

Listening in Le Havre: Alkion collaborates with customers to secure their supply chain with state of the art new tankpit capacity.

For many years Alkion operated two sites in Le Havre, the historical Sotrasol terminal (ATSOT) and the nearby Le Havre terminal (ATLH). In 2015 it was decided to wind down and close the ATSOT terminal. This was partly because the local Port Authority wanted to release space for major projects designed to power the energy transition for the region.

The closure of ATSOT led to a loss of storage capacity for our customers putting at risk their supply chains. So, Alkion moved quickly to propose a visionary alternative. We then collaborated closely with the Port Authority, environmental agencies and our key customers to ensure the environmentally responsible closure of ATSOT and the migration to new-build storage capacity at ATLH.

The success of this large and complex project demonstrates Alkion's ability to listen to the needs of its customers, the authorities, and the planet in order to plan and deliver a solution that benefits all parties.

ATSOT: A historic and strategic industrial site

Alkion's ATSOT site in Le Havre first became operational in 1946 and quickly became a vital link for French supply chains. For many years it served as a hub for the import of vegetable and animal oils for the food and cosmetics sectors. In the 1960s it evolved to become a key hub for mineral oil, and in the 1980s it became an important location for the distribution of additives and lubricants.

A few years ago the Le Havre Port Authority formed ambitious project plans that necessitated the closure of the site, which is located near the centre of the city.

These projects include jetty and ferry infrastructure designed for a new Siemens GAMESA factory that is the largest industrial project in France dedicated to renewable energy. The factory will produce wind turbines destined for five offshore windfarms off the northern coast of France (Dieppe-Le Tréport, Fécamp, Courseulles sur mer, Saint Briec et Yeu-Noirmoutier). In doing so it will make a major contribution to the energy transition in France.

And so, on 6 June 2021, the STOLT SPRAY became the last ship to discharge at ATSOT, ending a long era of successful and highly productive activity at the site. Everyone who has ever been part of the terminal team can be proud of their contribution.



One of first vessels to unload product at Sotrasol approaches the terminal.



On 23 June 2021 the Stolt Spray became the last vessel to unload product at the Sotrasol Terminal.

Thorough expert land remediation

Alkion listened to the needs of the Port Authority and France's climate change ambitions by making plans to decommission the ATSOT site. This process is ongoing and Alkion is making

all necessary efforts to ensure that the terminal is demolished responsibly so that the land is remediated for future industrial use and handed over to the Port Authority in February 2023.

An opportunity to listen and respond

The closure of the Sotrasol terminal in June 2021 meant a loss of storage capacity that would negatively impact the supply chain of some Alkion customers. Alkion therefore came up with a forward-thinking solution that seamlessly migrates customers to Alkion Terminal Le Havre, around 10 km from the Sotrasol terminal.

In doing so we worked closely with customers to ensure a smooth business transition that has delivered a state-of-the-art infrastructural solution that adheres to demanding customer standards and procedures. Collaborating with customers in this way was a great privilege and underscores Alkion's conviction that it all starts with our firm belief that 'Listening is everything'.



(© Sébastien Banville) - Flexible infrastructure tailor-made for the needs of our customers.

New Tankpit 22: Tailor-made solution with flexible infrastructure

Central to the new infrastructure an ATLH is the new Tankpit 22, offering 33,000 CBM of storage capacity in 24 tanks. Tailor-made for high value heated products such as additives and lubricants, it is insulated and heated to the advanced and rigorous standards expected by customers today. Dedicated pipeline infrastructure with smaller tank sizes provides a high level of flexibility for

operation, and the new facility is connected to markets by water, rail and road. Importantly, the new Tankpit 22 deploys more energy-efficient equipment relative to the older asset at Sotrasol, allowing for more sustainable operations. This is thanks to lower energy consumption driven mainly by better insulation and more efficient equipment performance during loading and unloading operation.

Our CEO Rutger van Thiel summed up the process: "I believe we have demonstrated that our customers can trust Alkion to accompany them in securing their future business requirements. The new Tankpit 22 guarantees their supply chain, notably their import of feedstock, export of intermediates and inland distribution to consumers. Our world-scale terminal in Le Havre is the gateway for chemicals, additives and lubricants into France. The new tankpit has consolidated our position as a strategic partner while triggering additional expansion projects."

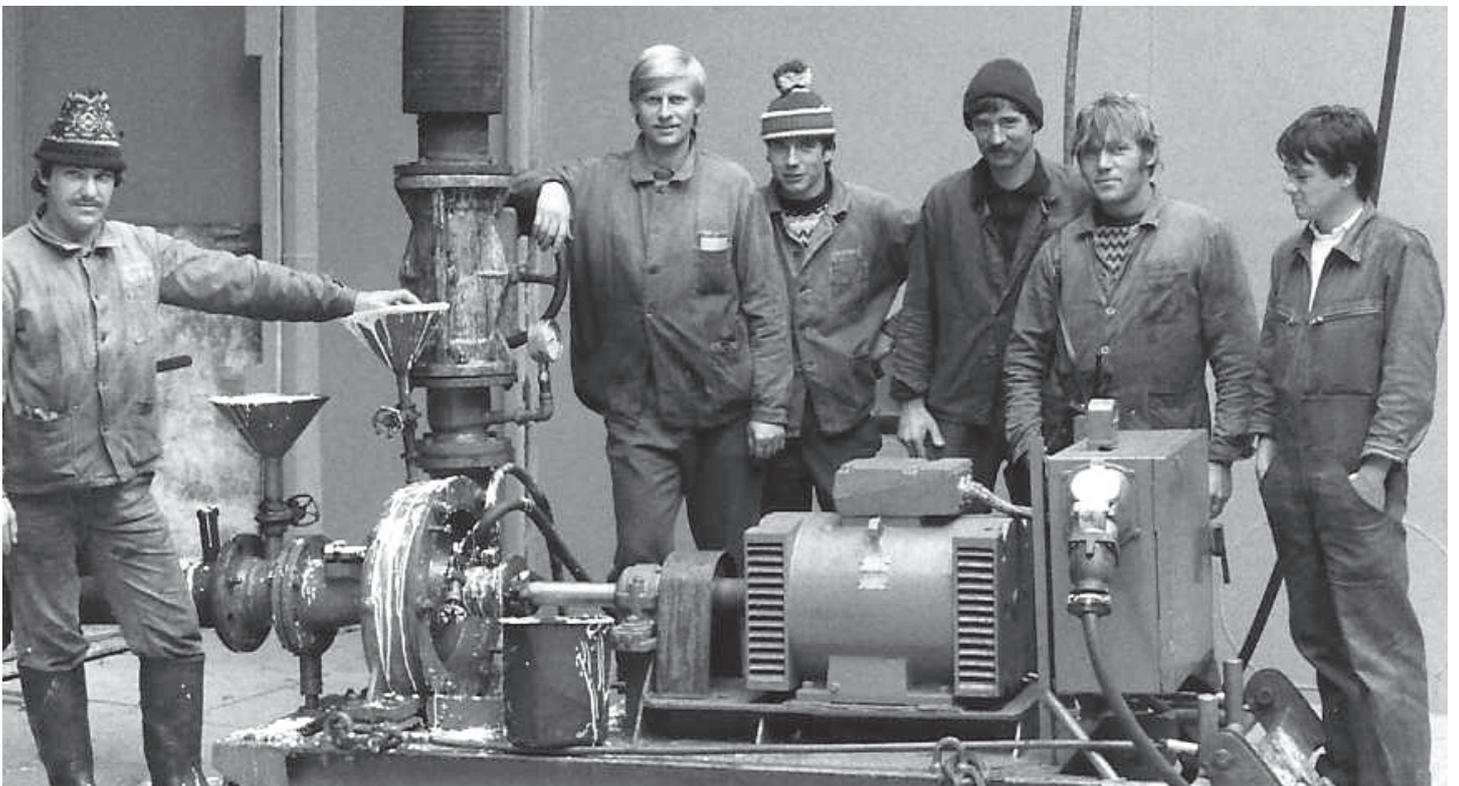


(© Sébastien Banville) - Le Havre operator ensuring safe truck loading operation for high-value added product.

An exciting future at AT LH

This new infrastructure further establishes AT LH as a major terminal hub in north-west Europe. Even before the added capacity, AT LH was one of the largest chemical liquid bulk terminals in France with 421 000 CBM of storage capacity, and it is strategically located at the heart of the Le Havre petrochemical cluster, less than two hours from the open sea and with easy access to the inland waterway traffic through the Seine river.

Above all, by turning the closure of AT SOT into an opportunity to secure progress on so many fronts and further grow AT LH, Alkion has demonstrated its ability to listen and respond to the needs of its customers, the authorities, and the planet's future.



Sotrasol employees next to the pump while uploading liquid latex on to a ship for SAFIC ALCAN in the late 1970s.