



Port de Normandie, February 9th, 2023

PRESS RELEASE

Review 2022 – Outlook 2023

"2022 was without doubt a good vintage for Ports of Normandy!" declared Hervé Morin, President of the Normandy Regional Council and of Ports of Normandy. "In every area of its business, the signals are green, confirming that its investment strategy (€435m between 2007 and 2022) has paid off and the port authority's teams and those of its operators are providing quality services. In 2023 Ports of Normandy wants to go further, with its multi-annual investment plan (PPI) covering all three of its ports. Almost €61m will be invested to increase the added value brought to the region's economy and especially to create jobs," .

2022 REVIEW

Ports of Normandy is an operational arm of the local authorities (Normandy Regional Council, the departments of Calvados, Manche and Seine-Maritime and the agglomeration communities of Caen-la-Mer, Le Cotentin and Dieppe-Maritime) whose aim is to increase the economic potential of their territories. The tonnages and traffic figures you will find below are only a concrete illustration of a policy designed to boost local development overall and not just the development of the ports themselves. The objective evidence of the momentum created is provided by the national statistics institute, INSEE, which is currently updating its survey of the jobs and wealth created by our three ports. The results will be published shortly.

1. BUSINESS

After a year of consolidation in 2021, Ports of Normandy's figures for 2022 show a marked increase in activity to reach – with the exception of passenger traffic – levels higher than before the COVID-19 pandemic:

- +7% for port calls (3,219 calls), i.e. +6.5% compared to 2019
- +12.5% in tonnage (7,035 T), i.e. +7.5 T compared to 2019
- +215% for passengers (1,744,303 cross-channel and cruise passengers), i.e. -15.5% compared to 2019

These good results reflect the strategy developed by Ports of Normandy and its port operators over the last few years: adaptation to Brexit, investment in Marine Renewable Energies, efforts to diversify in addition to the conventional traffic, etc.

The challenge for 2023 is to maintain this level of goods traffic and accompany it with a return to a normal level of passenger business.

Cross-Channel passengers

Cross-Channel business rose by just over 200%. This increase, which was substantially higher than that of the market overall, was achieved thanks to a massive return of British peak-season passengers, and an Irish market that returned to 2019 levels.

In detail: Ireland returned to a level of activity virtually equivalent to that of 2019 (2022: 271,708 passengers v. 2019: 274,953 passengers) whereas the United Kingdom was still 21% down (2022: 1,282,553 passengers v. 2019: 1,625,410 passengers).

Although the Irish market is expected to stabilise, or even grow, thanks to the companies' new offers in 2023 (arrival of the Stena Vision in June 2023, the E-flexer Salamanca or Galicia for Brittany Ferries, and the continued year-round service of the WB Yeats on the Cherbourg-Dublin route for Irish Ferries), the outlook for business with the UK is less certain due to specific economic factors (UK inflation, £/€ exchange rate) and the introduction of the EES (Entry/Exit System) Regulation in 2023. The Regulation, which is designed to tighten controls on entry into the Schengen area, is another source of concern due to the negative impact it could have on the management of port calls and the customer experience.



Cross-channel - Port of Caen-Ouistreham @Ports de Normandie

Cruise traffic

A record year with 190,042 passengers and 70 calls – 57 at Cherbourg, 12 at Caen-Ouistreham and one at Dieppe – confirming the trend seen in the second half of 2021 and the underlying trend already recorded over the last few years, excluding the COVID years.

2023 will be in the Top 3 of the last ten years with around fifty calls scheduled, including a dozen for Caen and about forty for Cherbourg.



Cherbourg Port - AMERA - ©Ports de Normandie

Cross-Channel freight

Cross-Channel freight posted a 5% increase in tonnage (5,631,923 T) in spite of a 4.5% fall in the number of HGVs (209,597 units), including unaccompanied vehicle traffic (down 3% to 69,253 units). These good overall results mask some contrasting realities.

The UK market is back on an upward curve (+15.25% in tonnage +1.60% in units) after a 2021 that was still marked by COVID restrictions and penalised by the overstocking seen at the end of 2020. This result is all the more satisfying for Ports of Normandy as it must be set against the background of a UK/Continent market which, due to the Brexit effect, is still depressed and struggling to return to its 2019 level.

The Irish market, after an exceptional year in 2021 (traffic multiplied by three between Ireland and Cherbourg), fell 8% in tonnage (2,205,785 T) and 12% in units (87,887 HGVs including 45,781 unaccompanied trailers). The Port of Cherbourg is facing increased competition on direct maritime routes: a significant rise in the number of direct routes, the variety of companies operating to this destination, and increasingly large ships.



Cross-Channel - Dieppe©Ports de Normandie

Conventional freight

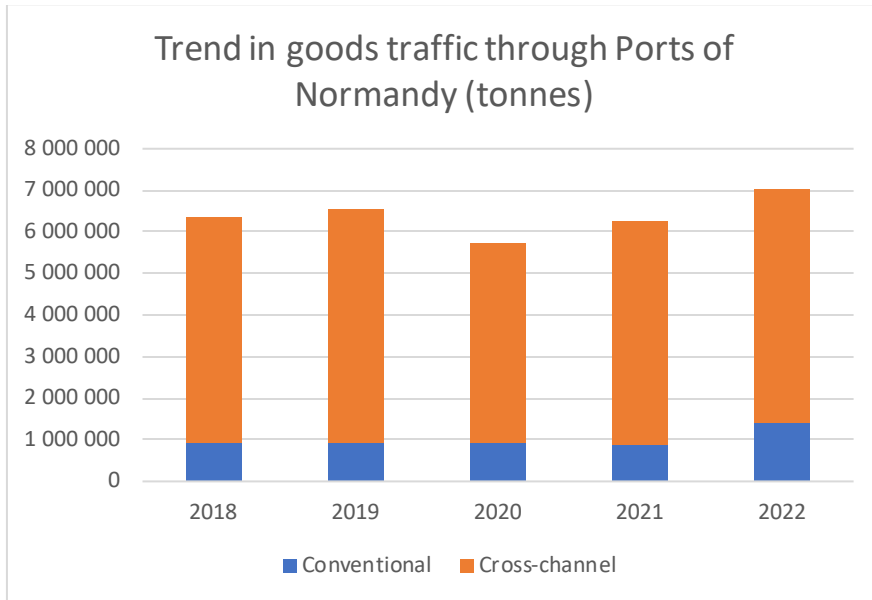
The very strong momentum seen in the conventional freight sectors over the last few years has continued: almost 30% more calls and tonnage up 60% (1,403,112 T). All sectors have contributed to this highly positive result:

- Agri-food: +56% to 455,589 T. The sector has been buoyed by a substantial rise in cereal exports through Caen-Ouistreham (375,078 T/+87%), the resumption of protein crop imports by Olatein at Dieppe (14,323 T) and imports of animal feed at Caen-Ouistreham (17,609 T). Only fertiliser imports at Caen-Ouistreham fell (down 56% to 35,180 T).
- Construction/MRE: +88% to 742,108 T. This increase is mainly due to the exporting, through the Port of Cherbourg, of quarry materials for the Fécamp offshore wind farm (+15.65% to 311,413 T) as well as to the consolidation of the "marine gravel" activity at Dieppe (387,085 T). Wood imports slowed due to a fall in imports of Northern pine (-31% to 24,355 T).
- Hazardous materials at Cherbourg (explosives and nuclear): +42% to 5,731 T.
- Other: +8% to 196,202 T mainly accounted for by the following:
 - Attapulgit at Caen-Ouistreham: 46,249 T (+75%)
 - Shredded tyres at Caen-Ouistreham: 17,760 T (+258%)
 - Other goods (connected to the offshore wind sector) at Cherbourg: 25,894 T (+615%)
 - Onshore wind at Dieppe: 26,239 T (+48%)



Port of Caen-Ouistreham – Quai de Blainville – Federal Fraser ©Eric Destable

Summary



2. FISHING

With over 13,900 T of fishery products landed, the Dieppe and Cherbourg fish auction markets and the Ouistreham landing point posted a 11% increase in tonnage. Despite the greater quantities landed, the average price went up at both Cherbourg and Dieppe.

At Cherbourg, the good results (5,900 T, +16%) can be explained by:

- A significant contribution from deep sea fishing, with seven vessels landing conventional species and high-value species (cuttlefish, squid and gilthead bream). In addition, the average price has risen by about 30%
- A larger inshore fleet with more calls by vessels from the Nord-Cotentin Ports
- The development of the shellfish business at Cherbourg fish auction market: scallops and king scallops

The Dieppe fish market continues to grow (+8%) reaching 5,631 T in 2022. This new increase is due to the quantity of king scallops sold, which reached 4,556 T (+12.5%), while fish volumes fell almost 11% to 1,075 T.

Ouistreham also saw an increase with a tonnage registered on the weighing terminal up 6.5% (2,366 T). The arrival of four new units in 2022 contributed to this result.

The outlook for 2023 for all three ports therefore depends to a large extent on the quality of the king scallop beds. As for the quantity of fish sold at the Dieppe auction market, this will be an indicator to monitor. Cherbourg could see the first consequences of Brexit in 2023 with the plan to reduce the fleet (deep-sea vessels in particular) proposed by the government coming into effect. Volumes landed are therefore likely to fall considerably.



Port of Dieppe – Fishing@Biplan - S. Leroy

3. PLEASURE CRAFT

With 55% more visitors (7,931), 2022 proved to be one of the ports' best years. These visitors were distributed as follows:

- Cherbourg: +80% / 4,462 visiting pleasure craft / 15,669 overnight stays (+80%), or 3.5 nights/boat
- Dieppe: +21% / 2,517 visiting pleasure craft / 11,055 overnight stays (+25%), or 4.5 nights/boat
- Caen-Ouistreham: +13.5% / 934 visitors / 6,083 overnight stays (+29%), or 6.5 nights/boat



Port Chantereyne – Cherbourg

4. BOAT REPAIRS

This activity continued to grow (+12.5%) with 342 dry dockings in 2022.

- Activity at the Port of Dieppe reached a new peak with 159 handling operations in 2022 (up from 151 in 2021).
- The Port of Cherbourg saw a historic rise to 183 handling operations (+19%). CMN's industrial programme explains these results to some extent, but above all it is the new keel blocking service offered by the Ports of Normandy teams that seems to have been appreciated by more and more customers.



Port of Dieppe ©Ports de Normandie

2022 TRAFFIC FIGURES IN BRIEF

- Cross-channel: +200% for passengers / +5% in tonnage / -4.5% HGVs
- Cruises: 70 calls, 190,042 pax
- Conventional: +60% in tonnage
- Fishing: +11% in tonnage
 - Cherbourg: + 16% in tonnage
 - Dieppe: + 8% in tonnage
- Pleasure traffic: +55% visitors (7,931)
 - Cherbourg: +80% boats / +80% overnight stays
 - Caen-Ouistreham: +13.5% boats / +29% overnight stays
 - Dieppe: +21% boats / +25% overnight stays
- Boat and ship repairs: 342 movements
 - +18.83% at Cherbourg
 - +5.30% at Dieppe

OUTLOOK FOR 2023

Between 2007 and 2022, Ports of Normandy invested almost €435m in its ports with three main objectives in mind:

- to continue rehabilitating the infrastructure and facilities transferred by the State
- to reinforce our structural sectors (cross-Channel and commercial) in order to use the facilities to their full potential and support the growth in trade
- to prepare for the future, especially the industrial side (and MREs more specifically)

Ports of Normandy wants to go further, hence its multi-annual investment plan (PPI) which covers all three of its ports. This means another €61m will be invested in 2023 to meet the following objectives:

To reinforce our position as cross-Channel leader at the western end of the Strait

Now the provisional organisation phase to prepare its three cross-Channel terminals for Brexit is over, Ports of Normandy and its port operators will continue with other developments. The aim being to maintain a free and secure flow of traffic and offer passengers a high quality service in spite of the constraints due to Brexit and the EES Regulation.

At Cherbourg, it is the rail-road transport terminal project that will mark 2023. In January, Ports of Normandy published a call for tenders to select the contractor that will build the multimodal terminal, on which work should begin in September. In April, work will begin on re-routing the marine boulevard to make way for the terminal. For the record, the construction of this terminal will benefit from European funding under the Connecting Europe Facility (CEF). The budget was initially estimated at €7m, to be funded by Normandy Regional Council, La Manche departmental council, the Communauté d'agglomération du Cotentin and the European Union, but it could rise substantially by the time work is completed.



Also at Cherbourg, the partnership between Ports of Normandy and EDF on the objectified quantification of emissions, dispersion modelling and the provision of shore power supply solutions for ferries and cruise ships is ongoing. In 2023, we will be selecting an engineering consultancy to carry out detailed technical studies of our three ports. At the same time, we will continue our discussions with our operators and ferry companies to decide on a suitable business model for this transition. The aim is to start the work in 2024 at the Port of Caen-Ouistreham, followed by Cherbourg and then Dieppe in the years after that.

At Dieppe, work continues on the extension of the cross-Channel ferry terminal: environmental assessment, consolidation of its economic viability and initial technical studies. Depending on how fast the project moves forward, the public consultation stage could begin this year, but in any case, it can only take place once we are in a position to present a finalised project on which the public can express an opinion.

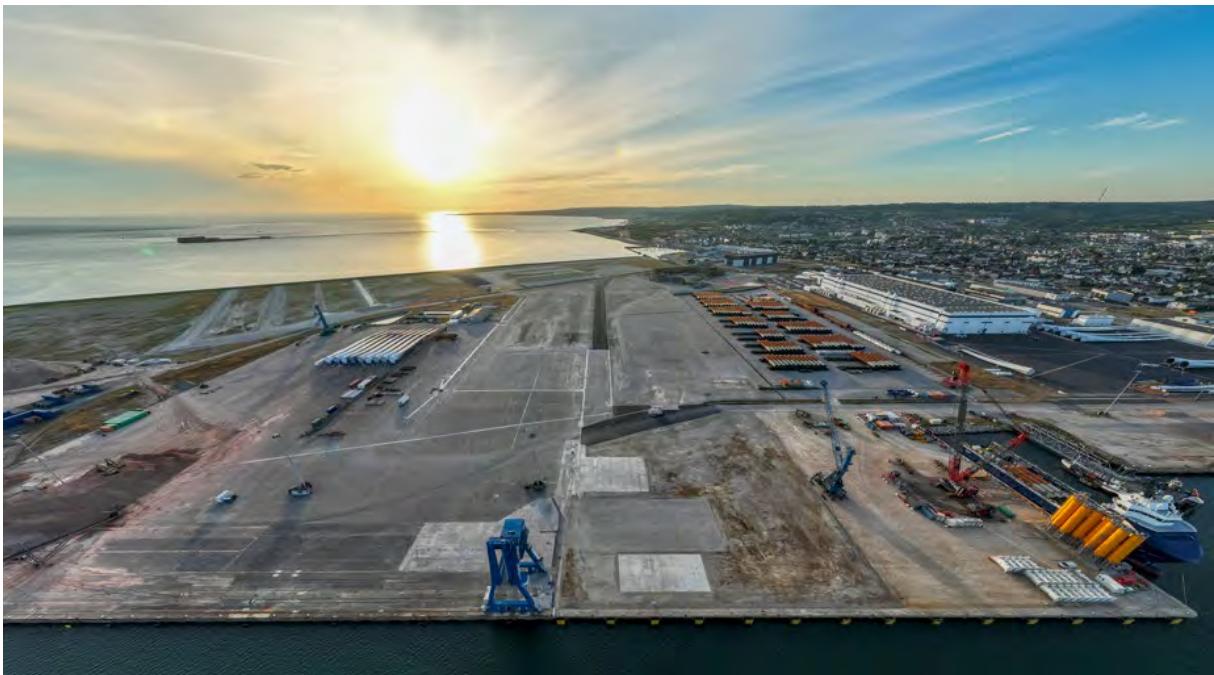
Finally, at the Port of Caen-Ouistreham, we are studying the possibility of extending the cross-Channel ferry terminal. The timetable for this project depends on that of the implementation of

the EES Regulation. It could involve moving our workshops as well as those belonging to Phares et Balises (Lighthouse and Beacons Office).

To become one of the key players in the development of MREs in France

The strong impetus given to this sector by Ports of Normandy will continue and escalate in 2023:

- The Eoliennes Offshore des Hautes Falaises (EOHF) storage and pre-assembly hub (Fécamp) installed at the Port of Cherbourg will soon be operational thanks to the creation of 15 ha of hardstanding by Ports of Normandy as well as a platform with a load-bearing capacity of 50 t/m² built adjacent to the quay (€6m funded entirely by EOHF, which is EDF's project company in charge of the construction of the wind farm). The first wind turbine components should be arriving very soon, and assembly of the first wind turbines is expected to begin in the second half of 2023.
- Assosubsea (cables for the St-Brieuc offshore wind farm) and Van Oord (piles and foundations for the St-Brieuc wind farm), which both already have bases at the Port of Cherbourg, will be continuing their operations there and will be joined by SAIPEM, the company in charge of installing the foundations for the Courseulles sur Mer offshore wind farm.
- In 2023, Ports of Normandy will continue to prepare for the future as it examines the bids received in the CEI (Call for Expression of Interest) published in January 2023 concerning the allocation of land for new projects over the period 2024-2027.



Port of Cherbourg – Plug in here, play offshore! @Gaël Arnaud

- At the Port of Dieppe, Ports of Normandy will be conducting studies with a view to hosting the future maintenance base for the Dieppe-Le Tréport wind farm. The first

works should get underway by the end of 2023. This base will be situated in the outer harbour, to the north of Gaston Lalitte quay. It comprises:

- 850 m² of open-air storage
- 900 m² of offices
- 1,000 m² of sheds
- a car park for about fifty vehicles
- a pontoon which can accommodate three 30-metre vessels

€6.6m have been allocated to this project, including €125K for project management, €125K for scheduling surveys (disturbance, geotechnical, topographical) and €260K for environmental surveys.



Avant-Port of Dieppe ©Biplan – S. Leroy

- Finally, Ports of Normandy and HAROPA will be drawing up a floating wind turbine scheme for Normandy. This will involve identifying the industry's port-based needs (floater storage/assembly, building floater subassemblies, logistics, etc.) and flagging up, for information, the port areas that meet the criteria to host these activities. The aim being to estimate and highlight the potential of the Normandy port system for this emerging industry.

To create jobs and generate added value for our region

Pleasure traffic

A new page will be opening up for pleasure traffic in 2023:

- At the Port of Caen-Ouistreham, the much-awaited amenities created by Ports of Normandy in the outer harbour (boat slip and dedicated parking area, waiting pontoons, etc.) should revitalise the activity.
- The three pleasure marina public service delegations (DSPs) at Caen, Ouistreham and Cherbourg all expire at the end of 2023. Among the criteria for the selection of

the new operators, Ports of Normandy will be placing the emphasis, among other things, on customer service and new water sports and boating practices. Examples include:

- At Caen and Ouistreham, where we have decided to group the two marinas together into a single concession, we have seen a sizeable increase in different water sports and activities (sailing, kayaking, rowing, electric shuttle boats, applications to open restaurants on moored boats, etc.). It is clear that such things help to enhance the attractiveness of the ports. Our next operator will therefore be expected to facilitate better cohabitation with the activities of the commercial port by regulating and organising boating practices on the canal, for example.
The DSP will be awarded in June.
- At Cherbourg, it will involve, for example, looking at the possibility of a reasoned extension of the port, to the east of Port Chantereyne to accommodate larger vessels and offer new services or the construction of an offering for new profiles (novice pleasure boaters, people coming up from the Paris region, companies, external customers, etc.) and/or new, more occasional practices and not just restricted to boat owners.
The DSP will be awarded in September 2023.
- In Caen, the Bassin St Pierre has not been dredged for decades. The state of the bottom of the dock is compromising the boating activity and port calls by racing boats. The dredging operation should therefore be able to go ahead by the end of 2023/beginning of 2024, once the permits are granted after the public enquiry in the autumn. The budget is €3m, co-financed by Ports of Normandy and the city.



Port of Caen Ouistreham - Bassin St-Pierre ©F.Monier-7ème Ciel

- Finally, the floating breakwater in Dieppe that protects the marina is coming to the end of its useful life. When it was installed in 1996, the choice was made to build a floating structure riding on piles so as to limit the visual impact. Today, two of the piles are unusable and the structure only works with four of the seven caissons. A tender process is underway for the construction of a new breakwater. The works are expected to be carried out by the end of the year, at a cost of €3m.

Boat building and repairs

At Cherbourg, Ports of Normandy has plans for a whole series of works over 2023 and 2024 to improve the service yard (€800K) which is already proving a great success:

- creation of toilets, a locker room and a refectory
- extension of the service yard to the South with the creation of three extra berths for trawlers to allow better separation of activities
- installation of badge-operated utility terminals (electricity and water)
- securing of the yard by closing off the site (gate and fencing) and, eventually, installation of CCTV
- replacement of the cables that raise the Syncrolift platform.

Ports of Normandy will also be reinforcing the dry dock: upgrading to meet environmental standards, changing of the pumping and electrical systems in the dock and a study on the rehabilitation of the structural parts of the dry dock. Budget: €220K.



Port of Cherbourg – Plateau nautique ©Ports de Normandie

At the Port of Dieppe, €240K is due to be spent on renovating masonry.

Fishing

The fish market halls in Dieppe and Cherbourg are ageing. Ports of Normandy will therefore be conducting a study on how they can be reconfigured. The aim is to modernise them and integrate them better into the surrounding urban fabric, whilst taking account of the reality induced by Brexit and its consequences.



Port of Dieppe ©Ports de Normandie

Value creation from real estate assets

Ports of Normandy is looking into the possibilities for creating value from its real estate assets, whilst ensuring that they generate extra port business:

- The Croix Morel business park should be delivered at the end of 2023. It is intended to serve businesses that support the port's activities, especially logistics.



Port de Cherbourg – Croix Morel @Biplan-Luc-Pouyadoux

- Rehabilitation of buildings:
 - MIM premises at Dieppe: €2.5m over 2023 and 2024
 - La Carpente building (Nautisub) at Dieppe: €400K
 - H8 (rented to Normeca) at Cherbourg: €300K
 - Neptune (rented to Sofish and Manche Marée) at Cherbourg: €1.2m over 2023 and 2024

Maintaining infrastructure

Ports of Normandy is looking into the possibilities for creating value from its real estate assets, whilst ensuring that they generate extra port business:

- La Fonderie bridge at Caen:

This metal swing bridge, which dates from 1952, is situated between the canal and the Bassin Saint-Pierre. With the renewal of the Presqu'île de Caen area, it has become a major traffic artery. It is currently undergoing a complete rehabilitation, which will be completed by the beginning of summer. Budget: €1m



Port de Caen-Ouistreham - Pont de la Fonderie ©Eric Destable

- Colombelles bridge: an essential link between the East and West of the Caen conurbation, it is used by 18,000 vehicles a day, of which 7% are HGVs. Breakdowns are constantly reoccurring, causing major traffic disruption. It will therefore be replaced with a new bridge. This will be the main link between the new La Presqu'île Hérouvillaise residential and commercial development and the "historic" town. It will be able to accommodate all the various users (pedestrians, cyclists, drivers) in complete safety while ensuring the proper management of ships using the canal. In 2023: administrative examination of the project and technical studies, with work due to begin at the end of the year. Budget: €20m



Port of Caen-Ouistreham ©F.Monier-7ème Ciel Images

- Montalivet dam: completion of the work to bring it into line with environmental standards in 2023 with, among other things, the creation of a fish pass. Budget: €2.5m
- Ouistreham West lock: completion of the renovation work. Budget: €1.6m
- Colbert bridge in Dieppe: listed as a historic monument in 2020, Colbert bridge will be undergoing a complete restoration. After publishing a call for tenders to select the contractor for the work, we are now analysing the different bids and will soon announce which scenario has been chosen as well as the revised budget.



Port of Dieppe – Pont Colbert ©Ports de Normandie

ABOUT PORTS OF NORMANDY

Owner and administrator of the ports of Caen-Ouistreham, Cherbourg, and Dieppe, “Ports of Normandy” comprises:

6,000 direct, indirect and induced jobs (INSEE Study 2016) / €420M invested in Normandy since its inception 2007 / 100 ha dedicated to Marine Renewable Energies and 2 forthcoming maintenance sites / 2 million cross-Channel passengers per year / 7 million tonnes of goods per year / Close to 60 cruise ship visits per year and more than 150,000 cruise passengers / 3,200 marina berths, a dry stack marina and 33,600 overnight stays / 1/3 of all fish (tonnage) landed in Normandy / comprehensive ship repair provision.

Ports of Normandy, an alliance between Normandy Council, the departments of Calvados, Manche and Seine-Maritime and the agglomeration communities of Caen-la-Mer, Le Cotentin and Dieppe-Maritime, at the service of economic development in the region. Learn more about “Ports de Normandie” at portsdenormandie.fr

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