

the Port of Rouen



the assets of today
build the world of tomorrow



Rouen
Port
Authority



www.rouen.port.fr

the maritime valley

the natural way into Europe

Honfleur

Radicatel Port-Jérôme

St-Wandrille Le Trait

Rouen



As an estuary port right at the heart of the best-equipped French region in terms of transport and logistics, Rouen takes full advantage of its **central geographical position**: midway between the sea and Paris, the port of Rouen represents a **natural maritime gateway** into Europe.

A GREAT CITY ... A PORT

"We have come to the firm belief that without a port, without proximity to agriculture and without integration of the wider urban spread, a city ... will be cut off from its sources of economic energy"

The Antoine Grumbach & Associés team

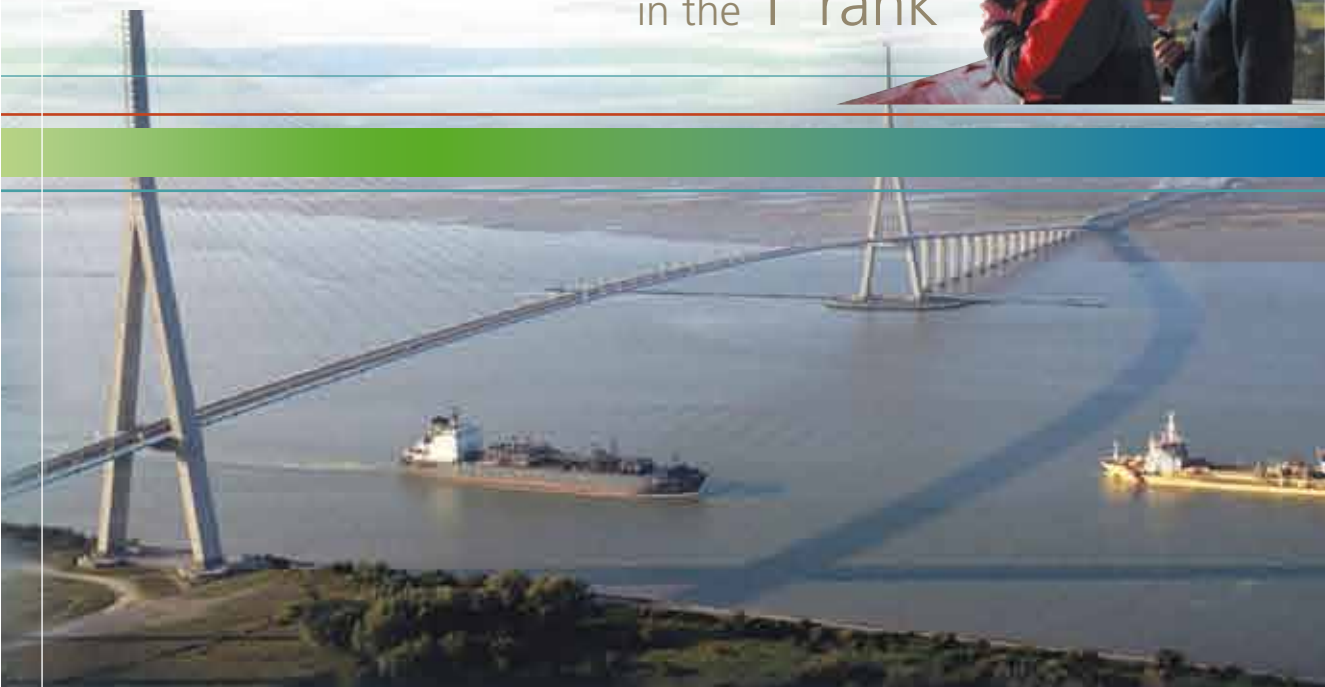
As a **multipolar sea and river port** with 33 terminals accessible to ships up to **170,000 dwt**, Rouen is in the **first or the second rank** of French ports for agro-industry, cargo consolidation (North-South routes), refined petroleum products, paper products, wood, and the **leading European port for grain exports**.

With **over 3,000 ships** (bulk carriers, container ships, etc.) calling at the port every year, Rouen is accessible to **80%** of all vessels in the **global fleet**.

The Port of Rouen is at the heart of a **totally multimodal network**: sea and river links, major highways and rail... Projects such as Greater Paris and the Seine North Canal will further consolidate its position as a gateway to Europe.

an economic area

in the 1st rank



Upper Normandy, a region ranked in **fourth place for French foreign trade**, with 7% of total trade flows in terms of value, and in **5th place for GDP/employment**, possesses **the number one French port complex** in Rouen and Le Havre.

As the economic capital of its region, Rouen and the surrounding conurbation, with a population of 725,000 and 40,000 enterprises, provides almost 300,000 full-time jobs. The Port of Rouen itself generates, directly or indirectly, **over 20,000 jobs**.

With a population of 25 million living with a radius of 200km, its hinterland is the most densely populated of any French port. It is also a reservoir for rich and varied categories of freight, and a consumer catchment area and logistics hub of exceptional importance in France.



THE COORDINATION of the SEINE AXIS starts out from an observation of fact: most great cities of international rank have access to the sea and the Seine is shared by the complex formed by Paris, Rouen and Le Havre. This has led to a determination to build effective synergy between these three ports in order to optimise supply logistics, attract new traffic and coordinate regional development policies.

sea access and river transport

the environmental benefit



Transport by sea to Rouen makes it possible to go **right to the doors** of areas of production and to supply consumer catchment areas. The port of Rouen's strategic project plans to move from the pre / post routing river by 11% to 14%, the railway from 9% to 11.5%. Greenhouse gases emissions, environmental damage, accidents, traffic congestion... all are reduced accordingly. The upshot is an annual **environmental benefit** whose value is estimated at €24m*, not to mention a **saving** of 10 million litres of fuel.

With its comprehensive market offering and the savings it makes possible, the Port of Rouen is in this way an optimum response to the objectives set by France's **Grenelle conference on the environment** and the **Grenelle conference on the sea**. The **plan to improve sea access** is part and parcel of this dynamic. The development of **transport** and **river infrastructures** and the creation of **regular river services** further strengthen the advantages of the **Seine Valley**.

THE "ROUEN SEA PORT" PROJECT, due to be completed in 2015, will enable the port to accommodate ships with an additional metre of draught, ie 11.30 m downstream to the sea and 11.70 m upstream to rouen.

The project is a response to the on-going development of bulk carriers: shipowners, aiming to reduce their costs per tonne carried, are replacing their fleets and the new vessels have bigger draughts.

The project is economically justified and includes dimensions focused on the environment (adding value to the Seine and its banks) and the landscape.

local population, port enterprises, industrialists

towards a shared identity and landscape



CRUISES

Thanks in part to the implementation of the International Ship and Port Security Code (ISPS), the terminals of Rouen and Honfleur provide a secure reception for passengers. The Port of Rouen cruises offer passengers the opportunity to visit these two historic cities and Paris, Giverny, the Normandy landing beaches, Mont Saint-Michel, Deauville...

Along the estuary and the Seine valley, the urban/port interface involves nearly 70 municipalities located near the river. This means that many different goals and issues need to coexist harmoniously: **economic development** and **societal integration** for port, farming and industrial activities, **maintenance, improvement** and **restoration** of natural spaces and river/estuary functions, the **built environment, leisure activities, tourism**, and more.

Concrete partnership-based actions spring from the adoption of a **common approach** to all these issues: **sustainable development for the estuary**, implementation of **development master plans for port areas**, refurbishment for certain sectors, embedding **good practice** and developing **interface areas** are all part of an **interventionist, concerted development strategy**.

Further evidence of this is the share of total investment, 12%, which the Port Authority devotes to environmental programmes.

contacts

www.rouen.port.fr



ROUEN PORT AUTHORITY is a publicly-owned entity: its remit covers sea and land access, port infrastructures, adding value to the port domain in general, natural spaces and industrial and logistics parks, policing, security and safety within its perimeter and ensuring that the port as an enterprise functions as it should and that its activity is developed.



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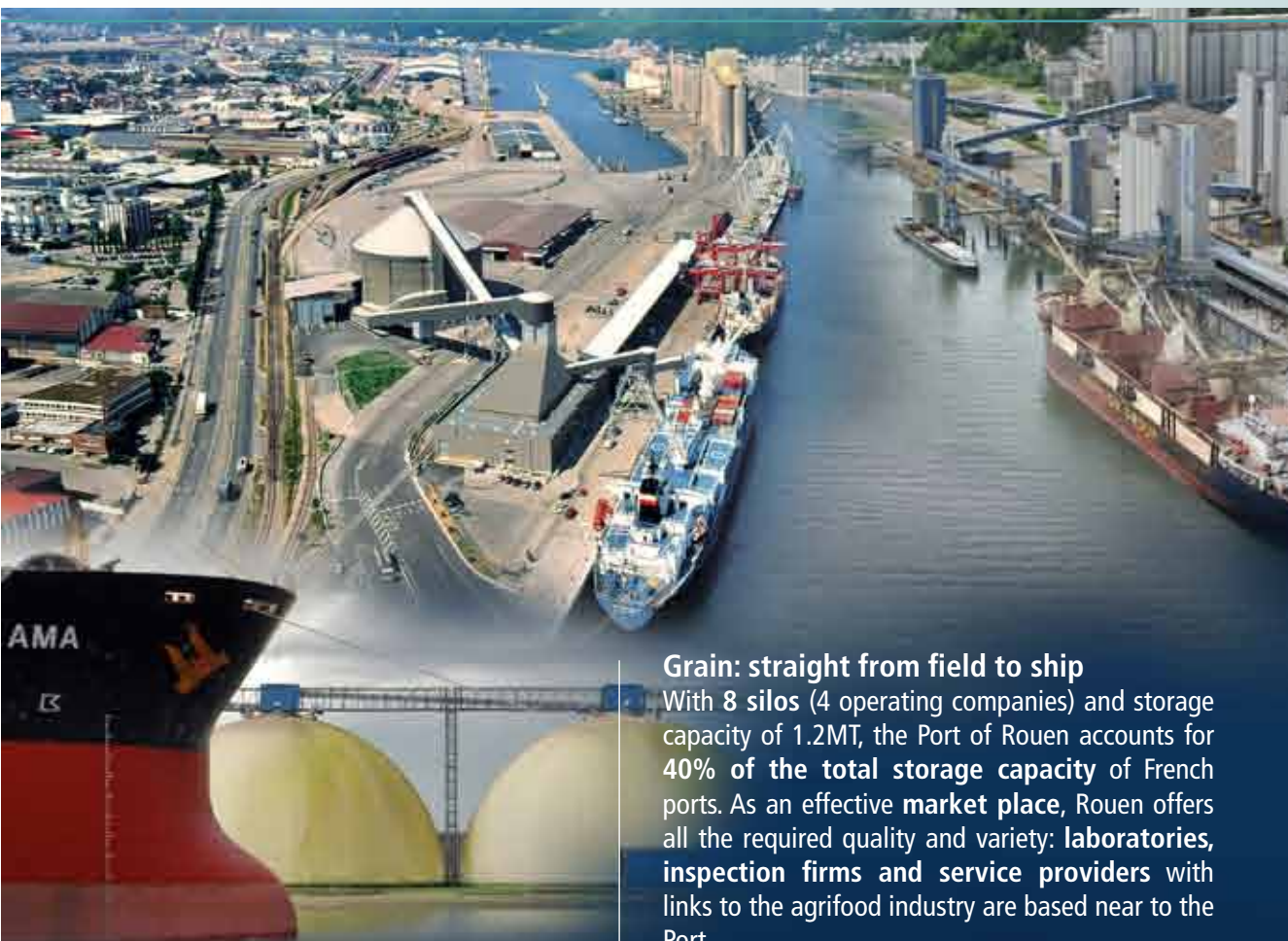
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A detailed list of contacts is provided at www.rouen.port.fr (go to the website area "About the Port" / "Description of the Port Authority")



diversity and excellence

a comprehensive agro-industry hub



ROUEN'S EXPERTISE

The Rouen Port Union has around a hundred member enterprises, of which half are freight forwarders, along with 20 stevedores firms. Its vocational training centre ensures efficient adaptation to market demand. Its port IT system, based around AP+, links port operators to customs.



Grain: straight from field to ship

With 8 silos (4 operating companies) and storage capacity of 1.2MT, the Port of Rouen accounts for 40% of the total storage capacity of French ports. As an effective market place, Rouen offers all the required quality and variety: laboratories, inspection firms and service providers with links to the agrifood industry are based near to the Port.

Rouen's share of wheat and barley exports represents between 50% and 60% of the French market. In addition to its infrastructures and services, the key asset of the Port of Rouen is its geographical location, which means that the rich grain fields of the Paris basin – the Beauce, Picardy, Champagne and Centre regions of France – are just half a day's travel away.

From malt to oilseeds and cocoa

The Port of Rouen, backed by its grain export advantages, has become an ideal base for agro-industry: companies such as Senalia, Soufflet, Saipol or Tereos have brought diversification with them: milling (flour), malt production, chocolate production, facilities for crushing oilseeds and biofuel production, silo storage for sugar and liquid food products (oils, fats, molasses, etc.): Rouen is very much a centre of agrifood excellence.

Success of port activities based on expertise and investment from industry



A tradition from very early on, one still lively today, has facilitated the arrival of plants that handle the whole range of **liquid and dry industrial bulk products**. The first waterside plants have been succeeded by **ultramodern, competitive facilities**.

Today, a **diversified palette of products** is processed: refined petroleum products, chemicals, coal, cement, blast furnace slag, peat, attapulgite, granulates, road salt, and much more.

The industry "majors" – Air Liquide, BTT, Calcia, Cemex, Ciments Français, Elf Atochem, EMC, ExxonMobil, GPN, Holcim, Lubrizol, Lafarge, Petroplus, Sea-Invest, Sea-Tank, Tolsa, Total Lubricants, among others – are all present either at a port terminal or nearby.

Wherever they may be, in industrial complexes such as Port-Jérôme, on storage and distribution platforms or in processing/production plants, operators have taken full advantage of the **many sites for investment** (Honfleur, Port-Jérôme / Lillebonne, St-Wandrille and Rouen city and district).



INVESTING FOR THE FUTURE: this is the ambition of Rouen Port Authority – an ambition shared by central government and every local municipality. Set at €385m for the period 2009 – 2015, investment is directed at port transport connections, improved sea access, the environment, port terminals and logistics (20% of the total). Operators and private investors also devote major resources to the development of the Port, thus demonstrating their confidence in the future of the Port of Rouen.

stment

to eco-industry



SHIP REPAIRS: Rouen Port services have been enhanced and strengthened to cope with rising demand. The decision to do this was all the more necessary because Rouen's floating dock, a dimension of 180 m in length overall and 33.50 m wide overall, is the only infrastructure, along with no. 4 dry-dock in Le Havre, to offer dry-dock facilities for seagoing ships and river transport.



The output of the **recycling, conversion and waste management industries** require specific **river and maritime logistics**.

This is because there is a need for **collection, processing** or straightforward **transit** of materials, either to **the industries based at the port** or to the **Paris area**. All or part of the related operations already apply to the following:

- ▶ biomass/wood waste, newspapers and magazines, cardboard,
- ▶ blast furnace slag,
- ▶ metal products from the automotive and household appliance sectors,
- ▶ used tyres, and so on.

and quayside logistics



LIFTING EQUIPMENT: lifting equipment maintenance will be handled by an entity combining Rouen Port Authority and a privatesector partner. The aim is to retain the expertise associated with the equipment held by port enterprises and to guarantee a competitive, high-quality service for customers.

The Port of Rouen's **quayside logistics** are provided over the whole of its **13km of quayside** between the sea and Rouen city at **33 port terminals** offering specialist, secure handling, with the current provision of a million square metres of **warehousing** in the Rouen city area.

Direct sea services open the doors to around a hundred countries by both short sea and deep sea shipping. Daily **river services** connect with the Le Havre hub for all other destinations and origins, and with the Paris area, supplementing the connections to the French **highway network** - A13 (E46), A28 (E402), A29 (E44) - , and the **rail system**, with rail track in the port domain (120km) connected to the national network.



In addition to containerised freight, the **customised processing** of ro-ro traffic and **conventional general cargo** – bagged goods, big bags, CKD, crates, pallets, heavy packages... - owes its efficiency to the **expertise, competitiveness and quality of the services provided by port operators** working in firms that are on a **human scale**.