franck Gonsse, Secretary General of CNTPA, as Vice-Chair. Frédéric Barra, also Vice-President of the union of handling companies and president of the Dunkerque Paid Leave Fund, was a member of the Development Board during its previous term. The Development Board is consulted on the strategic project, the pricing policy and any questions that may be submitted to it by the Supervisory Board or the Executive Committee of Dunkerque-Port. The assembly consists of thirty members from four "colleges" representing the port community, the staff of companies operating on the Port, regional and local authorities, as well as qualified individuals interested in the development of the Port.

• **19 September:** the secure access corridor for heavy goods vehicles at the Dunkerque-Port Cross-Channel Terminal was inaugurated in the presence of Emmanuelle Verger and Stéphane Raison, Gilbert Beltran, Regional Director of the French Customs Authorities, Jean-Claude Charlo, Managing Director of DFDS Seaways France and Nike Drinckal, Director of the United Kingdom Border Force. The new facility reinforces the safety of trucks waiting to check in. The personalities also proceeded to the inauguration of the drone-monitored Perimeter Fence Surveillance System of the Cross-Channel site. It is the first system in Europe (since January 2019) licensed to fly drones over private sites out of direct sight, by day and by night under the simple supervision of a remote operator.

• **19 September:** Julien Lernould, Accounting Officer and CFO of Dunkerque-Port, was appointed a member of the Executive Committee during a meeting of the Supervisory Board. Pursuant to Article L5312-9 of the French Transport Code of Law, the members of the Executive Committee of Major Seaports are appointed by the Supervisory Board, on a motion from the Chair of the Executive Committee. The Executive Committee of Dunkerque-Port has four members, pursuant to decree no. 2019-210 of 19 March 2019. Together with Stéphane Raison, Chair of the Executive Committee, Julien Lernould is the 4th member to be appointed, after Daniel Deschodt, Chief Commercial Officer and Christian Minet, Director of Operations. Julien Lernould obtained his first appointment with Dunkerque in 2015 as an accountant, before exercising, in

10



# HIGHLIGHTS

2019

addition to his responsibilities, in 2016, the duties of Chief Financial Officer. Prior to that date, he held various positions in central and decentralized departments of the Public Finances Directorate General.

• **1 October:** David Lefranc joined Dunkerque-Port's "Development and Environment" Department. After graduating as an engineer from the National School of Industrial Techniques and Mines of Douai (1999), since July 2012, he had been Head of the Departmental Coastal Unit at the Hauts-de-France Regional Directorate for the Environment, Development and Housing (DREAL), based in Gravelines. In Dunkerque-Port's "Development and Environment" Department, David Lefranc will be in charge of the planning, studies and supervision of Port Development works, partnering with various external parties, implementing environmental policy, managing industrial risks and the CAP 2020 container development project in the western port of Dunkerque.

• **8 October:** In the presence of Daniel Barnier, Delegate Prefect for Equal Opportunities to the Prefect for the Nord Region, Stéphane Raison, Chair of the Executive Committee of Dunkerque-Port, Julien Lemesre, Chair of the Pilots' Union, Bruno Mahieu, Head of Boluda's Shipping Line Operations (towing) and Alexandre Bossu, Chair of the cooperative society of coasting pilots, signed a PAQTE agreement. The PAQTE (the French acronym for Neighbourhood Pact for All Companies), an initiative of the Ministry of Regional Cohesion and Relations with regional and local authorities, backed by IMPACT partners & Bpifrance, is a support program for all those who strive to improve the economic inclusion of the inhabitants in the regions in question.

• **As of Tuesday 26 November 2019,** BG FREIGHT LINE, a short sea shipping line present on the port of Dunkerque since 2010, decided to establish a service to and from the Republic of Ireland. Three vessels with a capacity of 1000 x 20-foot equivalent units (TEU) equipped with reefer plugs will provide the following round trip: Tuesday, Dunkerque, Thursday Dublin and Saturday Cork. The set-up of this service will provide a response to strong demand from customers wishing to adopt an environmentally-friendly mode of transport while enabling volumes equivalent to truck loads, through the use of 45' containers made available by BG Freight Line. The direct shipping lane launched by BG Freight Line between Dunkerque-Port and the Republic of Ireland will help secure flows to and from Ireland.

11

# ABOUT THE PORT

Dunkerque-Port is the trading port for the new Hauts-de-France Region (31,813 km<sup>2</sup>, 6 million inhabitants), the leading region for agri-food and agricultural produce in France, the leading region for the rail industry, and the leading region for the automotive industry.

Dunkerque-Port is the third largest port in France in terms of global traffic

The ninth largest port on the Channel and North Sea Range

2018 Traffic: 51.6 million tonnes

Founding member of Norlink Ports

Leading French port complex: > with 100 million tonnes

Leading French port for ore and coal imports

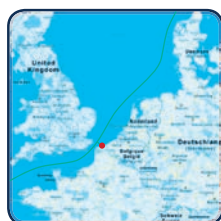
Leading French port for containerized fruit imports

Leading French port for rail routing

Second-ranking French port for trade with the UK

Third-ranking French port for grain traffic

Largest river port in the Hauts-de-France region



90 mins from the  
Dover strait



17 km  
of seafront



Port Ouest  
Accessibility  
24/7  
up to 14.2m (Draught)



Port Est  
Constant-level dock  
up to 14.2m (Draught)

12



• **Two port sites on 17 km of shoreline, on the seafront with no estuary:**

- The East Port, behind locks, accessible to ships with a cargo of 130,000 tonnes, or 14.20 meters of draught.
- The West Port, a tidal port, accessible to ships of 300,000 deadweight tonnes at full load, or 20.50 meters of draught, open with no constraints in terms of time, locks or tide, enabling very short port calls and located 90 minutes by sea from the Dover Strait shipping lane.

• **An advantageous geographical situation, facing the United Kingdom, in contact with the Benelux as well as industrial and agricultural North-West Europe. The first large multi-specialist port near (26 km) the port of Calais.**

# ABOUT THE PORT

## • Quality, non-congested inland connections:

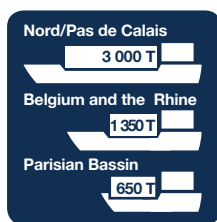
- By road: direct access from the port to the European motorway network via the A25 and A16 motorways.
- By waterway: wide-gauge canal with the Hauts-de-France (3,000 tonnes), extended to Belgium and the Rhine (1,350 tonnes) and the Paris Basin (650 tonnes), until the Seine-Nord Europe canal has been built (2028). Container barge services to Lille, Dourges and Valenciennes.
- By rail: the 160 km of port railways are connected to the national and European networks. Containerized rail shuttle from / to Dourges, Valenton, Metz and all of the modal points in the south of France.

**Dunkerque is the leading French rail freight hub with traffic of around 12 MT / year.**

For many years, the modal share of alternative transport to road haulage has been higher than 50%.



**Direct access to  
A1 / A16 / A25  
motorways**



**River gauges  
from/to Dunkerque**



**11% of national  
freight**



**Member of the  
Trans-European  
Transport Network**

## • As a multipurpose port, Dunkerque has many specialized docks and terminals:

- For liquid bulk:

**West Port:** LNG terminal

**East Port:** Miscellaneous wharves (petroleum and chemical products, gas, bulk foodstuffs, ships up to 130,000 tonnes).

# ABOUT THE PORT

- For dry bulk:

**West Port:** West Bulk Commodity Terminal, ore and coal, ships up to 180,000 tonnes dead-weight.

**East Port:** ArcelorMittal facilities serving the local steel industry. Many docks for various imported and exported bulk commodities (lime, coke, scrap metal, ore, etc.). Grain facilities.

- For general cargo:

**West Port:** Container terminal for ocean services and feeders. Ro-Ro terminal equipped with linkspans for car ferries and ferry-boats serving the United Kingdom in particular.

**East Port:** Many terminals for regular or semi-containerized regular lines, tramping, specialized terminals (sugar, sand, steel, grain, cement, etc.).

6 421 vessels entered the port in 2019.

14



350 ha of  
Business Park  
marketed in 2017  
2017



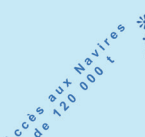
A zone dedicated  
to logistics



6,421 vessels  
called in 2019



## MER DU NORD



← A16 - E40  
Vers CALAIS - TUNNEL



DOWNLOAD THE  
PRESS KIT  
**2020**

VIA  
[DUNKERQUE-PORT.FR](http://DUNKERQUE-PORT.FR)