

# seine SCHELDT

THE LARGEST EUROPEAN  
INLAND WATERWAYS NETWORK



SEINE-SCHELDT

**A EUROPEAN NETWORK OF INLAND  
MULTIMODAL PORTS TO SERVE THE  
ECONOMY OF TERRITORIES**



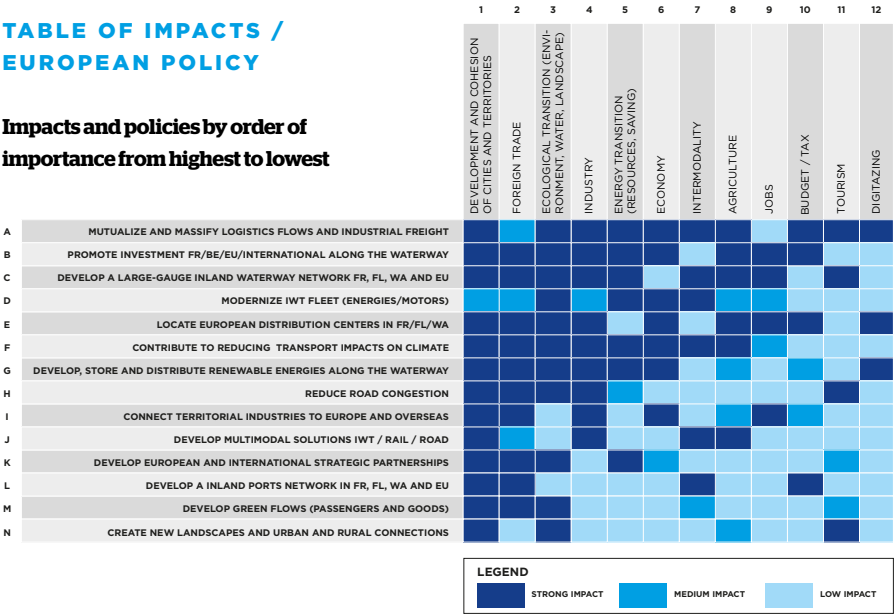
DEVELOPMENT AND COHESION OF CITIES AND TERRITORIES

Along the 1100 km of the Seine-Scheldt network, the waterway creates new economic links between Normandy, Ile-de-France, Grand-Est, Hauts-de-France, Flanders and Wallonia, just as the Rhine and Meuse, with the Albert Canal contribute to the strong economy of a large European region over hundreds of kilometres.

This European and international link is an opportunity for all European towns close to the network: their trading with Europe and around the world will benefit from multimodal solutions with a first 50 to 100 km road link then the combination of river, rail and maritime solutions over hundreds of kilometres: the towns of the Seine-Scheldt network.

TABLE OF IMPACTS / EUROPEAN POLICY

Impacts and policies by order of importance from highest to lowest



This breach in the current logistical approach improves the drawing power and competitiveness of companies, which will be stronger the closer they are to the waterway, as has been seen for 25 years along the 100 kilometres of the Albert Canal.

Thanks to the multifunctional character of the waterway and its close and continuous link with regions, whether they be ports, rural and agricultural areas, industrial sites, medium-sized towns and major European conurbations, Seine-Scheldt will provide an answer to several European public policies.

By creating a new gateway in Europe for the Southern part of the Northern Range (Le Havre-Rouen and Dunkirk), Seine-Scheldt widens the largest logistics zone in Europe to the south, reducing congestion in the logistical nodes built almost thirty years ago, reducing road transport distances and rebalancing import and export flows, particularly in France.



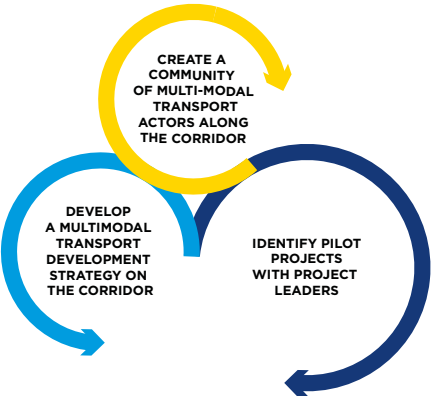
Port of Le Havre © Michel Bizien-HAROPA



Ports of Paris © HAROPA

The saturation of the North-European logistics network observed over 10 years ago and the need for interlinking the European river network led the European Union to declare the project a priority in April 2004. Since then, major European funds have been raised during TEN-T programme multiannual funding plans then the Connecting Europe Facility (CEF) to ensure it is implemented by 2030.

The connection it creates within and between regions, and the strategic contribution of access to major sea ports and major conurbations are at the root of many European public policies. Their implementation requires strong alliances between public and private players, a coordinated approach between regions to benefit from synergies and critical sizes to guarantee the success of the projects on a national, European and international level.





*Delta 3 multimodal platforms  
in Dourges © LDCT*



*Canal Albert © De Scheepvaart*

## DOMINIQUE RIQUET

MEMBER OF THE EUROPEAN PARLIAMENT

The European Seine-Scheldt link, supported by the French, Flemish and Wallonia regions and Europe, is expected to be a vehicle for growth of the single market on a European level, an economic engine connecting Northern Europe to the Greater Paris Basin, improving the facilities and strengthening the growth of the Hauts-de-France region and all European regions along the 1100 km of the Seine-Scheldt large gauge network.