

An aerial photograph of a coastal city and port, likely Réunion, with a stylized map overlay showing the island's location in the Indian Ocean. The map is semi-transparent and features a network of lines connecting various points. The city below shows a mix of urban development and industrial port facilities, including docks and large storage tanks. The ocean is a deep blue, and the sky is a lighter blue with some clouds.

2019 ANNUAL REPORT

FOREWORD



Olivier Hoarau
Chair, Supervisory
Board



Eric Legrigeois
Chief Executive -
Chair of the Executive
Board

2019 marked the start of a new chapter for Grand Port Maritime de La Réunion, with the 2019-2023 Strategic Plan setting out new goals and a clear roadmap for how to reach them. Building on the achievements of the previous Strategic Plan, we can now pursue well-balanced growth that further leverages the reach of the island and its port facilities, while fully factoring in our environmental and societal responsibilities into consideration.

Naturally we will have to adapt to the lasting after-effects of the COVID-19 pandemic that we have been experiencing since March 2020. But we must not let this distract us from our aims, which have to do with increasing our resilience even in the event of a new crisis.

A review of the last Strategic Plan shows that 2019 set new records for transshipment - with more than 110,000 TEUs handled - affirming our status as a European hub at the heart of the Indian Ocean. Similarly, a 45% rise in cruise passenger numbers bears out the wisdom of past decisions. We warmly commend the contribution of everyone at Port Reunion to these successes.

So it made sense for the new Strategic Plan to drive forward this momentum through significant investment and a dual focus on being a **Sustainable Port and a Connected Port**. But in working toward these goals we cannot ignore the pandemic - some of our strategies may need to be rethought in light of the lessons this unprecedented global crisis is teaching us.

Our first goal is one that we can still pursue wholeheartedly: to be a **Sustainable Port, strengthening links between the port and Reunion Island, developing joint projects, and creating value in terms of jobs, innovation and attractiveness**. Now more than ever it is crucial to foster a partnership approach to major projects, such as the development of the Rear Port Zone. This interrelatedness between port and island - which also hinges on energy transition and biodiversity conservation - is pivotal to our vision.

As for being a “Connected Port” - boosting the connectivity of maritime routes, developing high added value sectors like the blue economy, and improving overall infrastructure performance - this remains a meaningful goal, especially in the context of the southern Indian Ocean. Post-pandemic, shipping companies will be examining the performance and resilience of their networks. The market is likely to see a shift towards complementary regional trade, perhaps against a backdrop of shrinking intercontinental traffic. Companies will no doubt try and optimise distribution in order to offer clients a broader range of solutions.

This new landscape will allow our hub to demonstrate all its added value, thanks to the quality of service and expertise we offer. It is up to us to make Reunion Island even more attractive as a destination. We will also be expanding our offering, with the Ocean Workshops project helping establish us as a leading port in the southern Indian Ocean powering the blue economy.

Despite the turbulent times, we believe these challenges remain realistic as they build on our existing achievements and on a vision shared with Reunion Island. This foreword has broken with tradition to look beyond the standard overview, setting out prospects for the future. Staying within those limitations would have been a disconnect in the face of the current crisis. In acknowledging the trials ahead of us and the scale of the impact means we are apprehending the difficulties but also, more importantly, identifying the opportunities to be seized. We owe it to Reunion Island and to all those working in Port Reunion who, despite the uncertainty of these past weeks, have stayed the course and - together with the entire port community - fulfilled the crucial role of keeping our island supplied.

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MILESTONES: HIGHLIGHTS OF 2019

1st Environmental Ship Index Award ceremony at the marine terminal. Port Reunion is the first Indian Ocean port to adopt this indicator, set up in 2018 to promote clean shipping. Awards were given to four companies, CMA-CGM, GMC Shipping, Roxana Shipping and Carnival PLC.



New ice silo No. 4 inaugurated at Port Ouest, in the presence of Jacques Billant, Prefect of Reunion Island, Olivier Tainturier, Sub-Prefect of Saint-Paul, members of GPMDLR's Supervisory Board, and representatives of the fishing industry. This new, fully-automated facility operates on a self-service basis round the clock, 7 days a week, to provide better working conditions for fishing workers.



GPMDLR took part in the 3rd Port du Futur contest in Lille. This contest rewards ports that have developed innovative projects with a company and/or research laboratory. GPMDLR presented its Natural Heritage Master Plan (NHMP) in the Environmentally-friendly Infrastructures and Processes category and ranked among the top 11 out of 75 projects entered in this year's contest.



Our new website launched: reunion.port.fr

Report on the results of a French National Institute of Statistics & Economic Studies (INSEE) study on the industrial and port complex between 2012 and 2016. Key data: 4,820 employees in 2016, that's 290 more jobs than in 2012 (13% increase); 520M of added value i.e. 7% of the island's total added value; 1,800 potential new jobs, with the development of the Rear Port Zone.



12 MARCH

22 AUGUST

12 SEPTEMBER

25 SEPTEMBER

1ST OCTOBER

28 OCTOBER

2019

8 MARCH



Jean Frédéric Laurent's leaving do, followed on 13 March by Eric Legrigois taking on the role of acting Chair of the Executive Board. His appointment was made permanent at the Supervisory Board meeting of 9 May.

19 - 21 MARCH

21st Intermodal Africa fair in Djibouti: the largest ports, shipping and logistics expo and conference on the African continent. As well as holding a stand at the exhibition, Port Reunion gave a presentation on "Port Reunion, A Gateway to Europe in the Indian Ocean"



29 AUGUST

MSC MADHU B docked at Port Est. This is the largest container vessel that Reunion has ever received, with a capacity of 12,236 TEU. The MSC MADHU B is an impressive size: 330 m long, 48.20 m wide and with a draft of 14.40 m. The stopover was also exceptional for another reason, with around 3,500 containers handled in just three days. Receiving this type of vessel consolidates Port Reunion's position as a transshipment hub.



17 SEPTEMBER



Eric Legrigois and Stéphane Fouassin, Chair of Reunion Island's tourism board (IRT), signed a **partnership agreement** to carry out passenger surveys during the next cruise season in order to get a better idea of passenger profiles and their expectations as tourists.

GPMDLR wins an award at the 2019 H d'Or Trophies

The Trophies are jointly organised by MEDEF Reunion (a federation of employers) and a French non-profit that helps workers with a disability get into the workforce and hold down a long-term Reunion, the H d'Or Trophies reward employers working to promote the professional integration and employee retention of people with disabilities. GPMDLR scooped top prize in the "Employee Retention in Organisations with over 250 Employees" category for its retraining opportunities that supported the career development of two employees.



24 OCTOBER
12 NOVEMBER



Inaugural port calls for the 2019/2020 cruise season: COSTA MEDITERRANEA and MSC ORCHESTRA



ACTIVITY BY SECTOR AND TERMINALS

VOLUMES BY SECTOR (TONNES)

Overall volumes were nearly 5.9 million tonnes in 2019 thanks to transshipment; it is worth noting that even the world's major ports no longer achieve such growth.

TYPE OF TRAFFIC	2015	2016	2017	2018	2019	CHANGE
Dry bulk cargo	1 336 833	1 239 229	1 210 152	1 201 640	1 077 627	-10%
Liquid bulk cargo	856 626	897 389	889 525	913 046	932 408	+2%
Containerised goods excluding transshipment	1 935 282	1 830 007	1 815 823	1 787 077	1 854 221	+4%
Containerised goods incl. transshipment	427 356	1 080 675	1 342 878	1 061 356	1 620 360	+53%
Miscellaneous other goods	42 835	49 975	47 396	35 284	19 359	-45%
Roll-on/Roll-off	56 867	58 261	58 092	61 567	60 625	-2%
Sub-total (excluding NRL material)	4 655 989	5 155 536	5 363 866	5 059 970	5 564 600	+10%
NRL material	562 781	77 258	222 356	225 179	350 772	+56%
TOTAL VOLUMES	5 218 770	5 232 794	5 586 222	5 285 149	5 915 372	+12%



SHIP VISITS

Following a downward trend over three consecutive years, the number of ship visits increased again in 2019. This slight uptick is mainly due to a greater number of weekly slots for visits, and the arrival of new shipping lines.



NUMBER OF VESSELS	2015	2016	2017	2018	2019	CHANGE
	537	679	644	588	596	+1%

4.1 GENERAL CARGO

4.1.1 | CONTAINERS (TEU)

Container traffic continued to increase, reaching a total of 374, 869 TEUs handled.

	IMPORT/EXPORT		TRANSSHIPMENT		TOTAL		CHANGE	
	TEU	TONNES	TEU	TONNES	TEU	TONNES	TEU	TONNES
2015	247 263	1 935 282	24 039	427 546	248 302	2 362 828	+ 3%	+ 11%
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%



+11%
CONTAINERISED
VOLUMES



110 000 EVP
A NEW RECORD
FOR TRANSSHIPMENT



4.1.2 | CONVENTIONAL



With the completion of the offshore coastal highway (NRL) viaduct, conventional cargo saw a 45% fall in imported tonnages.

YEAR	2015	2016	2017	2018	2019	CHANGE
Tonnages	42 835	49 975	47 396	35 284	19 359	-45%
Number of stopovers	5	10	10	9	4	



4.1.3 ROLL-ON/ROLL-OFF



Despite an 8% fall, the number of vehicles imported remains high with 35,315 units over the year, i.e. an average of nearly 100 vehicles every day.

YEAR	2015	2016	2017	2018	2019	CHANGE
Number of vehicles	32 933	34 526	35 318	38 393	35 315	-8%
Number of stopovers	25	37	38	37	39	



4.2 LIQUID BULK CARGO

LIQUID BULK CARGO INCREASES



NUMBER
OF VESSELS
DOCKED



4.2.1 | PETROLEUM PRODUCTS

BITUMEN

As in 2018, there were three arrivals in 2019, but imported tonnage increased by 85%. This was due to a one-off order for bitumen to complete construction work on the offshore coastal highway (NRL), along with the client's optimisation of supply quantities.

GPL

LPG volumes, which are received at Berth H, West Port, were largely unchanged for 2019, with only a slight increase due to the carrying capacity of the vessels chartered for this purpose.

HEAVY FUEL

Berth 20 received 17 visits compared with 14 in 2018. This resulted in a 26% increase in quantities received, due to greater demand from the Port Est power plant – especially during maintenance of one of Albioma's bagasse-burning power plants – and a drop in production at hydroelectric power stations due to low rainfall during the rainy season.

There was a drop in the number of vessel visits supplying Reunion Island's Petroleum Products Company (SRPP) from Berth 10 at Port Est.

DIESEL

Diesel remains Reunion's most imported fuel, although it dropped 8% compared with 2018; this is in line with the number of port calls in 2019.

PETROL

Petrol imports grew by 4% despite fewer oil tanker visits in 2019 (17 in 2019 compared to 18 in 2018).

KEROSENE

Kerosene volumes remained stable despite the difficulties encountered by some airlines.

PRODUCTS	2015	2016	2017	2018	2019	CHANGE
Bitumen	4 465	5 766	5 204	3 301	6 106	+85%
Petrol	88 127	94 771	92 574	96 271	99 701	+4%
Heavy fuel oil	149 275	171 709	160 378	160 664	202 228	+26%
Diesel	393 043	407 791	394 137	422 467	395 144	-6%
LPG	20 838	21 598	22 956	19 700	20 600	+5%
Kerosene	169 489	168 754	194 276	199 400	200 629	+0.6%
TOTAL	825 237	870 389	869 525	913 046	932 408	+2%

4.2.2 | MOLASSES

Molasses export volumes vary widely. This sugar refinery by-product is increasingly being used locally to produce ethanol for the Albioma combustion turbine in Saint-Pierre. As a result, volumes are expected to continue decreasing over the medium term.

However it is essential for the resilience of the entire sugar cane industry that the port facilities be maintained, as a variety of circumstances can affect the market for this product. This means that refinery stores can quickly become filled to capacity, and without the additional storage available at the port production would have to stop.

So for the producers this is ultimately more a question of risk management than making use of a by-product.

Port Reunion preserves this activity to support the sugar cane industry as it seeks to develop a circular and sustainable economy.

4.3 DRY BULK CARGO

4.3.1 | SUGAR

2019 was marked by a slight increase in silo sugar, up 4.7% compared with 2018, although overall averages remain relatively low. In addition, faster export throughout the year meant less revenue generated from storage fees.

YEAR	2015	2016	2017	2018	2019
Tonnage of sugar	102 450	128 100	106 773	80 726	87 000
Change	-8%	25%	-17%	-24%	+8%

PORT CALLS IN 2019



SUGAR



GRAINS

4.3.2 | GRAINS

There was a slight increase of 0.7%, making 2019 a very good year overall

PRODUCTS (IN TONNES)	ORIGIN	2015	2016	2017	2018	2019	CHANGE
WHEAT	Milling wheat: France Fodder wheat: France and Romania	32 138	73 250	72 250	73 238	61 752	-16%
MAIZE	France and Romania	105 228	85 861	79 186	92 238	95 967	+4%
BARLEY	France	11 728	18 911	24 815	18 496	15 743	-15%
SOYBEANS	South America	25 845	27 317	18 882	19 668	23 602	+20%
OTHER (Sunflower, canola and soybean pods)	Sunflower/canola: France and Romania Soybean pods: South America	56 244	33 812	31 785	23 628	32 221	+36%
TOTAL		231 183	231 183	226 938	227 269	229 285	+1%

4.3.3 | COAL

The number of port calls for coal imports remained stable at 11 per year. The lower tonnage can be explained by variations in vessels' carrying capacity and a decrease in consumption at Bois-Rouge power plant (due to a shutdown for technical reasons to prepare the plant's transition to biomass).

YEAR	2015	2016	2017	2018	2019	CHANGE
Coal tonnage	664 216	617 012	573 770	601 629	548 872	-9%



4.3.4 | CEMENT/CLINKER

CEMENT

With eight port calls in 2019 compared to five in 2018, imported cement tonnage grew by 38% year on year. This was due to the installation of anti-scour mats to protect the viaduct pillar foundations of the offshore coastal highway.

YEAR	2015	2016	2017	2018	2019	CHANGE
Cement	89 426	53 966	52 205	42 419	58 595	+38%

CLINKER & GYPSUM

The contraction in the number of stopovers in 2019 (three compared with five in 2018) is consistent with the increase in container imports of cement after completion of the offshore coastal highway viaduct.

PRODUCTS (IN TONNES)	2015	2016	2017	2018	2019	CHANGE
Clinker	219 540	181 000	220 496	209 597	139 525	
Gypsum	10 000	20 000	9 970	20 000	14 350	
Other by-products of cement production (slag, etc.)	20 000	-	20 000	20 000	-	
TOTAL	249 540	201 000	250 466	249 597	153 875	-38%



4.3.5 | OFFSHORE COASTAL HIGHWAY WORKS

2019 was the year in which work began on the future offshore coastal highway (NRL) embankment, calling for 343,272 tonnes of material for windrows to transit through Port Reunion.

YEAR	2015	2016	2017	2018	2019	CHANGE
Tonnage of material for NRL construction work	560 000	59 569	222 356	225 179	350 772	+56%



4.4

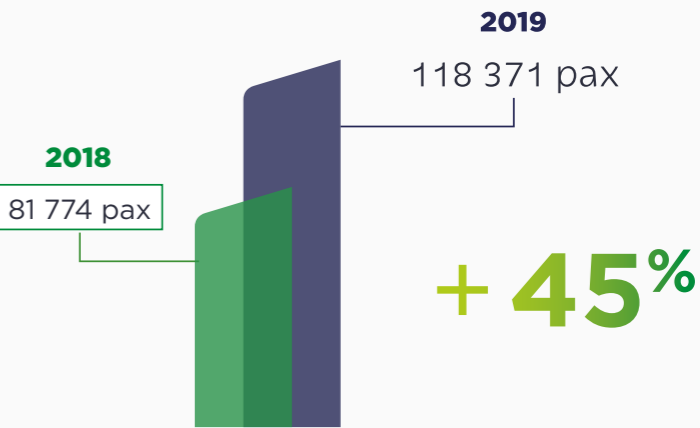
CRUISES

Cruise passenger numbers broke a new record in 2019 with a total of 118,371 including inbound and outbound PAX. The upswing was due to higher passenger occupancy on board cruise ships, along with the fact that some five visits were cancelled in 2018 because of the 'yellow vest' social unrest.

YEAR	2015	2016	2017	2018	2019	CHANGE
Number of passengers	39 834	74 980	73 309	81 774	118 371	+45%
Number of stopovers	22	32	35	37	36	



CRUISE PASSENGER
NUMBERS



4.5 SHIP REPAIRS

In 2019, GPMDLR's ship repair division carried out 344 manoeuvres using the cross slipway and the Roulev ship hoist.

Under the rubric of investing in the renewal of grounding and dredging equipment for ship repairs – part of the 2019-2023 Strategic Plan –

an initial phase of works was carried out on the slipway in 2019 to guarantee its extended lifespan (replacement of the return pulleys). Despite the two-month closure caused by these works, the slipway managed to operate at the same level as in 2018, with 44 operations in total.

SERVICES	INDICATORS	2016	2017	2018	2019
ROULEV	Number of lift-outs / hoists	142	181	165	165
	Number of float-outs	125	150	143	135
	TOTAL	267	331	308	300
SLIPWAY	Number of lift-outs	17	19	21	23
	Number of float-outs	15	22	23	21
	TOTAL	32	41	44	44



4.6 FISHING

The new SG4 ice silo commissioned in mid-2019 was eagerly awaited by the fishing community.

This new facility is better suited to small-scale fishing operations, as it can discharge batches of 200 kg instead of the full tonne discharged by the SG3 silo.



SALE OF ICE
+60%

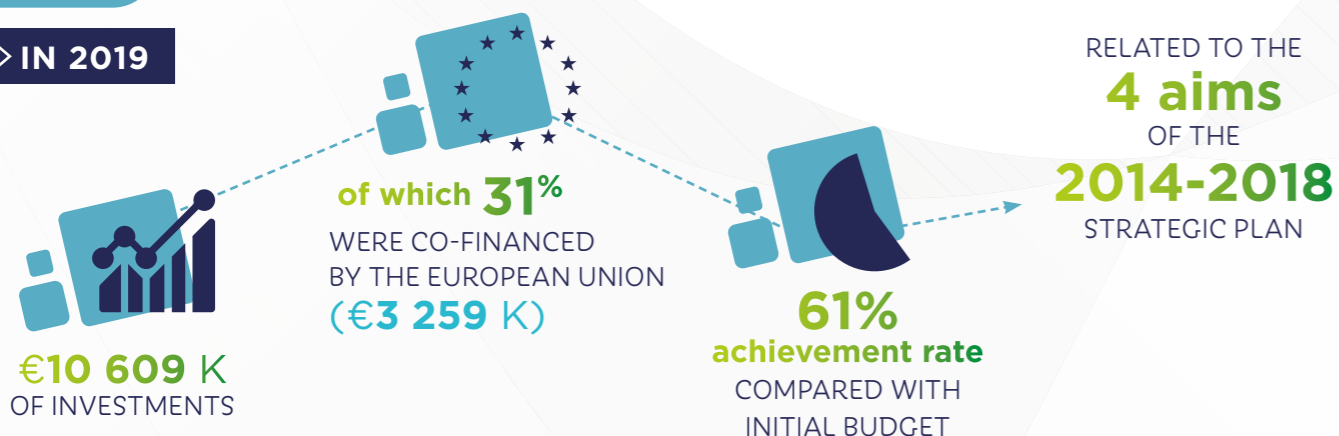
THANKS TO THE NEW
SG4 ICE SILO

YEAR	2016	2017	2018	2019	CHANGE
Tonnage of ice sold	2 933	1 956	1 811	2 906	+60%



5.1 OVERVIEW

IN 2019



FOCUS ON PROJECTS REQUIRING MAJOR INVESTMENTS IN 2019

GENERAL CARGO

€135 K: Upgrading of transformer substations

€401 K: Deliberations around equipment (refurbishment of P4 gantry crane/acquisition of new gantry cranes/adaptation of existing gantry cranes)

SHIP REPAIRS

€560 K: Slipway repair (refurbishment of towing and hydraulic systems)

ICT:

€828 K: IT equipment and software master plan

ENVIRONMENT / MARITIME MAINTENANCE

€132 K: Completion of water treatment in drydocking areas

€605 K: South shore dredging and creation of a sediment trap

€1,912 K: Rebuilding the hardpan of Pointe du Phare

PROPERTY

€504 K: Port Ouest/Port Est asphaltting

€2 210 K: Miscellaneous work and installations

FISHING:

€409 K: Acquisition of new ice silo

DRY BULK AND LIQUID BULK CARGO

€82 K: Upgrading of the sugar terminal

€335 K: Surveys for the transfer of the oil berth to Quay 21

MISCELLANEOUS MOVABLE ASSETS, VARIOUS MATERIAL AND EQUIPMENT

€166 K: Acquisition of seawater pumps

€436 K: Miscellaneous movable assets, various material and equipment

€470 K: Acquisition of material after completion of offshore coastal highway pillar prefabrication

	GOAL	AREA OF PRIORITY	AMOUNT (€K)
1	Position Port Reunion as a regional transshipment hub and specialise its terminals	General cargo	801
		Dry Bulk cargo/Liquid Bulk cargo	417
		Safety/Security	45
2	Make the port a vector of added value	Property	3 534
3	Become a leading port in the region, Europe's gateway to the Indian Ocean.	Maritime Maintenance/Environment	2 726
		ICT	828
		Movable assets, various material and equipment	1 247
4	Support industrial sectors and forge new regional dynamics	Fishing	453
		Ship repairs	560
		TOTAL	10 609

I.E. A 61% RATE OF ACHIEVEMENT COMPARED TO 2019'S INITIAL BUDGET (€17,523 K)

5.2 PROSPECTS

FOR 2020



TO ACHIEVE
THE KEY GOALS
OF THE
2019-2023
STRATEGIC PLAN
(**€147M**)

Investments slated for the **general cargo** sector form an important part of the 2019-2023 Strategic Plan, with the key objective of ensuring continued volumes through optimising management of ground areas and flow, improving access to Port Est, and renewing equipment as needed.

Quay specialisation will continue to be a major focus, with projects underway to transfer the oil berth and to bring the sugar terminal up to standard, as well as renewing the hydrocarbon unloading arm.

Implementing the 2019-2023 Strategic Plan includes bringing existing ship repair equipment up to modern norms but also the purchase of a new shiplift. Coastline management operations continue, with consolidation work on the Pointe du Phare hardpan getting underway in 2019.

Other allocations of funds mainly target fishing (rebuilding Berth 1/replacing cold storage compressors), property (new head office, various works and improvements), and miscellaneous movable assets, various material and equipment.

6.1 EMPLOYMENT

2019 was an eventful year in the workplace.

ORGANISATION

After consultation with employees and staff representatives, various adjustments were made within General and Legal services. 2019 also saw Occupational Risk Assessment incorporated into the Human Resources & Communication department, giving a kickstart to the establishment of a social policy provided for in the 2019-2023 Strategic Plan.

LABOUR RELATIONS

New agreements

Major agreements were signed with staff representatives in 2019 that will underpin labour relations for several years to come.

- 2019-2021 profit-sharing agreement;
- 2019-2021 agreement on salary progression tied to advancement and promotion
- Agreement establishing rules for managing seafarers, bringing their status closer to that of other staff covered by the unified national collective bargaining agreement
- Agreement to set up the Social and Economic Council

Workforce

As at 31 December 2019 the total workforce was made up of 276 employees, including 6 people on transitional retirement leave and one civil servant on secondment. There was a slight increase in workers on permanent contracts to 245, compared to 243 in 2018, as positions that require frequent fixed-term contracts were converted into open-ended contracts.

Total workforce by contract type					Total workforce by category and gender				
	WORKER/EMPLOYEE	SUPERVISORS	MANAGERIAL STAFF	TOTAL		WORKER/EMPLOYEE	SUPERVISORS	MANAGERIAL STAFF	TOTAL
Open-ended contracts	118	79	49	246	WOMEN	10	18	13	41
Fixed-term	26	2	2	30	MEN	134	63	38	235
Total	144	81	51	276	Total	144	81	51	276

Last but not least, the technical and environmental/planning departments were brought together under the umbrella of a new department of Planning and Sustainable Development.

Elections of staff representative bodies

The staff representative bodies were up for re-election in 2019, and the Works Council and Health & Safety Committee were merged to form the new Social and Economic Council.



90.19%
RATE OF PARTICIPATION
IN STAFF ELECTIONS

Labour management activity

29 joint labour management meetings took place in 2019:

- 4 HSC meetings (including 1 extraordinary meeting)
- 2 joint Works Council/HSC meetings
- 14 Works Council / Economic & Social Council meetings (including 2 extraordinary meetings)
- 9 union representative meetings (including 1 extraordinary meeting)

6.2 SKILLS TRAINING

The 2019 training plan - renamed the Skills Development Plan following the 2018 reform - is part of a performance-based approach, focusing on the following 4 principles:

- Support the development of service offerings
- Contribute to strengthening environmental actions
- Develop a business culture at all levels of hierarchy
- Comply with technical and regulatory demands.

403



VOCATIONAL TRAINING
SESSIONS

60%



OF WORKFORCE
MOBILISED

I.E. **5,674 hours**



(ALL CATEGORIES
COMBINED)

While the number of training hours in 2019 was lower than in 2018, the average number of hours per trainee (i.e. 35 hours) remained stable. The plan was implemented in such a way that employees' agreement on salary progression tied to advancement and promotion needs could be better targeted, while also supporting their development. Some actions in the plan are only carried out every other year.

	WORKER/EMPLOYEE	SUPERVISORS	MANAGERIAL STAFF	SAILORS	OFFICER PORT	TOTAL
Women	1	10	11	0	0	22
Men	75	34	23	4	9	145
Total	76	44	34	4	9	167

2019 saw the introduction of experimental "Manager Mornings", and increased use of digital resources such as e-learning that combine online and face-to-face training.

6.3 ENVIRONMENT DEVELOPMENT

6.3.1 | SUSTAINABLE DEVELOPMENT AND MANAGEMENT PLAN (PA2D)

Three flagship projects were carried out in 2019 as part of the Sustainable Development and Management Plan.

1 | LANDSCAPING AROUND HEAD OFFICE

The Sustainable Development and Management Plan team planted new greenery in the gardens of the head office. This initiative made for a more attractive working environment, while also being fun!

2 | CLEAN-UP OPERATION

The Sustainable Development and Management Plan includes projects to showcase iconic port sites. GPMDLR employees carried out their first clean-up operation around the staff recreation space. Other clean-ups will follow.



3 | MOBILITY PLAN DRAFTED

The Sustainable Development and Management Plan team took a participatory approach to drawing up specifications for the company's sustainable mobility plan in line with the needs of staff. The aim is to reduce the use of private vehicles by offering more environmentally-friendly transport solutions.

6.3.2 | 2019–2023 STRATEGIC PLAN AND ENVIRONMENTAL ASSESSMENT

The environmental assessment of components 4 and 5 of GPMDLR's 2019–2023 Strategic Plan was the subject of a notice from Reunion's regional Environmental Authority on 27 September 2019.

The Environmental Authority emphasised the quality of the application, both in its form and content. Clarifications were requested on the surface area requirements for the planned extensions (the rear port zone and the container open storage area), as well as on environmental conservation measures planned in Strategic Plan projects.

The environmental assessment, components 4 and 5 of the Strategic Plan, the notice drawn up by the Environmental Authority, as well as complementary information from Port Reunion were made available to the public from 11 October to 11 November 2019.

The final version of the 2019–2023 Strategic Plan was approved by the Supervisory Board when it met on 19 November 2019.



6.3.3 | RECONSTRUCTION OF BERTH 1, PORT QUEST : APPLICATION FOR ENVIRONMENTAL AUTHORISATION

The application for environmental authorisation to rebuild Berth 1 has been drawn up pursuant to articles L.181-1 *et seq* of the French Environmental Code. It was the subject of a notice from Reunion's regional Environmental Authority adopted at the meeting of 6 August 2019.

One of the major points covered by this notice concerned the measures taken to limit potential noise pollution to marine mammals during

installation of columns to underpin the new quay. GPMDLR submitted its response to the public enquiry on 3 October. As the Prefecture deemed the application to be complete and valid, the public enquiry took place between 2 December 2019 and 2 January 2020.

6.3.4 | "INDUSTRY TERRITORIES" PROGRAMME

Launched by the French Prime Minister at the National Industry Council on 22 November 2018, the "Industry Territories" programme is part of a strategy aimed at revitalising industry and the development of French regions. This initiative enables existing policy levers to be harnessed in a coordinated way. 144 territories - including the West Coast Inter-Council Partnership (TCO) - have been selected where elected representatives and economic stakeholders are

invited to co-build a project for their region. GPMDLR participates in this programme by supporting TCO's projects such as development of the Rear Port Area and driving forward the blue economy. After approval from the TCO Community Council, the Regions of Industry protocol was signed on 23 October 2019 in the presence of the Minister for Economy and Finance, Bruno Le Maire.

6.3.5 | CALL FOR "CONNECTING EUROPE FACILITY" (CEF) PROJECTS

"Increasing storage capacities and adapting to the effects of climate change" has been included in the list of projects selected for funding under the CEF call for projects, with a total of €4,350K awarded (50% European funding).

- The twin objectives of the 2AC project:**
- adapt Port Est to climate change
 - increase Port Est storage capacity

- The first phases consist of surveys and research to:**
- determine the surface areas required, in line with projected volumes, to tie in with the Port Est optimisation project (in progress)
 - gain in-depth understanding of the environment and the consequences of climate change
 - consider different adaptation and capacity-building solutions (if necessary)
 - conduct a public consultation
 - carry out regulatory studies



FOCUS

2019-2023 STRATEGIC PLAN: MAIN FOCUS AREAS

To a certain extent the 2019-2023 Strategic Plan builds on the previous 2014-2018 Plan, and strengthens Port Reunion's environmental and society-wide commitment.

For the 2019-2023 period, Port Reunion aims to home in on ten focus areas, driving two key ambitions: "A Sustainable Port" and "A Connected Port".



The action points for each focus area will contribute to achieving Port Reunion's overall goals for 2030, including:

- **protecting the environment**
- **handling 8 million tonnes, including 500,000 twenty-foot equivalent units (TEU)**
- **developing the Rear Port Zone as a site supporting port, logistics and industrial needs. According to the French National Institute of Statistics & Economic Studies (INSEE) this area offers potential for 1,800 jobs.**

In addition, Port Reunion has set **macroeconomic targets**, some up to 2030, that depend partly on its impact on the region's port and logistics system, but also on the actions of other local social and economic stakeholders. These goals include:

- **€670 million in added value generated by the industrial and port complex**, of which €95 million are for activities related to the blue economy (fishing, processing fishery products, ship repair, renewable marine energy)
- **handling more than 100,000 cruise ship passengers per year**

07 GOVERNANCE



7.1 SUPERVISORY BOARD

The Supervisory Board is composed of 17 members, whose main tasks are to establish the port's strategic plan, and retain constant oversight of its management. It is also responsible for approving GPMDLR's pricing policy and budget.

In 2019 the Supervisory Board met four times, in March, June, September and November.

STATE REPRESENTATIVES

- **Amaury de Saint-Quentin**, Prefect of Reunion, replaced by **Jacques Billant**, new Prefect as of 17 June 2019
- Substitute: **Loïc Armand** - Secretary-General for Regional Affairs replaced by **Pascal Gauci**
- **Michel Laffitte**, General Director of Public Finance - Chair of the Audit Committee
- **Eric Mevelec**, Director of Mer Sud OI
- **Jean-Michel Maurin**, 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**, TCO Representative
- **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
- **Giovanny 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 Chamber of Commerce of Reunion
- **Cyrille Rickmounie**, Elected representative of the Chamber of Commerce of Reunion, Member of the Audit Committee
- **Bernard Robert**, Elected representative of the Chamber of Commerce of Reunion

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 is composed of three members.

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



Eric Legrigeois,
Chief Executive - Chair of the
Executive Board, replacing
Jean Frédéric Laurent as
of 13 March 2019.

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 provides input on strategic direction and the port's pricing policy.

FIRST COLLEGE

REPRESENTATIVES OF THE PORT

- **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 (AAACNR)
- **Eric Kerverdo**, Representative of the marine pilot company of Reunion
- **Patrick Thiack Kwan**, Representative of the Reunion Island Union of Import and Commerce
- **Valérie Espitalier-Noel**, Chair of Reunion's Association of Grain Importers, 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
- **Guy-Antoine de Lavenne**, Representative of the Reunion Island Interprofessional Maritime Union Philippe Leleu as of 3 December 2019

SECOND COLLEGE

STAFF REPRESENTATIVES OF COMPANIES OPERATING IN THE PORT

- **Danilo 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 DISTRICT OF LE PORT

- **Bernard Picardo**, Representative of Reunion Island's Regional Council
- **Dominique Fournel**, Representative of the Regional Council
- **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
- **Jean-Bernard Gaillac**, Representative of the Municipality of Le Port
- **Armand Mouniata**, Representative of the municipality of Le Port
- **Jean-Christophe Esperance**, Representative of the municipality of La Possession

FOURTH COLLEGE

QUALIFIED INDIVIDUALS INTERESTED IN THE DEVELOPMENT OF THE PORT

- **Bernadette ARDON**, Ardon, Chair of the Reunion Island Association for the Study and Protection of Nature
- **Julie MARTIN**, Policy Officer of the local cetacean observation and identification group GLOBICE
- **François-Xavier COUZI**, Director of Reunion's Ornithological Research Association
- **Hervé MARODON**, Chair of the Reunion Island Transit Agents' Union
- **Nicolas CHEUNG AH SEUNG**, Vice-Chair of the Reunion Island Transit Agents' Union
- **Farouk MOULLAN**, Manager of T2M
- **Maurice CERISOLA**, Chair of the Maritime Cluster
- **Daniel MOREAU**, Chair of the Association for the Industrial Development of Reunion Island
- **Aristide PAYET**, Representative of the Regional Union of Family Associations



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