

## HAROPA PORT sets out to accelerate modal transfer along the Seine axis



**The central importance of multimodality in the development of HAROPA PORT:**

two calls for declarations of interest (AMIs) have been issued in order to support and expand the use of rail and river transport along the Seine axis, and thereby reduce the environmental footprint of logistics chains.

**These two calls for declarations of interest (AMIs) – one for rail transport, the other for river transport – are aimed at attracting candidates for:**

- improvements in the quality of existing services or development of new regular rail services;
- development of regular river transport services for containerized freight via secondary terminals and the broader hinterland.

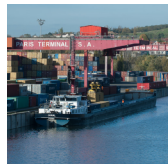
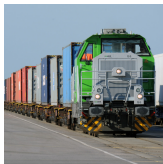
The targeted services relate to combined transport: maritime containers and continental Intermodal Transport Units (ITUs).

► **The objective: to develop the competitiveness of the transport offering and the volumes being handled.**

Eligible transport providers will be able to benefit from financial incentives for the expansion of such services. This new AMI, which takes over from the one issued in 2021, reaffirms HAROPA PORT's goals in the area of multimodality development.

### Key multimodality goals for HAROPA PORT

- Smoother goods throughput
- Expansion of port hinterland
- Decarbonization of logistics chains



►► This ambitious modal transfer incentive scheme is part of **HAROPA PORT's multimodality development strategy**. It defines the following objectives out to the 2025 horizon:



- a modal share of **8% for combined rail transport** (compared with 4% currently)
- a modal share of **12% for river container transport** (compared with 9% currently)

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