

INAUGURATION OF NEW CHANNEL TERMINAL IN THE PORT OF DUNKIRK

After a year of work without any disruption to activity on the site, the new Channel Terminal in the Port of Dunkirk is now operational.

The new terminal was inaugurated on Thursday 17 March 2016, in the presence of Peder Gellert Pedersen, *Executive Vice-President DFDS*, Carsten Jensen, *Senior Vice-President DFDS*, François Soulet de Brugière, *Chair of the Board of Trustees of Dunkerque-Port*, Philippe Bertonèche, *Chair of the Development Board of Dunkerque-Port* and Stéphane Raison, *CEO of Dunkerque-Port*.

These works cost 14.88 M€, 12,88 M€ of which was borne by Dunkerque-Port and 2M€ by DFDS for:

- Construction of the building at the site entrance, housing a ticket office, administrative offices and staff facilities;
- Construction of the check-in barrier at the terminal entrance;
- Renovation of the ferry terminal for passengers waiting to board with their vehicles, and installation of a giant screen displaying passenger information.

The project received European Union funding of 1.290 M€ ex-VAT.

The project had four aims:

- To reduce ship loading and unloading times and improve safety for the staff in charge of these operations;
- To make the control process smoother and faster, improve safety and security, and make the route clearer for passenger transit from the entrance to the boarding car parks;
- To improve access to the Terminal from motorways;
- To increase the capacities of pre-boarding parking areas.

Reinforced signage

The redeveloped Terminal now covers more than 17 hectares compared with the 10 hectares of the earlier configuration.



PRESS CONTACT (Dunkerque-Port)
Marie-Elizabeth BOGUCKI
Tel: +33 (0)3 28 28 79 11
Mobile: +33 (0)6 07 13 33 42
Email: mebogucki@portdedunkerque.fr

PRESS CONTACT (DFDS)
Emma BATCHELOR
Tel: +44 (0) 1304 874 052
Mobile : +44 (0) 7720 496 857
Email : emma.batchelor@dfds.com

Signage from the motorway has been reinforced and access to the terminal for HGVs and passenger vehicles has been separated, providing faster and more secure entry for these two categories of users.

The terminal has 11 check-in lanes at the entrance, including one for coaches.

The new DFDS passenger building covers 350 m² and is located at the entry to the site.

All the installations necessary for controls by the French and British authorities have been rebuilt to make the transit procedures absolutely clear for passengers.

The new terminal has a double fence and surveillance cameras to ensure user safety and security.

Once past the control points, passengers enter a huge parking area with 7,380-m capacity in 41 parking lanes, including two for special trucks. This car park holds the equivalent of three shiploads of vehicles.

With the redesigned passenger terminal and the information screen, passengers can wait for their ship's departure in comfort.



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

About Dunkerque-Port:

The ninth port of the Channel and North Sea Range and France's third-largest port, Dunkirk has built its reputation in many sectors: it is the largest passenger port in the world (Calais-Dunkirk hub); the largest port district in France (traffic of more than 90 MT via Calais-Dunkirk); France's largest energy hub; the largest LNG terminal; the largest port for containerised imports of fruit and vegetables; the leading French port for ore and coal imports; the country's largest rail port; the largest regional waterway port; the second-largest French port for trade with Great Britain; and the third-ranking French port for grain traffic. Dunkerque-Port is also a sustainable port. It is the trading port of the new Nord-Pas de Calais Picardie Region, the largest food industry and farming region in France, the leading rail industry region, and the leading automobile industry region. 2015 traffic was 46.6 MT.



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