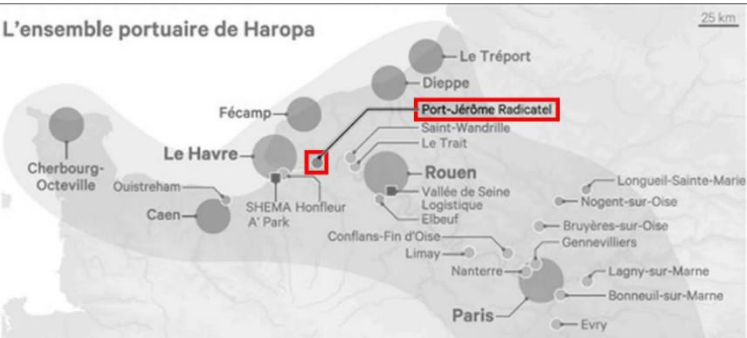


CALL FOR EXPRESSIONS OF INTEREST

HAROPA PORT | Rouen
34, Boulevard de Boisguilbert
B.P. 4075 – 76022 ROUEN Cedex 3

Email: AMI-PFM-RADICATEL@haropaport.com

Website: www.haropaport.com

Purpose	<p>Preliminary discussions regarding the development of the "Radicatel multimodal platform" site (hereinafter referred to as the "Preliminary Discussions").</p>
Context	<p>The 2020-2025 strategic project of HAROPA PORT identifies the Port-Jérôme sector, and the Radicatel terminal located in the municipality of Saint-Jean-de-Folleville in particular, as a strategic site for regional economic development.</p> <p>This site benefits from a diversified transport offer: road (especially near motorway arteries A13-A29-A28), rail, maritime and river.</p> <div style="text-align: center;">  <p>L'ensemble portuaire de Haropa</p> <p>The map shows the Haropa port system with terminals at Le Havre, Rouen, and Paris. The Port-Jérôme Radicatel terminal is highlighted with a red box. Other terminals shown include Charbourg-Octeville, Oustreham, Caen, Fécamp, Le Tréport, Dieppe, Saint-Wandrille, Le Trait, Rouen, Valée de Seine Logistique, Etbeuf, Conflans-Fin d'Oise, Limay, Nanterre, Paris, Evry, Longueil-Sainte-Marie, Nogent-sur-Oise, Bruyères-sur-Oise, Gennevilliers, Lagny-sur-Marne, and Bonneuil-sur-Marne. A scale bar indicates 25 km.</p> </div> <p>The Radicatel terminal is a HAROPA PORT maritime terminal between Le Havre (25 km) and Rouen (45 km). It is located in the immediate vicinity of the Port-Jérôme II coordinated development zone (ZAC), an initiative of Caux Seine Agglo urban federation and its economic development agency. This terminal currently has a 410 m quay equipped with a Ro-Ro berth (in its upstream portion). It handles maritime traffic comprising containers, solid bulk (sea gravel, gluten, etc.), and heavy parcels (wind turbines, for example), as well as river traffic (cereals, waste, slag, etc.).</p>

	<p>The present Call for Expressions of Interest does not constitute a tender process leading to the signing of a public procurement contract or an agreement concerning occupancy of port land. HAROPA PORT wishes to discuss with economic operators interested in all or part of the area described below in order to receive expressions of their requirements and, in particular, their opinions and/or proposals for the activity or activities that might be conducted there, the advantages of that or those activities in terms of maritime, river, rail, and land valorisation, and the main components of an envisaged development plan. Since the site is divisible, operators are expected to indicate land areas and preferred locations for the projects they intend to develop. The infrastructures (quay, various maritime structures, etc.) necessary for the project must be mentioned, both those that already exist and those desired by the operators.</p> <p>HAROPA PORT's interest is specifically the definition of the broad outlines of future site plots and work or studies needing to be carried out to valorise the land, thereby meeting its requirements. The results of these discussions may be used by HAROPA PORT provided that they do not distort competition or violate the principles of freedom of access to public procurement, equal treatment of candidates or the transparency of procedures.</p>
<p>Description</p>	<p>HAROPA PORT wishes to engage in discussions with economic operators and industrial stakeholders, particularly in the sectors of short/deep sea container logistics, industrial bulk, circular economy, and/or energy transition, who may be interested in the development and operation of the site and to evaluate their compatibility with the site's constraints.</p> <p>The aim is to gather their opinions and needs (land areas, spatial organisation, utilities, operational constraints, etc.) in order to plan the developments or improvements to be considered for the marketing of the site, which is planned in connection with a future call for projects.</p>
<p>Current site characteristics</p>	<p>HAROPA PORT has an available land area at the RadicateL terminal of approximately 36 ha, composed as follows:</p> <ul style="list-style-type: none"> - Downstream of the Terminal, an area with a total capacity of 11.4 ha, of which 5.1 ha is more difficult to market due to constraints related to a pipe cluster (the property of Air Liquide Hydrogen, Trapil LHP, GRT Gaz, and ExxonMobil Chemical), the presence of a railway track, and a substantial area of woodland. It should also be noted that an additional slab-type quay on piles, sized for heavy loads of 6,000 m² (e.g., 120 x 50 m), appears to be feasible back from the three existing mooring dolphins of the safety berth. - At the Terminal itself, an existing hardstand area and quay (410m long) of 12.3 ha, also crossed by a pipe cluster and a high-voltage overhead line + 4.5 ha related to the 250m-long upstream quay extension project (1 hectare of quayside and 3.5 ha of storage area back from dockside), - Upstream of the Terminal and its extension project, an area of

approximately **8.4 ha**, partly adjacent to the Radicatel upstream quay extension project, and including 2 ha that are difficult to valorise due to the presence there of the pipes.

Layout of the 36 ha



49°29'10.3"N 0°29'08.1"E

This terminal currently has a 410 m quay and a Ro-Ro berth. It handles maritime and river traffic. The terminal is identified as strategic (the transit time between channel entry and terminal is 1 hour 30 minutes), but it presents several limitations in its current configuration :

- The terminal as currently configured is presently at full stretch and cannot accommodate additional regular lines. The inability to handle further traffic applies to both the occupation of the quay as such and its hardstand areas and the storage of goods transiting through the terminal (wind turbines, in particular, take up a significant space).
- The bearing capacity of the current hardstand area limits the handling equipment that can be envisaged.
- A high-voltage overhead power line crosses the terminal at right angles to the quay, which complicates operations.
- The quay's accessibility is limited to vessels with a maximum draught of 10.4 m, which is incompatible with planned future ships and with the performance enabled by improvements in access to the port of Rouen (maximum draught 11.3 m downstream and 11.7 m upstream);
- The curvature of the quay and its proximity to the navigation channel also limit the length and width of the vessels able to be accommodated at the quay.

The extension project aims to improve the terminal's reception capacity, increase its handling facilities and enlarge its storage areas. The project includes:

	<ul style="list-style-type: none"> - the construction of an additional 250 metres-long quay, - dredging to a level of -11.10 mCMH, allowing reception of vessels with draughts up to 11.70 m, - possible accommodation of vessels with a maximum displacement of 85,000 t, - construction of an initial hardstand area of approximately 1 hectare alongside the new quay, with admissible loading of 4 - 6 t/m², and an additional 2.7 ha of hardstand further back, - upstream relocation and modernisation of the terminal's Ro-Ro berth. <p>This project is aimed at achieving the following:</p> <ul style="list-style-type: none"> - increasing the terminal's handling capacity to support growth in economic activity, - promoting modal shift, particularly for cross-Channel traffic, - promoting multimodality along the Seine Axis; - facilitating terminal operation for the benefit of its users.
<p>Procedure for Preliminary Discussions</p>	<p>Proposals for contributions may relate to all or part of the site (land and/or maritime).</p> <p>Actors interested in this site must express their interest by email to HAROPA PORT Rouen by 4 p.m. on Friday, 16 May 2025.</p> <p>Individual discussions by email, videoconference, or in person will be arranged with economic actors whose projects are deemed relevant in light of the context and detailed description above. These will be conducted over the period to mid-July 2025.</p> <p>Economic operators wishing to participate in the discussions must contact HAROPA PORT by 4 p.m. on Friday, 16 May 2025. at the following address:</p> <p>AMI-PFM-RADICATEL@haropaport.com</p> <p>HAROPA PORT will inform interested economic operators by email of meeting dates and times.</p> <p>The number of persons representing each operator at these meetings will be limited to four (4).</p> <p>HAROPA PORT may involve internal specialists from its staff or external consultants and advisors during the meetings, particularly to refine or clarify specific points in any of the proposals.</p> <p>In the event that HAROPA PORT wishes to meet again with the invited economic operator, it may set up a further meeting for discussions.</p> <p>Interested economic operators may submit to HAROPA PORT in advance of the discussions any documents they deem useful, indicating where necessary any parts covered by business confidentiality requirements.</p>

	<p>These documents may be submitted either:</p> <ul style="list-style-type: none"> by email to the following address: AMI-PFM-RADICATEL@haropaport.com or by postal mail to the following address: HAROPA PORT Rouen 34, Boulevard de Boisguilbert B.P. 4075 – 76022 ROUEN Cedex 3 <p>In case of postal delivery, it is recommended that the documents be sent in a sealed envelope marked:</p> <p>« Echanges préalables au développement du site « plateforme multimodale de Radicatel ».</p> <p><i>(Preliminary discussions regarding development of the “Radicatel multimodal platform” site)</i></p> <p>HAROPA PORT is committed to ensuring equal treatment between operators participating in this Call for Expressions of Interest.</p> <p>HAROPA PORT may terminate this procedure at any time.</p>
Confidentiality	<p>All participants undertake to refrain from disclosing information of which they may become aware in the context of the present call for expressions of interest.</p> <p>Economic operators undertake to keep confidential the information provided by HAROPA PORT in the context of the Preliminary Discussions.</p> <p>HAROPA PORT also undertakes to keep confidential any information that operators have clearly indicated, either in writing in the case of document provision or orally in the context of these discussions, as covered by business confidentiality requirements. This may be formalised in a non-disclosure agreement.</p>

APPENDIX

