



EUROPAN 15 – PORT-JÉRÔME-SUR-SEINE

Site visit report

April 25, 2019

11am – 5pm

Present :

Ms. Virginie Carolo mayor of Port Jérôme,
Mr. Jean-Philippe RIGAUD deputy mayor,
Marie-Annick Leroy director of ecological transition and territorial innovation Caux Seine Agglo,
Mr. Mustapha Chouireb director general of services city of Port Jérôme,
Cyril Courtier chief of staff city of Port Jérôme,
Carole Coupin director of urban planning and real estate,
Gilles Carpentier director of the economic development agency Caux Seine Agglo,
Isabelle Moulin director Europen France ,
Laurence Schlumberger-Guedj architect and site expert for Port-Jérôme-sur-Seine;
Octavie Steu Europen France,
Two people from DDTM76

Europen France commissioned a crew from Year Zero to film the visit.

Number of participants: 25

VISIT OF EXXON MOBIL INDUSTRIAL SITE

Nathalie Guégaden-Lefort, in charge of institutional relations and communication, made comments during the visit.

Platform information: built in 1933, the site covers 700 hectares and has access to the Seine. Largest platform in Europe, integrated, with pooling of services; Proximity to a small city; Site classified Seveso 2, highly secure; 2300 employees (85% men) and 2000 external workers. Mobil and Exxon are 2 companies that merged. Activities: refining, lubricants, petrochemicals (ethylene, propylene and butadiene, synthetic rubbers and petroleum resins). Total has set up in Le Havre, Shell in Rouen;

The original village of 550 inhabitants has become a city of 10,000. The industrial site has grown larger and closer to the city requiring storage tanks to be moved as they were too close to homes. There used to be 3 service stations in town; there is only one now and its relocation is being studied (project site).

Development perspectives: The future of fossil fuel is under discussion: developments to modernize facilities reducing environmental impact and achieving a more efficient, safe platform. There are specific production fields that cannot be called into question until a replacement material has been found: for example a blood bag requires polypropylene to keep germs out. Studies are underway to develop the use of algae for fuel.

Recycling: One ton of crude oil produces 75 gr of waste. All the rest is transformed by the chemical industry on site.

Relationship with the Regional Natural Park (PNR): No official links; local relationships; the site gets along well the territory and is in direct contact with the cities.

The workers' housing estate: The estate was originally built in the form of a star to encourage social interaction around places of conviviality. The workers' houses are in groups of four, those of the foremen in groups of two, the executives have individual houses and director's house is in the centre.

Fully equipped with bathrooms and central heating. The whole city belonged to the company who took care of the houses, provided summer camps for the children, built public facilities, etc.

Relationship with residents: (see inquiry attached to report) Following complaints, improvements have been instigated. Exxon Mobil standards are stricter than European standards. The company organizes many visits to the site for schools, customers and inhabitants to help people know the industry better.

Odours are at the heart of complaints from local residents.

The perception of odours differs for each person: Exxon Mobil has trained noses to identify smells more precisely: residents take readings, the olfactory problem is traced back to its source and corrected. Eighty hours of training are required to become a nose. Gardeners are good noses as they are often outdoors. Odours result mainly from the drying of hydrocarbons.

The problem of women's work: 85% of employees are men 15% are women on the platform; jobs for women need to be created in the city, otherwise the workforce will not remain. Employment for women: 50% of public jobs. Local communities are committed to finding jobs for women whose husbands are employed at Exxon.

PRESENTATION OF CAUX SEINE AGGLO ECONOMIC DEVELOPMENT AGENCY BY ITS DIRECTOR GILLES CARPENTIER

There are three major sectors in the area: aeronautics, pharmaceutical fine chemicals and logistics.

Petrochemistry remains the main activity, but this is going to change: the largest European platform (nine SEVESO-classified factories), a situation fully integrated with the local population, is part of the territory's DNA, integration of risk culture; there is still place for large SEVESO companies, mainly energy oriented with a specific typology requiring a large amount of land. It is no longer possible to set up this type of industry in an urban environment, companies will come only if they can recruit on site. Three development tools are available: the industry and the tertiary and residential sectors. We need to support a circular economy and prepare for energy transition: on site is the largest hydrogen plant in terms of quantity.

Tourism Economy: development directions: cruises on the Seine, development of other forms of mobility, city entrances, etc. ... gatherings, interactions, artisan village, more jobs for women.

COMMENTS BY PORT-JÉRÔME SUR SEINE MAYOR VIRGINIE CAROLO

The city needs good living conditions and activities to attract new inhabitants. The city's entrance, the European site must communicate this.

- Tourism is becoming another way to enter the territory (Indian women weaving in Bolbec, the Juliobona site in Lillebonne, the Seine, etc.).
- Our city has always turned its back on the industry; we must now reconcile ourselves to the situation; the city has the land required, partly with the transformation of the city entrance and should be able to accommodate the 800 people the industry needs to hire. Our approach can serve as a model for other sites.

Land use in the municipality: 1/3 industrial, 1/3 agricultural, 1/3 urban.

These proportions should not change; increased density is required in the urban areas. Built land needs to be reverted to agriculture (organic agriculture in particular) and abandoned sites in the city centre built up.

- Port Jérôme is the economic powerhouse of Caux Vallée de Seine. The city once changed its name (formerly Notre Dame de Gravenchon) and can also change its image. We need to reinvest the city centre with shops and artisans (an electrician should be in town not in the artisanal zone). How to go from a fossil fuel based territory to a clean energy territory? We need to reconcile the differences between the business world and the inhabitants.

Health consequences from industrial activity: studies indicate that health issues are not greater here than elsewhere. Odours are not pollution. A survey has shown that the inhabitants are not afraid. (available to European candidates). The PPRT (Technological Risk Protection Plan) is pending.

The city is known for sport and cultural activities. We need to go further to develop the idea a fertile city with a wider role given to vegetation (commercial, fighting global warming, biodiversity, etc.)

When asked what would encourage Exxon employees to settle in Port Jerome, they indicated the need for a gated community (excluded according to the mayor), the ability to commute to work by bike, a bar, lively place of interaction, a neighbourhood that is not a bedroom community, etc.

The city owns a lot of land. The municipal budget is 35 million euros per 10,000 inhabitants. We have the ability and means to carry out the winning projects during the next term. Whereas the municipality has until now developed on the periphery, the focus must from now on be on the city entrance and its development.

The city entrance urban project: Initially the city was considered only in terms of its density; there was no overall project. As already stated, the municipality has the financial means and the land. A fundamental change is needed to integrate an ecological transition, change the image of the city and attract new inhabitants.

Dilapidated or abandoned buildings acquired by the city (see map) are to be demolished. New city blocks will accommodate housing for seniors (home support) and promote diversity without architecturally differentiating between rent-controlled property and home ownership.

The mayor suggested that the present service station site (to be moved) could become a place to present the history of the platform and the city.

Mobility: along the departmental road is a freight station but nothing for passengers. New transportation means need to be established for residents and users. For example, the bike path should run through the city and not along the railway line. Why not something like Autolib or Autopartage at Yvetot Station? The agglomeration is currently responsible for transportation issues. Nevertheless, the free city bus will be maintained (access to schools, services, public facilities). For health and safety reasons, safe routes are needed so that children can go to school on foot or by bike.

Is such a big roundabout still needed? Not just one, the state insists on a second roundabout being constructed. The existing roundabout cannot be reduced in size without departmental approval. Wide convoys (wind turbine blades, tramlines) pass through the city centre and are a significant hazard.

The number of trucks and other vehicles in the city will be reduced when service station is relocated (to the site of the current railway station). However, the width of the road running through the city would have to be reduced from two times two lanes to two times one lane and the central island removed. Inhabitants do not want to walk along these roads that really do divide the city.

Relation to the Seine: The mayor recalled the importance for Grand Paris the architect Antoine Grumbach placed on developing the Seine axis when he visited the area. Port Jerome does not really have a quayside, only Exxon does. There is no way to link the city to the Seine. A connection for the inhabitants to the river is via other communities and therefore an agglomeration prerogative.

Shops and the city centre: there is a medium-sized shopping centre on the outskirts of the city. However, the city would like to keep small local businesses in the centre, which can support artisans as long as it remains populated.

Regulation: Using the PLU as an inspiration is possible, but it could be disregarded and the rules changed. An updated PLU will integrate the winning European proposals; there is also the SRU law, which has not been integrated.

Should we respect the project site borders: they can be displaced, however not towards the refineries because of the risk plan, but they could be displaced elsewhere. The borders exist to be questioned. Yellow corresponds to available land, there are other plots where it would be possible to work. These areas have been chosen together with the municipality, but can nevertheless change. Project hierarchy could be established: estimate the degree of complexity between long-term projects or more immediately operational ones.

The mayor reminds candidates that she wants the notion of utopia to be part of the project.

Consultation: This is very important. The population was not consulted previously on changes in the city centre: a space at the multimedia library has been reserved for presentations early on in the process. The projects need to be explained. We will organize an exhibition and seek the inhabitants' opinions. However elected officials will make the final decision. European is an opportunity to change our ways of thinking about the city.

Note: DWG documents will be available on the website www.euopan-europe.eu

