

2022, AN EXCELLENT YEAR FOR FISHING IN BOULOGNE AND TOURISM RETURNS TO CALAIS

2022 was the year when British tourists returned to the port of Calais after two years badly impacted by travel restrictions due to the COVID-19 health crisis. As for fishing, Boulogne-sur-Mer has come out of 2022 in very good shape.

■ IN BOULOGNE, THE VALUE OF SALES WAS AT ITS HIGHEST LEVEL FOR 20 YEARS

The fishing port of Boulogne-sur-Mer recorded very good results overall in 2022. The tonnage landed was maintained compared to 2021, with **28 302 tons (-1%)**, in particular thanks to a very good second half-year.

The average selling price per kilo held up extremely well at **€3.08**, representing an **increase of 19%**. Small-scale fishing has benefited from these positive results (**up 19% in value**), driven by species caught with high added value and their tonnage well above that of 2021. We can mention here cuttlefish, whose fishing season was extended beyond October (up 65% in volume and 50% in value), squid (up 138% in tonnage and 127% in value), red mullet (up 28% in tonnage and 12% in value) and finally scallops (up 5% in tonnage and 16% in value).

Regarding offshore fishing, the tonnage fished decreased in 2022, but this loss was compensated by a sale price that jumped by **50%**, particularly for black pollock, which represents 80% of the species caught.

The tonnage of foreign vessels, mainly Dutch, was up 6% and also recorded a useful increase in value, up 18%.

The Port of Boulogne-sur-Mer retained first place in the ranking of French fishing ports 2022 in terms of both tonnage and value. At **€87 million**, it reached its highest level for nearly 20 years.

Few impacts of the new fleet withdrawal plan

Seven vessels from the Boulogne fleet recently had their ISP (Individual Support Plan) request approved by the European Commission. Although regrettable, the withdrawal from the fleet of these units specialising in small-scale fishing, representing a small volume of the total tonnage landed, will have a minimal impact on the activity of the Boulogne auction



■ IN CALAIS, TOURISM IS BACK AND “UNACCOMPANIED” FREIGHT IS GROWING VERY STRONGLY

Tourists are back, a logical three-digit increase

It was not until the total lifting of international travel restrictions at the start of the second quarter that the port of Calais returned to sustained tourism activity. Although the port has not yet regained pre-pandemic volumes, the number of passengers more than doubled in 2022 to reach **5 141 875** passengers, i.e. up 115%, and the number of vehicles has practically quadrupled, with **967 551** units, i.e. up 280%.

Coach traffic, which had almost disappeared, is also picking up, with **32 416** units, i.e. up 634%

Driven by a solid summer season which has led to a 75% recovery of pre-crisis volume, tourism is heading in the right direction.

More good news, the new port infrastructure, which experienced its first summer season and the influx that brings, easily coped with the flow of tourists.

The slight decline in HGV traffic was offset by remarkable performance in “unaccompanied” freight

In 2022, heavy goods vehicle traffic fell by **2% (1 604 791 units)** compared to 2021. The reorganisation of the operator P&O Ferries in the spring caused a major lack of cargo space, which weighed heavily on accompanied freight activity.

Furthermore, the combined effects of Brexit, the pandemic and the geopolitical situation in Europe with the Russian-Ukrainian conflict have destabilised the economic situation and, beyond that, trade. Despite this complex situation, the port of Calais remains the main gateway to Europe and the British Isles for transport professionals.

Historic records for “unaccompanied” freight

Unaccompanied trailer traffic (without driver or tractor) had a remarkable 2022, setting a new record for this type of traffic. **62 515** trailers compared to 38 678 in 2021 (**up 62%**) were handled at the port of Calais, around 2/3 of them on the new Ro-Ro Calais / Sheerness service launched by DFDS in summer 2021. This excellent performance was boosted by the synergy between DFDS and VIIA, which enabled the launch, last May, of a new rail motorway line between the port of Calais and the port of Sète, transporting trailers from Turkey.

Regarding rail motorways, more than **42 000 units** travelled on VIIA trains to or from the Port of Calais intermodal terminal, representing a significant increase of more than **60%** compared to 2021, which was already a record year.

These very promising results prove the full potential of modal shift and the flexibility that the port of Calais and its partners can offer transport and logistics professionals.



■ GENERAL CARGO TERMINAL ACTIVITY HAS BEEN MAINTAINED

The Boulogne-sur-Mer and Calais terminals posted a cumulative result of **1 524 627** tons, equivalent to 2021.

- In Boulogne, the volumes of bulk products handled in 2022 are down 6%, at 651 816 tonnes. The main materials handled are limestone, quicklime and sea sand, with a drop in quicklime volumes (-27%) partly offset by a 6% increase in limestone.
- The commercial activity of the port of Calais posted an increase of 7.5%, with 602 811 tonnes. The main materials handled are pebbles (+28%), coke (-6%) and limestone (+21%).





For Benoit Rochet, Managing Director: «From a highly complex context, I draw several very positive elements: the return in numbers of tourists after two blank years, the significant breakthrough of Ro-Ro and piggyback transport and the excellent health of fishing in Boulogne. 2023 will be synonymous with new challenges for Port Boulogne Calais: the implementation of the EES (Entry & Exit System) - Brexit for travellers - and acceleration of the ecological and energy transition in our two ports.»

For François Lavallée, Chairman:

For François Lavallée, Chairman of the Board of Directors: "2022 was a year of convalescence for Port Boulogne Calais. All the signals are now green. However, we remain very attentive to the economic situation across the Channel because our activity depends in part on its good health."

2022 key figures




Cross Channel activity:

- 967 551 passenger vehicles  +280%
- 5 141 875 passengers  +115%
- 1 604 791 freight units  -2%
- 36 745 000 t of goods  -3,8%

Record figures for «unaccompanied» freight :

- Ro-Ro: 62 515 units  +62%
- Rail motorways: 41 142 units  +58%

Fishing activity: 1st french fishing port

- Tonnage : 28 302  -1%
- Total value : €87 m  +18%
- Average price per kilo : €3,08  +19%
(Record)

General cargo activity:

- Total traffic : 1 254 627 t  =
(Boulogne : 651 816 t, Calais : 602 811 t)

Total goods (cross Channel + trade) : 37 999 627 tons  -3,6%

Turnover 2022 : €111 m



ENVIRONMENTAL EXCELLENCE AT THE HEART OF OUR CORPORATE STRATEGY

Since its creation in 2015, Port Boulogne Calais has considered the impact of its activities on society and the environment in great detail, noting in particular that the port's activities depend largely on those of its customers. The company has therefore increased its ecological trajectory by having its environmental policy certified by the international standard for environmental management, ISO 14001, in 2019.

It is based on four pillars:

- Reducing greenhouse gases
- Reducing water consumption and recycling waste
- Helping maintain biodiversity on our sites
- Having management run our environmental policy.

■ 25% REDUCTION IN OUR CARBON FOOTPRINT BY 2025

Ambitious, realistic objectives, broken down through a solid operational action plan, will allow our company to significantly reduce the impact generated by our activities on the environment by 2025:

- **25% reduction in our carbon footprint;**
- **20% reduction in our electricity consumption;**
- **20% reduction in our water consumption;**
- **25% of waste will be recycled and recovered as "materials".**

■ STRENGTHENING OUR COMMITMENT BY CERTIFYING OUR ISO 50001 ENERGY MANAGEMENT SYSTEM

Beyond the energy sobriety plan called for by the public authorities aimed at reducing the electricity consumption of companies by 10%, in 2022, Port Boulogne Calais, aware of the energy challenges to come, committed to a process of certification for its energy management, ISO 50001. Based on responsible, effective energy management, the Port of Calais aims to reduce its electricity consumption by 20% by 2025.

■ SUPPORTING MARITIME OPERATORS IN THEIR EFFORTS TO DECARBONISE THE CHANNEL

Port Boulogne Calais has made a commitment to maritime operators in its deliberations around decarbonising the world's busiest maritime corridor. This shared ambition is to move towards **carbon neutrality by 2030**, which will of necessity involve designing new-generation vessels using propulsion technologies that are more environmentally friendly. The Port is working with its partners to prepare its infrastructure to accommodate these future ecological ships.

