



Press Release

THE EIG DRAGAGES PORTS, ATLANTIC PORT OF BORDEAUX AND THE SOCARENAM SHIPYARD ARE LAUNCHING THE CONSTRUCTION OF THE NEW INNOVATIVE AND ECO-EFFICIENT DREDGER FOR THE PORT OF BORDEAUX

Bordeaux, December 22, 2017 - Atlantic Port of Bordeaux, the EIG Dragages Ports and the SOCARENAM shipyard have just signed a contract for the construction of the water injection dredger running on LNG. This innovative and eco-efficient dredger will replace the grab hopper dredger "La Maqueline" in the summer of 2019.

Atlantic Port of Bordeaux uses two dredgers to maintain the navigation channel and quaysides. The dredger *Pierre Lefort* was replaced in 2013 by the trailing suction hopper dredger *Anita Conti*, and in 2017 a decision was made to replace *La Maqueline*, a grab hopper dredger dating from 1984, by a water injection dredger, which like the *Anita Conti* will work on the navigation channel, thereby reducing the volume of sediment transported and relocated in the estuary.

After a European call for tenders in 2017, the EIG Dragages Ports awarded the contract to SOCARENAM shipyard, based in Boulogne sur Mer. This will be the first dual-fuel newbuild vessel built in France (excluding LNG tankers).





With the dual-fuel engines, the dredger will be able to burn Liquefied Natural Gas and Marine Light Diesel. Compared to diesel, natural gas emits 25% less carbon dioxide (CO₂), 80% less nitrogen oxide (NO_x), and almost no sulphur dioxide or particulate matter.

By using this type of fuel, combined with electric diesel propulsion, which is more energy efficient, and water injection dredging, which is better for Bordeaux' port areas, Atlantic Port of Bordeaux will be able to maintain the port accesses and equipment in a more environmentally-friendly way.

This new dredger to be called "L'Ostrea" will be fully equipped to operate efficiently (specially designed dredging system, azimuth thrusters, dynamic positioning, heavy lift crane, etc.) and will provide excellent comfort on board for the crew (COMF-NOISE and COMF-VIB ratings, cabins and wheelhouse on shock absorbers, individual cabins, etc.).

Key figures for L'Ostrea:

- A hull of approximately 40 m x 11 m
- 2 azimuth thrusters and 1 bow thruster
- Water injection pressure of 2.5 bars
- Service speed of 12 knots

With this 20 M€ contract, the EIG Dragages-Ports and Atlantic Port of Bordeaux demonstrate their commitment to upgrading the dredging systems while improving their environmental performance to a level beyond today's standards. It is also the opportunity for SOCARENAM to demonstrate its expertise in building this new type of vessel, a precursor to ships of the future with a lower environmental impact.

About Atlantic Port of Bordeaux

Atlantic Port of Bordeaux is an industrial and logistics platform containing seven terminals spread over the 100 km of the Gironde estuary, the largest estuary in Europe. Ideally situated on the Atlantic seaboard, the port handles 8 to 9 million metric tonnes of cargo per year (the equivalent of 400,000 truckloads) at its seven specialised terminals that reflect the diverse economy of France's greater southwest region:

- *Le Verdon: Containers, port of call for cruise ships*
- *Pauillac: Hydrocarbons, A380 logistics centre*
- *Blaye: Grains, chemicals*
- *Ambès: Chemicals and petrochemicals, hydrocarbons*
- *Grattequina (under development): heavy-lift cargo, aggregates*
- *Bassens (multi-bulk terminal): grains, containers, timber, oil, aggregates, coal, recycling traffic and more*
- *Bordeaux – "Port de la Lune" (terminal dedicated to passenger traffic): port of call for cruise ships*

Atlantic Port of Bordeaux also services 25 ships per year in the dry docks and re-injects nearly 4000 tonnes of scrap metal from end-of-life ships into the circular economy.

Atlantic Port of Bordeaux activities generate over 4900 direct jobs at 200 businesses.

About EIG Dragages-Ports

DRAGAGES-PORTS is an economic interest grouping created in 1979, whose members are the French State and the seven major maritime port authorities (Dunkirk, Le Havre, Rouen, Nantes-Saint-Nazaire, La Rochelle, Bordeaux and Marseille). Its vocation is to optimize the costs of maintenance dredging. It manages a fleet of 7 vessels, outfitted by the port authorities and dedicated to maintenance dredging operations.



About SOCARENAM

***SOCARENAM** is a construction and repair shipyard located in the north of France, in Boulogne-sur-Mer. Historically specialized in the construction of fishing vessels, the company has diversified and now builds all types of professional vessels from 15 to 90 m. Since its creation in 1961, it has built more than 300 fishing boats, tugs, patrol vessels, passenger ships and dredgers. After building a trawler running on compressed natural gas and the trawler of the future Arpège, with this new project Socarenam once again demonstrates that it is committed to the energy transition by building ships with a lower environmental impact. Now with five locations (Boulogne-sur-Mer, Calais, Dunkirk, Saint-Malo and Etaples-sur-Mer), Socarenam employs more than 250 people to build custom ships, specifically designed to meet the needs of shipowners. Between 5 and 10 new ships are delivered each year, making the shipyard one of the most active in France.*

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