

HAROPA News letter

PORTS

Your logistics solution in Europe



Meeting

with Nicolas CHERVY Harbour Master
Harbour Master's office HAROPA - Port of Le Havre



Key facts and figures

- An uncongested port open 24/7
- Berthing services for super-ships at full load
- 16.50m of draught guaranteed
- 17 arrivals and departures of ships per day
- 6,000 stopovers per year, including 1 giant container ship per day
- 1st European port and 2nd port worldwide to obtain the ISO 28000 Safety certification (2010), and ISO 9001 certification for the quality of shipping services since 2014.

1/ Captain Chervy, you have been at the helm of the harbour Master's office at Le Havre since 1 September 2017: can you describe your daily work?

The harbour Master's office at Le Havre provides round-the-clock ship accommodation in optimal conditions of safety from the point of view of navigation, the port transit of dangerous goods, the environment and security.

In navigational terms, the ships are controlled by the Le Havre Port Control Center, 22 nautical miles (40 km) from the coast. They are then monitored in their approach to one of the three anchorage zones assigned to the port of Le Havre in deep water or until a pilot has boarded at the opening of the channel, 6 miles (10 km) before the breakwaters. The port of Le Havre is one of the few ports in Europe to monitor ships over such a large area. Ships, including the largest containerships 400 meters long, are docked less than 2 hours after taking on board the pilot.

The Harbour Master's Office is also in charge of controlling the port transit of dangerous goods, in containers or in bulk, as well as of checking that the ships that must do so deposit their operational waste and cargo residues and alert the competent services in the event of an anomaly with respect to ship security.

To achieve these objectives, our S-Wing Port Single Window allows each ship to handle all the mandatory declarations in a dematerialized manner (Computerized Processing of Hazardous Materials), whether they concern hazardous materials, waste, security, etc. S-Wing is thus a differentiating tool for HAROPA - Port of Le Havre, guaranteeing reliability, speed and safety.

2/ Bunkering ships with Liquefied Natural Gas (LNG) is now a key issue: how is HAROPA Port du Havre positioned on this subject?

The issue of LNG bunkering is crucial for shipping companies. The IMO calendar is clear on this subject with, as of 1 January 2020, the reduction of sulphur in fuel oil on all the world's seas from 3.5% to 0.5%. HAROPA Port of Le Havre and the Harbour Master's Office are ready to welcome these ships without any problem in terms of their size and their propulsion mode, as we have for the nine 22,000 TEU ships of CMA-CGM ordered in 2017.

It should be remembered that HAROPA - Port du Havre has been at the forefront in developing a regulatory framework for the use of alternative fuels with low sulphur emissions. In March 2014, the SAFE SECA project was launched on «the development of alternative marine fuels» and after more than two years of study, the port of Le Havre has become one of the first ports in the world to allow refuelling operations using liquefied natural gas (LNG). The liner AidaPrima was the first to use the service in May 2016.

The publication of the new local regulations for the transport and handling of dangerous goods in the port of Le Havre on 30 March 2018, allows the completion of ship refuelling operations in Liquefied Natural Gas (LNG) throughout the time of the vessel's

port call, including during cargo handling operations, which is a considerable time-saver. LNG bunkering is now allowed on most HAROPA - Port of Le Havre berths, in Ship to Ship and Truck to Ship mode.

3/ What is your focus for development in the short and medium term?

Today HAROPA - Port of Le Havre offers a competitive offer in terms of traditional bunkering. Our short-term goal is to be able to offer a full range of fuel oil (FO) 3.5%, DO 0.1%, and LNG bunkering quality, always in optimal conditions for customers with a maximum level of safety and a minimum of stress.

We also want to overhaul our computer application for handling the port throughput of dangerous goods to offer maximum flexibility and reactivity to the registrant by integrating it with S-Wing.

Finally, on 04 June 2018 we implemented upstream vessel traffic management (VTM), a structure dedicated to the reception and monitoring of inland vessels in the port of Le Havre which we hope will help to develop this mode of transport.

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LAST EVENTS

➤ June 19 in Geneva and June 20 in Lausanne



Switzerland is connected to the 2 major seaboard in France.

Launch of the new Le Havre, Chavornay, and Marseille rail link



[click here for more informations](#)



HAROPA in images!

Find our reports and customer interviews on HAROPA WEBTV



FLASH!

And access the HAROPA Regular Shipping Lines search engine, constantly updated

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COMMUNICATION



Hervé Cornède, Commercial and Marketing director of HAROPA, left his position to join SOGET on 1 June 2018 as Managing Director of the world-leading Port Community Systems company.

Hervé Cornède was appointed Commercial Director for the Port of Le Havre in September 2009 and became HAROPA Commercial and Marketing Director as of the creation of the EIG on 1 January 2013. He worked for the shipping services of the HAROPA ports to achieve first rank, for the development of their terminals and the attractiveness of their logistics zones, allowing the ports of the Seine corridor to cross the historic milestone of 3 million TEU a few months ago.

Hervé Cornède devoted his work to make the ports of Le Havre, Rouen and Paris area more dynamic by initiating projects in collaborative approaches to increase the efficiency of the container, logistics and automobile sectors of the ports of the Seine

corridor of which he has always been an ardent promoter. He established partnerships and new, effective levels of discussion leading to collective performance in the relations with the customers as well as with the Customs authorities and other Government services.

His appointment with the port computing company SOGET is part of a continuity approach. In his new duties, Hervé Cornède will be ideally positioned to deploy the paperless, secure S)ONE platform on the Seine corridor, to offer turnkey and innovative solutions and thus strengthen the «smart port» positioning of HAROPA.

«After 9 years of decisive action in the port of Le Havre and HAROPA, this new career move, which is consistent with the convictions and continuity of his work, is good news for HAROPA and the entire port community of Le Havre» said Hervé MARTEL, Chairman of the Management Board of the Port of Le Havre and Vice-President of HAROPA.

Hervé Cornède has been a French Foreign Trade Adviser since August 2014.

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Headlines

➤ HAROPA re-elected « Best seaport » in Europe in 2018

The port stakeholders and experts in the supply chain of the Asia-Pacific zone have renewed their trust to HAROPA for the 6th time (HAROPA is the 5th North-European port complex grouping together the ports of Le Havre, Rouen and Paris): HAROPA was awarded the trophy of "Best Seaport in Europe" on May 15th, in Shanghai in the course of the AFLAS evening party (Asian Freight, Logistics & Supply Chain Awards).



HAROPA was in competition with the ports of Antwerp, Hamburg and Barcelona. This prize rewards all port places of HAROPA.

It has been attributed after a vote of more than 10,000 professionals working on all the Asian continent (China, India, Singapore, Japan, Korea, etc.). The criteria participating in the selection of HAROPA mainly rely upon:

- HAROPA's diversity and capacity to develop its shipping offering especially in the context of creation of new alliances and re-organization of services;
- Rapidity of cargo transit (including customs efficiency) underlined by the production of key performance indicators;
- The strategy and actions of HAROPA in the field of the SMART PORT.

The setting-up of new logistics warehouses, the development of rail and river services in association with public and also essentially private stakeholders and, more especially, the publication of traffic results ranking among the highest in Europe (3 million containers and + 14 % rise, 370,000 vehicles, that is +18 %), have also been decisive elements in selecting and electing HAROPA.

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➤ COSVAPEX project



On June 5th, 80 industrialists met in Rouen to give the results of the COSVAPEX project (COSmetic Valley Performance Export) in the presence of Marc-Antoine Jamet, Secretary General of LVHM and President of the Cosmetic Valley, of Jean-Luc Ansel, General Manager and founder of the Cosmetic Valley, and the Prefect François Philizot.

COSMETIC VALLEY
FRANCE

This project, started in January 2016, was financially supported by the State within the scope of the CPIER (State-Region Contract Plan) and by the Normandy Region and Europe as part of the FEDER funds. It aims at strengthening the logistics of the perfumery/cosmetics trade, a French pole of excellence. Initiated by the Cosmetic Valley pole of competitiveness, the objective of the approach was a collaborative work focusing on the improvement of the economic and environmental performance of the Supply Chains of the sector. The consortium of companies joined with HAROPA but also with the Higher Institute of Logistics Studies (for 'Institut Supérieur d'Etudes Logistiques' ISEL), with the CRITT T&L, the 'IDIT' (Institute of International Transport Law) and with 'Logistique Seine-Normandie'. The work packages were set up around a diagnosis of the import-export flows of the trade, of an analysis of the regulatory barriers to export to third countries and the identification of levers of improvement and best practices.

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SHIPPING NEWS

> ALLIANCES

ASIA TRADE

THE Alliance*



A 3^e IMPORT Asia service in Le Havre

- > Le Havre positioned as the **first IMPORT PORT on the continent** (33 days ago from Ningbo)
- > Le Havre positioned as the **last EXPORT PORT** on the continent (30 days to Xiamen = best offer on the North Range)
- > ONE develops 2 new weekly services between HAROPA - Port of Le Havre and the Middle East, Pakistan and India (**LH = last export port** for both services)
Best Transit Times: Jeddah = 11 days

*ONE, Hapag Llyod, Yang Ming

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> OUTSIDE ALLIANCES

NEW SHIPPING LINE



offers a new RORO / Breakbulk service between HAROPA - Port of Le Havre and the Middle East (Heavy Lift loads possible)

HAROPA #1 to India with:



Hapag-Lloyd



iiintegrate HAROPA - Port of Le Havre in a new Europe-Middle East / India service. **Le Havre is the last export port outbound from Europe.**

Karachi = 20 days

Nhava Sheva = 22 days

Mundra = 25 days



launches a new service between the Indian Ocean, West Africa and HAROPA - Port of Le Havre (+BL Rouen) improves its offer between HAROPA - Port of Le Havre and the Middle East, Pakistan and India (LH positioned as the last export port)



New RORO offer on the Indian Ocean,
2 DEPARTURES PER MONTH DIRECT

THE REEFER OFFER has been further enriched



offers a new weekly Reefer service between the East Coast of the United States and HAROPA - Port of Le Havre. A service exclusively available in the Eastbound direction.

Le Havre is the 1st continental port call.

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> Visit by Gérard Darmanin: French Customs, a stakeholder in HAROPA's competitiveness



French customs confirms the ambition to develop a complementary air/sea transport system. This objective proves the collective will to develop the attractiveness of France with this HAROPA ROISSY CDG air/sea corridor. The Minister for Public Action and Accounts, Gérald Darmanin, announced the creation of a new air-sea national competence service on April 13th last, on his visit to Le Havre, which will include 60 agents in Le Havre in 2019. This announcement strengthens the position of Le Havre as a city turned towards maritime and port matters with HAROPA as the leading port system for the external trade of France.

On his tour in the Port of Le Havre, the Minister then met the economic stakeholders of the port community and Customs services, whose means will be strengthened to prepare to the Brexit.

Customs is a major stakeholder to ensure, at the same time, the security, fluidity and competitiveness of the processing of cargo flows through French ports. It participates in French attractiveness and business competitiveness.

The work undertaken by the Customs with HAROPA, SOGET, the world leader in Port Community Systems -, and the University of Le Havre / ISEL – a Higher School of Engineers in logistics – within the first public/private research laboratory TRAFIS Lab created in Le Havre, supports this ambition. The structure dedicated to the facilitation of world trade, to security, digital technology and artificial intelligence will make it possible to deploy logistics, customs and port innovations, and will constitute the French and competitive solution of trade facilitation 4.0.

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> 1st national edition of the « Cyber Security – Port Security Rendez-Vous



Digital security is a major concern in shipping trade. While 80 % of world trade goes through sea, the general interconnection of the information systems exposes port stakeholders to higher and higher threats.

To cope with this statement of fact, HAROPA - PORT OF LE HAVRE, UMEP and the 'Cybercercle', with the support of CODAH, organized on April 5th, the 1st edition of the "Cyber Security – Port Security Rendez-Vous" in France; an operation which is full part of the "Smart Port city" project.

This major national event aims at making the professionals aware of what is at stake with port cyber-security, exchanging views and pooling good practices.

The meeting of April 5th is then one of the first 'Smart port City' events whose target is to make the Le Havre area and city and its stakeholders a world benchmark in the field of "trade facilitation" by guaranteeing a high level of data security.

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> HAROPA, #1 Reefer port in France



For the **5th** time, **HAROPA** was present at **SEAFOOD Brussels**, the **#1 trade fair worldwide for seafood products**, with the major stakeholders in the industry as co-exhibitors - BOLLORE LOGISTICS, CAP GEL, GODFROY NICHIREI, O FISH, SEAFRIGO, TRANSIT MEAL - as well as the Customs authorities as our partner.

HAROPA - Port of Le Havre is the #1 French port in terms of reefer traffic with 38% growth from 2013 to 2017 and 219,000 TEU processed in 2017.

Reefer traffic is strategic both in terms of container flows and the set-up on-site of logistics companies, hence the current project to extend the cold-chain logistics park ('Parc Frigo').

HAROPA has all the assets to respond to the need: a wide range of varied shipping services, special equipment, a cold-chain logistics park, Customs border inspection post (BIP) / European community entry point (CEP) all on the same site, and industry members that are European leaders in the sector.

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➤ The ro-ro terminal of HAROPA - Port of Le Havre: en route for collective performance!



To meet the needs of a growing world market, HAROPA - Port of Le Havre is initiating a collaborative approach with stakeholders in the sector to develop, modernize and reorganize its Ro-Ro Center.

All of the partners and ro-ro operators in the port of Le Havre - logisticians, shipowners, cargo handlers and dockworkers, piloting, mooring, towing, Regional Directorate for the Environment, Development and Housing (DREAL), SOGET, Harbour Master's Office, Customs - are at work building and being involved in the new shared ambitions for the ro-ro terminal at Le Havre. Planning for the project covers 5 years, making the Center an additional attractive asset for logisticians, car manufacturers and shipowners.

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370 000 new vehicles
processed in 2017 **+18%** growth

➤ HAROPA - PORT OF ROUEN joins forces together with the professionals of the grain trade



The 29th edition of the 'Cereals day' made it possible to prove the significance of export as regards the French grain trade and the opportunities opened to it, despite the impact of the bad 2016-2017 grain season. Targets that require adjusting trade to customers' expectations in order to recover competitiveness. HAROPA - Port of Rouen designs the part it has to play as an active support of the trade. This backing is shown through the improvement of the infrastructures, the decrease in port dues and the development of pre-and post-carriages.

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GREEN PORT



➤ A Natural Gas for vehicles station at the first multimodal platform of Ile-de-France

The port of Gennevilliers, a strategic logistics zone for service to Paris and the first multimodal platform in the Paris area, is going to accommodate the largest NGV and bio station in France built by TOTAL. Equipped with 4 tracks, it will supply fuel for 4 heavy-duty vehicles at the same time.

The 5,000 m² station will be open round the clock, 365 days a year.

➤ Environmental performance: HAROPA - PORT OF LE HAVRE has had its PERS certificate renewed



HAROPA – PORT OF LE HAVRE has just been awarded the renewal of the PERS certificate (Port Environmental Review System) by the EcoPorts Foundation. This certification created by European ports is specific to the port environmental performance. It aims at labelling the good management of the environmental standards and rewarding the involvement in the actions and initiatives set up by ports.

In 2014, HAROPA - Port of Le Havre and the ports in the Seine Bay have initiated a collaborative approach within the scope of the SAFE SECA project whose target was to contribute to develop the resort to alternative and competitive marine fuels in full safety. This is within this scope that the Al-DAPrima cruise vessel has been LNG refuelling since 2016 on its weekly calls at Le Havre.

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HAROPA in the world...

➤ HAROPA central to the African Supply Chain

Increase in traffic, + 22% to Guinea, + 14% to Senegal, new shipping services - MSC launches its 1st RoRo service on these 2 destinations: the West African Coast continues to progress and HAROPA is at its side.

On a trade mission to Guinea and Senegal last April, the Rouen Port Confederation (UPR), the Federation of Port Communities on the Seine corridor (FCPAS) and HAROPA - Port of Rouen promoted the HAROPA transport system to more than 180 importers / exporters.

Once every year HAROPA organizes with the autonomous port of Dakar a meeting of discussions around the common objectives of the cooperation protocol to promote trade between the 2 port systems signed in April 2017: to develop synergies and boost seaborne trade.

Guinea is a new economic outlet for HAROPA. Thanks to major investments, the container terminal of the Autonomous Port of Conakry has become an excellent development tool for shipowners, thus meeting the dual requirement of efficiency and development of the Guinean economy.



HAROPA AND THE WEST AFRICAN COAST

#1 French port for container traffic to the West African Coast
#1 French port for container marshaling
#1 French port for RoRo traffic to the West African Coast
A vast break-bulk service offering

SHIPPING SERVICES

340 shipping services
 Nearly **40 ports connected**
 14 regular shipping companies
 Dakar in **7j**
 Abidjan in **14j**

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> HAROPA and Asia



Japan, 2nd Far-East market for HAROPA

From March 12 to 16, HAROPA organized a trade mission of BtoB visits with importers / exporters and shipping companies in Tokyo, Nagoya and Osaka, the 3 largest Japanese mega-cities. The task force boosted the new attractiveness of HAROPA ports - in particular in the context of the largest bilateral economic agreement signed with the European Union on 6 July 2017, the Japan-EU Free Trade Agreement (JEFTA) and the supposed effects of Brexit: competitive logistics costs combined with high-performance shipping transit-times compared with the ports on the North Europe range, available land, no shipping or port congestion, the offer of on-site logisticians ... all of which has been reflected in the Japanese and French media, and which has attracted great interest for Japanese industrialists who are thinking about relocating their current bases from the United Kingdom to Europe. HAROPA «Port of Europe» has many assets to meet the logistical needs of major Japanese groups.

Japan / Europe: current news

- **JEFTA** : Japan-EU Free Trade Agreement
Signed in July 2017. It opens up the Japanese market to the EU's main agricultural exports and increases outlets in a wide range of areas
- **Brexit** : UK-based Japanese groups may decide to transfer their head offices to continental Europe if European rules cease to apply in the UK after its withdrawal

HAROPA/Japon : chiffres clés

- **Main ports: Tokyo (39%), Hanshin (Kobe / Osaka) 23%, Nagoya 15%, Yokohama 10%, Shimizu 6%**
- **Shipping services to Japan: 18 ports of call, 12 shipping lines + 2 NVOCC, 97 weekly shipping services including 8 to Rouen**
- **32d HAROPA > Kobe**
- **30d Kobe > HAROPA**

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> CHINA / SHANGHAI Task Force - 14 to 19 May



On the sidelines of the Asian Freight, Logistics and Supply Chain (AFLAS) Awards during which HAROPA was voted «Best Seaport Europe 2018», about 15 BtoB meetings were organized with international importers / exporters, freight forwarders, car manufacturers, shippers for industry and retailers.

China accounts for 31% of container trade with HAROPA (nearly 490,000 full TEU containers in 2017) and Shanghai remains the #1 trade hub for HAROPA with 27% of containerized trade.

Stakeholders in this economic zone are highly interested in the many advantages of HAROPA:

- Its outstanding shipping services with the presence of all the shipping alliances, many connections with Chinese ports and competitive transit-times.
- Its multimodal service includes a pre- / post-haulage solution and the possibility of using rail and river platforms as buffers for the temporary storage of containers outside shipping terminals.
- Its future rail connection to Switzerland represents a market for many international freight forwarders, especially on high added value products such as pharmaceuticals.
- Its proximity to the Parisian market, particularly for imports from Asia, with the Île-de-France region as a major logistics centre.

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