



## PRESS RELEASE

Calais, 22 November 2016

# Security fully recovered at the port of Calais 1 month after the dismantling of the “Jungle”

Calais, 22 November 2016 – The Port Boulogne Calais together with the Port of Dover, P&O Ferries and DFDS presented today the impact of the dismantling of the “Jungle” one month ago. With an 87% decrease in migrant detection as well as lorries infiltrated, customer confidence is back on the rise.

The dismantling of the so-called “Jungle”, one month ago, was a long awaited measure to ensure the smooth operation of the port of Calais and the safe arrival of professionals and passengers on their way to the UK. The presence of one the EU’s largest migrant camps so close to the port could no longer be sustained.

### Migrants detected down by 87%

The dismantling has had a direct positive impact on the operation of the port of Calais. Over the past month the number of migrants detected aboard vehicles by the port’s services has decreased by 87%. The number of lorries in which migrants were found also decreased by 87,5%. Simply put, whereas before 12 vehicles per day were found with migrants aboard it is now down to only 12 vehicles a week.

### Assaults on the port’s access road eliminated since 28 October

The French authorities have indicated that no assault on the port’s access road occurred since the completion of the dismantling of the “jungle’s” on 28 October. Intrusion attempts onto the port’s premises also greatly decreased with only 3 reported cases since 28 October.

Taken together with the port’s security services figures, these official numbers demonstrate the very positive impact the dismantling of the “Jungle’s” has had on ensuring the safety of people and goods travelling to the UK from Calais. It also shows that migrants’ attempts to board lorries have been almost entirely eliminated in Calais.

### Traffic back on the rise

The impact of the dismantling on the activity of the port of Calais can already be noticed. Compared to a similar period in 2015, freight traffic on the port of Calais increased by 2,17% and if we compare November 2016 with November 2016 this increase is of 8,89%.

Most of the attacks on the access road occurred at night which encouraged professionals and passengers to only travel by day despite the fact that ferries operate 24hrs a day between Calais and Dover. Since the dismantling, we have noticed an 26% increase in night traffic which demonstrates the renewed confidence in the accessibility of the port at night.

According to Jean-Marc Puissesseau, Chief Executive Officer of the Port Boulogne Calais: « *the port could no longer function with a migrant camp this large and this close and we are therefore relieved by its dismantling. We have always worked to improve the port’s security but there is only so much that could be*

done at the port level. We are now thankfully back to a normal operation with safety fully back. I now hope that customer confidence will also return shortly. »

Tim Waggott, Chief Executive, Port of Dover, said: *"The Dover-Calais route is a vital international trade and transport corridor. Dover handles £119 billions of trade in goods with 75% going via Calais. This will always be the shortest crossing between the UK and mainland Europe. It is therefore essential that it is also a safe and secure gateway for the efficient movement of people and goods as we work to keep our economies moving."*

Pascal Devaux, P&O Ferries Calais Port Manager, has declared: *We welcome the prompt closure by the French government of the migrant camp in Calais known as 'the jungle'. Everyone who travels through the Port of Calais has a right to a fluid, safe and secure journey, ensuring people and goods keep moving. We continue to work closely with the French government to ensure that the Channel ports remain open for business".*

Kasper Moos, managing director of DFDS in the UK, declared: *"The improved security situation in Calais following the closure of the migrant camp there last month is good news for our freight customers and passengers. It is vital that our customers can go about their business uninterrupted, bringing economic benefits not just to the Kent and Nord Pas de Calais regions, but to the national economies of the UK and France. We'll continue our work with the French authorities to improve the situation further and to continue to grow business on our routes to France."*

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### About the Port Boulogne Calais

Operated by the Société d'Exploitation des Ports du Détroit (SEPD), which has its head office in Calais, the Boulogne Calais port is a platform bringing together two sites in Boulogne-sur-Mer and Calais. It is the first French fishing port, the first port for travellers in continental Europe, Europe's leading centre for processing seafood and 4th port for goods in France.

As part of its delegation of public service, this company has been assigned the "Calais Port 2015" project, which entails doubling the capacity of the port of Calais, with completion expected in 2021. Calais Port 2015 is one of the largest French projects of the decade. It is the first maritime project to be undertaken as part of the Juncker EU priority infrastructure plan.

The SEPD has entrusted the project's completion to the Société des Ports du Détroit.

## About the Port of Dover

*The Port of Dover is Europe's busiest ferry port, a point of passage for 5 million vehicles and 13 million passengers per year. A major commercial gateway, the Port handles £119 billion in trade in goods per year, or 17% of the UK's trade in goods. Traffic through the port is increasing substantially, seeing a 30% growth in freight vehicle traffic in the last three years.*

## About P&O Ferries

*P&O Ferries is a leading pan-European ferry and logistics company, sailing on eight major routes between Britain, France, Northern Ireland, the Republic of Ireland, Holland and Belgium. It operates 20 vessels which carry more than 10 million passengers, 1.6 million cars and 2.2 million freight units every year.*

*Together with its logistics division, P&O Ferrymasters, the company also operates integrated road and rail links to countries across the continent including Italy, Poland and Romania. A P&O Ferrymasters-owned rail terminal in the northern Romanian city of Oradea, which will facilitate the onward movement of goods to Britain from the Silk Road, became operational earlier this year.*

## About DFDS

*DFDS is Northern Europe's largest integrated shipping and logistics company, with a network of around 30 routes and 50 freight and passenger ships.*

*The company is currently celebrating its 150<sup>th</sup> anniversary; it was formed in 1866 by the merger of Denmark's three biggest steamship lines of the day – DFDS stands for 'The United Steamship Company' in Danish.*

*DFDS prides itself on offering world-class facilities and services and the widest choice of ferry routes into northern Europe.*

*In the UK, the company operates passenger ferry services on routes from Dover to Calais, Dover to Dunkirk, Newcastle to Amsterdam and Newhaven to Dieppe.*

*DFDS has been named 'Europe's Leading Ferry Operator' for the last six years (2011 – 2016), as well as the 'World's Leading Ferry Operator' for the last five years (2011-15). The company was also named 'Best Family Ferry Operator' at the 2016 Family Traveller Awards.*

*DFDS currently operates up to 54 sailings a day between Dover and France on its Dover-Dunkirk and Dover-Calais routes. DFDS also offers two daily sailings between Newcastle and Amsterdam. In addition, the DFDS network includes a passenger and freight service between Newhaven to Dieppe, which has four daily sailings and is operated by Transmanche Ferries.*