



ACTIVITY REPORT 2019



**GADELOUPE
PORT CARAÏBES**
European Excellence



CONTENTS

- 4 /** Foreword by the President of the Surveillance Council
- 5 /** A Multisite Harbor Archipelago
- 8 /** 2019 Key Figures
- 12 /** Major Development Issues
- 14 /** Our Green Initiatives
- 18 /** The Way Forward
- 20 /** 2019 Key Initiatives
- 22 /** 2019-2023 Strategic Goals



Marie-Luce Penchard
President of the GPMG
Surveillance Council



Foreword, by the President of the Surveillance Council *The Solidarity Between Harbors, a True Resilience Agent.*

“Engaging collective intelligence with the help of New Information and Communication Technologies (NICT) unveils new and more righteous future perspectives for the archipelago’s harbor economy.” This is how, inside this “2019 Annual Activity Report”, we briefly express our faith into the strategically planned future of an essential port institution, acting for the economic and social development of our archipelago. The forecasting roadmap for the Grand Port Maritime of Guadeloupe (GPMG) appears, watermarked into its 2019-2023 Strategic Plan: a constitutional document, drafted by the harbor’s Surveillance Council—from the early works of the Development Council and the contributions of the Ports and Hubs Organisation. An almost collective resilience guide, created by the GPMG, with constant synergy through its teams, clients, and organic partners: local authorities, organizations, companies, involved public institutions. At the very core of this “competitiveness shock”—a challenge we ought to take on—lie the urgency of energetic transformation within the islands, a very avant-garde initiative on a national level, the implementation of sustainable, local, green initiatives, the stimulation of technological innovation (reinforcing the GPMG in its mission to establish itself as “The SmartHarbor” in the entire Caribbean. Those combined milestones of excellence are (you

will read about it in this 2019 Annual Activity Report) are meant to embolden the emergence of new production, development and trade models. Our island territory, within its Caribbean environment, holds many essential attributes that become assets when they are meant to help the final users and the citizens—for instance competitiveness, reliability, attractiveness. Committed to the promotion of a more united and more inclusive societal responsibility—in order to take on, together, all upcoming challenges—the harbor community asserts itself as an operational and conceptual vanguard of partner initiatives put in motion within its sea basin. To consolidate the “blue” and circular economy that we yearn for while limelighting our own strategic assets, we need solidarity between the port industry and all parties involved. It is essential, it is necessary and it echoes the economic, social, societal and even cultural solidarities already sensed in this «After COVID-19 World» taking shape before our very eyes. This considerable challenge is meant to be undertaken by the port industry, along with all our fellow citizens, each and every one in its own way, in its own line of business and influence, on a land of resilience and long, assertive history.

Enjoy your reading.



A MULTISITE HARBOR ARCHIPELAGO

The Grand Port Maritime of Guadeloupe (GPMG) is the largest harbor in the Antilles-Guyane Region (West Indies-French Guiana) in terms of maritime jobs and plays a significant role in the local economy development through its 5 specialized locations, scattered over the archipelago.





Port of Jarry, Baie-Malhaut

The Ideal Logistics Platform

This port is located just a few minutes away from the Le Raizet Pôle Caraïbes International Airport, an ideal strategic location, shielded from the swell, right inside the economic powerhouse of Guadeloupe, with maximum accessibility—a 13.70 meters (45 ft) draft—for ship categories such as “New Panamax”. Those features make it, year after year, an unavoidable logistics platform, entirely dedicated to ocean freight.

Its supermodern facilities, cutting-edge equipment (9 docks, 4 gantry cranes) alongside with its teams’ drive, set it as the main location for trade in goods from Guadeloupe to the rest of the world (97% of the archipelago’s global freight).



Marina of Bas-du-Fort

A Welcoming Destination for Sailing Boats

A Welcoming Destination for Sailing Boats

Its ideal location, sheltered from the swell, makes the Marina of Bas-du-Fort one of the most popular marinas in the Lesser Antilles. Focused on watersports, the marina asserts itself as one of the most important hubs in the Caribbean for boating tourism. It is also a well-known landmark for the explorers of the famous “Route du Rhum”, welcoming all boaters into highly efficient port amenities (23 docks for 1200 boats). Bas-du-Fort is also the top destination in the archipelago for yachting.

Port of Basse-Terre

A Multipolar Attractiveness

With many different activities, the port of Basse-Terre located in the chef-lieu of Guadeloupe takes advantage of a thriving passenger traffic, demonstrated by the expected revival of the cruise industry, supported by the attractiveness of its historical, cultural, and patrimonial landmarks. The harbor’s quality amenities foster the good performance of its inter-island traffic, operated through consistent maritime connections towards Les Saintes and Antigua. Regarding trade in goods, its savoir-faire with unconventional freight happens to be a major economic asset that enables dynamism, essential for the Basse-Terre area.



Port of Marie-Galante, Folle Anse

A Lifeline for Economic Development

Folle-Anse is an essential platform to the island’s economic development. With the intra-archipelago service and cabotage/Short Sea Shipping (SSS), the port is a mandatory stopover for the Grand-Anse sugar factory exporting from Marie-Galante. Supplies for tourists and residents also have to go through Folle-Anse. The platform is equipped with a 9 meters (30ft) draft, 1 sugar station, 2 ferry stations.

Port of Pointe-à-Pitre

A Tourism-oriented Port

This port is located right next to the operational, financial and administrative headquarters of the GPMG, welcoming hundreds of thousands national and international passengers every year through modern and secure infrastructures in compliance with the International Ship and Port Facility Security (ISPS) Code—making it a “home port” within a thriving cruising industry. This Port is the major driver for tourism and a true maritime gateway within the Caribbean archipelago. Its reputation has been enhanced by the development of the International Maritime station of Bergevin in its near vicinity. The port is also dedicated to interislands traffic, towards Marie-Galante, Les Saintes, Dominica, Martinique, and Saint Lucia, making it the staple departure port for hundreds of thousands passengers each year.



2019 KEY FIGURES

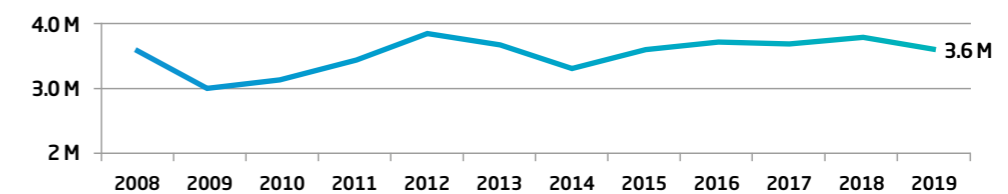
In 2019, the goods traffic of the Grand Port Maritime of Guadeloupe underwent an exit strategy as a result of two years worn by climate changes that had affected the tourism industry (for instance, Hurricane Irma) in competing Caribbean destinations. The inter-island and intra-archipelago dynamic helped to ensure a stable passenger traffic.



Goods Traffic *A Relative Exit Strategy*

The 2019 GPMG report indicates a global goods traffic of 3.6 million tonnes, slightly less (-4%) than last year. This shift can be mainly attributed to a decrease in container traffic in transshipment. However, domestic container traffic has maintained a good trend with a 3% increase.

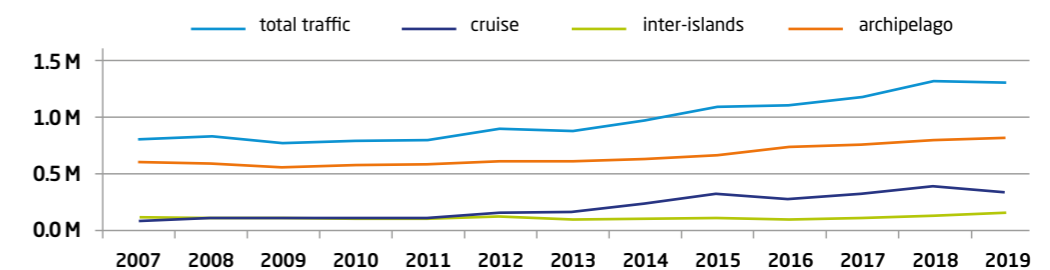
Goods Traffic Trends (gross tonnage)

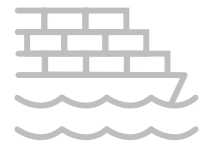


Passenger Traffic *A Hopeful Steadiness*

2018 was characterized by an outstanding number of stopovers being redirected to Guadeloupe from other islands, and this line of business was expected to go back to normal in 2019—yet, it was the second best year of the last decade with up to 338 000 passengers. The GPMG still hosts 3 home port ships with higher capacity, a trend that also affects transiting ships. Ultimately, the 2019 global passenger traffic appeared to be pretty steady thanks to a very good inter-island and intra-archipelago traffic (983 000 passengers) – a 5% increase compared to 2018.

Passenger Traffic Trends



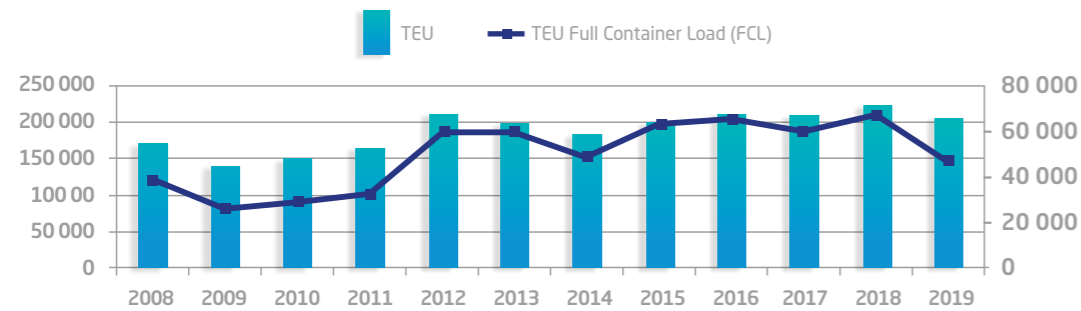


Container Traffic

An Economic Downturn

The 2019 global and definitive container traffic reports show a decline compared to the 2018 results. This downward trend is strongly related to the important drop of transshipment traffic (-31%) and to the reorganization of maritime services from/to Europe (changes with cruise stopovers, ships, etc.). Despite these uncertainties, domestic traffic maintains a good surge with a 3% positive trend for the year 2019.

Container Traffic Trend (Twenty-foot Equivalent Unit, TEU)



Bulk Cargo Traffic

A Positive Trend

Hydrocarbons, clinker, and aggregate imports remain substantial, besides a few dips on small volumes. Storing aggregates in anticipation of important construction projects has led to good solid bulk traffic. Construction work at the SARA (Société Anonyme de la Raffinerie of Antilles) has generated an important traffic at the GPMG's amenities alongside with a positive impact on liquid bulk. Regarding bulk sugar, the 2019 results of the sugarcane crop season are below the results of the previous season. However, some of the sugar is now transformed and exported in containers. Eventually, roll-on roll-off (Ro/ro) traffic has slightly decreased, after a banner year in 2018.

2018-2019 Bulk Cargo Traffic Trend (YTD)

Hydrocarb. imp (707 799)....	+4.5%	Gypsum	ns
Local sand	ns	Fertilizers (6 250).....	-33.5%
Clinker (186 884).....	+9.5%	Aggregates (293 608).....	+28.4%
Grain (62 123).....	+12.4%	Pozzolana.....	ns
Coal (203 119).....	-7.9%	Raw sugar (30 012).....	-26.2%



Cruiseline Stopovers Traffic

A Substantiated Growth

In 2019, Guadeloupe has generated many more benefits as a home port than as a port on call, considering the high volatility of cruise liners stopovers. Bunkering, embarking, and disembarking all happen on-site, during transit, with the support of the Comité de Tourisme des Îles de Guadeloupe (CTIG), the airport, and the Port. It is noteworthy that the ability to develop as a home port for cruises is also strongly related to the capacities of airlines departing from Europe and made available to the cruise line companies. In addition to their historical positioning at the Pointe-à-Pitre port terminal, MSC and Costa Crociere cruise lines also saw opportunities for exponential growth due to the increasing demand from consumers in Guadeloupe.



MAJOR DEVELOPMENT ISSUES

Guided by its operational breakthroughs, the GPMG plays a crucial part in the development of the territory in its 2019-2023 Strategic Program, thanks to the implementing and tracking of objectives for growth—agreed upon with the port community, its agents and partners.



A Triple Mission

The 5-year Strategic Program of the GPMG, available to the audience since 2019, contains three important missions:

- > set the strategic directions that will guide the GPMG's initiatives until 2023;
- > identify the drivers for action—and KPIs—and quantify the means necessary to the project.
- > rally the Port's teams around a unifying project while cooperating with the leaders of the port industry in order to reach a common development objective.

Future Opportunities

For the past 5 years, the GPMG's main goals have been to contribute to the conservation of the quality of its maritime service, to develop exchanges between Guadeloupe and its Caribbean neighbors, and to reinforce the status of the Port within its environment. For instance, the GPMG has set a few development focus points on its strategic roadmap to cultivate future opportunities: the creation of transshipment platforms as a driver for economic growth, the development of maritime cruise line stopovers as a driver for territories' growth in the islands, the reinforcement of competition in the boating industry, the consolidation of the Caribbean single market and the development of common cooperation strategies between the port communities.



Performance Booster

Each and every year, the GPMG asserts itself as a top-notch logistics and industrial port, connecting land and sea, animated by an active community of men and women dedicated to their territory, its inhabitants and its economy. As an archipelago, the island of Guadeloupe, the Port and the logistics performances it delivers are strongly correlated with the local realities—the cost-of-living, the competition in the exports industry, and the concept of territorial continuity. The GPMG plays an important role as a driver for economic growth on the territory it is located on, considering how limited the impact of maritime activities in the GDP of the overseas continues to be.

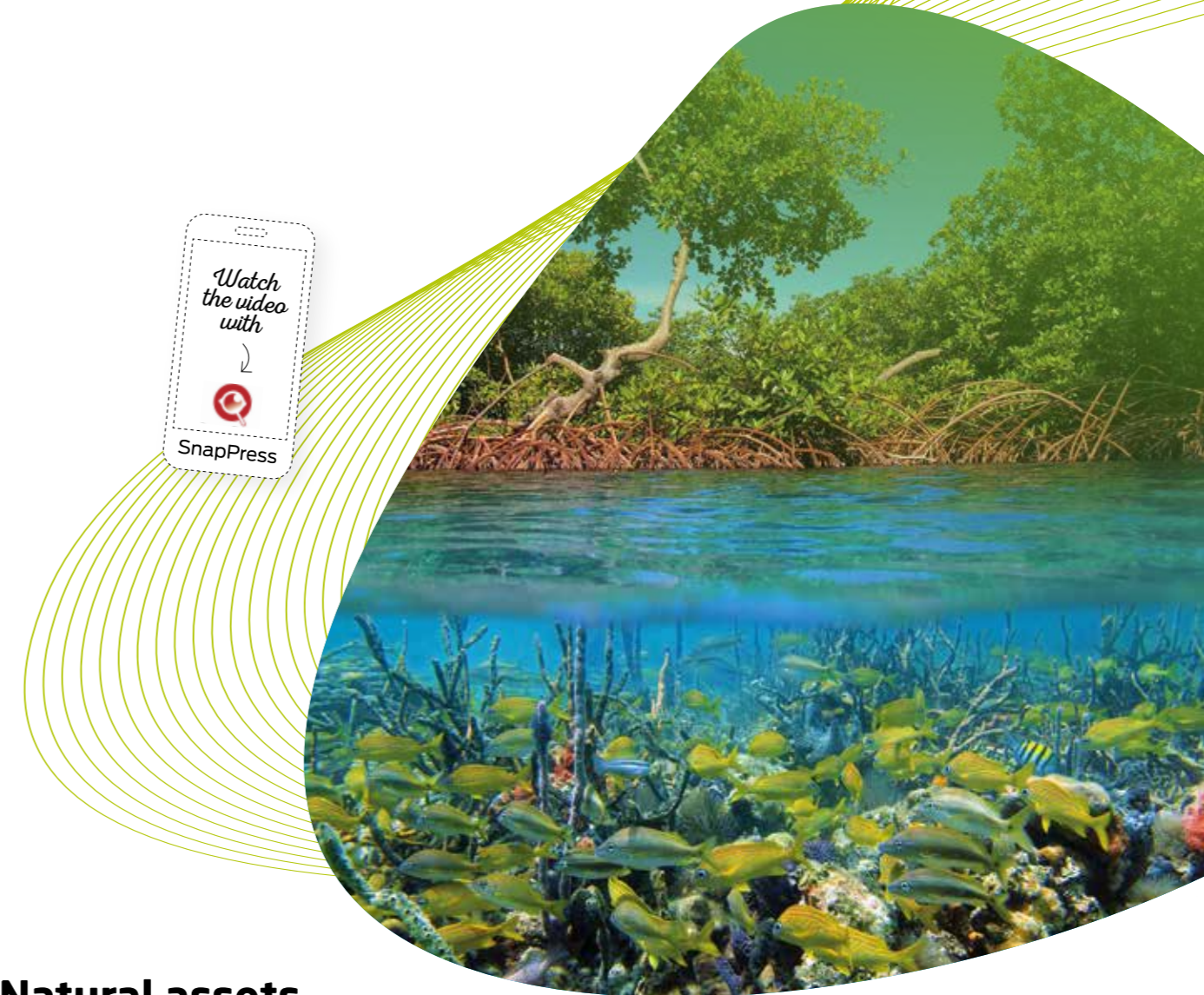
OUR GREEN INITIATIVES

Creating a Green Space Management Plan for natural areas, adapting to climate change, following up on the environmental aspect of projects... all those GPMG targeted missions are designed to preserve natural areas and demonstrate the strategic value within its activities.



Top Environmental Agent

The archipelago is well-known for the abundance of its biodiversity, which implies that it is also very sensitive to human endeavor. Because it is aware of the impact of port activities on the ecosystem hosting it, the GPMG has been involved in ambitious environmental policies, articulated as a network with the main leaders of the industry. Being involved in the conservation of the environment and sharing important data about natural areas also make it a renowned environmental agent in the French Antilles and in the Caribbean.



Natural assets manager

The autonomous Port became the Grand Port Maritime of Guadeloupe in 2012, taking on many more responsibilities, including the eco-friendly management and biodiversity and of the natural areas that he owns: Îlet Cochon, Caye à Dupont, several sites in Bas-du-Fort, Folle Anse (Marie-Galante), Basse-Terre, and Baie-Mahault. All these sites are part of the "Càyoli" Biodiversity Program including initiatives such as the eco-touristic promotion of sites, the restoration of wetland, the implementation of sea microhabitats, herbarium nurseries, mangrove trees or corals...

Adapt' Island, Remarkable Project

In September 2018, the GPMG initiated Adapt'Island, an innovative project dedicated to climate change adaptation. The project has two main long-term focuses:

- > restoring coastlines while reinforcing the protection of territory solutions to the consequences of climate change (especially the rise of sea levels);
- > maximizing the impact of initiatives taken in Guadeloupe while promoting, in the Caribbean, efficient solutions that will be appropriate to the tropical island environment.

After investigation, the European Commission confirmed that it will be supporting up to 55% of the project through the dedicated LIFE funds, starting July 2019. This funding will run until September 2024, with a global budget of 4.7 M€ dedicated to Adapt'Island - including 2.5 M€ financed by the LIFE funds.



Monitoring our Biodiversity

Beginning in 2019, the surveillance of threatened ecosystems has led to the implementation of a program for the monitoring of Guadeloupe's abundant marine biodiversity and of the living environment of the GPMG district. The monitoring was divided into 3 sections of the ocean floor:

Folle Anse in Marie-Galante (area loaded with grass beds and diverse macrofauna), the port of Basse-Terre (important corals and communities of corals and fish fauna), and the Petit Cul-de-sac marin (dense grass beds, fringing reef, coral colonies in good condition....).

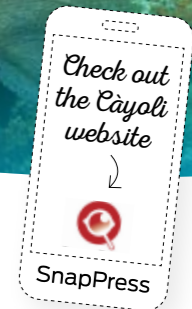
Surveillance of the Near Environment

The near environment of the GPMG is being monitored through the Càyoli program. It includes the quality of air, airborne noise, underwater noise, quality of water, oceanic and weather conditions.



Ocean Environment Awareness

Thanks to the support of the National Museum of Natural History, the GPMG and the Parc Naturel of Guadeloupe got together to develop awareness of the ocean environment. This program is used for instance to catalog aquatic organisms living at the bottom of the ocean called the small benthos. This category of animals is still very little-known in the Antilles, even though it is essential to the well-being and the protection of the ocean. The catalog can also eventually help acquire unprecedented information about our ecosystems.



Sharing Caribbean Experiences

Following the GPMG's presentation at the "Caribbean Shipping Association" (CSA) in October 2019, a training program of shared experiences was initiated by the port. In collaboration with the CSA, this project should be financially supported by INTERREG...

THE WAY FORWARD

The GPMG establishes itself as a springboard for the core initiatives of all “bricklayers of the future” in the archipelago. These initiatives will be serving the new economy of knowledge, communication and innovation as strategic foundations for growth perspectives—targeted by the port community and partner institutions.

The New Digital Mode

New port production, development and trade models emerge thanks to true specificities of our time: the necessity for energetic transition and technological innovations.

Since 2017, the GPMG has been part of the “new [growth] model” brought by the popularization of mobile Internet—a modern driver for new opportunities to exchange and have smoother and immediate communication with users and citizens.

Heading towards a “Smart Port”

The Port can now deliver information instantaneously to its passengers thanks to the efficient online presence of its different services. Being at ease with these new, real time information and communication models is an essential asset for reliability, competitiveness and attractiveness—especially when applied to the supply chain, or servicing environmental innovation. With that in mind, the “Smart Port 2020 Guadeloupe Port Caraïbes” project has laid the strategic foundations for new ambitions: making the GPMG “THE Smart Port” in the Caribbean.

Innovation, a Driver for Development

In order to increase the productivity of operations within the port ecosystem, the GPMG has two primary areas of focus: stimulating maritime economy innovation and fostering the development of its employees’ digital skills. Collecting, sharing, and analyzing information are at the heart of the new economic model. Putting minds together, thanks to the New Information and Communication Technologies (NICT), opens up new opportunities for the future—innovative and valuable for the archipelago’s harbor economy.

Online Secure Payments

A new online payment system was launched on December 12th, 2019. It is simple and easy to follow-up, and is available from the GPMG’s website or from the mobile app Zapay (on both iOS and Android). Participating clients can now safely pay their bills online.

2019 KEY INITIATIVES

The Grand Port Maritime of Guadeloupe has initiated prospective research and significant infrastructures construction. Anticipating the future, these new implementations comply with the goals of the port's 5-year Strategic Program for 2019-2023.



January 2019

Acquisition of a new generation H4 gantry crane and a 55.5 tonnes tugboat; two significant elements for the structuration of the port.

Maritime Transport: the "Water Bus" Alternative

Celebrating the Operational Launch

The Water Bus is an initiative of the region, supported by the GPMG. The first of the three passenger rotations programmed within the project as an alternative solution was launched on October 7th, 2019 and took place on the maritime territory of the Pointe-à-Pitre/Baie-Mahault conurbation. The M1 line connects the Mémorial ACTe, the Pointe-à-Pitre Dock, and Jarry, the industrial and commercial zone.



The "Karukéra Bay" Project

Renovating the Pointe-à-Pitre Waterfront

In order to extensively redefine the seafront of Pointe-à-Pitre, the "Karukéra Bay" Project rose from a large scope of discussions and synergistic initiative, from the outskirts of Bergevin to the Pointe-à-Pitre Dock... The redesigning of the cruise line activity functional program, the renovation of the Dock/Pier No 1, the management of onshore retail spaces, the improvement of fishing at the Pointe-à-Pitre Dock, are all part of the main initiatives selected and the 2019 research studies. Besides the redesigning of the City-Port waterfront in partnership with the city of Pointe-à-Pitre and the local agglomeration community Cap Excellence, many more future dismantling and renovation projects are expected.

Ferry Terminal of Basse-Terre

Ongoing Recovery Work

Wrecked by the 2017 Hurricane Maria, the chef-lieu's ferry terminal was rebuilt and made operational in October 2019. Costs: **370 000 €**.

2019-2023 STRATEGIC GOALS

Besides its organic perimeter of action's traffic, the GPMG is determined to take on the role as a performance booster for the local economy and the associated jobs. This echoes the GPMG's ambitious program for the balanced and sustainable development of Guadeloupe's archipelago.

4 Key Ambitions *Perennial Fallouts*

In order to sustain the progress of the previous term and accumulate virtuous results for the local economy, the GPMG set 4 key ambitions:

- Develop the competitiveness of the port services;
- Produce 200M€ of fallouts for the tourism sector in the archipelago by 2023 with boating and yachting;
- Create more value from raw data, thus asserting itself as the top "SmartHarbor" in the Caribbean;
- Initiate the adjustment to climate change with inspired initiatives.



Future Developments *2040 over the Horizon*

The GPMG based its initiatives programs on an ambitious and hopeful outlook (due to take place on site) after a massive wave of investments made necessary during the 2015-2016 season because of the announcements for 2017 of changes in the Port industry: the commissioning of the new Panama Canal.

The GPMG structured its 2019-2023 Strategic Program as a meeting point and an anchor between the target aimed by the Development Council and the priorities included in the nation's and in the Guadeloupe's area programs for the year 2040—going along with the Port's ambitions for competitive development in its affiliated Caribbean basin.

Industrial and Territorial Ecology

On January 17th, 2019, the GPMG and the Organization for Regional Initiative Synergile signed a partnership agreement for the coordination and animation of joint Industrial and Territorial Ecology (ITE or Industrial Symbiosis) through inter-companies synergy. Coordinated actions became necessary due to the clustering of economic activities that generate and consume material, energetic, and human flow on a given territory (Jarry, UDZ of Dothémare, I.Z. of Jaula...). Declared objective of the GPMG's participation in this community service program: stimulate the operational implementation of identified projects and prevent the risks of scattering on a given territory of uncontrolled initiatives—a 3-year financial participation of 45 000 € for the GPMG.

Energetic Transition

With its tropical sunlight, Guadeloupe has outstanding potential for the development of photovoltaic power. The GPMG already understood that fact and has installed solar power production units on two of its biggest warehouses in Jarry: more than 24 000 of roof hosting clean energy production. This represents more than 38 700 tonnes and 20-years of carbon dioxide that will not be released in the atmosphere, and the equivalent of 930 powered households—more than 2700 Guadeloupeans.

Competitiveness and Array of Port Services

The Government Decree No. 2017-570 of April 19th, 2017 on the Multiannual Energy Programming (PPE) of Guadeloupe sets the objectives for the development of renewable energies for Guadeloupe's electricity production. A 66 MW increase (compared to 2015) of power capacity for biomass is expected by 2023, by converting 43 MW of coal-fired and bagasse-fired units. Albioma is an independent power producer in Le Moule, constantly exporting one third of the global energy produced in Guadeloupe, exploiting three coal-fired thermal units that are also partly biomass-fired units. PPE Guadeloupe has set a goal at Albioma to reach an additional 349 GWh/year (compared to 2013) while replacing fossil fuels by renewable energies.

The goal for Albioma Le Moule is to convert its three units to 100% biomass. Two providers are considered for biomass: one local branch and one importer. Importing biomass as a substitute for coal has a direct impact on the port's terrestrial and maritime amenities. The GPMG has committed itself to the process through the provision of property. Located in a cabotage area of the Port, the coal warehouse of Albioma Le Moule will be transformed in a first storage dome with an effective capacity of 19 990 . It will be followed by two more domes with the same capacity.





**GUADELOUPE
PORT CARAÏBES**

European Excellence

Quai Ferdinand de Lesseps - BP 485
97165 Pointe-à-Pitre Cedex - Guadeloupe - FWI
Tél. : (+590) 590 68 61 70
Fax : (+590) 590 68 61 71
guadeloupe-portcaraibes.com

@PortGuadeloupe

