

## 2021, AN «EXCEPTIONAL» YEAR FOR PORT BOULOGNE CALAIS

In 2021, Port Boulogne Calais experienced a very full year which could be described as "extraordinary": the entry into force of Brexit and the United Kingdom's exit from the Common Market, the COVID-19 health crisis, the arrival of a third cross-Channel company and, finally, the opening of the new port of Calais which marks the completion of 6 years of work on the largest port site in Europe at the start of the century.

### ■ LOOKING BACK ON INTENSE CHANGE AT THE PORT OF CALAIS

For the port of Calais, 2021 has been a year which will go down in history due to all the news about events and announcements that followed one another.

#### • A new era is dawning for the port of Calais with the opening of the new terminal

2021 was certainly a milestone in the history of the port of Calais. On 31 October at 10.00pm, six years after the laying of the first stone, **the new port was put into operational service**, opening a major new chapter in its history.

This new infrastructure, designed to anticipate changes in traffic, new-generation ships and new modes of transport, has **doubled the area and capacity** of the port (the historic port remaining in operation) while welcoming travellers in outstanding conditions of comfort and offering them new services.

Today, the port of Calais has a robust infrastructure to face the 21st century with ease and thus take on new challenges in a rapidly changing world. The new port opens up new prospects for Calais and the Hauts-de-France Region, and serves the ambition of making the region a **benchmark logistics hub in Europe**.

Remember that the new cross-Channel platform required an investment of 652 million euros.

#### • The arrival of Brexit: preparation and investment made it possible to meet the challenge

Having been postponed several times, Brexit took place on 1 January 2021. While some predicted major bottlenecks, **freight traffic at the port of Calais remained fluid**. After a few adjustments during the first weeks, transport and logistics professionals have fully adopted the new measures and the number of heavy goods vehicles with «orange» status (incomplete formalities or passing through the SIVEP) coming from the United Kingdom rapidly decreased.

Regarding Boulogne-sur-Mer, obtaining an exceptional derogation system for opening a SIVEP (Veterinary and Phytosanitary Inspection Service) in the heart of the Capécure business park was a major challenge for companies in the fishing industry. The **opening of the SIVEP 24/7** and the **rapid adaptation to the new customs obligations** of companies processing fishery products have made it possible to **maintain supplies of raw materials**.

The investments in human, financial and technological resources of Port Boulogne Calais (**13.5 million euros** will have been invested) combined with the creation of the «dematerialised border» developed by French Customs, has made it possible to set up a robust organisation ensuring both ease of crossing the border and maintaining a smooth traffic flow.

Phase 2 of Brexit, which this time concerns British customs declarations, came into force on 1 January 2022. After the first few hours, which made it possible to adjust the arrangements and organisation for transport professionals subject to these new controls, the number of heavy goods vehicles in regulatory non-compliance experienced the same rapid change as that experienced in January 2021.



# COMMUNIQUE DE PRESSE

## • The port of Calais: The place to be!

### Arrival of a third cross-Channel company: Irish Ferries

The Irish shipping company Irish Ferries launched **its first commercial service from the port of Calais on 29 June** with the Isle of Inishmore. It joins the two other operators, P&O Ferries and DFDS, on the Calais-Dover line. In December, Irish Ferries increased its transport capacity with the arrival of a **second vessel**, the Isle of Innisfree, and simultaneously announced the commissioning of a **third ferry for the first quarter of 2022**. The arrival of this third boat will bring the fleet sailing from Calais to 10 ships. With a frequency of 5 rotations per day per ship, 100 daily crossings, with a departure every 30 minutes, will be offered to carriers on the Calais-Dover line.

### A new Ro-Ro line: Calais / Sheerness

Last July, DFDS launched a Ro-ro line, specifically for unaccompanied trailers and containers, between the ports of Calais and Sheerness, located in North Kent near the M25 motorway.

The ro-ro vessel can carry **up to 165 freight units** per trip.

This new service from Calais meets a growing demand for unaccompanied freight services.

Since mid-January, this service has been temporarily suspended.

### Latest-generation ferries on the Calais-Dover line

Last July, the operator DFDS put its **new ferry** into service, the **Côte d'Opale**. More capacity (3,100 linear metres of car deck and 1,000 passengers) than its current ships, and in particular the Calais Seaways which it replaced, it is also **the largest ship** currently navigating the strait at 214 metres long. The Côte d'Opale is also intended to be **more ecological**, with a reduction in fuel consumption and CO2 emissions of 25% per unit transported.

For its part, P&O Ferries has made major investments on the Calais-Dover line with an order for two latest-generation vessels. **In 2023**, the port of Calais will welcome the company's **two super-ferries, the largest ever built** to operate on the Channel. With a length of 230 metres and a capacity of 3,658 linear metres, they will be able to hold up to 1,800 passengers. Of hybrid, double-ended design, they will be more economical and more ecological, with a significantly reduced carbon footprint.

Port of Calais customers, both tourists and truck drivers, will benefit from innovative, comfortable, fast and environmentally responsible vessels.

### Announcement of a new Calais – Sète rail motorway line

On 24 December 2021, the Ministry for Ecological and Solidarity Transition announced that it had selected the rail operator VIA to operate the rail motorway to connect the ports of Sète and Calais.

VIA plans to start this new line in **spring 2022**.

With the arrival of this new line, VIA confirms its interest in the port of Calais, which is becoming a **strategic hub** for the operator. The port of Calais can only welcome this since it aims to offer its customers leading intermodal solutions for their logistics organisations.

## ■ 2021 RESULTS IN BOULOGNE MAKING PROGRESS AND CONTRASTS IN CALAIS BETWEEN FREIGHT, WHICH CONTINUES TO PERFORM WELL, AND TOURISM, WHICH REMAINS DEPRESSED

Still affected by the COVID-19 health crisis and its impactful effects on the industrial sectors and tourism, 2021 made it impossible to regain the figures from before the pandemic, but Boulogne and Calais remain **solid on fishing and freight**.



# COMMUNIQUÉ DE PRESSE

The port of Boulogne has managed to hold its own and remains **the leading French fishing port**, with all indicators up compared to 2020: up 2% in tonnage with 28,459 tons of fish landed, up 13% in value with 73.5 million euros in turnover, and a 10% increase in the selling price per kilo at 2.58 euros.

In Calais, the results are marked by the contrast between tourist traffic still at a standstill, and freight traffic in very slight decline within an exceptionally complicated context.

Very strongly impacted by the pandemic and restrictions on the movement of people that go with it, in 2021 we saw a drop of 27% in passenger traffic compared to 2020 and 42% for passenger vehicles.

Freight traffic, although down slightly by 1.4%, remains efficient given the upheaval, with 1,638,695 units. The Port of Calais remains the **leader in cross-Channel freight** and has even strengthened its position in the Strait by **exceeding 46% market share**.

For Jean-Marc Puissesseau, Chairman and CEO of Port Boulogne Calais: «2021 was **a year full of challenges**. The successful implementation of Brexit and commissioning of the new port of Calais were key issues for the future of Port Boulogne Calais. I'm proud and happy to say today that we've managed to meet these challenges and offer a bright future to our port.

The arrivals of Irish Ferries, the Côte d'Opale from DFDS and soon new next-generation vessels from P&O will allow us to offer port users unrivalled scheduling and hold capacity on the Calais-Dover line.

I'd like to thank our customers, maritime and rail operators who, through their significant investments, have shown their confidence in us.

As for Boulogne, we're continuing to closely monitor fishing licences not yet granted and to provide our full support to Boulogne's fishermen.»

«In a particularly disturbed context due to the health crisis and the redefinition of our relations with our close British neighbour, Port Boulogne Calais has once again proven its **resilience** thanks to the mobilisation of all port players.

The commissioning of the new port of Calais will mean we can take full advantage of the resumption of trade as soon as the health situation has been normalised» says Benoit Rochet, Deputy CEO.

## 2021 key figures

Total goods (cross-Channel + trade) : 39,457,029 tons

↓ down 1%

### Cross-Channel activity :

- 38,199,399 t of goods ↓ down 1%
- 1,638,695 freight units ↓ down 1,4%
- 2,387,757 passengers ↓ down 27%
- 248,217 passenger vehicles ↓ down 42%  
(cars, coaches)

### Fishing activity :

- Tonnage : 28,459 ↑ up 2%
- Total value : €73.5 m ↑ up 13%
- Average price per kilo : €2.58 ↑ up 10%

### General cargo activity :

- Total traffic : 1,257,630 t ↑ up 5%  
(Boulogne : 696,803 t, Calais : 560,827 t)

