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FOREWORD

In 2025, the Port of Dunkirk will continue to adapt its infrastructure and model to respond to **changes in maritime trade, industrial and energy transitions, and societal expectations**.

This dynamic is part of the **2025–2029 strategic project**, developed collectively with the port's economic and institutional partners and its employees. It has a clear ambition: to **make Dunkirk a leading seaport, capable of combining economic performance, sustainability and regional anchoring**.

The diversification of activities, the **development** of high value-added **logistics** and **industrial solutions**, and the rise of sectors linked to **mobility, sustainable maritime transport** and **low-carbon energies** are the main drivers of this trajectory. They are supported by modernised infrastructure, a strengthened multimodal strategy and an ongoing commitment to social and environmental responsibility.

As Dunkerque-Port **celebrates its 60th anniversary**, this new phase invites us to take a retrospective and prospective look at the role of the port and the transformations underway.



MARITIME ACTIVITIES



GLOBAL TRAFFIC UP BY 5%

MT 48
+ 5 %

For the second consecutive year, and despite an economic climate that remains challenging, the port of Dunkirk has recorded a **5% increase** in maritime activity, reaching **48 million tonnes (MT)**. This represents the strongest growth recorded among the major ports on the North European range.

Liquid bulk

Liquid bulk posted a marked increase of **18% to 14.4 MT** (30% of activity).

Refined hydrocarbon traffic ended the year on a positive note (2.4 MT, +10%), driven in particular by the launch of a new asphalt import activity at the East Port.

With a total volume exceeding **10 MT in 2025**, the **Dunkirk LNG terminal** surpassed its previous **record** set in 2022 (9.7 MT) and confirmed Dunkirk's role as a **major gas hub** in Western Europe.

Dry bulk

Dry bulk fell by **5% to 14.3 MT** (30% of total activity).

Ore traffic rose slightly by **1% to 7.8 MT**. The technical shutdown of blast furnace No. 4 (HF4) at the Dunkirk steelworks, which lasted more than three months, weighed on this sector. However, the good level of iron ore transhipment to Bremen at Port Ouest helped to keep flows stable overall. Meanwhile, **coal** import volumes continued their structural decline, falling **10% to 2.7 million tonnes**.

At the same time, **grain activity** showed a slight increase of **1% to 1.3 MT**. The very poor grain harvest in 2024 weighed heavily on activity in the first half of the year, although exports in the second half of the year picked up following a very favourable harvest in 2025, both in terms of quantity and quality.

General cargo

General cargo increased by 4% to 19.3 million tonnes (40% of total activity).

RoRo activities:

In a slightly declining **cross-Channel** RoRo market, freight activity between Dunkirk and Dover fell by **3%**, while **passenger vehicle** transport contracted by **13%**.



On the other hand, RoRo activity to **Ireland** continues to demonstrate the strength of its business model year after year, with a further **11% increase in freight volume** and **8% growth in tourism activity**. In September 2025, **DFDS** strengthened this service with the arrival of the **Victoria Seaways**, doubling passenger capacity and increasing freight capacity by 18% compared to the Optima Seaways.



+ 11 %



+ 8 %

In 2025, consolidated roll-on/roll-off traffic at the port of Dunkirk represented **486,000 freight units** (-1%) and **324,000 passenger vehicles** (-12%). The number of passengers will reach **1,601,000**, a decrease of **9%**.



486 000

324 000

1.6 M

Finally, thanks to the establishment of the **new logistics centre for new vehicles** at the East Port in 2024, maritime exports of vehicles serving the regional automotive industry are living up to their promise, with **52 car carrier calls** handled in 2025.



Containers:

Container traffic at the port rose by **14%** to **747 KTEUs**, equalling the historic record set in 2022. Hinterland activity continued its remarkable growth to reach **520 KTEUs (+20%)**, driven by the development of the industrial and logistics ecosystem in the Dunkirk area and more broadly in the Hauts-de-France region.



747 KTEUs of which
hinterland
+ 14 %

520 KTEUs
+ 20 %

The start of 2025 saw the return of the **OCEAN ALLIANCE (CMA CGM, COSCO SL, OOCL & EVERGREEN)** Asia–Europe "FAL1" service, with Dunkirk becoming the **first European mainland port of call for imports** on this loop.

The beginning of 2026 will be marked by the strengthening of the line serving the Antilles and Latin America by **CMA CGM (NEFWI service)** and **Marfret (North Antilles service)**, now operated with seven ships instead of six.

These vessels will themselves offer increased capacity, rising from an average of 3,500 to 6,000 TEU. The new rotation will include a second call at Dunkirk for export flows, as well as calls at Puerto Antioquia (Colombia), in particular to support the continued growth of tropical fruit imports via the port of Dunkirk. The inaugural call of this enhanced service at Dunkirk is scheduled for 27 January, with the arrival of the **MV CMA CGM DOLOMITES**.

In addition, the first call of **CMA CGM's HLX feeder service** in Dunkirk, scheduled for 20 January with the **MV LINDA**, will strengthen transhipment solutions in Dunkirk for flows to and from Hamburg (Germany), Helsingborg (Sweden) and Tilbury (United Kingdom).

Finally, the cruise business is expected to experience very favourable momentum in 2026. Following test calls in 2025, several shipowners are expected to confirm their commitment this year, bringing the number of planned calls to around 30. This growth will be supported in particular by the decision of **the Compagnie Française de Croisières (CFC)** to position Dunkirk as the head of line in 2026 (16 calls) and 2027 (13 calls) for itineraries covering the whole of Northern Europe (British Isles, Norway, Iceland, the Faroe Islands, the Baltic), aboard the **RENAISSANCE**. This positioning reinforces the port's role as a new gateway to small-scale cruises.



MARITIME DEVELOPMENTS

Dunkerque-Port is continuing its development drive to consolidate its position as a major hub in northern France. This ambition is based on increasing traffic, improving reception capacities and implementing structural developments and facilities that will prepare the port for tomorrow's needs. All of the projects undertaken, in line with the port's main growth drivers, reflect the port's desire to support the region's maritime and logistics growth in a sustainable manner.

GRAIN TERMINAL: ADDITIONAL STORAGE CAPACITY

In October 2025, **NORD CÉRÉALES** commissioned eight new storage cells with a total capacity of 30,000 tonnes, bringing the terminal's total capacity to **330,000 tonnes**. This expansion enhances the agri-food hub's logistical appeal and its ability to absorb growing volumes.

CO₂ HUB: NEW EXPORT CAPACITIES UNDER DEVELOPMENT

The **D'Artagnan project**, led by **Air Liquide** and **Dunkerque LNG**, reached key milestones in 2025 with the conclusion of the public inquiry into the CO₂ pipelines, which resulted in a favourable opinion from the investigating commissioner, and the issuance of the building permit in April.

The programme involves the creation of a pipeline network and a terminal, operated by **Dunkerque LNG**, dedicated to the reception, liquefaction, storage and export of **CO₂**. It is expected to come on stream between late 2028 and early 2029.

NaTran has launched the process of developing the **extension of the CO₂ network** connected to Dunkirk through an EOI covering the Hauts-de-France, Grand Est, Normandy and Ile-de-France regions. The aim is to initiate and carry out a feasibility study for this network, which will enable CO₂ to be transported to Dunkirk. Once it arrives at the Dunkirk hub, the CO₂ can be transferred to storage sites via the **DKHARBO project pipeline**, announced in partnership between **NaTran** and **Equinor**.



LONG-HAUL RoRo TRAFFIC: INVESTING TO PREPARE FOR THE FUTURE

The **success of the Dunkirk-Rosslare RoRo service**, which has enabled the development of accompanied and unaccompanied freight as well as long-distance passenger transport, has led Dunkerque-Port to rethink the capacity of the West Port dedicated to this specific segment.

Currently, only the **RoRo4 terminal** can accommodate such vessels. To support the growth of these services, the port has begun construction of a second RoRo berth, **RoRo7**, located at the northern end of the Flanders quay. This investment will provide greater operational flexibility from 2028 onwards, ensure the safe reception of ships thanks to two interchangeable berths, and support the opening of new routes to Northern Europe.

By **2028**, the two berths **RoRo4 and RoRo7** will be equipped with **shore-side electrical** connections.

TERMINAL DES FLANDRES : TOWARDS 1 MILLION TEU OF CAPACITY

TERMINAL LINK, operator of the **Terminal des Flandres** (TDF), confirmed at the end of 2025 that it had ordered two new state-of-the-art gantry cranes, which will be delivered in 2027, bringing the number of **gantry cranes at the terminal to ten**.

At the same time, Dunkerque-Port will make an additional 12 hectares of space available to the terminal from 2026.

These two decisions will enable TDF to increase its handling capacity to around **1M TEUs**.

In addition, in order to support the continued increase in **reefer container** flows in Dunkirk, the terminal operator has increased the number of **reefer plugs from 800 to 900** in 2025 and plans to increase this to **1,125 in early 2026**.





CAP 2020: THE NEXT STEP TOWARDS REACHING 2 MILLION TEUS

After several years of preparation and studies, the **CAP 2020 project** has entered a decisive operational phase, marked by the **launch of the first works**.

With a budget of **€300 million**, CAP 2020 plans to extend the **Atlantic basin** and build a **1,000-metre deep-water quay**, enabling the creation of a second container terminal and sustainably strengthening Dunkirk's port capacity.

The work already undertaken has mainly involved diverting existing roads and networks located within the future basin's footprint, reinforcing the ground and constructing a retaining wall along the western bank.

In 2026, the project will continue with the start of construction of the quay wall, entrusted to a consortium led by **SPIE Batignolles Fondations**. This structural phase will continue until the end of 2028. In 2027, a hydraulic excavation contract will enable the anticipated earthworks to continue, ahead of the maritime dredging operations planned for 2028.

In addition, the **project fully integrates environmental** issues, with the implementation of **460 hectares of compensatory measures** as part of the **Dunkerque-Port Natural Heritage Plan**.

Finally, **Dunkerque-Port** aims to designate the future operator of the second terminal during the second half of **2026**.

The second container terminal is scheduled to come into service in the first half of **2029**.





LOGISTICS ACTIVITIES

To support the momentum of its maritime traffic and secure transport operations, the Port of Dunkirk continues to expand its logistics offering in order to provide high value-added services to supply chain stakeholders.

STRENGTHENING THE CHAIN OF EXCELLENCE FOR TEMPERATURE-CONTROLLED PRODUCTS

The logistics of agri-food flows, a sector of excellence for the port, continues to experience strong growth:

- In early 2025, **CONHEXA** inaugurated a positive cold storage stacker crane with a capacity of 10,000 pallets, doubling the group's total storage capacity for this type of flow.
- **SIIM**, a subsidiary of the international **group Omer-Decugis & Cie**, which specialises in **fresh and exotic fruit and vegetables**, plans to commission a logistics platform for ripening and processing fresh fruit and vegetables, covering approximately **25,000 m²**, in **2027**. This project will include the development of a factory dedicated to fresh fruit cutting, a rapidly expanding market. The Group has already announced that, starting in 2026, it will unload more than 70 refrigerated containers of pineapples and bananas per week from Latin America in Dunkirk, representing an increase in volume of more than **5,000 containers over the year**. This decision follows the reorientation, over the past two years, of flows of mangoes, coconuts and other exotic fruits from Africa to Dunkirk, thereby strengthening the port's position as **the main French entry point for tropical fruits**.

DLI: CONFIRMATION OF THE LOGISTICS AMBITIONS OF THE PORT OF DUNKERQUE

In terms of dry goods storage, developments in the **new DLI (Dunkerque Logistique Internationale)** logistics zone, which has been awarded the **Choose France label**, are also significant:

- **THEIX**, a subsidiary of the Belgian group Ziegler, will launch a 19,400 m² multimodal logistics centre in early 2026, which is currently being finalised.
- In the first half of 2026, property developer **BVI.EU** will begin construction of a 21,000 m² logistics building, which will then be used by the Charles André Group (GCA) to store sensitive materials for industrial players.
- For its part, **WEERTS GROUP** will begin construction in the first quarter on the first phase (approximately 27,000 m²) of a future logistics building with a total surface area of 82,000 m² when completed.
- Finally, **WDP** is expected to obtain all its permits during the first half of the year and to start construction of the first phase of its logistics project (90,000 m² in total) in the second half of 2026.





INDUSTRIAL ACTIVITIES

In line with national reindustrialisation objectives, the port of Dunkirk is now seeing the completion of several major industrial projects announced in recent years. This momentum is part of an overall strategy to diversify the sustainable industrial mix, driven by the continued development of turnkey economic zones.

CONCRETE REALISATION OF THE ELECTRIC MOBILITY INDUSTRY

On 11 December, **VERKOR** inaugurated its first **battery Gigafactory**, with electric vehicles as its primary application, located in the Grandes Industries Zone (ZGI). This is the first operational Gigafactory in the Dunkirk area and the third in the region, which is now recognised as **the "battery valley"**.

This inauguration precedes the start, scheduled for mid-2026, of work on the Gigafactory of the Taiwanese group **ProLogium**, which specialises in **solid-state batteries**. Following a first Gigafactory inaugurated by ProLogium in Taiwan in 2024, this project will be the second Gigafactory, this time located in the Dunkirk area. It will be developed on a **38-hectare "turnkey" site, developed by Dunkerque-Port** in the northern part of Zone Grandes Industries 2 (ZGI 2). This new unit is scheduled to come on stream in **2028**.

This momentum is continuing with the **NEOMAT** project, which aims to gradually develop an industrial complex dedicated to **battery materials**. The two project leaders, **Orano and XTC Energy**, are working to formalise their investments during the first half of **2026**. The first unit, dedicated to the production of **cathode active materials (CAM)**, obtained its environmental authorisations at the end of October 2025.

In addition, the Korean group **ENCHEM**, which specialises in the **production of electrolytic materials**, is continuing to analyse the opportunity of setting up in the Dunkerque ZGI zone. The project under consideration would also include carbon nanotube production and NMP recycling activities. As such, it received **€7 million** in support in **2025** under the **C3IV tax credit introduced by the government**.

Finally, in response to the growing challenges of access to critical resources, the **SUEZ Group** is developing a project for an industrial site dedicated to the **recycling and recovery of critical metals from electric batteries**, located in the port area. All administrative authorisations have already been obtained, and the final investment decision is expected in 2026.

INDUSTRIAL DIVERSIFICATION STRATEGY

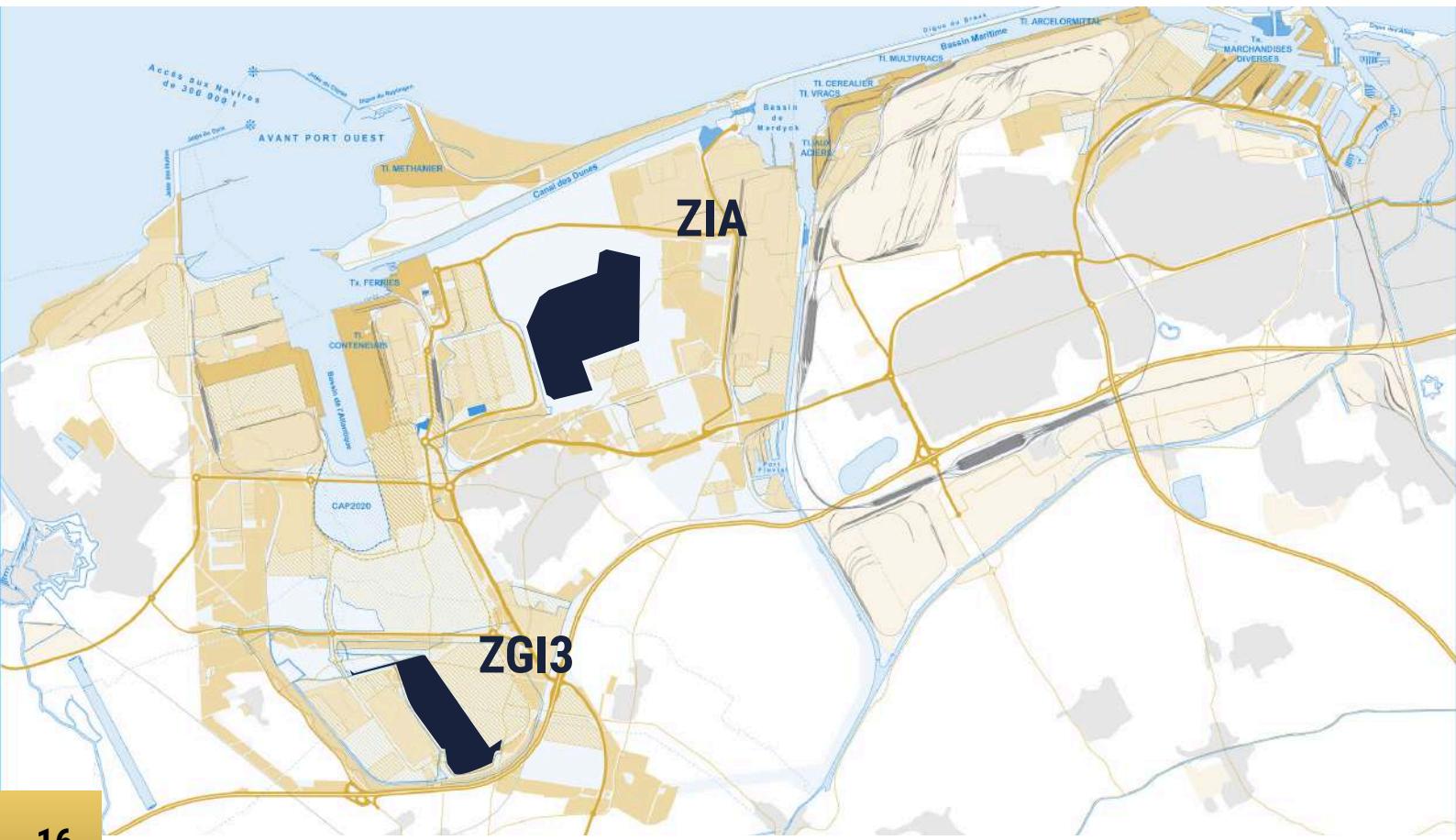
At the end of January, **CrystALRod** will sign a building lease agreement for the establishment, within the port area, of the **very first smelter dedicated to the production of recycled aluminium wire**, intended in particular for the manufacture of cables for electrical networks. With 40% recycled content, the wire produced in Dunkirk will have the lowest carbon footprint in the world. The production unit will come into service in 2028 on a 7-hectare site located south of the TotalEnergies site in the central port.

At the beginning of this year, Dunkerque-Port will launch a **call for expressions of interest** (EOI) for the provision of a 21-hectare site for the installation of a data center or **HTC system** with a power rating of between 400 and 700MW. This power is subject to a fast-track procedure, which has already been authorised by the **Ministry for the Economy, Finance and industrial, energy and digital Sovereignty**. It aims to offer the Dunkirk area and the Hauts-de-France region a structuring project, presenting direct solutions for existing industrial activities, in particular through rapid access to computing power, working to optimise industrial processes and accelerate research and development activities. It also constitutes a major lever for diversification and economic attractiveness in a region that is resolutely focused on the future. The proposed site is located in ZGI zone on an initial area of 21 hectares, close to the **Clarebout/Simplot and Verkor sites**, which will enable potential synergies linked to the use of the heat produced by the winning project.

TOWARDS THE DEVELOPMENT OF NEW PLUG & PLAY ECONOMIC ZONES

Dunkerque-Port is continuing its strategy of developing turnkey economic zones. The next developments will include:

- **Zone Grande Industrie 3 (ZGI 3)**, located between ZGI and ZGI 2, is intended to eventually offer 100 hectares of land, available for commercialisation. The first phase, covering 70 hectares and intended for the expansion of **VERKOR** with the establishment of **two new Gigafactories**, was the subject of a public consultation conducted under the auspices of the National Commission for Public Debate (CNDP). Dunkerque-Port will submit the environmental permit application in the first half of 2026, with the aim of obtaining the necessary authorisations to commence work before the end of the year.
- **The Zone Industrie d'Avenir (ZIA)**, which, in its current configuration, will offer **220 hectares of land**, available for commercialisation. Dunkerque-Port will submit the authorisation application at the beginning of the second half of 2026, with a view to developing a first phase of 50 marketable hectares in 2027, labelled by the Government as a "plug & play site" project".





DECARBONISED ENERGIES

Dunkirk has established itself as Europe's leading energy hub, thanks in particular to a unique combination of low-carbon electricity production, distribution and security capabilities, supporting the region's energy transition and economic development.

GRAVELINES NUCLEAR POWER PLANT: A REGIONAL ENERGY PILLAR

In 2024, the **Gravelines nuclear power plant** was France's leading producer of low-carbon electricity, with output covering the equivalent of 70% of consumption in the Hauts-de-France region. This major contribution will be reinforced in the coming years thanks to the **extension of the lifespan of the six existing reactors**, the optimisation of the facilities and the installation of **two new EPR2 reactors**.

EPR2 OF GRAVELINES

On 18 June 2025, the French government officially launched the **Grand Chantier EPR2 Gravelines project**. This decision follows the National Commission for Public Debate's acknowledgement on 20 May 2025 of the decision by project owners **EDF** and **RTE** to proceed, following public debate, with the project to build a pair of EPR2 reactors at the Gravelines site and connect them to the public electricity transmission network.

A **Major Project Charter**, signed with institutional and regional partners, now sets out the framework for coordinating this exceptionally large-scale operation, which will create at least **8,000 jobs** for the project.

2026 will mark the start of preparatory work, which includes a series of operations prior to the construction of the reactors. This work, planned for the autumn, will begin with the implementation of environmental measures and preliminary site development. It represents a decisive step for the territory, contributing to the strengthening of low-carbon electricity production.

The start of preparatory work, planned for autumn 2026, marks a **decisive step for the region, contributing to the strengthening of low-carbon electricity production**.



MAJOR INVESTMENTS IN THE ELECTRICITY NETWORK

To support this growth in industrial activity, Dunkerque-Port and the players involved in the transport and distribution of electrical energy are investing heavily in infrastructure to structure the network and serve customers.

On 28 April, **RTE** laid the foundation stone for the **Flandre Maritime electrical substation** in Saint-Georges-sur-l'Aa, which is set to become one of the most powerful in France. This site will be a major power supply point for the region, thanks to **two 400 kV overhead lines** serving the eastern part of the port and the Dunkirk conurbation in particular. Partial commissioning is scheduled for July 2026, with Gravelines being supplied, before full commissioning at the end of 2030.



ENEDIS will launch, under the impetus of Dunkerque-Port, **the construction of a new electrical substation** in the Dunkerque Logistique Internationale (DLI) zone. Studies are currently underway, with public consultation planned for 2026. Subject to confirmation, work could begin in 2028, with commissioning scheduled for 2030. Equipped **with two expandable 70 MVA transformers**, this substation is designed to anticipate the needs associated with the **electrification of cross-Channel connections and cold ironing**.



MOBILITY

Dunkerque-Port continues to optimise its mobility infrastructure, a strategic lever for enhancing the attractiveness and competitiveness of the Dunkirk port area. These developments reduce the environmental footprint by promoting more sustainable modes of transport, while strengthening the port's roots in its local area.

ROAD INFRASTRUCTURE AND TERRITORY ACCESSIBILITY

In line with the urban mobility plan promoted by the **Urban Community of Dunkirk (CUD)**, Dunkerque-Port is developing new infrastructure aimed at **optimising access for employees** and goods flows to new economic zones, while facilitating travel for residents of the Dunkirk metropolitan area.

Road works undertaken in 2024 around the new development areas of the West Port led to the opening of the **Inter-Atlantic Road (RIA)** in April 2025, providing a new east-west axis and facilitating access to industrial areas. The new RD601 route, bypassing the Cap 2020 basin, is also operational. Finally, work to double the main exit road from the West Port, dedicated to heavy goods vehicles and connected to the RN316 interchange, will be completed in spring 2026. **This new route will help to improve traffic flow and safety on the RN316.**

All of these developments represent an investment of **€77 million**, funded by Dunkerque-Port with €5 million each from the Urban Community of Dunkirk (CUD) and the Département du Nord.



SOFT MOBILITY AT THE HEART OF THE PORT AREA

In addition, major work is underway to develop **30 kilometres of greenways** for pedestrians, bicycles and electric scooters, with the inauguration of the first section along the RIA at the beginning of the summer. By 2029, **40 kilometres of softways** will have been completed in the port area.



GREENWAYS

Dunkerque-Port also supports the **URBANLOOP project**, led by the Urban Community of Dunkirk (CUD), which plans to deploy autonomous, eco-friendly shuttles by 2028 to facilitate employee travel between transport hubs and factories located in the new port industrial zone.





INTERMODAL TRANSPORT FOR EFFICIENT AND SUSTAINABLE LOGISTICS

A major investment in low-carbon logistics, the **new piggyback terminal** at the West Port will come into service in spring 2026.

Operated by **MODALIS**, this infrastructure will enable the long-distance rail transport of road semi-trailers and swap bodies. It will thus offer an efficient alternative to road transport for roll-on/roll-off traffic to and from Great Britain and Ireland, as well as for the entire logistics and industrial ecosystem of the Dunkirk region. This new service will help to relieve congestion on the roads and reduce CO₂ emissions.

The first regular service, operated by **DELTA RAIL**, will link Dunkirk to **Piacenza** (Italy) via Lyon from September 2026.

THE PORT OF DUNKERQUE STRENGTHENS ITS CONNECTIONS WITH THE GRAND EST REGION

Since 1 January 2026, **Voies Navigables de France (VNF)** has entrusted the operation and commercial development of the ports of Lorraine to **Lorraine Multi Hubs (LMH)**, in which Dunkerque-Port holds a 5% stake. The ports of Toul-Vaucourt, Nancy-Frouard, Nouveau Port de Metz, Thionville-Illange and Cattenom play a major economic role in the Grand Est region, particularly in the sustainable organisation of its logistics flows.

Dunkerque-Port and the port community will, of course, strive to strengthen trade flows with the **Grand Est region**, favouring **waterways** and **rail transport**, with particular attention paid to the **development of new rail-road links between Dunkirk and Metz**.





FINANCIAL INDICATORS

Dunkerque-Port's projected turnover for 2025 is **€121 million**, up **6%** on the previous financial year. It breaks down as follows:

Harbour dues	Estate revenues	Other activities
43 %	48 %	9 %

The revenue structure highlights a lasting balance between **harbour dues** and **estate revenues**, reflecting the consolidation of a diversified port ecosystem based on the complementarity of maritime, logistics and industrial activities.

The investment programme for the **2026 financial year amounts to €131 million**, a sustained level comparable to that of 2025.

The main investment operations planned concern:

- the CAP 2020 project (€51 million),
- the development of new economic zones (€33 million),
- the sustainability of port infrastructure (€18 million)
- the first phase of the port rail network regeneration programme (€15 million).



CSR

Dunkerque-Port is implementing an ambitious policy aimed at reconciling economic development, preservation of natural environments, and climate change mitigation and adaptation. This approach is based both on a structured strategy to promote biodiversity, supported by the Natural Heritage Master Plan (SDPN), and on a strong commitment to regional decarbonisation programmes. It reflects Dunkerque-Port's desire to play a lasting role in the region's ecological transition.

BIODIVERSITY & PARTNERSHIP DEVELOPMENT

As part of the **Natural Heritage Master Plan (SDPN)**, more than **1,300 hectares of the port area are now dedicated to biodiversity**, with the aim of preserving natural environments, strengthening ecological continuity and protecting natural habitats.

This approach is based on structural partnerships, notably with the **Chamber of Agriculture** to integrate a voluntary **collective agricultural compensation scheme** and another agreement to link agricultural activities to environmental compensation measures. In addition, a four-year partnership with **AGUR** aims in particular to roll out a landscape plan across several sectors of the port area, with an initial project being implemented in the Dunkerque Logistique Internationale (DLI) zone.

These collaborations complement the partnership with the **Conservatoire du littoral**, recently reinforced by an agreement to support renaturation actions beyond the port perimeter, on Conservatoire sites.



CLIMATE AND DECARBONISATION

The Dunkirk territory is involved in the national **ZIBaC** (Low-Carbon Industrial Zones) programme, led by the **ÉcosystèmeD Public Interest Group**, comprising the Urban Community of Dunkirk (CUD), Dunkerque-Port, the Littoral Hauts-de-France Chamber of Commerce and Industry and CCHF.

Following the completion of ZIBaC 1, a second phase (ZIBaC 2) is currently in preparation, with an application submitted on 18 December, with a view to launching feasibility studies on **the territory's decarbonisation trajectories**.

SECURITY

Securing port traffic is a key part of this responsible approach. In December 2025, **the French Customs, Dunkerque-Port and the Maritime and Commercial Union of Dunkirk (UMC)** strengthened their cooperation through an agreement aimed at improving the security of traffic flows and the overall performance of port traffic.

CLIMATE ADAPTATION

Dunkerque-Port, in conjunction with the **Urban Community of Dunkirk (CUD)** and **the Opal Coast Metropolitan Pole (PMCO)**, is developing digital tools for modelling climate risks in order to draw up an operational adaptation plan that will guarantee the continuity and sustainability of port activities.





DUNKERQUE, FUTURE CAPITAL OF PORT CITIES IN 2026

In 2026, the port city of Dunkirk will enjoy increased international visibility, thanks to an initiative by the Urban Community of Dunkirk (CUD) in partnership with Dunkerque-Port. **At the 20th AIVP World Congress of Port Cities in New York in 2025**, the two partners confirmed that **Dunkirk would host** this global event in **November 2026**, reinforcing its position as a major port city.

DUNKERQUE-PORT PRESENT AT THE "DUNKERQUE FÊTE LA MER" EVENT

In 2026, Dunkirk will strengthen its maritime positioning and influence, affirming the link between the sea and its citizens. To mark the occasion, the Urban Community and the City of Dunkirk will organise "**Dunkerque fête la mer**" event on 5, 6 and 7 June 2026 at the Quai de la Citadelle, with the support of Dunkerque-Port.

DUNKERQUE-PORT CELEBRATES ITS 60TH ANNIVERSARY IN 2026

The "Dunkerque fête la mer" event will give Dunkerque-Port the opportunity to **celebrate its anniversary with the general public**. Founded in 1966 as the Port Autonome de Dunkerque, the establishment became the Grand Port Maritime de Dunkerque in 2008, following port reforms.



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CONCLUSION

In a complex economic and geopolitical context, the Port of Dunkirk is resolutely pursuing its path of development and transformation. This is evidenced by its projects, investments and announcements: **the port continues to adapt its infrastructure, services and model to respond to changes in logistics, industry and energy.**

This momentum is based on the recently approved **2025-2029 strategic project**. This is now being translated into action through the gradual roll-out of **15 flagship projects**, organised around a step-by-step roadmap.

The 2025-2029 strategic project itself is part of a clear vision, based on seven ambitions that Dunkerque-Port has set itself for **2050**:

- A key port in the Northern Range, particularly in the container and RoRo sectors.
- A major digitalised logistics hub in Northern Europe, open to Eastern Europe.
- An internationally recognised area of industrial and commercial attractiveness
- A net-zero port, a hub for renewable energies
- A proactive port in terms of biodiversity and the preservation of natural resources
- An innovative, attractive and resilient economic and social model
- A safe, civic-minded port, open to its local area and bringing together local players.

The implementation of these ambitions relies on close cooperation with stakeholders in the maritime and port sectors, as well as with all public and private partners in the Dunkirk territory. **This collective effort is an essential lever for building the port of tomorrow.**



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MEDIA KIT

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