

DunkERQUE  
PORT

PRESS KIT

2022



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Press Release,  
Thursday 13 January 2022

## 2021 TRAFFIC: MAJOR UPSWING IN TRAFFIC IN 2021!

**T**he port's annual traffic reached 48.6 MT, an increase of more than 8% compared with 2020 (45.1 MT). While the impact of the COVID-19 pandemic remains visible in terms of Cross-Channel activity, almost all of the other port sectors are on the rise. Containerized traffic jumped 41% to over 650,000 TEUs.

- **Liquid bulk** rose markedly by 14% to stand at 8.6 MT. Hydrocarbons increased by 12% (3.7 MT) while LNG activity increased significantly by 17% (4.1 MT). In 2021, the LNG terminal will have berthed 62 vessels. Other flows rose 3% to stand at 0.8 MT.
- **Solid bulk** increased by 11% to reach 20.1 MT. Ore, which rose sharply by 29% (11.3 MT), benefited from the sustained pace of steelmaking activity while coal volumes were down very slightly (3.4 MT). The structural decline in demand for steam coal continues even if it is offset by the logical resumption of imports of coking coal. Grain ended the year down 29% to 2.4 MT, compared with a record year in 2020 (3.3 MT). Finally, the very significant increase in the volumes of "small" solid bulk (3 MT, + 16%) reflects the strong upswing in local and regional industrial activity.
- **General cargo** posted an increase of 3% to reach 19.9 MT. The break-bulk sector rose 48% to stand at 1 MT, under the effect of the resumption of exports of steel products.

As a whole, the ro-ro sector recorded a drop in tonnage of 7% to 13.7 MT. With 517,000 units transported (- 15%), Cross-Channel freight traffic recorded a significant drop. The effective implementation of Brexit coincided with the modification of a number of Continental - British Isles transport plans. Due to the almost constant maintenance of health measures affecting international travel, the tourism sector continues to be severely affected: the number of passengers dropped 35% to 700,000 travellers, as did the number of passenger cars (79,000 vehicles, - 54%).

For its first year of operation, the Ireland Dunkerque-Rosslare Ro-Ro service posted a highly positive volume of 53,000 accompanied and unaccompanied trailers, representing approximately 1/3 of the traffic hitherto handled on a Land bridge basis.

Finally, containers posted a spectacular increase of 41% to 652,000 TEUs. Container activity thus recorded its 9th consecutive year of growth and, since 2010, traffic has multiplied by 3.

## 021 PORT PRECINCT BUSINESS: INDUSTRIAL AND LOGISTICS FACILITIES

**2**021 resulted in the accreditation of the DLI zone of Dunkerque-Port as a "Choose France turn-key logistics site". The port is thus the only port precinct to have obtained accreditation on two sites: ZGI, the site dedicated to industry, and DLI for logistics beside the terminals. The construction of the SDAN project (Société de Développement Axe Nord) has now started. As part of its participation in the development of the CAP 2020 project, SDAN announced in 2019 two real estate projects in the DLI (Dunkerque Logistique International) logistics zone. These future port warehouses are intended to fix long-term flows and create jobs that cannot be relocated. This year SDAN will deliver a first building with 43,700 sq. m of storage space designed to comply with the highest standards, providing the market with a rental real estate solution available in the short term, alongside the quayside, coupled with an efficient Terminal.

Pending the construction in the second half of 2022 of an automated high-rise building (stacker crane type intended for industrial refrigeration logistics), this first operation launched as a purely speculative transaction constitutes for SDAN an investment of some € 30m.



# INVESTMENTS

## RESULTS FOR 2021 + FORECASTS FOR 2022

After 2020, a year disrupted by the Covid-19 pandemic, 2021 saw the acceleration of the development work of our logistics and industrial platforms as well as the start of the first operations of the 2020-2024 strategic project for a budget of € 55m, more than 90% of which has been obtained.

## RESULTS FOR 2021

The main investment operations carried out in 2021 were as follows:

- Start of the extension works of the railway terminal, delivery of a 1st phase of 3 ha of quayage at the end of the year; the overall project will be handed over in the 1st quarter of 2022 (€ 6.2m)
- Start of extension work on the Flanders Terminal quayage, delivery of the 1st phase of 8 ha (€ 6.8m)
- Start of filling work on the Quai de Grande-Synthe dock (€ 3.8m)
- Completion of construction work on the Continent Bridge enabling access to the DLI zone from the southwest (€ 1m)
- Continuation of development work on the ZGI platform (40 ha) (€ 9.7m)
- Start of studies for the extension of the ZGI platform and the creation of the chemicals zone. Submission of the environmental authorisation application file, continuation of technical studies and launch of the procedure for choosing the prime contractor for CAP 2020 (€ 2.6m)
- Start of work to replace the drawbridge at the Watier lock (€ 1.7m)
- Preparation of road and rail access to the SNF platform (€ 1.1m)
- Delivery of the new PAF / UKBF building (€ 2.6m)
- Delivery of the new electric power source substation to ZGI (€ 0.4m)
- Launch of the construction of a new bathymetry launch (€ 0.8m)
- Launch of detailed studies for the construction of a new double-deck linkspan (€ 6.5m)
- Launch of security work at the West Port (€ 1.5m)

To implement this investment programme, Dunkerque-Port benefited from the financial support of its French and European partners to the tune of approximately € 15m. The Dunkerque Metropolitan Authority and the Hauts-de-France Regional Council have helped Dunkerque-Port in projects for development and employment for the entire region. The French State has supported the ecological and multimodal transformation of Dunkerque-Port, through support for four projects under the 2020-2022 Recovery Plan. The European Union has granted aid for the construction of the new RORO-6 ramp for this central port of the Trans-European Transport Network.

# INVESTMENTS

## RESULTS FOR 2021 + FORECASTS FOR 2022

### FORECASTS FOR 2022

**In 2022, business will remain robust. The investment programme approved by the Supervisory Board on 19 November 2021 stands at € 71m, the highest for 5 years.**

2022 will be devoted to the continuation of the development work at the West Port:

- End of the Dry-Port extension works. Delivery of 6 ha of public works, 2,500 ml of railway tracks and lighting (€ 4.4m)
- End of work on the extension of the Flanders Terminal platforms. Delivery of the 6 ha of additional quayside (€ 7m)
- Continuation of development work on the "Zone Grandes Industries" platform (€ 9m)
- End of road and rail access works to the SNF platform (€ 1.7m)
- Start of construction work on the new double-deck linkspan (€ 14m)
- End of the work to secure the West Port (€ 4.5m)
- For the extension of the container port (CAP 2020), end of design studies before the start of works (€ 6m)

On the eastern port side, it will be:

- The end of the filling work on the Quai de Grande-Synthe dock, prior to the construction of the silos by Nord Céréales (€ 4m)
- Delivery of the new Watier lock drawbridge (€ 6m)
- The construction of a new building at the Freycinet 6 quay for the Dunkerque-Port operating teams (€ 2.7m)
- Delivery of the new bathymetry launch (€ 0.2m)

To carry out this investment programme, Dunkerque-Port will still be able to rely on the financial support of its French and European partners, for some € 36m. For the Dunkerque Metropolitan Authority and the Hauts-de-France Regional Council, the port represents issues at stake in terms of economic development and jobs that they support for the entire region. The French State is supporting the ecological and multimodal transformation of Dunkerque-Port, in particular via the 2020-2022 Recovery Plan on several infrastructure projects. The European Union recognizes Dunkerque-Port's strategic position as a node on the Trans-European Transport Network and a cross-border crossing point after Brexit, while through the UKBF, Great Britain is co-financing the securing of access, particularly to the West Port of Dunkerque.

# FACILITIES

## INDUSTRIAL AND LOGISTICS

### FORECASTS FOR 2022

In the course of 2022, the industrial Flocryl site will enter its most structural phase with a significant part of the construction to be carried out during the year.

2022 will also be marked by the start of work on the Clarebout plant.

The marketing of the DLI zone will gain momentum and several administrative authorisations will be filed for the construction of very large warehouses.

2022 also begins with a strong sign marking the port's intent to significantly begin its energy transition. At the start of the year, the port will sign partnerships for the construction of 40MW of solar energy farms on requalification sites.

In addition, the port published a Call for Expressions of Interest in December 2021 in order to build and operate the future waste heat recovery network of the ZIP. The winner will be known in 2022.

# HIGHLIGHTS

In line with the national port strategy

2021

**In 2021, the 2020-2024 Dunkerque Port Strategic Project was officially adopted by the Supervisory Board. It involves 5 factors designed to make the port of Dunkerque more secure, sustainable, civic, connected and efficient and consistent with the National Port Strategy (SNP) 2021. It integrates the post COVID context and accelerates the ecological and energy transition in a development environment of new growth drivers. The port's action during 2021 is fully in line with the SNP of January 2021 which broke down into 4 factors:**

## 1-PORTS, ESSENTIAL LINKS IN THE PERFORMANCE OF SUPPLY CHAINS

- 1 January 2021 marked the official exit of the United Kingdom from the European Union. Access to the DFDS Dunkerque-Dover ferry terminal remained fluid, both for freight traffic and for passenger vehicles. There are several explanations for the lack of congestion, so dreaded in the post-Brexit preparation phase. On the one hand, all public and private stakeholders worked well upstream to prepare for Brexit, flow management, whether it be in terms of customs formalities, products subject to veterinary, plant health or pest control or even the necessary adaptation of port infrastructures to the new situation. Under the coordination of the Prefect of the Hauts-de-France region, the concerted action was total. For its part, the Dunkerque port authority invested more than € 2.3m in waiting car parks, control areas and buildings so that the terminal was ready for 31 December 2020.
- On January 2, at 2 pm, the "Optima Seaways" ferry left the Irish port of Rosslare for Dunkerque with more than 120 trucks, unaccompanied trailers and drivers on board. This departure officially launched the new DFDS route between Rosslare, in Ireland, and Dunkerque. The route offers exporters and transport companies a direct truck journey between the Republic of Ireland and other countries of the European Union, reduced costs, less waiting time as well as the possibility of avoiding customs procedures which now apply to transport via the "land bridge". The sailing time is just under 24 hours.
- By the end of January, Dunkerque-Port was strengthening its maritime transport network to and from the British Isles with Containerships. The short-sea shipping company, which had been operating in the port of Dunkerque since 2013, decided to extend its shipping services. It launched a service to and from the English ports of Liverpool and Bristol. This service makes it possible to process 600 TEU per week coming mainly from Asia via the FAL 1 (French Asia Line) service of CMA CGM, 300 TEU from British ports in Asia as well as 75 TEU volumes continental (Origin / destination Europe).
- On May 25, Michel Lalande, Prefect of the Hauts-de-France Region, made a trip to Dunkerque-Port to discover the recent infrastructures and developments. The visit started at the Ferry Terminal, managed by the Danish company DFDS, which operates a ship departure every two hours (12 crossings per day), bound for Dover. The visit also provided an opportunity to discuss the success of the Dunkerque-Rosslare ferry link (Ireland), launched last January. The Prefect's visit continued on the site of the new common building for the police services at the British (UKBF) and French (PAF) borders. Decided within the framework of Franco-British agreements and located in the West Port, in the immediate vicinity of the Cross-Channel Terminal, it will facilitate cooperation between the two entities. Finally, the morning ended with the new NORFRIGO warehouse, a refrigerated storage unit with a capacity of 48,000 m<sup>3</sup>, or 10,400 pallets, and whose location is both close to the Container Terminal and the Border Inspection Post.
- July 2021: Submission of the CAP 2020 authorisation application file (project for a new dock for container traffic in the West Port of Dunkerque-Port; 2000 m of additional quays and quayage; 350 hectares of additional logistics areas set up near the dock, allowing the installation of 170 hectares of warehouses).
- On Tuesday July 6, Jean-Baptiste Djebbari, Minister Delegate in charge of Transport, went to the Port of Dunkerque. The program for this visit included:



# HIGHLIGHTS

In line with the national port strategy

2021

- The laying of the first stone of the extension site of the handling areas at the Terminal des Flandres;
- A visit to the new premises of the Border Police and UKBF (United Kingdom Border Force) building;
- The presentation of the Short Sea lines, as well as the Dunkerque-Dover (UK) and Dunkerque-Rosslare (IRL) lines;
- A meeting with Port staff as part of the operations of the linkspan for the ro-ro terminal;
- An update on the organisation of customs in the post-BREXIT context;
- Presentation of the port's 2020-2024 strategic plan.
- On September 13, AUTF, a professional association of shippers (import and export customers from all over France) unveiled its satisfaction index of shippers' perception of maritime transport. The document is the result of a survey entrusted to Eurogroup Consulting and was carried out among a panel of industrial shippers and distributors from the chemical, agrifood and distribution sectors.

For the second consecutive year, the Port of Dunkerque was clearly congratulated in it:

- If 57% of the stakeholders in the panel were "very satisfied" or "satisfied" with French port communities, this figure reaches 88% for Dunkerque.
- 67% of them believe that the level of service quality in the port of Dunkerque has improved, while 33% consider it stable. Finally, the panel ranked Dunkerque-Port at the top of the most commercially active ports with shippers.
- On Monday 11 October, the Dunkerque-Port "Ireland" Terminal was officially inaugurated in the presence of Thomas BYRNE, Irish Minister for European Affairs; Franck DHERSIN, Vice-President Transport of the Hauts-de-France Regional Council; Hervé TOURMENTE, Deputy Prefect of Dunkerque; Patrice VERGRIETE President of the Dunkerque Metropolitan Authority; Torben CARLSEN, CEO of DFDS; Emmanuelle VERGER, Chair of the Supervisory Board of Dunkerque-Port; Maurice GEORGES, Chair of the Management Board of Dunkerque-Port. Brexit, which entered into force last January, has resulted in the expansion of shipping services in the Republic of Ireland in its relations with the continental Member States. In this context, a Terminal dedicated to the various traffics to and from Ireland was created, at the request of the Danish company DFDS, on quayage located in the area of the industrial port area of Dunkerque, in the town of Loon-Plage, Quai de Lorraine. The terminal covers 6.8 hectares; it is connected to the RORO 4 gateway. The quayage has been designed to host up to 300 trailers traveling unaccompanied and 3,100 linear meters of parking lines for heavy goods vehicles and vehicles with drivers.
- On Saturday October 16, the Dunkerque-Port container terminal hosted the CMA CGM Palais Royal, the CMA CGM Bougainville and the CMA CGM AS Nora for a simultaneous and exceptional port call.

## 2- PORTS, TOOLS FOR REGIONAL ECONOMIC DEVELOPMENT

- On March 17, Dunkerque took part in Global Greening, a joint initiative of Tourism Ireland, the national agency responsible for promoting tourism on the island of Ireland, and the Irish Ministry of Foreign Affairs. This initiative involves providing green floodlighting for all the main buildings around the world. Adding to a very long list of sites, the Town Hall, the Belfry, the Tour du Leughenaer, the Duchesse Anne three-masted tall ship, the Port Museum, Dunkerque-Port and the Irish factory Ecocem have been draped in a green light to symbolize the event. The Greening of Dunkerque and its port has a very special meaning in view of the strong growth of maritime links between Ireland and France and the strengthening of relations between these two countries.
- On April 7, Julien de Lapize, CEO of SDAN (Société de Développement de l'Axe Nord) and Daniel Deschodt, Interim Chair of the Management Board, renewed their commitments and shared ambitions in favour of the development of the

# HIGHLIGHTS

In line with the national port strategy

2021

logistics offer on the Port of Dunkerque. Initially, a warehouse with 42,000 sq. m of storage space will be located in the DLI Sud area, the largest "turnkey" logistics area in France located in a port site. The offer will then be supplemented by a temperature-controlled stacker crane of 68,000 pallets, which will be located in the centre of the port's container and ro-ro terminals.

- On Wednesday 9 June, the construction site for the new SNF plant was officially launched, in the presence of Emmanuelle VERGER, Chair of the Supervisory Board of Dunkerque-Port, Maurice GEORGES, Chair of the Management Board of Dunkerque-Port, Pascal REMY, Chair and CEO of SNF, Patrice VERGRIETE, President of the Dunkerque Metropolitan Authority and Bertrand RINGOT, Mayor of Gravelines. The SNF group is a specialty chemicals group, the world's leading player in water chemistry, all of whose products contribute to either treating, recycling, preserving water, or saving energy and reducing the carbon footprint. The State, the Hauts-de-France Regional Council and the Dunkerque Metropolitan Authority have actively involved in supporting the project throughout the site study and selection phase. By choosing the chemical and industrial-port platform of Dunkerque, in the town of Gravelines, the group has decided to make an initial investment of € 160m. This commissioning phase alone will generate the creation of around 160 direct jobs. The site will then be developed continuously. This new activity will have significant impacts in terms of maritime export traffic for the Port and will generate significant subcontracting orders for all industrial service companies in the region.

- September: new access to a new logistics area. The Dunkerque Logistique Internationale (DLI) Sud bridging structure and its road service were made operational in September. These works (representing an investment of € 2.8m) make it possible to cross the Faisceau de Loon railway lines to serve the DLI Sud multimodal platform directly from the Contingents roundabout.

- On Friday September 10, Enedis, operator of the public electricity distribution network and RTE, operator of the electricity transmission network, alongside Dunkerque-Port and the Dunkerque Metropolitan Authority, inaugurated a source substation in the port of Dunkerque. For the first time in France, a substation was built in anticipation of the needs of the area; it will allow new industrial sites to be connected more quickly and thus promote the economic development of the entire region surrounding Dunkerque. Co-financed by Enedis, RTE, Dunkerque-Port and the Dunkerque Metropolitan Authority, the construction "in advance" of this new substation was decided in 2019 to meet the increase in demand for electricity and secure the electricity supply to the industrial port zone of Dunkerque. Connected to RTE's very high voltage network and operated by Enedis, the role of the station is to lower the electrical voltage from 225,000 V to 20,000 V in order to supply future manufacturers. In all, € 11m have been invested to provide an initial additional power of 40 MW for the region surrounding Dunkerque-Port. This station will eventually be able to supply 110 MW of power to meet the needs of industrialists.

- On Thursday 23 September, the DLI (Dunkerque Logistique Internationale) logistics platform was approved as a "Choose France" turnkey site. Dunkerque-Port now has two development platforms which have been approved, the ZGI site (Zone Grandes Industries) having been approved in January 2020.

Turnkey approval is awarded to sites that can host industrial activities and for which the administrative procedures relating to town planning, rescue archaeology and the environment have been anticipated, in order to offer the investor immediate or short-term availability.

DLI, which covers 150 hectares located in the immediate vicinity of the container and ferry terminals, is dedicated to the development of logistics activities for dry or temperature-controlled goods and offers excellent accessibility.

- On Friday September 24, the decentralized Grain Exchange was held at the Kursaal in Dunkerque. Like every year, this event takes place in a city in France and, for the 2021 edition, Dunkerque was in the spotlight. Many representatives of

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the sector were there: farmers, traders, co-operators, brokers and exporters. A stand was planned to represent Dunkerque-Port.

### 3- PORTS, ACCELERATORS OF ECOLOGICAL TRANSITION

- On April 21, Daniel Deschodt, Interim President and Eric Sorel, Port Commander, officially handed over the "LNG Ready Terminal" approval to Marc Riondel, Managing Director of Terminal des Flandres. Based on the audit model proposed by the IAPH (International Association of Ports and Harbors), the port officers of the Harbourmaster's office checked that the Terminal des Flandres had set up all the procedures and information necessary for the carrying out "ship to ship" bunkering operations for liquefied natural gas (LNG) at the Quai de Flandre, on ships of the CMA CGM company, in accordance with the provisions imposed by the national regulations for the transport and handling of dangerous goods in ports. From now on, LNG bunkering operations are authorised at the Quai de Flandre.
- On April 28, an unprecedented shipping operation in France took place in Dunkerque. The Gas Agility (MOL), the world's largest bunker vessel (18,600 m<sup>3</sup>), loaded a cargo of Liquefied Natural Gas (LNG) at the Dunkerque LNG terminal. The ship then refuelled the CMA CGM Jacques Saadé, the world's largest container ship powered by LNG, at the Flanders Terminal. A major event in terms of energy transition, made possible by close cooperation between several global stakeholders in energy and maritime transport. A benchmark infrastructure in northern Europe, the Dunkerque LNG terminal is developing a complete LNG supply chain in conjunction with Dunkerque-Port. Initially designed to host conventional LNG carriers, from 65,000 m<sup>3</sup> to 267,000 m<sup>3</sup>, the terminal jetty was adapted in June 2020 to offer a new service: the loading of bunker vessels and small LNG carriers (up from 5,000 m<sup>3</sup>). The development of the jetty is part of the Green Loop project, co-financed by the European Union and in which Dunkerque LNG is a partner alongside Total Marine Fuels, MOL and CMA CGM.
- On May 10, Barbara Pompili, French Minister of Ecological Transition, laid the foundation stone for the extension of the Dry Port of Dunkerque, an intermodal terminal which connects a rail line to the seaport. This project, which is designed to promote the interconnection with rail transport, will be largely financed by the France Recovery plan, as part of the section devoted to increasing the share of rail freight in the transport of goods, which emits less greenhouse gas emissions than road freight.
- August 2021: Dunkerque-Port launched a call for expressions of interest (AMI) to build a solar energy power plant in two areas totalling 20.3 hectares in the port precinct. The deadline for receipt of application packages is 15 October 2021.
- On Saturday August 14, teams from the Dunkerque LNG terminal loaded 18,000 T of LNG on board the Gas Agility.
- The Gas Agility is the 200th vessel to dock at this site since the terminal was commissioned on 8 July 2016.
- On Thursday 23 September, CO<sub>2</sub>, Industries and Territories Day, co-organised by the Dunkerque Metropolitan Authority, the Littoral Hauts-de-France Chamber of Commerce and Industry, the Hauts-de-France Regional Council, the French Agency for the Environment and Energy Management (ADEME), the Rev3 Mission, Dunkerque-Port and many partners, was held at the Pavillon des Maquettes. This 3rd edition brought together European economic and institutional stakeholders engaged in the reduction and recovery of CO<sub>2</sub> emissions.
- On Thursday, October 14, as part of National Air Quality Day, Georges-François LECLERC, Prefect of the Hauts-de-France region and of the Nord region, visited the Dunkerque LNG terminal, in the presence of Hervé TOURMENTE, sub-prefect of Dunkerque, Olivier HEURTIN, chair of Dunkerque LNG, Maurice GEORGES, Chair of the Dunkerque-Port Management Board and local stakeholders. Organised by the Ministry of Ecological Transition since 2015, National Air Quality Day aims to have citizens take action in relation to air quality issues, while promoting best practices to preserve and protect it and everyone's health. In Dunkerque, the greening of the port was initiated very early, in the 2010s, due to the closure of refineries, then seen as an opportunity to reflect on the energies of the

future and to anticipate the development of less carbon-intensive and even carbon-free energies. In line with these reflections, several major projects have emerged (commissioning of the LNG terminal in January 2017, creation of an electrical connection to the quayside for container ships in 2019, arrangements for the development of multimodality). The port of Dunkerque is the leading multimodal port in France with a share of so-called “alternative” transport (i.e. river, rail and river) of around 65%. The objective is to make the Dunkerque port area the cornerstone of the supply of renewable energies to the entire region surrounding Dunkerque. Thanks to its actions, the port intends to accelerate its greening in order to achieve a 40% reduction in greenhouse gas emissions in 2030 (compared with 1990) and carbon neutrality in 2050, which are the two objectives of France to fight against climate change.

## 4- PORTS, DRIVERS OF INNOVATION AND DIGITAL TRANSITION

- On March 25, Daniel Deschodt, Interim Chair of the Management Board, officially handed over the keys to the new Single Point of Contact at the Border (PCUF) to Xavier-Yves Valère, General Delegate for Development of the Northern Corridor to the Interport Council and Northern Corridor logistics. This ceremony took place in the presence of Hervé Tourmente, sub-prefect of the district of Dunkerque and Luc Fleureau, Head of the SIVEP of Dunkerque (Veterinary and Phytosanitary Inspection Service at the Borders) and representing the Regional Directorate for Food, Agriculture and Forestry (DRAAF). The project is located within the precincts of Dunkerque-Port. It will host two Customs services in the same building complex: the Main Office (BP), the Customs Border Control Unit (BSE) and the Animal and Plant Health Border Inspection service (SIVEP) on the site of the existing SIVEP building in the West port of Dunkerque. The real estate project, led by the General Delegation for the development of the Northern Corridor, is financed by the State to the tune of € 12.6m as part of the Recovery Plan. It will make it possible to renovate and extend the current building by 2023. Without waiting for that date, a temporary solution in the form of the installation of 411 sq. m of modular units on the site was chosen to bridge the gap until the handover of the renovated building and its extension. In so doing, the same site can immediately house the DRAAF officers who have arrived as reinforcements since 1 January 2021 to smooth health and plant health formalities with the United Kingdom as close as possible to the freight terminals.



# PORT CHARACTERISTICS

Dunkirk-Port is the trading port of the Hauts-de-France Region (31,813 km<sup>2</sup>, 6 million inhabitants), the largest agricultural region of France, the leading region for the rail industry, and the leading region for the car industry.

Dunkerque-Port is the third port in France in terms of overall traffic, and ninth port in the Channel and on the North Sea Range

2021 Traffic: 48.6 million tonnes

Founding member of Norlink Ports

Leading French port complex: > 100m tonnes

Leading French port for importing minerals and coal  
Leading French port for importing fruit in containers  
Leading French port for transport by rail  
Second French port for trade with the United Kingdom  
Third French port for grain traffic  
Leading river port in the Hauts-de-France region



À 90 mn du détroit du Pas-de-Calais



17 km de façade maritime



Accessibilité 7/7j et 24/24h jusqu'à 20,5m (tirant d'eau)



Bassin à niveau constant jusqu'à 14,2m (tirant d'eau)

- **Two port sites with 17 km of shoreline, on the seafront and without any estuary:**

- The East Port, behind locks, accessible to ships with a cargo of 130,000 T, or 14.20 metres 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. First large multi-specialist port near (26 km) the port of Calais.**



# PORT CHARACTERISTICS

## • Quality and non-congested domestic links:

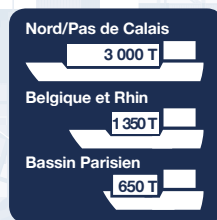
- By road: direct access from the port to the European motorway network via the A25 and A16 motorways.
- By waterway: wide-gauge canal with the Hauts-de-France (3,000 tonnes), extended to Belgium and the Rhine (1,350 tonnes) and the Paris Basin (650 tonnes), until the Seine-Nord Europe canal has been built (2028). Container barge services to Lille, Dourges and Valenciennes.
- Rail: the 160 km of port railway lines are linked to national and European networks. Containerized rail shuttle from/to Dourges, Valenton, Metz as well as all 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 the  
A1/A16/A25 motorways**



**River gauges  
from/to Dunkerque**



**11% of national  
freight**



**Registration of the  
port in European  
service plans**

## **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).

-For solid bulk:

West Port: West Bulk Commodity Terminal, ore and coal, ships up to 180,000 deadweight tonnes.

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

# PORT CHARACTERISTICS

-For general cargo:

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

East Port: Many terminals for break-bulk or semi-containerised lines, tramping, specialized terminals (sugar, sand, steel, grain, cement, etc.).

6,549 ships entered the port in 2021.



**Area  
7 000 ha**

350 ha of  
mixed-use zones  
marketed in  
2017



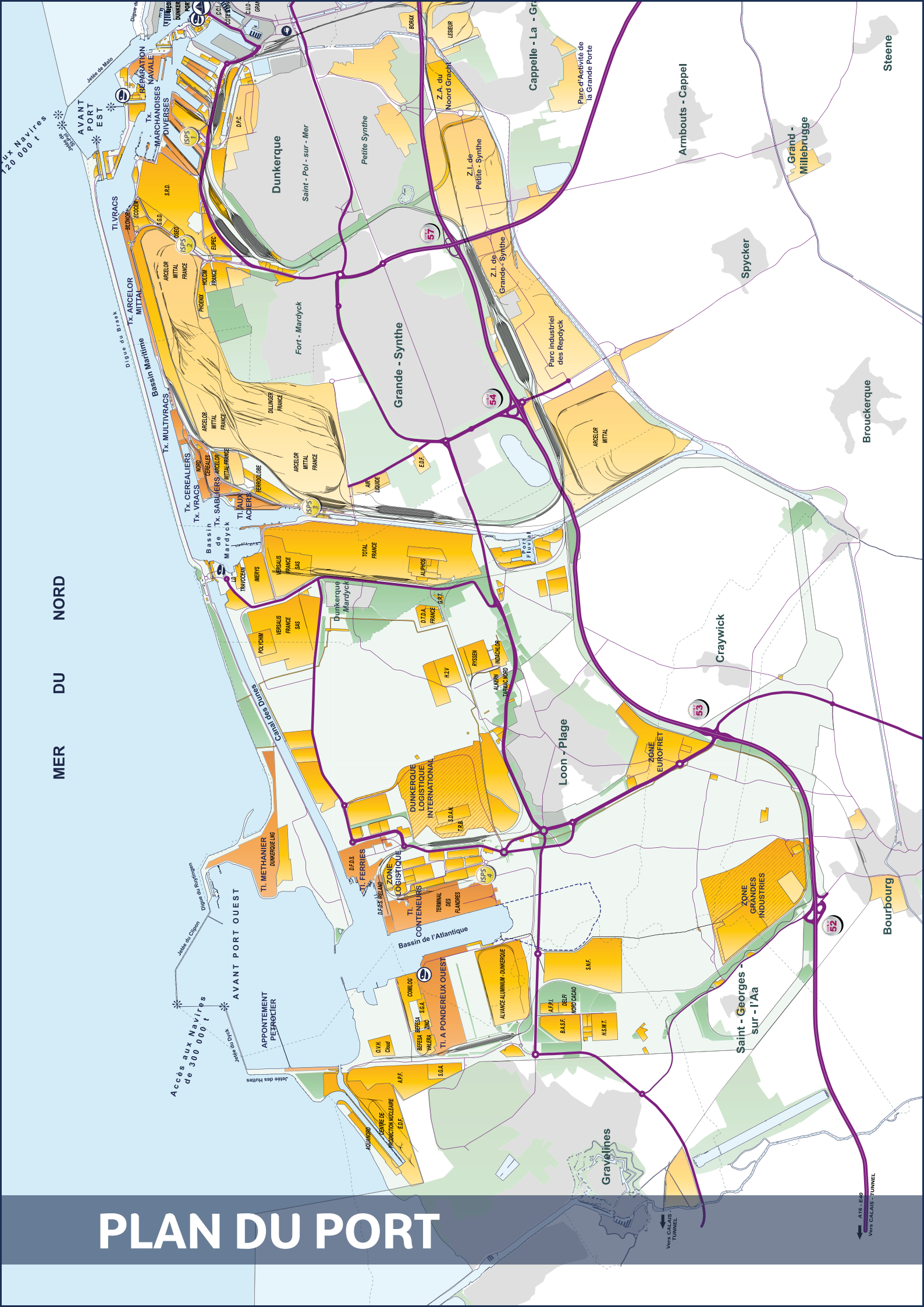
**+ 200 ha  
dedicated**

A zone dedicated  
to logistics



**6 549  
ships**

6 549 ships  
entered the port in  
2021



# PLAN DU PORT

RETROUVEZ LE  
DOSSIER DE PRESSE

2022

CONFÉRENCE DE PRESSE DU 14 JANVIER, 10H00

SUR  
DUNKERQUE-PORT.FR