

PRESS RELEASE

Rouen, 4 October 2019

MARFRET LAUNCHES A RAIL SERVICE BETWEEN THE PORTS OF ROUEN AND BONNEUIL-SUR-MARNE

Marfret, through its subsidiary FluvioFeeder Armement (FFA), is launching a new container rail service between Normandy and the Ile de France region. In so doing, the group is expanding its multimodal service offering along the Seine corridor and underlines the port of Rouen's capacity to develop combined transport.

On 3 October FluvioFeeder Armement started a new weekly railway service between the TCMD container terminal in Rouen (managed by its subsidiary SOMAP) and the terminal in Bonneuil sur Marne east of Paris, managed by Bonneuil Multimodal Terminal (BTM), used by T3M, a specialist in combined transport.

The interest of this new weekly rail service lies in combining it with the river service already provided by Marfret: the new rail shuttle, aligned with the commercial operations of the freighter the "LYDIA" (*) will primarily transport imports, and return flows potentially for exports with empty containers from Bonneuil to Rouen (Drop Off), plus domestic trade.



*Arrival on 3 Oct
in Rouen of the 1st
train: Marfret
becomes a rail
transport operator,
in addition to being a
combined river
transport operator.*

ROUEN CENTRAL TO THE SEINE CORRIDOR

The launch of this shuttle is part of Marfret Group's strategy to build a global multimodal offer centred in Rouen: "The purpose of Rouen-Hub is to provide shippers and receiving agents with a remote logistics service offering combining on the same terminal all types of container-related services (repairs, reefer treatment area, gas measurements, etc.). Our goal is to enable our customers to optimize their

*flows with a highly efficient tool in terms of warehousing and to save money since we offer a free parking service longer than that of maritime terminals", underlined **Guillaume VIDIL, Managing Director of Marfret.** "Freight is stored in our warehouses backing onto our terminal and then transported by the most relevant mode of transport as and when required by the customer."*

Marfret ensures a multimodal offer from the maritime terminals of Port 2000 to Le Havre with its river-sea freighter LYDIA, as far upstream as the Rouen Terminal TCMD operated by its subsidiary SOMAP. Transport by train from Rouen to the Bonneuil-sur-Marne terminal (HAROPA-Ports of Paris) provides customers with access to new destinations by rail, both to the north and the south of France, as well towards Europe, such as Novara in Italy.

By providing this rail shuttle, Marfret is fully in line with HAROPA's strategy for the Rouen container / logistics sector:

- reinforce Rouen as a multimodal hub,
- take advantage of the complementarity of the ports on the Seine corridor,
- develop a more efficient and sustainable supply chain backed by mass transport:

*"HAROPA is delighted to support Marfret in its aim to develop multimodal solutions in Rouen," agreed **Pascal Gabet, Managing Director HAROPA - Port of Rouen,** "and to continue, with this well-known transport provider, to construct new trade routes between the ports on the Seine corridor". HAROPA - Port of Rouen is backing the initiative with start-up support.*

SERVICE DESCRIPTION

Capacity: 72 TEU

Composition of the train: 9 x 90' wagons + 18 x 49' wagons = Length of convoy: 530 m.

1 round trip Rouen <-> Bonneuil per week until month-end June 2020.

2 round trips per week from July 2020 onwards.

Transition from 2 to 3 round trips / week around mid-2021 with the possibility of extending convoys to a length of 750 meters.

FFA controls the service, traction being managed by EUROPORTE with wagons from THOUAX.

The rail service will also supplement the Rouen / Gennevilliers river service. The idea is to arbitrate between river and rail transport according to the customer's catchment area and need: 20 km around Gennevilliers = river; 20 km around Bonneuil = rail.

() A river-sea freighter with a capacity of 390 TEU - 70 reefer points, linking Port 2000 in Le Havre and the port of Rouen.*

About MARFRET

The Marfret shipping company plies the oceans with regular shipping lines deployed on the North / South sea routes in five major geographical areas: Mediterranean, North Atlantic, Caribbean, South America, South Pacific. Marfret has always made multimodality a major feature of its strategy in order to bring ships as close to cargo as possible – a key factor in the overall control of transport costs. A recognized provider of river and multimodal transport services along the Seine corridor, Marfret with its subsidiary FluvioFeeder Armement is building new trade routes between ports and cities, and new intermodal combinations between sea, river, rail and road networks.

About HAROPA

HAROPA, the 5th largest port complex on the North European range, unites the ports of Le Havre, Rouen and Paris. It is linked to every continent thanks to a first-rate international shipping service (with connections to more than 700 ports worldwide) It serves a vast hinterland, the centre of which is the Seine valley and the Paris region, which together form the largest consumer basin in France. Partnering with some 10 ports in Normandy and the Ile-de-France regions, HAROPA in France today represents a transport and logistics system capable of providing a comprehensive end-to-end service. HAROPA generates sea and river traffic of over 120 million tonnes and its activities represent some 160,000 jobs.

www.haropaports.com

Press contacts:

HAROPA: Marie HERON – +33 (0)6 79 69 36 09 - marie.heron@haropaports.com

MARFRET: Audrey GUEDJ - +33 (0)4 88 56 91 68 - communication@marfret.fr