

A Traffic Volume Affected by Energy-Related Throughput

At the end of 2013, the total traffic volume at the Port of Nantes – Saint Nazaire amounts to 27.7 million tonnes (MT). Down by 2.2 MT compared to the previous year, it is characterized by a decrease in energy-related throughput, notably for crude oil (- 1.2 MT), LNG (- 0.9 MT) and coal (- 0.2 MT). This change contrasts with the growth in grain and cereals, cattle feed and ro-ro traffic levels.

Between 2010 and 2013, LNG imports fell back from 4.9 MT to 1 MT. This change is related in large part to the upheaval in the world's gas markets, a consequence of the increased demand from Asia and of North American shale gas production. However, note should be taken of the recent development of the services offered by Elengy's Montoir de Bretagne terminal, with the transshipment of LNG tanker cargoes and the loading of road tankers.

Crude oil traffic decreased by 13.6 % compared to the previous year, mainly due to the five-year maintenance turnaround at Total's Donges refinery in the first quarter of 2013. Refined hydrocarbon throughput was affected accordingly, with a 3.7 % increase in imports and an 8.8 % decrease in exports.

Even though the coal traffic for the supply of the EDF thermal power station at Cordemais decreased by 10 %, 2013 is marked by the strong performance of imports. At 1.9 MT, the 2013 tonnage is comparable to the levels seen in 2010 and 2011.

Over 5 % Growth in Non-Energy-Related Traffic

Cattle feed imports amount to 2 MT. This represents a rise of 12.7 %, thanks notably to a record soya crop in Brazil, to the sunflower and rape imports from countries bordering the Black Sea and to the capture of new market share by the Montoir de Bretagne terminal. Grain and cereals exports amount to 1.4 MT, a significant level considering the harvest in France, which was average in terms both of quantity and of quality. The volumes were driven by strong demand worldwide, including the growing requirements in the Mediterranean, Middle East and Western Africa.

Marine sand traffic is down 15 %, due to the reduced activity in both the building and civil engineering sector and the market gardening sector. Recycled scrap metal exports have been rising for several consecutive years now, to stand at 0.4 MT in 2013.

Ro-ro traffic recorded an 8.2 % rise. This result is explained by the ramping up of operations on the Montoir-Gijón maritime motorway and the maintenance of the long-established link with Vigo. The development of ro-ro volumes is also related to the April 2013 launch of the Milk Run Med service between Montoir de Bretagne, Pauillac, Tunis, Naples and Cádiz, strengthened by the inclusion of Tangiers Med in the import and export rotations from the end of June. It should be noted that in January 2014 maritime motorway operator LD Lines introduced a new weekly service to Ireland via the Port of Rosslare.

Container traffic shows a 2.1 % downturn in terms of TEUs. Following 3 years of growth averaging 7.5 %, this decrease is related in part to the discontinuation of a call by the CMA-CGM shipping line out of the French West Indies, the volume of Metropolitan France's banana imports having been sharply reduced following the tropical storm in the summer of 2013.