

Multimodal strategy

Among the strategic objectives set for the period to 2025, France's leading port is looking to promote transfer to mass freight modes (rail, river) of 20% in the case of containers and 40% for bulk. This goal addresses the issues surrounding both decarbonisation and the ecological transition for logistics flows. In this way, HAROPA PORT is investing to obtain the right infrastructures for modal transfer and is contributing to the development of new multimodal services. Alongside this, action is ongoing to facilitate goods throughput across the Seine Axis based on greater efficiency for administrative and customs processes.

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Putting in place the right infrastructure for modal transfer

Ensuring seamless rail and river routing for the connection of freight zones

In the case of river transport, the example of Le Havre's "cat flap" channel

In order to make the river an integral part of logistics systems, **direct river access to Port 2000** (in Le Havre) is in the process of being provided. Using this protected navigation channel, the entire barge fleet will be able to connect Port 2000's container terminals with the historical port and the Seine.



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Rail infrastructure

HAROPA PORT is ensuring reliable rail access for **its installations and modernising the rail lines at its various facilities**. Particular attention is being paid to ease of access to Paris platforms and the development of the cereal-growing hinterland of Rouen port as well as expansion of the container market for Le Havre's facilities.

The modernisation of the **Serqueux-Gisors rail line** in the spring of 2021 created an alternative freight route and "decongestion" of the Paris – Mantes-la-Jolie – Rouen – Le Havre line. This network segment allows the Seine Axis ports to handle up to 25 freight trains daily (i.e. 12 daily round trips), which benefits massified transport and modal transfer between Normandy and the Paris basin.

Providing a network of facilities near to the main markets

HAROPA PORT is working with central government, local government bodies and SNCF Réseau to identify and concretise possibilities for the development of new platforms. The issues include the decarbonisation of the logistics chain by linking up a series of combined transport projects in geographical areas offering potential markets big enough for the development of massification services. This also necessarily involves an overhaul of the urban ports in the Paris area.

New river ports are also at the planning stage with a view to strengthening the market offering of land areas and river infrastructure for the construction industry. These include:

Port Seine-Métropole Ouest



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The development to the west of Paris of a multimodal port platform exclusively for activities relating to the construction and civil engineering sector will allow modal transfer for goods to be expanded, reducing congestion on the road network. The project is being driven as part of the Grand Paris project (it is scheduled to be phased into service from 2025, continuing to 2040).

Equipping facilities for the benefit of carriers

New forms of energy to benefit river transport

With Voies Navigables de France (VNF), **HAROPA PORT is offering freight and river cruise vessels water and power supply terminals** as part of the *Borne&Eau programme*. The first terminals have already been installed with VNF in Le Havre, Rouen, Conflans-Sainte-Honorine, Poses-Amfreville and Gennevilliers for freight, and in the ports of Grenelle, La Tournelle, Boulogne-LeGrand, Javel and La Roche-Guyon for cruises.

In 2024, HAROPA PORT has also installed 36 additional freight bollards and one dedicated to cruise ships in the port of Javel-bas.

The work begun with VNF is continuing and will bring the total number of bollards for freight boats to 96, and 36 for river cruises.

This service, which is supported by the European Union through the **European Interconnection Facility**, and in part by the Ile-de-France Region, reduces atmospheric emissions linked to the use of auxiliary engines to supply electricity for life on board when the boats are docked, noise and odour pollution for local residents and boatmen, and fuel and maintenance requirements.

Following the same logic, HAROPA PORT is providing several **NGV service stations** at its facilities for carriers in its port areas (NGV = Natural Gas for Vehicles, in two forms: compressed (CNG) and liquefied (LNG)). The biggest such station in France has been set up at Gennevilliers port. Other alternative fuels may emerge in coming years: e.g. hydrogen, biofuels.

A multimodal service offer to meet customers' needs

Making an improvement of at least 10% in the competitive performance of massified transport

HAROPA PORT is implementing a **collaborative programme** with all stakeholders to facilitate throughput using massified modes (rail and river). This is based on the following:

- detailed knowledge for each transport mode of the logistics chain involved in port handling,
- identification of the costs associated with each link in the chain and its environmental impact,
- sharing ideas on ways forward for improvement and the optimisation of available capacity,
- designing and sharing indicators relevant to the various sectors of activity.

Fostering the development of multimodal service offerings

HAROPA PORT's market offering of services is based on **the development of massified modes using rail and river**.

- In the case of rail, the port has joined the **Seine axis Rail Freight Programme** with SNCF Réseau, the objective of which is to enhance the quality of rail paths/time slots and routing for freight.
- Where the river is concerned, a partnership agreement was signed at the end of 2021 with the French Waterways Authority (VNF) to boost the exchange of information and cooperation on innovation and greening.



Barge fluviale en chargement de conteneurs sur le terminal multimodal de Gennevilliers © HAROPA PORT / Didier Gauducheau

As for containers, since 2021 HAROPA PORT has had **a commercial incentive scheme for modal transfer to support the development of combined rail and river transport**. The objectives: to make the offering more competitive and to increase the volumes carried to and from HAROPA PORT facilities.

Acquisition of stakes in inland terminals

HAROPA PORT is pursuing its policy of **acquiring equity in inland terminals**. For combined transport, this is already the case with regard to the companies operating the river terminals in the Paris area (PTSA), the Le Havre Multimodal Terminal (LHTE) and the Mulhouse-Rhine ports (Alsace Team).

Innovative solutions for easier access to massified modes

One of the ways forward under consideration for easier customer access to massified transport is **simplified provision of information** on multimodal capacity and services (rail, road, river and sea) available between HAROPA PORT platforms and the hinterland. In order to achieve the objectives of modal transfer and given the issues surrounding decarbonisation and the ecological transition for logistics flows, the port is also assisting the development of IT systems for goods monitoring as applied to river and rail transport. Another objective is to simplify administrative and customs processes for goods.

A strategy for port land to benefit modal transfer

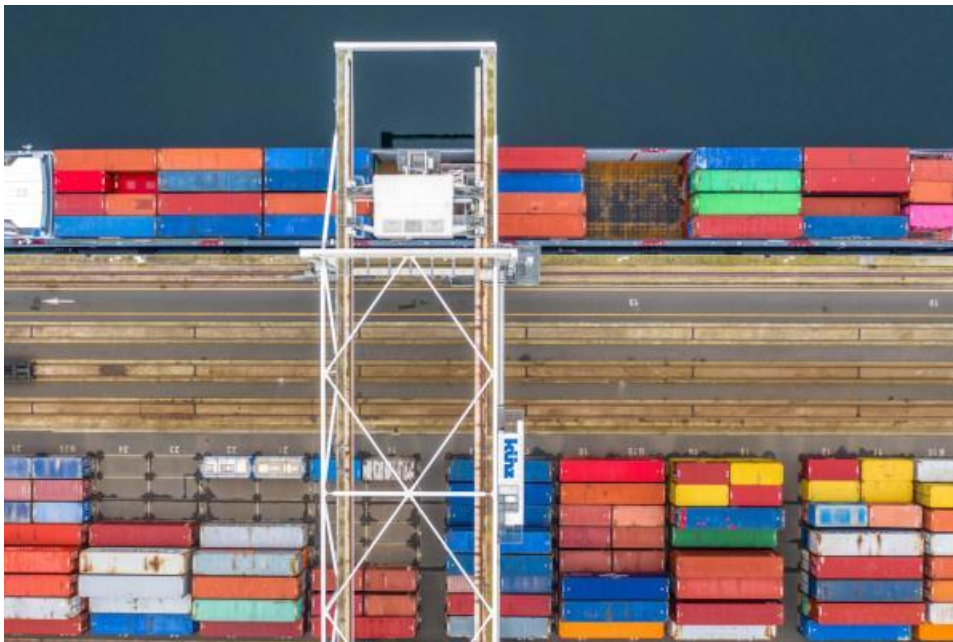
More generally, HAROPA PORT is endeavouring to develop a strategy for port land that will benefit modal transfer and the development of rail/river traffic.

Specifically, this effort involves:

- acquiring land,
- purchasing privately owned quayside land,
- strengthening the network of mixed-use quays in the Paris area.

Multimodality An attractive multimodal offering

[More informations](#)



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