

Press release



Le Havre (France)
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HAROPA PORT TRAFFIC FIGURES – H1 2023

The upturn begins, driven by a cereal campaign for the record books

Against the backdrop of a general decline in maritime container traffic impacted by the national social movement linked to pension reform, traffic through HAROPA PORT is now showing a gradual upturn, underpinned by a good cereal campaign (*) with 8.5Mt of cereals exported in 2022-2023 and expanding passenger traffic. HAROPA PORT's market share was maintained in the first quarter of the year in a context marked by a downturn of over 12% in Europe in the first months where container traffic is concerned.

Maritime traffic stood at 38.59Mt of goods as of the end of June 2023, down -8.3% compared with 2022. The fall in liquid bulk (-4,6 %) was accompanied by a substantial +5.5% increase in refined products.

Dry bulk traffic registered an increase of 0.3%, featuring a positive dynamic in the cereals segment with a 2022-2023 campaign racking up 8.27Mt (+12.9%) and aggregates going to the construction market showing a major rise of almost 11.5%, up by +104kt as of end June 2023.

Maritime container traffic stands at 1.25m TEU, or 11.77Mt. In tonnage, it shrank by 16.7%. Full container inland traffic was down -8.6% overall: -6.8% for imports and -12.4% for exports. It is worth noting that river traffic in containers turned in good performance at 12,834 TEU carried, with a 19% increase in goods handled by Paris Terminal SA at Gennevilliers by June 2023 compared with 2022.

Ferry traffic remained negative as of the end of June 2023 with freight vehicle traffic down by -45%, but positive for passengers at +125%. Maritime traffic in vehicles going through the ro-ro terminal failed to show any continuous trend with some months registering peaks of activity and others a fall. Overall, it remained unchanged from 2022, with throughput of 130,000 vehicles.

Cruise activity continued its rebound following the Covid years. As of the end of June 2023, there have been 79 port calls, +3,9% up on the previous year, plus a sharper expansion in passenger numbers (182,955), or +87%.

A highly dynamic start to the grain campaign

This has been the **third best maritime export campaign achieved** by the port of Rouen since the early 1990s. **The final figure for exports was up by +10.4% compared with the preceding campaign.** At 8.5Mt, HAROPA PORT accounts in total for 52% of all French cereals exports during the 2022-2023 campaign. It should be noted that at 3.5Mt the Maghreb is the leading export destination for French cereals leaving Rouen. The total for Morocco was 1.9Mt and 1,4Mt for Algeria.

The countries of West Africa made a remarkable comeback at 0,98Mt, a figure more than double that for the preceding campaign, which was held back by the disappointing quality of French wheat.

In this difficult context, HAROPA PORT has kept its position as a logistics and industrial hub and enhanced its attractiveness, with a continuation of major investments along the Seine Axis such as that made by MSC-TiL, which has been raised from €700m to €900m. In 2023, HAROPA PORT completed the construction work and delivered an additional 700 metres of dock span for berths 11 and 12 at Port 2000, representing an investment of €152m.

Additionally, following the signing of port land occupation agreements, HAROPA PORT has allocated 24 hectares to ENGIE for the development of **a reference platform for novel industrial activities relating to alternative fuels.** The combined projects of SALAMANDRE and France KerEAUzen will produce, using biomass and local non-recyclable waste, not only synthetic methane for maritime transport as a replacement for fossil fuel, but also e-kerosene as a synthetic aviation fuel based a combination of renewable hydrogen and CO₂. **The planned investment of over one billion euros** will lead to the creation of several hundred direct and indirect jobs.

(*) Cereal campaigns run from 1 July to 30 June the following year.

[Click here to download HD visuals and a 1 page presentation "HAROPA PORT in brief"](#)

About HAROPA PORT

The ports of Le Havre, Rouen and Paris form the "major Seine Axis river and sea port authority". As the fourth largest North European port, HAROPA PORT has connections to every continent based on an international maritime offering in the very first rank with calls at nearly 620 ports. It serves an extensive hinterland centred on the Seine Valley and the Paris region, together constituting France's biggest consumer catchment area. From Le Havre to Paris, the port can point to 2.5m sq. m. of logistics warehousing currently in service and over 1m sq. m. of available warehousing space. HAROPA PORT provides a transport and logistics system capable of proposing holistic, end-to-end and decarbonised service offerings. It generates annual maritime and river traffic of nearly 110m tonnes, representing approximately 160,000 jobs.

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