



THE LARGEST EUROPEAN  
INLAND WATERWAYS NETWORK

# ANNUAL REPORT

2022

Seine-Scheldt  
EEIG



# THE KEY POINTS OF THE PROJECT

## Seine-Scheldt: Europe's 1<sup>st</sup> high-capacity navigable waterway network

**The Seine-Scheldt network is the result of an unprecedented European cooperative project. It will link the Seine basin in France to the Scheldt basin in Belgium thanks to the construction of a new waterway link, the Seine-Nord Europe Canal, combined with the modernisation and regeneration of existing canals. Promoting intermodal transport and innovation, it is due to open in 2030.**

The network will thus boost European transport options thanks to 1,100km of waterways, suitable for large vessels. Modern and efficient, Seine-Scheldt tackles some major European, as well as local, challenges: it encourages low-carbon transport to meet future economic and commercial needs and improves territorial continuity for an area with more than 40 million inhabitants.

**1,100 km**  
of high-capacity  
**NAVIGABLE WATERWAYS**

**2**  
**COUNTRIES CROSSED**  
France and Belgium

The future Seine-Scheldt network is the result of a collaborative project led by France and Belgium. It is co-financed by the European Commission, the AFITF (France's transport infrastructure financing agency), water agencies, 4 French regions (Grand Est, Hauts-de-France, Île-de-France, Normandy) and 2 Belgian regions (Flanders and Wallonia), as well as the departmental and inter-municipal authorities. Operational coordination is provided by the Seine-Scheldt European Economic Interest Grouping (EEIG), which brings together 4 partners:



SOCIÉTÉ  
DU CANAL  
SEINE-NORD  
EUROPE





175.000

**DIRECT/INDIRECT JOBS**  
created

360

**TOWNS AND MUNICIPALITIES**  
near the network

+25 %

**OF TRAFFIC,** from 2035

1.600 HECTARES

**OF ENVIRONMENTAL IMPROVEMENTS**

150MT

**OF GOODS**  
estimated to be transported by 2035

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## A MESSAGE FROM... MARIE-CÉLINE MASSON

Manager of the Seine-Scheldt EEIG and VNF's Territorial  
Director for Nord-Pas-de-Calais



**2022 was a year marked in Europe by an intense summer drought**, illustrating the effects of global warming, and by the consequences of the war in Ukraine, which put energy conservation back at the top of society's agenda.

Our EEIG was not untouched by these two developments, as they have direct consequences on the management of our river areas. In France as in Belgium, they have further strengthened our efforts to mobilise Seine-Scheldt. Indeed, it means that its implementation makes even more sense. **Because the future network will not only boost river transport, trade, and economic growth in all the areas that it crosses, but it will also strengthen our collective resilience** to climate change and its impact.

Responsible management of water resources, preservation of natural ecosystems, decarbonisation, and development of renewable energies, adapting to the growing risk of extreme hazards: in all these areas, Seine-Scheldt is a valuable tool, as we will do our best to explain in the following pages.

**The European Union remains faithful to its commitment: despite a complex economic environment, it renewed its support for us in 2022**, and even granted us all the funds we applied for in a second financing agreement under the CEF (Connecting Europe Facility). If we combine CEF 2014-2020, then CEF 2021-2027 and the European subsidies previously secured under the TEN-T, financial support provided by the EU is now approaching €1 billion!

**This exceptional expression of faith is a huge honour and drives us to carry on**, expanding our partnership so that the network can come to life. A partnership that is stronger and more fruitful than ever, as this new annual report demonstrates.





# INTERVIEW WITH HERALD RUIJTERS

**Director for Investment, innovative and sustainable transport  
in the European Commission's Directorate-general for mobility  
and transport (DG MOVE)**



## **WHAT ARE YOUR VIEWS OF THE SEINE-SCHELDT NETWORK AND WHAT DOES IT CONTRIBUTE TO EUROPE'S TRANSPORT POLICY?**

It is a symbolic project, the most significant of its kind for inland navigation in Europe. Promoting inland waterway transport is a clear priority for the European Union's transport policy and a long-standing priority for the Trans-European Transport Network (TEN-T) policy. Decarbonising transport, in particular by creating the right conditions for an ambitious modal shift from long-distance freight traffic to energy-efficient modes of transport is another of the European Union's key policy objectives.

The Seine-Scheldt network has enormous potential for increasing river traffic and accelerating this modal shift. It also plays a major role in the North Sea-Mediterranean Corridor, one of the TEN-T's main priorities. The completion of the Seine-Scheldt network will create a continuous, efficient and coherent high-capacity inland waterway network linking the many seaports and inland ports of this large European cross-border region.

## **THE EUROPEAN COMMISSION RENEWED ITS FINANCIAL SUPPORT FOR THE SEINE-SCHELDT NETWORK IN 2022, GRANTING IT A MAXIMUM SUBSIDY. THIS IS A STRONG SIGNAL: HOW DO YOU INTERPRET IT?**

The Seine-Scheldt network does indeed benefit from significant investment by the European Commission. It is even the largest investment project on the European waterway network. In June 2022, the European Commission awarded a new grant of €276 million to the network under the first call for projects for the Connecting Europe Facility (CEF) for the period 2021-2027. This follows the first two grants awarded for the periods 2007-2013 (€176 million) and 2014-2020 (€539 million). And we expect new projects to be put forward for EU funding in the next two CEF calls in January 2023 and January 2024.

Against the current backdrop of tightening monetary policy and the energy crisis in Europe, Seine-Scheldt is an investment that will have a huge impact. As the largest inland waterway network in Europe, it will double the trading capacity in the areas it crosses and provide an efficient, sustainable response to freight transport needs in European countries. In addition, it will boost logistical and industrial activity along its 1,100 km of high-capacity navigable waterways and strengthen the performance of companies that use river transport. More generally, it will create the perfect conditions for a new ecosystem along the network, offering the areas multiple opportunities for generating long-term wealth and jobs. Lastly, the full development of an alternative fuel infrastructure throughout the network will be implemented gradually between now and the end of 2030.



Ooigem-Desselgem bridge,  
Flanders

© DW

**THIS NEW ANNUAL REPORT HIGHLIGHTS THE ROLE THAT THE SEINE-SCHELDT NETWORK CAN PLAY IN THE FIGHT AGAINST GLOBAL WARMING AND ITS CONSEQUENCES. DOES THIS HAVE ANY BEARING ON THE EU'S SUPPORT FOR THE PROJECT?**

Yes, of course. Seine-Scheldt will significantly speed up the shift of freight transport from roads to waterways, a mode of transport that emits five times less CO<sub>2</sub>. The energy transition launched several years ago by the river transport industry will reinforce the positive impact on greenhouse gas emissions thanks to the development of clean engines for its fleets and the growing use of renewable energy. The project will thus help achieve carbon neutrality for transport and contribute to the success of the European Union's Green Deal. Above and beyond carbon neutrality, it also incorporates a sustainable vision of water management as well as environmental performance targets.

**THE SEINE-SCHELDT NETWORK IS THE RESULT OF A FRANCO-BELGIAN CROSS-BORDER PARTNERSHIP THAT BEGAN MORE THAN 10 YEARS AGO: WHAT DO YOU THINK OF THIS APPROACH?**

Seine-Scheldt is a network built in partnership and the result of an unprecedented European cooperative project led by France and Belgium. The Seine-Scheldt European Economic Interest Grouping (EEIG) is responsible for coordinating the funding and implementation of the network, following the Implementing Act by the European Commission, in close cooperation with a large number of partners.

This cross-border cooperation is reflected in the work carried out for the last few years within the EEIG by Voies navigables de France, the Société du Canal Seine-Nord Europe, De Vlaamse Waterweg nv and the Service public de Wallonie. I would like to add that the Seine-Scheldt network not only forges links between these four waterway stakeholders: it also forges river links between the areas, strengthens the links between all the stakeholders involved, and promotes social cohesion. This is without a doubt a great example of the true spirit of partnership within the EU.

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# SEINE-SCHELDT, A TOOL FOR TERRITORIAL RESILIENCE WHEN IT COMES TO TACKLING CLIMATE CHANGE

According to the World Meteorological Organization's report (WMO) published in November 2022, Europe is warming up faster than any other part of the world. According to the WMO, the continent of Europe, which has been affected by a series of waves of extreme drought and exceptional flooding, even offers "*a live picture of a warming world*". This means that we need to act as a matter of urgency, and against this backdrop, the establishment of Seine-Scheldt seems to be a valuable tool. Because the network offers solutions, both in terms of water management and decarbonisation.

Condé-Pommeroeul Canal,  
Nord-Pas-de-Calais and Wallonia

# SEINE-SCHELDT, A VALUABLE TOOL FOR RESPONSIBLE WATER RESOURCE MANAGEMENT

The responsible management of water resources has been at the heart of the Seine-Scheldt network since the project was launched. But it has become even more important as climate change becomes an ever growing issue.

Warming temperatures are increasing the frequency of intense droughts and heavy rainfall. This increases the risk of water shortages and flooding, as well as posing a threat to water quality and the preservation of natural ecosystems. Partners DVW (De Vlaamse Waterweg nv), SPW (Service public de Wallonie), and VNF (Voies navigables de France), who run the waterways, and SCSNE (Société du Canal Seine-Nord Europe), which is responsible for building the Seine-Nord Europe Canal, are fully aware of this. Brought together under the umbrella of the Seine-Scheldt EEIG, they are therefore deploying the network as they adapt it to these problems. Their strategies are very proactive and are based on four pillars.

## PILLAR ONE

### CONSOLIDATING KNOWLEDGE

The members of the EEIG carry out, or arrange, inventories, prospective studies, analyses, projections, and simulations so that they can gather more and more information on climate change and its consequences, including in particular the impact on the water cycle in the areas crossed by Seine-Scheldt.

Alongside this, they are developing tools along the 1,100 kilometres of waterways that will make up the network, multiplying the number of systems that measure and trigger alerts about water quality and quantity. The information gathered helps them hone their long and short-term forecasts, improve their hydrological models and continuously monitor different hydraulic flows in real time: navigation rates, water intake, water tables, tributaries, sewage discharges, and the water supply to canals...

The challenge is twofold: to anticipate periods of low water and flooding in order to get better at minimising risks, and then, when droughts or floods occur, to get faster and more effective when it comes to acting to mitigate the consequences.

## PILLAR TWO

### ADAPTING WATERWAY INFRASTRUCTURE, STRUCTURES AND EQUIPMENT

From the outset, the Seine-Scheldt project was designed to take into account the issue of resilience to climate change. The new constructions that are being built to implement the network have excellent impermeability and an impressive capacity to resist phenomena caused by rising temperatures, such as corrosion and deformation. They are also very water-efficient, thanks to solutions such as water-saving locks, which recycle the water used in the locks.

Existing buildings are subjected to stress tests. All scenarios are considered, even the most extreme ones, and if risks are detected, corrective measures are taken, which may include demolition and reconstruction. This process of improving reliability affects waterways, locks and dams, as well as bridges and quays: some of them are raised, others are reinforced by various methods, such as diking systems. This is combined with significant investment in state-of-the-art water regulation and management equipment, such as pumping stations and hydraulic separators. These efforts are complemented by preventive maintenance designed to minimise water loss by detecting and fixing leaks.

In addition to this, given that water is so essential to biodiversity, the members of the EEIG are committed to creating a "living network" that interacts with the natural areas that it passes through. Thanks to ecological engineering, they are working on the interface between the river infrastructure and its environment, creating wetlands and establishing plants on the banks. These measures boost the resilience of the ecosystems in all the areas that Seine-Scheldt passes through.



Méricourt locks,  
Seine Basin

© Charlot - Bouygues TP

## PILLAR THREE

### ADAPTING THE APPROACH TO WATER MANAGEMENT

The rise in global warming is also driving the members of the EEIG to develop both their quantitative and qualitative approaches to water management, in order to keep improving their control and efficiency. To do this, they rely on all the potential presented by new technology.

In France, as in Belgium, digital decision-making tools, automatic locks, or locks controlled remotely by sensors and intelligent dams, among other things, are starting to appear. At the same time, new virtuous practices are spreading, such as grouping boats together at locks to save water during manoeuvres in the event of water shortages. As hydraulic management is a collective problem in the areas affected, particularly during periods of drought or flooding, DVW, SPW, VNF, and SCSNE are also committed to sharing information and working closely with other local stakeholders with expertise in this field. Dedicated communication channels are in place to facilitate the resolution of crises, establish common rules and define coherent, concerted action plans.

The members of the Seine-Scheldt EEIG contribute to the discussions by providing their expertise when it comes to river hydrology. They then play an active role in the measures taken, whether in terms of prioritising water use during shortages or, in contrast, during floods, by slowing down the run-off into basins, promoting expansion zones without impacting human activity and directing water flows towards outlets to protect populations and property.

## PILLAR FOUR

### A WILLINGNESS TO WORK TOGETHER WITHIN THE EEIG

DVW, SPW, SCSNE, and VNF have recently been given additional leverage to optimise water management in the Seine-Scheldt network. The EEIG has created an interdisciplinary working group dedicated to this issue. This collective governing body held its first meeting in September 2022 in Wervicq, a cross-border municipality on the Lys. This will be an opportunity for the members of the group to pool their information, understand each other's problems better, launch global studies together and build a shared vision. This will help them work together in the event of a crisis, in particular by laying the foundations for a united front and by pooling some of their resources. Preventive measures will also be consolidated, as these can be looked at on an international level, with solutions designed to suit the appropriate geographical area.

### On the Seine-Nord Europe Canal

SCSNE has plans to build a water reservoir that will hold 14 million m<sup>3</sup> at Allaines on the Somme. The goal is to make the water supply to the Seine-Nord Europe Canal more consistent during periods of low water levels in the Oise River, which feeds into it, and to ensure the robust operation of the Canal, in harmony with other water uses, against the backdrop of climate uncertainty.

### In the Hauts-de-France

VNF has set up automatic data exchanges with its partners for hydraulic management, as well as developing water management protocols with them in sensitive areas when water levels are low.

### In the Seine Basin

VNF is considering ways to tackle an emerging problem linked to the rise in summer temperatures: the deoxygenation of water in rivers and canals, which affects the quality of the water as well as natural ecosystems. One solution under consideration involves overflows at navigation dams to optimise water/air exchanges.

### In Flanders

DVW is currently involved in identifying areas in the Lys and Scheldt valleys that could potentially be flooded without causing major damage. This would protect residential and business areas in the event of flooding.

### In Wallonia

The SPW has launched the pilot phase of the Perex 4.0 project on the Sambre. This will help with the shift from local water management to centralised management based on data received in real-time from the whole region as well as neighbouring regions, in order to optimise water resources on the waterways.

### Worth a mention

The last socio-economic report on the Seine-Scheldt project, completed in 2021, values the benefits of the network in terms of flood management at €144 million.

# SEINE-SCHELDT, A VALUABLE TOOL FOR SPEEDING UP THE ENERGY TRANSITION

The Seine-Scheldt network has economic benefits, but it offers other advantages as well. Against the backdrop of an intensifying battle against climate change, it will contribute a great deal to the flagship goal of the European Green Deal: carbon neutrality by 2050.

Inland waterways are a powerful lever for decarbonising transport: thanks to the large volume of traffic, one tonne of goods transported on the high-capacity network produces up to five times less CO<sub>2</sub> than if it was transported by truck. As soon as Seine-Scheldt is in operation, the stakeholders in every region of Northern Europe, faced with increasing road congestion, will have access to a new and particularly attractive waterway transport solution. A cross-border, coherent, interconnected, complete, accessible, modern, safe, clean, and efficient solution that will double the capacity for trade in the areas that it covers.

## A NETWORK THAT WILL SPEED UP THE DECARBONISATION OF TRANSPORT

The arrival of the network should therefore soon result in more traffic on the waterways. According to the last socio-economic report on the project, in Europe, this surplus will be 9.8 billion tonne-km by 2035 for the transport of goods alone, representing a 25% rise on Seine-Scheldt. And this new traffic will mainly come as a result of the shift from road to river: according to the same report, by 2035 road traffic will be reduced by 46 billion tonne-km. In practical terms, this means 2.3 million fewer trucks on the roads in the Seine-Scheldt area. The network will therefore speed up the modal shift from road to river and should lead to a significant reduction in the carbon footprint of European transport.

2.3

**MILLION TRUCKS  
FEWER** on the  
roads in the  
Seine-Scheldt area



Biodiversity areas around the Condé-Pommeroeul canal,  
between Nord-Pas-de-Calais and Wallonia



Lys Mitoyenne

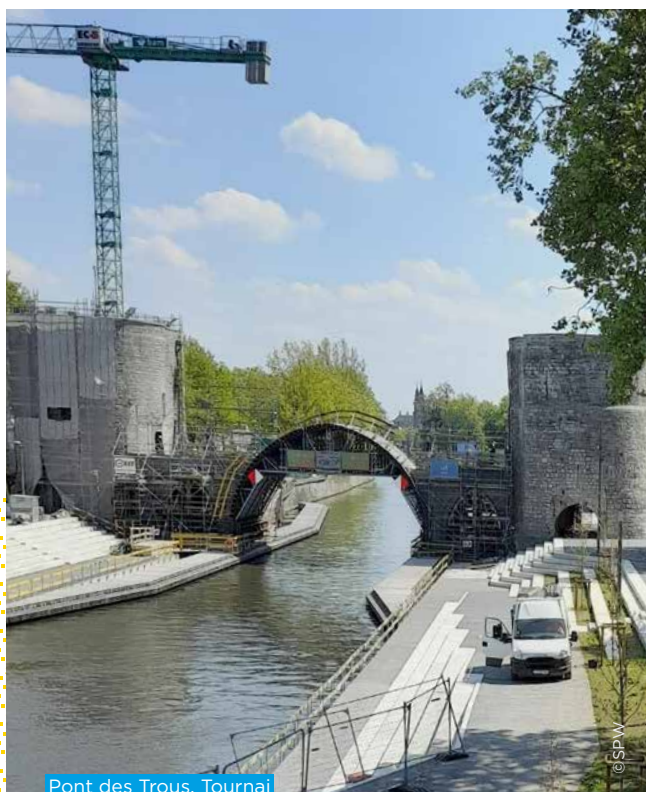
between Nord-Pas-de-Calais and Flanders

## A NETWORK COMMITTED TO ZERO-EMISSION RIVERBOATS

The impact of Seine-Scheldt on the decarbonisation of transport will be increased by the efforts to “green” vessels, efforts which the members of the EEIG are supporting. In France as well as in Belgium, they are providing the contacts and information needed for stakeholders in this area to invest in solutions to control pollution and engines powered by “post-oil” energy sources, such as electricity or hydrogen. They also act by supporting industry, energy producers and project developers with their R&D projects dedicated to innovative power supplies and alternative fuels.

## A NETWORK THAT CONTRIBUTES TO THE DEVELOPMENT OF RENEWABLE ENERGY

While encouraging and supporting the decarbonisation of vessels, the members of the Seine-Scheldt EEIG are also committed to making sure the network plays a role in the development of renewable energy. In particular, they intend to capitalise on the formidable source of hydroelectricity production represented by the very large body of water that will flow along its 1,100 kilometres of waterways. Calls for projects and expressions of interest have been launched to identify potential sites for new hydroelectric power plants, in addition to those already in operation in the Seine Basin, Hauts-de-France, Flanders and Wallonia. In accordance with European directives, these power plants must guarantee the survival of migratory fish that are brought downstream. The partners are also counting on technological advances that will help the facilities become more productive and profitable. At the same time, they are considering options other than hydroelectricity, for example the use of the high biomass potential for the production of liquefied biogas – working in conjunction with farmers and foresters. Lastly, in 2022, they started to discuss one of the commitments made in the Implementing Act of 28 June 2019, which serves as a roadmap for the deployment of Seine-Scheldt: the development of a strategic framework to promote the full development of an alternative fuel infrastructure by December 2030.



Pont des Trous, Tournai  
Wallonia

## A NETWORK THAT PROMOTES THE GROWTH OF CLIMATE-FRIENDLY ACTIVITIES

In addition to the direct impact of Seine-Scheldt on the fight against global warming and its consequences, there is also an indirect impact: its arrival will speed up the development of activities around the waterway which will also reduce carbon emissions. In particular, the network should offer growth opportunities to two sectors: waste collection and recovery - essential when it comes to increasing recycling and promoting the emergence of a circular economy - and urban river logistics. Working alongside the members of the EEIG, stakeholders in these areas are therefore preparing for when it is launched, to make the most of this future driver for development.

### Worth a mention

**The many planting and replanting programmes planned as part of the Seine-Scheldt network will contribute to the fight against climate change. Natural areas act as “carbon sinks” by absorbing and storing CO<sub>2</sub> from the atmosphere through photosynthesis.**

### In France

VNF has launched a call for projects for the implementation of self-driving and carbon-free boat demonstrators during the Paris 2024 Olympic and Paralympic Games. The Public Body will select up to three winners and will support them by providing technical resources, networking opportunities with stakeholders with an understanding of waterway and innovation, and funding.

### In Wallonia

The SPW has agreed on the majority of sites on the Walloon river network that have the potential to become profitable solutions for the production of this green energy. The current total production is about 350 GWh, which is equivalent to the annual consumption of about 100,000 households (or 6% of Walloon households).

### In France and Belgium

The members of the Seine-Scheldt EEIG are focusing on innovation to consolidate the decarbonisation associated with the network once it is up and running. In Flanders, for example, DVW is involved in experiments to produce solar energy on the waterways and then to use the water in the waterways as a natural battery to store this energy. For its part, the SCSNE is exploring another avenue: the use of geothermal energy to produce heat and supply energy to villages or urban areas crossed by the Seine-Nord Europe Canal.

Poses dam,  
Seine Basin



© R. Lahaye, VNF



# DIFFERENT PERSPECTIVES OF A NETWORK THAT IS BECOMING A REALITY

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Despite the environment of uncertainty that has surrounded us for the last few years, Seine-Scheldt continues to take shape in France and Belgium. What is the current status of the network? To find out, in November 2022 we brought together Marie-Céline Masson, Manager of the Seine-Scheldt EEIG and Territorial Director for Nord-Pas-de-Calais for Voies navigables de France (VNF), Jérôme Dezobry, Chairman of the Société du Canal Seine-Nord Europe's (SCSNE) Board of Directors, Pascal Moens, Director of Transport and Intermodal Freight Solutions at the Service public de Wallonie (SPW) and Frank Serpentier, Seine-Scheldt investment project manager at De Vlaamse Waterweg nv (DVW). Here are the main points that were raised during this round table discussion.

Denain lock,  
Hauts-de-France

# ABOUT COOPERATION WITHIN THE EEIG

“ Not only is our EEIG robust, but it also continues to be well-organised and professional. I am delighted that the working group keeps getting stronger, year after year. The main advantage of Seine-Scheldt is its collective approach. ”

**Marie-Céline Masson (VNF)**



“ The discussions and work going on within the EEIG are as interesting and constructive as ever. Everyone is doing their bit to deliver on the commitments made in the European Commission’s 2019 Implementing Act, which remains the backbone of the project. ”

**Jérôme Dezobry (SCSNE)**



Recalibration of section 140 of the Lys,  
Flanders

“ Over the years, there has been an increase in the number of tasks to be carried out, and they have also become more diverse. They now include administrative and financial matters as well as operational issues. In 2022, we reached a major turning point when discussions began with partners about developing services to offer to Seine-Scheldt users. So we are moving away from talking about an infrastructure project and embarking on what could be a long-term partnership focusing on managing the network. ”

**Pascal Moens (SPW)**



“ Within the EEIG, we had already started to think about coherence when it comes to waterways, focusing on 4 key areas: water management, statistical data, the services offered to users and international cooperation. In 2022, we started to work on the overall management of water quantity and quality, its uses (consumption, navigation, hydroelectricity) and environmental issues. ”

**Frank Serpentier (DVW)**



# ABOUT FINANCIAL SUPPORT FROM THE EUROPEAN UNION



The progress made in 2022 is to be welcomed, in particular the signing of the second financing agreement under the Connecting Europe Facility (CEF 2021-2027) in October. In an extremely rare occurrence for European projects, we were awarded all the grants applied for. This is a very strong signal for the Seine-Scheldt network and all of its stakeholders. 🐣

**Pascal Moens**



We signed the second CEF financing agreement while the first one (CEF 2014-2020) was still in place – it runs until the end of 2023. One of our current priorities is therefore to ensure as smooth a transition between these two financial tools as possible. 🐣

**Marie-Céline Masson**



The new agreement will help us to continue with the deployment of the network. In Flanders, for example, we will receive substantial support from the European Union, worth almost €65 million. This will be used, among other things, to finance the construction of two road bridges on the Charleroi-Brussels canal, the renovation of a bridge for pedestrians and cyclists, and three quay walls on the Roulers-Lys canal. 🐣

**Frank Serpentier**

# ABOUT THE DEPLOYMENT OF THE NETWORK IN DIFFERENT AREAS

Seine-Nord Europe Canal  
Meet-ups



As the deployment of Seine-Scheldt is a long-term project, we have been saying that the network is coming for a long time now. But for the past two or three years, it really is true, with concrete achievements and new services being launched. This is very exciting! 🐣

**Pascal Moens**



On 15 September 2022 in Amiens, we organised the first ever Rencontres du Canal event. This gave us the opportunity to celebrate the fifth anniversary of the Appel de Péronne, which brought together almost 500 leading figures in 2017 around the slogan “Oui au Canal” (Yes to the Canal). But above all, this event, which welcomed around 400 participants, provided an opportunity to take stock of the progress that has been made over the last five years with our partners and guests. And what a journey it has been: one month later, on 13 October, we marked a symbolic event with the launch of the first major project, correcting the course of the Oise. Here we go Canal! 🐣

**Jérôme Dezobry**



Anyone who looks at the Lys between Ghent and the French-Belgian border can see that this river is undergoing profound changes. This is one illustration of the implementation of the Seine-Scheldt network and a tangible sign of the progress made on the ground. 🐣

**Frank Serpentier**

# ABOUT THE NEW MILESTONES ACHIEVED IN 2022



We made good progress in setting up Seine-Scheldt in 2022. In the Seine basin, for example, one of the two locks at Méricourt and the secondary lock at Vives-Eaux are now up and running again, after work was carried out to lengthen one and prepare the other for the arrival of a remote control system. VNF also worked hard to improve the services available to users – as demonstrated by the creation of the Nanterre and Champagne boathouses – as well as securing the “déclaration d'utilité publique” (declaration of public interest, DUP) for MAGEO, the project designed to widen the Oise between Creil and Compiègne. In the Hauts-de-France region, we started recalibration work on the Deûle, continued the work to lengthen the Quesnoy sur Deûle lock and made progress on the recalibration of the Lys Mitoyenne. It is worth pointing out that the upgrading of these 16 kilometres of river between Deûlémont in France and Ménin in Belgium to a high capacity waterway is being carried out in close collaboration with SPW and DVW, after the ratification of an international framework agreement in 2021, which will be translated into an implementation agreement. In July 2022, this cooperation was further strengthened by the signing of a second implementation agreement for the maintenance and operation of the route. 99

**Marie-Céline Masson**



In 2022, we entered a whole new dimension. We launched projects of unprecedented scope, such as the construction of the first four bridges, two of which will span the Seine-Nord Europe Canal, and the redirection of the river Oise to allow the Canal to pass. We also launched the procedure for our largest public contract, worth a total of between €300 and €350 million: the design and construction of the Somme Canal Bridge, the iconic centrepiece of the Seine-Nord Europe Canal along which boats will travel to cross the Somme valley between Cléry-sur-Somme, Biaches and Péronne. 99

**Jérôme Dezobry**



In Wallonia, 2022 saw the completion of several major projects, including the development of the high capacity section of the Lys so that it can accommodate Vb class vessels – a symbolically powerful project – and the 250-metre-long Manage quay, which today serves an industrial zone in the Port Autonome du Centre et de l'Ouest. We also made progress on important projects such as the modernisation of the Ronquières Inclined Plane, built at the end of the 1950s, which will allow us to maintain the quality of service on the Charleroi-Brussels canal. 99

**Pascal Moens**



Among the highlights of the year in Flanders were the commissioning of the new road bridge in Ooigem, which was completely renovated, and the start of the recalibration work on section 140 of the Lys, between Deinze and Vive-Saint-Bavon, which involves 11 kilometres of waterways and 22 kilometres of riverbank defences. 99

**Frank Serpentier**

Lift station on the Charleroi-Brussels canal,  
Wallonia



# ABOUT DISCUSSIONS WITH STAKEHOLDERS

Seine-Nord Europe  
Canal Walks



🗣️ The level of consultation involved in the Seine-Nord Europe Canal is as intense as ever. In 2022, we continued to have one consultation meeting per working day. Our priority is to be as close to the ground as possible, in direct contact with the public. We rely on a mobile local information system as well as organising Randonnées du Canal for the last few months. These are meetings with local residents which take the form of walks along the route of the future river infrastructure. Alongside this, in addition to the regular involvement of the European Commission with our Supervisory Board, we are continuing discussions with European authorities. On 31 August, Xavier Bertrand, Chairman of the Supervisory Board, met with members of the Commission to discuss the commitment to a low-carbon transport network. 🔄

**Jérôme Dezobry**



In 2022, we signed a partnership agreement with economic and institutional stakeholders for the creation of the eNES platform - Economisch Netwerk Seine-Schelde (Seine-Scheldt Economic Network). This will give us the opportunity to keep future users of the network informed of issues around its implementation and to talk to them before it is operational in order to optimise its use and speed up the modal shift. 🔄

**Frank Serpentier**

# ABOUT COMMUNICATION CAMPAIGNS FOR SEINE-SCHELDT

The members  
of the Seine-Scheldt EEIG



🗣️ As the health restrictions associated with Covid-19 have come to an end, events-based communication around Seine-Scheldt has resumed. In 2022, the network inspired part of the Riverdating programme, an event organised in Le Havre that brings together European stakeholders involved in river transport and multimodal logistics. 🔄

**Frank Serpentier**



Institutional communication, on as local level as possible, was stepped up throughout the year. This day-to-day work, designed to educate mayors, leaders of urban areas, port infrastructure managers and representatives from the world of economics, helps them fully appreciate all the benefits that they will enjoy from Seine-Scheldt. Major events, such as the Assises de l'Economie de la Mer in November, have also given Seine-Scheldt a warm welcome! 🔄

**Marie-Céline Masson**



Our network is making more and more of a name for itself! Last June, for example, the EEIG members had a joint stand in Lyon during Connecting Europe Days and were able to present the Seine-Scheldt network during one of the forums organised during this event. 🔄

**Jérôme Dezobry**

# ABOUT THE NEW STEPS PLANNED FOR 2023

The Méricourt locks,  
Seine Basin



The work carried out in 2022 will help us to achieve a decisive milestone in 2023. In particular, this year will see the official inauguration of the new Scheldt crossing in Tournai, at the end of an exceptional construction project which made it possible, among other things, to dismantle and then rebuild and widen the arches of the Pont des Trous, one of the most prestigious remaining examples of medieval military architecture in Belgium. This event will mark the end of most of the improvements made along the Scheldt. Another highlight this year will be the removal of the bottleneck caused on the Sambre by the Auvélais lock, by increasing the depth from 2.40 metres to 2.80 metres. Lastly, we mustn't forget that we will be reopening the Condé-Pommeroeul canal in 2023, together with our French counterparts, thus guaranteeing access to the entire Walloon backbone via France. A great success for the partnership! 🗨️

**Pascal Moens**



A symbolic cross-border project will be completed in September 2023 as the Condé-Pommeroeul canal will be reopening for navigation. These six kilometres of waterways linking France and Belgium, which have been closed to navigation for 30 years, will now reopen. This is a typical example of one of the success stories made possible by Seine-Scheldt! The flow of goods transported along the route is expected to be around 3 million tonnes per year. But this intense river activity will not prevent the beavers that inhabit the area from living in peace. We have made sure of this by providing them with several facilities, including feeding areas and lodges. In general, from an environmental point of view, this project is exemplary, with almost 20% of the budget devoted to measures to protect flora and fauna. 🗨️

**Marie-Céline Masson**



2023 will be a year marked by several highlights. In particular, we will be finishing all the work planned for the Vive-Saint-Bavon site. In addition to the new lock, which started operating in August 2020, the project includes the construction of an industrial dock, the renovation of the dam, the construction of a fish ladder and the construction of a service building. 🗨️

**Frank Serpentier**



Work is stepping up, with the contract for the Montmacq lock being awarded in 2023. As well as this, there will be a new application for funding under the Connecting Europe Facility. 2023 will also be a year marked by a review of the 2019 Implementing Act, to take into account, among other things, the impact of the health crisis on the project schedule. 🗨️

**Jérôme Dezobry**

# THE SITE IN PICTURES

## SEINE-NORD EUROPE CANAL

Correcting the course of the Oise at Montmacq

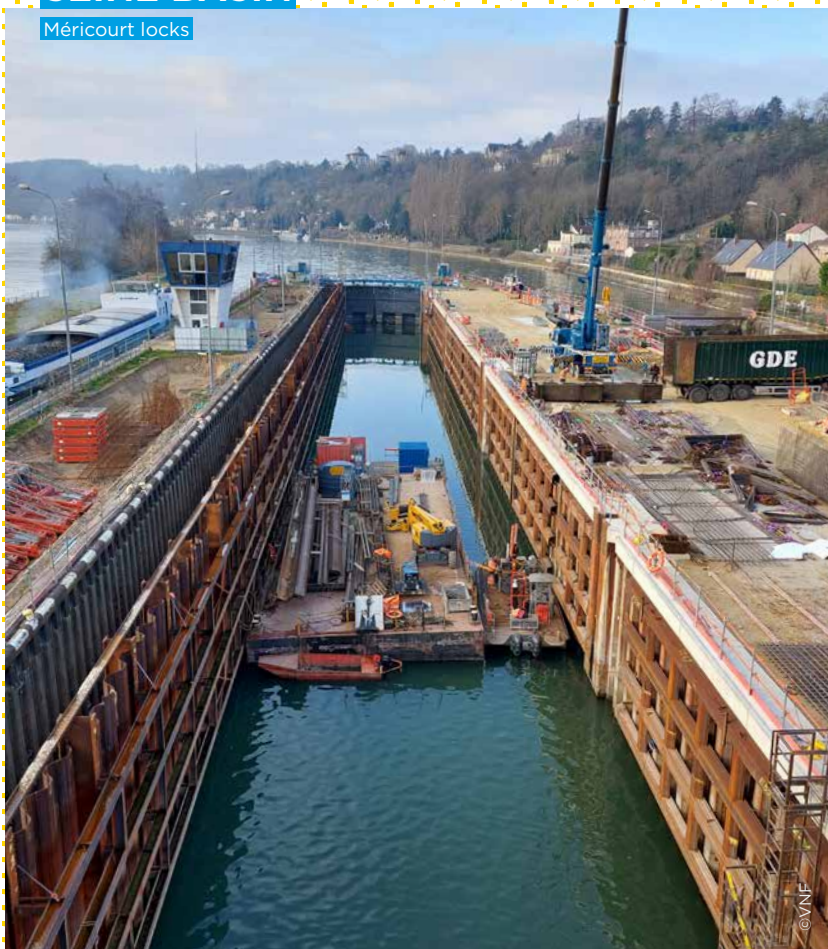


Ribécourt quay



## SEINE BASIN

Méricourt locks



## FLANDERS

Ooigem-Desselgem bridge



## WALLONIA

Auvelais lock



Works on the Manage quay



## NORD-PAS-DE-CALAIS

Reinforcing the banks  
near the Quesnoy-sur-Deûle lock





Bridges on the RD66 at Montmacq,  
Oise

©Jean-Christophe Hecquet

# A FEW KEY MOMENTS

## SEINE-NORD EUROPE CANAL

Building the Canal

### 2022

#### IN MARCH

submission of the environmental permit application for sections 2, 3, and 4.

#### IN JUNE

contract awarded for four engineering structures and to correct the course of the Oise.

#### IN OCTOBER

works start on the main projects on the Oise and the consultation process begins for the design and construction of the Somme Canal Bridge.

#### IN DECEMBER

delivery of the first two final quays for the CSNE in the Oise, which will be useful in terms of the logistics of the construction project.

### 2023

#### FIRST HALF OF THE YEAR

launch of the consultation process for earthworks and bringing back traffic to section 1 (18km between Compiègne and Passel).

#### SECOND HALF OF THE YEAR

launch of the consultation processes for earthworks and locks for sections 2, 3, and 4 (89km), and 6km between Passel and Aubencheul-au-Bac.

#### IN SEPTEMBER

- Montmacq lock contract awarded for section 1;  
- environmental public enquiry for sections 2, 3, and 4 (89km).

## SEINE BASIN

Implementing Seine-Scheldt

### 2022

- **APRIL TO NOVEMBER**  
work completion to fill the downstream ditches and replace a metal bridge at the Poses dam.
- **BETWEEN MAY AND NOVEMBER**  
renovation and modernisation of the Varennes dam.
- **BETWEEN NOVEMBER AND DECEMBER**  
renovation and modernisation of the main lock in Champagne ready for a remote control system.

### 2023

- **BETWEEN APRIL AND AUGUST**  
renovation work on the Andrésy dam.
- **IN SPRING AND SUMMER**  
reinforcing the banks and renovating the Port Mort dam.
- **BETWEEN APRIL AND OCTOBER**  
renovation and modernisation of the secondary lock in Champagne ready for a remote control system.

## WALLONIA

Implementing Seine-Scheldt

### 2022

- **IN JUNE**  
completion of the upgrading of the Walloon section of the Lys Mitoyenne to cope with up to 4,500 tonnes.
- **IN DECEMBER**  
works on the Manage quay complete.

### 2023

- **IN APRIL**  
inauguration of the Pont des Trous and completion of the work on the Scheldt crossing at Tournai.
- **IN SEPTEMBER**  
reopening of the Pommeroeul-Condé canal.
- **AT THE END OF THE YEAR**  
reopening of the Auvelais lock after improvements.

## HAUTS-DE-FRANCE

Implementing Seine-Scheldt

### 2022

- **IN APRIL**  
launch of the second phase of the dredging of the Deûle.
- **IN JULY**  
completion of the regeneration works on the Denain lock and end of the development of the treatment platform for the sediment dredged in the Wambrechies.
- **IN SEPTEMBER**  
completion of the downstream development works on the Quesnoy-sur-Deûle lock.

### 2023

- **IN JANUARY**  
work begins to set up the remote control system for locks on the Hauts-de-France high-capacity network and dredging works on the Lys Mitoyenne starts.
- **IN SEPTEMBER**  
reopening of the Condé-Pommeroeul canal.
- **FROM 9 TO 29 OCTOBER**  
works begin to extend the Quesnoy-sur-Deûle lock.

## FLANDERS

Implementing Seine-Scheldt

### 2022

- **19 APRIL**  
work begins to recalibrate section 140 of the Lys.
- **1 MAY**  
works begin to modernise the Lys crossing in Menin.
- **30 AUGUST**  
partnership agreement officially signed for the development of a Seine-Scheldt Economic Network.

### 2023

- **IN JUNE**  
completion of the integrated site project at Vive-Saint-Bavon.
- **IN SEPTEMBER**  
works begin to replace the movable bridge in Steenbrugge on the Ghent-Bruges canal.



THE LARGEST EUROPEAN  
INLAND WATERWAYS NETWORK

[www.seine-scheldt.eu](http://www.seine-scheldt.eu)



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