



HAROPA
PORT Le Havre
Rouen
Paris

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Press Kit

Overview of 2021 – Outlook for 2022

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A FOUNDATIONAL YEAR IN AN UNPRECEDENTED INTERNATIONAL ECONOMIC CONTEXT

- 1.** In 2021, French economic growth returned to 7 %, more or less its pre-pandemic level. This is a **good result offset** by a rise in inflation (especially in energy prices), against the backdrop of an end to the government's "whatever it costs" economic support policy and a major expansion in public-sector debt.

At global level, economic activity bounced back but areas of uncertainty remained:

 - **The Eurozone was one of the regions hardest hit** by the Covid-19 pandemic and **its recovery is looking to be slower** than in the United States or Asia.
 - **China's rebound is losing steam.** The energy crisis due to shortages of coal, a resurgence of Covid-19 and the damage done by floods of historical severity are having a long-lasting impact on national production. Industrial production declined by 8.3% in June to 6.4% in July and the country is experiencing a dual manufacturing component and real estate crisis.
 - **In the United States, a USD1.9trn recovery plan generated strong growth of 6.6%** in the second quarter but **inflation is rocketing** (+5.4% in July). In November, the Federal Government adopted a new USD1.045trn plan.
- 2.** More specifically in the maritime sector:

 - **Worldwide container traffic rose by 13.5% year-on-year**, reaching 88.6m TEU in the first half of 2021 (compared with 78m TEU the previous year). Activity has surpassed its pre-pandemic level (+5.9% compared with the first half of 2019).
 - **Freight rates rocketed in the third quarter:** a sharp upturn in trade, labour availability issues, port overload... Supply has failed to keep up with the explosive rise in demand (cancellation of port calls, limits on the numbers of containers available, problems for the management of empties), all of which led to massive rise in rates for sea freight.
- 3.** Lastly, **decarbonisation has become an unavoidable international issue** and the pandemic has accelerated some of its impacts. The Grandpuits facility halted its refining activity on 15 March 2021 in order to begin conversion to biofuels, leading to a decline in liquid bulk traffic. In addition, the health crisis has caused a short-term drop in demand, and the increase in the percentage share of electric vehicles in the French national fleet will also confirm – over the long term – the downward trend in refinery products.

1. A COMPLETELY OPERATIONAL MAJOR RIVER/SEAPORT

Finalisation of governance

- On 9 July, the **Supervisory Board** met to elect its Chair, Daniel Havis, and to approve the composition of the HAROPA PORT Management Board with Stéphane Raison as Chair.
- On 13 October, the **regional development councils of Le Havre and Rouen** elected their Chairpersons, Nils Benetton, Chief Executive of SEA INVEST France in Rouen, and Hervé Bonis, Chairman of UMEP and CEO of SEAFRIGO, in Le Havre.
- On 19 October, it was the turn of the **regional development council for Paris** to elect its Chair, Séverine Chapus, BNP Paribas Real Estate deputy general manager responsible for business development, handling promotional activities.
- On 6 January 2022, the **Seine Axis policy council**, chaired by Pascal Sanjuan, interministerial delegate for Seine Valley development, was confirmed in his post, duly completing the overall system of governance.

Adoption of a common tariff policy

As a direct consequence of the merger, this year the three ports defined their first harmonised tariff strategy for port land charges and port dues, which came into effect on 1 January 2022. This harmonised tariff strategy sets out:

- to capture additional market share from competitors and to expand traffic, especially where containers are concerned (e.g. the reduction in port dues for large vessels rises from 15% to 20%),
- to create effective tariff structures across all three HAROPA regional management areas to match changes in economic circumstances and market attitudes,
- to harmonise practices across all Seine Axis ports in order to enhance HAROPA PORT's perceived clarity and transparency for customers,
- to secure the financial balances defined as part of the financial roadmap for the port complex,
- to contribute to the greening of HAROPA PORT with tariff arrangements that foster the development of mass freight modes and the reception of environmentally virtuous ships (e.g. the budget envelope earmarked for the measurement of the environmental performance of seagoing vessels (ESI) is increased by 25%).

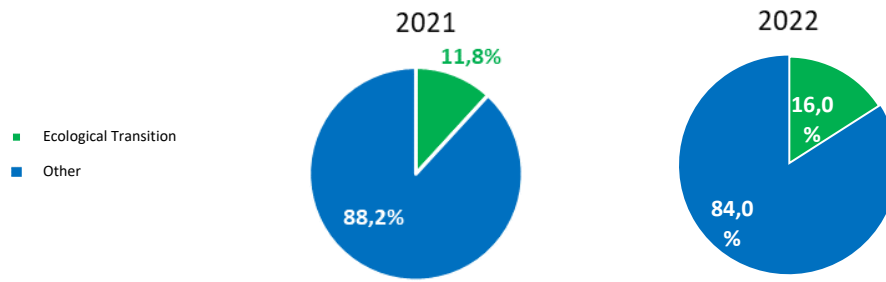
A strategic project now in the public consultation process

In order to achieve its goals, HAROPA PORT has defined its first Common Strategic Project for the years 2020-2025. This comprises four main pillars: Customer Service, Innovation, the Ecological Transition and Human Capital, plus two development focuses: Multi-Sector Orientation and Logistics & Multimodality. In accordance with the Environmental Code, part of this Project and the associated environmental assessment report must undergo a public consultation process. **This will be conducted remotely from 14 January to 11 February inclusive.**

Significant investment capacity

The French government has granted the new port complex massive financial underpinning of €1.45bn over the years 2020-2027 to fund numerous ambitious projects for development and redevelopment of port infrastructure. The centralised management of these investments will allow them to be more precisely channelled, especially when addressing the ambitious goals of the strategic project.

Percentage shares of “Ecological Transition” investments
in overall HAROPA PORT investment: **+4.2 points**



“The good results announced by HAROPA PORT in this first year after the merger confirm the relevance of the model which became official on June 1st. Recent announcements by its various partners and the extent of their investments underline the fact that the port complex now has the critical size and the right working methods to make long-lasting improvements in the port’s competitiveness and results. HAROPA PORT is confirming its position as the leading French port and consolidating its ranking among Northern European ports.”

Daniel Havis, Chair, HAROPA PORT Supervisory Board





Total maritime traffic in 2021

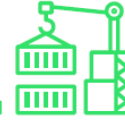
83.6Mt +12%



Dry bulk
13.8Mt
-4%

Incl.
Cereals **7.6Mt**
-13%

Containers
3.1m TEU
+28%



Liquid bulk
38.9Mt
+6%



Total Greater Paris river traffic in 2021

22.5 Mt +4%

Construction
Industry
12.6Mt
+8%



Containers
152 500 TEU
+8%



Cereals
2.2Mt
-14%



Investment in 2021

€550m

Public sector
€197m



Private sector
€353.5m

2. TRAFFIC: DOUBLE-DIGIT GROWTH

Maritime traffic up by 12%

Maritime traffic saw growth of 12% to 84 million tonnes.

Containers: a record year

For the first time in its history, HAROPA PORT broke through the symbolic barrier of 3 million TEU (3.07m TEU). Traffic (+28%) underscores this excellent dynamic, even outperforming world growth (+13.5%).

- Inland traffic (full and empty containers) registered a sharp rise of 15%, and it is worth noting a 7% rise in full container inland traffic compared with the average for 2015-2019.
- Transshipment expanded spectacularly by 79% (to 843,000 TEU), establishing a new record, superseding that of 2017 (770,000 TEU).
- Le Havre, which has been increasingly used, has been able to – and on an ongoing basis – accommodate calls transferred from the highly overloaded ports of Rotterdam and Antwerp due to the general congestion of the Northern European ports (90 extra calls in 2021).
- Rouen Port has also been able to accommodate new calls by shipping lines in 2021, highlighting the complementary nature of the solutions offered to shipowners at the Seine Axis container terminals. Indeed, ten extra calls for a total of 6,800 TEU were processed by Rouen's terminals.

2022 has already begun with an extremely positive announcement: MSC's decision to take advantage of the quay reorganisation forming part of the expansion of Port 2000 with the creation of berths P11 and P12 to accommodate additional port calls.

The terminal operator TIL (Terminal Investment Limited) acquired the remaining shares of its joint venture with the Terminaux de Normandie group at the end of 2021, becoming the sole owner of the TNMSC and TPO terminals, at Port 2000, Le Havre.

TIL is majority owned by MSC Mediterranean Shipping Company, the world's leader in container shipping and logistics, the other partners in TIL are the American fund Global Infrastructure Partners (GIP) and the Singaporean government sovereign wealth fund (GIC).

TIL has a significant growth and development prospects for the port of Le Havre through an investment and modernisation program. The program is designed to improve port infrastructure and enable the management of larger volumes of containers per year, as well as accommodating MSC's new generation of transoceanic ships with a capacity of up to 24,000 TEUs.

The first elements of the project were shared locally with the teams and with the economic and social partners to **jointly establish both a work program and the key stages that will create a turning point in the development of MSC/TIL in Le Havre, as well as distinguishing the positioning of the port compared to its northern European neighbours.**

Liquid bulk: +6%

Liquid bulk traffic ended the year up by 6% (39Mt).

- Crude oil traffic rose by 16% (to 15.4Mt) but nevertheless lagged behind its 2018 performance (-39%).
- This growth was due to **a rise in imports (23%)** linked to the **restarting of the TOTAL refinery at Gonfreville** following the December 2019 fire. The facility has been back to 100% of its operating capacity since July 1st (capacity of 12.5 Mt/year) and **crude oil imports have recovered since June (+47%** compared with June-December 2020).
- Traffic has however been affected by the **halt to refining at the Grandpuits facility** since 15 March 2021, this site now having begun its conversion to new activities (production of biofuels and bioplastics, plastics recycling and operation of two photovoltaic power plants).

A 1.5% fall in traffic in refined products (to 17.3Mt):

- Imports (especially diesel fuel) have been impacted (-7%) by the restarting of the Gonfreville refinery.
- The rise of 13.5% in exports (petrol/gas most notably) has been driven by the recovery of refining activity (Gonfreville at 100% capacity since July 1st).

- In 2022, kerosene consumption is likely to remain lacklustre due to worldwide travel restrictions (IATA forecasts global air traffic in 2022 at approximately 75% of its 2019 level (around 50% in 2021)).
- Given the Grandpuits conversion, refined product traffic is likely to see a rise in imports, whereas the restarting of Gonfreville should confirm a rise in exports.

Dry bulk: -4%

Traffic in dry bulk fell back by 4% (to 14Mt) on 2020, a year which featured a historic cereals campaign.

Cereals: a year-end boosted by Chinese demand

- Following a patchy 2020/21 campaign, **cereals traffic registered a fall of 13% (7.6Mt), but this figure was up by 5% on the five-year average for 2015-2019 (7.3Mt).**
- After a mediocre month of July but an excellent result in August (+70%), **the last four months of the year turned in results that were on an upward trend (+42% vs. 2020).** A trend confirmed by initial results for January.
- This increase is due to strong demand from **China** (2Mt cereals exported to China, accounting for 50% of all HAROPA PORT cereals exports, to be compared with 34% for the whole of the preceding campaign) and a dynamic beginning to the campaign in the direction of **North Africa** (0.9Mt, or 20.5% of HAROPA PORT exports).
- HAROPA PORT registered market share of 46% for French maritime exports.

Construction/aggregates: growth underpinned by numerous Seine Axis construction sites

- Imports of aggregates progressed by 25.5%, standing at 2.5Mt, a figure significantly above the five-year average for the same period (1.3Mt). This traffic category has registered **a sustained rate of growth for the last two years.** This excellent dynamic for traffic linked to the construction and public works sector (+92% compared the 2015–2019 five-year average) can be put down to **the numerous Grand Paris project construction programmes and other large-scale worksites along the Seine Axis:** construction of the Siemens Gamesa wind turbine factory in Le Havre, construction of two new berths for Port 2000, the ramping up of the project driven by SPS and GPS at Radicatel.
- **Cement/clinker traffic also ended the year with a high growth figure: 33.5% (620Kt).**

Ro-Ro: +14%

Maritime vehicle traffic at the ro-ro terminal ended the year up 14% with 294,000 vehicles.

- After 2020, a year marked by a historic decline in automotive sales (-25.5% year-on-year in France, a return to the 1975 level – source: CCFA), traffic returned to a figures close to pre-pandemic numbers (294,000 vs. 307,000 vehicles in 2019, a fall of -4%).
- Ro-ro traffic was **not far off its 2019 level** in spite of **the decline in new vehicle sales in France:** during the first eleven months of the year the market for private passenger vehicles remained marginally positive (+2.5%) compared with the same period in 2020, but far below 2019 (-25%) – source: CCFA.
- **Semiconductor shortages** rule out any hope of a return to normality before 2023, and two or three years will be needed for recovery to pre-pandemic sales.
- Changes to automotive manufacturers' logistics arrangements and the ending of certain contracts point to lower 2022 traffic figures.

Ferries and cruises remain very affected by the pandemic

Ferry traffic continued to be hit by the pandemic and Brexit-related measures affecting both passengers and their vehicles (-98%) and freight: although the latter improved over 2020, it nevertheless remained at around 50% of 2019 levels.

Brittany Ferries' new weekly freight service between **Le Havre and Rosslare** (Ireland), a direct consequence of Brexit, has been operating since 12 November: the first round trips are evidence of a rapidly expanding market. Brittany Ferries carried out the first loading of CMA CGM chassis-mounted containers headed for **Portsmouth:** four departures each week from Le Havre, allowing cross-channel transport to be further developed and consolidating HAROPA PORT's place in this segment.

Following a dramatic shutdown due to the pandemic in 2020, passenger cruises, after resuming in the second half of 2021, ended the year on a positive note given the context, registering 49 port calls and 45,500 passengers (+100%).

- Resumption on 23 August of cruise activity in Rouen: 14 calls/5,500 passengers

- Resumption on 8 September of cruise activity in Le Havre with the arrival of the *Marella Explorer 2*: 35 calls/40,000 passengers

Although 2022 schedules will depend on the ongoing public health situation and the related measures, 212 calls are already scheduled for 2022.

- Le Havre: 140 scheduled calls and 350,000 passengers forecast for 2022, 150,000 calls and 400,000 passengers in 2023.
- Rouen: 72 scheduled calls in 2022

River traffic: +4% in the Greater Paris area

In 2021, river traffic was underpinned by the construction industry

River traffic in the Greater Paris area is up by 4% to 22,5Mt. The construction sector is currently boosted by the ongoing major infrastructure projects (Grand Paris, 2024 Olympics, EOLE rail link): +8% as of the end of October 2021/end October 2020.

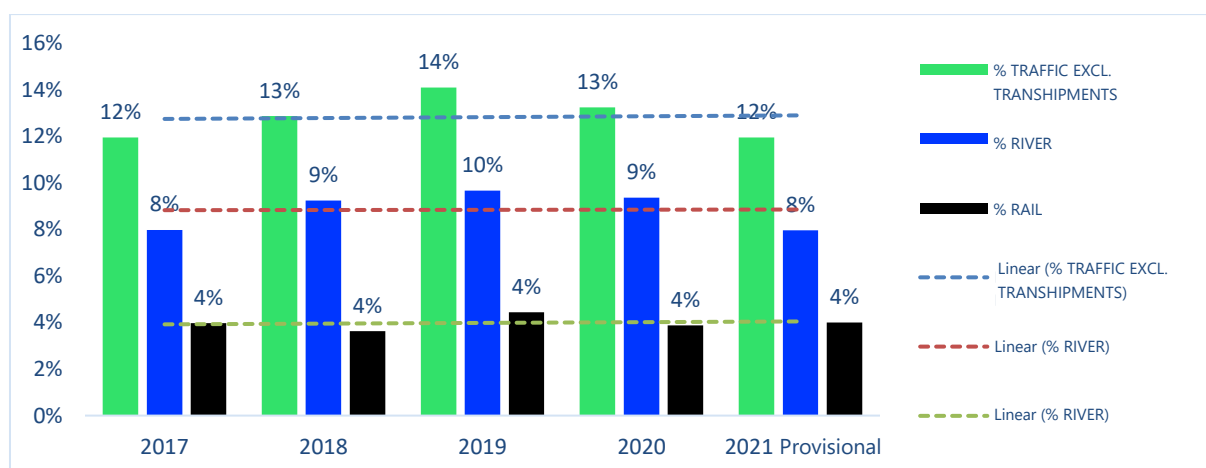
The strong dynamic in the construction sector also explains the growth in Environment sector traffic flows (consisting largely of worksite waste disposal).

However, the following is worth noting: looking at the Seine Axis as a whole, flows of cereals to and from port facilities were impacted by the slow start to the cereals campaign and, compared with the preceding campaign, lost 500,000 tonnes, with a total standing at 30.9Mt (-7%).

Modal share remains unchanged

During 2021, a year marked not only by a strong recovery in global activity but also disruption in maritime calls and a shortage of empty containers, multimodal inland container traffic was maintained at 12%, reaching 270,000 TEU.

In order to cope with the constraints generated by this massive upturn in activity, shipping lines prioritised road transport due to its advantages for rapid container throughput. However, modal transfer has progressed marginally by 2% since 2017, a year in which the port achieved 2.2 million TEU, not including transshipments, as in 2021. Efforts do however still need to be made in 2022 on the use of mass transport modes both for hinterland full container flows and empties.



Development of multimodality is a core priority:

- Implementation of a commercial modal transfer incentive programme:
 - An initiative saluted by all involved, and one that has borne initial fruit with the start of a regular rail service between Chalon sur Saône and Le Havre (beginning in April 2021) and increased frequency for two rail services: Le Havre-Bordeaux and Le Havre-Vierzon
 - Prospects for development during 2022 in terms of the frequency of rail services for Chalon sur Saône and Lyon.

- An assessment of the performance of the scheme is ongoing with a view to a new call for declarations of interest for 2022.
- Positive overall performance for the Le Havre multimodal terminal:
 - Over 94,000 containers handled in 2021, a record for the period since entry into operation in 2015.
 - Development of new value-added services: container wash and repair.
 - Entry into service of the new version of the IT order management tool allowing staged development of new functionalities benefiting logistics chain customers.
- Entry into service of a flow modelling tool to assist customers: MultiLand
 - HAROPA PORT is increasingly approached by customers organising logistics solutions and wishing to switch their flows to mass freight modes. 2021 saw the development of an initial version of a new decision-aid tool called "MultiLand", which objectively assesses the relevance of rail and river modes for transport from the user's facilities to a large number of destinations in France, providing an evaluation of their appropriateness from the business and environmental standpoints.
 - France's government, which supports the ECOLABEL scheme (a labelling scheme aimed at promoting environmentally friendly transportation chains) wants this tool to be one of its flagship components.

3. NEW INDUSTRIAL AND LOGISTICS OPERATIONS: A STRONG DYNAMIC

In 2021, numerous prospective industrial and logistics customers have approached the port in order to look at possibly setting up operations on port land. Some have already submitted bids in response to the various calls for proposals issued by the three ports last year:

- **The call for proposals for “Multi-Energy Service Stations”** involving five sites in the Greater Paris area (Limay, Bruyères, Gennevilliers, Bonneuil, Montereau). The winners will be announced in the first quarter of 2022.
- **Marketing of buildings 1&2 at the port of Austerlitz.** The tenants will be selected in the second quarter of 2022.
- **A new call for proposals has been issued in Rouen for a 52-hectare turnkey industrial site.** No less than six candidates have submitted bids.

Additionally, HAROPA PORT will also continue to support this commercial dynamic by issuing new calls for proposals in 2022. The following is a notable selection, but is not exhaustive:

- **The multibulk terminal and development of logistics parks PLPN1/PLPN2** in Le Havre,
- **The (ex-Lafarge) Grand Canal site** in Le Havre,
- **Upstream RVSL logistics park** (Rouen Vallée de Seine Logistique) in Rouen,
- **A 0.7-hectare plot** in Gennevilliers,
- **A 2.7-hectare plot** at Bonneuil port.

In light of the many requests these plots have generated, and the demand for other areas, in 2022 HAROPA PORT will undoubtedly make significant additions to its portfolio of customers operating on port land.

Enhanced industrial attractiveness

Five plans for new industrial operations on plots of over 20 hectares are currently under consideration along the Seine Axis – testifying to its enhanced attractiveness.

Development of industrial and business clusters

Since activity on port land is an increasingly important pillar of its business model, HAROPA PORT is developing the attractiveness of its port areas by building synergy between industrial companies. The port is for example creating business clusters capable of providing jobs, port and maritime activity and thereby economic attractiveness for surrounding regions.

The most important sectors include **carbon capture, the hydrogen fuel sector** (a project is currently under way at Port Jérôme), **wind power**.... In Le Havre, Siemens Gamesa Renewable Energy is currently completing construction work on a plant for the production of wind turbine blades and the assembly of turbine nacelles (entry into production scheduled for the spring of 2022), which will have numerous effects: job creation (750), generation of new skills and the emergence of a new carbon-positive sector.

The start of offshore wind power at Le Havre

HAROPA PORT is carrying out infrastructure work in connection with the construction work for the Siemens Gamesa Renewable Energy sea wind turbine plant:

- Hermann du Pasquier Quay: construction of a ro-ro platform: work on 75 metres at the quayside on a dock not subject to direct tidal effects, this being a key condition for the roll-on loading of ships;
- Work on Joannès Couvert Quay: reconstruction/reinforcement along 400m of quayside in order to increase its load-bearing capacity from 20 to 25 tonnes per square metre.

Port developments: €123m with €48m in government support, €16m from the Normandy regional authority, €12.4m from the Le Havre Seine Métropole urban and district authority, €2m from City of Le Havre, and €0.1m

from the Seine Estuary Chamber of Commerce and Industry. The Port of Le Havre will provide the remaining balance of €45.1m.

“Turnkey” industrial facilities

To date, two sites have been awarded the “turnkey” label by the French government:

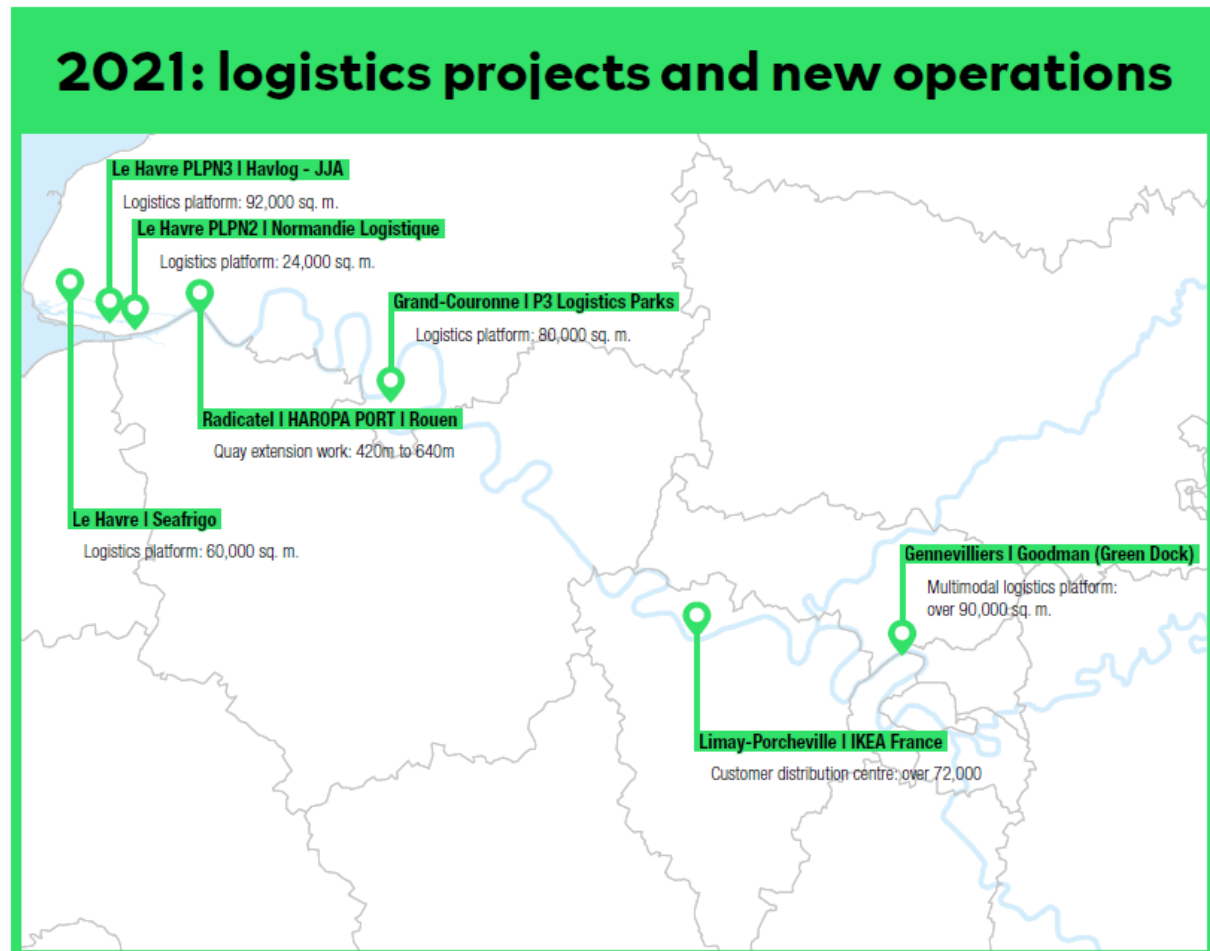
- Le Havre’s Grand Canal site (formerly a Lafarge plant) at Saint-Vigor-d’Ymonville, which will be the subject of a call for declarations of interest in the first quarter of 2022 for a contract closing expected at the end of the year.
- The Eco-Normandy business park at Saint Romain-de-Colbosc. Fifty hectares are now available for new manufacturing or logistics operations with shortened timeframes: bids are currently being considered.

The “turnkey” label for industrial sites facilitates access to real estate and limits procedural timeframes, uncertainty and cost for customers wishing to set up operations along the Seine Axis. It is part of the HAROPA PORT real estate dynamic driven by a strategy for winning back industry to local regions.

Reinforcement of the logistics ecosystem

In 2021, numerous announcements of new logistics operations came as reinforcement of our ecosystem (see map below).

Linked to the major issue of decarbonisation of logistics chains and LEZ deployment, one of the pillars of the HAROPA PORT development strategy is the goal of strengthening the Paris West corridor in order to increase its importance for the Greater Paris distribution system. A project directed at establishing a regional, land and commercial master plan aligned with changes in modes of consumption and systems of supply was launched in January.



Investment by private-sector actors at HAROPA PORT progressed by over €50m in 2021 (€350m compared with €246m for HAROPA in 2020) and will rise to €550m in 2022, reflecting the attractiveness of HAROPA PORT and the confidence felt by private-sector investors.

4. INVESTMENT: €256m TO ADDRESS THE CHALLENGES OF “SUSTAINABLE” DEVELOPMENT

A period of exceptional investment for HAROPA PORT

2021 was an exceptional year for investment for HAROPA PORT with €197 million implemented.

In 2022, the port is preparing to address a number of major challenges: ensuring that its high level of activity is maintained over the long term, continuing its development in the direction of a new and sustainable business model, and supporting the energy transition.

Investment in 2022 will be higher, with a projected budget of €256m. It should be borne in mind that between 2015 and 2019, the annual average was €95m.

The projects undertaken as part of the French government’s economic recovery plan, dedicated to port greening, for which HAROPA PORT was allocated €71m in government support, will continue in 2022, with most coming to completion at some time in 2023/2024.

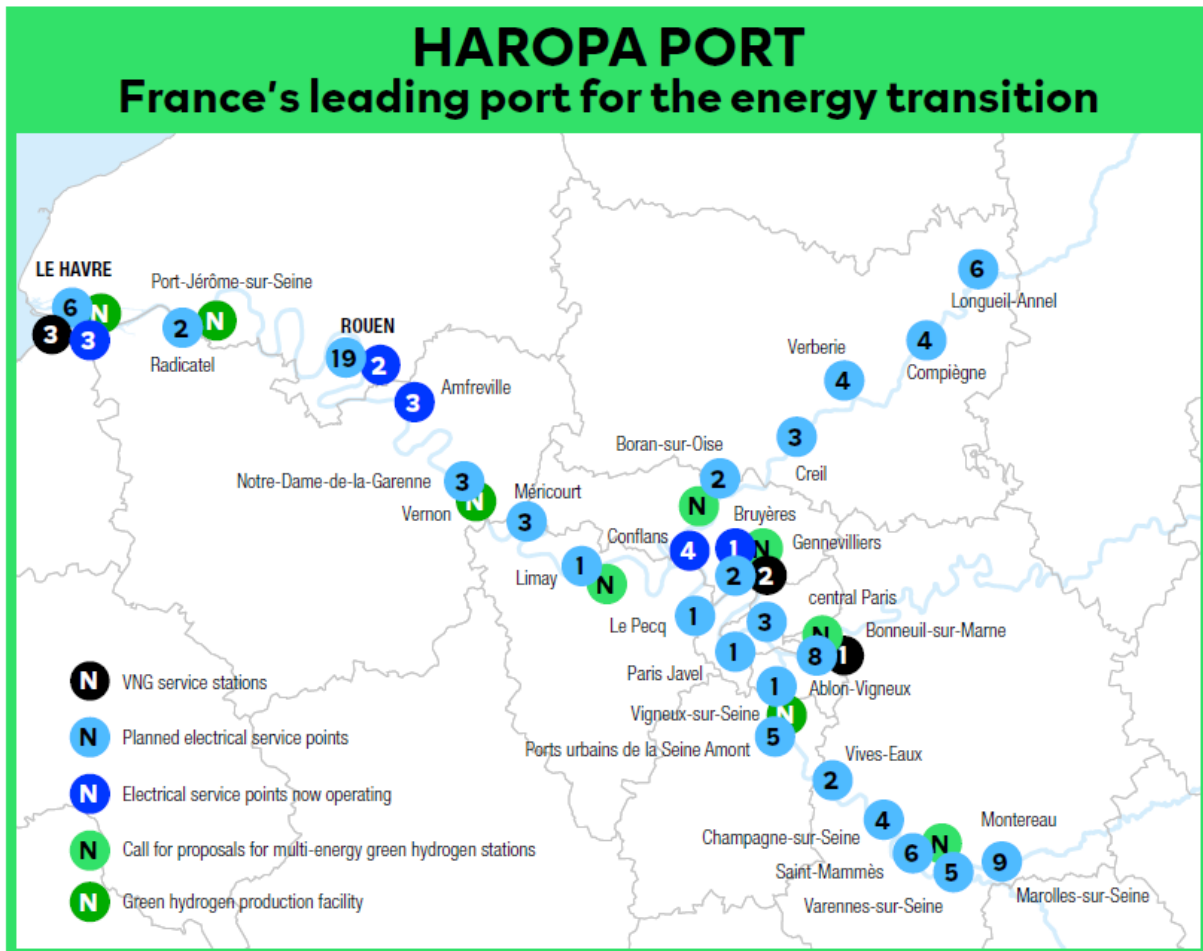


Average investment 2015/19: €95m/year

Average investment 2020/25: €217m/year

Increasing investment in the energy transition

In 2022, 16% of investment is allocated to supporting the energy transition, compared with 11.8% in 2021.



Maritime and river quayside power supply

Le Havre regional management

Implementation of a system for electricity supply to ships berthed at each of the three Florida Point quays (cruise terminal).

HAROPA PORT is committed to speeding up the greening of its maritime activities, beginning with cruise activities at the port-city interface, and has initiated the work for connection to the national grid. The aim is to provide the capability to connect ships at berth, thereby replacing the power generators they currently use, the effect of which will be to reduce the greenhouse gas emissions and noise, as well as vibration on board. Work is also under way to connect cruise ships at the Honfleur and Rouen cruise terminals.

Total budget: €20m with government support under the French economic recovery plan (€11.1m)

Rouen regional management

The project provides for the installation of 12 'freight vessel' electricity supply points (16A-63A), two points of 'cruise' type (800A) and three of 'wintering' type (125A). Use of these 17 supply points will avoid an estimated 2,030 tonnes of CO2 every year.

Paris regional management

Paris regional management has set the goal of achieving “zero emission” calls by the time of the 2024 Olympics and Paralympics. Installation of electricity service points on Greater Paris quaysides – in order to reduce emissions from boats at berth and promote the decarbonisation of river transport – began with three initial supply points for passenger vessels at Grenelle port in Paris with an investment in 2021 of €0.7m. Four additional points are to be rolled out by the end of 2023.

Roll-out of the network of electricity service points along the Seine Axis for use by barges: 13 points in service end-2021 – 91 points in total

Total budget: €9,24m, including €1.8m in government support to be shared between HAROPA PORT and the French waterways authority (VNF).

A major carbon capture project across the Seine Axis

- Carbon Capture Utilization and Storage (CCUS) has long been in practical use along the Seine Valley. The objective of HAROPA PORT is to develop it in order to create the first CO₂ export hub in France.
- Convinced by the results of the study conducted by the working group in which HAROPA PORT is part, five industrial companies with high carbon impacts (TotalEnergies, Yara, Exxon, Borealis and Air Liquide France Industrie) have signed a memorandum to form a consortium and lay down the broad lines of a shared system.
- This consortium plans to launch, beginning as early as 2022, studies for shared facilities and transportation and storage contracts. This initiative, which should enable capture of 1.3m tonnes of CO₂ each year by 2027, would be the first stage. By continuing CCUS deployment over the period to 2040, the partners would progressively arrive at annual capture of 7.7Mt CO₂ out of the 9.4Mt currently emitted, which would be added to the efforts made by these companies to reduce their emissions at source.

HAROPA PORT becomes a member of the MAGPIE consortium

HAROPA PORT has joined the MAGPIE project consortium, a unique collaborative effort that sets out to tackle the absence of the link between supplies of green energy and the use of green energy in port-related transport.

MAGPIE will develop or demonstrate innovations in a “living laboratory” format on the following topics:

- On-site production of bioLNG,
- Smart energy systems,
- A port digital twin (tools for the management of greenhouse gases and matching energy to need),
- A green energy container for inland navigation,
- A hybrid shunting locomotive,
- Non-technological innovations aimed at expanding the use of green energy.

EU financial contribution: €25m

*The MAGPIE project (sMArt Green Ports as Integrated Efficient multimodal hubs) is funded under the European Union's Horizon 2020 research programme and comprises 4 ports (Rotterdam, DeltaPort, Sines and HAROPA PORT), 9 research bodies and universities, 32 private-sector companies and 4 other institutes.

Investment linked to capacity and multimodality development

Major infrastructure projects are aimed at fostering the development of capacity and multimodality along the Seine Axis (PSMO and Radicatel), while the Port 2000 extension is directed at maritime traffic.

Port Seine-Métropole Ouest (PSMO) in the Greater Paris area

Located at the confluence of the Seine and Oise rivers on the Achères plain, Port Seine-Métropole Ouest (PSMO) is a project for a multimodal port facility covering approximately 100 hectares. Focusing mainly on construction and public works activities, this major project for a multimodal river port at the confluence of the Seine and the Oise addresses the strategic goal of rebalancing port facilities westwards and will also provide support for the development of the Greater Paris region and the Yvelines territorial *département*.

Total budget: €122m public-sector investment

Some key statistics:

- Funding bodies as of the current stage: Paris Ports, European Commission, Greater Paris regional authority and central government.
- Project area = approximately 100 hectares occupied by port facilities: 52 hectares dedicated to business activities; 1 dock (inner basin); 1 mixed-use quay; 1 rail yard; 19 hectares of landscaping; 1km of renatured riverbank.
- Project execution to be phased over the period 2022-2040.
- Ultimately, around 750 direct jobs.

Development and modernisation of the Radicatel Terminal in Rouen

With a view to developing traffic on downstream in its geographical territory, HAROPA PORT | Rouen is carrying out work to extend quays in order to increase its capacity for vessel reception, goods handling and storage of loaded and unloaded freight at Radicatel. In line with the maritime access improvement programme of Rouen Port, the project will extend quayside length from 420m to 640m. The goal is both to lock in existing conventional and containerised traffic and permit development of shortsea services.

Total 20/25 strategic plan budget: €17.2m to be funded by HAROPA PORT and central government.
Project timetable: from Q3 2022 to Q4 2023.

Port 2000 extension – P11/P12 berths in Le Havre

Le Havre Port, leader in container traffic, is adapting its forward planning and consolidating its relationships with its customers by playing its role as developer. HAROPA PORT is currently finalising the extension of Port 2000 to allow two new berths to be operated, P11 and P12. Covering an area of 42 hectares and offering reception capacity of 1m TEU, the terminal comprises a 700m quay whose development will be undertaken by the port (quay construction, dredging operations, earthworks and connections to road and rail networks).

Budget: €154.5m, including €41.42 in funding under the interregional public planning agreement between central government and the Seine Axis regional authorities.
The project will be completed in 2022.

CONCLUSION

“In the current unprecedented global economic context, HAROPA PORT’s overall results in 2021 have turned out to be positive, with one historic record and some very good results in a range of sectors. The confidence felt by private-sector industrial and logistics investors, shipowners and stevedores is a sure sign of the future. In this connection, the project conducted by T-I-L at Le Havre’s terminals is particularly promising. However, we are aware of the scale of the task ahead in a context in which there is an unavoidable need to transform ports’ business models, historically based on recipes linked to fossil fuels. This transformation must be conducted with a combination of ecological transition and competitive performance, and that is our challenge.”

Stéphane Raison, CEO, Chair of HAROPA PORT Management Board



ANNEX: 2021 HIGHLIGHTS

JANUARY

- 12:** Yang Ming Marine Transport Corp. chooses Le Havre for the headquarters of its new subsidiary Yang Ming (France) SAS. The Taiwanese shipping line and the French group Naxco have formed a joint venture, Yang Ming (France) SAS. [+more details](#)
- 4:** Annick Girardin, Minister for the Sea, and Jean-Baptiste Djebbari, Delegated Minister for Transport, visit Rouen and observe the deployment of electricity service points for river barges. [+more details](#).
- 21:** The *Jacques Saadé*, operated by the shipping line CMA CGM, the biggest container ship in the world running on LNG, calls at Port 2000 in Le Havre. [+more details](#).
- 27:** HAROPA – Rouen acquires a replacement floating dock second-hand for €7.8m from Abu Dhabi Ship Building. [+more details](#)
- 29:** A new record load for Rouen Port: the *Andros*, a grain carrier, loads nearly 57,000 tonnes of barley with a draught of 11.4m. [+more details](#).

FEBRUARY

- 1:** HAROPA PORT – Rouen carries out renovation work on the CPAQ quay (Paris asphalt company) in Grand-Quevilly. [+more details](#)
- 11:** HAROPA PORT – Le Havre selects NGE, a grouping of construction firms, to conduct work on maritime infrastructure at Hermann du Pasquier quay in connection with the setting up of the Siemens Gamesa offshore wind power operation. [+more details](#)
- 11:** HAROPA PORT and SNCF Réseau organise the second edition of the “Seine Axis Rail Freight” business event. [+more details](#)
- 11:** Gennevilliers port officially opens the largest VNG and bioVNG service station in France in the presence of Jean-Baptiste Djebbari, Delegated Minister for Transport. [+more details](#)
- 19:** HAROPA PORT – Le Havre and SDIS 76 sign an agreement to enhance port security by funding waterborne and landside resources for combating fire and pollution in the port industrial zone and bodies of water. [+more details](#)
- 25:** The French Waterways Authority (VNF), HAROPA and the companies Sogestran and Culler Frères organise trials of a prototype container, the FlexiMalle, for river logistics for the wood industry generally and more specifically for the transportation of prefabricated wood components from Rouen to Bonneuil sur Marne, going via Gennevilliers. [+more details](#)

MARCH

- 1-31:** Public consultation process for the modernisation and extension of the Radicate terminal at Saint-Jean-de-Folleville (*département 76*). [+more details](#)
- 9:** A new methanisation plant at Gennevilliers port. HAROPA PORT – Paris, Sigeif and Syctom, the Paris household waste management body, sign an agreement. [+more details](#)
- 17:** HAROPA issues a call for proposals for the last two Austerlitz port buildings. The port is marketing approximately 6,000 sq. m. of built area in order to select a project combining urban logistics and services/activities of benefit to the local urban fabric. [+more details](#)
- 19:** The port as laboratory for 5G from initial trials to commercial roll-out. Cedric O, Secretary of State for the Digital Transition and Electronic Communications, is welcomed in Le Havre for an update on development projects related to the new technologies. [+more details](#)
- 22:** The *Northern Power*, the most impressively-sized container ship welcomed to Rouen. With a capacity of 4,616 TEU it “smashes” the world record held by CMA CGM’s *Pointe Marine* (2,872 TEU).
- 31:** Adopting a voluntary consultation approach, HAROPA PORT – Le Havre organises a public meeting on the improvement of river access at Port 2000 and the current state of progress of the studies and works being conducted with the port’s partners. [+more details](#)
- 31:** The French Waterways Authority (VNF), HAROPA, GRTgaz and the Banque des Territoires combine to foster the emergence of a waterside supply offering for alternative fuels in the Seine Valley in connection with the webinar “Vert le Fluvial” (river greening). [+more details](#)

APRIL

- 2:** Damen Shipyards Group delivers two latest-generation tugs to the Rouen firm Thomas Services Maritimes (TSM). [+more details](#)
- 15:** In connection with the construction of a plant for the assembly and manufacture of wind turbine blades, port development work is necessary to accommodate this new activity. HAROPA PORT – Le Havre chooses the corporate group Eiffage Génie Civil – ETMF – ETPO – NGE Fondations – SDI for the execution of maritime infrastructure work at Johannès Couvert Quay. [+more details](#)
- 21:** HAROPA PORT – Rouen launches the demolition work on the Haut Fourneaux Quay in Rouen located at Grand-Quevilly. This prepares the way for the modernisation of the Grand Aulnay wharf operated by Rubis Terminal. [+more details](#)

MAY

10: The first loading operations for solid recycled fuel at Sea Invest: two ships carrying 3,500 tonnes of solid recycled fuel leave for Sweden. [+more details](#)

10: IKEA France is selected following the call for proposals organised by HAROPA-Ports de Paris for a 16-hectare area of land at Limay-Porcheville port with a view to the creation of a logistics warehouse. IKEA will be developing a customer distribution centre there with an approximate area of 72,000 sq. m. (an investment of around €120m). This will cover a vast area ranging from Greater Paris, for the vast majority of deliveries, to other regions in western France. It is planned to come on stream in 2026. [+more details](#)

11: The firefighters of the Yvelines *département* set up their nautical emergency rescue centre at Conflans-Sainte-Honorine port. [+more details](#)

11: The future Javel port concrete plant: an exemplary project which is the outcome of a stringent consultation process, allowing LafargeHolcim and HAROPA PORT – Paris to take forward the modernisation plans for the plant commenced in 2017. [+more details](#)

JUNE

1: Creation of the major Seine Axis river/seaport, HAROPA, based on the grouping of the ports of Le Havre, Rouen and Paris. [+more details](#)

1: HAROPA PORT announces the result of a call for logistics proposals issued for Gennevilliers port (French *département* 92). The winner, the Goodman project, involves the creation of a multimodal logistics facility over 90,000 sq. m. in area. This is unique in Europe, has a four-floor structure and is directly connected to the Seine; it will contribute to the development of river transport and urban distribution in the Greater Paris area. This project is a perfect illustration of the position and goals of the new river/seaport complex where the development of decarbonised logistics is concerned. [+more details](#)

8: On 8 July the largest logistics platform in Le Havre was officially opened. This is the biggest logistics facility to be constructed without secured advance tenancies in France. It is located at the heart of the PLPN3 (Normandy Bridge logistics park 3) and has been designed as a rental offering that is divisible but run overall by JJA. The facility offers an exceptional 92,000 sq. m. space and over a million cubic metres of storage capacity. This operation comes as confirmation of the interest taken by major shippers in the deployment of logistics activities along the the Seine Axis. [+more details](#)

21: HAROPA PORT commits, alongside the Northern Range ports of Antwerp, Hamburg, Rotterdam and Bremerhaven to reducing the emissions of ships at berth and pursuing measures relating to the ecological transition. [+more details](#)

24: Commencement of the work to extend the Petit-Couronne Quay to support the development of the activities of the BZ (Beuzelin) group and Surveyfert. [+more details](#)

25: HAROPA PORT – Rouen joins Ecosystem Cléon 4.0, a network contributing to the dynamic of an attractive industrial cluster in Rouen. [+more details](#)

JULY

1: Cereals campaign 2020-2021. Rouen's cereals operators exported 6.45Mt during the 2020-21 campaign. A result that follows a significantly smaller 2020 harvest in France. [+more details](#)

5: Barbara Pompili, Minister for the Ecological Transition, visits Le Havre in support of the production of renewable energy in Seine Maritime and job creation in the sector. [+more details](#)

7: HAROPA PORT – Paris welcomes the Prefect for the Greater Paris area, Marc Guillaume, and the Prefect for the Hauts-de-Seine, Laurent Hottiaux, to the port of Boulogne-Legrand for a briefing on developments planned under the French economic recovery plan. [+more details](#)

8: The biggest logistics facility to be constructed without secured advance tenancies in France is officially opened in the presence of Edouard Philippe, Mayor of Le Havre and Chair of the Le Havre Seine Metropole municipal federation. Located at the heart of the PLPN3 (Normandy Bridge logistics park 3) it is run in its entirety by JJA. [+more details](#)

9: Ferrero opens its river service between Rouen and Gennevilliers. [+more details](#)

9: The Supervisory Board, the leading body among the three governance bodies of HAROPA PORT, holds its inaugural session in Le Havre. Daniel Havis is elected Chair and Emmanuèle Perron Vice-Chair on this occasion. [+more details](#)

20: HAROPA PORT ends its first half-year on a dynamic note: maritime traffic is up by 6.5%, the container sector has expanded by 43%, returning to its levels in the reference years 2018 and 2019. River traffic is up by 14%. [+more details](#)

AUGUST

24: The *Hanseatic Inspiration* calls at Rouen, the year's first cruise ship. [+more details](#)

SEPTEMBER

1: The new floating dock arrives in Rouen at Marcel Marais Quay on 1 September. The investment amounts to €18m with support from central government, the Normandy regional authority and the Rouen-Normandy Metropole municipal federation. [+more details](#)

9: HAROPA PORT issues a call for proposals for "Multi-Energy Service Stations" at five sites in the Greater Paris area (Limay, Bruyères, Gennevilliers, Bonneuil and Montereau) directed at setting up service stations supplying energy from renewable sources (gas and/or electricity) to supplement a "core" green hydrogen offering. Their purpose is to foster the energy transition of fleets of heavy goods vehicles and lighter vehicles used by logistics

firms (or their subcontractors) based at these facilities. **Update:** the results will be announced during the first quarter of 2022. [+more details](#)

14-15: HAROPA PORT partners the Maritime Economy Conference at Nice Acropolis Convention Centre. [+more details](#)

23-24: HAROPA PORT attends LH 20. For the 10th consecutive year, Le Havre city authority welcomes the International Forum of Positive Cities and Regions around the theme of “Water and the Blue Economy”. [+more details](#)

23: Signing of the new edition of the Port Improvement Charter by HAROPA PORT, Paris City Authority, UNICEM IDF, FNADE IDF, FEDEREC, POINT P, Raboni and the main economic and industrial actors operating along the Seine riverbanks and canals in order to reaffirm their commitment to protecting a high-quality environment. [+more details](#)

24: HAROPA PORT equips to supply ships at berth with electricity and reduce their environmental footprint. [+more details](#)

27: HAROPA PORT installs ShoreTension®, a system for secure vessel mooring at berth. [+more details](#)

27: The Grand Canal industrial site in Le Havre is awarded the “turnkey industrial site” label. [+more details](#)

OCTOBER

1: HAROPA PORT takes part in an exercise for crisis assistance to ships in difficulty and combating pollution at sea. [+more details](#)

12: The Le Havre and Rouen regional development councils are officially seated. [+more details](#)

19: The Paris regional development council is officially seated. [+more details](#)

26: Reconstruction of the port of Beirut: the port’s chief executive and port safety officers arrive on an information-gathering visit to Le Havre port facilities. [+more details](#)

29: Jean-Baptiste Djebbari, Delegated Minister for Transport, visits the port of Le Havre. [+more details](#)

NOVEMBER

4: Seafrigo Group opens a new 60,000 sq. m. ambient-temperature logistics platform in Le Havre on port land and immediately adjacent to the PLS (Seafrigo logistics park) flagship. The two new buildings (each offering 30,000 sq. m.), owned by the AG Real Estate group and operated by Seafrigo, will be operating at full capacity by the end of the year, handling logistics flows from large supermarket chains and agrifood manufacturers. This new complex is intended to act very much as a multimodal centre allowing the company to enhance its CSR strategy. [+more details](#)

10: The French Waterways Authority (VNF) and HAROPA PORT sign a partnership agreement to promote innovation and development of river transport on the Seine. [+more details](#)

17: MSC Cruises opens a new service departing from the port of Le Havre. [+more details](#)

19: HAROPA PORT and Brittany Ferries open a new France-Ireland freight service in Le Havre. [+more details](#)

21: HAROPA PORT is elected “Best Green Seaport 2021” by the readers of Asia Cargo News magazine at the AFLAS Awards ceremony held in Hong Kong. [+more details](#)

DECEMBER

1: Hub One, a digital technologies operator serving businesses, joins the 5G trials initiated by HAROPA PORT at Le Havre and becomes a HAROPA PORT partner. [+more details](#)

2: A few weeks before Christmas, HAROPA PORT – Paris launches its web application for experiencing the ports of Paris. [+more details](#)

17: Alongside the work on maritime infrastructure at Johannès Couvert and Herman du Pasquier Quays conducted by HAROPA PORT – Le Havre, Siemens Gamesa Renewable Energy officially opens the new wharfage areas with the reception of the first moulds – each 75m in length – to be used for the fabrication of wind turbine blades. [+more details](#)

ANNEX: HAROPA PORT IN BRIEF

HAROPA PORT capitalises on the key advantages and specific features of its three ports:

- **The port of Le Havre**, the first deep-water port of call in the Northern European range for imports and the last for exports, is today the leading French port for containers.
- **The port of Rouen** holds a strategic position deep within an estuary and is the leading West European port for cereals exports.
- **The ports of Paris** form the leading French port complex for goods transport and the second most important at European level.

HAROPA PORT is all of the following :

- The 5th ranking Northern European port complex (both in numbers of TEU and tonnage)
- The No. 1 logistics hub in France
- The No. 1 container port for foreign trade in France
- The No. 1 cereals exporting port in Western Europe
- The No. 1 inland port worldwide for river transport
- The No. 1 world port for exports of wines & spirits
- The No. 1 port in France for import/export of new vehicles
- A one-stop-hub for a holistic end-to-end service offering
- A partner to nearly 10 ports in Normandy and Greater Paris

HAROPA PORT....

- represents around 160,000 jobs,
- serves the biggest consumer catchment area in France (Seine Valley/Paris Region) and the second biggest market in Europe with 25 million consumers,
- handles maritime and river traffic of 120 million tonnes a year,
- Possesses 1,000 hectares of land and real estate reserves.