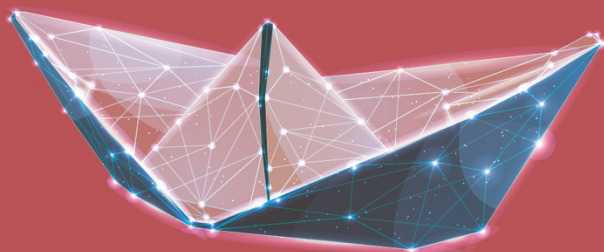


2025 PRESS KIT



DUNKERQUE
PORT

PRESS CONFERENCE
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DUNKIRK CONTINUES TO DIVERSIFY AND PREPARES THE PORT OF TOMORROW

FOREWORD

In 2024, the Port of Dunkirk is recording significant growth in its maritime traffic, despite a complex economic environment. The port's ecosystem continues to diversify and strengthen, with sustained development of the agri-food sector and the structuring of the electric mobility sector. The Dunkerque Logistique Internationale zone is moving towards its objective of 400,000 m² of warehouse space by 2030.

Driven by their economic ambitions and strong environmental commitments, the region's stakeholders, united around EcosystèmeD, continue to reinvent themselves to combine performance and sustainability. In this way, the Port of Dunkirk is asserting itself as a key player in the energy transition, decarbonisation and the preservation of biodiversity.

Finally, Dunkirk is resolutely looking to the future, with the effective launch at the beginning of the year of the CAP 2020 project and the objective of commissioning a second container terminal by 2029.

MARITIME ACTIVITY

In 2024, activity at the Port of Dunkirk reached 46 million tonnes, up 5% on the previous year, despite the unfavourable economic climate.

Liquid bulk traffic rose by 4% to just over 12.2 million tonnes (27% of total activity).

Hydrocarbon traffic increased by 15% to 3.1 million tonnes, while LNG activity remained particularly buoyant at 8.2 million tonnes. The Dunkirk LNG terminal welcomed 118 calls in 2024, excluding bunkers.

Solid bulk up 7% to 15.2 million tonnes (33% of total activity).

Ore traffic recovered by 23% to 7.9 million tonnes, following the technical disruption that affected operations at the Dunkirk steelworks for more than three months in 2023. However, this level remains below the volumes usually seen, due to the unfavourable economic climate.

At the same time, cereals traffic dropped by 20% to 1.3 million tonnes. This fall was due to very limited exports of grain by sea in the second half of the year, as a result of a particularly poor 2024 cereals harvest, both in terms of quantity and quality.

General cargo increased by 3% to 18.6 million tonnes (40% of total activity).

Activities:

In a generally stable cross-Channel Ro-Ro market on the range, freight activity between Dunkirk and Dover showed notable growth of 8%, while the transport of passenger vehicles rose by 3%. This increase in volumes is supported by the entry into service in February 2024 of the new Ro-Ro 6 linkspan at the cross-Channel terminal, financed by Dunkerque-Port.

Ro-Ro traffic to Ireland is showing positive momentum, with a 22% increase in freight volume and the development of an export business for trade vehicles.

In 2024, consolidated Ro-Ro traffic at the Port of Dunkirk amounted to 493,000 freight units (+9%) and 369,000 passenger vehicles (+4%). The number of passengers rose by 9% to 1,760,000.

Lastly, 2024 saw the start-up of a new logistics and handling activity for trade vehicles at the East Port of Dunkirk. 20 car carrier calls were made in the first 9 months of operation.

Containers:

Container traffic fell slightly by 2% to 653,000 TEUs, while activity linked to the port hinterland continued to grow, increasing by 3% to 436,000 TEUs: in 10 years, this traffic has doubled, with a continuous increase over the last 5 years. This new growth is linked in particular to recent industrial and logistics developments in the Hauts-de-France region, and more specifically in the Dunkirk area.

In January 2024, regular services were marked by the first call and then the ramp-up of the weekly MSC service linking Dunkirk to the West Coast of Africa and the Canary Islands. In addition, at the start of this year, Dunkirk is strengthening its connections with Asia: from mid-February 2025, the 'FAL1' service from OCEAN ALLIANCE (CMA CGM, COSCO SL, OOCL and EVERGREEN), which includes a call at the Korean port of Busan, will replace the 'FAL 3' service. Dunkirk is listed as the first import port.

THE AGRI-FOOD INDUSTRY

The **TTS** Terminal, a subsidiary of the **CRISTAL UNION** Group, has seen its activity pick up for the second year running, thanks to the resumption of exports of sugar bags in containers.

The operator of the Dunkirk cereal terminal, **NORD CÉRÉALES**, is completing the construction of 8 new silos with a total capacity of 30,000 tonnes, installed on a 9-hectare platform delivered by Dunkerque-Port in 2023. Scheduled to come into service in April 2025, these silos will increase the terminal's overall capacity to 360,000 tonnes.

The **CLAREBOUT POTATOES** plant in Dunkerque-Port's ZGI zone, one of the world leaders in frozen potato products, now has two production lines, with a production capacity of around 1,400 tonnes of fries a day. A key international player, the Belgian company has chosen to develop its export logistics via the port of Dunkirk.

In June 2024, CLAREBOUT commissioned a stacker crane-type cold store with a storage capacity of 88,000 pallets, in the immediate vicinity of the container terminal and ferry services. This facility will enable negative cold storage and the preparation of flows prior to export, whether they come from the local plant or from the Group's other production sites in Belgium.

The group plans to expand its logistics capacity on sites to the south and west of the existing building, as well as in the DLI zone.

The temperature-controlled fruit and vegetable sector has been particularly busy. At the beginning of 2024, a delegation made up of representatives from **Dunkerque-Port, CONHEXA, CMA CGM, the city of Dunkerque and the CNPTA** travelled to the West Indies to celebrate the 25th anniversary of the signing of the friendship charter between the port of Dunkerque and the French banana industry. This solid and effective partnership guarantees that all bananas produced in the West Indies are received, inspected and packaged in Dunkirk, as part of an ongoing collaboration with UGPBAN (SOLVEG Group).

In addition, the Belgian group **CONHEXA**, a key player in cold logistics in Dunkirk, is preparing to commission a stacker crane-type positive cold store with a future capacity of 10,000 pallets at its facilities in the West Port. This new infrastructure will double the Group's total storage capacity in Dunkirk for this type of product.

Finally, following a call for expressions of interest (AMI) launched by Dunkerque-Port, **OMER-DECUGIS & CIE**, a major importer of fresh and exotic fruit and vegetables, was selected as the winner for its project to build a logistics and ripening platform in Dunkirk. The new facility, covering around 20,000 m², should be operational by 2027 and will enable the Group to double its current capacity, while reaffirming the Port of Dunkirk's strategic position as France's leading importer of containerised fruit and vegetables.

In the first half of 2024, OMER DECUGIS & CIE had already selected the Port of Dunkirk as the gateway for the import of 10,000 tonnes of mangoes from the Ivory Coast, Mali and Burkina Faso.

ELECTRIC MOBILITY

Dunkirk, at the heart of the Hauts-de-France electric battery valley, aims to offer a complete range of services for electric mobility.

VERKOR's gigafactory, with an initial capacity of 16 GWh per year, is currently under construction in the Zone Grande Industrie (ZGI) at Dunkerque-Port. The first new-generation lithium-ion batteries will go into production by the end of 2025.

In addition, at the end of last year, VERKOR and Dunkerque-Port jointly submitted a proposal to the Commission Nationale de Débat Public (CNDP) concerning a possible extension of the Gigafactory's production capacity. To this end, Dunkerque-Port is studying the development of an initial 70-hectare phase of a new platform, called ZGI 3, located to the east of the buildings currently under construction.

The Gigafactory project by **PROLOGIUM**, a Taiwanese company specialising in solid-state batteries, is progressing according to schedule. The environmental permit and the building permit were obtained in December 2024, paving the way for a first phase of works in the summer of 2025, compatible with a commissioning scheduled for late 2026 / early 2027.

The joint industrial project between **ORANO** and **XTC NEW ENERGY**, now known as **NEOMAT**, will be submitted to a public enquiry in spring 2025, with a final investment decision scheduled for the summer of the same year. The first phase of development will focus on the construction of a cathode material production unit (CAM). The facilities dedicated to the production of cathode precursors (PCAM) and battery recycling will be developed in a second phase shortly after the launch of the CAM unit.

In May 2024, **ENCHEM**, Korea's leading producer of electrolytes for batteries, announced plans to build an electrolyte production and solvent recycling unit in the Dunkirk ZGI zone. This new development represents an investment of €57 million and is expected to create around 100 jobs by 2027.

While **ERAMET** announced in October 2024 that it was suspending its project to create a hydro-metallurgical reprocessing unit for strategic metals from battery recycling, the **SUEZ** group, which is responsible for the upstream phase of battery collection and dismantling, has reaffirmed its commitment to pursuing its project.

The logistics players based in Dunkirk are also supporting the structuring and consolidation of the electric mobility sector. **PSA BPD**, which

inaugurated a 22,000 m² warehouse on the DLI zone in June 2023 to meet the growing demand from the electric battery industry, is currently working with the main regional actors in the sector. The **CEVA LOGISTICS** terminal for complete new vehicle logistics, located on SRD's industrial brownfield site at the East Port, has been operational since November and covers an area of 10 hectares. It offers car manufacturers in the Hauts-de-France region a reliable, competitive, intra-regional logistics solution for exporting their vehicles by sea.

Dunkerque-Port is the main sponsor of the **BATTERIES EVENT**, co-organised by EcosystèmeD and Avicenne Energy. This event will bring together all the players in the battery industry from 1 to 3 April 2025 in Dunkirk.

DUNKERQUE LOGISTICS INTERNATIONAL (DLI)

The DLI zone, which has been awarded the 'Choose France' label and delivered on a "plug & plays" basis by Dunkerque-Port, plans to accommodate 400,000 m² of logistics warehousing by 2030. A 43,000 m² building is already operational. Since October 2024, this 21,000 m² building has housed the activities of the Japanese group **YUSEN LOGISTICS**, one of the world leaders in logistics for high added-value products, particularly pharmaceuticals.

In November 2024, the Belgian group **ZIEGLER** launched the construction of a multimodal logistics centre with a total surface area of 19,400 m². The facility will be operational by 2026.

In December 2024, the Belgian real estate specialist **WEERTS GROUP** signed a building lease and in the first half of the year will begin the first phase of construction of an 82,000 m² logistics building, known as WLP XXVIII.

BVI.EU, a Belgian developer specialising in commercial property, is to build a listed 21,000 m² logistics building for **GROUPE CHARLES ANDRE (GCA)**, one of Europe's leading providers of complete transport and logistics solutions for industry. Scheduled to open in 2027, the building will offer new opportunities for the storage of sensitive goods flows.

The companies **WDP** and **HEYLEN WAREHOUSES** are also piloting projects to develop new warehousing areas, with work due to start in 2025.

DUNKIRK, A GREEN PORT

Dunkirk, an area of low-carbon industry

In 2024, Dunkerque-Port became a member of the new GIP **ÉcosystèmeD** alongside the Communauté Urbaine de Dunkerque, the Chambre de Commerce et d'Industrie and the Communauté de Communes des Hauts-de-Flandres. This GIP is the heir to the GIP Euraénergie, which since 2016 has been driving the decarbonisation and industrial transition of the territory, in particular with the ZIBaC (Zone Industriale-portuaire Bas Carbone) project.

In June 2024, the D'Artagnan CO₂ hub project, led by **AIR LIQUIDE** and **DUNKERQUE LNG**, reached a decisive stage thanks to the support of the European Union, which granted it €160 million in aid. The project involves the construction of a pipeline network to transport captured CO₂, as well as the creation of a terminal dedicated to the reception, liquefaction, storage and maritime export of CO₂. Following a public consultation process completed this year, the administrative procedures are continuing, with a possible investment decision expected during 2025 and commissioning scheduled for 2028.

To meet the expected doubling of electricity consumption in the Dunkirk area by 2040, **EDF** plans to build two EPR2 reactors with a total capacity of 3,340 MW in the West Port area. If the project goes ahead following the public debate that closed on 17 January, preparatory work could begin in 2026.

Future projects to decarbonise maritime and land transport

The cross-Channel green corridor project, launched in Dunkirk in March 2023, between the **DFDS** group and the ports of Dunkirk, Boulogne-Calais and Dover, was confirmed at the **Choose France 2024** summit. At the summit, DFDS announced a €1 billion investment in all-electric ferries, which will make it possible to establish a **green cross-Channel corridor** from 2030. Dunkerque-Port will support the decarbonisation of the Dunkerque-Dover roro route by making the necessary investments, in particular to enable electric ferries to be recharged at each port of call. This includes the creation of a source substation to the south of the Dunkerque Logistique Internationale (DLI) zone, a transformer substation at the terminal, and the installation of connection facilities for ferries at quayside.

Starting in September 2025, the **CMA CGM** group will gradually deploy seven new biogas-powered container ships on its NEFWI (West Indies) service to Dunkirk, thus giving concrete form to the creation of a **transatlantic green**

corridor. These vessels, with a nominal capacity of 7,500 TEUs, will also double transport capacity on this route. Dunkerque LNG, operator of the Dunkerque LNG terminal, has the necessary certifications to supply the molecule.

Finally, at the beginning of 2025, Dunkerque-Port will launch work on a **piggyback terminal** at the West Port. This terminal, designed to encourage the modal shift towards rail transport of road flows from Ro-Ro, logistics and industrial activities in the Dunkirk area, will enable the transshipment of trailers and swap bodies onto wagons. It will be operational in early 2026. The name of the terminal operator will be announced in early 2025, following the Call for Expressions of Interest launched by Dunkerque-Port.

Commitments to biodiversity

To reconcile economic development with the preservation of ecological balance, the port has set aside more than 1,000 hectares for biodiversity as part of its **Schéma Directeur du Patrimoine Naturel (SDPN)**.

For over 10 years, Dunkerque-Port has been working closely with the **Conservatoire du Littoral** to encourage the development of green corridors within the port area. This partnership marks a lasting commitment to preserving the environment. In December 2024, a major new step was taken: an agreement was signed to contribute to renaturation actions beyond the port limits, on Conservatoire du Littoral sites.

DUNKIRK, A SOCIALLY RESPONSIBLE PORT

Improvements to promote mobility

Fully in line with the mobility plan of the **Communauté Urbaine de Dunkerque (CUD)**, Dunkerque-Port is developing new facilities to optimise access to the new port economic zones while facilitating travel for the inhabitants of the Dunkirk conurbation.

Work on the new road link, known as the **Route Inter Atlantique (RIA)**, and the associated footpaths, began at the end of 2023. The aim of this project is to improve access to the new industrial zone of the western port (Clarebout, Verkor) while providing a new east-west route for travel within the Dunkirk conurbation. This route is scheduled to come into service at the end of March 2025.

At the same time, work began at the end of 2024 on the new RD601 route to bypass the Atlantic basin, the extension of which is planned as part of CAP 2020. This route includes a main road accompanied by green lanes. During the works, the current RD601 route will remain accessible, with a switchover to the new route planned for early 2026.

Finally, a new road link parallel to the RN316, specially dedicated to HGV traffic, will be used mainly for port activities linked to ferries and containers. This new development will help to improve traffic flow on the RN316 and will be operational in spring 2026.

These works represent a total investment of €77 million.

By 2029, the port's **cycle network**, linking Gravelines to Dunkirk and crossing the industrial estates, will be extended from 10 to 40 km, with lit, safe and optimised paths.

The Dunkirk area at the Osaka World Expo in 2025.

The Communauté urbaine de Dunkerque and Dunkerque-Port will be taking part in the Osaka World Expo 2025, as part of the France Pavilion. From 16 to 18 May 2025, Dunkerque, under the **'Spirit of Dunkerque'** banner, will be showcasing French excellence during the **'Sustainable Port and City'** fortnight. Conferences and meetings will present the Dunkirk model, based on decarbonisation, economic development, urban transformation and heritage enhancement.

Voiles de Légende 2025

Finally, from 10 to 13 July 2025, Dunkerque-Port will be working alongside the Communauté Urbaine de Dunkerque to host the **Tall Ships Races**, one of the world's most prestigious historic sailing competitions. More than forty giants of the seas will berth alongside the quays, offering an exceptional maritime spectacle.

FINANCIAL RESULTS AND INVESTMENTS

Dunkerque-Port's forecast turnover for 2024 is up by 7% to **114.6 million euros**. It is split as follows:

- Harbour dues (45%)
- Estate revenues (45%)
- Other activities (10%)

As already observed in 2023, the port's new economic model is tending towards a balance between harbour dues and state revenues.

In 2024, investments reached **95.1 million euros**. For 2025, Dunkerque-Port plans to roll out an ambitious investment programme worth **164 million euros**, in particular for the initial CAP 2020 works.

CAP 2020

CAP 2020, a major project for the Port of Dunkerque, enters a decisive phase in 2025: the construction phase. The Dunkerque-Port Board of Trustees' decision to this effect on 22 November 2024 and the European Commission's decision of 17 December 2024 authorising €127 million in state aid for the project were the final steps required for the actual launch of the works.

CAP 2020 involves extending the Atlantic basin and building a 1,000-metre deep-water quay to accommodate an operator running a second container terminal. It will be equipped with 2 berths capable of handling the world's largest container ships (ULCS) without tidal constraints, 24 hours a day, 7 days a week. The aim is to double the Port of Dunkirk's container handling capacity.

The works, scheduled to start in 2025 and last for 3 years, represent a total investment of €303 million excluding VAT (value 2024).

In parallel with this work, in mid-2025 Dunkerque-Port will launch the selection process for the future operator of the container terminal.

Once the quay has been made available in 2027, the designated operator will be able to start work on its own facilities. The successful candidate will have 18 to 24 months to complete its investment programme, with a view to commissioning the terminal in 2029

The logo for Dunkerque Port features the word "DUNKERQUE" in a large, white, hand-drawn, uppercase font. Below it, the word "PORT" is written in a smaller, white, uppercase font. A small white icon of a port crane is positioned to the left of the word "PORT". The text is centered within a large, solid red circle. The background of the entire page is a dark blue gradient with several overlapping, semi-transparent, curved lines in shades of orange and red, creating a dynamic, abstract design.

DUNKERQUE
PORT

