



**HAROPA
PORT** Le Havre
Rouen
Paris

Call for Projects



**CONSULTATION DOSSIER
AWARD OF ONE OR MORE TEMPORARY OCCUPANCY AGREEMENTS – (C.O.T.)**

11.0 ha - Saint-Wandrille Quay Platform – (AAP_PF_QSTW)

***Rives-en-Seine* municipality on the Right Bank**

Deadline for receipt of applications and proposals:

4 p.m.on16 May 2025 postponed to 4 p.m. on 2 June 2025

- CONTEXT

1. PRESENTATION OF HAROPA PORT

On June 1, 2021, the ports of Le Havre, Rouen, and Paris (HAROPA) merged, giving birth to a new port entity: **the Seine Axis Major River and Seaport**. They now form France's leading port, one that ranks fourth among Northern European Ports and enjoys global reach.

HAROPA PORT is France's leading port for foreign trade and Europe's leading river port for passenger transport, and it is connected to every continent thanks to an international maritime offering in the first rank (calling at nearly 650 ports). It serves a vast hinterland centred on the Seine Valley and the Paris region, which together form the largest consumption catchment area in France. A partner of nearly 10 Normandy and Greater Paris ports, HAROPA PORT now provides a transport and logistics system in France capable of offering a comprehensive service that is sustainable end-to-end. In 2021 HAROPA PORT generated annual maritime and river traffic of over 106 million tonnes, and its operations are a source of around 160,000 jobs.

For more information about HAROPA PORT, please go to [our website](#) and [publications](#).

2. THE PORT ECOSYSTEM – HAROPA | PORT OF ROUEN

At the heart of this complex, the Rouen regional office, located near the production and consumption areas, bases its added value on its ability to handle all types of traffic, particularly industrial, thanks to the expertise of its operators and the diversity of its terminals, which stretch from Honfleur to the Rouen-Normandy conurbation on around 28,500 ha (24,700 ha water bodies, 3,764 ha land, including 2,213 ha of natural areas).

Specialising in bulk and conventional cargo, the port also helps position HAROPA PORT as West Europe's leading exporter of cereals. Nearly 3,000 ships and 6,000 river convoys transit through Rouen's terminals each year. The port-industrial complex generates 17,800 jobs and contributes 12% of the wealth of the employment zones it covers.

- HAROPA PORT | Rouen has quayside and waterside land (**Saint-Wandrille Quay Terminal - [49°31'10.7"N 0°45'35.3"E](#)**) with a total area of approximately 11.0 ha in two non-contiguous sections:

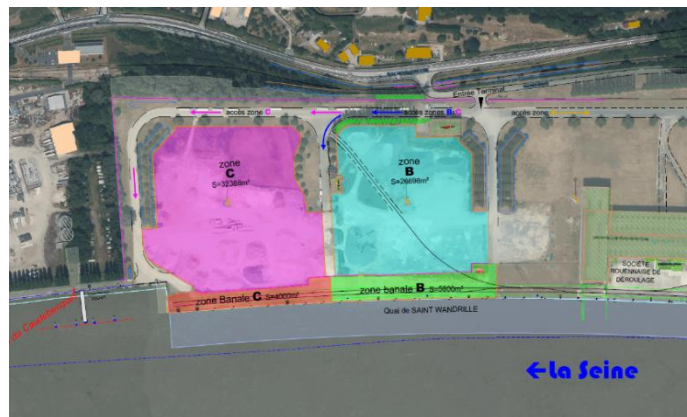
- o **5.0 ha (Zone A - Upstream Zone)**

This land is currently totally vacant following the cessation of Biolandes' operations at the end of 2022. The site left free by this company is partly paved, has indirect access to the Saint-Wandrille quay, and allows the creation of a dedicated waterway access (with its own jetty) if desired by an operator (subject to a technical study to be carried out). This area is potentially expandable (within 3 to 5 years) due to a possible northeastern extension (back from the site) of approximately 6 ha (consideration of a land swap plan with Caux Seine Agglo urban federation).



- o **6.0 ha (Zone B+C - Downstream Zone)**

Two zones of 2.7 ha (zone B) and 3.3 ha (zone C) respectively are unpaved lands currently in their natural state. Each plot of land has a common area of 5,800 m² (zone B) and 4,000 m² (zone C) respectively. The quay's admissible loading (up to approximately 20 m from the quay edge) is 4 t/m².



This site benefits from a highly favourable location on the territory of the municipality of Rives-en-Seine (formerly Saint-Wandrille-Rançon) and more broadly of the Caux Seine Agglo urban federation, on the right bank of the Seine, immediately upstream from the Brotonne Bridge, at the heart of a premium port-industrial ecosystem and allowing multimodal operations (i.e. Sea/River/Road).

In line with its strategy for developing existing infrastructures and given the exceptional features of the site in terms of access and potential synergy with existing actors, HAROPA PORT envisions that these lands will be dedicated to the establishment of an activity in the industrial, agro-industrial, construction or logistics sectors.

The purpose of the present call for projects is to identify one or more successful candidates and to detail the conditions for project development and site occupancy under the terms of a temporary occupancy agreement.

Interested candidates who wish to develop a project on this site are invited to submit an application in accordance with the terms set out in this Consultation Dossier.

CHAPITRE I - CONSULTATION REGULATIONS

1. CONTENT OF THE CONSULTATION DOSSIER

This Consultation Dossier contains the following sections:

- The Consultation Dossier;
- [HAROPA PORT brochures \(Appendix 1 - click here\)](#);
 - o Various publications, including:
 - 2025 Strategic Project | HAROPA PORT
 - 2023 Activity Report
 - Port Rail Network (RFP) Reference Document
 - Port Tariff Brochure
- A draft Temporary Occupancy Agreement (COT) and the Contractual Specifications (Appendix 2).
- [The 2025 Domain Tariffs of HAROPA PORT \(Appendix 3 - hyperlink\)](#).
- Situation and layout of the site in DWG format (Appendix 4).

2. PROVISIONAL CALENDAR FOR THE PROCEDURE

Initial publication:	Friday, 14 February 2025
Deadline for requests for additional information to HAROPA PORT Rouen:	Friday, 18 April 2025
Deadline for responding to requests for additional information	Friday, 25 April 2025
Deadline for submission of applications and initial proposals:	Friday, 16 May 2025 postponed to 4 p.m. on 2 June 2025
Hearing stage (if applicable):	Between 16 June and 30 June 2025
Submission of final proposals (if applicable):	Friday, 11 July 2025
Expected award date	Early September 2025

3. PROCEDURE PROCESS

Submission of applications and initial proposals:

Candidates will submit their application and initial proposal dossier in accordance with the terms of this Consultation Dossier.

Hearing stage:

Upon receipt of the applications and initial proposals, HAROPA PORT | Rouen may address questions to the candidates and will inform them by email within an acceptable timeframe of the dates and times when a possible presentation of their proposal and responses to questions could take place. HAROPA PORT | Rouen reserves the right to conduct one or more such hearings.

Final proposal submission stage:

At the end of the previous stage, candidates will be subject to a deadline for the amendment, if necessary, of their initial proposal and the presentation of their final proposal, which will constitute confirmation of that proposal. The final proposal must comprise the same sections as the application and initial proposal dossier.

At this stage, HAROPA PORT | Rouen will rule out any final proposal that does not meet the eligibility criteria.

Award stage:

The final proposals will allow those proposals to be ranked in accordance with the criteria set out below. This ranking will be submitted to the governing bodies of HAROPA PORT | Rouen. The candidates will then be informed of the results of the award stage.

In the event that the successful candidates are unable, for reasons specific to themselves, to sign the Temporary Occupancy Agreement (COT) within a maximum period of three (3) months from the award decision of the governing body of HAROPA PORT | Rouen, the latter may proceed to cancel the award decision and declare the call for projects unsuccessful or consider awarding the site to the next best final proposal or declare the call for projects unsuccessful.

In the event that the proposals submitted require the design of a site allotment plan in order to optimise the land resource, HAROPA PORT | Rouen may propose to one or more candidates to adapt their project layout for the award of a lot to be considered.

4. ELIGIBILITY CRITERIA

Ineligible applications and proposals as defined below will be excluded and will not be considered during the selection stage. They will not be eligible for selection or compensation.

Dossiers ineligible due to form:

- Any dossier that is incomplete or not in formal compliance with the application dossier as defined below.
- Any dossier received after the deadline.

Dossiers ineligible due to content:

- Proposed land valorisation below the expected minimum.
- Projects not based on the proven need of the applicant or applicants whose activity is directly related to the industrial and/or port zone.
- Manifest technical incompatibility:
 - o The project does not match the policy focuses and target projects defined in Article 3 of Chapter I,
 - o The project footprint exceeds the physical boundaries of the Call for Projects,
 - o Failure to take into consideration potential operational constraints where referred to in the Consultation Dossier,

- Inadequate consideration of applicable regulations, notably including the Water Law, the Local Urban Plan, the Flood Risk Prevention Plan (PPRI), the Technological risk prevention plan (PPRT), etc.
- The candidate's economic and financial standing:
 - A lack of economic or financial capacity and guarantees as required for realisation of the envisaged project. In this regard, HAROPA PORT | Rouen reserves the right to conduct a study to gather financial information on the candidate.

5. SELECTION CRITERIA

The three criteria established for analysis of the applications are:

Criterion 1: Valorisation of the land made available

- The best economic equation for HAROPA PORT | Rouen determined by domain fees, the proposal for additional fees, the terms for staged increases, and the potential costs generated by project implementation (indicate the price in € HT/m²/year);

Criterion 2: Contribution of the project to the port and regional ecosystem

- The project's contribution to the port and maritime ecosystem: contribution in terms of the energy and ecological transition, envisaged synergies and complementarity with existing actors, contribution of the project to the development of a local decarbonised economy, massification of freight flows.
- The flow management arrangements in the port area and on the site (synergies with terminals, expected maritime/river/road traffic, on-site traffic management arrangements, etc.).
- The project's contribution to the transition of the regional economic fabric.
- The social and societal impact in terms of job creation and type.
- The project's contribution to overcoming the challenges of sovereignty/development of innovative and future-oriented industrial sectors.

Criterion 3: Integration of the project into the environment

- Integration of the project into the site's port environment, compatibility with current regulations, level of environmental harms (emissions, noise, etc.), level of associated risks, particularly industrial, landscape and architectural integration, and account to be taken of interfaces.

Each project will be assigned a score N according to the following weightings:

- Criterion 1: 50% of the score
- Criterion 2: 30% of the score
- Criterion 3: 20% of the score

6. ARRANGEMENTS FOR DISCUSSIONS BETWEEN HAROPA PORT | ROUEN AND THE CANDIDATES

Candidates will have the opportunity to ask questions until **4 p.m. on Friday, 18 April 2025**. These should be sent to this email address:

aap.pf.qstw@haropaport.com

with the following subject heading:

"AAP PF-QSTW – Consultation for the award of one or more Temporary Occupancy Agreements - Saint-Wandrille Quay Platform - Rives-en-Seine right bank – Additional information"

Where they relate to concerns of all candidates, questions/answers will be distributed generally via the email address.

7. SUBMISSION OF PROPOSALS

Candidates' proposals should be sent by email, no later than **4 p.m. on Friday, 16 May 2025 postponed to 4 p.m. on 2 June 2025**, to this address:

aap.pf.qstw@haropaport.com

with the following subject heading:

"AAP PF-QSTW – Consultation for the award of one or more Temporary Occupancy Agreements - Saint-Wandrille Quay Platform - Rives-en-Seine right bank – Initial Proposal"

An email confirming due receipt of the initial and final proposals will be sent by HAROPA PORT | Rouen to the sender within 48 business hours following receipt of the candidate's proposal.

8. SUSPENSION AND TERMINATION OF THE PROCEDURE

At any time up to the signing of the Temporary Occupancy Agreement (COT), HAROPA PORT | Rouen reserves the right not to proceed with the consultation procedure, including after selection of the successful candidate or candidates, to extend the timeline, or not to award the relevant plot.

Candidates, regardless of the stage reached in the procedure, will not be entitled to any compensation or damages in the event of its termination.

9. CONFIDENTIALITY

Where information provided is confidential, it is the candidate's responsibility to indicate that fact.

HAROPA PORT | Rouen undertakes not to communicate such information to third parties, it being specified that the following are not considered to be third parties: any supervisory authority, any administrative or judicial authority, and internal or external control bodies.

Furthermore, the documents provided by HAROPA PORT | Rouen to the candidates are strictly confidential. The candidates therefore undertake:

- to refrain from communicating such information, data, and/or documents to third parties to this procedure,
- to refrain from using such information, data, and/or documents for any purpose other than submitting a proposal to HAROPA PORT | Rouen in pursuance of the present procedure.

10. INTELLECTUAL PROPERTY

The dossiers submitted by the candidates remain their intellectual property.

CHAPITRE II - APPLICATION AND INITIAL PROPOSAL DOSSIER

1. CONTENT OF APPLICATION AND INITIAL PROPOSAL DOSSIERS

Candidates' dossiers must be written in French, with monetary amounts expressed in euros not including tax, for submission in compliance with the terms set out in Article 7 of Chapter I - Consultation Regulations. The dossier must contain a number of distinct sections, as defined below. Candidates must ensure HAROPA PORT | Rouen receives all factual elements relevant to evaluation of the criteria defined in the consultation regulations.

Candidates must produce an application and initial proposal dossiers containing the following sections and dated and signed by them:

- A description of the candidate as defined in Article 2 of this chapter.
- A description of the implementation of the project, as defined in Article 3 of this chapter.
- A draft of the Temporary Occupancy Agreement (COT) project, the signing of which at this stage commits the beneficiary only to adherence to the conditions of availability relevant to the General Code of Public Property.
- A "Kbis" business registration document issued less than three (3) months previously.
- All documents and supporting evidence candidates deem useful for advocacy of their proposal.

It is recalled here that the final proposal must contain these same sections, possibly modified pursuant to the conditions set out in Article 3 of Chapter II.

The description of the candidate and the project in digital format must be submitted in compliance with the following structure:

- 01_ Candidate and project team (file directory)
 - 01_01_ Candidate - document 1
 - 01_02_ Project team - document 2
- 02_ Activity (file directory)
 - 02_01_ Description of activity – document 3
 - 02_02_ Financial structure - document 4
 - 02_03_ COT draft - document 5
- 03_ Project (file directory)
 - 03_01_ Project presentation - document 6
 - 03_02_ Preliminary schedule - document 7
 - 03_03_ Sketch - document 8

2. DESCRIPTION OF THE CANDIDATE

If the candidate is a group of companies, each company in the group must be described specifically and in accordance with all the provisions of this chapter. If this is the case, the dossier must be presented by a duly authorised representative, the potential future holder of the COT.

Presentation of the candidate

The description of the candidate must include a description of the company, its activities, key statistics (workforce, etc.), and references. If the candidate's project involves the creation of a dedicated company, the presentation must specifically describe the governance and general organisation of the company and justify by all relevant means the state of progress of the ongoing formation process. Any potential partnerships envisaged (for design, construction, operation, commercial outlets, etc.) must also be described.

The candidate must highlight how the application fits into the company's development plans and how it matches HAROPA PORT's vision for the sector.

Candidates' economic and financial standing

Candidates must provide a declaration concerning their overall turnover and, where applicable, the turnover of the business sector involved in the project, for the three most recent financial years available and any information they deem relevant to demonstrating their economic and financial capacity.

3. THE PROJECT

Candidates must submit a dossier describing their project and containing all necessary information for a satisfactory understanding of their proposal for the site, notably including:

- A general presentation of the project: a memorandum of intention, the proposed valorisation of the hardstand areas made available, integration of the project into the port ecosystem, interaction with other actors on the industrial and port zone, if applicable.
- An environmental presentation: the candidate's commitment in this area, control of all types of environmental harms, waste management, measures to reduce greenhouse gas emissions, etc.
- Flow management arrangements (by flow type) in the port area and on-site (management of site entries/exits, etc.).
- The project's impact in terms of job creation.
- *Candidates are responsible for verifying the regulatory compliance of their projects, particularly with regard to the local land use plan (PLUI), the flood risk prevention plan (PPRI), obligations under the Water Law provided for in the Environmental Code, and the various regulations and easements that apply to which they are subject.*
- In this regard, the candidate is invited to specify the conditions governing the technical and regulatory feasibility of their project. In the event that the project presents discrepancies with the current regulations, points of vigilance regarding the environment in the broad sense, or specific needs in terms of resources (utilities, water, raw materials, etc.), the candidate must specify the ways and means they plan to deploy to address them. These potential aspects must, if necessary, be an integral part of their preliminary schedule.
- The site classification regime under the environmental protection regulations (ICPE) must be specified.

CHAPITRE III - CONTRACTUAL SPECIFICATIONS

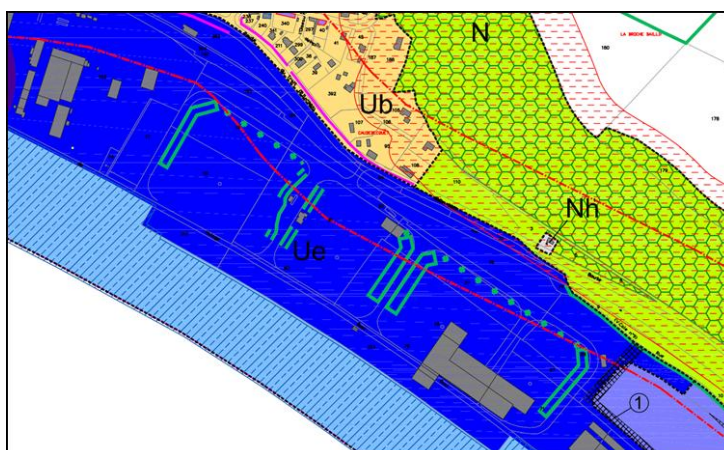
1. DESCRIPTION OF THE SITE AND ITS ENVIRONMENT

The proposed land areas are located at the heart of the territory of the Caux Seine Agglo urban federation on the right bank in the municipality of Rives-en-Seine. The site is referenced in zone UE by the Local Urban Plan (PLU) for the town.

The following are explicitly authorised:

- any construction with or without classified installations, for industrial, craft, commercial, material storage, office, and service activities, without causing danger or nuisance to the neighborhood due to noise, dust, odour emissions, smoke, traffic, fire or explosion risks,
- "necessary embankments for industrial and artisanal activities, provided they do not lead to soil sealing (e.g.: aggregate storage)".

Only the heights of the constructions are regulated (15 m to roof ridge or parapet). Authorisation requests for aggregate storage are not subject to examination under the urban planning code.



Road access - The terminal has trimodal access:

- Maritime: (see description of navigational conditions below).
- River: the river connections notably provide access to the Paris area.

	Number of river km	Number of locks	Access time in hours
From Saint-Wandrille terminal			
Port of LE HAVRE	56	1	3
Port of BONNIERES	169	2	10.5
Port of LIMAY	203	3	13
Port of GENNEVILLERS	275	5	17.75
Port of BONNEUIL-SUR-MARNE	322	8	22

Source: <http://www.vnf.fr/salcul/itinerairefluvial>

Road: Access to Saint Wandrille terminal is via local road RD982 (Le Havre road) connecting to the motorway network for Western France (see table below for indicative details). Access to site areas is via separate access roads.

From Saint-Wandrille terminal	Number of km	Access time in min.
N25 (Bourg-Achard) / A13 (Paris/Le Havre) / A28 (Alençon/Le Mans) southern interchange	25	28
N8 (Yvetôt) A29 (Le Havre) / A29 (Amiens) A28 (Abbeville) northern interchange	21	27
N4 (Ecalles-Alix) / A150 interchange	18	22

Source: <https://fr.mappy.com/>

Utilities:

- Site areas have access to the following utilities at their boundary:
- Drinking water
- Electricity
- Gas
- Urban lighting (2 existing pylons)
- Telephone line

Port security:

Quayside security is provided by ISPS-standard fences.

Navigation conditions:

The Saint-Wandrille terminal is located between PK 307.100 and 307.800 on the right bank of the Seine and provides a nominal depth of -6.50 m. It has a degree of curvature.

The channel time (navigation time between roadstead and arrival at quayside) for a vessel is approximately 3.5 hours, both upstream and downstream. This site is currently accessible to seagoing vessels with a draught (in fresh water) of 10.00 meters.

As an indication, this quay is served by a maritime access channel in the Seine currently offering a nautical capacity of 11.30 m for export and 11.70 m for import under normal hydrological conditions. The limiting factor is therefore the admissible draught at the quay.

Turning at the quay is limited to vessels with a maximum length of 150 m. However, a channel enlargement located approximately 5 km upstream of the quay allows for maneuvering (turning) by seagoing vessels and/or boats with a maximum length of 250 meters.

The quayside must remain free along its entire length, as it is currently, over a minimum width of 5 to 10 meters to allow unhindered docking and mooring of any vessel, taking into account the constraints linked to commercial operations.

Additionally, certain activities may require vessels to be shifted along the quay or even turning during the port call (e.g. self-unloading vessels).

Similarly, once again taking operational constraints into account, this quay may be used as a waiting or safety berth if so decided by the harbour master's office, the operator or operators being kept informed accordingly.

NB: Nominal maximum draughts are provided on an indicative basis, for normal hydrological conditions, with no allowance for high or low water, or safety margin, and must always be checked with the HAROPA Port/Rouen harbour master's office.

2. INITIAL INFORMATION

HAROPA PORT | ROUEN provides candidates with a set of data and detailed documents detailed below for the definition of their project.

It is specified that HAROPA PORT | ROUEN does not guarantee the accuracy of the information provided, particularly due to possible changes in that information or its source, which may be external. HAROPA PORT | ROUEN also does not guarantee the updated status, integrity or completeness of the information and, in particular, that it is free from errors (locations, identification, updating, inaccuracies).

In their projects, candidates are invited to describe any additional need for information not included below. Candidates are responsible for its provision and must specify the source. HAROPA PORT | ROUEN will assist selected candidates as far as possible by providing them with the information available to it.

3. TECHNICAL DATA

The hardstand areas are made available:

- in their current state in the case of the central hardstand.

Constructions may be authorised but will be subject to prior validation by HAROPA PORT | Rouen staff. It will not be possible for successful candidates proposing to construct one or more buildings to argue that the project covered by their application has been validated by default at the selection stage.

Execution of works specifically intended for flow management and possible delimitations of paved areas (e.g. central reservation/medians, concrete safety barriers, etc.) are authorised only if they do not impact the configuration of the paved land area.

4. MINIMUM CHARACTERISTICS OF THE PROJECTED IMPLEMENTATION

A draft Temporary Occupancy Agreement (COT) is attached to the Consultation Dossier as well as the Contractual Specifications (Appendix 2). This must be completed by the candidate. The Temporary Occupancy Agreement sets out the specific terms applicable to occupancy of the paved land and, specifically, the object of the agreement, the duration of the right to occupy, fee terms, levels of insurance cover, and terms of compensation in the event of early termination.

Amendments may be suggested by candidates, but HAROPA PORT | Rouen reserves the right not to accept them.

3. FINANCIAL TERMS

The draft Temporary Occupancy Agreement is attached to the Consultation Dossier (Appendix 2). It should be recalled that this must be completed by the candidate. The Temporary Occupancy Agreement sets out the specific terms applicable to the occupancy of the plot and, specifically, the object of the agreement, the duration of the right to occupy, fee terms, levels of insurance cover, terms of compensation in the event of early termination, and the termination clauses.

The General Terms of Occupancy (Appendix 2) and any update to these will be attached to the future formal authorisation of occupancy and will apply throughout the duration of such occupancy.

Financial terms

The breakdown mechanism for the public domain occupancy fee is described in Article 17 "Fee" of the draft Temporary Occupancy Agreement (Appendix 2).

Base Fee

The minimum Base Fee (2025 financial terms):

- **For land and water bodies: €2.458 ex. VAT/m²/year;**
- **For hardstand areas: €5.378 ex. VAT/m²/year;**
- **For warehouse: €51.452 ex. VATm²/year;**
- **For waterway access: €276.889 ex. VAT/ml/year;**
- **For the Quay and priority use jetties: €1,126.816 ex. VAT/ml/year;**

The base domain fee (cf. COT Article 17.1) may be reduced based on port fees raised due to the maritime or river traffic generated. Such specific treatment may be proposed by the candidate.

Candidates may propose a higher value for this component. Specific changes in this component based on the level of traffic achieved at the operating stage may be proposed by the candidate.

In accordance with the provisions of the draft COT, candidates may propose a staged increase mechanism for the Base Fee (Article 17.2 and following).

Development fee (R2)

In the event that the candidate requests specific development work from HAROPA PORT | Rouen on site (specific development, compensatory measures, etc.), a development fee may be established in accordance with the detailed terms of the domain tariffs (applicable).

Additional fee (R3)

The additional fee, the terms for calculation of which are to be determined, is systematically applied to any COT issued by HAROPA PORT | Rouen following a selection procedure. The candidate must propose:

- One or more thresholds for the application of the additional fee,
- Possibly a trigger threshold for the additional fee mechanism,
- A quantity expressed as a percentage or an amount in Euros for each threshold,
- The candidate must define the calculation method for the indicator as well as the supporting documents, these to be provided for calculation of the additional fee.

This could for example be a percentage of the Gross Operating Surplus.

4. DURATION AND REAL RIGHTS

Duration

The duration of the COT or COTs must be in line with the projected investments. The candidate must specify the desired duration in the draft COT.

It is specified that HAROPA PORT | Rouen will consider the requested duration in light of the information provided by the candidate regarding the planned investments. Investments are understood to mean the initial investments related to buildings, works, and constructions erected on the site, including industrial processes, as well as those that are to be carried out during the term of the Occupancy Agreement as necessary for operation of the site covered by the Occupancy Agreement.

The requested duration will be evaluated, in particular, on the basis of the information provided in the business plan. HAROPA PORT | Rouen reserves the option to revert to the candidate if the duration is not in line with the project submitted.

Real property rights

The candidate will benefit from real property rights attached to their project, in accordance with [l'Article L 2122-6](#) of the General Code of Public Property (CGPPP): "The holder of a temporary occupancy authorisation for the State's public domain has, unless otherwise provided by their occupancy agreement, a real property right over the immovable works, constructions, and installations executed by them for the exercise of an activity authorised by the agreement¹. This real property right confers on its holder, for the duration of the authorised occupancy [...] the owner's prerogatives and obligations" with regard to the constructions the holder has erected.

This specifically includes:

- transfer of the works covered by real property rights, subject to the prior approval of HAROPA PORT | Rouen ([Article L.2122-7 of CGPPP](#));
- financing of structures erected by the successful candidate by facilitating the obtaining of the necessary funds for financing their constructions by recourse either to mortgage securities ([Article L.2122-8 of CGPPP](#)) or leasing ([Article L.2122-13 of CGPPP](#));
- in the event of early termination by HAROPA PORT | Rouen on public interest grounds (CGO Article 2.11.2): compensation for direct, tangible, and proven damage in accordance with [CGPPP L.2122-9](#).

¹Note: The award of a COT providing real rights must be the subject of a notarised deed and therefore its placing in the public record by the notary with the land registry (notarial fees and costs of establishing the survey document are to be borne by the successful candidate). Such granting of real rights has implications for taxation, since an occupant with real rights becomes personally and directly liable for property taxes related to the site occupied.

The agreement, since it is constitutive of a real property right, must be drawn up as a notarised deed and placed in the public record with the land registry, pursuant to the rules relating to land registry publication.

In the event of early termination of the Occupancy Agreement, irrespective of the grounds therefor, a certified legal document must place on record such withdrawal and the discharge of mortgage.

All certification costs arising from the establishment, amendment, transfer and/or withdrawal of the authorisation to occupy shall be borne by the Beneficiary, including most notably:

- costs arising from the establishment, registration or publication of the notarised deeds with the land registry office,
- costs arising from the assignment, transfer or withdrawal either of the authorisation of occupancy or the real property rights relating to such authorisation,
- costs arising from the establishment or discharge of mortgages.

All costs required by completion of the above formalities shall be borne directly by the Beneficiary.

Option to transfer

Candidates will have the option to transfer their COT after having obtained the prior and express approval of HAROPA PORT subject to the terms set out in Article [L2122-7 of the CGPPP](#).

CHAPITRE IV - APPENDICES

Appendix 1: HAROPA PORT brochure ([click here](#))

Appendix 2: Draft Temporary Occupancy Agreement (COT) and Contractual Specifications

Appendix 3: HAROPA PORT 2025 Domain Tariffs ([click here](#))

Appendix 4: Layouts and information documents in .pdf and AutoCAD format

- The “ERIAL” (Statement of Risks for the Information of Buyers and Tenants) information document
- Site layout
- Utilities layout
- Layout of existing site
- Layout showing availability and locations of technical services

