

## **DUNKERQUE CONFIRMS ITS POSITION AS LEADING MULTIMODAL PORT IN FRANCE**

**The share of alternative modes to road, traditionally above 50%, has reached a new milestone with the boom in pipeline traffic. That market share now represents 65%.**

2019 was marked by a very high level of activity at the Dunkirk LNG terminal. The 72 port calls by LNG tankers recorded during the year generated traffic of 5.1 MT. The growth of more than 317% in gas volumes has naturally upset the modal breakdown of the port.

Transport by pipeline thus reached 34% of the port's overland route volumes, up 23 points compared with the previous year.

River traffic increased by 200 KT, driven by the resumption of grain exports in the second half but also by the good performance of container traffic handled by NORD PORT SHUTTLE (NPS) on the Dunkirk - Lille - Dourges - Valenciennes corridor. Rail traffic, handicapped by a difficult end of the year, fell by 100 KT. Under the effect of the increase in traffic by pipeline, the river and rail modes now post respective shares of 11 and 20% (12 and 29% in 2018).

In all, the share of alternative modes to road has now reached 65% of inland transport services from and to the port of Dunkirk.

In combined transport, the modal share of river transport has now reached 8% (+ 2 points compared with 2018) while that of the rail transport is stable at 2%.

**Stéphane RAISON**, Chair of the Dunkerque-Port Executive Board, is delighted with these results: *"The port of Dunkerque is doing everything it can to promote more virtuous overland transport modes. In recent years, the "pooling" of Terminal Handling Charges (THC) has given a boost to the transfer of containers by river. In 2020, we shall be paying particular attention to the development of the capacity and frequency of the combined rail transport shuttles operated by NOVATRANS GREENMODAL and FLEX NPS."*

### **About Dunkerque-Port:**

**Leading French port complex (Calais-Dunkerque);** 9<sup>th</sup> largest port on the Channel and North Sea Ranges, 3<sup>rd</sup> largest port in France, the port of Dunkerque stands out in many segments: Leading passenger port in Europe (Calais-Dunkerque corridor); largest energy hub in France; largest LNG terminal; leading French port for containerized imports of fruit and vegetables; leading French port for mineral and coal imports; largest rail port in France; largest regional river port; 3<sup>rd</sup> largest port in France for grain traffic. Dunkerque-Port is also a sustainable Port. Dunkerque-Port is the Commercial Port of the new Hauts de France Region, the largest agricultural region of France, the leading region for the railway industry in France, and the leading region for the French automobile industry. 2019 traffic: 53 Mt.

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