

THE STRATEGIC ORIENTATIONS OF THE PORT AUTONOME DE STRASBOURG

The principal orientations are laid down in programmes of action already underway or scheduled for the years to come

Continuation of development of the Strasbourg port area, development of the role as logistics platform and combined transport hub

- Development of available land as and when commercial opportunities arise.
- Development of combined transport by doubling the capacity of the northern container terminal located in the central zone to the west of the Bassin du Commerce and completing the southern terminal on the Rue de Saint-Nazaire.



- Continuation of reorganisation of the oldest zone, basically the central zone and the Parc de la Centrale (reorganisation of the older sectors and public areas, and development of new activities...).
- Management of the architectural heritage, if need be through investment from the organisation (for rental purposes)

Expansion of the port's capacity

- Along the Bas-Rhin side of the Rhine (Lauterbourg), the port's capacity is to be expanded to accommodate a new container terminal.

Improvement of services to businesses

- Professionalisation and improvement of the port's own businesses, capacity, sustainable development, signposting, safety
- Modernisation of traditional equipment
- Potential joint actions with the Port of Kehl



Optimisation of city/port integration

- Economically vital, the port is also at the heart of the city. City/port integration on the Strasbourg-Kehl axis will continue in consultation with the City authorities.
- In addition, the proximity of the port will be better exploited through a range of actions (treatment of public spaces, lighting plan, activities on the theme of water...).

Best use of the Strasbourg river network

- Strasbourg is a traditional point of confluence for cruise tours, with more than 150,000 people stopping over each year. The canals in the heart of the historic centre of the city are a major tourist attraction (785,000 passengers a year for the port launch service, Batorama).
- Continued modernisation of the fleet.
- Study of development potential (modernisation of amenities, tours...).
- Development of accommodation potential for the various forms of fluvial tourism (Rhine passenger boats, floating hostels...).



PAS

PORT AUTONOME DE STRASBOURG



A MAJOR LOGISTICS AND INDUSTRIAL HUB



AN ESSENTIAL MISSION

Born of an agreement between the State and the City of Strasbourg, the Port Autonome de Strasbourg is a public organisation granted financial autonomy. It is responsible for dealing with the development and management of the geographical area occupied by the port.

A MULTIFORM OPERATION

The Port Autonome constructs and maintains the service infrastructure (basins, roads, railway lines linked to the French railway network, various networks subsequently handed over to various managing bodies).

- Since 1st January 2016, it owns two subsidiaries:
 - Rhine Europe Terminals (RET) for port handling (cranes, gantry cranes, particularly terminals for containers and heavy lift)
 - Batorama, daytrip boat service for tourists or residents visiting Strasbourg.



Strasbourg: northern and central zone
(historic zone of the Rhine port – beginning of the 20th century)



THE AREA OCCUPIED BY THE PORT AUTONOME DE STRASBOURG



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IMMENSE PLATFORMS ALONG THE RHINE

The land occupied by the Port Autonome de Strasbourg is leased out (long-term rental of an administrative nature) to industrial and commercial concerns.

→ **The Strasbourg port zone**, the principal zone, accommodates 350 companies and accounts for 13,000 jobs. Situated on a 1-km-wide north-south axis running 10 km along the Rhine, the area annexed to Strasbourg (owned in the main by the Port Autonome) represents a surface area of 1,050 hectares, 200 hectares of which are basins and 200 hectares infrastructures (150 km of railway lines and 34 km of roads) and public amenities.

→ **Three port zones annexed to**

- Lauterbourg
- Beinheim
- Marckolsheim

accommodate mainly industrial

→ **Several bulk loading stations**

(gravel, cereals, etc.) are set up along the Rhine.

storage capacity

general goods:	740,000 m ²
cereals:	710,000 t
hydrocarbons:	420,000 m ²



Beinheim : usine ROQUETTE (produits amylacés)



Beinheim : chargement de graviers



Marckolsheim : usines SYRAL - JBL (amidons, glucose)



Lauterbourg : usine DOW FRANCE (chemistry)

THE PORT AUTONOME DE STRASBOURG: AN NINETY YEARS OLD ALERT

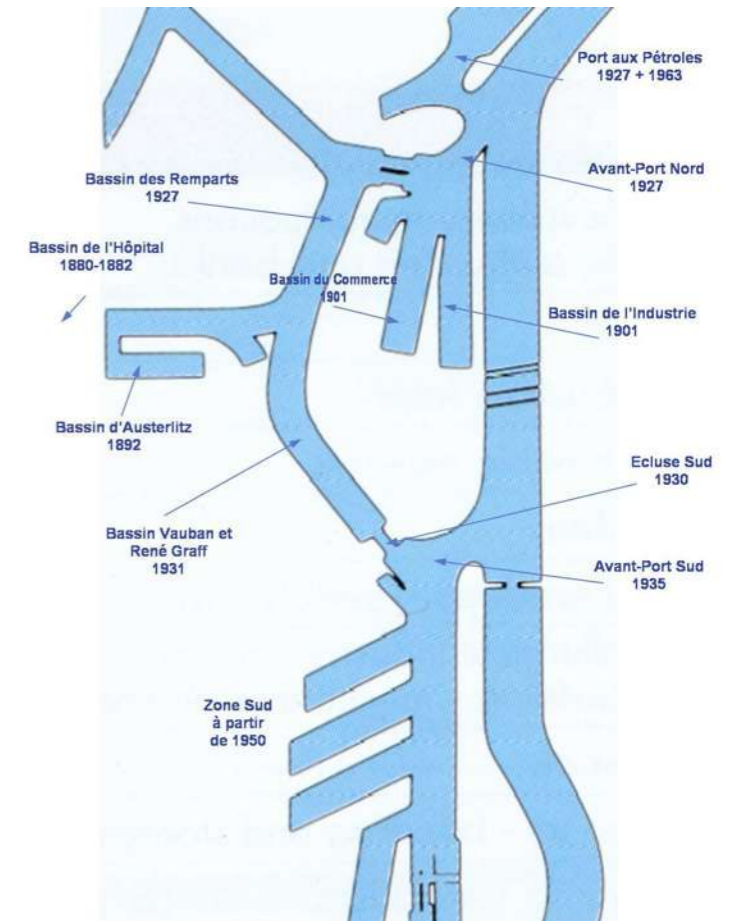
The history of Strasbourg and its port is closely connected. Fluvial business has always contributed to the city's vitality: in the Middle Ages, port activity was concentrated on the River Ill, near the Former Customs House, thanks to the powerful Corporation of the Anchor, which enjoyed a near monopoly on the Rhine as far as Mainz for centuries.

In the 19th century, Strasbourg was linked to the French inland waterway network by the Rhine to Rhone and the Marne to Rhine canals inaugurated in 1832 and 1853 respectively.

The Bassin de l'Hôpital was excavated in the 1880s to accommodate canal barges. Subsequently, the Bassin d'Austerlitz, the very origin of today's Rhine port, welcomed the first steamboat in 1892. At the beginning of the 20th century, the Bassin du Commerce and the Bassin de l'Industrie were excavated, marking direct access to the Rhine. The port at that time was owned by the city.

In 1926, the Port Autonome de Strasbourg was created in the form of a public organisation, implementing an agreement between the State and the City of Strasbourg, to handle the extension of the port installations.

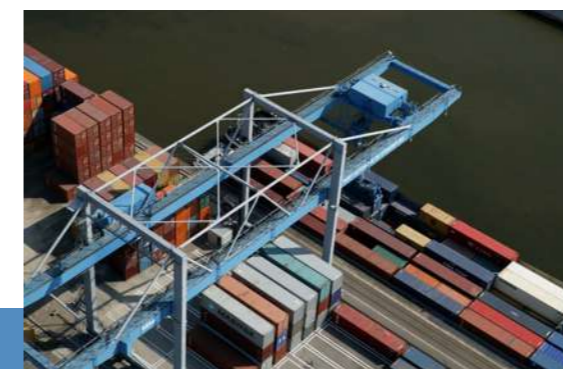
The organisation continued the development of the Port of Strasbourg with the construction of the Southern Lock, the Bassin des Remparts, the Bassin Vauban and the Bassin René Graff (1927-1931), the Port aux Pétroles (1927, extended in 1963), the outer harbours to the north (1927) and south (1935), followed by the southern part of the port (as of 1950), and the development of the related zones from Marckolsheim to Lauterbourg.



Middle Ages



1892



Today



COLLECTIVE MANAGEMENT

The Port Autonome de Strasbourg is managed by a 21-member Board of Directors, which includes:

- 6 representatives of the State
- 6 representatives of the City of Strasbourg
- 1 representative of the Alsace Regional Council
- 1 representative of the Bas-Rhin Departmental Council
- 1 representative of the Chamber of Commerce and Industry of Strasbourg and Bas-Rhin
- 3 representatives of the Port of Kehl
- 3 representatives of the organisation's employees

The Board of Directors is chaired by a representative of the City of Strasbourg.

APPROPRIATE SERVICES

Excluding the 2 subsidiaries, around 90 operatives fall under the authority of a General Director.