

ACTIVITY REPORT 2016

SEINE-SCHELDT EEIG

SEINE-SCHELDT

THE KEY EUROPEAN INLAND WATERWAYS
TRANSPORT NETWORK



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

EDITORIAL

HOW CAN SEINE-SCHELDT MODIFY INLAND WATERWAY TRANSPORT AT THE EUROPEAN AND GLOBAL LEVEL?

Nicolas BOUR By developing an integrated waterway system over 1100 km in the north of France and Europe, the Seine-Scheldt network is at the heart of the modal shift priorities (long distance, seaport access and transit) defined for multimodal corridors. These priorities are shared by a large majority of users who wish to benefit from high-performance infrastructure and efficient waterway and rail logistics services to effectively cover intra-European and international trade, and to facilitate the savings provided by the mutualisation of means due to the massification provided by these two transport solutions.

«THE SEINE-SCHELDT NETWORK AT THE HEART OF THE MODAL SHIFT PRIORITIES»

WHAT ARE THE HIGHLIGHTS OF SEINE-SCHELDT IN 2016?

NB At the crossroads of two of the main European multimodal corridors, the Atlantic Corridor and the North Sea-Mediterranean Corridor, the Île-de-France region has expanded its commitment to the Seine-Scheldt network beyond the Seine river axis by engaging with the Hauts-de-France region and the departmental authorities to finalise the financing protocol for the Seine-Nord Europe Canal with the French government. This opens the way to the establishment of the project company in the spring of 2017.

HOW TO ENSURE THE SYNERGIES AND PROPER DEVELOPMENT OF THE PROJECT BY ALL THE ACTORS IN THE TIME?

NB The efficiency of logistics solutions and the implementation of economic development require collaborative and timely work between infrastructure managers, local and regional authorities, as well as economic stakeholders. The commitment of VNF, SPW and WenZ, members of the Seine-Scheldt EEIG, which will expand in 2017 with the introduction of the Seine-Nord Europe Canal Construction Company, has been constant since the beginning of the 2000s which witnessed a broadening of the mobilisation of economic actors around this new gateway in Europe. In 2016, in synergy with the 400 shippers who participated in the drafting of recommendations

for the development of new multimodal transport services on the Amsterdam-Marseille Corridor, they proposed solutions for the three basins (Seine-Scheldt, Rhine-Meuse and Saône-Rhône), and for the industrial sectors with a high potential for development (agro-industry, prefabrication for building and civil works, recycling, containers). The development of these solutions will require a commitment from every party and stable partnerships for the next 20 years.

«THE DEVELOPMENT OF SOLUTIONS WILL REQUIRE A COMMITMENT FROM EACH OF THE PARTIES OVER THE NEXT 20 YEARS»

WHAT IS THE PROJECT'S GOAL OVER THE NEXT FEW YEARS?

NB From a technical point of view, thanks to the European funding of the Connecting Europe Facility (CEF), the works undertaken on the network since 2004 will be further developed, and in particular, the work on the Seine-Nord Europe Canal, but also all of the work to improve and increase the capacity of existing waterways in France, Flanders, and Wallonia. From an economic point of view, it is necessary to enlarge the cluster of sectors concerned by the inland waterway transport. The traffic was reduced by half in France over the last 40 years due to the lack of development of

inland waterway since the mid-1970s, but it can be multiplied by two over the next 20 years thanks to Seine-Scheldt network. This requires developing integrated logistic solutions simpler and more economical to implement. Thanks to the sharing of logistic solutions and multi user convoy approaches, wide-gauge inland waterways can revitalize a part of the small-gauge ones and also reduce costs on wide-gauge waterways. The Watertruck project in Flanders aims at this new organisational approach to inland waterway transport by making it more flexible and responsive to the needs of end-users. On the basis of this offer, a new industrial investment policy all along the waterway will be able to be implemented in order to provide seamless and direct access to the major European urban areas for national and European trade, and to seaports for international trade. The scope and ambition of the project also involve strong synergies with the transport policies of both the Member States and the European Union itself.



Nicolas BOUR
Manager of the Seine-Scheldt EEIG & Director of European links and Innovation at VNF



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Container transport on the Rhone

**IN 2013,
THE PROJECT
WAS IDENTIFIED
AS A PRIORITY
ON NORTH
SEA-MEDITERRANEAN
MULTIMODAL
CORRIDOR.**

THE SEINE-SCHELDT NETWORK

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A EUROPEAN GATEWAY

The Seine-Scheldt project consists in establishing a wide-gauge inland waterway river link between France, Belgium and the Netherlands which will allow large boats to carry loads of up to 4000 tonnes (containers, agriculture, chemicals, construction materials, recyclable products, etc.) 24 hours a day, connecting the river, rail and road networks for European and international commerce.

With the completion of **the Seine-Nord Europe Canal (CSNE), the link will make it possible, in particular, to alleviate a major bottleneck** in France and in northern Europe and thus to connect the main industrial, logistical and business centres of northern Europe to the European production and consumption zones as well as the large seaports of the Channel and the North Sea. It is a key feature of the development of the European river network, to which the Great Paris Basin will then be connected right up to the Rhine river and the Black Sea.

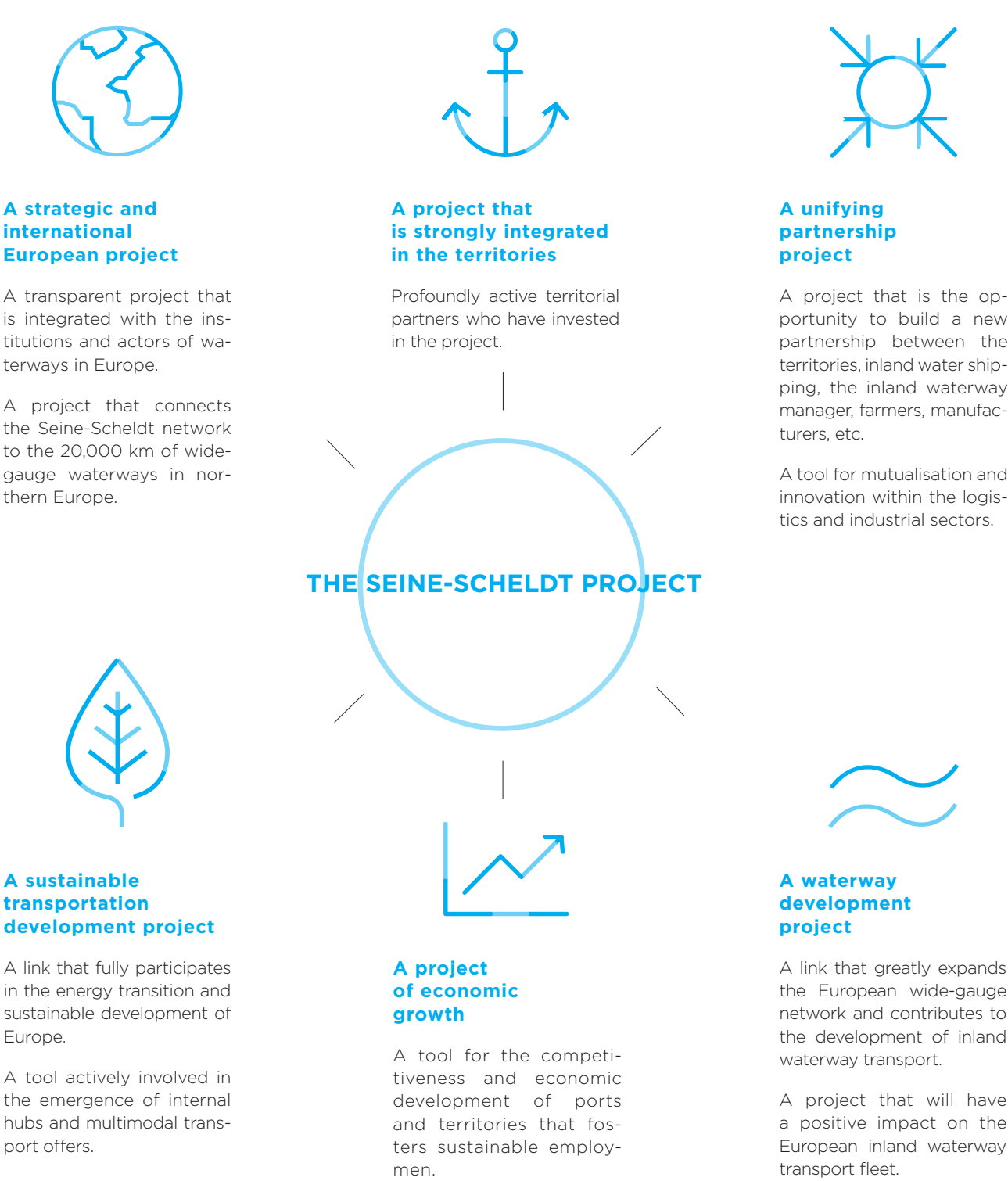
The Seine-Scheldt network was included in April 2004 for the financing of studies as a European priority project and received a first funding decision under the RTE multi-annual programme 2007-2013, notably for studies and preliminary work (deviation of networks, archaeology, land-use control, etc.) of the Seine-Nord Europe Canal, studies and works for projects located in France on the Seine, Oise and the Nord-Pas-de-Calais network in France to the north and south of the CSNE, and studies and work for the cross-border sections in Flanders, Wallonia and in France linked to it.

The Seine-Scheldt network was identified in 2013 as the priority project of the European multimodal North Sea-Mediterranean Corridor. It is connected directly to the multimodal Atlantic, North Sea-Baltic and Rhine-Alps corridors and, in 2015, benefited from a new European subsidy of €980M over the period 2014-2020.



Méricourt Locks

THE DIMENSIONS OF THE EUROPEAN SEINE-SCHELD T INLAND WATERWAY PROJECT



THE 16 OBJECTIVES
FOR THE 2030 HORIZON

- 1 Make the service offer more reliable and enhance the existing network to encourage the modal shift
- 2 Increase the gauge of the network to develop the inland regions of the major seaports by strengthening or creating multimodal platforms and container terminals at the regional, national and European level
- 3 Remove a bottleneck on the wide-gauge European river network
- 4 Promote the ecological and energy transition by reducing the energy consumption of transport through the development and use of new energies, and by contributing to the development of renewable energies (biomass, wind energy, photovoltaic, etc.)
- 5 Optimise water management through improved hydraulic management and the possibility of delivering water to supply urban areas
- 6 Ensure sustainable growth for inland waterway transport in Europe
- 7 Increase industrial performance with logistics that are more economical and better integrated with the various sectors (agriculture and agro-industry, construction materials, chemicals, automotive, etc.) and with the establishment of efficient and economical logistics for the circular economy (recycling materials, steel, glass, paper, automotive, etc.)



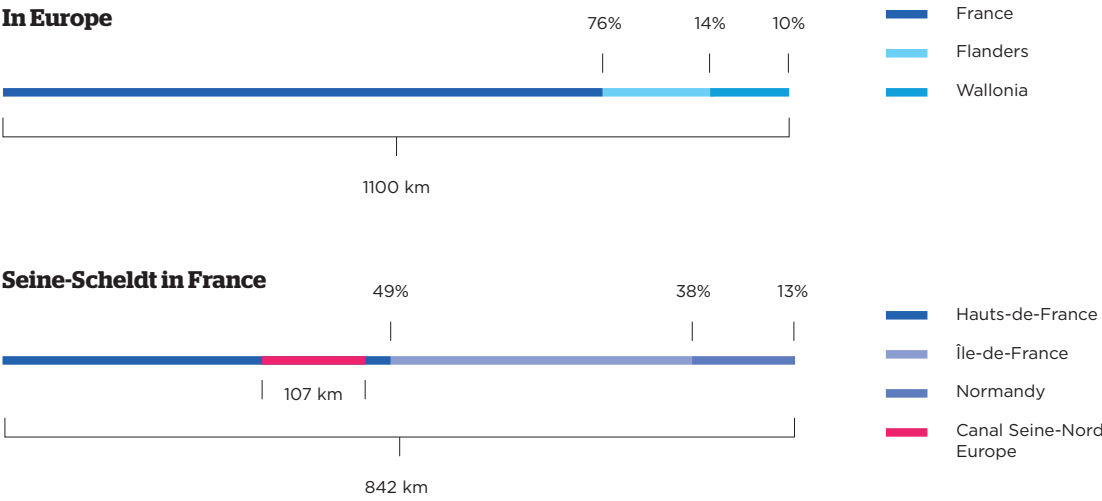
Urban regeneration: Former arm of the Lys at Kortrijk (visualisation)

- 8 Stimulate innovation in the area of port logistics, particularly with the emergence of combined water/rail services
- 9 Promote investment of French, Belgian, European and international companies on the banks of inland waterways forming part of a new industrial corridor between the Great Paris basin and the north of France, the Benelux and Europe
- 10 Contribute to the development strategies of massified transport at seaports and inland ports on the North Sea-Mediterranean Corridor
- 11 Develop freight access capacities within major urban centres and the principal metropolitan areas
- 12 Strengthening the integration of the Paris Basin and the Haute-Normandie region into the heart of the European economy
- 13 Alleviate road congestion in the northwest quarter of France and Belgium (Paris, Lille, Brussels, Antwerp, etc.)
- 14 Contribute to the roll-out of river-based urban logistics for the major urban centres along the corridor
- 15 Make the usage of river transport systems safer by making boat navigation capacities available
- 16 Improve waterway capabilities for water management and tourism

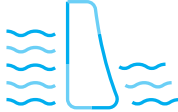


The joint studies conducted by the partners of the Seine-Scheldt EEIG contribute to the implementation of these objectives. They are conducted, on a corridor-wide basis, in close collaboration with all the partners of the multimodal offer (ports, infrastructure managers, territories, carriers, shippers, etc.).

A MAJOR IMPACT
ON THE TERRITORIES

NETWORK



INFRASTRUCTURES

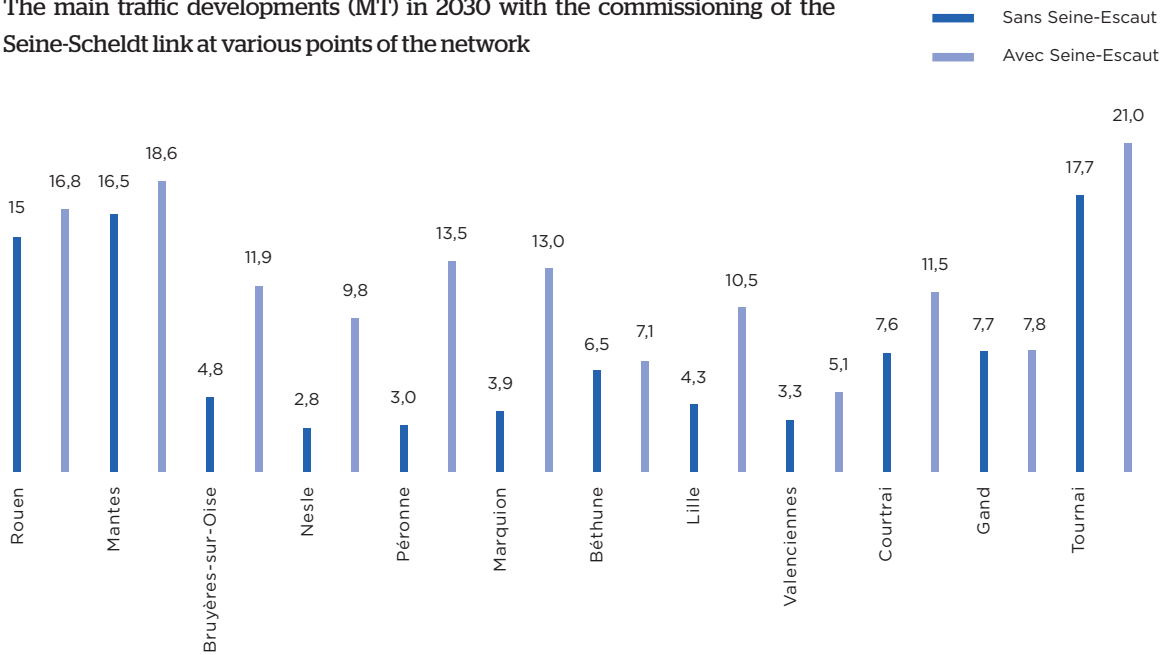
	 Locks	 Road bridges	 Railway bridges
In France	53	244	59
In Flanders	14	41	4
In Wallonia	29	64	11

Close-up on the Seine-Nord Europe Canal project



TRAFFIC

The main traffic developments (MT) in 2030 with the commissioning of the Seine-Scheldt link at various points of the network



Estimated river traffic on
the Seine-Nord Europe Canal



CHARACTERISTICS

Social, economic and geographical data on the Seine-Scheldt regions

Seine-Scheldt territories	Population	GDP (Bns€)	Surface (km ²)	GDP/inhabitant (k€)	GDP/Surface (M€)/(km ²)
Hauts-de-France	6,0	150,9	31 100	25,15	4,85
Île-de-France	12,1	642,2	12 011	53,07	53,47
Normandy	3,3	89,2	29 906	27,18	3,00
Grand-Est (GE)	5,6	148,3	57 433	26,48	2,58
Flanders	6,4	217,0	13 522	33,91	16,05
Wallonia	3,6	86,0	30 500	23,89	2,82
Brussels	1,7	68,0	1 101	40,00	61,76
Netherlands	16,9	853,0	41 530	50,47	20,54
Total	55,6	2255	217 103	40,55	10,39

THE MAIN WORK SITES IN 2016

1. SEINE-NORD EUROPE CANAL

The Seine-Nord Europe Canal Company was created via legislation and regulation, with Order No. 2016-489 of April 21, 2016 pertaining to the Seine-Nord Europe Canal Company and Decree No. 2017-427 of March 29, 2017, concerning the Seine-Nord Europe Canal Company. The Sector 1 project management contract has been awarded. The specifications for the project management contracts for sectors 3 and 4 are currently being finalised. The land redistribution procedures are progressing. The Declaration of Public Utility for Sector 3 received a favourable opinion from the Commission of Inquiry in January of 2016, and the decree declaring the public utility and urgency of the works was published on April 21, 2017. A joint consultation was held with the Chambers of Commerce and Industry and the economic actors of the regions involved in the link to solicit their opinions and expectations (Canal Business and Canal Employment Procedures) concerning the preparation of the construction site.

2. DOWNSTREAM-SEINE RIVER

Progress of the Studies

- Finalisation of the programme studies for the renovation and extension of the Méricourt locks in view to sign a design-construction contract.
- Launch and implementation of the diagnostics for the renovation of the locks of Notre-Dame-de-la-Garenne (NDG) and Bougival.
- Further diagnostic studies for the modernisation of the dams of Poses, Port-Mort,

Méricourt and Andrésy.

- Completion of design studies for the renovation of the Bougival Dam bridge and the modernisation of the NDG electrical installation.
- Undertaking of the first work on the development of user services on the Downstream-Seine.

3. UPSTREAM-SEINE RIVER

For the enlargement project of the gauge of inland waterway between Bray-sur-Seine and Nogent-sur-Seine, the project manager was designated on February 5, 2016 to launch the operational studies necessary

for the preparation of the public inquiry dossier and to start the pre-project studies. The various studies are continuing in 2017 (in particular, hydraulic and hydrogeological models of the sector), with the aim of submitting the public inquiry dossier to the Prefecture in 2018.

4. FLANDERS

Studies in Flanders

2016 was a key year for the preparation of projects, including the overall study of the upgrading of the axis of the Lys, the project studies of the new class Vb lock Vives-Saint-Bavon on the Lys, the overall study on the modernisation of the Bruges crossing, the conversion to Va gauge of

the Roeselare-Lys Canal and the Bossuyt-Kortrijk Canal between the Lys and the Upper-Scheldt.

Work in Flanders

The work on the widening and rectification of the 9 curves of the Diversion Canal between Deine and Schipdonk continues, as does that on the new wide-gauge lock at Harelbeke on the Lys, as well as on the landscaping of the left bank in Wervicq, on the Lys Mitoyenne.

5. MAGEO

Adaptation of the Oise river to European gauge

The pre-project was approved by the State Secretary in charge of Transport on February 16, 2017. A financing agreement for the MAGEO studies in the amount of €9 million was signed in December 2016 between the State, Voies Navigables de France and the Île-de-France and Hauts-de-France regions in December of 2016. This convention covers the period 2016-2018. In 2016, studies related to the diversion of the gas networks were carried out.

6. WALLONIA

Studies in Wallonia

The studies on the Condé Pommeroeul Canal have been finalised and the cross-border convention has been finalised between France and Wallonia.

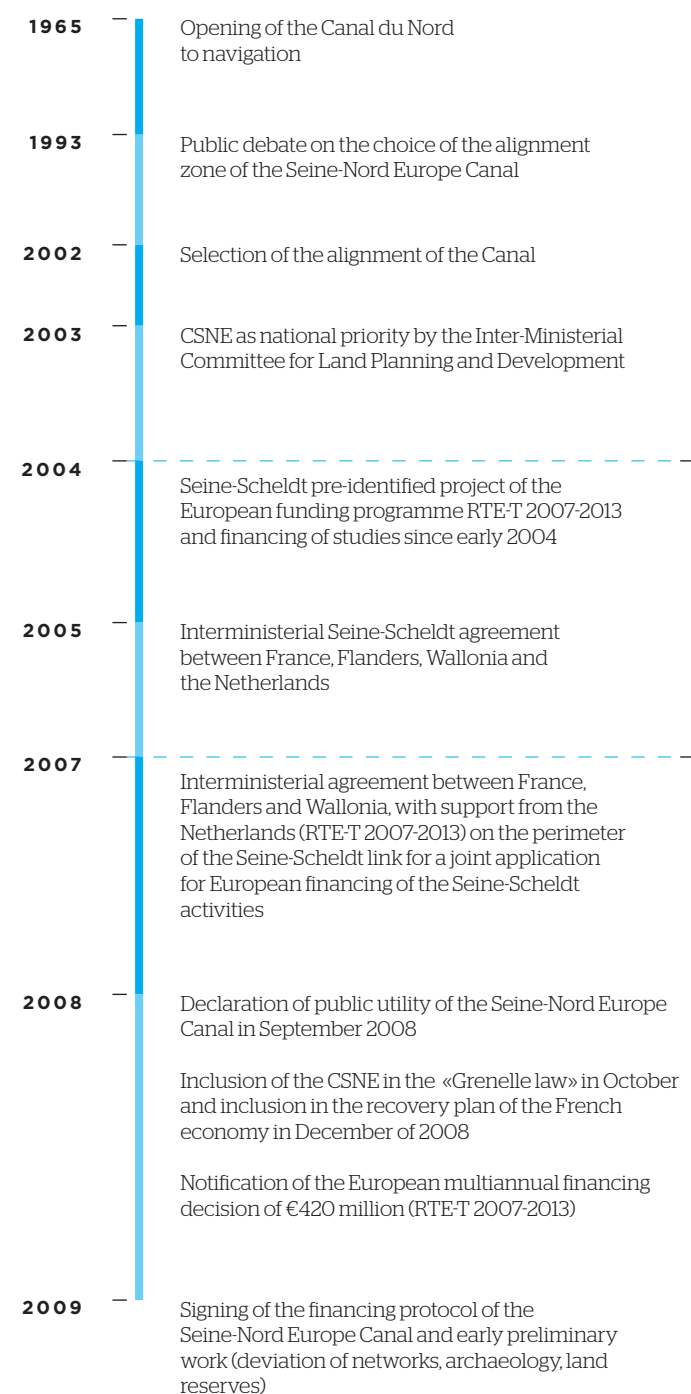
Work in Wallonia

Phase 1 of the cross-border work on the Lys has started. On the upper Scheldt, the technical and environmental studies relating to the by-pass of Tournai were carried out, and the contract for phase 1 of the work has been notified. The electricity and telecommunications work continues. At Kain and Hérines, the work to build the dams and deepen the locks continues. Work to improve navigability conditions continues at Pecq and on the Bridge of Luttre.

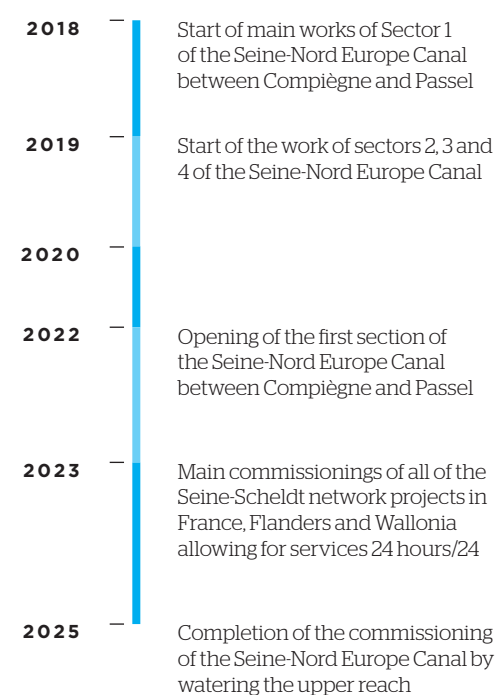


A LONG-TERM PROJECT

HISTORIC BACKGROUND



OBJECTIVES AND PROVISIONAL TIMETABLE



DEVELOPMENT OF THE SEINE-SCHELDT PROJECT

A DECISIVE YEAR IN 2016

JANUARY

FEBRUARY

MARCH

APRIL

MAY

JUNE

January 11
The Commissioner-Investigator's favourable opinion following the public inquiry on the modification of the upper reach alignment of CSNE (1 reserve and 15 recommendations)

January 29th in Lille
Seine-Scheldt FRTP (regional federation of public works) meeting. A new Gateway to Europe in the presence of the European Deputy, Dominique Riqueteuropéen Dominique Riquet

NL and UK partner meetings on the management of the major European work sites (Crossrail, Rijkswaterstaat, etc.)

March 9 in Paris
Port de Paris meeting with the Île-de-France, Normandy and Hauts-de-France regions on the challenges of the Seine-Scheldt link, the new gateway to Europe

April 20
Order creating the SCSNE Canal Company

May 19 at Beauvais
Presentation of the key challenges of the Seine-Scheldt network and the expectations of the economic actors concerning the project and the Seine-Scheldt network economic development

June 21-22, 2016 TEN-T days in Rotterdam
The Multimodality and Innovation Challenges
Presentation and dialogue concerning the challenges of the Seine-Scheldt network

2nd phase TNO (Netherlands Organisation for Applied Scientific Research) study on the success factors of the multimodal installations in the Netherlands.

Series of meetings with the shippers from the main industrial sectors on the internal logistical gains associated with the use of the waterways and railways

March 10th in Washington
Presentation of the Corridor study and the Seine-Scheldt network, a new gateway to Europe at the Conference on Global Infrastructure

June 2
Presentation by the steering committee of the key recommendations and implementation of the work groups

JULY

AUGUST

SEPTEMBER

OCTOBER

NOVEMBER

DECEMBER

July 12-19
INEA site visits
Seine-Scheldt: Compiègne/Kortrijk/Tournai for RTE-T 2007-2013 report and CEF 2014-2020 actions progress

September 29
North Sea-Mediterranean Corridor Forum

October 13
Publication of the CEF 2016 call for proposals (missing links, efficient transport service, interconnection/ interoperability and multimodality)

November 28
Agreement on the funding protocol between the French government and the territorial authorities (Region HDF, IDF, departments)

July 9
Meeting with communities, presentation of the Corridor study and visit of the CSNE PFM multimodal platforms sites within the context of the Parliamentary Mission on port attractiveness

September 7-9
Webinars for dialogue with 250 shippers on the recommendations covering multimodal waterway/ rail services on the Seine-Scheldt, Rhine-Mosel and Rhône-Saône river basins

November 9 at Rouen
Presentation of the recommendations of the Amsterdam-Marseille study on waterway/rail services during the Riverdating BtoB event

Seine-Scheldt
Amsterdam-Marseille Corridor study

A STRONG EUROPEAN COLLABORATION

Significant progress have taken place, in terms of community commitments, governance and funding of the Seine-Scheldt network over the course of 2016.

In July, all of the partners with the European Commission executive agency (INEA) and Professor Balázs conducted a review of all the achievements during the period 2007 to 2015, and dialogued about the work and the challenges of the Seine-Scheldt 2020 action over the period ending in 2020.

At the end of November, the Île-de-France region confirmed its commitment for the financing of the Seine-Nord Europe Canal (643) on the basis of the significant impact on its territory (first region in terms of economic benefits due to the opening up of its territory) which covers almost 40% of the linear surface of the link in France, with the first inland port in Paris, in close connection with two of the main seaports of the link (Le Havre and Rouen) on the Seine axis within the HAROPA cluster.

Negotiations opened with the European Commission in September of 2016 to broaden the funding perimeter of the Seine-Scheldt network in France were completed in January with the financing of the modernisation work on the downstream-Seine, the Oise, the MAGEO project (conversion of the Oise to European gauge) and the work on the cross-border section of the Lys River.

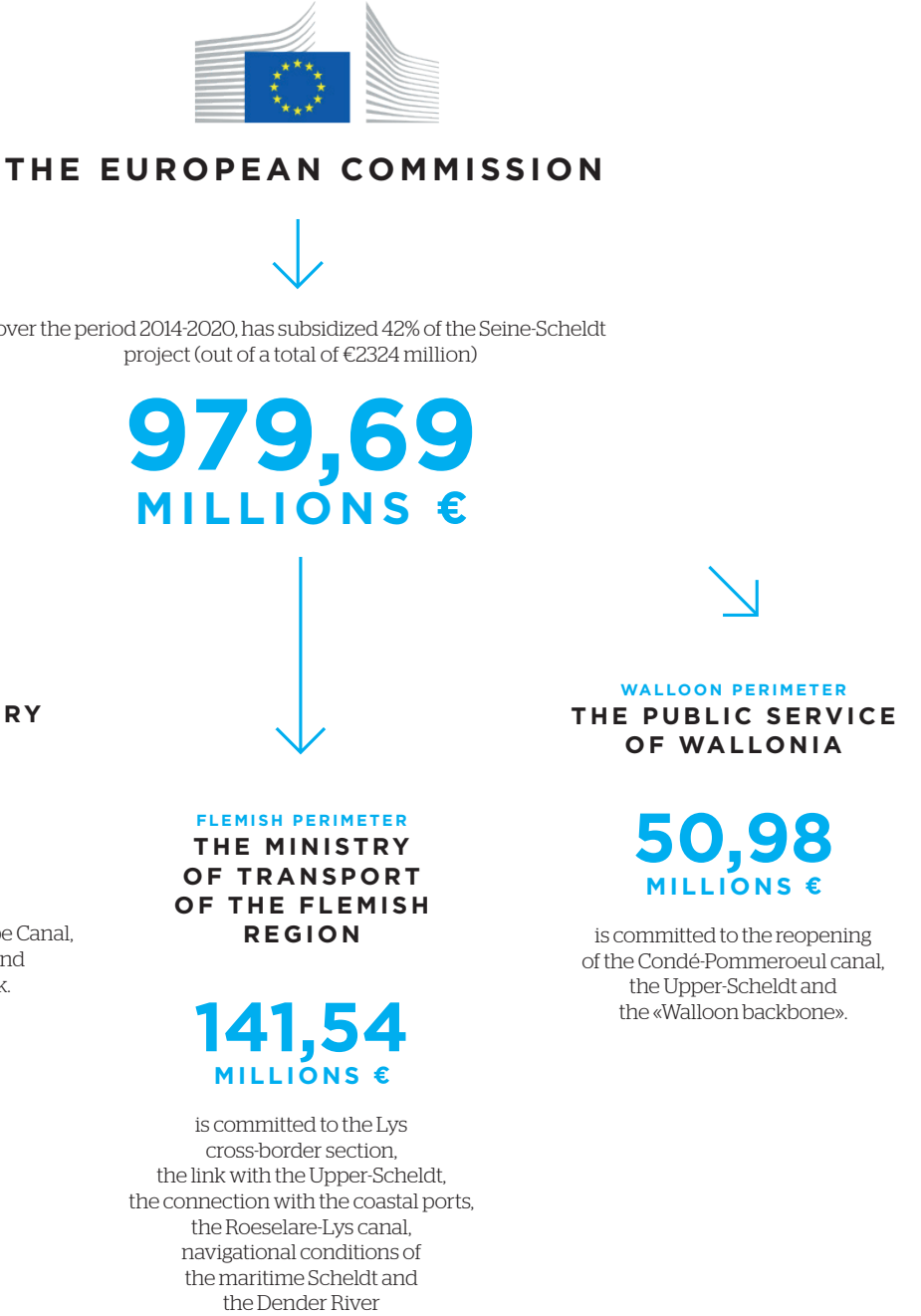
Finally, the process of creating the Seine-Nord Europe Canal Company (SCSNE) in June of 2015 concluded with the publication of the decrees creating the SCSNE and the establishment of its governance and the company's executive board in April of 2017 at the first supervisory board meeting.

Voies Navigables de France, future operator of the Seine-Scheldt link in France, has set up the procedures to manage the interfaces with the existing network and the co-ordination of the design and operating principles throughout the network during the construction site and after the opening of the Seine-Nord Europe Canal.

The Seine-Scheldt EEIG will be expanded to include the SCSNE, which will be the fourth implementing body of the Seine-Scheldt network during the design and construction period of the Seine-Nord Europe Canal.



INEA/MEEDE/BNS/SPW/W&Z Meeting
European Coordinator



Source: Grant Agreement Amendment 2016



Cereal loading at the new port of Metz

A DEVELOPED NETWORK
THROUGH COLLABORATION
WITH ALL THE ECONOMIC
ACTORS OF THE DIFFERENT
SECTORS AND
THE REPRESENTATIVES
OF THE BASINS CONCERNED

A EUROPEAN STRATEGIC VISION

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THE CONSTRUCTION OF A NEW MULTIMODAL ECONOMIC MODEL

The northwestern European territory of the North Sea-Mediterranean Corridor, at the heart of Seine-Scheldt network, is densely populated, with 173 million inhabitants (34% of the population of the European Union of 28 member states), while its area is only 817,000 km² (18% of the European total)¹. Economically, the area represents approximately 59% of the GDP of the corridor². This implies considerable freight flows, about 6.8 billion tonnes traded, including external shipping.

6.8 BILLION TONNES TRADED

The regions directly located on the Seine-Scheldt network in France, Belgium and the Netherlands represent 56 million inhabitants over 218,000 km² totalling a gross domestic product of €2255 billion. The concentration of economic activities and consumers within the vicinity of the Seine-Scheldt network generates high-density traffic that extends to the whole European territory, regardless of the transport mode used. A multimodal, economically efficient transport network based on **quality infrastructure, interconnected, and linked to a high-performance innovative service offering for each of the modes of transport, is necessary to manage these flows.**

1. Eurostat, Weastflows
2. NSM Study

The provision over the project's duration of an economic assessment tool of the project's impact for all actors, the communities for employment and economic development, manufacturers and logistics entities to measure the transport and logistics cost savings internally, and ports to measure the expected changes in traffic, makes it possible to share the common and overall objectives of the Seine-Scheldt network.

This multimodal economic model at European level was developed as early as 2004, introducing all the current parameters of the transport offer (waterway, rail, road, maritime, etc.) and those foreseen on the horizon of the opening of the network, to calculate the accumulated gain for all the stakeholders, and in particular the financial and socio-economic validation of the other features of the waterway, and the amount of economic gain of the shippers in order to assess their contributory capacity to the financing of the operation and a share of the investment.

The new infrastructure and innovative multimodal services support the implementation of industrial and logistics developments which foster the growth of these territories and will also contribute to the achievement of the numerous objectives set by the European Commission for the Seine-Scheldt network by 2030.

The reliability of the 24-hour multimodal services and the valorization of the existing network will encourage the modal shift via a pooling approach of the sites bordering waterways among the economic actors to promote freight consolidation and lower logistics costs.

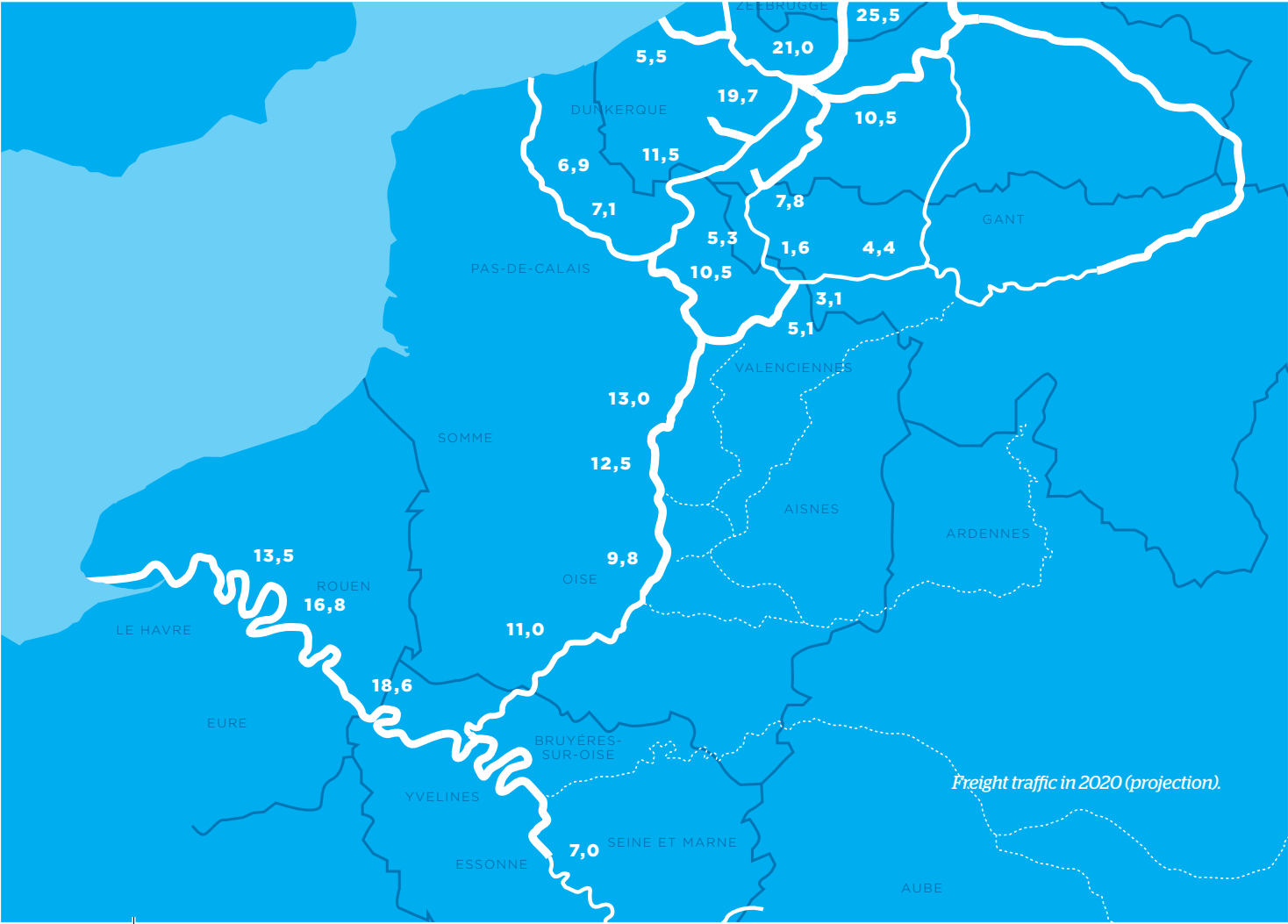
56 MILLION INHABITANTS AFFECTED

The development of European-level logistics hubs spread over the entire Seine-Scheldt network and accessible by waterway as well as by rail will favour the modal shift thanks to **the conjunction at a single site of combined services road-waterway, rail-road and waterway-rail, and will reduce the impact of medium and long-distance road transport** to service the larger consumption and production zones, especially those in the heart of the largest European urban areas (Paris, Lille, Brussels, etc.).

This network of European logistics hubs will constitute a strong framework that will extend the hinterland necessary for the development and efficiency of seaports.

The industrial production of **agri business, the chemical industry, construction materials and products, the various sectors of recyclable products and the transport of containers** will benefit all along the link from a new sustainable economic model allowing direct access to the heart of large urban areas and seaports.

Local authorities directly involved in the financing of infrastructure and the choice of economic guidelines will be at the heart of the creation of new sustainable industrial employment in these economic sectors and will benefit from this new multimodal transport and service system that will make **Seine-Scheldt network a new gateway for Europe.**



THE SHARING OF CHOICES WITH THE USERS OF SEINE-SCHELDT NETWORK

The missions of the Seine-Scheldt EEIG were defined in 2009 **to promote this dialogue between the various territorial and economic actors**, and they contribute substantially to the implementation of the European forums set up in 2014 by the European Commission to promote harmonious and coordinated development of projects, particularly on account of the cross-border issues of the Seine-Scheldt network. This consultation, which began in 2010, made it possible to share the common objectives of the development of the Seine-Scheldt link with the economic actors and local authorities at the different local, regional, national, European and international levels. Studies conducted on the internalisation costs have made it possible to develop scenarios for the validation of consolidated modes of transport through a mechanism of benefit sharing between:

- > **the environmental benefits** (reduction of fossil fuel consumption),
 - > **the economic benefits** for European users through a contribution to the operation, development, and regeneration of the work, as has existed in the USA since the 1930s,
 - > and **the social benefits**, through the creation of jobs and new economic activities.
- The first meeting of the Committee of users of the Seine-Scheldt network, held on February 25, 2010 in Brussels, presented the

progress of the study and the key pricing modalities envisaged for the user fee. These meetings were then extended to include the German and Dutch economic actors in October of 2010 in Paris.

Between 2010 and 2012, meetings were held first in France by mobilising a joint reflection on the key progress issues, as with the meetings bringing together **a group of 250 European shippers** to discuss impediments to the development of river transport. They then communicated their expectations to the river, rail, road and sea carriers, seaports and inland ports and communities during a meeting for dialogue at the Economic, social and environmental council in Paris on June 9, 2011; these exchanges were then duplicated at the regional level in Lille, Rouen, Amiens and Paris and at workshops in Flanders and Wallonia, in Antwerp in November of 2011 upon the occasion of the European Commission's presentation of the European strategy for multimodal corridors, in Ghent, and then in Tournai and Rotterdam at the end of 2012 within the context of the «Riverdating» initiative, a platform for dialogue between carriers and shippers at the European level.



The concertation has also been undertaken since 2004 on all the network projects with all the stakeholders affected by the execution of either the new works or the improvement and modernisation work: the residents of affected communes, farmers, chambers of commerce and industry, and local authorities. Two white papers were produced in 2009 and 2012 on all of the key economic goals (multimodal platforms/tourism) and also on employment during the construction project and beyond for the various economic activities, the impacts on the river sector (logistics services, construction and maintenance of boats, etc.). Over 200 contributions have revealed the commitments of the economic and territorial actors and the development projects related to the Seine-Nord Europe Canal and more broadly to the Seine-Scheldt link for all the European regions directly involved (Hauts-de-France, Île-de-France, Normandy, Grand Est, Flanders, and Wallonia).

INTERMODAL SOLUTIONS AT THE HEART OF THE PROJECT

Continuing the steps undertaken from 2010-2012, the members of the Seine-Scheldt EEIG decided at the beginning of 2013 to put their action at the heart of the development policy of the European multimodal corridors by seeking to pool the existing means of the various modes of transport and to develop innovative service offerings for the consolidated modes. The idea is **to better use existing infrastructures in the service of freight users**, both for intra-European trade as well as for the import and export markets through the large seaports.

The search for multimodal water and rail solutions within the Amsterdam-Marseille Corridor, and in particular on the Seine-Scheldt network is 50% financed by the European Commission, and is part of this approach, **emphasizing a concerted approach with the end-users and associated parties, whether they be manufacturers, logistics suppliers or shipping agents.**

By making the study into a land-use planning tool as well, the study partners (Voies Navigables de France, the SNCF Network, the Great Seaport of Marseille, Waterwegen en Zeekanaal and the Public Service of Wallonia), in partnership with all of the inland ports of the corridor from Marseille to Amsterdam, wanted to identify the impediments to the wider use of waterways and rail services, and to search for the catalysts for an implementation of the modal shift solutions. This dialogue, which occurred between 2013 and 2016 with the economic actors of the various sectors

(agriculture, agribusiness, chemicals, materials, construction materials and products, recyclables, automotive, heavy goods, containers) and representatives of the three basins (Seine-Scheldt, Rhine-Moselle, and Rhône-Saône), has made it possible to share these recommendations.

The community of interest that was created on this corridor, with **the meeting of more than 450 shippers**, is almost certainly an asset to the development of new solutions, the economic and operational efficacy of which will have to be sustainable.

Funded by the European Commission, the aim of this study is to bring to the fore the projects of multimodal services that will be able to overcome the identified obstacles and outline the future of an «efficient, smart and green» European growth by contributing to reaching **the objective of a 30% shift of the average and long-distance road flows by 2030.**

The various issues presented in the report, comprehensive both by basin and by sector, are the result of this dialogue in which the commitment of the shippers of the various sectors has been constant, since the first meetings in the inland ports in mid-2013, right up through the last meetings in early September of 2016, as they have been the main contributors (diagnosis, recommendations) and they will also have a major role in their implementation.

1 The first recommendation concerns the necessary **mutualisation between economic actors** to attain the critical mass necessary for the economic profitability of the consolidated modes and to ensure the sustainability of the services implemented. It requires identifying shared interests and

concentrating the various multimodal solutions on the same site involving waterways, rail and roads.

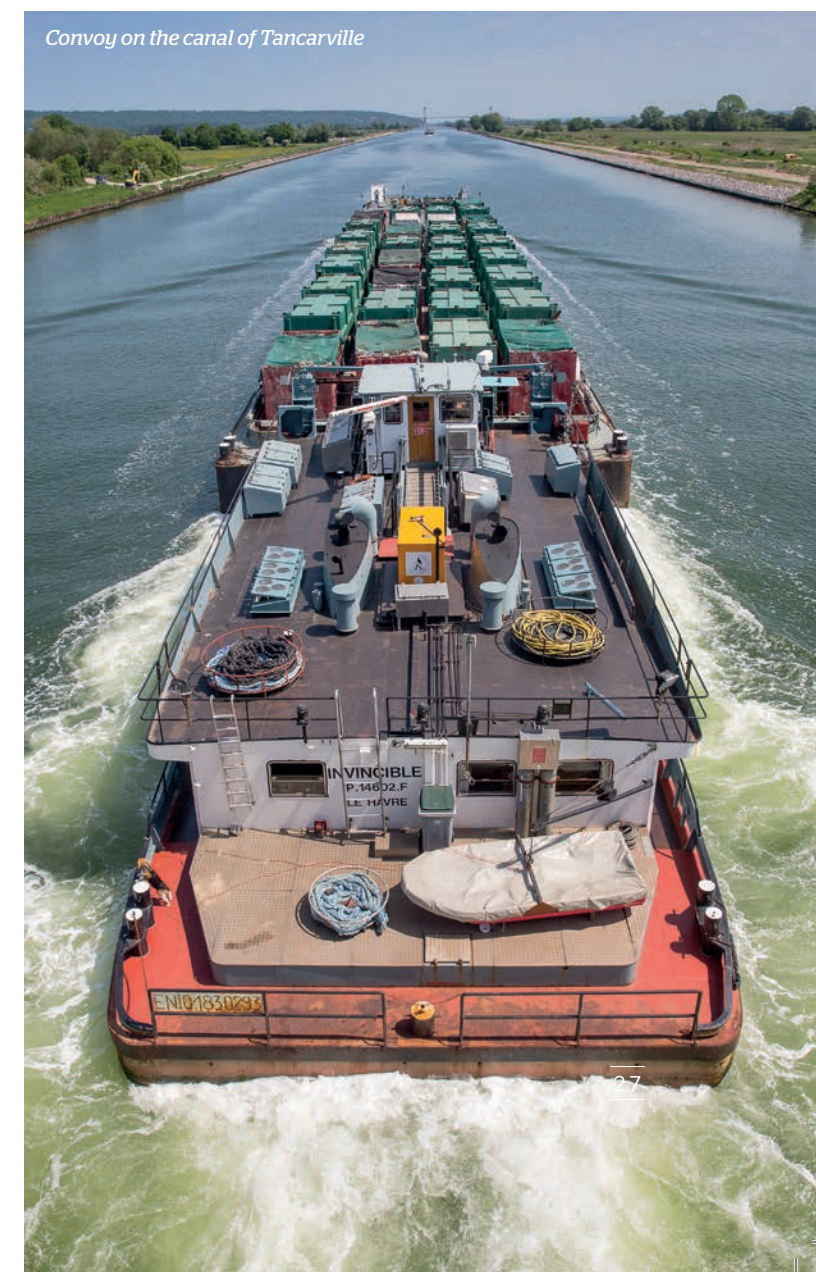
2 The second concerns all of **the actions to remove the technical barriers and simplify the administrative procedures** which make the appropriation by the actors of the multimodal offer complex. For the technical aspects, the standardisation of equipment, the increase of containerisation (including the 45' pallet wide container), the automation of transfer techniques (which is expensive) and the offer of the last kilometers. For the administrative aspects, the inclusion of these guidelines, in particular, those relating to energy transition or circular economy policies (the NOTRe law) in the regional schemes for sustainable development and territorial equality to give visibility to the actors and to control the land all along these linear and port infrastructures; these actions must be coordinated at the inter-regional level to «harden» the inland regions of seaports and ensure continuity and coherency between basins.

3 Finally, the third recommendation relates **to the technical and economic efficiency of the multimodal transport offer**, which must first be based on European-level hubs (over 200,000 TEU) and on a network whose capillarity guarantees the irrigation of the principal arteries. Reflections in Europe on the multi-user concept, initiated in Flanders with the Watertruck project, clearly open the field of innovation as much for the fleet as for the logistics chain. Its integrated and value-creating character in the supply chain, its economic performance, its reliability and the quality of the information system are, of course, prerequisites. One

of the questions raised during these dialogues is related to the level of standardisation of this offer according to the sectors and the type of products within each sector. We will thus have to continue to develop standards to simplify and lower costs, but also adapt them to specific cases. This third recommendation concerns implementation through projects that will be as much standardised as they will be multi-stakeholder and multi-sectoral. We therefore return to mutualisation, which will, of course, be a basis for future multimodal projects to be developed in order to guarantee their technical and economic performance.

The details of the study are available from the Voies Navigables de France.

Convoy on the canal of Tancarville





Container transport on the Rhone

A SUSTAINABLE
STIMULATION
PROJECT FOR
THE TERRITORIES

SOCIAL AND ECONOMIC RESPONSIBILITY

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ECONOMIC
DEVELOPMENT
ISSUES

WATERWAYS, A
RENEWED ECONOMIC
POWER

The power of inland navigation is based on its own dedicated transport system, its low environmental impact, its durability, its safety and its fluidity, and its accessibility to the heart of major urban areas and seaports; its competitiveness requires the organisation and development of a logistics offer that must involve the main industrial and logistics sectors, taking into account the internal upstream and downstream logistics of the shippers who will recognise their reliable and simplified efficiency thanks to the economic and organisational effects of massification. It is indeed the only transport system whose primary purpose is the mobility of goods and products, in the service of manufacturers and consumers.

This logistical implementation, via the completion of the European Seine-Scheldt network, must lead to a renewal of the waterway's uses, greater clarity, economic efficiency, better control of costs and risks, and above all, the confidence necessary to stimulate the engagement of economic actors.

USES FOR
INNOVATIVE,
SHARED,
MULTIMODAL
SOLUTIONS

The first commitment of the Seine-Scheldt network is to offer a homogeneous and comprehensive network open 24 hours a day over the 1100 km at the heart of the North Sea-Mediterranean Corridor, but it is also to improve the quality of the services delivered within the network (timetables, transport offers, river and multimodal information systems, etc.).

All members of the Seine-Scheldt EEIG have been investing for more than 20 years to develop their national networks toward wide-gauge (Va and Vb) compatibility and a 24-hour functionality. The steps already taken with the development and modernisation work on the whole 1100 km, and the European governance in place for over 10 years, are the guaranties that this objective will be met. The enlargement in 2016 of the financing perimeter of the Seine-Scheldt 2020 action and the creation of the Seine-Nord Europe Canal Company early in 2017 make it possible today to launch the work of the Seine-Nord Europe Canal, up to now the «missing link» of this network.

In order to achieve all the objectives shared with the European Commission, it is also necessary to create a collective dynamic that will have an impact on the more direct and individual approaches that fostered significant development of road transport in Europe for several decades. In Europe, these collective approaches have not yet attained the maturity of those initiated in the 1930s in the

United States. After the combined rail/road transport initiatives during the reconstruction of Europe in the 1950s, a new synergy potential opens with the Seine-Scheldt network, multiplying by three - on a single site - these types of combined offers: waterway-road, rail-road and waterway-rail.

Their location on the multimodal sites of all the interior ports of the Seine-Scheldt network, from Le Havre and Rouen, to Paris, Lille, Dunkirk, Valenciennes, Kortrijk, Liège, Ghent and Antwerp, and in particular on the four multimodal platforms of the Seine-Nord Europe Canal, makes them the targets for the implementation of the European multimodal network in 2030.

On these sites, innovative solutions will be implemented, both in the organisation of the logistics chain, and on the performance of the transport tools (fleet, handling tools, quay functions and services, etc.), with a fleet that is efficient and adapted to the infrastructure, whether on the wide-gauge network or its capillary in order to provide services to the nearest production and consumption zones. The implementation of the Watertruck project in Flanders currently offers modern logistics for the site and later for the entire Seine-Scheldt network.

The EIBIP innovation centres at the European level and Batelia in France have the task of devising innovative solutions for the fleet, in particular, to reduce consumption and emissions in line with the new European objectives. They also contribute greatly to the emergence of a «river cluster» necessary to involve all

the actors in a common approach (river transporters, shipbuilding sites, river engineering, research centres, universities, shippers, etc.).

AN APPROACH
CO-CONSTRUCTED
WITH THE
TERRITORIES AND
EUROPEAN PARTNERS

Since 2005, the interregional and cross-border dimensions of the project have moved toward a collaborative approach at the European level. During the year 2016, the negotiations on the international treaties and the commencement of cross-border work strongly consolidated this pillar of the Seine-Scheldt network.

The regional reorganisation in France has simplified the governance of the project in Hauts-de-France, with the partnership of the Île-de-France region and of departmental authorities. Their economic missions, and in particular, with respect to the regional schemes on the circular economy (NOTRe legislation) open up a broad potential for development.

The crossing of the two European multimodal North Sea-Mediterranean and Atlantic corridors in the Île-de-France region offers a synergy potential with the regions of Hauts-de-France, Normandy and Grand-Est, particularly for European and international industrial investments along the waterway. Interregional structures such as Eurometropole provide forums for cross-border exchanges fostering the development of European common projects.



Transport of Airbus components
on the Garonne river

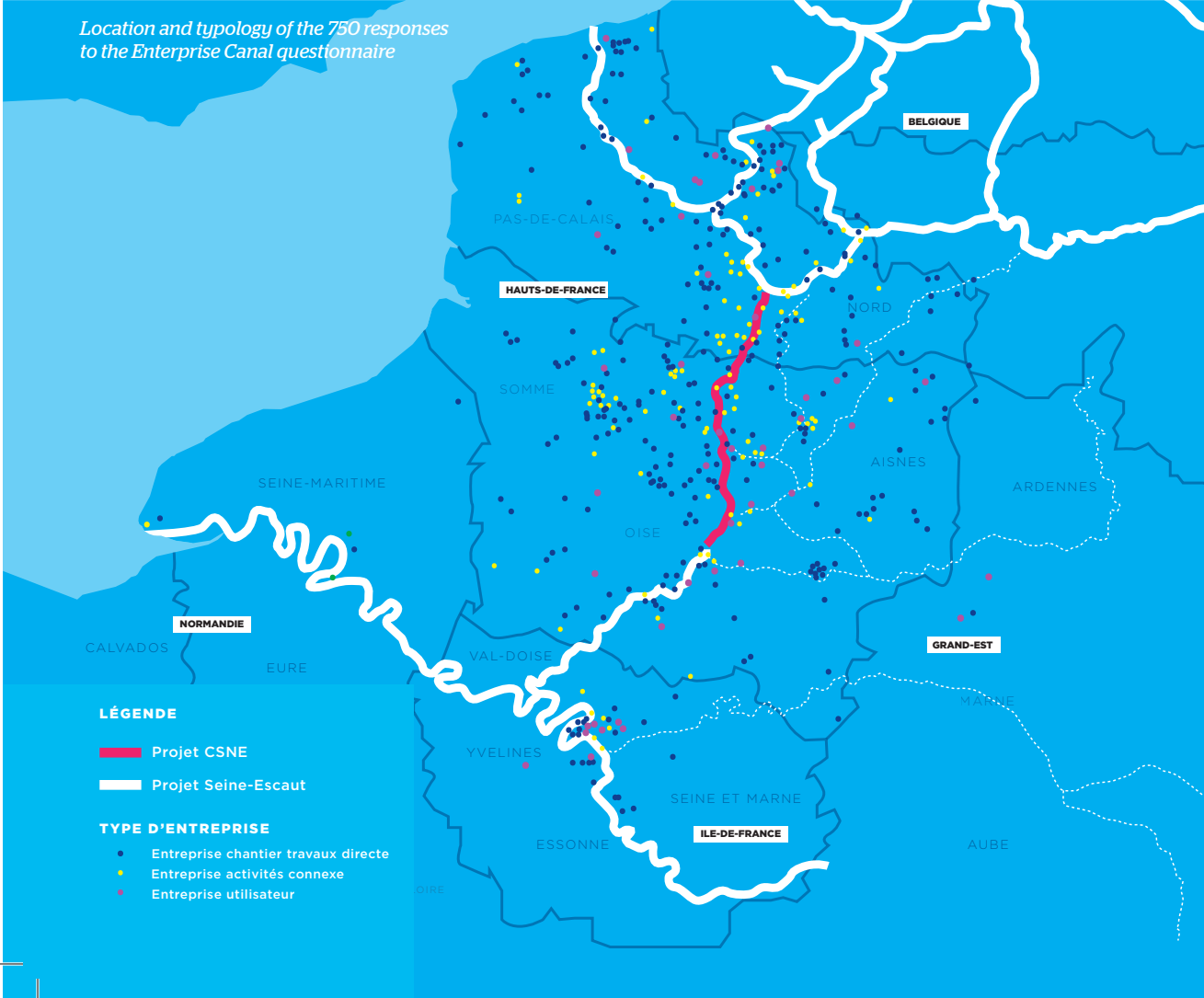
KEY DEVELOPMENT EVENTS
IN 2016

The actions undertaken in 2016 by the members of the Seine-Scheldt EEIG with respect to the economic actors are in continuity with the actions undertaken since 2010, but with specific developments on some key events:

1 — CANAL
ENTERPRISE
ON MAY 18, 2016
IN BEAUVAIS

A survey of 8000 economic actors, a mobilisation as close as possible to the territories and a report to the CCI of Beauvais before 500 economic and territorial actors. Conducted over a large territory, this survey revealed the expectations of the economic actors of the Hauts-de-France region, as much with respect to the

construction (the work itself, use of the Canal du Nord) as to the future use of the Seine-Nord Europe Canal and the economic opportunities along the Seine-Scheldt network. More than 750 replies received between December 2015 and May 2016 have helped to identify the potential of companies and their desire for better information on the opportunities linked to the work and future activities along the Seine-Scheldt network. The report to the CCI of Beauvais on May 19th allowed us to furnish some preliminary responses, most notably some successful examples from various sectors such as industry (Tereos, Noriap, Paprec, XPO, etc.) tourism (Viking, Seine-Nord Europe Association, etc.) and Europe (Albert Canal).



The archeological digs on the site of Kerkhove

2 — DAY OF
INTERMODALITY
IN WALLONIA
JUNE 15, 2016
IN NAMUR

On June 15th, on the occasion of the day of inland waterway transport and intermodality, Wallonia presented an investment plan to improve the navigable network and port infrastructures by 2019 and presented the results of the Walloon River transport study. With 39.06Mt of goods transported on waterways in 2015, several sectors receded (in particular, solid fuels and ores) and four sectors progressed in 2015: minerals and building materials, agricultural products, foodstuffs and miscellaneous goods. In 2015, containerised traffic in Wallonia increased by 22%. Dialogue with the shippers highlighted the need for an extension of the manoeuvring schedules which is programmed for 2017. The infrastructure plan 2016-2019 was developed and endowed with €640 million, of which €75 million is dedicated to inland waterways and investments in the river network to promote a socio-economic development

of the sector. The infrastructure plan 2016-2019 is half financed (i.e. €320 million) by the introduction in April of 2016 of a usage fee of roughly €0.11/km on the heavy goods vehicles weighing over 3.5 t.

3 — RIVERDATING
ON NOVEMBER 9,
2016 IN ROUEN

Voies Navigables de France organised Riverdating, a major river BtoB transport event in France, with the Seine-Scheldt EEIG but also the other key players of multimodality on the Seine Basin: HAROPA, the interdepartmental delegation of the Seine Valley, Novalog (pole of national competitiveness in the field of logistics) and Paris Seine Normandy. In the form of appointments scheduled in advance (and according to a strict registration procedure), Riverdating brings together 300 to 700 multimodality professionals: shippers, transport commissioners, inland and maritime ports and river operators, for targeted interviews around concrete modal shift projects. The next meeting will take place in Paris on November 29 and 30, 2017.



The extension in 2017 of this survey to Île-de-France, Normandy and the Grand-Est will certainly contribute to the construction of the logistics and manufacturing offer covering all the territories of the Seine-Scheldt link.

AN ECO-RESPONSIBLE APPROACH

The latest commitments made in 2015 with respect to consultations, the environmental integration of the project, the management and choice of materials, the control of land consumption, and more generally on the environmental quality of the project have seen their first achievements in 2016.

Following the modified public inquiry which took place in November of 2015, the Commission of Inquiry issued a favourable opinion to the DUP amending Sector 3 in January of 2016. A public meeting was held in March of 2016 to lift the reserve of the Commission of Inquiry and to explain to the riparian populations how the recommendations have been taken into account. The decree by the Council of State declaring the modified alignment to be of public interest was signed on April 20, 2017.

The evolution of agricultural practices, particularly on the deposit areas and land management along the canal, constitute the important land management issues of the next few years.



Preventive archaeology work on the route of the Seine-Nord Europe Canal near the Canal du Nord

→ The quality, safety, health, and environmental documentation pertaining to the Seine-Nord Europe Canal construction has been finalised and approved. It has been formalised in the various procurement contracts awarded for this project.

→ For the MAGEO project, the regulatory procedures will commence at the end of 2017 with the inquiry prior to the declaration of public interest and will continue in 2018 with the environmental authorisation dossier. The project was developed to integrate environmental compensation measures within the context of the project through various embankment gradients. The transfer area of Logueil-Sainte-Marie was formally taken into consideration at the beginning of 2015 and is the subject of a reflection for refining the operational programme in partnership with the co-financing entities (Paris-Oise Inland Port and the Hauts-de-France region).

→ For the Lys cross-border section: regulatory studies continue (water act, impact study, Natura 2000 impact dossier, declaration of public interest dossier, planning document compatibility dossier, application for exemption for protected species).

→ For the Condé Pommeroeul project: fauna-flora-habitat update and deposit of a dossier requesting a protected species exemption.

A LONG-TERM SOCIETAL COMMITMENT

In the various surveys carried out since 2004 and in particular during the survey conducted in 2012 on the expectations of the territorial actors, **the stakes for the future (95%), employment and transit, market factors (86%), economic development (76%) and reduction of road freight (81%) have been identified by the citizens as the key values brought by the Seine-Scheldt network.** This result is in fact intrinsic to the waterway that was the origin of the development of many European metropolises that are today at the heart of the continent's growth.

Most of these expectations go beyond the construction of the various projects of the Seine-Scheldt network and concern the decades following the commissioning of the network, although the work will provide a significant demand for jobs in various fields and in a successive way depending on the different trades mobilised. At the end of the construction, the sustainability of these jobs and development of skills could take several dimensions:



River convoy in Paris

- 1 A broadening of the skills and expertise of the companies having participated in the construction work,
- 2 The development of logistics offers and other service offers in the continuity of those developed for the supply of the construction site and the construction of the works,
- 3 The creation in France, Flanders, Wallonia and more broadly in Europe of a river cluster to develop a modern, innovative fleet that encourages the implementation of multimodal logistics solutions to better use existing infrastructures,
- 4 The development of economic and logistics activities on multimodal platforms and zones bordering on the waterway over the 1100 km of the Seine-Scheldt link,
- 5 The development of tourism offers the potential of which is important throughout the regions, and in particular, with the very strong growth of river liners which are a high value-added activity and which vali-

date the different cultural and natural potentials of these territories,

- 6 The development of all other functions of the waterway that contribute to the policies of a well-thought-out management of the water resource, from the energy transition with the mobilisation of renewable energies for the operation of the infrastructure like that of the fleet, and finally of the circular economy to reduce the needs for raw materials for more than 50 million inhabitants.
- In the shorter term, the modification of the route of the Seine-Nord Europe Canal has

PARTICIPATION OF THE TERRITORIAL ACTORS IN THE CONSTRUCTION OF INNOVATIVE SOLUTIONS

allowed for a reduction of more than 8% of the investment cost, a 20% reduction in operating and maintenance costs and an optimisation of the mobilisation of land resources by reusing part of the Canal du Nord upper reach. On this sector, as over the whole of the Seine-Scheldt link, **the participation of territorial actors in the construction of innovative solutions** at the different levels of the project is a determining factor of the economic efficacy of a renewed transportation system, as is the quality of the architectural and landscape integration of infrastructure and its adaptation to the infrastructure users and the transport system, and the daily uses made of it by local residents.



Briare Canal

THE PROJECT IN IMAGES



Châtou Dam



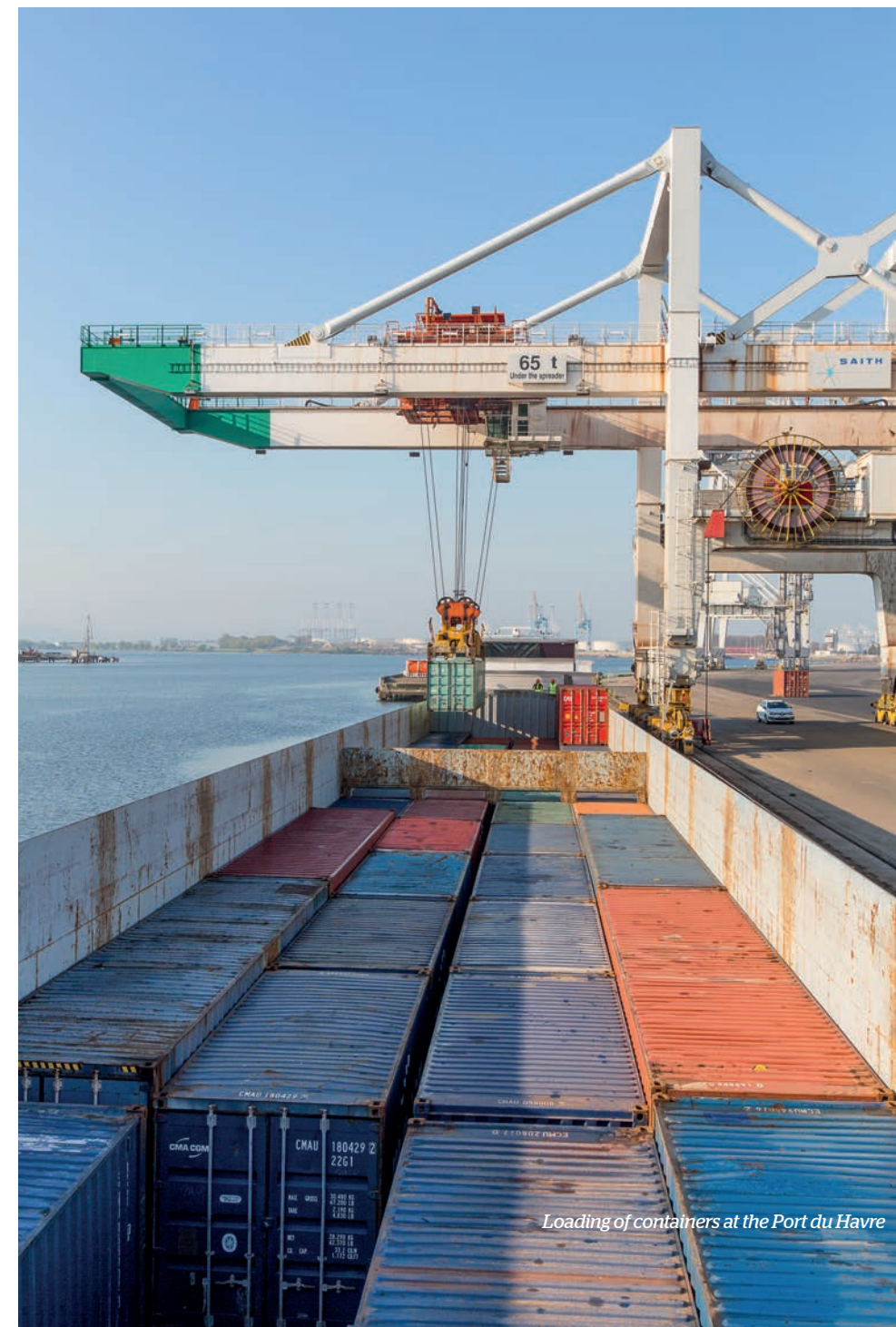
Transport of construction materials
on the Seine



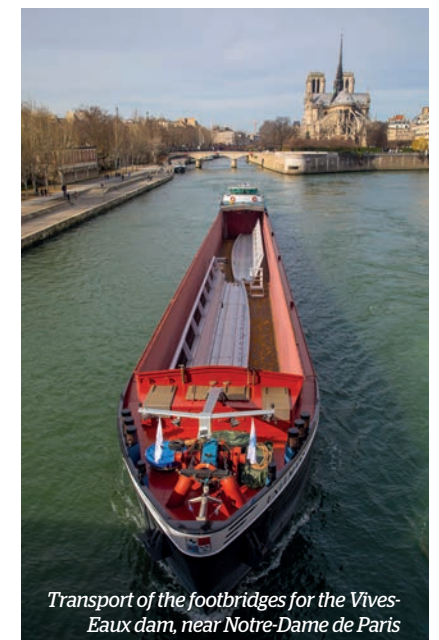
Dam and locks at Kain



The bridge of Harelbeke



Loading of containers at the Port du Havre



Transport of the footbridges for the Vives-
Eaux dam, near Notre-Dame de Paris



The commissioning of temporary
locks at Harelbeke



Recalibration of the Deûle



The quay at Pecq

EUROPEAN MULTIMODAL CORRIDOR
AMSTERDAM – MARSEILLE



PARTNERS OF THE SEINE-SCHELDT EEIG

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Administrator



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Frank Serpentier,
Administrator



The 4,700 employees of Voies Navigables de France work on a daily basis to guarantee the inland waterways public service. A public administrative establishment of the Ministry of ecology, sustainable development and energy, VNF primarily intervenes on:

Infrastructures/work projects: it operates, maintains, modernises and develops the largest European network (6700 km of canals, rivers and canalised rivers, close to 4000 engineering structures, and 40,000 hectares of river-based public domain).

The transport of goods: it develops and promotes river freight transport by contributing to the modal shift and by promoting multimodal logistics.

Tourism/inland waterway transport: Preserving and enhancing waterway equipment and living areas to support waterway tourism as a lever of local economic development.

Sustainable development/water: it optimises water management using an eco-responsible approach optimising biodiversity conservation.

Facilitator of exchanges between the economic and institutional actors of the river (shippers, transporters, communities, tourism operators, etc.) to the benefit of the development of the sector, VNF proposes and develops water policy with an eco-responsible approach promoting the preservation of biodiversity.

Wallonia's Operational Directorate General of mobility and hydraulic routes conceives and coordinates the policy to be followed with respect to transport and mobility (by road, rail, air, and water) in the Walloon region: reduction of the automotive stresses in our towns and villages, development of freight transport by inland waterway or by rail, and development of multimodal sites and new hydraulic infrastructures.

As a true player promoting more sustainable mobility and that drives social economic development for the Region, it plays a role in a number of sectors. Among other actions, it ensures the function of airport authority (Liège & Charleroi) and organizes school buses. It modernizes, maintains and monitors the network of waterways, infrastructures and major dams, and participates in the development of port areas in co-operation with autonomous ports. Finally, it coordinates, supports and tracks the actions of other local bodies and actors in the field of mobility.

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Waterwegen en Zeekanaal NV is an autonomous agency of the Flemish authorities responsible for the management of the waterways in East and West Flanders. As of January 1, 2018, the organisation will bear the name of «De Vlaamse Waterweg NV» (Waterways of Flanders SA), following the merger with NV de Scheepvaart. With this merger, the Flemish region will have a unique manager of waterways throughout its territory.

Flanders has one of the densest river networks in Europe. The mission of De Vlaamse Waterweg NV is to manage and develop waterways in a powerful network that contributes to the economy, prosperity and the viability of Flanders. To this end, De Vlaamse Waterweg NV promotes multifunctional use of canals and waterways, taking care of the interests of all actors.

The organisation has a particular focus on security issues and promotes full water management. A true societal project, De Vlaamse Waterweg nv administers a modern, innovative and forward-looking policy that promotes a more mobile, safer and greener Flanders.

One of the major strategic projects of De Vlaamse Waterweg nv is the project «Seine Schelde Vlaanderen», which is part of a major project for the promotion of river navigation at European level. By improving navigability for vessels with a greater payload capacity, Seine Schelde Vlaanderen aims to develop freight by inland waterways and to offer a convincing alternative to road transport. In view of this objective, Flanders is working with France and Wallonia to achieve a strong and adequate solution to ensure the future of river navigation.

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VNF/Damien Lachas : cover, p. 28 & 29, p. 37 ; VNF/Didier Gauducheu : p. 2, p. 27, p. 30, p. 36 ; p. 38 (top right), p. 39 (centre right & left) ; VNF/Alexandra Lebon : p. 6 & 7, p. 20 & 21, p. 38 (bottom left) ; VNF/Air Scanner : p. 38 (bottom left) ; VNF : p. 1, p. 6, p. 8, p. 18 & 19 ; W&Z : p. 9, p. 33, p. 38 (centre), p. 39 (bottom right) ; CCI OISE : p. 24 & 25 ; P. Frutier - Altimages : p. 34 ; SPW : p. 38 (bottom right), p. 39 (top right).

**A RIVER NETWORK
OF 1100 KM AT
THE HEART OF
THE EUROPEAN MODAL
SHIFT PRIORITIES**

Transport of gas on the Rhone

