

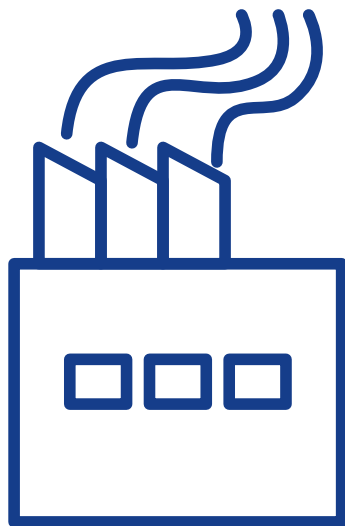


THE LARGEST EUROPEAN
INLAND WATERWAYS NETWORK

ENERGY

REINDUSTRIALIZATION

INNOVATION



MUTUALIZATION

SEINE-SCHELDT

**LOGISTICS SOLUTIONS FOR
THE ATTRACTIVENESS
AND COMPETITIVENESS OF
EUROPEAN INDUSTRY**

COMPETITIVENESS AND SECURITY FOR LONG TERM RELIABLE AND ECONOMIC PERFORMANCE IN THE CHEMICAL INDUSTRY



Albert Canal © De Scheepvaart

A historic sector on inland waterways, chemical industries, global companies are located in France on the banks of the Seine, Rhône and Rhine, the same to the inland waterway networks in Benelux, Germany, USA and Canada.

In 2017, they committed to a close partnership with the inland waterway sector, particularly the Seine-Scheldt network, highlighting to the Infrastructure development council the strategic nature of consolidated modes to guarantee the reliability and security of their logistics, increasing competitiveness and attractiveness in their sector.

The industrial clustering in this electro-intensive sector and the management of the risks of transporting dangerous products mean that there is a natural partnership with waterway managers.

The control of exchanges between European and international centres of production and consumption fosters this partnership. As for the agricultural sector, the location on the banks of the waterway and river transport have advantages for this sector, as do access at the heart of industrial clusters and direct access to major sea ports for exports and imports.

As soon as work begins on the Seine Nord-Europe canal, Multiregio barges will transport via the Canal du Nord using a cost-effective and environmentally sound solution, the site equipments, construction materials, and thousands of tonnes of fuel required for the 1000 earth-moving machinery that will handle some 60 million cubic metres of materials. It will then form a sustainable logistics system for construction works in Northern Europe and for industries on the banks of the waterway.



PASCAL JUERY

PRESIDENT OF THE UNION OF CHEMICAL INDUSTRIES (UIC)

Transport of chemical products in France is still mainly by road (approximately 85%). The modal share of river transport is around 6%. However, the Union des Industries Chimiques (UIC - Union of Chemical Industries) remains committed to sustainable transport for clear reasons of security and protection of the environment. The UIC strives for a chemical industry that is the pillar of a sustainable economy. To achieve this, the sector must rely on suitable modes of transport, including river transport, particularly in areas where the road network is saturated, like in Ile-de-France. The future Seine Nord Europe canal is essential to our industry, which is strongly dependent on foreign trade, with many intra-European flows. However, with a fragmented industrial fabric, the main issue faced by our

sector is to bring products to the banks of the waterways (pre and post shipping). This is why the UIC carried out a study in 2013-2014, with VNF, on the transport of chemical products by waterway in the Seine-Nord-Pas de Calais basin, to support a significant modal shift of traffic managed by the chemical and fertiliser industry. The study, which was supported by representatives of the UIC in the Picardie/Champagnes Ardennes and Haut-de-France regions, looked into the development of gauges on infrastructure, the development of transport techniques and innovations that will enable the growth of river transport. The result was decision-making tool for chemical industries, to investigate the advantages of river transport flow by flow.



Canal Albert © De Scheepvaart