1st French consumer market and 2nd in Europe

A large hinterland

Connected to 2 European transport corridors:
- Atlantic
- North Sea - Mediterranean
2021 overview

Total activity (maritime and river)

Maritime traffic
83.6 Mt
+12%

Dry bulk
13.8 Mt
-4%
including
Grain
7.6 Mt
-13%

Containers
3.1 MTEUs
+28%

Liquid bulk
38.9 Mt
+6%

Ile-De-France
River traffic in 2021

River traffic
22.5 Mt
+4%

Construction
12.6 Mt
+8%

Containers
152,500 TEUs
+8%

Investment in 2021

€550 M

Public
€197 M

Private
€353.5 M
HAROPA PORT
#1 reefer port in France
HAROPA PORT, #1 reefer port in France

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- #1 French port for animal products
- #1 French port for fruit and vegetable exports
- #1 worldwide port for wine and spirits exports
- #1 port in France for pharmaceutical products

**Dedicated equipment**

- On the terminals, dedicated equipment with specialized reefer protocol:
  - **3,800 reefer plugs**
  - Remote monitoring 24 hours of day of containers equipped with modems in Le Havre terminals

*Temperature and humidity readings*

**The Reefer Park, a specialized reefer area**

- 50 specialized freight forwarders
- Leading logistics companies
- 100 container or conventional road hauliers
- Expert service providers for refrigerated products
HAROPA PORT, #1 reefer port in France

Volume indicators

+44%
Volume growth, 2014 - 2019

242,000 TEUs
Traffic volume, 2019

Volume trends

<table>
<thead>
<tr>
<th>Year</th>
<th>Volume (TEUs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>168,000</td>
</tr>
<tr>
<td>2015</td>
<td>193,000</td>
</tr>
<tr>
<td>2016</td>
<td>201,000</td>
</tr>
<tr>
<td>2017</td>
<td>219,000</td>
</tr>
<tr>
<td>2018</td>
<td>240,000</td>
</tr>
<tr>
<td>2019</td>
<td>242,000</td>
</tr>
<tr>
<td>2020</td>
<td>202,600</td>
</tr>
</tbody>
</table>

COVID-19
HAROPA PORT, #1 reefer port in France
Import volume indicators

70,820 TEUs
Import volume, 2019
+8.5%
Volume growth, 2017 – 2019

Import trends

Breakdown, 2019

<table>
<thead>
<tr>
<th>Year</th>
<th>In full TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>65,300</td>
</tr>
<tr>
<td>2018</td>
<td>70,150</td>
</tr>
<tr>
<td>2019</td>
<td>70,820</td>
</tr>
<tr>
<td>2020 (COVID-19)</td>
<td>57,850</td>
</tr>
</tbody>
</table>

Import: 29%
Export: 71%
HAROPA PORT, #1 reefer port in France
Export volume indicators

+11% Volume growth, 2017 – 2019
170.800 TEUs Export volume, 2019

Export trends

Breakdown, 2019

<table>
<thead>
<tr>
<th>Year</th>
<th>In full TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>154,000</td>
</tr>
<tr>
<td>2018</td>
<td>170,000</td>
</tr>
<tr>
<td>2019</td>
<td>170,800</td>
</tr>
<tr>
<td>2020</td>
<td>144,800</td>
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</table>

29% Import
71% Export
HAROPA PORT, #1 reefer port in France
A specialized reefer port

<table>
<thead>
<tr>
<th></th>
<th>BOLLORÉ</th>
<th>CAP*GEL</th>
<th>GROUPE CONDIGEL</th>
<th>DUGRAND</th>
<th>SEAFRIGO</th>
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<tbody>
<tr>
<td></td>
<td>TRANSPORT &amp; LOGISTICS</td>
<td></td>
<td>EFBS Packgel MAEX</td>
<td></td>
<td>SAILING GROUP</td>
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<tr>
<td>Positive cold</td>
<td>13,000 m³</td>
<td>10,000 m³</td>
<td>5,000 pallets 25,000 m³</td>
<td>5,000 m³</td>
<td>10,000 pallets + 13,000 m²</td>
</tr>
<tr>
<td>Chilled food</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Negative cold</td>
<td>40,000 m³</td>
<td>67,000 pallets 325,000 m³</td>
<td></td>
<td>36,000 m³</td>
<td>10,000 pallets</td>
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<tr>
<td>Frozenfood</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Packaging</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>GODFRÔY</th>
<th>Rhodanian</th>
<th>SOGEDIAL</th>
<th>TRANS-INTER</th>
<th>TPS</th>
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<tbody>
<tr>
<td></td>
<td>NICHOLS LOGISTICS GROUP INC.</td>
<td>Transit Rouen</td>
<td>ACOAT : LOGISTIQUE : TRANSIT</td>
<td>Transport &amp; Logistics</td>
<td>FREIGHT FORWARDING &amp; CONSULTS</td>
</tr>
<tr>
<td>Positive cold</td>
<td>-</td>
<td>20,000 m³</td>
<td>5,200 m³</td>
<td>8,900 m³</td>
<td>9,400 m²</td>
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<tr>
<td>Chilled food</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Negative cold</td>
<td>22,000 m³</td>
<td>8,000 m³</td>
<td>7,500 m³</td>
<td>11,000 m³</td>
<td>-</td>
</tr>
<tr>
<td>Frozenfood</td>
<td></td>
<td></td>
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<td></td>
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<td>Packaging</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*PLS in French for Seafriigo Logistics Park
A single point of contact for all controls

BIP* – EU Entry Post – PED** – Customs

Consolidation on a **single site**:  
- Simplified control formalities  
- Reduced transit times  
- Reduced import costs

BIP – EU Entry Post – PED

- 97.2%: Goods of animal origin acceptance rate in 2021 (BIP & PED)
- 97.7%: Goods of plant origin acceptance rate in 2021 (EU Entry Post)

Customs

Simplified customs clearance procedure for products subject to veterinary control

- **Automatic interconnection** between DELTA, TRACES and TELEFEL
- **Advantages**: time-saving and streamlined checking procedures

Deployment of the digital platform France Sesame

Facilitate administrative formalities follow-up and management just as controls related to border crossing of sanitary and phytosanitary goods.

* BIP: Border Inspection Post – **PED in French for Designated Entry Point
A maritime offering IN THE FIRST RANK
#1 container shipping services

**Weekly shipping connections to all markets**

620 ports of call – 52 shipping companies – 3,500 commercial offers

---

**#1 major port**
For some services first port of call on imports and last on exports on Northern European rotation

**Non-congested port**
In both maritime and hinterland modes

**Deep water port**
No tidal constraint, accessible 24/7 and 365 days a year to the world’s largest fully loaded vessels 24,000 TEUs container vessels, new generation bulk carriers, etc.

**Less than 1 ½ hours**
From ‘pilot on board’ to start of handling operations
*In Rotterdam and Antwerp: between 5 and 10 hours*

**3,500 commercial offers**
Ranked #16 best-connected port in the world
*The United Nations Conference on Trade and Development (UNCTAD) 2020 ranking based on a sample of over 900 international ports*

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Source: DEEP SEA/SHORTSEA Brochure – November 2021
Container shipping services: South America

- 50 ports connected to HAROPA Port;
- More than 250 commercial offers;
- 12 shipping companies.

Competitive transit times from HAROPA Port to South America (in days – July 2021)

- Rio de Janeiro, Brazil: 15 days
- Navegantes, Brazil: 16 days
- La Guaira, Venezuela: 19 days
- Asuncion, Paraguay: 19 days

<table>
<thead>
<tr>
<th>Location</th>
<th>HAROPA</th>
<th>ANTWERP</th>
<th>ROTTERDAM</th>
<th>MED. PORTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rio de Janeiro, Brazil</td>
<td>15</td>
<td>16</td>
<td>23</td>
<td>17</td>
</tr>
<tr>
<td>Navegantes, Brazil</td>
<td>19</td>
<td>20</td>
<td>26</td>
<td>29</td>
</tr>
<tr>
<td>La Guaira, Venezuela</td>
<td>19</td>
<td>19</td>
<td>22</td>
<td>27</td>
</tr>
<tr>
<td>Asuncion, Paraguay</td>
<td>30</td>
<td>34</td>
<td>38</td>
<td>41</td>
</tr>
</tbody>
</table>
Container shipping services

Brazil

- 16 ports connected to HAROPA Port
- 100 commercial offers
- 6 shipping companies

Competitive transit times
HAROPA Port to Brasil
(in days – June 2022)

 Rio de Janeiro

20
15
10
5
0

23
17
16
15

Competitive transit times
Brasil to HAROPA Port
(in days – June 2022)

 Rio de Janeiro

35
30
25
20
15
10
5
0

31
22
30
26
A shortsea offer of close sourcing

± 165 ports of call
± 27 shipping companies
± 1,400 commercial offers
± 45 countries covered
The GATEWAY to the European markets
Rapid and direct access to the hinterland by road

- Non-congested motorway network
- Deliveries all over France and Europe (day 1/day 2)
- 8mn by truck from maritime terminals to motorway network
- More than 300 road hauliers and also companies specialized in combined transport
A complete multimodal offer to the hinterland

85 railway round-trips per week to 18 destinations

35 waterway round-trips per week to 9 destinations

Non-binding document
Daily connection with United-Kingdom by ferry

- **7 weekly round trips** between Le Havre and Portsmouth
- A ferry terminal meeting new post-Brexit requirements
  - 140 parking places for trucks and trailers.
  - Official entry point to the European territory with the French border police and French customs.
  - Special road marking helping drivers to reach quickly the right destination and enabling a smooth traffic flows on the terminal.
  - Truck flows connected to the Port Community System = Customs procedures easy and fully digitalized
HAROPA PORT
Monitoring performance
Container KPIs
Performance for goods in transit

Examples of KPI’s for import

- **5.75 d.**: average gate-out time of a container from terminal by road
- **4.99 d.**: average gate-out time of a container from terminal by rail
- **6.18 d.**: average gate-out time of a container from terminal by river

Examples of KPI’s for export

- **7.43 d.**: gate-in – loading on board average time (in anticipation) by road
- **8.96 d.**: gate-in – loading on board average time (in anticipation) by rail
- **5.63 d.**: gate-in – loading on board average time (in anticipation) by river

More details:
https://www.haropaport.com/fr/publications/indicateurs-de-performance-conteneurs-2021
Container KPIs

Web module "My KPIs"

HAROPA PORT performance is demonstrated through "My KPIs" web module for managing the passage of goods

To be found in dynamic mode on the HAROPA PORT and SOGET websites

- **My KPIs tracks step by step** the average turnaround times of container shipped through road / rail / waterway
- **Analyse** of different stages in container processes: logistics, customs, commercial flows for import and export
- Analyse of the **average port performance**
- Analyse of the **individual performance of your company**

Get your own performance indicators:

*Free request on demand to SOGET*

https://portal.sogetone.com/portal/BiStats/KpiGlobal?0
Aggregation of reliable information from multiple and relevant databases, Artificial Intelligence and Deep-learning will give a quality predictive ETA with scalable confidence index.

Product accessible on an API platform, secured with verified data, updated in real time and interconnected with all existing tools.

The ongoing work on this predictive ETA is based on data collected from a vessel's AIS (Automatic Identification System), journey and weather to accurately predict the arrival time.
The safety and security of your cargo ensured

HAROPA PORT is the 1st port in Europe and 2nd in the world to have been certified its safety-security global management, thank to a unique security service in France working in conjunction with the prefectoral and judicial authorities:

- **17 tightened inspection areas** (preventive checks and searches)
- Prevention and surveillance rounds provided by **patrols 24/7**
- Remote and **video-protection**
- **Container escorts**
- Security for exceptional transport loads
- Security for the helisurface
Sustainable, rational reindustrialization protective of resources

The goal of HAROPA PORT is to become the leading center for industrial ecology in France by creating a virtuous ecosystem along the entire Seine Axis, one in which all port-based enterprises operate in synergy:

- sharing resources and infrastructure
- optimizing flows of materials and energy
- recycling the waste and co-products of some to supply the needs of others
REAL ESTATE
An attractive and dynamic market offering in Europe
Port real estate summarized in figures

A wide variety of sites
from 5,000 to 175,000 sq. m.;
from vacant lots for construction to turnkey warehouses and office buildings

over 500 current propositions
on port land

Nearly one million sq. m. of planned warehousing space
on and adjacent to port land along the entire Seine Axis

By 2025: an additional 21% sq. m.
of logistics warehousing offered on port land (1,545,000 sq. m. in 2019, 1,870,000 sq. m. in 2025).
Competitive « prime » renting costs in Europe

Warehouse > 5 000 m²
Rent in €/m²/year

Source: BNP Paribas Real Estate. Property Report Q2 2019
Your dedicated contacts

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