

HAROPA results for the first six months of 2017 ^(*)

- ONE OF THE BEST RISES ON THE NORTHERN RANGE
- THE HIGHEST INCREASE IN CONTAINER TRAFFIC FOR 5 YEARS

Seaborne traffic of HAROPA has risen by 2 % over the first five months of the year, all trades counted together. This result is one of the best on the north-European range. The beginning of the year 2017 is especially boosted by container traffic, which posts the best rise for five years, with tonnage up by 12.4 %.

The rise would have reached around 10 %, if grain traffic was excluded, as it is very badly impacted by the bad grain season 2016-2017, which is itself the result of the bad weather conditions of last year.

River traffic of building materials in the Ile-de-France region (Paris area) rose by 13.5 % (at end of April), thus showing recovery in the sector of Public Buildings and Works sector.

Finally, sea cruise is booming; the number of passengers has risen by more than 50 %.

evol. between Jan-May 2016 and Jan-May 2017



Sea traffic at end of May 2017

38.54 Million tonnes

+1.9%

LIQUID BULK	20.57 Mt	+6.2%
DRY BULK	4.57 Mt	-29%
	2.17 Mt of cereals	-52%
CONTAINERS	12.24 Mt	+12.4%
	1.187 MTEU	+7.8%
OTHER TRAFFIC	1.17 Mt	+2.8%
SEA CRUISES	166,317 pax	+52%
	76 cruise ships	+31%

() Data available as at May 31st, 2017*

HAROPA seaborne traffic: + 1.9%, with 38.5 Mt

- **CONTAINERS:** + 12.4%, with 12.2 Mt
+ 7.8%, with 1.2 M TEU

Since April 1st, the world three major alliances (2M, THE Alliance and Ocean Alliance) have chosen HAROPA in order to develop their container transport services here: with around 700 ports of call all over the world via almost 4,000 weekly commercial offers to all continents.

Le Havre accommodates the biggest containerships in the world 24h/24 and 7d/7 fully loaded with no tidal constraint, such as the *MOL-TRIUMPH*, a container vessel with the largest transport capacity to-date (20,170 TEU) received on May 22nd, at Port 2000.

This is within this context that the multimodal terminal in Le Havre confirms its growth; as at May 30th, 2017, it has handled more than 6,000 ITU^(*)/month of which 40% by river and 60% by rail. The terminal thus maintains its handling rate of around 80,000 ITU/year; it thus confirms the pertinence of the service for operators and carries on its business growth.

(*) Intermodal Transport Units (containers and swap bodies)

- **LIQUID BULKS:** + 6.2%, with 20.6 Mt

Traffic figures for **crude oil** reflect the situation of the Seine river refineries which run at full capacity. Imports of crude have thus increased by **25%**, with 11.2 Mt (that is +2.3 Mt).

But this sustained production of the refineries, which mostly supplies the national market, accordingly decreases the need for importing refined products. The trade of refined products thus posts a 12 % drop with 7.2 Mt.

- **DRY BULKS:** - 29%, with 4.6 Mt

The fall results from the 2016-2017 **grain season**, which has been the lowest since 2001-2002 both in terms of quality and quantity because of the bad weather suffered in the course of the spring/summer of 2016. The strong fall is in addition accentuated by the very good grain season in 2015-2016, which had been one of the best over the last 30 years. Despite still low shipments, the trend slightly improved for the months of March, April and May, with average tonnages of about 0.5 Mt, against a start of the season at 0.2 Mt per month. The final figure for exports, expected to be about 4 Mt for the season 2016-2017, is quite lower than the average of the last five seasons (7.3 Mt, - 45%).

In Le Havre, dry bulks are on the rise by 24%, with 1.06 Mt, especially owing to a rise in coal trade (+78%, with 0.6 Mt), brought about by the fourth unit of the Le Havre thermal plant resuming operation.

Apart from grain, Rouen posts **very good figures for other dry bulk trades**: + 29 %, with 1.3 Mt.

Aggregates rise by 7%, with 0.18 Mt owing to the deliveries carried out in Paris area concrete plants. The prospects of seaborne tonnage are on the rise thanks to the dynamism of the Paris area market and to the progressive upturn of the Norman building sector. Stimulated by rates on the downturn, the trade of dry fertilizers has risen by more than 16 %.

➤ **RO-RO: + 16 %, with 160,000 vehicles**

The trade continues to grow and the Le Havre terminal has become a benchmark in Europe especially owing to the offering of an “adjustable” terminal, suited for the operators’ expectations (107 hectares of surface) and the creation of a “quality” guide. The arrival of NOL, the coming back of Nissan and the new shipping service provided by NEPTUNE LINES shipowner (1st call in Le Havre on April 5th) confirm the attractiveness of the port facilities and services provided there. The filling rate exceeds 90 %. The terminal might receive 400,000 vehicles in 2017.

➤ **CRUISES: + 52% for passengers
+ 31% for cruise liners**

The Norman ports and the quality of their facilities carry on attracting shipping lines: in the early year, a record has been noted for cruises which start the season under outstanding auspices and record results never reached so far:

- **the number of passengers** has risen by 56% in Le Havre (154,000) and by 13% in Rouen-Honfleur (12,500).
- **the number of cruise liners** has reached 55 in Le Havre, 10 in Rouen and 11 in Honfleur.

In Le Havre, the season started in early January with accommodation every Tuesday of the AIDAPrima.

Cruise trade was marked on 3 June by the christening of the *MSC-MERAVIGLIA*, the biggest European cruise liner; on that occasion, Le Havre performed the most important “turnaround port” operation of its history by recording the embarkation of 4,500 passengers from the quays of the ‘Pointe de Floride’.

RIVER TRANSPORT

*(figures publicized by VNF
available as at end of April 2017)*

River transport business for building materials recorded on the quays of HAROPA-Ports of Paris has posted a rise by around 420,000 t with 3.5 Mt, that is + 13.5%.

The recovery in Paris area building sector indeed generates a sustained production of “ready-to-use concrete” in Paris plants. 60% of the concrete plants feeding the Paris area are set up in the ports and multimodal platforms of the Paris region and are thus equipped with rail and river connections and the related port services. The professionals count on the continuation of this rising trend in the course of the next months.

River urban logistics, since the port of Bonneuil-sur-Marne up to the city center, record a 18.5% rise, with 14,830 TEU.

Very concerned about the quality of its infrastructure and in order to meet the fast changes in the market, HAROPA - Port of Le Havre has secured the cruise terminal and upgraded the quays Pierre Callet and Roger Meunier.

In Rouen and Honfleur, traffic conforms to the forecasts, announced to be on the rise for the whole year.

About HAROPA

HAROPA, the 5th largest port complex in Northern Europe, is a joint venture between the ports of Le Havre, Rouen and Paris. It is connected to every continent owing to a first-rate international shipping offer (linking around 700 ports worldwide). It serves a vast hinterland the centre of which is in the Seine valley and the Paris region forming the biggest French consumer market area. With around 10 Normandy and Paris area partner ports, the "one-stop" hub now forms in France a global transport and logistics system, capable of providing a comprehensive end-to-end service. HAROPA handles over 120 million tons of cargo by sea and waterway each year. HAROPA business represents 160,000 jobs.

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