

“HAROPA is seen as an environmental-friendly logistics and port system which is actively involved in the fight against climate change”

Exclusive Q&A - Antoine Berbain, Managing Director, HAROPA PORTS, Ports of Paris, Rouen, Le Havre, France



HAROPA PORTS
Your logistics solution in Europe

What is the history of your company?

HAROPA is the fifth largest port complex in Northern Europe and is a joint venture between the ports of Le Havre, Rouen and Paris which was created three years ago. It is connected to every continent owing to a first-rate international shipping offer which links 600 ports worldwide. It also serves a vast hinterland, the core of which is in the Seine valley and the Paris region. With around ten Normandy and Paris area partner ports, the one-stop hub now forms a global transport and logistics system capable of providing a comprehensive end-to-end service. HAROPA handles over 120 million tonnes of cargo by sea and waterway each year.

What future projects are you planning at present to tackle current industry demands?

Representing an investment of US\$188 million; funded by the European Union, the French Government, the Upper-Normandy region, the local area authorities and the Le Havre Terminal Trimodal (LH2T) Company, together with the Port of Le Havre Authority, a multimodal terminal is to be delivered by June 2015.

On 110 hectares in the heart of the industrial and port area, the multimodal platform will transship containers onto rail wagons or river barges. In addition, it will make goods transport more fluid within the port area as the platform provides an indispensable link in a mass transport supply chain along the Seine corridor.

The new terminal will also provide a consolidation hub for all rail and waterway flows of freight through the

industrial and port zone (containers, swap bodies and tanks). Equipped with a reception network made up of 8 railway lines for direct train access, six of them are 750 metres long each and two are 1,000 metres each to allow access for long trains. The railway yard will include eight railway tracks equipped with two gantry cranes to enable train handling. There is also a river quay 400 metres long, that is two berths for the loading and offloading of river units, equipped with two gantry cranes and three rail tracks under gantry. The storage area has a capacity of 3,000 TEU. 500,000 tons of CO2 will also be saved each year compared with road transport. The terminal will be able to manage distribution for 200,000 to 300,000 containers a year.

It is to be operated by LHTE, a company grouping together four combined transport operators working in the Port of Le Havre: Naviland Cargo (a French railway subsidiary), Greenmodal (a subsidiary of CMA CGM), Logiseine (a subsidiary of CFT) and Novatrans (a subsidiary of Alfred André Group).

By 2017, around 120 hectares of estate reserves will be marketed close to the multimodal terminal, which accounts for a potential building of about 300,000 square metres of warehouses. A planned strategic priority for HAROPA Port of Rouen is to level the high points of the Seine Channel for increased access improvement. The first phase of the project was completed in November 2012 with dredging from the estuary to the upstream of the Courval point. The cost of the project of improvement of maritime channels and access ways amounts to €

175 million, mitigation measures excepted, funded by the HAROPA - Port of Rouen, the Government, the Upper-Normandy Region 'Haute-Normandie', Europe, the 'CREA' and the Seine-Normandy Water Agency

There is also a Multimodal Port Project at the confluence of the rivers Seine and Oise which is dedicated to construction and civil engineering activities. The objective is to provide the region with opportunities for economic development, in particular by establishing a sustainable circular logistics system for construction work in the Greater Paris City project. As it is compatible with the existing road network, this new port is a unique opportunity for sustainable local economic development planning and a qualitative development of the site.

Do you take into account pressing environmental issues?

HAROPA is a committed partner of COP 21 – the twenty first United Nations Conference on climate change. HAROPA is indeed seen as an environmental-friendly logistics and port system which is actively involved in the fight against climate change. HAROPA Port of Le Havre was awarded the Port Environmental Review System in January 2015. This environmental certification is issued by the Ecoports foundation. Financial support of the European Union for the SAFE SECA project which aims, in eight HAROPA and partner ports, at facilitating LNG refuelling operations, and helping the rise of LNG storage and distribution refuelling solutions. HAROPA is clearly a green port system.