MARSEILLE FOS: THE EUROMEDITERRANEAN GATEWAY

27th February 2019
RFC Mediterranean – TAG RAG
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GPMM member of
1st port in France, 1st port of market in the Med, 6th port in Europe

A strategic location in the Mediterranean

An alternative to the Northern range ports
### Key figures

<table>
<thead>
<tr>
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<th>2018 prov.</th>
<th>2013</th>
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<tbody>
<tr>
<td>Containers</td>
<td>1,400,000 teus</td>
<td>1,100,000 teus</td>
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<tr>
<td>Cars</td>
<td>20,2 MT</td>
<td>17,3 MT</td>
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<tr>
<td>Trailers</td>
<td>203,000</td>
<td>168,000</td>
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<tr>
<td>Vehicles</td>
<td>214,800</td>
<td>176,000</td>
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<tr>
<td>Fuels</td>
<td>45,5 MT</td>
<td>49,5 MT</td>
</tr>
<tr>
<td>Passengers</td>
<td>15,2 MT</td>
<td>13,2 MT</td>
</tr>
<tr>
<td>Total pax</td>
<td>1.7 + 3 millions pax</td>
<td>1.2 + 2.6Mpax</td>
</tr>
<tr>
<td>Total MT</td>
<td>81 MT</td>
<td>80 MT</td>
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</tbody>
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- **Container**: +26% between 2013 and 2018
- **Car traffic**: +22% between 2013 and 2018
- **Trailers**: +21% between 2013 and 2018
Marseille Fos: one multipurpose port, two specific harbors
Marseille - Eastern Basins:
Mediterranean african trade developments

- Cruise Terminals
- Multipurpose Terminals
  - Roro, Cars, General cargo
- Passengers Terminals
  - Ferries, Ropax
- Container Terminal
- Ship Repair
- Industrial and Yachts
- Bulk terminals
  - Cement, Scrap steel, Alumina
Fos – Western Basins: The industrial area - East West trade

- Petrochemical port Cluster
- Container terminals
- Logistic Areas
- Car terminals
- Bulk terminals
- Multipurpose terminals and heavy packages
- 35 Industries
- PIICTO: “Plateforme industrielle et d’innovation”
Logistics Opportunities

The synergy between basins,
More than 3 million m2 dedicated to logistic activities in 30km radius
THE PORT OF MARSEILLE FOS:
A STRATEGIC HUB IN THE MED
Our strengths
Shipping lines choose Marseille Fos

The maritime alliance calls the port of Marseille Fos

2M
The « ALLIANCE »
OCEAN ALLIANCE

8360 calls
160 countries
500 ports
44 shipping companies
Logistics Opportunities
THE PORT OF MARSEILLE FOS:
A MULTIMODAL RANGE OF CONNECTIONS,
A LOW CARBON BUNCH OF SOLUTIONS
The modal split: a reality in Marseille Fos and the ambition to develop mass transport
The railway facilities in the port

Port Rail Network

Owner and operator of the port rail network

110 km of railway in total
28 km on rail-connected terminals
More than 7800 movements
7,5 million gross tons for both harbors
26 customers
(railway undertakings – combined transport operators – rail-connected terminals)

Open to all operators
24/24 and up to 7 days a week accessible
Qualified for exceptional haulage, Category D, 22,5t maximum axle load, GB gauge
Suitable for all types of traffic: containers, cars, heavy load,...

100% of our container sea terminals have their own rail sidings and facilities and are directly accessible from National and European Networks.
The railway facilities in Eastern harbours

Main traffics
Containers / solid bulk / cars

And tomorrow,
New rail motorway terminals
Improvement of container terminal railway capacities
The railway facilities in Western harbours

- Main traffics:
  - Containers / solid bulk / cars / Heavy loads
  - Liquid bulk (PIZ)

- And tomorrow, in relation with container terminals:
  - Improvement of the reception yards
  - Improvement of the sidings capacities

- Key Numbers:
  - 60 km of railway tracks
  - 3 borderpoints
  - 3 subsectors
  - 6,7 million gross tons
  - 5600 movements

Marseille Fos: the Euromediterranean Gateway
27/02/2019
Rail shuttles to French and European markets

146 000 teus in 2018 (+5%)
Modal share: 11%

25 destinations
in France and in Europe

More than 230 commercial offers
From/to Marseille and Fos

Target 2030:
Double the modal split
The waterway asset

78 000 evp (2018)
Modal share: 7% in western harbors

3 destinations
on the Rhône-Saône axis

5 direct services

MEDLINK PORTS
1er French sea-river entity
More than 103 MT handled

Medlink is the business and logistics tool of mass transport
The challenges for a rail transport more effective from/to ports on European Corridors

→ Strengthen reliability and efficiency (TT)
→ Integrate more rail flexibility to meet the requirements of supply chains
→ Improve the quality of paths from ports to inland terminals
→ Simplify border crossing and interoperability between national networks
→ Develop West – East inland journeys connected to maritime routes
Thanks for your attention