

## Spectacular unloading for the four latest-generation gantries brought to Le Havre



HAROPA - Port du Havre, France's premier container port for foreign trade, has welcomed four of the world's largest latest-generation gantries to the GMP - PortSynergy-operated Terminal de France.

### A titanic unloading operation

Over the space of a week, from Monday 17 to Sunday 23 August, the teams mobilised on site worked to unload the gantries: **an exceptional operation organised by GMP.**

Inaugurated in 2006, Port 2000 was designed to accommodate the world's largest container ships. The construction of the docks was designed to accommodate modern port equipment such as these new gantries. However, the various departments involved have worked closely together to validate and ensure the success of this spectacular operation.

In particular, it was necessary to verify **the suitability of the gantries in relation to the permissible load of the docks.** Studies were then carried out to make the unloading process safe and find the solution most suited to the dimensions of these machines. As such, **temporary rails were positioned at the edge of the dock to move each gantry using powerful winches from the ship to the quay** - an operation carried out at high water.

**The new gantries are scheduled to come into service in October.**

## Port 2000, at the heart of the port's development strategy

This latest acquisition is part of the **development of GMP - PortSynergy**, which already operates 10 gantries on Le Havre's port 2000 terminals and also **confirms the position of the port of Le Havre, and more broadly of HAROPA, in the world's maritime flows.**

At the same time, **the plans for Port 2000's completion are continuing.** Covering 42 hectares and 700 m of additional linear quay space, land preparation and construction work on the quay at Stations 11 and 12 has begun. The new container terminal is expected to be operational in 2024.

At the same time, completion of the study phase for the direct river access to Port 2000 project is expected to take place by the end of the year to make way for the public inquiry. The first work is expected to start in 2022, with commissioning at the end of 2023.



---

*"The modernisation of port equipment at Le Havre's container terminals complements other projects, including dockside electrification, initiated to address the new generation of container ships and offer our customers the best level of service. The completion of Port 2000 will allow us to increase our capacity to handle container volumes and strengthen HAROPA's position in international port and maritime corridors",* says **Baptiste Maurand, Managing Director of HAROPA - Port du Havre.**

---

---

*"The performance of these new gantries will enable us to handle the largest existing and future container ships (24 000 TEUs) as well as improve our productivity in a sustainable manner",* adds **Louis Jonquière, Managing Director of GMP.**

---



**Did you know:**

Coming from China by sea, the four gantries ordered by GMP arrived on **the Zhen Hua 27, a ship that specialises in transporting heavy loads.**

Each gantry **weighs 2100 tons, has a lifting capacity of 54 metres under the spreader, offers a range of 26 rows of containers and can handle 2 40-foot containers simultaneously.**

---

**About HAROPA – Port of Le Havre**

Enjoying an exceptional location on the west coast of Europe, HAROPA - Port of Le Havre, the #1 French port for foreign trade and the 5th ranking port on the North Europe range for container traffic, each year berths nearly 6,000 vessels including the largest containerships in the world. Accessible 24/7, it handles more than 70 million tonnes of goods each year and supplies nearly 40% of French crude oil imports. A member of HAROPA, the first French port system, alongside the ports of Rouen and Paris, Le Havre is a fast shipping outlet to every continent for the world's shipping lines with nearly 600 ports of call. One of the largest port complexes in Europe, HAROPA has nearly 500 hectares of land available or suitable for conversion along the Seine corridor. The port supports its customers in setting up and managing competitive and sustainable logistics systems to serve the largest consumer marketplace in Europe with some 25 million inhabitants.  
[www.haropaports.com](http://www.haropaports.com)

**About PortSynergy**

PortSynergy Group is the number 1 container port operator in France with around 50% market share (more than 2 million TEU handled annually). Through its two main subsidiaries (GMP and EuroFos), it operates the two largest container terminals in France on the Ports of Le Havre and Fos-sur-Mer. PortSynergy Group also handles conventional traffic, CONRO, etc. PortSynergy Group is a 50% subsidiary of DP World (the 3rd largest global port operator) and 50% of Terminal Link (a 51% subsidiary of CMA-CGM, a global maritime carrier, and 49% of CM Port, also a global port operator).

**About GMP-PortSynergy**

Ideally located at the entrance to the North Range, GMP - PortSynergy is the largest container port operator in France. GMP - PortSynergy operates three terminals in Le Havre: The oldest is Terminal de l'Europe, which along with Terminal des Amériques, is part of "North Terminals". Since April 2006, GMP - PortSynergy also operates Terminal de France on "Port 2000".  
<http://www.gmpportuaire.fr>

**Press contact:**

**HAROPA - Port of Le Havre:** Marie-Lucile ROQUES - +33 (0)2 32 74 74 75  
[marie-lucile.roques@haropaports.com](mailto:marie-lucile.roques@haropaports.com)