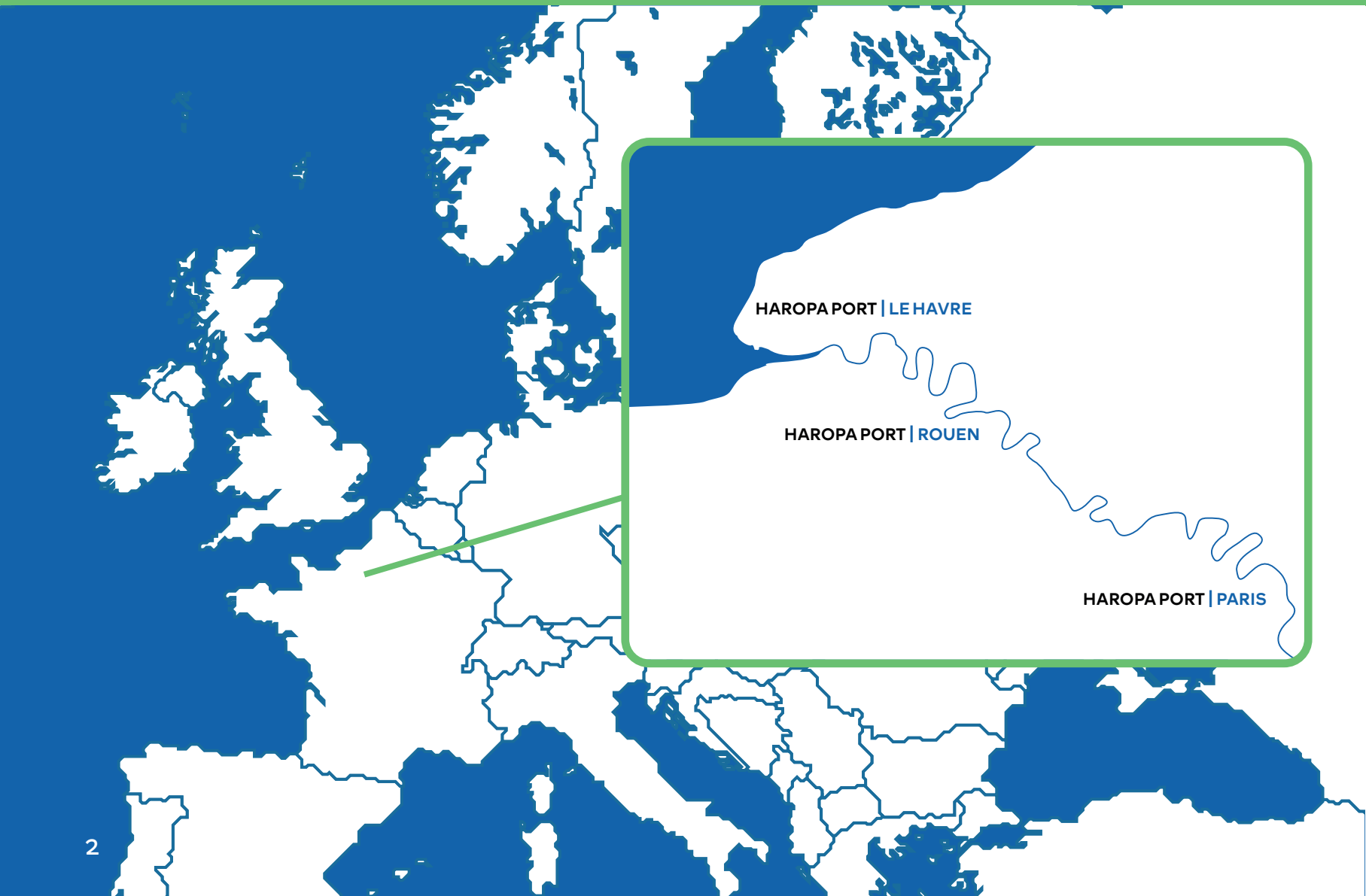




HAROPA
PORT Le Havre
Rouen
Paris

**Your partner
for decarbonized
logistics**

HAROPA PORT: a connected maritime, river and real-estate offering



POSITIONING

- **5th ranked port** in Northern Europe
- **No. 1 French port** for **foreign trade**
- **No. 1 European river port** for **passenger transport**

WATERWAY AND MARITIME SPACE

- **Calls at nearly 650 ports** around the world
- **500km** of navigable waterways

TRAFFIC*

- **93Mt of** maritime traffic
- **29Mt of** river traffic
- **2.9M** TEU
- **60Mt** dry and liquid bulk
- **+ 507,000** cruise passengers

LAND/REAL ESTATE

- **Over 16,000 hectares** total area
- **2,660** corporate facilities on port land
- **Over 2,5m sq. m. of** operational warehousing
- Approximately **5,000 hectares of land** reserved for natural habitats

ATTRACTIVENESS

- **€7.3bn**** value-added generated
- **160,000**** jobs generated
- A population catchment area with **25 million consumers: France's largest consumer market and the second largest in Europe**
- **The No. 1 logistics region** for Europe

**2019 statistic*

***INSEE national statistics reports for 2014 and 2017*



STÉPHANE RAISON,
CEO HAROPA PORT

Since 1 June 2021 the ports of Le Havre, Rouen and Paris have been united in a single entity: HAROPA PORT. This new departure will allow us to offer unified services along the whole Seine corridor, accelerate the ecological, energy and digital transitions in our local regions, contribute to the reindustrialization of the Seine Valley, and benefit from a more robust economic base. We dedicate this merger to the service of our customers and partners and the institutional, business and non-profit actors of the region, the Seine Axis and France.

The economic and health crisis has reminded us of three imperatives, which HAROPA PORT's strategy will need to address: traffic diversification for enhanced resilience, development of the industrial ecosystem and a reweighting of the logistics balance of the Seine Axis – the aim being to strengthen capacity for goods pickup and distribution, currently concentrated in the east of the Paris area, to the west of the capital via the Seine.

Our core focus is quite simple: to ensure that the Seine Axis is a port, logistics and industrial system in the first rank by 2025 and a worthy rival to the northern range ports. I am well aware of the scale of the issues involved but I am convinced that we can step up to the mark. To do so, thanks to support from central government, which has given the new entity a massive funding base of €1.45bn for the period 2020-2027, we will be able to make unprecedented investments. These relate to the development of our port facilities to foster traffic growth and modal transfer, modernization of access routes and docks, development of logistics parks and multimodal projects, and much more.

Trusting in HAROPA PORT today means placing a bet on a port system with a bright future: one that is agile, efficient and sustainable.

A competitive, sustainable logistics system at the gateway to Europe

A maritime service offering in the first rank

In partnership with the key shipping alliances for East-West trade and around fifty shipping lines, HAROPA PORT offers regular services calling at nearly 650 ports for every category of traffic (containers, ro-ro, dry and liquid bulk, breakbulk, etc.).

This means that France's leading port can offer rapid and competitive connections to all markets for goods pickup and distribution, guaranteeing the most competitive transit times for Asia and North America.

The first major port

of call for imports and the last for exports in Northern Europe

A port without congestion issues

and deep water

Accessible 24/7 with no tide constraints

for the world's biggest ships fully loaded (Megamax-24, latest-generation bulk carriers, etc.)

Less than 90 minutes

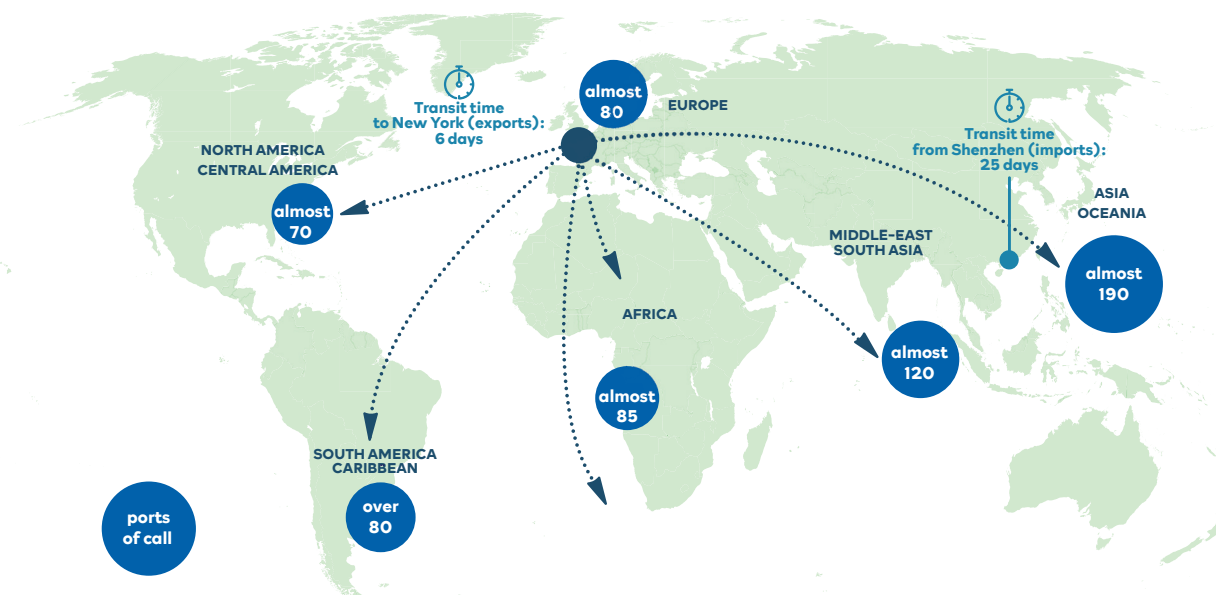
between vessel arrival on the roads and the start of stevedoring operations (Rotterdam and Antwerp: 5 to 10 hours)

Presence of the biggest shipping alliances

THE Alliance, 2M Alliance, Ocean Alliance

almost 3,800 commercial propositions and 157 direct connections

(ranked world's 16th best connected port*)



* 2020 ranking by the United Nations Conference on Trade and Development (UNCTAD), based on a sample of over 900 international ports



S)ONE, A ONE-STOP SHOP FOR SERVICE AT YOUR PORTS OF CALL

The port community system developed by the Le Havre company SOGET is a collaborative platform enabling the digitization and automation of the whole range of document, commercial and logistics flows. It provides greater connectivity between all involved and contributes to the attractiveness of the Seine Axis by ensuring efficient and secure goods throughput.



THE SEINE AXIS, A LABORATORY FOR 5G TRIALS

The Port of Le Havre, a founding member of the “5G Lab” collective alongside the Le Havre Seine city & district authority, Nokia, Siemens, EDF, has been hosting a number of trials based on usage cases that can be replicated along the Seine Axis. Their purpose is to confirm that 5G an appropriate technology for enhancing the competitiveness of the Seine Axis ports: improved sea/land communication, management and optimization of data flows and procedures identified as essential for safe port navigation (especially as related to dredging operations), etc.



France's no. 1 logistics hub

What sets the market offering of HAROPA PORT apart is its ability to propose integrated multimodal logistics solutions right from maritime access in Le Havre and Rouen up to and including central Paris and the Seine upstream.

In partnership with its institutional stakeholders in the local region, economic actors and partners, network managers, investors, and others, HAROPA PORT is developing logistics solutions and frameworks to match the issues involved in serving not only the hinterland (specifically, the consumer catchment area in Greater Paris and Eastern France), but also international exports.

Its offering is based on a drive to develop logistics parks with a multiplicity of advantages, among them: the capacity to address the most recent environmental standards, warehousing facilities open to project-focused customization (e.g. multilevel warehouses), and much else.

Connected to the Seine Axis multimodal terminals, dedicated to mass freight flows and rapid goods throughput, they enjoy fast, direct access to the rail, river and road networks (Greater Paris and Normandy main highways), as well as to the major European transport corridors (North Sea / Mediterranean and Atlantic).



Efficient, ecological hinterland service

HAROPA PORT, given its geographical position and its excellent connections can offer a unique choice of attractive and ecological multimodal solutions. The Seine Axis ports are investing massively to facilitate mass freight transport, fostering modal transfer of goods to river and rail.

Today, HAROPA PORT is:

4 multimodal terminals:

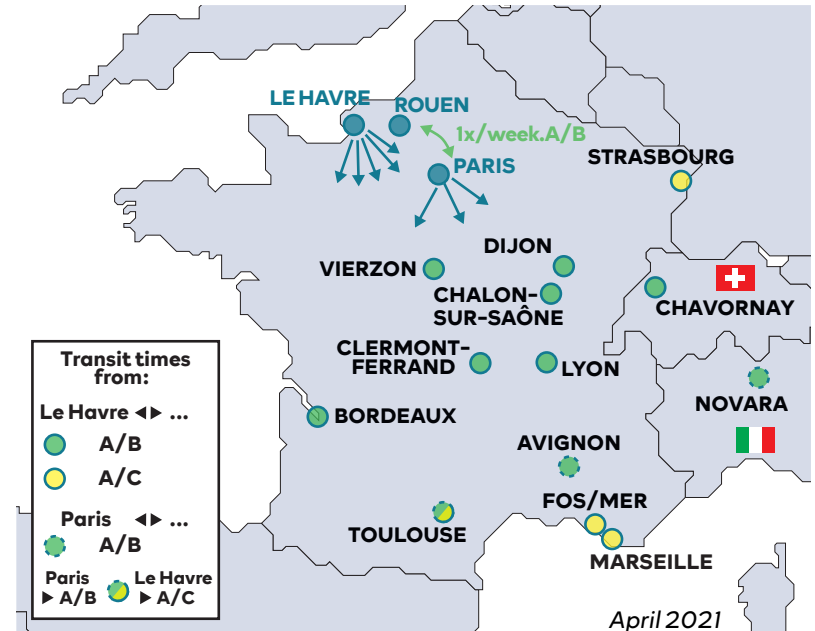
Le Havre, Rouen, Gennevilliers, Bonneuil-sur-Marne

around forty weekly river services

more than 60 rail round-trips a week

to 16 destinations including Novara in Italy and Chavornay in Switzerland

SERVING THE HINTERLAND BY RIVER AND RAIL



HAROPA PORT's goal is to develop combined river & rail transport to and from its ports, enhancing the

competitive performance of its current services and adding new ones for France and Europe.



Before



After

(Photo montage)

Numerous projects have been initiated to make waterways part of logistics frameworks, among them the creation of a direct river access route for Port 2000. This protected navigation channel – locally nicknamed "the cat-flap" – the entire existing fleet will be able to transit between Port 2000 container terminals and the historical port – and ultimately the Seine.



SERQUEUX-GISORS: AN ALTERNATIVE, ADVANTAGEOUS RAIL ROUTE

The Serqueux-Gisors rail line re-entered service in March 2021 following modernization and electrification work. The objective: to create an efficient alternative freight route to “decongest” the historical Paris – Mantes-la-Jolie – Rouen – Le Havre route. This line, which offers up to 12 round-trips a day for rail operators, will enable the Seine Axis ports to develop mass freight transport and modal transfer between Normandy and the Paris region.

PORT SEINE - MÉTROPOLE OUEST: REBALANCING WESTWARD

The creation of this new port to the west of the capital involves developing a multimodal port facility exclusively dedicated to construction industry activities. Boosted by the “Grand Paris” project, the port’s goal, starting in 2025 with its partial entry into service, and continuing to a 2040 horizon, is to expand the modal transfer of goods traffic away from road and toward river and rail, thereby alleviating road congestion and combating global warming.



HAROPA PORT is developing alternative power supply solutions in its local areas to assist its customers’ energy transition. Specifically where river transport is concerned, this will involve the roll-out of 78 terminal connectors along the Seine to allow boats to connect to the landside grid. Adopting this same approach, HAROPA PORT will be making available to road carriers a number of VNG service stations on port land, including the biggest in France, based at Gennevilliers port.

Investing in the Seine Axis: a dynamic, attractive offering in Europe

With its port land dedicated to sustainable development balanced between port activities and industrial and logistics businesses, HAROPA PORT is proposing to its customers sites perfectly suited to logistics operations. And in fact, several dozen hectares of port land are converted every year at very competitive prices.

PORT REAL ESTATE SUMMARIZED IN FIGURES

A wide variety of sites

from 5,000 to 175,000 sq. m.:
from vacant lots for construction to turnkey
warehouses and office buildings

over 500 current propositions

on port land

Nearly one million sq. m. of planned warehousing space

on port land and outside along the entire Seine Axis*

By 2025: +21% sq. m.

of logistics warehousing offered on port land
(1,545,000 sq. m. in 2019, 1,870,000 sq. m.
in 2025).

**source: 2021 Seine-Normandie logistics study*



Setting up operations: support tailor-made for you

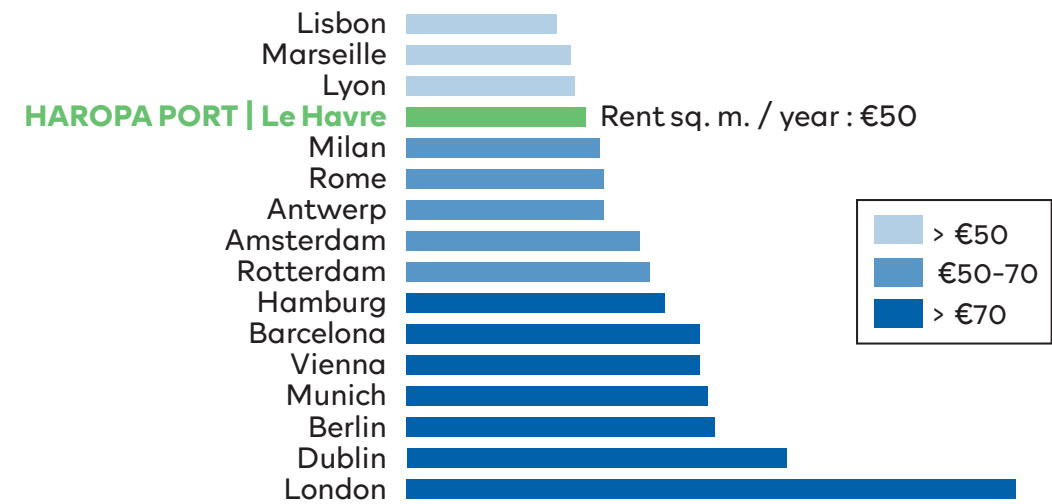
HAROPA PORT, as facilitator for your project, will ensure that you get:

- **Customized, tailor-made advice** (real estate, setting up logistics and multimodal solutions, supply chain optimization, etc.);
- **A single investment referent** to simplify and speed up your administrative procedures and applications for support from central government departments;
- **IT services** to facilitate customs formalities with SOGET and France's leading SIVEP agency (French veterinary and phytosanitary inspection service).

HAROPA PORT is working actively on proposals for turnkey real estate offerings and off-the-peg sites including utilities supply. This is a way of setting up operations in ports at very short notice once the necessary permits – notably environmental – have been obtained from the competent authorities by HAROPA PORT.

THE COMPETITIVENESS OF "PRIME" WAREHOUSE RENTALS

WAREHOUSES > 5,000 SQ. M.

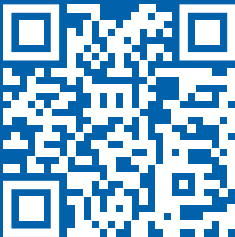


Source: BNP Paribas Real Estate, Property Report Q4 2018

REAL-TIME INFORMATION ON MARKET OFFERINGS

In order to find out about the whole real estate offering of HAROPA PORT in real time, there is a single website: **RealEstatebyHAROPA.**

This platform has a multicriteria search engine enabling geolocation and the downloading of thematic datasheets, the aim being to ensure easy and rapid proposal of the offers best suited to the customer's needs.





IKEA FRANCE HAS CHOSEN THE SEINE AXIS AS A STRATEGIC OPERATIONAL BASE

IKEA has already been operating in Gennevilliers since 2019 with a focus on the river as a transport mode for resupply to its city centre stores in Paris and delivery of online customer orders. Now, IKEA France has confirmed its trust in HAROPA PORT by taking over a 16-hectare site in the port of Limay-Porcheville. Using this new 72,000 sq. m. distribution centre the Swedish company's goal is to develop sustainable logistics based as near as possible to the Greater Paris consumer catchment area.



LE HAVRE PREPARES THE WAY FOR SIEMENS GAMESA RENEWABLE ENERGY

The German/Spanish company has chosen Le Havre as a base for its industrial complex entirely dedicated to renewable energy. This has no equal anywhere in the world and will house under the same roof the manufacture of offshore turbine blades and nacelles destined for a number of French windfarms. Reception docks have been modified and adapted by HAROPA for, among other things, bringing in plant supplies and handling heavy loads. This project is a good illustration of HAROPA PORT's determination to make a contribution to the development of the industrial sectors of the future.

HAROPA PORT, home to industry

France's leading port is part of a region traditionally home to industry (chemicals, pharmaceuticals and health, agrifood, renewable energy, etc.) and well-placed for relocating production to Europe and decarbonizing industrial activities.

Indeed, in 2019 the Seine Axis was awarded the Territoires d'industrie ("Regions for Industry") quality label as part of France's strategy to win back industrial activity and develop local regions, and HAROPA PORT is positioning itself to offer as many sites as possible under the label "Pack Rebond" ("BounceBack Pack").



A 50-HECTARE SITE WITH THE “PACK REBOND” LABEL

A 50-hectare facility based in the port of Rouen (Grand-Couronne/Moulineaux) is among the sites in Normandy that were awarded the “Pack Rebond” (“BounceBack Pack”) label in 2020. The platform’s advantages: multimodal service near the *Rouen Vallée de Seine Logistique* (RVSL) logistics facility, rapid connections to the port of Le Havre and the Greater Paris area, and a development tax recently reduced to 1%. Other facilities along the Seine corridor also have a claim to this label, pursuing the same objective for industrial redeployment across local regions without expanding land take.



Sustainable, rational reindustrialization protective of natural resources

The goal of HAROPA PORT is to become the leading focus for industrial ecology in France by creating a virtuous ecosystem along the entire Seine Axis, one in which all port-based enterprises operate in synergy: sharing resources and infrastructure, optimizing flows of materials and energy, recycling the waste and co-products of some to supply the needs of others, and much more.

HAROPA PORT can point to extensive experience in this domain. Among its flagship projects: the SEMEDI network based in Le Havre's port industrial zone since the 1970s. Its operator, SEDIBEX, recycles waste from plants based in Le Havre's port industrial zone to transform it into steam which it then redistributes to eight other locations.

And we should not forget the operators in port industrial areas that organize to form networks such as the Synerzip-LH federation, seeking to enhance the attractiveness of the local region and undertake joint actions on a large number of topics, including industrial ecology.

HAROPA PORT contributes its expertise to the development of very many projects and also has the support of strong determination on the part of local authorities and agencies such as the AURH (the urban planning body for the Le Havre and Seine Estuary region) and its IT resource “Toile industrielle®” (“industrial fabric”).

Its smart database tracks potential links between businesses in the target area: materials used or produced, logistics capacities, requirements, etc. to foster the creation of inter-enterprise synergy.



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**HAROPA
PORT** Le Havre
Rouen
Paris

Connection makers