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NEW R. **DOSSIER
DE PRESSE**
9 SEPTEMBRE 2021

PORT DE
CALAIS

THE PORT OF CALAIS ENTERS A NEW ERA



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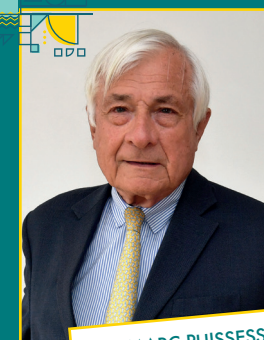


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EDITORIAL



In the early 2000s, when I was President of the Calais Chamber of Commerce and Industry, passenger traffic began to decline while freight traffic intensified, heralding bright prospects in store. The evidence was plain to see: if we didn't anticipate this change by offering our customers, the shipping companies, prospects for adapting their facilities, the future of the port of Calais was in jeopardy.



JEAN-MARC PUISSESSEAU
PRESIDENT AND CEO OF
THE PORT OF CALAIS

The lack of land space in the current port would have made it difficult to adapt to the multiple control constraints that have developed since that date (Brexit, migratory pressure, etc.) and would have wiped out any prospect of diversification, particularly in terms of the development of traffic in unaccompanied trailers or modal alternatives with rail motorways. The Calais Port 2015 project was born.

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. Calais Port 2015 opens up new prospects for the Calais area and Hauts-de-France region, now equipped with an exceptional port facility. The new dimension of the port also means it can embark on the path to diversification with new maritime links associated with new rail connections. The Port of Boulogne Calais is much more than just a port, and we're only at the beginning of a great story...



Credit photo : © Didier Villain

« A fundamental port for European transport, an economic and social driver for Calais, but also for the whole Hauts-de-France in the post-Brexit recovery and the health crisis we're currently experiencing. »

The extension of the Port of Calais is the largest port project in Europe. We can be proud of it. It brings our regional port in among the world's major ports. A fundamental port

for European transport, an economic and social driver for Calais itself as well as for the whole of the Hauts-de-France in the post-Brexit recovery and the health crisis we're currently experiencing.

Its activity positions Hauts-de-France as a European hub. The economic benefits, the jobs associated with passenger and goods flows as well as local value creation are our priorities. Tourist attractiveness has obviously not been forgotten.

In 2021, Calais' port offer was reorganised: new shipping companies, new shipping routes, a new generation of ferries and a new port. Customers are seeing the difference in the post-Brexit hyper-fluidity of Calais<->Dover services, the capacity link to Ireland via the Landbridge, unaccompanied trailers arriving and departing 1 hour from London, duty-free. The revival is most definitely underway. It is with

enthusiasm that the Region, as owner and port authority, welcomes all this!

Also, the Port of Calais meets the challenges of the eco-energy transition and sustainable development, as well as those of a high level of safety and security. Services for low-carbon vehicles, electrical connections at the quayside and even the production of renewable energy are all examples of the dynamics underway.

The Region supports the maritime ports of Boulogne-sur-Mer - Calais and Dunkirk and wishes to go further by coordinating their economic development, their eco-energy transition and their decarbonisation. It has set up the Hauts-de-France Parliament of the Sea, in particular to promote the port and maritime economy, and for this dynamic to encompass all the economic power and all the inhabitants of the region.

The Region has chosen maritime, rail and waterways over the long term. It is mobilising all its skills: initial and vocational training, economic development, transport infrastructure, as well as cultural heritage and life on the coast. For employment and for the inhabitants of Hauts-de-France.



INTRODUCTION



Located in the heart of one of the busiest, most active maritime straits in the world in terms of passenger and goods transport, the new Port of Calais was designed in 2002 on the initiative of Calais' Chamber of Commerce and Industry, then concessionaire of the Port. This port extension and modernisation project was designed to anticipate and adapt to the development of cross-Channel traffic, new-generation ships and the logistics and industrial needs of tomorrow.

In February 2015, the Société d'Exploitation des Ports du Détroit (SEPD) became concessionaire, as part of a Public Service Delegation granted by the Hauts-de-France Region, of the ports of Boulogne-sur-Mer (leading fishing port in France) and Calais (leading passenger port in France and 4th largest French port for goods). These ports then became the single port «Port Boulogne Calais», whose potential is unparalleled in Europe given its very different activities and the European reach of these two ports.

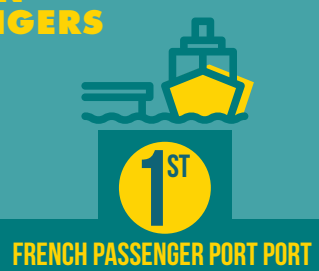
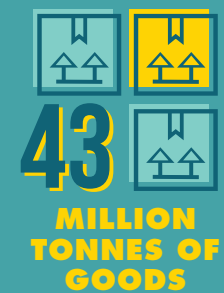
With heavy goods traffic which has practically doubled

and a volume of cross-Channel freight which has tripled over the past 20 years, the infrastructure of the Port of Calais no longer made it possible to ensure an optimal quality of service. Once the port's capacity limit had been reached, its extension appeared essential. Beyond increasing the capacity of the terminals, the challenge was also to accommodate future generations of ferries over 220 metres long which require longer docking quays and whose manoeuvres require larger basins.

After six years' work, the port facilities are now adapted to the characteristics of maritime traffic in the Strait. The new port includes a breakwater more than 3 kilometres long, a basin covering 170 hectares, 65 hectares of platforms and roads, three new ferry stations and 39 buildings necessary for the operation and reception of port customers.

To meet the challenges of the ecological transition, the port's design incorporates constraints linked to climate change and strictly respects commitments to preserve flora and fauna.

ANNUAL CROSS-CHANNEL ACTIVITY FIGURES



* (Ro-ro = roll on - roll off) continental europe.

The new Port of Calais represents a tremendous economic and societal development opportunity for the Calais area. This is just a first step: the configuration of the port will evolve over the decades according to the needs and challenges of tomorrow.

A STRATEGIC LINK IN THE TRANS-EUROPEAN TRANSPORT NETWORK (TEN-T)

The extension of the Port of Calais, the European Union's first priority maritime infrastructure project, is a strong, innovative investment. The Calais-Dover maritime route is an essential link for trade in Europe. It's the shortest and most travelled sea route connecting mainland Europe to the British Isles while being connected to excellent mo-

torway links serving the major European capitals, as well as rail motorways serving Spain and Italy and the rest of Europe. This project to extend and modernise the port of Calais fits directly into the objective of strengthening this axis and will allow it to consolidate its strategic role within TEN-T*.

* The trans-European transport network is a programme to develop the European Union's transport infrastructure set up by the European Parliament and Council.



• XBLOC®



BUILDING THE PORT OF TOMORROW



REVIEW OF THE KEY STAGES OF A RATHER AMBITIOUS PROJECT

Calais Port 2015 is the most important project in Europe in the early 21st century in terms of port infrastructure, both with regard to the technical challenge it represents and the amount of investments necessary for its completion (863 million euros).

One of the specific features of the site is the construction of embankments against the sea. Work officially started in 2015. The seawall was the first step and common thread

of this titanic project. A true technical feat, it was perfectly completed and little impacted by storms. It took three years to reach the end of the seawall, which is 3.2 kilometres long and rests on a base 80 metres wide and 25 metres high, of which 11 metres is under the sea at low tide. Its structure was built using materials mainly from quarries in the Boulogne-sur-Mer region. The concrete work of the seawall was the second phase of the project.



• THE SEAWALL PROJECT SITE

17 000 XBLOCS® MADE ON SITE

At the same time, the embankments were built with nearly 4 million cubic metres of sand dredged to dig out the basin, then used to create the 45 hectares of land reclaimed from the sea. Given the scope of the site and the size of the seawall, an XBlocs® plant was specially installed on site. It took 17,000 X-shaped hexapods to build the shell of the seawall, each Xbloc® being precisely positioned to fit perfectly with its neighbours. «The plant was set up on the site itself, which saved an enormous amount of time and ensured constant quality», sums up Laurent Devulder, Managing Director of the Société des Ports du Détroit.

«This site, which is complex in terms of type of projects, is a great success and now raises the port to a whole new dimension.»

Laurent Devulder, Managing Director of the Société des Ports du Détroit.

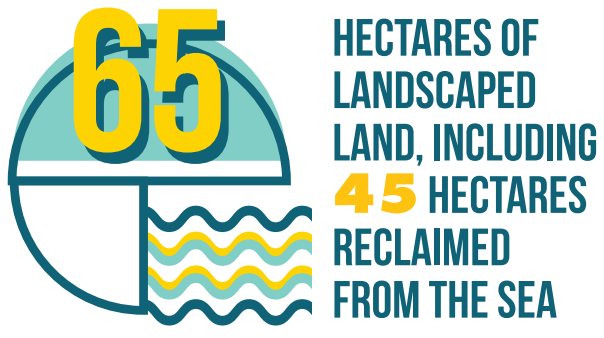
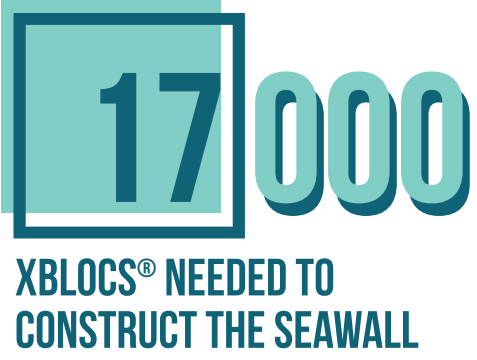
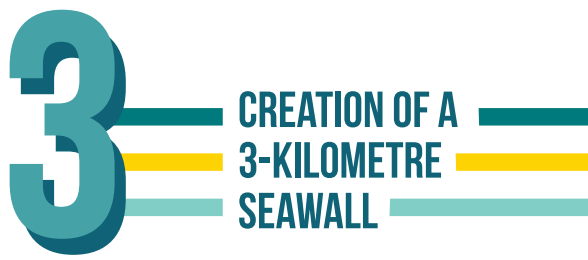
Work continued with the construction of three new ferry berths (the basin will be able to accommodate up to 8 berths eventually). The footbridges didn't arrive until September 2020, towed via the North Sea. Floating, they allow unloading in 4 lanes compared to 2 currently, a gain of 30% on loading/unloading operations. Finally, the organisation of the roads around the axis route, as well as the restructuring of the ringroad, represented an important phase in the work. All the equipment was built taking into account future adaptations necessary for the growth and diversification of traffic by 2070.

DID YOU KNOW

The Belgian group Jan de Nul, a member of the design-production consortium of the Port of Calais with Bouygues and Spie Batignolle, is a benchmark in terms of maritime development. It created the Palm Jumeirah in Dubai, the famous man-made tree-shaped archipelago in the United Arab Emirates.



KEY FIGURES FOR THE PROJECT



FREIGHT HAS A GREAT FUTURE IN CALAIS

The fourth largest French freight port, as well as the leading roll-on/roll-off port in continental Europe, the port of Calais handles nearly 2 million heavy goods vehicles and 41.5 million tonnes of freight each year (2018 figures). With its doubled surface area and its new equipment which could be scaled up according to future activities and traffic, the Port of Calais, at the heart of dynamic cross-Channel traffic, has considerable strategic assets to stay at the forefront of international standards and play a major role in the UK-Europe trade zone.

The Port of Calais is the only European port to be equipped with a rail motorway terminal

While the port is historically recognised for its passenger transport, freight transport is an important part of its activity and has grown steadily for 20 years. HGV traffic has almost doubled over these two decades.

transport unmanned trailers over long distances. Calais is today the only port to have such railway equipment in operation, which makes it unique on a European scale. This terminal makes it possible to position Calais as a leading intermodal hub, connected to Spain, Italy and the south of France through the company VIIA (a subsidiary of Rail Logistics Europe) which operates the Calais-Le Boulou (Perpignan) line, the longest in Europe at 1,200 km, Calais-Orbassano (Turin in Italy) and Calais-Mâcon (south of France). In addition to the desire to offer efficient intermodal solutions to logistics organisations, the port of Calais wished to support and promote the greening of transport. A trailer transported by train reduces its CO2 emissions by 95% compared to road.

Today, the Port of Calais wishes to further enhance its offer and strengthen its multimodal card, with Germany and Eastern Europe in its sights.

In 2015, the port took on a whole new dimension by deciding to innovate and invest nearly 10 million euros in a rail motorway terminal, the principle of which is to





Calais focuses on unaccompanied, a booming market

Faced with the growing demand for unaccompanied freight services, the Port of Calais is focusing on this new market. As such, a new daily Calais-Sheerness (England) route dedicated to unaccompanied trailers was launched by DFDS (see page 13) on 12 July 2021. This new service integrates perfectly with the rail motorways in service in Calais from Italy, Spain and the south of France. The Calais-Sheerness link can transport up to 165 unaccompanied freight units per crossing, compared to around ten per ship currently (trailers or containers without driver).



• FERRY STATIONS

Reduced stopover time: a major asset for freight operators

The new Port of Calais is equipped with three new embarkation stations designed to accommodate longer, wider new-generation super-ferries. The floating gangways that equip them will allow passenger and heavy goods vehicles to be loaded / unloaded on four lanes simultaneously compared with two currently, offering a time saving of 30% per stopover. With these 3 new stations, the @Port of Calais will have a total of 8 boarding points.



• UNACCOMPANIED TRAILERS

A 13-hectare intermodal hub (4 times the surface area of the current terminal) that can accommodate nearly 600 trailers simultaneously has been created in the very heart of the new port, offering transport professionals efficient modal shift solutions promoting modes of transport that are more respectful of the environment.

On unaccompanied freight traffic, the objective of the Port of Calais is to reach 100,000 trailers transhipped from land or rail to sea by 2025. The ultimate ambition is to handle 250,000 trailers per year.



• RAIL MOTORWAY TERMINAL



• NEW GANGWAYS

A port at the cutting edge of innovation

The Port of Calais has activated the levers of innovation to adapt to the transport and logistics challenges of tomorrow. Its rolling and floating gangways, 32 m wide and 100 m long, have an automated system that will adapt to the different heights of ship decks and to movements related to vehicle loading and unloading operations as well as the tides. The new port also has an automatic mooring release system.

Another innovation is that shipping company control counters will now be combined so as to adapt easily to the type of incoming traffic (freight or tourism). One more advantage to allow optimal flow of traffic.

• INVESTMENTS TO MEET NEW REGULATIONS •

As part of Brexit, the Port of Calais has invested nearly 15 million euros on improvements to meet the new obligations in terms of customs controls and inspections for goods passing through the port for import and export. With the opening of the new port, a single control area has been created to facilitate customer procedures and flow management. A shared digital tool, "E-border Calais Port", accessible in 13 languages, has also been created, allowing customers to directly monitor the customs status of goods transported.

DID YOU KNOW

100% OF TRUCKS CHECKED

At the Port of Calais, 100% of heavy goods vehicles passing through its facilities bound for Great Britain are subject to an instrumented inspection as part of the fight against illegal immigration resulting from the Treaty of Le Touquet. This goes well beyond its security obligations under the ISPS code. This choice to check all trucks enables the Port of Calais to offer its transport customers the assurance of a stress-free crossing.





SERVICES AND COMFORT, THE KEYS TO IMPROVING TOURIST ATTRACTIVENESS

With 100 ship movements every day and soon a departure every 36 minutes, Calais is the leading French passenger port with 8.5 million passengers annually (2019 figures). While the health crisis had a strong impact on tourist traffic in 2020, a recovery is on the horizon. Today, attracting more European passengers is a major challenge for the Port of Calais and its three shipping companies operating there, namely DFDS Seaways, P&O Ferries and, most recently, Irish Ferries since June 2021.

As part of its metamorphosis, the Port of Calais is banking on the quality of services offered and the comfort of its customers to increase its tourist appeal. The new passenger building, constructed on the edge of the basin and accessible from the boarding areas, enjoys considerable advantages: a 1,000 m² duty-free (see below), a large restaurant area and children's play space which further adds to the range of services and improves passengers' waiting experience. Its all-glass, transparent design offers a marvellous view of the basin.



• WATERFRONT BUILDING

The return of duty-free ... 22 years after it closed

Having disappeared in July 1999, duty-free is making a big comeback on the cross-Channel route. The duty-free shop will cover 1,000 m² on the ground floor of the Le Calais building in the customs area, accessible directly

from the boarding areas. A click & collect service will also be offered to travellers who can easily pick up their purchases after placing their order on the internet. It will open in October when the new port comes into service.

THE VIEW OF...

JEAN CLAUDE CHARLO

The new Port of Calais brings us into the modern era of ferries and opens up a wide range of possibilities. The expansion of the port will also allow shipping companies to considerably increase their level of customer satisfaction, with nothing but positives to be drawn from this.

Jean-Claude Charlo,
Managing Director DFDS Seaways France.



Having arrived in Calais in 2012, the DFDS shipping company sees the expansion of the port as a real development opportunity. Indeed, while the company has so far provided 15 daily sailings from the Port of Calais, now 34 sailings will be offered to passengers each day. This major change is at the origin of a cross-space agreement signed with the company P&O Ferries aiming to increase the frequency, with a departure every 36 minutes from the entry into service of the new port, compared with 1hr30 until now. The new port will also significantly reduce passenger waiting times from 78 minutes to 41 minutes on average. "The work that's been done on the gangways to reduce stopover times is just incredible. Saving time on each stopover is extremely important for a shipping company because every minute counts so much more on this intense Calais-Dover corridor", admits Jean-Claude Charlo.



JEAN-CLAUDE CHARLO
MANAGING DIRECTOR
DFDS SEAWAYS FRANCE



• Navire côte d'Opale

New services and improved comfort in ships

The new 90-hectare basin as well as the new ferry stations and gangways have been designed to accommodate the latest generation of ships and make manoeuvring much easier. A metamorphosis of the port which will benefit the new DFDS ferry called «Le Côte d'Opale», with a capacity of 130 freight units (compared to 85 units for the Calais Seaways it replaces) and 1,250 passengers. On the 3 ships that make up its fleet, DFDS has made major improvements in terms of services, in particular with an integrated duty-free, restaurant area and bars, but above all an ideal comfort area to attract even more

travellers. Freight drivers will also have a comfort area and a specially dedicated range of catering services.

DFDS launches the Calais-Sheerness line

As part of the boom in the unaccompanied freight market linked in particular to the health crisis, DFDS officially launched the Calais-Sheerness line in July. "While the accompanied market fell by 20% in 2020, the unaccompanied market increased by 7%. It's a booming market on which DFDS is focusing a lot today, with a target of 50,000 freight units per year" Jean-Claude Charlo.

THE VIEW OF...

PETER HEBBLETHWAITE

« This is an exciting moment for the Port of Calais and for P&O. The new facilities will offer a significantly improved customer experience and the arrangement will help facilitate movement around the port. The port extension will also allow our new ships to enter Calais and therefore offer a better customer experience to our passengers. We're looking forward to its opening ! »

Peter Hebblethwaite, Managing Director - Ropax Ferry Services

With five vessels currently in service, P&O Ferries operates up to 44 departures per day on the Dover-Calais route.

"We adapt our activity to a constantly changing market. In 2021, we increased our fleet from 3 to 5 ships with the return of the *Pride of Burgundy*". The British company already has its sights set on 2023 and the commissioning of its new ferries, measuring 230.5 metres. "These latest-generation hybrid ships will be the most sustainable, reliable and user-friendly that have ever sailed the Calais-Dover route and represent the future of European maritime transport", Peter Hebblethwaite explains. The reduction in fuel consumption is estimated at 40% and journey times will also be reduced because, with two gangways located at each end, ships will not have to make a U-turn in the port. These ships feature a new hull specially designed to increase manoeuvrability across the Channel and an advanced system that reduces emissions by cutting power to parts of the ship that are not in use.



PETER HEBBLETHWAITE
MANAGING DIRECTOR
ROPAX FERRY SERVICES



• P&O Ferries operates up to 44 departures per day.

Improved flows, reduced waiting times

Significant changes have been made on board P&O Ferries ships with the introduction of a "Food Market" as well as an expansion of the Club Lounge. Beyond services, driver waiting times will be reduced by 30 minutes on average per trip thanks to departures every 36 minutes. "Improving flows through the port, combined with the constantly improving service we provide to our freight and tourist customers, make us more competitive than ever". As for the return of duty-free: "It helps improve the on-board experience as we have already seen with the

first passengers taking advantage of tax-free products». The metamorphosis of the Port of Calais paves the way for a period of optimism and confidence for P&O Ferries: "We're very ambitious and are continually evaluating options for new routes. The new Port of Calais, our future "super-ferries" to be brought into service in 2023 and the post-Covid recovery make us confident about the future. As a member of DP World, the leading global end-to-end smart supply chain and logistics supplier, P&O Ferries has a major role to play, and we're delighted to be able to continue to grow", concludes Peter Hebblethwaite.

THE VIEW OF...

ANDREW SHEEN

« The new port facilities in Calais are impressive in size and, as a new operator at the Port of Calais, it will give us the capacity we need to expand our services. We offer Port of Calais customers more choice, increased frequency and a quality experience: we invite people to travel by sea differently. We believe in customer-centricity, supporting and improving our routes through ferry investments and necessary infrastructure upgrades ! »

Andrew Sheen, Managing Director of Irish Ferries

The expansion of the port made it possible to attract a new company to Calais: Irish Ferries. Irish Continental Group, as the parent company of Irish Ferries, is Ireland's leading transport, shipping and leisure group. The Irish Ferries shipping company operates routes between Ireland and the UK, Ireland and France and, since June, between the UK and France. Indeed, its ship, the *Isle of Inishmore*, set sail on 29 June 2021, connecting Calais to Dover, thus extending the Irish company's network and offering customers a new choice of operator to cross the Channel. «With the *Isle of Inishmore* and additional capacities to come, we can provide accompanied/unaccompanied freight traffic and passenger traffic between Calais and Dover and beyond. We're delighted to bring a little piece of Ireland to this line. With services provided via the land bridge from the UK to Ireland, we offer the cheapest and fastest route on the two shortest sea crossings for this market", Andrew Sheen, Managing Director of Irish Ferries.



ANDREW SHEEN,
MANAGING DIRECTOR OF IRISH FERRIES

A spacious vessel that's all about comfort

Its ship *Isle of Inishmore* has undergone major renovation works to ensure maximum comfort on this new route, including a modern, spacious Club Class lounge with spectacular panoramic views. Passengers can take advantage of duty-free and several bars on board.

«With our large duty-free shops on board, all passengers can benefit from significant discounts and enjoy duty-free products», confirms Andrew Sheen, Managing Director of Irish Ferries. Play areas will also be created within the ship. With these various services on board, the 90-minute crossing becomes more comfortable, especially for road hauliers, for whom lounges and showers are specially provided.

« The choice by Irish Ferries to focus its development on the Port of Calais shows the attractiveness of our infrastructure. The arrival of this new operator will help us expand the choice offered to customers wishing to cross the Channel via the Port of Calais. Thanks to its historic presence in the Irish Sea, Irish Ferries brings Calais closer to Ireland by offering all the speed,



From left to right, Benoît Roche: DG Delegate of SEPD, Andrew Sheen: Managing Director of Irish Ferries, and Jean-Marc Puisseuseau: CEO of SEPD.

flexibility and competitiveness of the land bridge » Jean-Marc Puisseuseau, CEO of Port Boulogne Calais.

It's worth noting that Irish Ferries won the Group Leisure & Travel "Best Ferry or Fixed Link Operator" award in 2019 and 2020.

THE VIEW OF...

DANIEL LEBRETON

**Daniel Lebreton,
Sales and Marketing Director of VIIA.**

Since the inauguration of the rail motorway terminal in 2015, the first of its kind to grace a European seaport, unaccompanied freight transport has continued to develop.

In this ultra-modern terminal, the rail operator VIIA (Rail Logistics Europe) allows goods to be transported in less than 24 hours from one end of France to the other and trailers to be brought onto the garage decks of cross-Channel ferries directly from their wagons. VIIA currently operates the Calais-Le Boulou, Calais-Orbassano and Calais-Mâcon lines. Today, the port's new dimension offers new prospects to VIIA as an operator, which plans to open new European routes, particularly to Eastern Europe.

« The Port of Calais is a great development opportunity. The demand for unaccompanied continues to grow. Its success depends on quality of service, or in other words, a massification of trains, frequency and regularity. This also involves the development of dedicated shipping lines for unaccompanied. The shipping companies in Calais have clearly understood the issue of unaccompanied. They have positioned themselves in this market and adapted their fleets, in particular DFDS, with the opening of the dedicated Calais-Sheerness line with a boarding capacity of 165 trailers per crossing, and Irish Ferries, which recently opened an unaccompanied service on its Calais-Dover route. Everything is growing today by connecting maritime and railways, and we offer an all-in-one service to carriers affected by the lack of drivers who are increasingly concerned about their carbon footprint », Daniel Lebreton, Sales and Marketing Director at VIIA.



DANIEL LEBRETON
SALES AND MARKETING
DIRECTOR OF VIIA



• Rail motorway terminal



ENVIRONMENTAL ISSUES - THE PORT OF CALAIS RISES TO THE CHALLENGE OF ENERGY TRANSITION



BENOÎT ROCHET
DIRECTOR GENERAL DELEGATE
OF PORT BOULOGNE CALAIS

The Port of Calais meets new international environmental standards and has been designed, from the outset, with respect for the environment and sustainable development, which are at the very heart of the project. As such, the port of Calais is committed to helping maintain biodiversity, reducing its CO2 emissions, improving the energy efficiency of its buildings and recovering its waste. The new port will make a major contribution to achieving the objective that Port Boulogne Calais has set itself to reduce the carbon footprint due to its activities by 30% by 2025.

In 2007, the Port of Calais was the first French port to obtain the ECOPORTS label, a European label rewarding ports carrying out a policy of preserving the environment as part of their activities. It aims to be a model when it comes to protecting the environment. To do this, it embarked on an ISO 14001 certification process, which it obtained in 2019 for all its sites and activities.

The land and sea footprint of the project and the potential nuisance caused by the site and its future operation were all elements likely to affect dune habitats, protected flora, sea birds or even seal colonies. And so, an exhaustive inventory of fauna, flora and habitats was carried out over more than a year to precisely characterise these issues and take them into account during the design stage. In partnership with and on the advice of local associations, an area of tranquillity for birds (protected species) has

been set up, as well as an observatory for ornithological monitoring. Artificial habitats and nurseries are arranged all along the seawall to enrich the biodiversity of the Calais coast.

An eco-designed seawall

The design of the port incorporates the constraints linked to climate change such as the seawall, eco-designed to cope with sea level rises by 2100. Its shell composed of Xblocs has been specially designed to resist the rising waters. In total, 7 million tonnes of sustainable materials were used, mainly coming from local quarries in the Boulogne-sur-Mer region. Recycled asphalt makes up 20% of the roadway coverings used. Finally, no additional sand was necessary since it came from the digging out of the basin. An action that significantly reduced the site's environmental impact.

«The seawall and quays have been raised by 1.5 m compared to the existing port, thus taking into account the most unfavourable forecasts of sea level rise in 100 years' time» Benoît Rochet, Director General Delegate of Port Boulogne Calais.

Positive-energy buildings

On the construction side of things, the objective is to minimise the energy consumption of the 39 new port buildings. The two iconic buildings, built to welcome travellers, meet the high environmental quality (HEQ) criteria. As part of BEPOS (POSitive Energy Building) certification, a wind turbine will ensure the energy balance of these buildings, decked out with a green roof.

Turning the vehicle fleet to electric

For several years, the Port of Calais has opted to renew its fleet of thermal-engined vehicles (service cars, vans, trucks etc.) with a fleet of electric and/or hybrid vehicles with a view to reducing greenhouse gas emissions. With regard to lifting devices such as port cranes and tractors necessary for sea or land transshipment of unaccompanied trailers, a study is currently underway to replace these particularly energy-intensive devices with a new generation of electric motor tractors which are kinder to the environment.'



• POSITIVE-ENERGY BUILDING

Recovering collected waste

Port activities at the Calais and Boulogne sites generate several hundred tonnes of waste per year (1,098 tonnes in 2019). In Boulogne, it's mainly fishing activity that generates a lot of waste. Most of this waste is currently only recovered to a small degree. As an eco-responsible player and with a desire to move towards a circular economy, Port Boulogne Calais is committed to increasing the rate of recovered waste to 40% by 2025.

• THE PORT OF BOULOGNE-CALAIS, THE ONLY EUROPEAN PORT TO OBTAIN QUADRUPLE ISO CERTIFICATION •

Port Boulogne Calais made the ambitious choice, in 2015, to mark the signing of the concession contract entrusted by the Hauts de France Region, to simultaneously carry out a certification programme on a perimeter covering all its activities and at its two sites in Boulogne-sur-Mer and Calais.

The Port has obtained certification for its management systems simultaneously in the areas of Quality, Environment, Health and Safety at Work as well as Food Safety. It now meets the international standards ISO 9001, ISO 14001, OHSAS 18001 and ISO 22000, thus becoming the only European port to obtain quadruple certification of all its activities. Remember that ISO and OHSAS quality management standards are the most widely used standards worldwide and are based on international managerial standards.

Port Boulogne Calais does not intend to stop there and has already embarked on a process of ISO 26000 (social responsibility) and ISO 45001 (new ISO standard for health and safety at work) certification.

CONCLUSION

CALAIS - MORE THAN A PORT

The new port provides Calais and the Hauts-de-France region with an exceptional facility that resolutely looks to the future. Beyond its extension and modernisation, its merger with the Port of Boulogne, its recent quadruple ISO certification as well as the association of employees with the capital of the company - unique in a French port

- make Port Boulogne Calais an incomparable model in Europe. The six years of work are just a first step: the configuration of the port will continue over the decades depending on traffic and the needs of companies to meet the cross-Channel challenges by 2100.



SHAREHOLDERS

CCI HAUTS-DE-FRANCE REGION, CCI LITTORAL HAUTS-DE-FRANCE, MERIDIAM, CAISSE DES DÉPÔTS: COMMITTED SHAREHOLDERS

« Calais Port 2015 reaffirms our collective ambition, that of making Hauts-de-France the logistics and multimodal hub of Northern Europe »

CCI HAUTS-DE-FRANCE



PHILIPPE HOURDAIN
PRESIDENT OF THE CCI HAUTS-DE-FRANCE

The CCI Hauts-de-France network is delighted and proud to have supported, alongside its various partners, the Calais Port 2015 project which, beyond being the largest port project in Europe, is a formidable economic driver for our region. By doubling the current capacities of cross-Channel traffic and responding to new transport needs, Calais Port 2015 reaffirms our collective ambition, that of making Hauts-de-France the logistics and multimodal hub of Northern Europe.

This opening is a first major step, and we must now do everything we can to create new activities around this facility and thus realise its full economic benefit. News from the port shows us that the momentum is already well underway, and I would like to once again salute the work of Jean-Marc Puissesseau and his team, who have carried out with great passion and determination this major structuring project for our region.

THE OPENING OF THE LARGEST EUROPEAN PORT PROJECT IN RECENT YEARS

The opening of the new Port of Calais will considerably increase cross-Channel capacity in Calais and make it possible to receive in the future more modern units, more adapted to evolving markets and the environment, which is fundamental for a port and its city, coastline and region. This site will be part of the regional logistics package, which is undergoing rapid change.

The construction of the Seine Nord Europe Canal has made it possible to make significant investments in the rail network, and I hope that the State will do the same for the development of the road network and, more particularly, concerning the tripling of the A16.

The Port of Calais positions our Region as an essential, vital player in European logistics. In my capacity as President of the CCI Littoral Hauts-de-France, I am proud that the CCI took part in this great adventure. I would like to thank Jean-Marc Puissesseau, all the employees of

the Port of Calais, as well as the Region, Europe, its partners as well as all the companies which worked on the construction, which allowed us to obtain this magnificent result. This investment will benefit our current regional economy as a structuring port facility for us and for generations to come.

I would also like to stress the good relations of confidence and sustained economic trade with Great Britain. This new port will be the essential link in the economic development of our Region, its businesses and its population.



FRANÇOIS LAVALLÉE
PRESIDENT OF CCI LITTORAL HAUTS-DE-FRANCE

MERIDIAM AND CAISSE DES DÉPÔTS

The construction of the new Port of Calais was made possible thanks to the collective vision and perseverance of all stakeholders during the various stages of its long genesis. Designed in 2002 at the initiative of the Calais Chamber of Commerce and Industry and then supported by the Region, which became its owner in 2007, the project then benefited from an innovative **public/private partnership** and significant support from the European Commission.

The financing amounting to 863 million euros was thus established and borne by the Société des Ports du Détroit, whose shareholders were convinced, back in 2013, of the profitability of the project.

The shareholders of the Société des Ports du Détroit bring together the same partners as the Société d'Exploitation des Ports du Détroit, holder of the Port Boulogne Calais concession contract, supplemented by the Grand Port Maritime de Dunkerque, whose participation supports cooperation between the ports of the Channel coastline.

The common shareholding of the two companies brings together the Hauts de France Chamber of Commerce and Industry, the historic concessionaire of the ports of Boulogne-sur-Mer and Calais, a leading infrastructure investment fund, **Meridiam** and **the Banque des Territoires** (Caisse des Dépôts), which provided, beyond the equity invested, their expertise in engineering and financing, to play an active role of shareholder and manager in the construction and operation phase.



Founded in 2005, Meridiam is an independent French mission investment fund specialising in the development, financing and management of long-term public infrastructure projects. With subsidiaries in Paris, New York, Istanbul, Toronto, Dakar, Luxembourg, Addis Ababa, Vienna and Amman, Meridiam has an active portfolio of \$8 billion and has invested in 90 transport, energy and utilities projects in more than 25 countries.

« With all our stakeholders, in particular our investors and our public and private partners, we develop, build, modernise and operate in a sustainable manner essential infrastructure and assets which help improve people's quality of life. Calais Port 2015 was first of all an exemplary project in terms of integration. And, for this new port, a formidable port facility with even greater openness to the world, we have clearly acted today locally and for future generations... ».



THIERRY DÉAU
FOUNDER,
CEO OF MERIDIAM



Created in 2018, Banque des Territoires is one of Caisse des Dépôts' five businesses. It brings together, in a single structure, internal expertise for the territories. A single customer gateway, it offers tailor-made loan and investment advice and financing solutions to meet the needs of local communities, social housing organisations, local public enterprises and legal professions. It is aimed at all territories, from rural to metropolitan areas, with the ambition of combating social inequalities and regional fractures. Banque des Territoires is deployed in the 16 regional offices and 37 territorial offices of the Caisse des Dépôts to better identify with its customers and be as close as possible to them. For more attractive, inclusive, sustainable and connected regions.

« This investment is emblematic of the actions of the Banque des Territoires in serving the general interest. It allows Calais to have a new port designed to adapt to changes in maritime traffic, taking into account in particular environmental issues and able to meet the logistical and industrial challenges of the coming decades. The new Port of Calais thus allows France to have a first-rate general interest infrastructure in the strategic sector of international maritime transport, while strengthening the activity of the local and regional employment area »

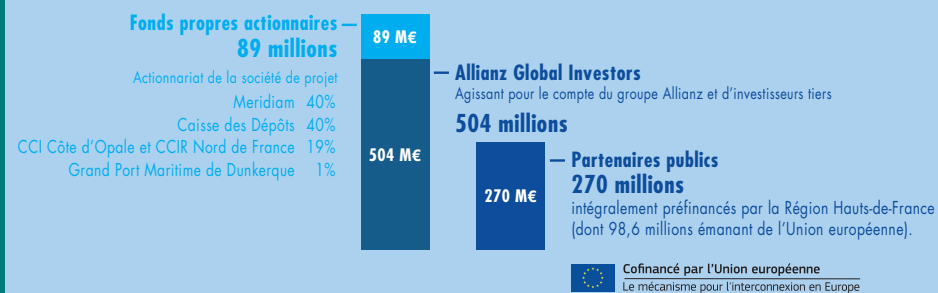


OLIVIER SICHEL,
DIRECTOR OF BANQUE
DES TERRITOIRES



• A PUBLIC-PRIVATE FINANCIAL PACKAGE OF 863 MILLION EUROS •

The financing of the Calais Port 2015 project is based on a public-private package amounting to 863 million euros. This amount is financed in equity and quasi-equity funds for 89 million euros, by bond issue with a 40-year maturity, for 504 million euros, subscribed by funds managed by Allianz GI, and in public funds, for 270 million euros, fully pre-financed by the Hauts-de-France Region (98.6 million from the European Union). The Société des Ports du Détroit was specially created to finance, build and maintain Calais Port 2015 for a period of 50 years. In July 2015, it completed the financing of the project and launched its implementation following a call for tenders won by a consortium involving Bouygues, Spie Batignolles and Jan de Nul. Note that the Port of Calais associates employees with the capital of the company, a unique arrangement for a French port.



• Montage financier

In addition to the shareholders who provided 89 million euros in equity and quasi-equity, three major financial partners joined this project: AllianzGI (which subscribed on behalf of the Allianz group and third-party investors to a bond issue of 504 million euros), the European Investment Bank and Crédit Agricole Corporate Investment.



Public funds amount to 270 million euros fully pre-financed by the Hauts-De-France Region (including 98.6 million euros coming from the European Union).



• THE NEW PORT OF CALAIS

