



Marseille Fos: choosing inland waterway transport for low-carbon logistics

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PORT OF MARSEILLE FOS:
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A VERSATILE, MULTI-SECTOR PORT
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The Port of Marseille Fos, a major player in international trade, stands out for its strategic position at the crossroads of the world's maritime routes. This natural gateway to Southern Europe covers over 70 km of coastline and more than 10,000 hectares of land. Every year, almost 10,000 ships dock at the port, testimony to its crucial role in the regional and national economy.

Drawing on its extensive infrastructure, the Port of Marseille Fos is developing maritime, logistical and industrial activities that supply French and European markets. This powerful tool serving the entire region is diversifying and establishing itself as a leading logistics hub.

In 2024, the Port invested more than €99 million in ambitious projects, including the modernisation of its rail facilities. The consolidation of flows, modal shifts and the extension of the Port's hinterland remain key aspects of its development strategy for all its sectors. Inland waterway transport is part of this approach, and today promises to become a powerful driver of future efforts to implement the essential ecological and energy transition.

It makes a significant contribution to reducing carbon emissions and atmospheric pollutants.

Modal shift is playing a key role in developing the hinterland and implementing low-carbon freight transport solutions on the Mediterranean-Rhône-Saône (MeRS) route – a major communications corridor. By transferring cargo flows from roads to softer modes such as inland waterway transport, the Port of Marseille Fos is firmly committed to sustainable and competitive logistics.

You too can choose the reliable, economical and innovative inland waterway transport solutions offered by the Port of Marseille Fos and its partners, and transform your logistics by using an environmentally friendly mode of transport!



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PORT OF MARSEILLE FOS: YOUR LOW-CARBON, MULTIMODAL HUB

A VERSATILE, MULTI-SECTOR PORT

The Port of Marseille Fos is a versatile port committed to decarbonising its activities. It is the European leader in shore-side electrical connections for ships at berth and LNG (Liquefied Natural Gas) bunkering. Connected to more than 500 ports in 160 countries worldwide, the Port handled more than 70.5 million tonnes of goods and 1.45 million TEUs (twenty-foot equivalent units) in 2024. Marseille Fos is the southern gateway to Europe for international trade.

Sectors

MISCELLANEOUS CARGO

- ▶ Containers and reefers
- ▶ Conventional
- ▶ Exceptional shipping units
- ▶ RoRo and cars

BULK

- ▶ Liquids
- ▶ Solids

ACTIVITIES

- ▶ Logistics
- ▶ Industries
- ▶ Digital
- ▶ Ship repairs
- ▶ Passengers

Key Figures For 2024



RORO

229,000



CARS

192,000



CONTAINERS

1.45 M Evp



LIQUID BULK

44 Mt



SOLIDS BULK

6.5 Mt



PASSENGERS

3.9 Mpax

ACCESSIBILITY



A7, A55, A54



All terminals are linked to the rail network (port rail network / national rail network) and most of the Fos-sur-Mer terminals are connected to the inland waterway transport network



- ▶ Draught in the Eastern Docks: 6 m to 11.4m
- ▶ Draught in the Western Docks: maximum of 15-17m
- ▶ Pipelines: directly connected to the European Geosel, SPSE, SPMR and NATO networks

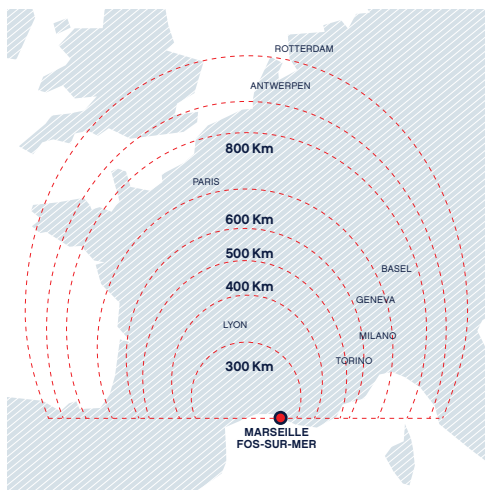
A MULTIMODAL CENTRE CONNECTED TO ITS HINTERLAND



TRAIN



ROUTE



STORAGE

- ▶ **Fos Distriport Zone : 575,000m² of warehouse space**
- ▶ **Fos La Feuillane Zone : 614,000m² of warehouse space**
- ▶ **Terminals with container yard aprons, warehouses and solid bulk conveyor belts:**
 - ▶ Marseille: from 13,000m² to 16,000m²
 - ▶ Fos-sur-Mer (Caronte, Wet Dock 1) : from 37hato 66 ha of storage space on container yard aprons
- ▶ **Storage silos at Gloria and Tellines Terminals (Fos-sur-Mer):**
 - ▶ 8,000m³ in vertical silos
 - ▶ 12,000m³ in horizontal silos
- ▶ **Storage depots for bulk liquids and hazardous materials**

THE RHÔNE-SAÔNE HIGH-CAPACITY ROUTE



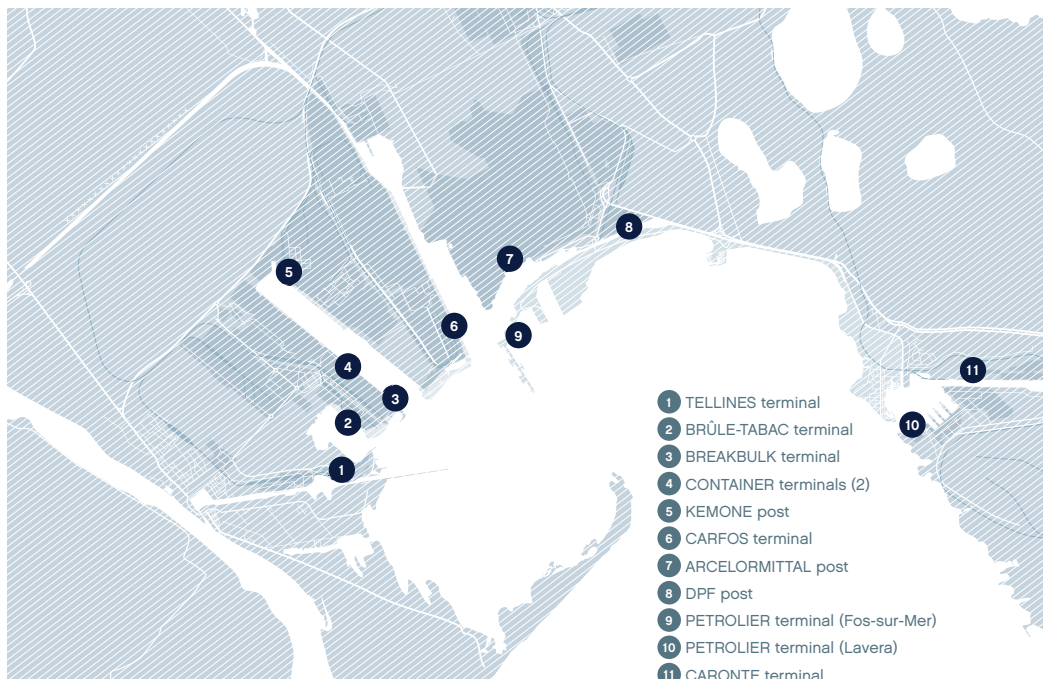
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OUR INLAND WATERWAY TRANSPORT SERVICES AND PARTNERSHIPS COMMITMENT TO

DEVELOPING INLAND WATERWAY TRANSPORT

Marseille Fos is actively involved in the National Inland Waterway Transport Strategy. Projects such as the digitalisation of the Mediterranean-Rhône-Saône route and the creation of an inter-terminal exchange zone for inland waterway transport are underway, with the aim of improving the reliability and efficiency of inland waterway operations.

INLAND WATERWAY TRANSPORT BERTHS IN THE WESTERN DOCKS



INLAND WATERWAY TRANSPORT OPERATORS ON THE MERS ROUTE

(see contacts in appendix)



SOLID BULK

ACN – AGORA – AFFLU – RHÉNUS



CONTAINERS

GREENMODAL – LOGI PORTS SHUTTLE – COMBRONDE



LIQUID BULK

CFT – CFT GAZ



HEAVY CARGO

CFT

TOWARDS INLAND WATERWAY LOGISTICS 4.0

The Port of Marseille Fos is looking resolutely towards the future with several ambitious projects designed to digitalise and optimise logistics flows:

DIGITALISATION OF THE MEDITERRANEAN-RHÔNE-SAÔNE ROUTE

A three-phase project to digitalise flows between seaports and inland ports, covering both inland waterway and rail transport. As from September 2024, the MeRS route has been 100% digitalised for the container sector. This digitalisation enables the real-time transmission of logistics information via Cl5 in order to streamline cargo flows: the bulk and continental components are currently being developed.

INTERMODAL EXCHANGE ZONE BETWEEN THE CONTAINER TERMINALS AT FOS-SUR-MER

Since August 2023, the Port, in partnership with the CNR (Compagnie Nationale du Rhône), has been co-financing the passage of containers through this exchange zone in order to improve the reliability of inland waterway transport calls. A success rate of over 90% was recorded in 2024.

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THE MEDITERRANEAN-RHONE-SAÔNE ROUTE FOR SUSTAINABLE LOGISTICS

Transport decarbonisation is a core component and priority of the Port of Marseille Fos' strategy. The Port is investing massively in infrastructure and technologies that encourage the use of more environmentally friendly modes of transport, notably by developing rail infrastructure and strengthening its role as European leader in shore-side electrical connections for ships at berth and LNG bunkering.

Much more than a mere maritime transit point, the Port of Marseille Fos is a key player in sustainable logistics in Europe, offering a range of integrated inland waterway transport services designed to reduce the carbon footprint of supply chains. As the only Southern European port connected to the high-capacity inland waterway network, with no estuary and no tides, it has a major competitive advantage. With its specialised professionals committed to providing the best quality of service, inland waterway transport offers efficient logistics solutions for all types of cargo. The Mediterranean-Rhône-Saône route links the Port directly to the main multimodal transport centres in the regions it passes through, enabling goods to be transported in a smooth and environmentally friendly manner throughout these areas.



AN EFFICIENT INLAND WATERWAY CORRIDOR: COMPETITIVENESS AND SAFETY

- ▶ The consolidation of convoys enables economies of scale and relieves congestion at sea terminals.
- ▶ Ongoing collective efforts in the inland waterway and maritime ecosystems have improved the reliability of container barge handling at Fos and optimised operations.
- ▶ A wide range of customs solutions can be specially tailored to suit each client's strategy (see MeRS customs guide).
- ▶ The digitalisation of the logistics and transport chain has brought operational improvements and enhanced traceability.
- ▶ All links of the inland waterway transport chain are secure, and transport operations take place on a dedicated site.

AN ENVIRONMENTALLY FRIENDLY SOLUTION

(Figures: source VNF)

REDUCTION IN CO₂ EMISSIONS

Per tonne transported, inland waterway transport emits four times less CO₂ than road transport. Choosing inland waterway transport via Marseille Fos leads to significantly reduced CO₂ emissions compared with goods transported via the northern ports.

ENERGY OPTIMISATION

An inland waterway transport vessel consumes up to four times less energy than a truck. Cargo flows can be transported with minimal environmental impact thanks to the port's links with the main multimodal transport centres at the heart of the Mediterranean-Rhône-Saône route.

LITTLE NOISE POLLUTION

Inland waterway transport is the quietest mode.

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CONTACT US!

For more information about our inland waterway transport solutions and services, please contact our dedicated team in the Intermodal Solutions and Port Transit Department at the Business Development and Intermodal Solutions Division.

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Assigned to liquid bulk traffic between Fos Lavéra and Lyon, these three new inland tankers belonging to the Compagnie Fluviale de Transport (110 m long and 3,500 m³ of carrying capacity) will reduce the CO₂ impact by 44 %, thanks to increased transport volumes, a more efficient hydraulic design and optimised engines.



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