



2021 ANNUAL REPORT

—
1
**Looking back
on 2021**
p. 4 > 5

—
2
**Port traffic
report**
p. 6 > 7

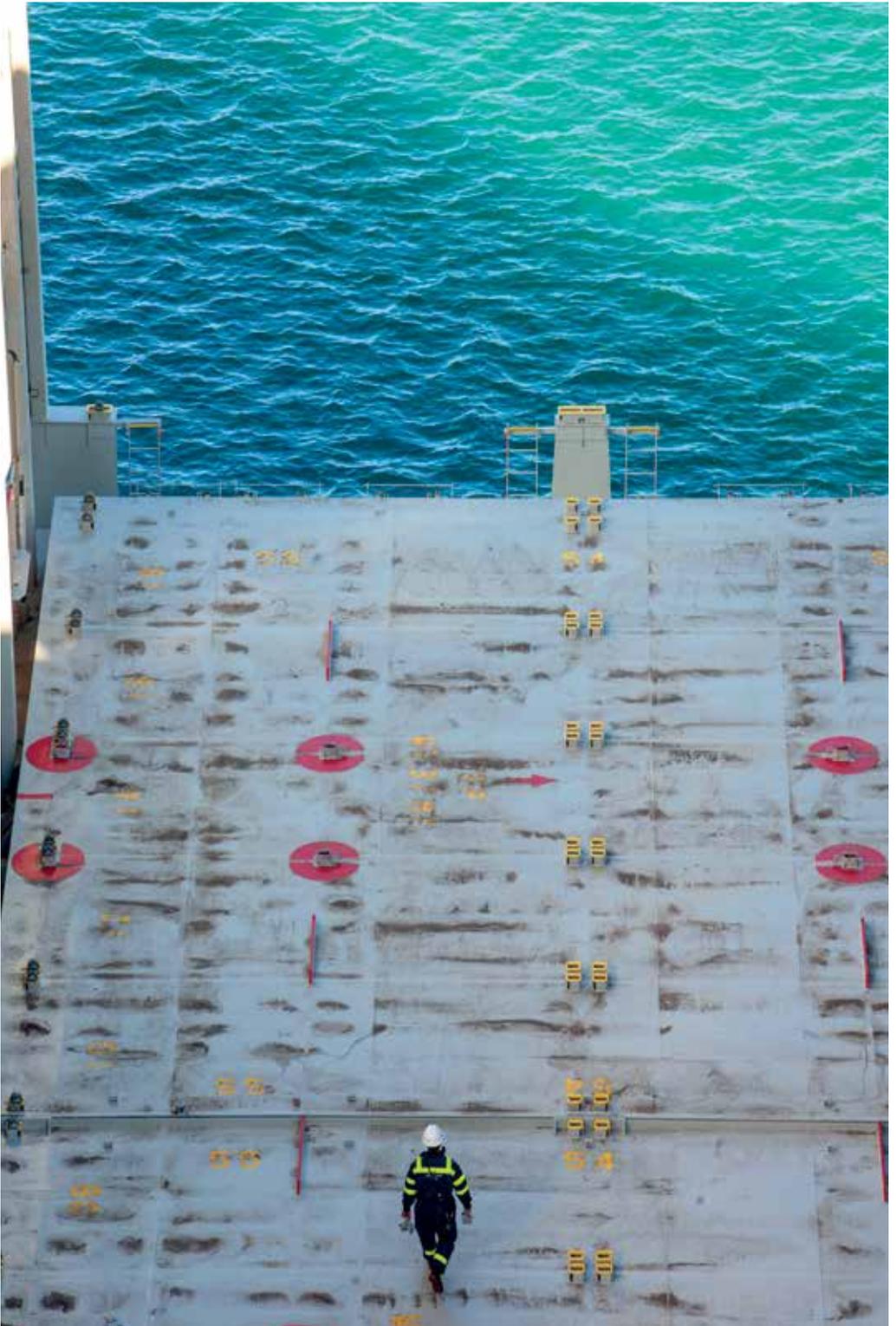
—
3
**Moving From the
strategic project to
the business plan**
p. 8 > 9

—
4
**Major construction
sites and logistics
zones**
p. 10 > 13

—
5
**Modal shift and
port passage
performance**
p. 14 > 15

—
6
Innovation
p. 16 > 17

—
7
**A year dedicated
to openness**
p. 18 > 19



In 2021, the Port of Marseille Fos activities are back on track for growth. Traffic has returned to the level of activity of 2019, bringing the overall volume of the Port of Marseille Fos to 75 million tonnes (Mt) of goods handled.

Performance, innovation and consultation are the key words that have guided the decisions and marked the key events of 2021.

A high-performance port that has returned to its pre-crisis level and set two records, one for containers and the other for rail. Marseille Fos and the port's stakeholders have demonstrated resilience and a high level of service in an economic and health context that has made its activities more complex. In total, nearly 9,000 calls were received in our docks in 2021.

Once again this year, the emphasis has been placed on customers, the development of sectors and the conquest of the hinterland via bulk transport, which will see a good increase in container traffic in 2021. This objective of the modal shift is reinforced through the integration project of the infrastructure and logistics on the Marseille-Lyon axis, announced by the French President on 2 September 2021, a project which aims at the creation of a large river-sea port connected to the major European corridors. The Port and the actors of the port community have also undertaken to propose new KPIs* to their customers in order to better promote the fluidity of traffic through the Southern entrance to Europe.

Innovation and new fields of activities were at the heart of the achievements of 2021: the submarine cable landing station in Marseille has begun its commercialisation, the LNG sector in Fos is being structured with the arrival of the supply ship "Gas Vitality", tomorrow's industry is pursuing its settlement on the Piicto** platform and is reinforcing its attractiveness with the announcement of the H2V Fos project for the hydrogen sector, which will be the biggest investment in the port domain since its creation.

During the first quarter of 2021, the port definitively approved its 2020-2024 strategic project. Among the ambitions of this roadmap is the desire to strengthen consultation in our projects, ensuring a concerted and sustainable development approach. Two initiatives were carried out throughout the year: the city-port dialogue in Marseille and OAZIP 2040 in Fos-sur-Mer. The active participation of the stakeholders: local authorities, associations, economic stakeholders has enabled the Port to concretise its desire for openness and dialogue with its territory and to enrich the projects. The common objective being to boost the economic network, to make the city and the region more attractive to local, national and international investors.

*Key Performance Indicators

**Plateforme Industrielle et d'Innovation du Caban-Tonkin

1

Looking back to 2021



january • february • march

- The Port announced a €400,000 financing for the restoration of the Favouillane Sheepfold, a Camargue building situated within the agri-environmental ring of the Fos industrial port zone (ZIP).
- In February 2021, the vessel CMA-CGM Benjamin Franklin called at the Eurofos-PortSynergy port terminal, the very first 18,000 TEU container ship to call at Fos.
- On 23 February 2021, the Port of Marseille Fos welcomed the Minister of Transport, Jean-Baptiste Djebbari, on an official visit.
- In early March, it was the turn of the Mayor of Marseille, Benoît Payan, to discover the port docks and the economic activity of the port adjacent to the second largest city in France.
- During an impressive ceremony, the ornamental cranes on the digue du Large breakwater were inaugurated by Renaud Muselier, President of the South Provence-Alpes-Côte d'Azur Region, together with Hervé Martel, Chairman of the Board of the Marseilles Fos Port. This renovation work on Marseille's maritime heritage required three years of effort at a cost of one million euros.
- On the occasion of the Hackaviz Smart Port, 140 students from the region participated in the data visualisation competition with the objective of designing the port of the future along with its new services. During the closing ceremony held on 11 March 2021, the prizes and the awards were presented to the winning teams.

april • may • june

- In existence since 1914, the Florides railway bridge over the Rove canal in Marignane was given a complete facelift. Indeed, within 72 hours, the bridge was replaced after a tricky operation carried out by teams from the Bouches-du-Rhône Transport Authority, NGE Civil Engineering, and the Port of Marseille Fos.
- The first LNG-powered container vessel, the CMA CGM SCANDOLA, called at Fos in April 2021.
- Thanks to the new Enedis power connection completed in April 2021, Marseille Fos will now be able to access 68 megawatts of electrical power in its docks in Marseille. In addition to the ferries of La Méditerranéenne, Corsica Linea in turn owns three ships equipped with the Connection Electrique des Navires à Quai (CENAQ). In time, the Cap Janet international terminal will also be so equipped.
- Groundbreaking ceremony for MRS4, Interxion's third data centre within the port area.
- After a 17-month hiatus, the cruise line business is starting up again in Marseille, as in all the ports of France. A greener re-start, committed to better air quality in Marseille.
- The third edition of the Smart Port Challenge was launched in May by the CCI Aix Marseille Provence. The start-ups in partnership with the large groups of the territory will have to face nine challenges, presenting them at the end of the year.
- The New Era, the first electro-hydrogen-powered pleasure boat, was launched and fuelled for the first time at Palumbo Shipyards in the Port of Marseille Fos.



July • August • September

■ Start of the first offloading of parts for the construction of the Provence Grand Large floating wind turbine pilot project. Indeed, a pilot site consisting of three wind turbines will soon be installed 17km out to sea from Napoleon Beach, in the commune of Port-Saint-Louis-du-Rhône. The port undertook work to reinforce the Gloria Quay to receive these heavy loads.

■ Alongside the World Conservation Congress, held in Marseille from 3 to 11 September, Marseille Fos highlighted its role as an administrator of protected areas. It took part in several conferences and was able to present its initiatives aimed at protecting biodiversity throughout its territory, such as the experimental project on the MédiCyn temporary marshes and those implemented for the protection of the Gracieuse dune. The Port also arranged a visit to the Relai site for congress participants to discover the temporary Mediterranean marshes situated in the agri-environmental ring, managed by its eco-guards.

■ The City-Port Dialogue resumed with a second season of informative meetings and participative workshops held from September to December 2021.

▲ Esplanade of the J4, where small units dedicated to cruising can step onto

October • November • December

■ At the end of October, the Port launched the “OAZIP 2040” consultation process with numerous stakeholders of the territory involved with a view towards establishing a development orientation for a horizon extending to 2040 for the 10,000 hectares that make up the industrial port zone of Fos.

■ In 2021, the Distriport logistics zone inaugurated two new buildings distinguished by their environmental excellence (BREEAM certified): the A8 building of Mediaco Vrac and the Virtuo Park Fos2 of Sealogis, XPo Logistique, and Virtuo.

■ In November, all the projects of the Smart Port Challenge 2021 teams were presented at the Aix-Marseille-Provence Chamber of Commerce and Industry during the Smartport Day.

■ Marseille Fos participated in the digital edition of the Extraordinary Factory, promoting tomorrow’s industrial jobs to the general public.

■ Launch of a call for proposals for undertaking the reconversion of the Silo à Sucre in Marseille. In the near future, new economic activities linked to the port, industrial, and logistics sectors will take place on this 10,000 m² site.

■ At the end of December, the Gas Vitality, TotalEnergies’ liquefied natural gas (LNG) bunkering vessel, moved into Fos-Cavaou, officially launching a new service offering to supply LNG-powered vessels in the Mediterranean area. ■

2

Port traffic report



CONTAINERS

1,5 million
TEU handled

In 2021, the Port of Marseille Fos managed to maintain a high level of services with approximately 9,000 calls. With a global traffic of 75 Mt of goods, the port returned to its pre-crisis level of traffic. It even set two new records with 1.5 million TEUs handled and 220,000 TEUs transported by rail.



MODAL SHIFT

220 000

TEU transported by train



TOTAL TRAFFIC

75 Mt



PORT CALLS

9000



GENERAL CARGO

20 Mt

General diverse cargo registered a strong progression of +11% with a volume of 20 MT transiting through the Port's docks. The majority of sectors are experiencing growth, particularly containers, with almost 1.5 million twenty-foot equivalent units (TEUs) handled in 2021, i.e. +2% compared with 2019. There is also growth in trailer traffic, with a 3% increase compared to 2019, and in new cars, where traffic is up 4% compared to 2019 thanks to the opening of two new lines to North Africa.

Liquid bulk increased by 5% compared to 2020 (43 MT). Crude oil traffic is up by +9%, boosted by the rise in oil prices, the economic recovery, and transport. Import and export trade in refined products continued to show a decline of 8% compared with 2020. LNG shipping is up by 19% over 2020 and is also higher by 1% compared with 2019. Strong demand is accompanying the post-covid recovery and operators are continuing to catch up on building gas reserves in Europe. Chemical and food bulk transport is up by 11% compared with 2020 and 8% over 2019, due to the industrial dynamism of the port's hinterland. Biofuel flows increased significantly by +27% compared with 2020, in particular due to the activity of the Total biorefinery at La Mède.



Solid bulk was clearly on the rise in 2021: +18% for a total of 12MT, although this is below their 2019 level (-8%). Cumulatively, the steel activity of 8MT rose by 27% compared with 2020, while still remaining 6% lower than in 2019. Overall, the traffic of other bulk goods at the mineral terminals, Caronte, and the East Basin, rose by 11% compared with 2020 but down by 10% with respect to 2019. The cause: the end of bauxite traffic supplying the Alteo plant in Gardanne, replaced by alumina hydrate processed in Marseille.

Passenger traffic increased by 63% compared to 2020 with 1.2 million passengers, albeit down 61% against 2019. This market segment was hit hard by the pandemic and border closures, with crossings repeatedly interrupted on several occasions.

Despite a general trend towards recovery, cruise ship activity remains significantly down worldwide. This activity gradually resumed in Marseille in July under a strict protocol. ■



INCREASE IN REVENUE

162 M€



LIQUID BULK

43 Mt

included GNL +19%



SOLID BULK

12 Mt



PASSENGERS

1,2 Mpx

Moving From the strategic project to the business plan

The Port of Marseille Fos approved its strategic project in March 2021, subsequently transforming it into a business plan. This unprecedented project required a colossal amount of work from the port's teams. It was driven by a thorough reflection on the way employees' missions and working methods are evolving. This aimed at adapting these methods to the changes in the institution's corporate purpose and facilitating the many changes that our company will have to face in the coming years.

A new organisation was established in June of 2021. This new organisational structure should facilitate our action and our cooperation. At the same time, there is a clear desire to improve managerial practices. Over and above the changes to the organisational chart and the reallocation of staff to the different departments, it was a question of steering multiple changes involving managerial culture, teamwork, know-how, and attitudes.

Seven committees were set up reporting to a member of the Management Committee: Human Resources Committee, Property Committee, Terminal Agreements Committee, Investment and Contracting Authority Committee, Projects Committee, Innovation Committee, and Communication Committee. These committees enabled us to structure and develop transversality within our daily operations whilst at the same time allowing them to evolve as required.

The ramping up of the new organisation was accompanied by the development of a corporate project. This is structured around values, responsibilities, and multi-year objectives designed to provide a concrete expression of the Port's 2020-2024 strategic project.

In particular, this corporate project enables the establishment to enhance its role as a port planner, serving economic development and turning public policies into reality. Starting from our stated purpose "Euro-Mediterranean port, the southern gateway to Europe for 2600 years, we provide responsive, sustainable solutions to our clients and partners. Our teams are committed

to creating value for the entire region. As a player in the fields of energy and digital transitions, we strive for operational and environmental excellence."

This is a collective tool designed to unite us around our corporate purpose, to exercise our responsibilities, to uphold our collective values and rally us around the cross-functional management objectives to ensure the success of the strategic project. It gives concrete expression to the management by objectives approach.

The corporate project highlights the actions we are going to take together and the reasons why we are doing them. Our purpose, objectives, values, and responsibilities will guide our actions through to 2024.

The five responsibilities identified in the Business plan are social, societal, environmental, economic, and client and regulatory in nature, with the aim of ensuring we are in a position to contribute to major transitions. Through a participatory process, six transformational values were identified to underpin the evolution: openness, commitment, cooperation, adaptability, ambition, and performance. A collective effort enabled the departments to identify some fifty cross-cutting multi-year objectives involving one or more departments and roughly one hundred departmental objectives. These objectives were put into perspective and grouped around seven cross-cutting strategic priorities to be achieved collectively in order to contribute to achieving the 2021-2024 strategic project. ■



- #1 Establish Marseille as a reference hub for containers and trailer trucks.
- #2 Ensure that Marseille is a port recognised for innovation, energy and industrial transition, as well as environmental leadership.
- #3 Secure and revitalise the economic model of the Port of Marseille Fos and maintain its financial trajectory
- #4 Plan and carry out investment programmes
- #5 Plan, develop, establish, and listen
- #6 Implement the integration of the Rhône-Saône axis and the maritime frontage in accordance with government recommendations
- #7 Establish corporate modernisation within the framework of a CSR approach

The company project commits Marseille Fos towards a fresh dynamic to tackle the challenges of tomorrow.

4

Major construction sites and logistics zones

Despite the health crisis, the Port's infrastructure works continued to advance. In 2021, Marseille Fos invested approximately €54M in new equipment and the maintenance of its infrastructure.

East Bassins sector

In 2021, the port carried out technical studies aimed at optimising the combined transport hub in the Mourepiane sector. Works will begin at the end of 2022 for commissioning by the end of 2023 at the latest, which will coincide with the closure of the Canet train station. This project is designed to meet both the needs of the port's clients and those of Greater Marseille. It will accommodate trains, complementing the Miramas terminals by combining maritime and continental transport. It will help boost the modal shift, reducing the number of lorries passing through the city centre, while supporting the region's economic development.

Construction work on the new Cap Janet marine terminal picked up speed in 2021. The new 20-hectare terminal, co-financed by the Aix-Marseille-Provence Metropolis that built the Porte 4 road access, along with the State, the Region, and the County, will be delivered in the summer of 2022. The terminal will be able to accommodate up to four ships per day during the summer season and handle a combined cargo load of approximately 40 trailers, mainly off season. Nearly 600 passengers can be accommodated at any one time. To this end, comfort facilities have been designed, such as passenger waiting areas equipped with benches, children's play areas, shaded zones, and misters. Facilities for company controls,



port security, and government services including customs and border police were enhanced.

Improvements pertaining to the electrical connection of ships at the quayside are ongoing. For Corsican ferries, four berths are now equipped, i.e. 1200 calls per year are connected. The technical studies for arrangements for the Cap Janet international terminal are completed for four berths. The works contract was awarded in December 2021.



Delivery is expected in the spring of 2023. Two project management contracts were awarded. The first for the construction of an electrical substation to convert electricity from 50 to 60 Hz intended for the electrical connection of docked cruise liners. The second for the construction of solar power units on the roofs of six port warehouses in the Marseille harbours, for a production of 9 MW and commissioning in 2025. In under six years, the port will have more than

quadrupled the installed capacity of its internal electrical network, from 18 MW to 77 MW, enabling it to achieve its priority objective of connecting all passenger ships (mixed Corsican cargo, Maghreb ferries, cruise ships), i.e. over two thousand addressable calls per year. In an effort to preserve the marine environment within its boundaries and to ensure the sustainable development of its activities, the port will soon be treating the careening water from the ship repair basins with an innovative



segregation and water lifting system. These works will concern berths 1 to 6 and then berths 8, 9, and 10 of the shipyards installed on the port site. This project was the subject of a public enquiry during the summer and a report was submitted to the prefecture by the investigating commissioner at the autumn. The works are scheduled to take place between 2022 and 2025.

Several new projects are being launched in 2022. A tender to develop road traffic in the Pinède Nord sector, which features quays suitable for larger ships. The Silo à Sucre with 10,000 m² to be developed and the J4, a new cruise terminal for small vessels, were respectively the subject of calls for expressions of interest launched at the end of the year.

West Bassins sector

In Fos, works on the rail services to the mole Graveleau maritime container terminal were ongoing in 2021. Altogether, nearly €22 M was invested in redeveloping it to improve fluidity, reliability, and productivity. The port's rail network includes electrified main traffic lanes and service lanes serving industrial sidings installations (ITE). By 2023, the project will limit the number of manoeuvres to improve fluidity and restore passenger capacity to support the development of rail traffic. In the medium term, the project will allow the development of industrial sidings installations (ITE) for a second port services zone: ZSP2 (25 hectares) for which technical studies have been carried out.



◀ Overall view from Dock 2: maritime, logistics, energy and industrial activities coexist

serving the La Mède refinery was replaced for safety concerns at the end of a 72-hour “blitz” operation. This project was managed by NGE Civil Engineering in association with ACCMA. The contracting authority was the Bouches-du-Rhône Transport Authority (RDT13) and the project manager was the engineering department of the Port of Marseille Fos.

Logistics zones

In 2021, two new warehouses were commissioned in the Distriport area. The Médiaco Vrac Group took delivery of a 70,000m² warehouse in the Distriport zone in March 2021. The A8 building is equipped with a photovoltaic power plant on the roof that will be able to produce nearly 8,000 MWh, i.e. two to three times the building’s total consumption. It received the BREEAM Excellent label in recognition of its environmental quality. After a first building known as V. PARK FOS 1 of 43,000m², Virtuo Industrial Property, a specialist in the development of logistics platforms, inaugurated the V.PARK FOS 2 on 2 December 2021. The 24,000m² platform comprises docks for the direct receipt of containers and a trailer parking area. The V.PARK FOS 2 has solar panels on the roof of its building. The site enjoys a BREEAM Very Good environmental certification.

In the Feuille area, Adeo took delivery of the first 70,000m² phase of work of its second logistics building. Works for the second 20,000m² phase of work are scheduled to start in the second half of 2022. The development of the future Distriport 2 logistics area and the ZSP2 port services area is currently being studied. ■

In the first half of 2021, the Caronte quay was rebuilt, representing 180ml reinforced to support heavy loads. The Mineral Ore Terminal, where bauxite and household waste are transported, received a €2M upgrade to its platform.

To accommodate the Provence Grand Large offshore wind farm project, the platform of the Gloria quay was made stronger to allow it to withstand heavy loads.

In 2021, contracts were prepared for the replacement of 10 access gangways at the Lavéra oil terminal. The construction work will be spread out over 2022 and 2023, representing an investment of €6M.

Built in 1914, the Florides railway bridge spanning the Rove Canal in Marignane and

5

Modal shift and port passage performance

Railway works:
renewal of the points equipment
at the ore terminal

Marseilles Fos is a fully quadrimodal port offering inland services by pipeline, train, river boats, and truck. It continues the consolidation and extension of its hinterland in France and in Europe through the development of modal shift. Henceforth, this objective is being strengthened by the plan for greater integration of infrastructure and logistics on the Marseille-Lyon axis, announced by the President of the French Republic on 2 September 2021. This project aims to establish a major river-sea port connected to the principal European corridors.



Evolution of the modal shift towards railways and rivers

Modal shift lies at the heart of the Port of Marseille Fos' strategic project. In line with its ambitions, it is the French port with the highest rate of modal shift achieved as of 2021. The modal shift experienced significant growth in containers in 2021, both by rail and by river, with volume increases of +15% and +14% respectively compared to 2020. Modal breakdowns remain unchanged, with more than 15% on rail and over 5% on river, bringing road transport below the 80% mark for the third consecutive year.



RAILWAY

2021 was a record year for rail container transport at the Port of Marseille Fos: 220,000 TEU were transported by train through our docks. This represents an increase of +15% compared to 2020 and +11% compared to 2019. In 2021, rail services between Fos and Lyon were stepped up, as well as between Fos and Chalon-sur-Saône, and the international service was expanded to Zeebrugge, etc. The service continued to expand in 2022, internationally with the introduction of a new shuttle between Marseille, Fos and Duisburg, and in France with additional services to Toulouse and Chalon-sur-Saône. Currently, some two hundred rail transport services are being offered every week in connection with the port. Twenty-one destinations are currently served by railway, including thirteen national and eight international.

The volume of rail traffic achieved in 2021, all traffic types combined, was 7MT overall, representing an increase of +10% compared to 2020 and +3% over 2019. Miscellaneous goods traffic excluding containers (wagons) on trains showed progression, as did that of liquid bulk. However, the traffic of dry bulk goods was down, while the transport of cereals remained stable.



RIVER

River freight traffic picked up in 2021. Total river traffic passing through the Port of Marseilles, all types of traffic combined, was approximately 2 Mt in 2021, representing an increase of approximately +4% compared with 2020.

For the past year, the port recorded an increase of +14% compared with 2020 in the container shipping segment by barge, with nearly 75K TEU. This indicates a clear recovery, although it does not enable the port to regain the level of 2019. Six river shuttles navigate the Rhone every week, sailing up to Lyon and Valence.

The traffic of liquid bulk, including hydrocarbons and chemicals, on barge likewise increased, as did the conventional shipping traffic. The dry bulk sector experienced a slowdown, due in part to cyclical factors, with contrasting evolutions depending on the product.

Port passage performance: the KPIs

Throughout the year 2021, and within the framework of the commitment pact, the Marseilles port community has been working on a vital tool designed to promote the port and its performance in particular: Keys Performance Indicators (KPI).

All the indicators in place since 2013 were reviewed in order to establish the basis for a real-time flow management tool.

The new indicators focus on the performance of nautical, cargo, land, and ship operations.

This collaborative effort, involving all the players in the transport chain of the Port of Marseille Fos, will enable the port to compare its performance with other ports, and to highlight its reliability and dynamism. ■

In response to French national policy and with a view towards providing future growth drivers for the facility, the Port of Marseille Fos is promoting within its territory the emergence of sectors linked to energy and digital transitions. Thus, the port and its partners in the port area are innovating and investing to reduce carbon emissions and develop port, industrial, and logistics activities.

DIGITAL TRANSITION

Proving its entrepreneurial capacity, the Port of Marseille Fos finalised its undersea cable landing station in the course of 2021. An initial commercial launch will be made official in the first quarter of 2022. Interxion, a world-class digital player, began construction of its third data centre, MRS4, at the port in 2021.

The Port of Marseille Fos is a testing ground for all players in the port and logistics ecosystem. In 2021, the Brain Port Community made it possible to launch training and research programmes on port activities in partnership with businesses. Similarly, the 3rd edition of the Smartport Challenge provides a springboard towards the emergence of innovations for improving the economic and environmental performance of the territory. This year, the Port of Marseille Fos and the Union Maritime et Fluviale de Marseille Fos (UMF) decided to promote the diversity of port professions. WIXAR won this challenge by creating a networking platform, coupled with virtual reality, to present training offers and the associated jobs to future students. The three founders of the Smart Port initiative, Marseille Fos Port Authority, CCIAMP, and AMU, are preparing 'le Smart Port en grand' (the endless possibilities of the Smart Port) for 2022.

ENERGY TRANSITION

During the past year, the port has been preparing the continuation of VASCO2, a project for experimenting with the biological recycling of industrial CO2 by micro-algae. Indeed, the VASCO 3 partners are working on implementing the recovery methods of the micro-algae and are working on the future installation of a large-scale demonstrator, for a global investment of €15M.

In 2021, Eranova, located in the Port, built an industrial pilot to manufacture biodegradable plastic substitutes from algae washed up in the nearby Etang de Berre. Its factory could produce over 20,000 tonnes per year from 2022.

In 2021, the future pilot site for three floating wind turbines in Provence Grand Large will receive its first units. The large capacity offshore wind turbines will be located 17 km off the coast of Port-Saint-Louis-du-Rhône. They will produce a total of 25 MW, representing the equivalent of the electricity consumption of 450,000 inhabitants.

A large-scale circular economy project is being led by EveRé, Elengy, TotalEnergies and the CMA CGM Group within the Port of Marseille Fos. The project aim is to produce BioGNL,



liquefied biomethane, by transforming the biodegradable component of household waste. This low-carbon alternative fuel will be used in particular for the CMA CGM Group's liquefied natural gas-powered ships, thus reducing their carbon footprint.

In the port area of Fos, Air Liquide will open the first high-pressure hydrogen service station for long-distance trucks in 2022. This project, launched in 2017 called HyAMMED, brought together many players in the region to produce low-carbon hydrogen, build trucks, install the charging station, and find shippers willing to invest in this approach. This hydrogen is now co-produced by the manufacturer KEM ONE. The technology could also be used to power freight trains, buses for the area's employees and residents, as well as ships, initially of a small size.

A clean pleasure boat with the comfort of a motor vessel is a dream come true thanks to the start-up Hynova Yachts, who designed The New Era, the first production electro-hydrogen-powered pleasure boat. Launched in May 2021 in the Port of Marseille, this vessel discharges only potable water and can be rapidly refuelled, unlike electric motors.

REFUELLING OF SHIPS WITH LIQUEFIED NATURAL GAS (LNG)

It is one of the leading solutions for making maritime transport even greener. The Port is driving and supporting this transition by hosting and serving LNG-powered ships. Since 2019, LNG-powered cruise ships have been calling at Marseille and in June 2021 the first container ship from the CMA-CGM Group's LNG fleet docked at the Fos terminals. In 2022, the company Corsica Linea, which primarily provides a territorial link between Corsica and the mainland, will take delivery of its first LNG-powered ferry.

After carrying out refuelling tests by truck in 2017 and obtaining all the regulatory authorisations in 2018, the Port will be able to offer its customers an LNG refuelling barge in early 2022. In the summer of 2021, a 135-metre micro LNG carrier, the Gas Vitality, completed its sea trials. The LNG tanker chartered by TotalEnergies Marine Fuels will be based in Marseille Fos in 2022 to serve the Mediterranean region. ■

7

A year dedicated to openness

"Unusual dinners" on the port seawall as part of the Marseille Provence Gastronomie event ▼

This year, the Port gave concrete expression to its desire to open up to its territory by sharing its projects and by involving stakeholders such as local authorities, associations, and economic players in two consultation processes: The city-port dialogue in Marseille and the OAZIP 2040 in the West of the port territory. In 2021, it added to this commitment towards openness the flagship project, structuring the territory.

A CITY-PORT DIALOGUE UNDER WAY IN MARSEILLE

The City-Port Dialogue is a continuation of the City-Port Charter of 2013 by integrating local residents into the process. Launched at the end of 2019, the City-Port Dialogue is a response to the need for local residents to be informed and involved in port projects that affect their immediate environment.



Following the workshops of season 1 in 2019, season 2 took place in 2021 focusing on new themes: the city-port border, the opening of the seawall, and the perspectives for the Estaque sector. Objectives: to present and explain the projects, to share and exchange with the people of Marseille. The nine participatory workshops and three information meetings organised from June to December enabled a better understanding of the expectations of the inhabitants of Marseille, to enrich the reflections on the development of the city-port interfaces.

CONSULTATIONS WITH THE TERRITORIAL PLANNING DEPARTMENT WITH THE OAZIP 2040 PROJECT

The aim of the consultation meetings being held in Fos from October 2021 to January

2022 as part of the OAZIP 2040 project is to establish a development plan for the 10,000 hectares that make up the Fos industrial port zone by 2040 and to ensure that it is integrated harmoniously into the territory. Indeed, the Port of Marseille Fos, which drives the region's economy, aims to develop the land already occupied and to create new spaces while respecting environmental balances. This consultation process is jointly being steered by the Port of Marseille Fos, the Prefecture of the Provence-Alpes-Côte d'Azur Region, the Southern Region and the Aix-Marseille Provence Metropolis. In the spirit of the French Environment Round Table, it brings together local authorities, government departments, the economic world, trade unions representing employees, natural area managers and several local residents' and environmental defence associations. In the same spirit, the Port establishment is going to implement an action plan for the mutualisation of transport in this business zone, which has nearly 7000 employees.

A NEW HEADQUARTERS FOR THE PORT AND A NEW MEETING PLACE FOR THE PEOPLE OF MARSEILLE

The Port of Marseille Fos will have a new head office in place of the current one located on Place de la Joliette in Marseille. This will involve the construction of a building of 15 to 20,000m², housing on the one hand the port's future headquarters and on the other hand a rental area of 9 to 14,000m², with the rehabilitation of Hall J0. This is a combined office and shop project, attractive for both the port, the contracting investor, as well as for the users and the public who will benefit from a space open onto the sea and the urban landscape. The project has the ambition to create a building to house the port's future head office and other stakeholders in the maritime sector, and to open this plot of land to the city. Indeed, the opening of the port would be ensured by a ground floor shopping area at the entrance to Hall J0, offering a landscaped extension of the Place de la Joliette down to the sea. The project was approved by the Port's Supervisory Board on 26 November 2021 and will be launched in the first half of 2022. ■



Unloading of new vehicles
on the Brûle Tabac quay
in dock 3 in Fos



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