



Co-financed by the EU Mechanism for Interconnection in Europe (MIE) programme

PRESS RELEASE

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DUNKERQUE-PORT: CREATION OF THE NEW RORO6 CROSS-CHANNEL LOADING RAMP, A PROJECT THAT HAS RECEIVED EUROPEAN BACKING

The port of Dunkerque currently has two loading ramps dedicated to cross-Channel traffic with Dover (RORO1 and RORO3). Today managed by the DFDS company with three ships, representing twelve port calls per day, the traffic is particularly important not only for the port, but for the Hauts-de-France region as a whole and even on a European scale, since the port of Dunkerque is recognised as one of the nodes of the “North Sea - Mediterranean Corridor” of the European transport policy.

While the RORO3 ramp, which was commissioned in 2005, is fully suited to current operating conditions with its two-lane double-deck linkspan, this was no longer the case for the RORO1 ramp. Commissioned in 1988, it only has a single-lane, double-deck gangway, and when installed was not designed for use with ships greater than 190m in length.

The situation incited Dunkerque-Port to consider creating a new ramp, RORO6, to replace ramp RORO1. The project, which represents an investment of € 43m before tax, reached a very important stage at the end of August 2021 with the notification by Dunkerque-Port of the Design-Construction contract for the works.

Given the deadlines for finalising the design of the project, arranging the procurement and construction-site facilities, the start of work will take place in 2022, with the commissioning of the new RORO6 ramp scheduled for January 2024.

The project has been granted a € 6.9 million subsidy from the European Commission as part of its Mechanism for Interconnection in Europe (MIE) programme which is designed in particular to make European transport flows more efficient.

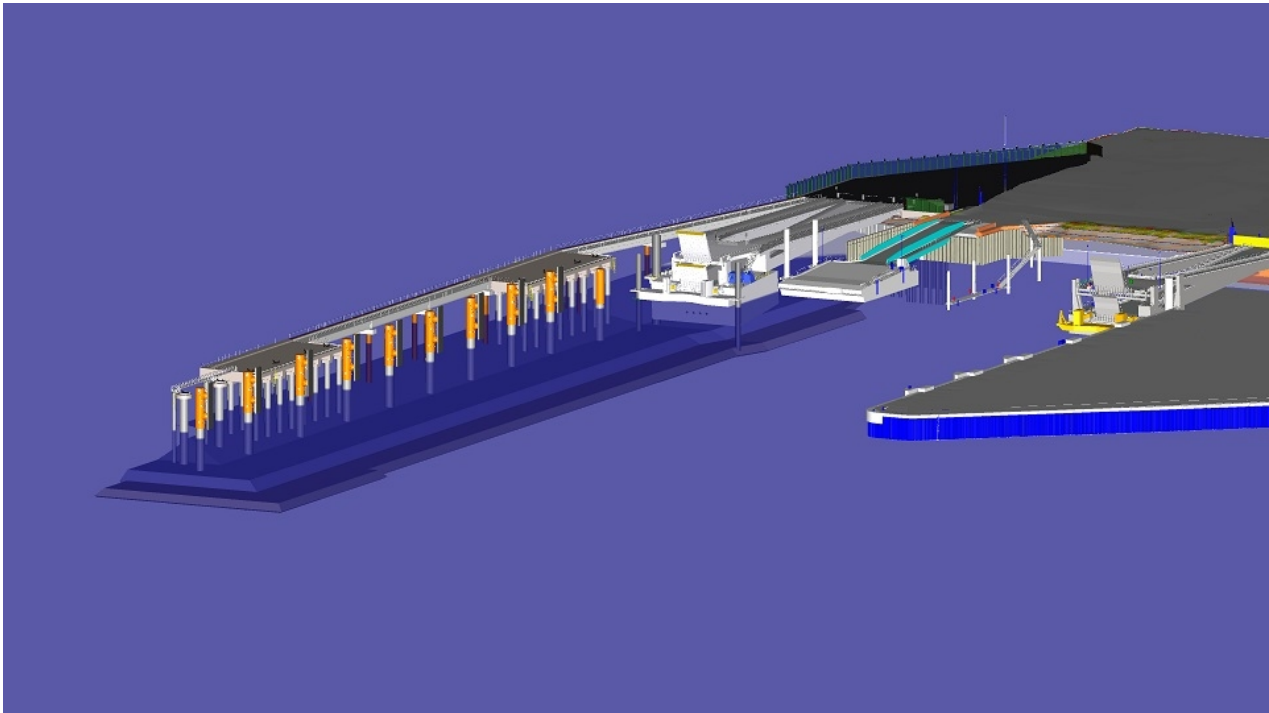


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The design for the new RORO6 ramp (view based on the digital model for the selected project)

About Dunkerque-Port: Leading French port complex (Calais-Dunkerque); 9th largest port on the Channel and North Sea Ranges, 3rd 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 containerised imports of fruit and vegetables; leading French port for mineral and coal imports; largest rail port in France; largest regional river port; 3rd largest port in France for grain traffic. Dunkerque-Port is also a sustainable port. It is the trading port of the new Hauts-de-France Region, the largest agricultural region of France, the leading region for the rail industry, and the leading region for the car industry. 2020 Traffic: 45.2 Mt.

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