

## Petroleum product terminal SOGEPP is investing in river logistics to carry sustainable, biobased energy products



A barge operated by **Sogestran** discharges ethanol at the **SOGEPP** river terminal at **Gennevilliers**. This river unit has delivered ethanol transhipped on board from a seagoing vessel in Le Havre.

**SOGEPP** and **HAROPA PORT** are looking to use the Seine for the distribution of biofuels, by developing river traffic between Le Havre and the Paris area. This strategic focus is fully aligned with the energy transition that has now begun along whole of the Seine Axis.

Targeting 12,000 tonnes this year, followed by 20,000 tons foreseen the next years, **SOGEPP** is seeking to position itself as a hub for ethanol flows going to the Greater Paris Region.

### This is a virtuous approach from two standpoints



#### Reduction of the carbon footprint of supply flows

▶ More than 145,000 km of road travel avoided every year for supplies to the Gennevilliers depot



#### Development of new biobased energy products

▶ The jetty that has been constructed supports the development of other biofuels



### A project supported by HAROPA PORT, which has constructed the transhipment facility

**HAROPA PORT** has constructed - on behalf of **SOGEPP** - a river jetty as a practical solution for the projected traffic. The funding for this totalled €1.1m.

▶ The operation was completely in line with **HAROPA PORT**'s commitment to the decarbonization of its activities.



▶▶ The use of river transport to carry petroleum products which cannot travel via a pipeline (ethanol, biodiesel, etc.) is yet another example of the relevance of waterways as an alternative to road transport.

This river logistics project has received funding from the French Waterways Authority ([Voies Navigables de France](#)) for the modernization of the discharge infrastructure. Support provided under the modal transfer assistance plan, itself co-financed by the Greater Paris regional administration.

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