

# Grand Paris

As a player in the energy transition and green growth, HAROPA - Ports de Paris is now working to ensure the dynamism and competitiveness of Greater Paris. As France's leading inland port with 21.23 million tonnes transported in 2017, our actions in favour of sustainable and multimodal logistics contribute to the attractiveness of the region by establishing new job-creating companies.



- **Direction territoriale de Paris** -  
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## Partnership agreement HAROPA - Ports de Paris and the Société du Grand Paris

The creation of the Grand Paris Express metro will alone generate more than 45 million tonnes of excavated material in the coming years. The objective defined as part of the partnership between HAROPA - Ports de Paris and Société du Grand Paris since 2013 is to remove a large part of it by river (evacuation of at least 7Mt).

> Installation of new ports: 5 planned transshipment and disposal platforms located where the material will be excavated

- 2 will be dedicated to line 15 South (and 15 West) in Pont-de-Sèvres and Vitry-sur-Seine;
- 1 in Grésillons/Gennevilliers will be dedicated to line 15 West;
- 2 others along the canal, in Aubervilliers for line 16 and line 15 East.

> Installation of new industrial units: In addition to the 5 platforms dedicated to the worksites, it is planned that SGP or its future service providers will use existing ports to build centres for massification, sorting and, if necessary, processing the land extracted by the tunnel boring machines. The SGP has reserved 2 lots for this purpose: one of 3.3 ha on the multimodal platform of Bonneuil-sur-Marne and one of 14.7 ha on the port of Bruyères-sur-Oise.

## 2017 Results

A strategic market for HAROPA: of the more than 20 million tonnes of construction waste that passes through the Île-de-France region every year: 15 to 20% is transported by river. Of the 45 million tonnes planned for the Grand Paris Express project, HAROPA should be able to transport at least 7 million tonnes, which is already ambitious, as not all the tunnel boring points are necessarily next to the waterway.

River tonnages in the Île-de-France region reached nearly 21.23 Mt (+3%) in 2017. River traffic of construction materials increased by 14% (11.3 Mt) in the Île-de-France region and by 40% from Normandy seaports to concrete plants in the Ile-de-France region.

Traffic related to construction materials (excluding construction waste) rose sharply (+16% to 11.5 Mt in 2017), driven by the dynamic construction of the Grand Paris Express. Construction waste and rubble show a slight decrease, expected after the records reached in 2016. With traffic of 4.9 Mt of materials, the sector decreased by 3% compared to the previous year. However, a highly active end-2017 and very good prospects for 2018 suggest a positive trend driven by the operational launch of the Greater Paris construction sites.

## HAROPA - Ports de Paris investments

HAROPA and construction professionals are continuing their investments to meet the logistical challenges of Greater Paris. Here are some examples:

HAROPA - Ports de Paris

- With a public investment of nearly €27 million in 2017, HAROPA - Ports de Paris is continuing studies for major multimodal platform development projects in Greater Paris (Port Seine Metropole West, extension of the port of Limay, etc.) ;
  - In Bonneuil-sur-Marne: HAROPA - Ports de Paris is carrying out preparatory work for the installation, by the Société du Grand Paris, of a platform for sorting and transit of excavated material from the work of the tunnel boring machines on line 15 of the Greater Paris Express;
  - In Gennevilliers, Cemex Aggregates has signed an occupancy agreement to set up a platform for trading and disposal of excavated material;
  - Industrialists on the banks of the Seine continue to modernize their installations along the waterways in order to perpetuate their activities in urban areas on the following land
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□ the waterways in order to perpetuate their activities in urban areas on the following land rights-of-way: 18,000 m<sup>2</sup> at the port of Javel Bas, 10,000 m<sup>2</sup> at Point du Jour, 5,700 m<sup>2</sup> at Port Victor, 5,000 m<sup>2</sup> at Tolbiac, 7,800 m<sup>2</sup> at Alfortville and 6,500 m<sup>2</sup> at Choisy-le-Roi. The total amount exceeds €12 million.