

# 2020 ANNUAL REPORT





# 1 FOREWORD

2020 was a challenging year for us all. Both internationally, with ports worldwide having to deal with a pandemic on an unprecedented scale, whose impacts are still being felt as we write this Annual Report.

And closer to home, at Port Reunion our performance and ability to maintain continuity with mainland France were our top priority. We made sure we had the resources to weather the storm and safeguard our key role – to guarantee uninterrupted supplies to Reunion Island. Our sense of solidarity and team spirit were also tested to the limit, bringing home to us the strength of commitment that runs through the port community and enabled us to get through this tumultuous period together. We would particularly like to acknowledge the hard work of all Port Reunion staff, who rallied together to keep us on course.

This year's report is quite singular, with figures revealing the various impacts of the pandemic. A 10% drop in tonnage reflects the slowdown in the global economy, while the 13% decrease in port calls was mainly due to the cruise season being suspended. However there were some encouraging developments for Reunion, as imports continued to grow by 5%, highlighting the island's buoyant local economy.

In 2020 Port Reunion also distinguished itself by being the only Indian Ocean harbour to allow crew changes, thus enabling more than 15,000 seafarers to return home.

There are lessons to be drawn from any crisis, and also opportunities. We have been hearing the word "resilience" often since the start of the pandemic, and it is true to say that the capacity to react and adapt has now become second nature to us. We demonstrated it at Port Reunion by reorganising the way we worked to keep operations running – and by dramatically speeding up the rollout of measures like our digital transformation and adoption of new practices.

This has allowed Port Reunion to meet the investment commitments set out in its Strategic Plan. The scheme to build a ship repair centre in the former grain terminal is now underway, which will establish Port Reunion as a Blue Economy leader in the Indian Ocean. Development of the Rear Port Zone made considerable progress in 2020; it is now part of the Eco-City programme, and the signing of the partnership development project marks a shared resolve among local stakeholders to develop this unique land reserve equitably and sustainably.



**Olivier Hoarau**  
Chair,  
Supervisory Board

**Eric Legrigois**  
Chief Executive  
Officer

Port Reunion has now acquired the listed Maisons des Ingénieurs site comprising three 19th-century former engineers' houses. After preparatory studies are completed in 2021, Port Reunion plans to base its headquarters there, alongside other new activities including the planned "Port Centre".

The restoration of this historic site will also allow the public to rediscover an important part of the town's heritage.

One of our top priorities in 2020 was to improve the port's operating conditions, both in the short and medium terms. As well as two new container gantry cranes, a multi-purpose mobile crane is on order that will facilitate the replacement of coal by biomass in energy producer ALBIOMA's operations. It will also provide an additional berth equipped to be used for containers. In Port Est a new general-purpose open storage area has been built to limit congestion at the container terminal.

Last but not least, reconstruction of Berth 1 began at Port Ouest, and should be completed in 2021 ready for use by fishing vessels.

Other surveys and projects are on the agenda for 2021, such as starting to redesign the container terminal, and the first phase of the Sugar Terminal renovation, which will upgrade this asset and enhance conditions for the sugar cane industry. Delivery of a new hydrocarbon unloading arm in July will also improve operational safety. These forward-looking projects reflect the diversity of our activities and our ambitions, showing our partners the positive outlook we envisage as we move forward.

Now more than ever, the entire port community must come together to focus our efforts on meeting the challenges ahead and to play our part in the economic recovery of Reunion Island.

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# HIGHLIGHTS OF 2020 THE YEAR'S SIGNIFICANT EVENTS

2020 was marked by the COVID-19 pandemic. GPMDLR demonstrated its adaptability and capacity to safeguard operations, maintain ties, and keep projects on track.

## COVID-19 briefings

On 6 February 2020, GPMDLR organised an initial briefing about COVID for port community members, attended by Dr Munoz of the Health Monitoring and Safety Department. The Chief Harbour Master explained the new health rules drawn up by the Regional Health Agency (ARS) concerning vessels arriving from Asia. On 5 March 2020, a second COVID briefing was held for port community members, attended by Jacques Billant, Prefect of Reunion, and Dr Chieze, Director of Health Monitoring and Safety at ARS.



Photo taken before the pandemic

## Official visit by Emmanuel Seraphin, new Chair of the TCO

Newly elected Chair of the TCO West Coast Inter-Council Partnership, Emmanuel Seraphin paid an official visit to Port Reunion on 28 August 2020. During the visit, the projects of the 2019-2023 Strategic Plan were presented, including development of the Rear Port Zone.



## Olivier Hoarau re-elected Chair of Supervisory Board

On Thursday 17 September 2020, the Supervisory Board unanimously re-elected Olivier Hoarau as Chair.

## Filming of Le Petit Piaf at the Cruise Terminal

On 10 and 11 September, the Cruise Terminal car park was used by director Gérard Jugnot to shoot scenes of his new film Le Petit Piaf, featuring up-and-coming actor – and Reunion native – Sohan.



## Visit by Denis Robin, Secretary General of the Sea

GPMDLR welcomed Denis Robin, Secretary General of the Sea, on two occasions.



Photo taken before the pandemic

- On 11 February at Port Reunion's head office, Mr Robin – accompanied by the Chair of the French Maritime Cluster and Reunion Island's Prefect Jacques Billant – attended the signing of a memorandum of understanding between the main representatives of the local shipbuilding and ship repair industry. The aim is to set up a new company, tentatively named Reunion Oceans Dock, that will bid to be the operator of the new floating ship repair dock in Port Ouest;
- On 14 February, Mr Robin lunched informally with delegation members and fishing industry professionals at a reception held at the staff social club.



## Eric Legrigeois presents the Commander of the Port Naval Base with a commemorative item for the MISTRAL

Before the Mistral helicopter carrier left Port Reunion on 6 May to take part in France's "Resilience" operation, Mr Legrigeois presented a handcrafted memento symbolising Reunion Island to the Commander, who was represented by the Port's Naval Base Captain, Arnaud Paquet.

## Port Reunion Special WEBINAR, 3 December



On 3 December, GPMDLR organised its first international online presentation entitled Port Reunion: the safe and risk-free gateway to Europe in the Indian Ocean.

Discussions focussed around post-COVID logistics issues. This first webinar was a great success, drawing 431 participants from 55 different countries! Two more are already scheduled for 2021.



## Technical stop for SODEBO ULTIM 3 on 17 December

The trimaran was attempting a round-the-world sailing record, but damage forced the crew to abandon the race. Repairs were carried out at Port Reunion before the boat returned to its base in Lorient. On 22 December, Mr Legrigeois presented skipper Thomas Coville with a souvenir of Port Reunion.

## Eco-City Partnership Development Project signed

On 10 December the Partnership Development Project (PPA) for the West Coast Inter-Council Partnership (TCO) Eco-City was signed at TCO headquarters by the Prefect of Reunion Island and the TCO Chair. The project spans the decade 2020-2030, and encompasses 14 development projects, including the Rear Port Zone. The Chair of GPMDLR's Executive Board was invited to co-sign this PPA, alongside the Mayors of Le Port, La Possession and Saint-Paul.



## New port management software S-WiNG Réunion launched

Port Reunion has a new digital system since 1st December, S-WiNG Réunion. Developed by HAROPA at Le Havre, S-WiNG brings together declarations, management, planning, organisation and operational monitoring of port calls all in one place.



# 4 ACTIVITY BY SECTOR AND TERMINAL

## VOLUMES BY SECTOR (TONNES)

GPMDLR terminals played an active part in maintaining the Port's resilience during the COVID crisis by adopting physical distancing as early as March, and by organising "sealed shifts" of technical and operational teams to reduce the likelihood of staff becoming infected by the coronavirus.

### 2020: AN UNPRECEDENTED CRISIS WITH A DIRECT IMPACT ON VOLUMES

**5.35** MILLION TONNES  
(EXCLUDING NRL\* MATERIAL)

**-4%**

COMPARED  
WITH 2019

**-13%**

PASSENGER TRAFFIC  
TRANSSHIPMENT

**+7%**

FOR DRY BULK  
CARGO

Type of traffic	2016	2017	2018	2019	2020	Trend
Dry bulk cargo	1,239,229	1,210,152	1,201,640	1,077,627	1,157,271	+7%
Liquid bulk cargo	897,389	889,525	913,046	932,408	796,357	-15%
Containerised goods excluding transshipment	1,830,007	1,815,823	1,787,077	1,854,221	1,920,293	+3.6%
Containerised goods including transshipment	1,080,675	1,342,878	1,061,356	1,620,360	1,402,985	-13%
Other goods Miscellaneous	49,975	47,396	35,284	19,359	18,373	-5%
Roll-on/Roll-off	58,261	58,092	61,567	60,625	48,617	-20%
Sub-total (excluding NRL* material)	5,155,536	5,363,866	5,059,970	5,564,600	5,343,896	-4%
NRL* material	77,258	222,356	225,179	350,772	0	-100%
<b>Total volumes</b>	<b>5,232,794</b>	<b>5,586,222</b>	<b>5,285,149</b>	<b>5,915,372</b>	<b>5,343,896</b>	<b>-10%</b>

\*NRL = offshore coastal highway

## SHIP VISITS



**-13%**  
**VISITS**

This drop is directly related to the disruption of regular container lines during the first wave of the pandemic, and the suspension of cruise ship visits during the 2020-2021 cruise season.

Note that vessels at anchor for crew changes are not included in statistics. The number of visits for other types of traffic remained relatively unchanged.

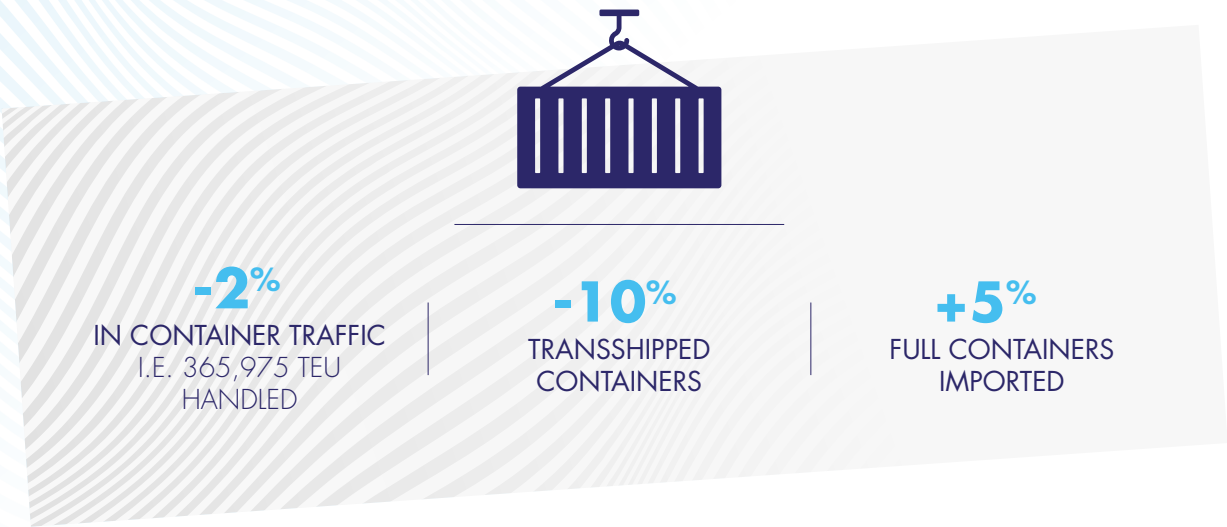
	2016	2017	2018	2019	2020	Trend
Number of Vessels	679	644	588	596	519	-13%





# 4.1 GENERAL CARGO

## 4.1.1 CONTAINERS (TEU)



Year	Import/Export		Transshipment		Total		Trend	
	TEU	Tonnes	TEU	Tonnes	TEU	Tonnes	TEU	Tonnes
2016	250,500	1,830,007	73,948	1,080,675	324,448	2,910,682	+ 31%	+ 23%
2017	244,459	1,815,823	88,295	1,342,878	332,754	3,158,701	+ 3%	+ 8%
2018	253,162	1,787,077	83,258	1,061,356	336,420	2,848,433	+ 1%	-1%
2019	263,999	1,854,221	111,075	1,620,360	375,074	3,474,581	+11%	+22%
2020	266,141	1,920,293	99,833	1,402,985	365,975	3,323,278	-2%	-4%

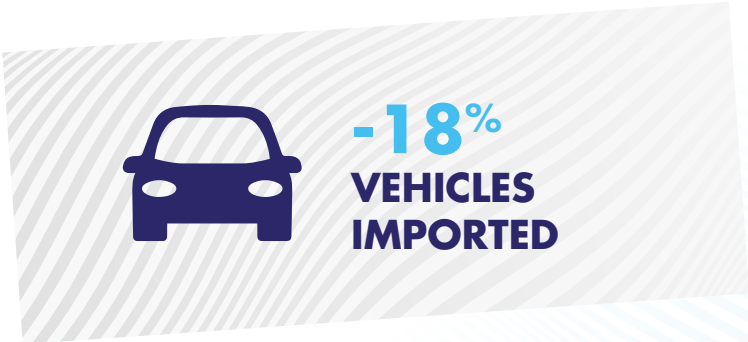


## 4.1.2 CONVENTIONAL

Conventional traffic remained more or less at 2019 levels. These volumes are explained by the need for goods and materials for construction sites, in particular for projects such as the future Saint-Denis river bridge, explain these volumes.

Year	2016	2017	2018	2019	2020	Trend
Tonnages	49,975	47,396	35,284	19,359	18,373	-5%
Number of stopovers	10	10	9	4	7	+75%

## 4.1.3 ROLL-ON/ROLL-OFF



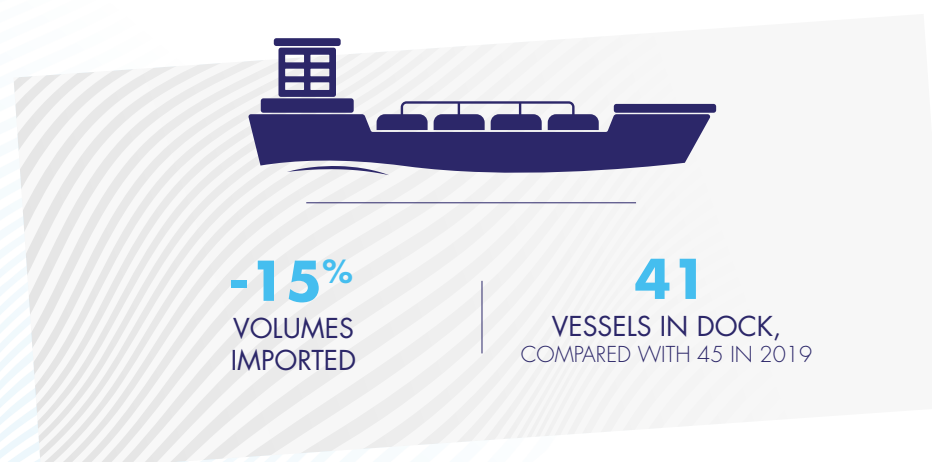
Year	2016	2017	2018	2019	2020	Trend
Number of vehicles	34,526	35,318	38,393	35,315	28,865	-18%
Number of stopovers	37	38	37	39	42	+8%





## 4.2 LIQUID BULK CARGO

Following a steady increase in recent years, imported volumes of liquid bulk are now seeing a fall. Volumes were significantly impacted by the pandemic, particularly kerosene.



### 4.2.1 PETROLEUM PRODUCTS

#### BITUMEN

Two bitumen vessels docked in 2020, which is 1 less than in 2019. Imported tonnage was down 27%, a result of difficult conditions in the building industry during the COVID-19 pandemic.

#### PETROL

Petrol imports dropped by 6%, in line with fewer oil tanker visits in 2020 (16 in 2020 compared to 17 in 2019).

#### DIESEL

Diesel remains Reunion's most imported fuel, although imports dropped 8% compared with 2019 – a decrease consistent with the lockdown period.

#### HEAVY FUEL OIL

There were 15 stopovers in 2020 compared with 17 in 2019, leading to a 9% drop in volumes received.

#### LPG

Import volumes grew by 9%, but there was also an increase in traffic as 10 vessels docked in 2020 compared with only 8 in 2019.

#### KEROSENE

With a fall of 37% kerosene saw the biggest decline, as airlines were hit by air traffic restrictions during the COVID-19 crisis.

Products	2016	2017	2018	2019	2020	Trend
Bitumen	5,766	5,204	3,301	6,106	4,462	-27%
Petrol	94,771	92,574	96,271	99,701	94,046	-6%
Heavy fuel oil	171,709	160,378	160,664	202,228	184,146	-9%
Diesel	407,791	394,137	422,467	395,144	365,414	-8%
LPG	21,598	22,956	19,700	20,600	22,419	+9%
Kerosene	168,754	194,276	199,400	200,629	125,871	-37%
<b>Total</b>	<b>870,389</b>	<b>869,525</b>	<b>913,046</b>	<b>932,408</b>	<b>796,357</b>	<b>-15%</b>

### 4.2.2 MOLASSES

No molasses were exported in 2020.

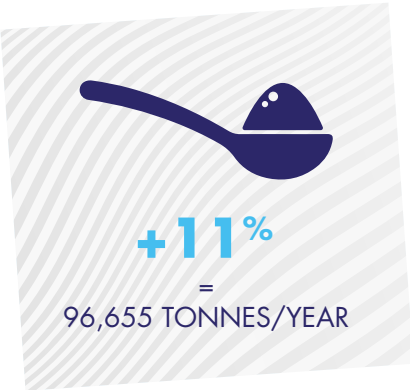




# 4.3 DRY BULK CARGO

## 4.3.1 SUGAR

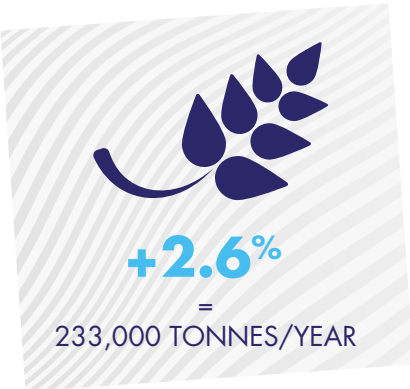
Volumes reflect a better sugar harvest than during the previous two years, which had been adversely affected by weather conditions.



Year	2016	2017	2018	2019	2020
Tonnage of sugar	128,100	106,773	78,505	87,000	96,655
Trend	25%	-17%	-26,5%	+8%	+11%

## 4.3.2 GRAINS

At 233,000 tonnes, grain volumes remained stable in 2020 despite the pandemic.



Products (in tonnes)	Origin	2016	2017	2018	2019	2020	Trend
Wheat	Milling wheat: France Fodder wheat: France and Romania	73,250	72,250	73,238	61,752	59,265	-4%
Maize	France and Romania	85,861	79,186	92,238	95,967	95,473	+0.5%
Barley	France	18,911	24,815	18,496	15,743	22,849	+45%
Soybeans	South America	27,317	18,882	19,668	23,602	25,953	+10%
Other (Sunflower, canola and Soybean pods)	Sunflower/canola: France and Romania Soybean pods: South America	33,812	31,785	23,628	32,221	29,857	-7%
Trend		239,151	226,938	227,269	229,285	233,398	+2%



## 4.3.3 COAL

The higher tonnage in 2020 was due to the increased number of port calls: 12 in 2020 compared with 11 in 2019.

Year	2016	2017	2018	2019	2020
Coal tonnage	617,012	573,770	601,629	548,872	620,412
Trend	-7%	-7%	+5%	-9%	+13%

## 4.3.4 CEMENT/CLINKER

With 6 port calls in 2020 compared to 8 in 2019, volumes decreased due to the slowdown of the building sector.

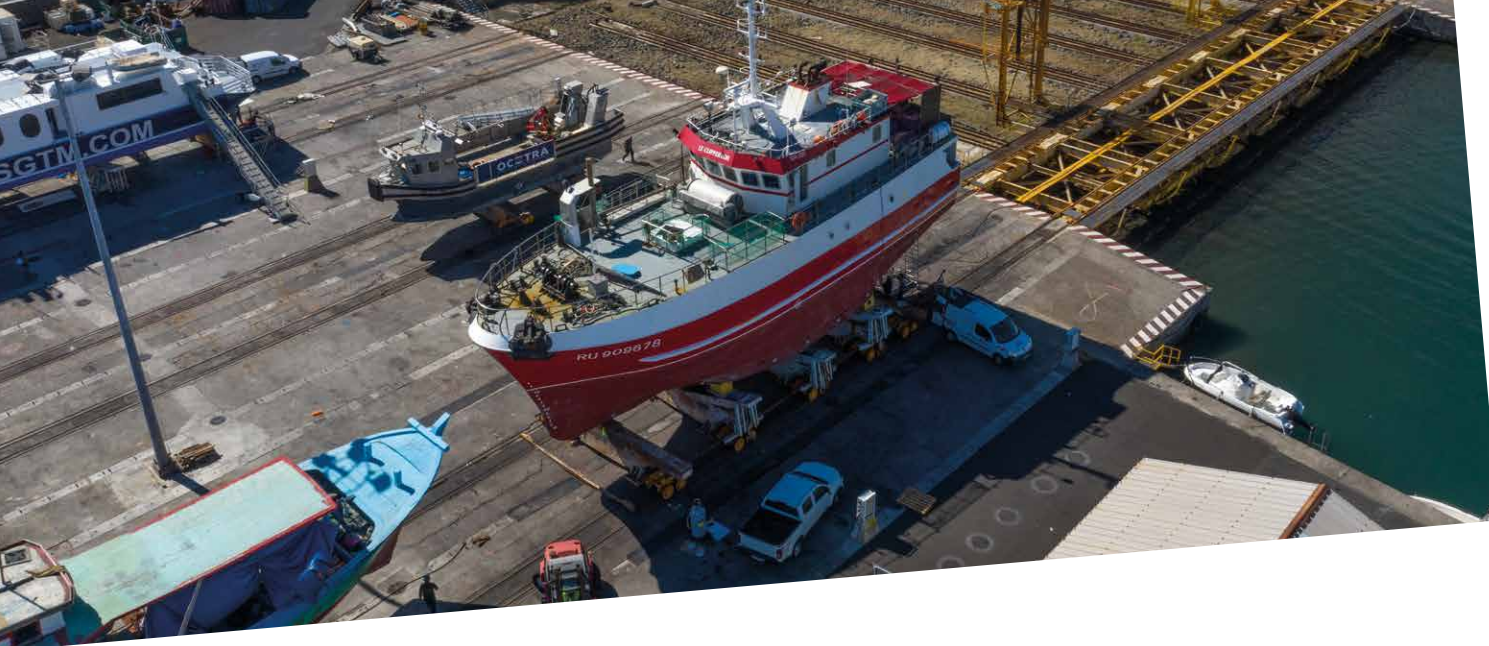
Year	2016	2017	2018	2019	2020	Trend
Cement	53,966	52,205	42,419	58,595	51,051	-13%

Volumes were stable in 2020; note that there were no gypsum imports.

Year	2016	2017	2018	2019	2020	Trend
Clinker	181,000	220,496	209,597	136,525	155,000	+ 13.5%
Gypsum	20,000	9,970	20,000	14,350	0	-100%
Other cement manufacturing by-products (slag, etc.)	-	20,000	20,000	-	-	-
Total clinker & by-products	201,000	250,466	249,597	153,875	155,000	+ 0.7%







## 4.4 CRUISE SHIPS • SHIP REPAIRS • FISHING

### 4.4.1 CRUISE SHIPS



**66,694**  
PASSENGERS  
BETWEEN JANUARY  
AND MID-MARCH 2020

**-44%**  
PASSENGER TRAFFIC  
DUE TO THE WORLDWIDE SUSPENSION  
OF CRUISE OPERATIONS IN 2020-2021

Year	2016	2017	2018	2019	2020	Trend
Number of passengers	74,980	73,309	81,774	118,371	66,694	-44%
Number of stopovers	32	35	37	36	24	-33%

From July to December 2020, the Cruise Terminal was used for crew changes by vessels sailing the Indian Ocean, as the pandemic meant several international locations normally used for this purpose were unavailable. These changes totalled 15,140 crew members – 9,093 of whom passed through the Cruise Terminal – and 1,311 vessels.

### 4.4.2 SHIP REPAIR

In 2019, GPMDLR carried out 324 manoeuvres using the cross slipway and the Roulev ship hoist. Although this is slightly lower than previous years, activity held up well despite repairs coming to a complete standstill during the two-month lockdown.

Provision of services	Indicators	2017	2018	2019	Total
ROULEV	Number of lift-outs / hoists	181	165	165	160
	Number of float-outs	150	143	135	132
	<b>Total</b>	<b>331</b>	<b>308</b>	<b>300</b>	<b>292</b>

SLIPWAY	Number of lift-outs	19	21	23	17
	Number of float-outs	22	23	21	15
	<b>Total</b>	<b>41</b>	<b>44</b>	<b>44</b>	<b>32</b>

### 4.4.3 FISHING



**+3.5%**  
**SALES OF ICE**  
THE NEW SG4 ICE SILO DELIVERS!

Year	2017	2018	2019	2020	Trend
Tonnage of ice sold	1,956	1,811	2,906	3,009	+3.5%





# 5 INVESTMENTS

## 5.2 OUTLOOK

Despite the pandemic GPMDLR continues to make progress with its strategic plan.

## 5.1 OVERVIEW

€11,537,000 OF INVESTMENTS  
= 81% OF THE 2020 REVISED BUDGET (€13,865,000)

€1,130,000 TOTAL AMOUNT OF INVESTMENT GRANTS RECEIVED FOR THE 2020 FINANCIAL YEAR.

### FOCUS ON PROJECTS REQUIRING MAJOR INVESTMENTS IN 2020

#### GENERAL CARGO :

€177 000: Rear running rail of container gantry cranes  
€432 000: Upgrading the cruise terminal  
€850 000: Organising & securing Port Est:

#### SHIP REPAIRS:

€93 000: Construction of a floating dock

#### ENVIRONMENT & MARITIME MAINTENANCE:

€440 000: Dry docking & refit of the barge Marie-Jeanne  
€150 000: Reconstruction & repair of dike & jetty armour units

#### PROPERTY:

€2 897 000: New head office  
€1 533 000: Miscellaneous work and installations

#### DRY BULK & LIQUID BULK CARGO:

€105 000: Hydrocarbon unloading arm  
€115 000: Transfer of the oil berth to Quay 21  
€100 000: Modernisation of the Sugar Terminal

#### ICT:

€550 000: IT equipment + software master plan

#### FISHING:

€575 000: Rebuilding Berth 1  
€96 000: Purchase of SG4

#### MISCELLANEOUS MOVABLE ASSETS, VARIOUS MATERIAL AND EQUIPMENT:

€763 000: Purchase of trucks, vans and vehicles  
€607 000: Miscellaneous movable assets, various material and equipment  
€380 000: Acquisition of vacuum sweepers  
€264 000: Acquisition of a wheeled loader

€32.6 MILLION

OF PROJECTED INVESTMENTS UNDER THE INITIAL 2021 BUDGET

OF WHICH

€7.2 MILLION

OF PROJECTED GRANTS

22%

OF THE TOTAL 2021 INVESTMENT PROGRAMME

Investments slated for the "general cargo" category form an important part of our Strategic Plan, with these key objectives:

- Ensuring continued volumes through optimising management of ground areas and flow, improving Port Est access, and renewing equipment as needed.
- Continuing refurbishment and maintenance to keep existing gantry cranes in working condition, and renovating crane runways
- Continuing with quay specialisation: transfer of the oil berth (through a grouping agreement between GPMDLR and Reunion's petroleum product distributor).
- Reorganising and securing Port Est: building on studies begun in 2019 to design a scheme that increases storage capacity.
- Targeted interventions: setting up a new fleet of iso-refrigerated containers, and developing open storage areas to replace the area where NRL construction site piers were precast.
- Supporting ALBIOMA's energy transition: acquisition of a port crane.

Other significant investment projects for 2021 relate to the renovation and modification of the Sugar Terminal; renewal of the hydrocarbon unloading arm; modernisation of ship repair equipment through the procurement of a boat lift and floating dock; and the renovation and improvement of Port Est lighting.

Lastly, we are continuing to study plans for reconstructing Berth 1, developing the Rear Port Zone, and installing new head offices at the Engineers' Houses.





# 6 SOCIAL AND ENVIRONMENTAL DATA

## 6.2 EMPLOYMENT

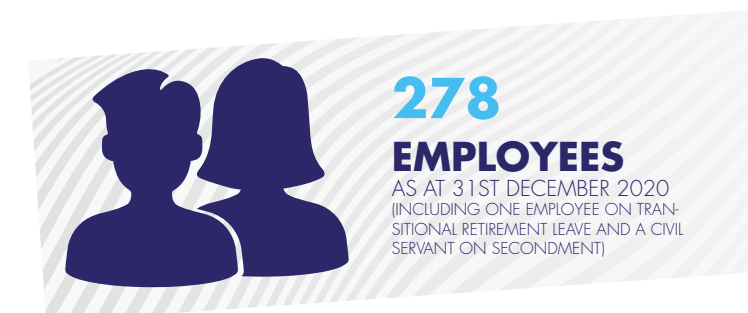
## 6.1 LABOUR ORGANISATION AND RELATIONS

- The COVID pandemic caused a lot of upheaval in 2020. With the support of our workforce and the port community as a whole, we were quickly able to activate our Business Continuity Plan (BCP) once lockdown as announced. This allowed us to maintain our level of service for port users and clients, through measures such as setting up a shift roster, and we were able to ensure most of the Port's work continued.
- The BCP also enabled members of staff to work remotely, and those who can, still do so today. The GPMDLR's 2020 mandatory annual negotiation agreement clarified the terms and conditions for home working.
- As acknowledgement and thanks for the personal investment of staff whose efforts ensured the BCP ran smoothly, GPMDLR management introduced a one-off "COVID-19 Bonus" for 2020, in addition to the purchasing power bonus.
- At the time of writing the BCP is still in place, and is regularly updated in line with official guidelines to reduce the flow of people on the premises.
- On the corporate organisation front, June 2020 saw a Head of Occupational Safety & Health (OSH) join the Human Resources and Communication Department, I-who was designated GPMDLR's Point of Contact for COVID-19. In addition to updating the risk assessment document, the OSH unit has begun work on preempting psychosocial occupational hazards, and improving the quality of life in the workplace.
- In November GPMDLR welcomed its first doctoral student employee, under the terms of an Industrial Agreement for Training through Research grant. The post-holder is supervised by France's National Research and Technology Association. Over a three-year period, the research project – conducted in partnership with the University of Reunion Island – will study mesophotic coral ecosystems off Reunion to help preserve GPMDLR's natural heritage.
- In a boost for labour relations, an agreement to establish a "time bank" was signed in 2020, giving staff the opportunity to save and accumulate time off in lieu or reduced working days. Grounds for requesting banked time are mainly related either to important family events or to GPMDLR's environmental commitments (e.g. purchasing an electric vehicle). Signing this agreement had to be combined with amendments to GPMDLR's Site Agreement – Rules for Staff Management negotiated under the unified national collective bargaining agreement.

20 JOINT LABOUR MANAGEMENT MEETINGS TOOK PLACE IN 2020:

- 2 HSC COMMITTEE MEETINGS

## 6.2 EMPLOYMENT



GPMDLR's permanent workforce increased to 256 employees (compared with 245 in 2019), as employees on fixed-term contracts were given permanent contracts.

### Total workforce by contract type

	Operatives	Supervisors	Managerial Staff	Total
Permanent contracts	129	76	51	256
Fixed-term contracts	20	1	1	22
<b>Total</b>	<b>149</b>	<b>77</b>	<b>52</b>	<b>278</b>

### Total workforce by category and gender

	Operatives	Supervisors	Managerial Staff	Total
Women	12	19	14	45
Men	137	61	35	232
<b>Total</b>	<b>149</b>	<b>80</b>	<b>49</b>	<b>278</b>







## 6.3 SKILLS TRAINING

In 2020, our skills development plan focused on the 2019-2023 Strategic Plan goals:



DEVELOPING  
MANAGERIAL CULTURE



BETTER  
LANGUAGE SKILLS



DIGITAL TRANSITION BY  
DEMATERIALISING PROCEDURES

While traditional training methods are still on offer, modernisation continues with the introduction of remote learning (virtual classrooms, e-learning, etc.) as a response to pandemic restrictions. However, courses held chiefly in mainland France have been postponed as has other non-statutory training.

Training in 2020 by gender and category

	Operatives	Supervisors	Managerial Staff	Sailors	Harbour Masters	Total
Women	4	4	22			30
Men	70	27	24	2	9	132
<b>Total</b>	<b>74</b>	<b>31</b>	<b>46</b>	<b>2</b>	<b>9</b>	<b>162</b>

Following the changes made during 2020 to the Personal Training Account (PTA) system, a week devoted to PTA was held for GPMDLR staff in November. It aimed to support those employees who had not yet done so in creating their PTA account, and to give them key information about how the system works. Some 102 staff members took part.

## 6.4 ENVIRONMENT & DEVELOPMENT

### ■ SUSTAINABLE DEVELOPMENT AND MANAGEMENT PLAN (PA2D)

#### « LA RYEL DES DOCKS » RACE

In line with its "Entrepreneurial spirit" theme focusing on well-being at work – and to pay tribute to 134 years of Port Ouest – the PA2D team organised "La Ryel des Docks" on Saturday 15 February 2020, a 7-km race for staff and their families. This sociable occasion was enjoyed by all!

#### GPMDLR MOBILITY PLAN

GPMDLR has started to develop its Mobility Plan, with the aim of devising solutions tailored to each employee so that they can get around in an efficient and environmentally responsible manner.

The PA2D team took a participatory approach to drawing up specifications for the consultation, which was launched in 2020. In December that year the TRANSDEV/SEMTO group was contracted to work with the PA2D team on bringing the project to fruition.



Photo prise avant la crise sanitaire du COVID-19





#### ■ AIR QUALITY MONITORING

GPMDLR is partnering with ATMO RÉUNION to monitor air quality. A study will determine the impact of the Port's operations on the environment, identifying levers and actions to take in order to better control – and even reduce – emissions.

In 2020, micro-sensor monitors were installed at 20 sites in Port Est and Port Ouest to measure air quality for approximately twelve months.

#### ■ UPDATE ON THE ENERGY AUDIT AND GREENHOUSE GAS APPRAISAL

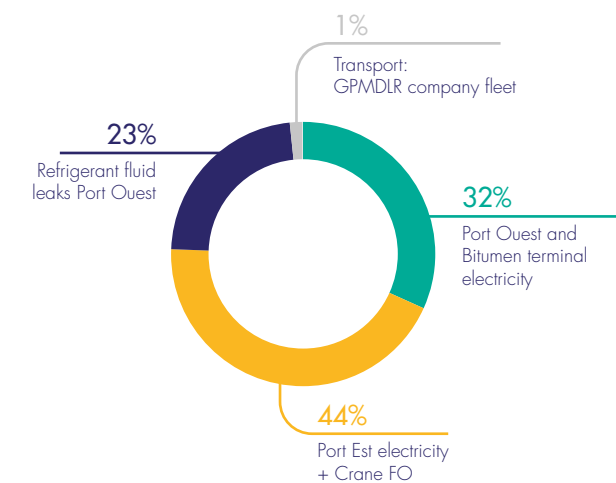
Regulations require GPMDLR to have an energy audit of its operations carried out every four years by independent, qualified auditors.

As this energy audit was last conducted in 2016, GPMDLR asked ÉCO STRATÉGIE RÉUNION to review and update it to identify any potential energy savings, and offer recommendations for improvement. The results revealed:

Additionally, an appraisal of greenhouse gas emissions was carried out by consultancy ISODOM. The results revealed:

**2019 GHG EMISSIONS**  
= 15,260 tCO<sub>2</sub>eq

Summary: GHG emissions by category, in %



#### ■ RECOMMENDATIONS

##### ELECTRICITY

- Implement the 2019 energy audit recommendations, and continue with ongoing or planned initiatives
- Raise awareness among employees of environmentally friendly best practices

##### REFRIGERANT FLUID LEAKS

- Anticipate a future ban on certain fluids (R404A, R507C, R410A), and plan to replace them with fluids that have low Global Warming Potential (e.g. R32)
- Improve preventive maintenance to avoid and reduce leaks.

##### COMPANY FLEET

- Continue initiatives aimed at improving the fleet's energy efficiency
- Consider setting up charging stations using self-consumption renewable energy systems
- Adapt the fleet to the findings and results of the mobility plan
- Set up monitoring and management of fleet performance
- Encourage limited use of vehicles (advocate cycling, carpooling, video-conferencing, working remotely, etc.)
- Schedule training & awareness-raising sessions about energy-efficient behaviours



13 GWh of electricity consumed  
→ more than 1.3% of PEI production  
12 GWh in 2015

15 GWh of final energy consumed  
16 GWh in 2015

**2019**

€1,958,373 (including tax) in invoices  
€1,869,307 including tax in 2015

9 300 tonnes of CO<sub>2</sub> equivalent  
10,372 tonnes of CO<sub>2</sub> equivalent in 2015



### ■ ENGINEERS' HOUSES DEVELOPMENT AT PORT OUEST

The Supervisory Board meeting in June 2019 approved the launch of the « Engineers' Houses Development project at Port Ouest, with a total budget of €10 million before tax. In December 2020, L'Atelier Architectes was tasked with renovating the three Engineers' Houses, and preliminary studies began in January 2021.

For GPMDLR this project is a chance not only to restore the municipality's oldest port site and accommodate its new head office, but also to create the Port Centre, which will act as a link between town and port.

The project consists of 2 phases:

- Renovation of the three Engineers' Houses, their gardens, and outbuildings, with the creation of a car park
- Building the new head office, Port Centre, and public spaces



### ■ CALL FOR "CONNECTING EUROPE FACILITY" (CEF) PROPOSALS

As part of its plan to increase storage capacity at the container terminal and future-proof it in the face of global heating, GPMDLR has launched a project to devise a climate change adaptation strategy for the facilities, infrastructure, and operations of Port Est (expanded to include Port Ouest). The study was awarded to environmental engineering consultants ARTELIA in April 2020.

### ■ PRELIMINARY TECHNICAL AND ECONOMIC FEASIBILITY STUDY FOR DEVELOPING THE REAR PORT ZONE

After conducting a site survey (Phase 1) and a Constraints and Opportunities analysis (Phase 2), a traffic simulation was carried out to gauge the complexity of exterior road access to the RPZ, and measure the impact of any development on traffic. Different scenarios will be outlined in Phase 3.

GPMDLR also began a preliminary study on rerouting Jesse Owens Street, which will encompass related issues such as securing road access to the Port Réunion cruise terminal and upgrading Antonin Artaud Street. The study, carried out by EGIS, began in April and will be delivered in October 2021.

### ■ RENEWING THE REAR PORT ZONE PGI

On 15 July 2020, GPMDLR secured a three-year renewal of official Decree No. 4232 dated 14 August 2014, qualifying the Rear Port Zone development project as a Project of General Interest (PGI). The PGI designation makes the various urban planning documents compatible with the Rear Port Zone development project, notably the local urban planning programme of Le Port municipality, which was revised in 2018 and amended in 2019.

Meanwhile, GPMDLR has agreed with the main landowner, Réunion's Departmental Council, on how to optimise the site, safeguarding the port's interests while also opening up discussions to various stakeholders such as the French Government, Réunion's Regional Council, the West Coast Inter-Council Partnership, the municipalities of Le Port and La Possession, the Eco-City public interest group, and the local business community. After Supervisory Board validation on 17 September, the Departmental Council's standing committee voted in favour of the proposal on 16 December.

Several technical and regulatory phases still need to be completed before the first phase of the Rear Port Zone development project is set in motion in mid-2022.



# 1 GOVERNANCE



## 7.1 SUPERVISORY BOARD

The Supervisory Board is made up of 17 members, whose main responsibilities are to establish the port's Strategic Plan, and provide ongoing oversight of its management. Approval of GPMDLR's pricing policy and budget also fall within its purview.

The Supervisory Board met four times in 2020 – in March, June, September and November. Three of these meetings were held with some participants attending online.

### STATE REPRESENTATIVES

- Jacques Billant, Prefect of Reunion Island  
Substitute: Pascal Gauci (SGAR)
- Michel Laffitte, General Director of Public Finance - Chair of the Audit Committee
- Eric Mevelec, Director of Mer Sud OI
- Philippe Grammont, Director of Environment, Development and Housing for Reunion Island

### LOCAL AUTHORITY REPRESENTATIVES

- Olivier Hoarau, Representative of the Municipality of Le Port – Chair of the Supervisory Board
- Henry Hippolyte, Representative of the TCO West Coast Inter-Council Partnership, replaced by Emmanuel Seraphin, elected TCO Chair
- Dominique Fournel, Representative of the Regional Council – Member of the Audit Committee
- Sergio Erapa, Representative of Reunion Island's Departmental Council – Member of the Audit Committee

### STAFF REPRESENTATIVES

- Jean-Michel Payet, Representative of managerial and similar grades of staff
- Sylvio Lerivain, Staff representative
- Giovanni Filain, Staff representative

### QUALIFIED INDIVIDUALS

- Shenaz Bagot, Appointed by the State – Member of the Audit Committee
- Anita Germond-Masson, Appointed by the State – Vice-Chair of the Supervisory Board – Member of the Audit Committee
- Alain Gaudin, Appointed by the State
- Cyrille Seraphin, Elected representative of the Reunion Chamber of Commerce
- Cyrille Rickmounie, Elected representative of the Reunion Chamber of Commerce – Member of the Audit Committee
- Bernard Robert, Elected representative of Reunion Chamber of Commerce

## 7.2 EXECUTIVE BOARD

The Executive Board oversees day-to-day management of the port, and implements the strategic directives adopted by the Supervisory Board. It consists of three members:



Gilles Ham-Chou-Chong,  
Deputy Chief Executive  
Director of General & Legal services



Eric Legrigeois,  
Chief Executive Officer



Henri Dupuis,  
Director of Operations and Trade

## 7.3 DEVELOPMENT COUNCIL

The Development Council is a consultative representative body with 30 members from different professions, organisations, and workplace representation backgrounds, as well as officials from the local authorities and their associations. It gives its opinion on the Strategic Plan and the port's pricing policy. The Regional Director of Customs, Patrice Vernet, is also invited to attend.

### FIRST COLLEGE

#### PORT REPRESENTATIVES

- Jean Brac De La Perriere, Group of Port Handling Companies - Chair of the Development Council
- Yoland Benard, Chair of the Association of Shipowners, Agents and Consignees of Reunion (AACNR)
- Eric Kerverdo, Representative of the marine pilot company of Reunion
- Patrick Thiack Kwan, Representative of the Reunion Island Union of Import and Commerce  
replaced by Jean-Armand Silvestre
- Valérie Espitalier-Noel, Chair of Reunion's Association of Grain Importers – Vice-Chair of the Development Council
- Philippe Collowald, Representative of the Reunion Island Petroleum Products Company
- Tugdual Poirier, Representative of the Reunion Island Freezer Longliners' Union
- Stéphane D'Auria, Representative of the Reunion Island Sugar Producers' Union
- Philippe Leleu, Chair of the Reunion Island Interprofessional Maritime Union (UMIR)

### SECOND COLLEGE

#### STAFF REPRESENTATIVES OF COMPANIES OPERATING IN THE PORT

- Danio Ricquebourg, Staff representative of port handling companies
- Didier Thomas, Staff representative of port handling companies
- Barthélémy Hoarau, Staff representative of other companies

### THIRD COLLEGE

#### REPRESENTATIVES FROM LOCAL AUTHORITIES OR THEIR ASSOCIATIONS LOCATED IN THE PORT DISTRICT

- Bernard Picardo, Regional Council Representative
- Dominique Fournel, Regional Council Representative

- Sergio Erapa, Representative of Reunion Island's Departmental Council

- Maryse Dache, Representative of Reunion Island's Departmental Council

- Catherine Gossard, Representative of the TCO West Coast Inter-Council Partnership

- Jean-Claude Maillot, Representative of the TCO West Coast Inter-Council Partnership, replaced by Guylain Moutama

- Jean-Bernard Gaillac, Representative of the Municipality of Le Port  
replaced by Barbara Saminadin

- Armand Mouniata, Representative of the municipality of Le Port  
replaced by Jean-Max Nages

- Jean-Christophe Esperance, Representative of the municipality of La Possession  
replaced by Armand Vienne

### FOURTH COLLEGE

#### QUALIFIED INDIVIDUALS WITH A STAKE IN THE DEVELOPMENT OF THE PORT

- Bernadette Ardon, Chair of Reunion Island's Association for the Study and Protection of Nature (SREPEN)
- Julie Martin, Policy Officer of the local cetacean observation and identification group (GLOBICE)
- François-Xavier Couzi, Director of Reunion's Ornithological Research Association (SEOR)
- Hervé Marodon, Chair of Reunion Island's Transit Agents' Union (TLF)
- Nicolas Cheung Ah Seung, Vice-Chair of the Reunion Island Transit Agents' Union (TLF)
- Farouk Moullan, Manager of T2M
- Maurice Cerisola, Chair of the Maritime Cluster  
replaced by Emmanuelle Hoareau, treasurer of the Maritime Cluster
- Daniel Moreau, Chair of the Reunion Island Association for Industrial Development (ADIR)
- Aristide Payet, Representative of Reunion's Regional Union of Family Associations (UDAF)





**PORT REUNION**  
L'ESPRIT DE L'EUROPE, LE CŒUR DE L'OCEAN INDIEN

**GRAND PORT MARITIME  
DE LA RÉUNION**

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