



THE LARGEST EUROPEAN
INLAND WATERWAYS NETWORK



EEIG SEINE-SCHELDT
PROGRESS REPORT 2017

**A COLLABORATIVE
NETWORK
TO DEVELOP
THE INLAND WATERWAY**



The European Seine-Scheldt network, supported by the French, Flemish and Walloon 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.

It is also a positive environmental player for modal transport and a primary vector for river tourism as well as a hydraulic regulator. Therefore, all players in the region – industries, ports, companies, farmers, tertiary sector workers, associations, citizens – will see the many benefits of this project, for the reduction of logistical costs, the regional economies and employment, as well as innovation, the environment and tourism. Conscious of the major impact on fluidity and efficiency of trade, Europe has already committed close to 200 million Euros for the studies and engineering works in France, Flanders and Wallonia.

We are all impatiently awaiting the beginning of work on the Seine-Nord Europe Canal and the entire Seine-Scheldt network, they are the future of many European public policies.

DOMINIQUE RIQUET
MEMBER OF THE EUROPEAN PARLIAMENT

PARTNERSHIPS

INDUSTRY

DEVELOPMENT
AND COHESION
OF CITIES AND
TERRITORIES

ENVIRONMENT

ENERGY
TRANSITION

PORTS

FOREIGN
TRADE

SEINE - SCHELDT

AT THE HEART OF ALL EUROPEAN PUBLIC POLICIES, IT IS THE MOST MODERN AND MOST INTEGRATED EUROPEAN INFRASTRUCTURE NETWORK OF THE 21ST CENTURY.

Growing awareness of the impact of land and air transport on the planet: carbon footprint, noise pollution, congestion, insecurity, etc, led the European Union Member States bring back waterways to the heart of its cooperative project at the beginning of the 2000s.

Aiming to develop river transport, the regions have worked to initiate and grow a shared modern network: multimodal, innovative, clean, safe, accessible and efficient.

Covering 1100 km, it connects France, Belgium and the Netherlands and will double the sustainable exchange capacity between countries,

to boost the economy in the regions and open a new gateway to Europe by 2030. Born of a collective investment and shared targets with three strategic partners, Voies Navigables de France, De Vlaamse Waterweg and Service Public de Wallonie (recently joined by the Société du Canal Seine-Nord Europe), Seine-Scheldt will come into being following a period of collective construction of a range of multimodal services and investments in production.

This project is in the image of Europe: a variety of players working together at all levels to fulfil a common ambition. Supported by the States, from local authorities and economic players to citizens, Seine-Scheldt has become synonymous with performance, innovation, employment, quality of life and therefore prospects for tens of millions of citizens.

DEVELOPMENT
OF RIVER
TRANSPORT

MULTIMODAL
SERVICES

INTERLINKED
NETWORK

EDITORIAL

SEINE-SCHELDT IS A EUROPEAN LOGISTICAL SOLUTION DESIGNED IN PARTNERSHIP WITH INDUSTRY, LOCAL AUTHORITIES, SEA AND RIVER PORTS, RAIL AND ROAD NETWORKS

Thanks to 1100 km of large gauge inland waterway infrastructure, the Seine-Scheldt network in France, Flanders and Wallonia presents the European economy with an open, uncongested network, connected to major conglomerations and inland ports, improving fluidity and efficiency of exchanges between places of production and consumption.

WHY DOES SEINE-SCHELDT CREATE VALUE AND IS IT A FACTOR FOR ATTRACTIVENESS AND COMPETITIVENESS FOR THE EUROPEAN ECONOMY AND INDUSTRY?

Located at the heart of several European multimodal corridors, North Sea-Mediterranean and Atlantic, Rhine-Alps and North Sea Baltic, the network fosters the long-term settling of logistical and industrial activities on the land along the waterway. The network enables direct access to the heart of Northern European conglomerations, without intermodal transfer, to its multimodal network of inland and sea ports. It encourages the pooling and consolidation of logistical tools between different industrial sectors to improve the competitiveness of trade, particularly exports. It also enables much needed reindustrialisation in regions near the waterways for the agri-food industry, construction

materials and pre-fabrication, the chemical industry and recycling activities, by structuring a partnership and inter-regional strategy for the circular economy.

HOW DOES SEINE-SCHELDT PROVIDE SUSTAINABLE SOLUTIONS FOR MULTIMODAL TRANSPORT, AGAINST CLIMATE CHANGE AND THE DEVELOPMENT OF RENEWABLE ENERGIES?

The multimodal network of European inland ports on the Seine Scheldt waterway meets the requirements of freighters on a national, European and international level, for more efficient access and to reduce their internal logistic costs. With an interlinked European river and rail network and a range of multimodal services, they can significantly reduce the share of medium and long distance road transport and encourage concentration towards major sea ports.

On a regional level, road transport will be a key element for short distance freight consolidation and de-consolidation for raw materials and the products of activities located some ten kilometres away from the waterway. The massive reduction of energy costs related to transport, the potential for the production and storage on the waterway banks of variable or non variable renewable energies (hydro-electricity, biomass, wind power, solar energy, etc) and the availability of a large watermass will enable sustainable possibilities for the energy

THE NETWORK ENABLES DIRECT ACCESS TO THE HEART OF NORTHERN EUROPEAN CONURBATIONS, WITHOUT LOADTRANSFER.

transition in Northern Europe, optimising the management of two essential resources for human activity: water and energy.

WHICH PARTNERSHIPS ARE REQUIRED TO BUILD AND POOL AN INTEGRATED SYSTEM THAT ATTACHES THE ADDED VALUE OF LOGISTICAL, INDUSTRIAL, AGRICULTURAL, CONSTRUCTION ACTIVITIES AND THE CIRCULAR ECONOMY BETWEEN EUROPEAN REGIONS IN THE LONG TERM?

The commitment of decision-makers from all European regions in the Seine-Scheldt network was very strong in 2017. They will benefit from the long-term implantation of logistical and industrial activities that will be at the centre of a European hub of 100 million inhabitants.

In 2017, the economic recovery, after the lowest GDP for the primary sector (Industry, Agriculture, construction) in 30 years (20% in France), combined with competitiveness fostered by efficient, pooled logistics, provides manufacturers with a huge potential to attach production in the long term, to reduce the need for imports in the regions and increase their export competitiveness.

The development of the Seine-Scheldt logistical system goes beyond the renovation of engineering works on the 1100km of the network and the construction of the missing link, the Seine-Nord Europe canal. It requires the development of a collaborative project on a European scale with all local authorities, industries, logisticians, carriers, sea ports, river ports, river, rail and road infrastructure managers so that a modern, safe, clean, multimodal, innovative, connected and digital logistics be at the service of public policy and the European economy.

TO REACH THESE TARGETS, THE WORK OF FOUR PARTNERS IN THE EEIG SEINE-SCHELDT AND ALL THEIR STAKEHOLDERS ENABLES SIGNIFICANT PROGRESS IN 2017

- Creation of the Société du Canal Seine-Nord Europe (SCSNE) and the election of Xavier Bertrand President of the Hauts-de-France to the chair of the Supervisory Board of the Société du Canal Seine-Nord Europe
- Commitment from the Ile-de-France region for the funding of the Seine-Nord Europe Canal
- Signing of the amendment to the cross-border treaty for the Condé-Pommerœul Canal
- Declaration of Public Utility of the modification of the Seine-Nord Europe route between Allaines and Havrincourt
- Mobilisation of economic players (Ateliers Picards, Multiregio, Riverdating, Journées Intermodales de Wallonie, etc) and meeting of coordinators of European multimodal corridors
- Beginning of work
 - in France on the Hauts-de-France network: restoration of the Don lock, environmental planning of the rehabilitation for navigation of the canal between Condé and Pommerœult,
 - in Flanders: Harelbeke lock and Wervicq bridge,
 - in Wallonia: Kain Dam, Marchiennes, Gosse-lie locks and Tournai crossing.

Nicolas BOUR

Manager of EEIG Seine-Scheldt & Director of European links and innovation at VNF

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Ports of Paris © HAROPA

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1

SEINE-SCHELDT

A NETWORK AT THE SERVICE OF EUROPEAN PUBLIC POLICIES



The widening of the Lys Mitoyenne, the renovation of the Condé to Pommeroeul canal, the creation, in May 2017, of the Société du Canal Seine Nord Europe which marked a decisive step forwards for this Major Project, and the work to enlarge the gauge of the Oise, are structuring projects, powerfully supported by the European Union, which will enable the Seine-Scheldt network to double the surface of the territories interconnected to the European waterways network, by adding three large French regions: Ile-de-France, Normandy and the Western part of the Grand-Est will be connected to the Hauts-de-France and Northern Europe.

As a Member of Parliament of Oise, a river that is dear to me, I intend to share the necessity of a transfer to cleaner modes of transport with the parliament, a major challenge to guarantee the environmental transition that our planet needs, in the framework of a European, national and regional plan, which also represents an opportunity for conversion, development and growth in our regions. Our role is to support, with groups such as the EEIG Seine-Scheldt, exemplary and decisive projects for the future of our planet, and to which it is crucial to associate as many citizens as possible, so that they can also take ownership of the waterways.

CAROLE BUREAU-BONNARD

MEMBER OF PARLIAMENT FOR OISE AND

1ST DEPUTY-CHAIR OF THE FRENCH PARLIAMENT

CHAIR OF THE STUDY COMMITTEE « INLAND WATERWAYS AND MULTIMODAL TRANSPORT - CANALS »

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1.1 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 and cities close to the network: their trade 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 and cities of the Seine-Scheldt network.

This turn in the current logistical approach improves the **attractiveness 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.

By its economic and ecological performance **Seine-Scheldt contribute to the development of territories with the ports, rural and agricultural areas, industrial sites, medium-sized towns and major European conurbations, and provide an answer to several European public policies.**

EUROPEAN AND INTERNATIONAL LINK, SEINE-SCHELDT IS AN OPPORTUNITY FOR ALL EUROPEAN TOWNS AND CITIES CLOSE TO THE NETWORK.

2017 enabled consultations to begin with the networks of medium-sized towns and major conurbations along the Seine-Scheldt network.

SEINE-SCHELDT WILL PROVIDE AN ANSWER TO SEVERAL EUROPEAN PUBLIC POLICIES.

The saturation of the North-European logistics network observed over 10 years ago and the need for interlinking the European river network was already planned by Jean Monnet and Georges Pompidou in the 1960s, and led to the European Union to declare Seine-Scheldt as a priority project in April 2004. Since then, major European funds have been raised during TEN-T programme multiannual funding plans, followed by the Connecting Europe Facility (CEF) to ensure it is implemented by 2030.

The multifunctional and long term character of the waterway, proximity and the connection it creates within and between regions, the strategic contribution of access to major sea ports and major conurbations are also 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 network on a national, European and international level.

LAURENT DEGROOTE
PRESIDENT OF THE HAUTS-DE-FRANCE ECONOMIC,
SOCIAL AND ENVIRONMENTAL COMMITTEE

Seine-Scheldt is a real vehicle for attracting businesses and economic development, on condition that the regions it passes through are also connected through logistic platforms. That is the main issue that regions must address. The interregional challenge of the Seine-Scheldt network is to focus on improving complementarity and competitiveness of the entire river and sea-river port logistics chain on a regional level. This will be achieved via **cooperation between the many public and private players and a better consideration of clients' needs (freighters, logisticians, carriers,**

local authorities, etc). Just as construction of the Seine-Nord Europe Canal begins, a tool enabling a large gauge link between the Seine and the Scheldt, the main challenge for regions is

TO PREPARE FOR SYMBIOSIS OF THE 2 AXES WITH A GLOBAL INTERREGIONAL VISION, NOT A REGIONAL ONE.

FRANCK MARGAIN
CHAIR OF PARIS RÉGION ENTREPRISES, ILE-DE-FRANCE REGIONAL COUNCILLOR

Ile-de-France, the leading European region for production of wealth, benefits from a central geographical location enabling

EXCELLENT ACCESS TO AN INTEGRATED MARKET OF 430 MILLION EUROPEAN CITIZENS.

For many years, goods transport and logistics have been an important economic sector. At Paris Région Entreprises, the agency managing the attractiveness of Ile-de-France,

WE REGULARLY SUPPORT FOREIGN INVESTORS WHO WISH TO LOCATE THEIR BUSINESS IN THE REGION.

In 2018, Amazon announced the opening of its 6th site in France, in Bretigny-sur-Orge, creating

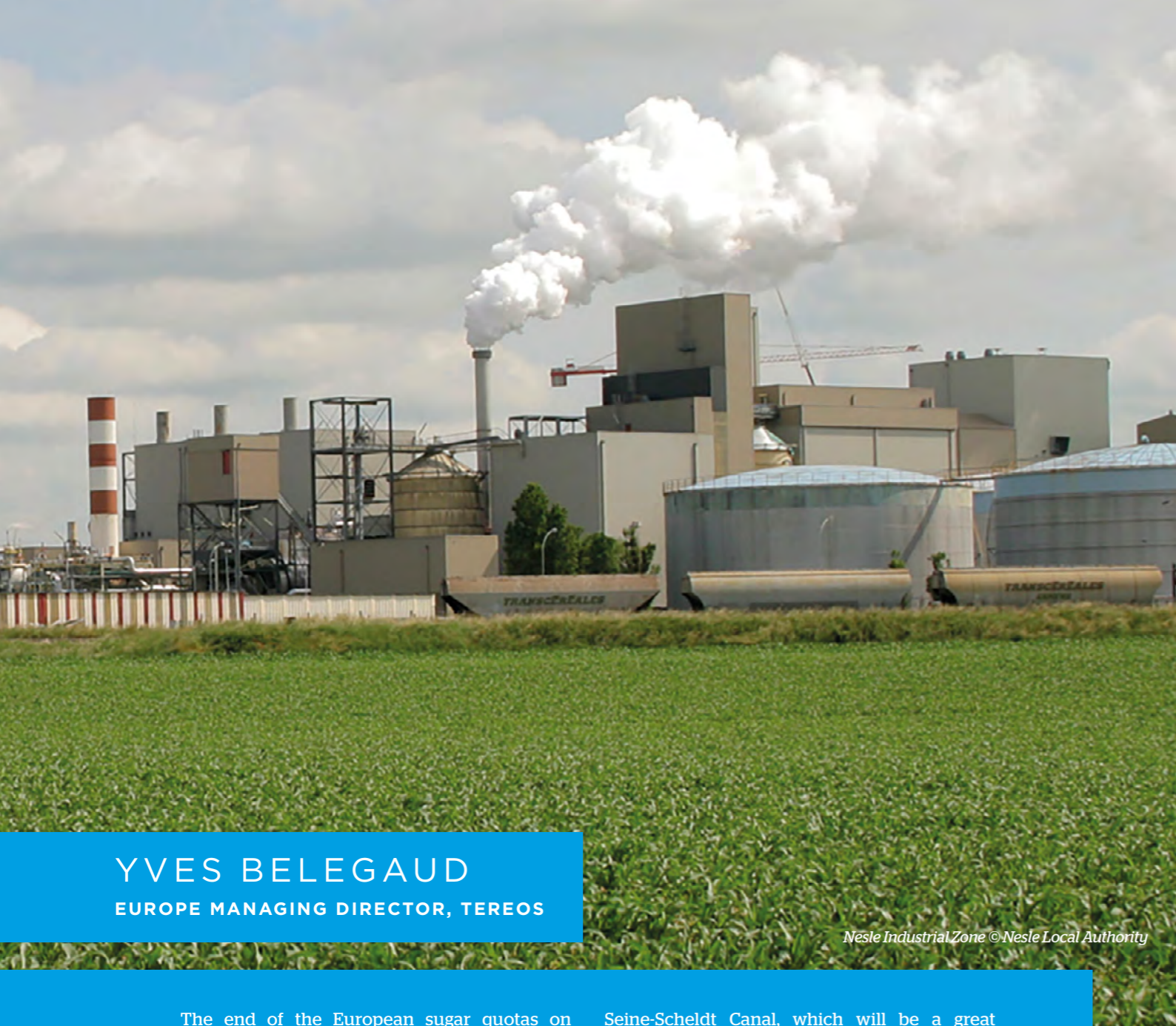
1000 jobs. However, this industry also generates all types of pollution and nuisance. Think of the 80,000 HGVs passing through tolls on the Ile-de-France motorways.

WE MUST IMAGINE MODES OF TRANSPORT THAT BETTER RESPECT THE ENVIRONMENT.

The increase of river traffic is part of the solution. The growth of container hauling on the inland waterways, from 22,000 twenty-foot equivalent in 2000 to 230,000 TEU in 2014, must continue, to reach the target of 500,000 TEU in 2030. The leading position of Ile-de-France is also the fruit of continued investment in transport infrastructure, on the roads, rails and rivers. We must not release the pressure. This is why I support the Seine-Scheldt project, which will complement the Paris-Le Havre route supported by the President of the Ile-de-France Region Valérie Pécresse.



La Bourdonnais Quay - Franprix logistics
© VNF/Alexandra Lebon



YVES BELEGAUD
EUROPE MANAGING DIRECTOR, TEREOS

Nesle Industrial Zone © Nesle Local Authority

The end of the European sugar quotas on 1st October 2017 also marked the end of restrictions on export, meaning exporting became a key issue in Europe, which is set to become a net exporter again. Tereos will increasingly use inland waterways as we have recently opened an export logistics centre (particularly to the African and Middle-Eastern markets) at our Escaudoevres site near Cambrai. This centre will have capacity to send up to 500,000t of sugar annually, by container on the inland waterways, to Dunkirk and Northern European ports via the large gauge canals.

For the same reasons, Tereos is very interested in the construction of the future large gauge

Seine-Scheldt Canal, which will be a great opportunity for us. Indeed, eight of our Hauts-de-France sites are on the canal's route or nearby: Escaudoevres, Boiry Sainte Rictude, Nesle, Origny Sainte-Benoîte, Chevrères, Bucy-le-Long, Vic-sur-Aisne, Berneuil-sur-Aisne.

The Seine-Nord Europe Canal will connect us to two large gauge routes:

- North-bound to the major North Sea ports in France and Benelux
- South-bound towards the Seine basin.

We estimate our potential use of the canal at 1 Mt out of a total estimate of 20 Mt on the canal, representing a potential 5% of the overall traffic.

PUBLIC POLICIES

Discussions held in 2016 with the Ile-de-France region, followed by the interregional work between Hauts-de-France, Ile-de-France and Normandy from March 2017 first enabled an assessment of the impact of the Seine-Scheldt network on regional and national public policies.

The Seine-Scheldt network promotes investment near the waterway thanks to modernised river transport services. The impact concerns the following public policies:

1 Development and cohesion of cities and territories;

2 Development of foreign trade;

3 Ecological transition;

4 Re-industrialisation of regions;

5 The energy transition and resource saving

These impacts and public policies are also shared more widely on a European level by all partners in the EEIG in Flanders and Wallonia. The intergovernmental Commission asked the EEIG Seine-Scheldt to make it a forum for discussion with all stakeholders of the Seine-Scheldt network and the North Sea-Mediterranean European multimodal corridor.

A unifying partnership project: all aspects of the network work together at a European level with State services, local authorities, sea and river ports, transport operators and industrial freighters and logistics operators on a project that is in everyone's interest.

TABLE OF IMPACTS / EUROPEAN POLICY

Impacts and policies by order of importance from highest to lowest

	1	2	3	4	5	6	7	8	9	10	11	12
	DEVELOPMENT AND COHESION OF CITIES AND TERRITORIES	FOREIGN TRADE	ECOLOGICAL TRANSITION (ENVIRONMENT, WATER, LANDSCAPE)	INDUSTRY	ENERGY TRANSITION (RESOURCES, SAVING)	ECONOMY	INTERMODALITY	AGRICULTURE	JOBS	BUDGET / TAX	TOURISM	DIGITIZING
A												
B												
C												
D												
E												
F												
G												
H												
I												
J												
K												
L												
M												
N												

LEGEND

STRONG IMPACT

MEDIUM IMPACT

LOW IMPACT

1.2 AN ECONOMIC CHALLENGE FOR GROWTH AND MOBILITY IN EUROPE

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.

For over 30 years, the waterway has enabled the logistical costs of industrial and logistic activities to be pooled and consolidated, and growth has been very different in Member States depending on the interlinking of their infrastructural networks.

In contrast to this situation, which slowed down the development of river transport in Europe for decades, the Seine-Scheldt network will double the surface area of regions interlinked to the European waterway network, adding over 120,000 km² in the four French regions: Hauts-de-France, Ile de France, Normandy and the western part of the Grand Est region.

Discussions held with Business France in 2016-2017 highlighted the need to control land along the 1100km of the waterway, based on the same principles as the Albert Canal in the 1990s.

It is a strategic challenge for ports, as well as for the four regions, particularly Hauts-de-France, which will be at the heart of this new logistics area home to over 100 million inhabitants.

The work carried out since 2004 by all stakeholders will provide investors with the best conditions for developing their productive activities (industry, agriculture and construction) and will contribute to the reindustrialisation of regions.

THE SEINE-SCHELDT NETWORK WILL DOUBLE THE SURFACE AREA OF REGIONS INTERLINKED TO THE EUROPEAN WATERWAY NETWORK.

CAROLINE LÉBOUCHER

DEPUTY MANAGING DIRECTOR, INVEST., BUSINESS FRANCE

BUSINESS FRANCE CAN CONTRIBUTE TO THE ECONOMIC DEVELOPMENT OF REGIONS AROUND THE SEINE-SCHELDT NETWORK

by attracting foreign investments, working with regional agencies in charge of attractiveness in the regions concerned and by supporting businesses

that will locate their activities to increase their turnover through export.

Companies in the logistics sector, industries that wish to use the canal to facilitate the shipment of raw materials and finished products and financial investors who wish to financially participate in structuring projects may be particularly interested.

DIDIER LÉANDRI

CHAIR OF THE COMITÉ DES ARMATEURS FLUVIEUX (BARGE OWNER COMMITTEE)
COMMISSIONER FOR FRANCE AT THE CCNR (CENTRAL COMMITTEE FOR NAVIGATION ON THE RHINE), FORMER CHAIR OF THE EBU (EUROPEAN BARGE UNION)

Currently, ports in the Northern Range European countries, as in the Southern Range capture a large share of the imports for French companies and consumers, as well as the value added that is attached.

The isolation of our sea ports on a national and European level reduces their competitiveness. By coordinating and integrating development of the Seine-Scheldt project with France's port policy and rail freight policy, as recommended by the chief engineer M. Claude Gressier in 2006, Seine-Scheldt will contribute to fixing this value added along the waterways by reducing load transfer and encouraging local distribution channels.

Located at the crossing of 2 European multimodal corridors, North Sea-Mediterranean and Atlantic, and connected to a network of European level multimodal platforms (waterway/rail/road), the Seine-Scheldt network will enable a shift from a purely utilitarian vision of our infrastructure to

**A "SYSTEM" APPROACH
FOCUSSING ON LOGISTICS AND
INDUSTRY THAT
CREATES WEALTH BY
COMBINING PRODUCTION,
TRADE AND SERVICES.**



Port of Le Havre © Michel Bizien-HAROPA

1.3 ECOLOGICAL AND ENERGY TRANSITION

The Seine-Nord Europe Canal and the entire Seine-Scheldt network are at the heart of the environmental and energy transition underway in Northern European regions, committing to a de-centralised and digitalised world with less carbon. The discussions held in 2017 with industries and renewable energy producers, as well as research and innovation projects designing the boat of the future are the basis for the co-development of green energy projects with users of the waterway and the river sector industry, which also mobilise exper-

tise in the maritime and port sectors. The different components of the Seine-Scheldt project and their immediate proximity to the waterway represent a huge potential for production (small hydro-electric plants, wind turbines, photovoltaics, biomass, etc), as well as energy storage (gas, hydrogen, batteries, etc) to meet the needs of the logistical activities and high-energy demand industries along the waterway and provide also the fuel of the future for barges that will enter conurbations on zero emissions.



Albert Canal © DVW

JEAN-MICHEL SOUFFLET
CHAIR OF THE SOUFFLET GROUP EXECUTIVE BOARD

Massified transport (bulk and in containers) to the main export ports is an important lever for the competitiveness of French agriculture. Indeed, from the field to the silo, then from the silo to the barges and railcars, the efficiency of logistics is crucial as it has a direct impact on the economic and environmental performance of the grain sector. The grain market is an international and highly competitive market. In France, the price of grain is set at departure from export ports such as Rouen and La Rochelle. The cost of transport to the ports depends first on the competitiveness of French grain on the market as well as the cost of the different links in the chain. To enable a better buying-in price for French farmers and optimise remunera-

tion in the sector, each link must be as efficient as possible. The challenge is to manage or even reduce transport costs, **guaranteeing the sector's export capacity in the long term and meeting foreign clients' expectations of flexibility, traceability and quality.**

In this context, transporting grain on the waterways is Soufflet Group's favoured mode of transport wherever it is technically possible and economically viable, without a doubt the Bray Nogent large gauge capacity project and more widely the Seine-Scheldt link project will enable the potential of the sector to be consolidated and developed for exports from French ports of the Northern Range.

GWENAELE HUET
MANAGING DIRECTOR FOR FRANCE
RENOUVELABLES, ENGIE

The canal that will connect the Seine to the Scheldt will reinforce the commitment of regions it passes through for the energy transition. As a means to reduce CO² emissions linked to river transport, it will also enable the development of renewable energies.

**SEINE-SCHELDT HAS
AN IMPORTANT POTENTIAL FOR
THE PRODUCTION
OF RENEWABLE ENERGIES.**

ENGIE has made the energy transition is only strategic axis.

In this respect, one of the priorities is the development of new capacities for renewables that are coherent with the regions' dynamic: the projects take into account the resources available and the targets set by local authorities for the energy mix, depending on citizens' aspirations.

Working as a partnership is what makes ENGIE the leader in the French wind power and solar energy sector. It is this same logic that will enable it to plan for more suitable renewable solutions, whether they are solar, wind or small hydraulic plants, and use the energy produced to continue to reduce the carbon footprint of canal users.

The energy transition cannot only be the business of a few, it will be a success everywhere economic, political and community players work hand in hand on concrete projects.



© Marseille Fos Port

1.4 SEINE-SCHELDT, A NEW GATEWAY TO EUROPE

Located at the crossroads of four of the nine European multimodal corridors (North Sea-Mediterranean, Atlantic, Rhine-Alps and North Sea-Baltic), the Seine Scheldt network is key to the competitiveness of transport and the modal switch of logistics flows to waterway and rail: the Seine-Nord Europe Canal and its multimodal platforms are the missing links that industries, major sea ports and European regions have been awaiting for decades.

Many recommendations have been made by the EEIG Seine-Scheldt and its partners between 2013 and 2016, working with 450 players in the industrial sectors (agri-food, construction, recycling, large retail), in the framework of a waterway/rail multimodal study in the 3 river basins Seine-Scheldt, Rhine-Moselle and Rhône-Saône.

In 2017 they enabled operators to commit to developing an inland interlinking and multimodal logistical solutions (development and new waterway/rail/road multimodal sites, collaborative river solutions such as

Watertruck, Multiregio and others, land containers compatible with europallet size (UTILE project PW45), the design and motorisation of multi-use fleets that are modern and clean to encourage the pooling required to keep multimodal solutions economically viable, in the framework of an energy transition shared by all players.

PROMOTING THE ENVIRONMENTAL BENEFITS OF RIVER TRANSPORT IN A HIGH ENVIRONMENTAL QUALITY LOCATION.

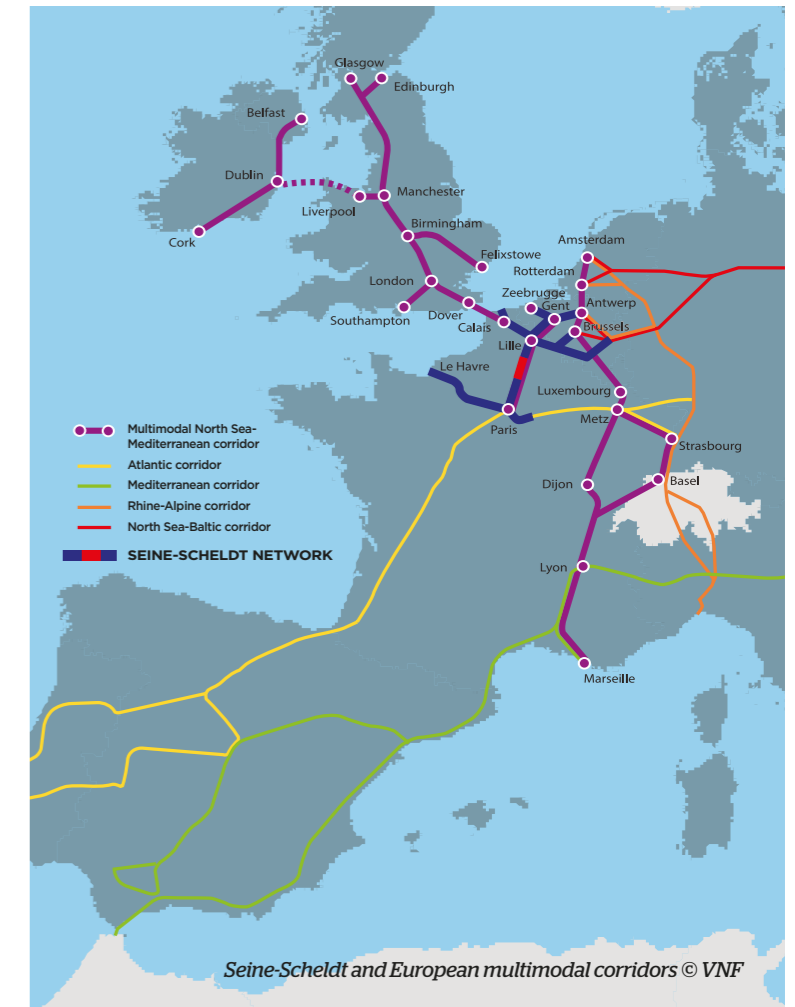
Based on the above, the competitiveness of the entire river port and river and sea port logistics chain can be improved in each corridor and in all four corridors, taking into consideration the needs of freighters: the promotion of the environmental benefits of river transport in a high environmental quality location will facilitate its social acceptability: the future of barging industry must be defined integrating the multi or even intermodal aspect of the entire logistics chain: sea, river, road, rail.

JÉRÔME BIGNON SENATOR OF THE SOMME

The attractiveness and competitiveness of major French sea ports is directly linked to the economic performance of the industrial sector of their region. The Seine-Scheldt network will durably widen the connection with the areas of production and consumption of over 100 million inhabitants. At the crossing of several European corridors, including Atlantic and North Sea Mediterranean, this multimodal network forms a European gateway to France. The re-industrialisation of regions will be directly linked to the

MANAGEMENT AND PROMOTION OF LAND NEAR THE WATERWAY ALONG THE 1100 KM OF THE NETWORK,

for agri-food, the chemical industry, extraction industries and recycling.



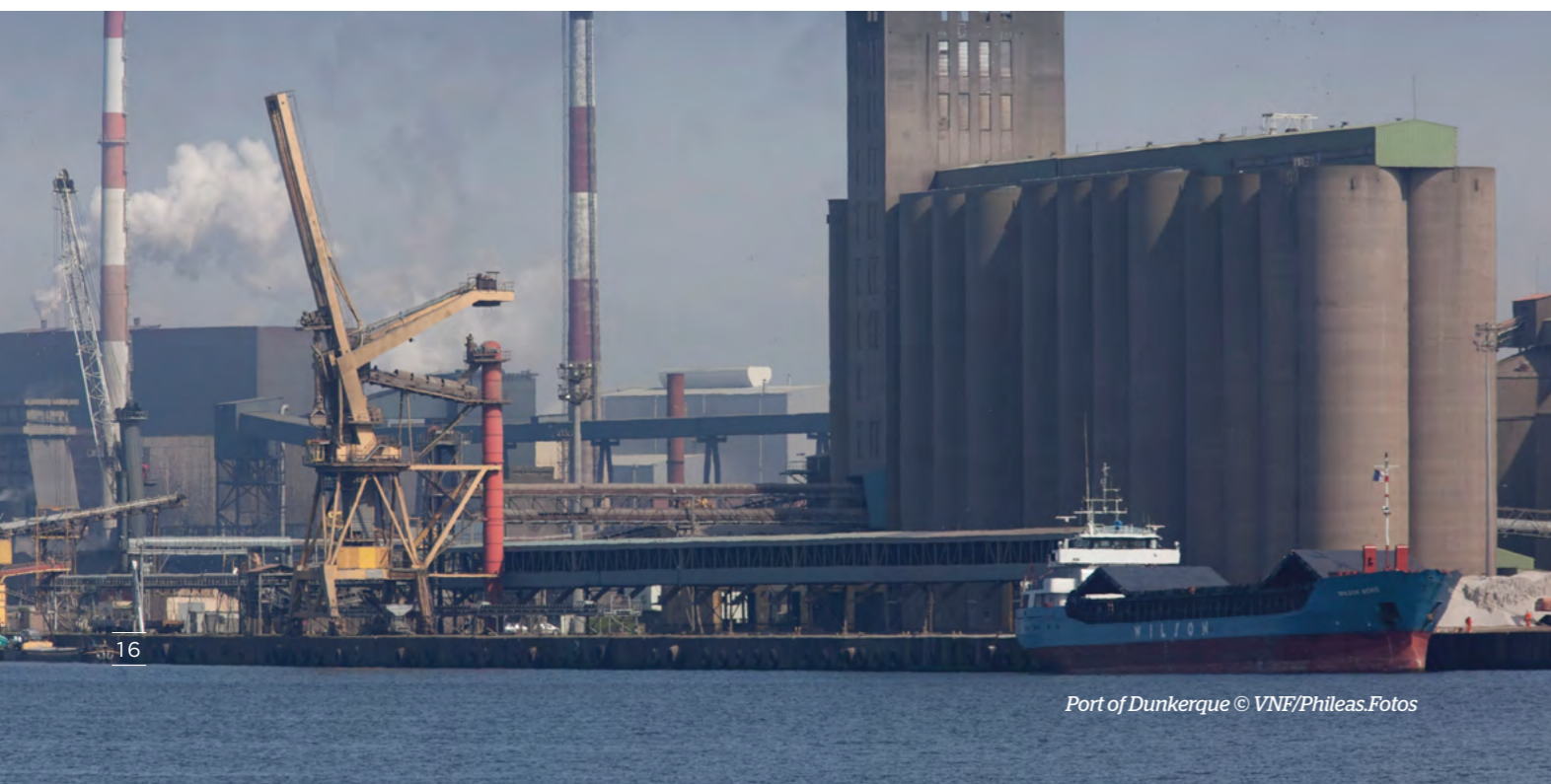
ALEXANDER DUMON WEST FLANDERS PROVINCIAL DEVELOPMENT CORPORATION ECONOMIC DEVELOPMENT

For several years, the Société de développement provincial Flandre Occidentale (Western Flanders provincial development company, POM) offers solutions for major freighters and logistics service providers in Western Flanders.

Thanks to the Seine-Scheldt project, we are seeking extra business areas linked to waterways in Western Flanders, where there is very high demand. Seine Scheldt also provides many opportunities for regional transshipment centres in Wielsbeke and Avelgem, as well as for the future River Terminal Roeselare. In addition to the

opportunities to develop the infrastructure, Seine Scheldt increases the “mental shift” made within companies, encouraging them to commit to a modal shift and choose waterway transport more readily.

This development is necessary to offer a chance of optimal development to a strong industrial region such as central and south-western Flanders. The social advantage of a project such as Seine Scheldt must not be under-estimated. In the coming years, POM West-Vlaanderen will continue to support the project.



Port of Dunkerque © VNF/Phileas.Fotos

1.5 A NEW RANGE OF LONG TERM SERVICES THANKS TO SUSTAINABLE EUROPEAN PARTNERSHIPS

The creation of a Inland waterway cluster on a national and European level and the commitment of carriers, freighters and infrastructure managers is a necessary condition to propose integrated and standardised services for river logistics as was done for combined rail/road transport, which developed many efficient solutions for industry (Eurotunnel, Modalhor, Cargobeamer, etc).

The low number of boat construction and maintenance services, as well as port facilities in France can be increased with the support of the "Naval and Maritime" sector

Strategic Committee which has high technical and industrial competence in ship building. This inland waterway cluster, networked with Flemish and Walloon industry, must enable a community of interests to grow, spanning very different needs and expectations, particularly to enable the building of boats, and more widely contribute to the coherence of a transport system that cannot be managed by a single player. The cluster must also work with the tourism sector, particularly river cruises, which are a driver for innovations in this sector.

FRANCK GRIMONPREZ
CHAIR OF LOG'S

Log'S, the leading logistics service provider North of Paris, built its first multimodal site in 2002, at the heart of an employment area that values hard work.

**THE FUTURE SEINE-NORD
EUROPE CANAL WILL BE
ABLE TO CATER FOR PUSHED
CONVOYS THAT CAN CONTAIN
UP TO 4,400 METRIC TONS
OF GOODS OVER THE ENTIRE
107 KM ROUTE.**

Located on the banks of the Scheldt in Anzin, the Log'S logistic campus, connected to the river, rail and road, is now a 100,000 m² multimodal platform. Tonnes of goods arrive here each day from Asia. Thanks to the Seine-Scheldt network, we hope to soon extend the navigation area for our barges to the greater Paris area and the entire Seine network, with its import and export ports.

We also hope to pool the use of North range barges with the Le Havre and Dunkirk sea ports, turning them into gateways to Europe. Speeding up the consolidation of our clients' stock, reducing the number of mid-sizes warehouses and

**INCREASINGLY ENCOURAGE
THEM TO USE XXL SOLUTIONS
AT THE CENTRE OF AN AREA
HOME TO 100 MILLION
CONSUMERS IN WESTERN
EUROPE.**

We could thus develop other multimodal platforms in Cambrai, Peronne, Nesle and Noyon. The 1100km of the Seine Scheldt European river network means possibly millions fewer HGVs on the saturated A1 motorway, as well as the creation of 45000 jobs between the Seine and Scheldt by 2050.

Delta 3 multimodal platforms in Dourges © LDCT



Nogent-sur-Seine port © VNF



CHRISTINE MOREL
CHAIR OF THE INLAND WATERWAY
TRANSPORT COMMISSION
(TLF : TRANSPORT & LOGISTIC OF FRANCE)

Seine-Scheldt is a wonderful vector for growth for the sector and will increase freight consolidation and optimisation of logistics flows via sea and river ports. It will contribute to making modal switching more competitive. Currently it represents only 3%, there is therefore room for improvement. River freight also has other advantages: it is safe, very reliable, and the networks aren't congested in France! This future corridor will link Le Havre port to that on Constanza in Vb gauge. The Northern half of the French inland waterways will play a different role in the interconnected European transport network. The European Union has made the Seine-Scheldt project a priority as it is a vehicle for better interconnected European areas, both from an economic and environmental point of view.

Our companies and those in the sector will increase their competitiveness and attractiveness thanks to the new European multimodal network.

**THE INCREASE IN GAUGE AND
THE REDUCTION OF LOAD
TRANSFERS SHOULD ENABLE
AN INCREASE IN THE INLAND
WATERWAYS' SHARE IN
THE MARKET.**

Industries on the banks of the largest European Inland waterway network will soon have modal alternative that should enable them to profit also. This is why we are impatient to see this project completed!

2 THE ALLIANCE BETWEEN THE SEINE-SCHELDT NETWORK AND TERRITORIES



open sites 07/05/2017 @ JandeNul

Public policies impacted by the Seine-Scheldt project and the multi-functional character of the waterway open a wide range of alliances and partnerships with regions and economic players to members of the EEIG Seine Scheldt, to support the implementation of all the expected results of the project: port coordination to make it a new gateway to Europe, development of European multimodal hubs, collaboration between different industrial and logistics sectors, re-industrialisation of regions, European and International openings for Seine-Scheldt towns and cities, new living and development areas for citizens, etc. The Seine-Scheldt network forges links between regions and creates new synergies.

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2.1 NEW FIELDS OF DEVELOPMENT FOR CITIZENS AND ECONOMIC PLAYERS

Reaching each target requires the implementation of specific governance between members of the EEIG Seine-Scheldt, local authorities, carriers, freighters and sea and river ports: they act on a different local, regional, national, European and international level.

In 2017, the mandate handed by the Intergovernmental Commission to the EEIG Seine Scheldt mainly concerned the national, European and international levels. The local and regional levels were managed with their regional partners by each executive body (Voies Navigables de France, De Vlaamse

Waterweg and Service Public de Wallonie) in charge of the management of the 1100 km of the European connection and by the Société du Canal Seine-Nord Europe for the design and construction of the missing link between Compiègne and Aubencheul-au-Bac.

**THE LOCAL AND REGIONAL
LEVELS WERE MANAGED WITH
THEIR REGIONAL PARTNERS.**



Picardie workshops © Agglomération de Compiègne

JEAN-NOEL GUESNIER
MAYOR OF CHOISY AU BAC

The freight workshops held in October 2017 in Compiègne opened the way for a renewed consultation with economic players who are waiting for the implementation of Seine-Scheldt and initially, of the Multiregio project, to inform businesses of the waterway solutions available on the current network. In the Compiègne conurbation area, the mechanical industry, agri-food, construction and recycling sectors will be contacted for this project. The Compiègne area has anticipated the growth of Inland Waterway transport and encouraged the building of a multimodal platform in Longueil Ste Marie: boat building and river maintenance remain key challenges for the opening of a shipyard. Partnerships with the Compiègne Technical University are major advantages for the development of naval hydrodynamics and all boat movement (manoeuvres, dynamic and static squat effect) and their effect on channels

(suspension of sediment, wave action and impact on the banks). These partnerships will also work on the technology required

**TO DESIGN THE BOAT
OF THE FUTURE
AND TUGS POWERED
BY NON-FOSSIL FUELS.**

Considered clean transport, river transport has a role to play in green growth, meaning it enables environmentally friendly economic growth, not only in terms of propulsion but also because of its ability to produce electric energy. Six locks along the 107 km of canal, with lock heights between 3 and 25 metres are opportunities for the energy transition, enabling the design of systems that will provide renewable energy for industries located along the canal.

ALAIN VERNA

CHAIR OF TOSHIBA TEC EUROPE IMAGING SYSTEMS
CHAIR OF LOGISTIQUE SEINE-NORMANDIE

Logistique Seine-Normandie wishes to develop regional expertise by setting up an economic monitoring centre throughout the entire region, particularly to prepare the implementation of 2 European multimodal corridors Atlantic and North Sea-Mediterranean.

The interregional approach started in 2017 by CESER des Hauts-de-France, Ile-de-France and Normandy to gradually build

**A SEINE-SCHELDT STRATEGY
BETWEEN THE 3 REGIONS IS
CRUCIAL TO MAKE
OUR MAJOR SEA PORTS
EUROPEAN GATEWAYS
IN FRANCE.**

With our major industrial sectors, we must prepare for the opportunity along the 1100 km of the

Seine-Scheldt network. We need an efficient permanent link to Port 2000, increased reliability and capacity of river infrastructures on the Seine upstream and downstream from Paris and on the Oise to the Seine-Nord Europe canal, a network of European level river ports to win back the market shares lost by sea ports over the past 40 years, integrated and multimodal river logistics with road and rail, to keep it simple and good value for industry.

Public-private partnerships are essential for the voices of industry, agriculture, construction and all citizens, to be heard because the competitiveness and attractiveness of companies and their employees are what create wealth in France. Their inclusion in the economic governance of the Seine-Scheldt network is a great opportunity to which we want to contribute.

VOURO CASIER

MAYOR OF WERVICQ - URBAN DEVELOPMENT

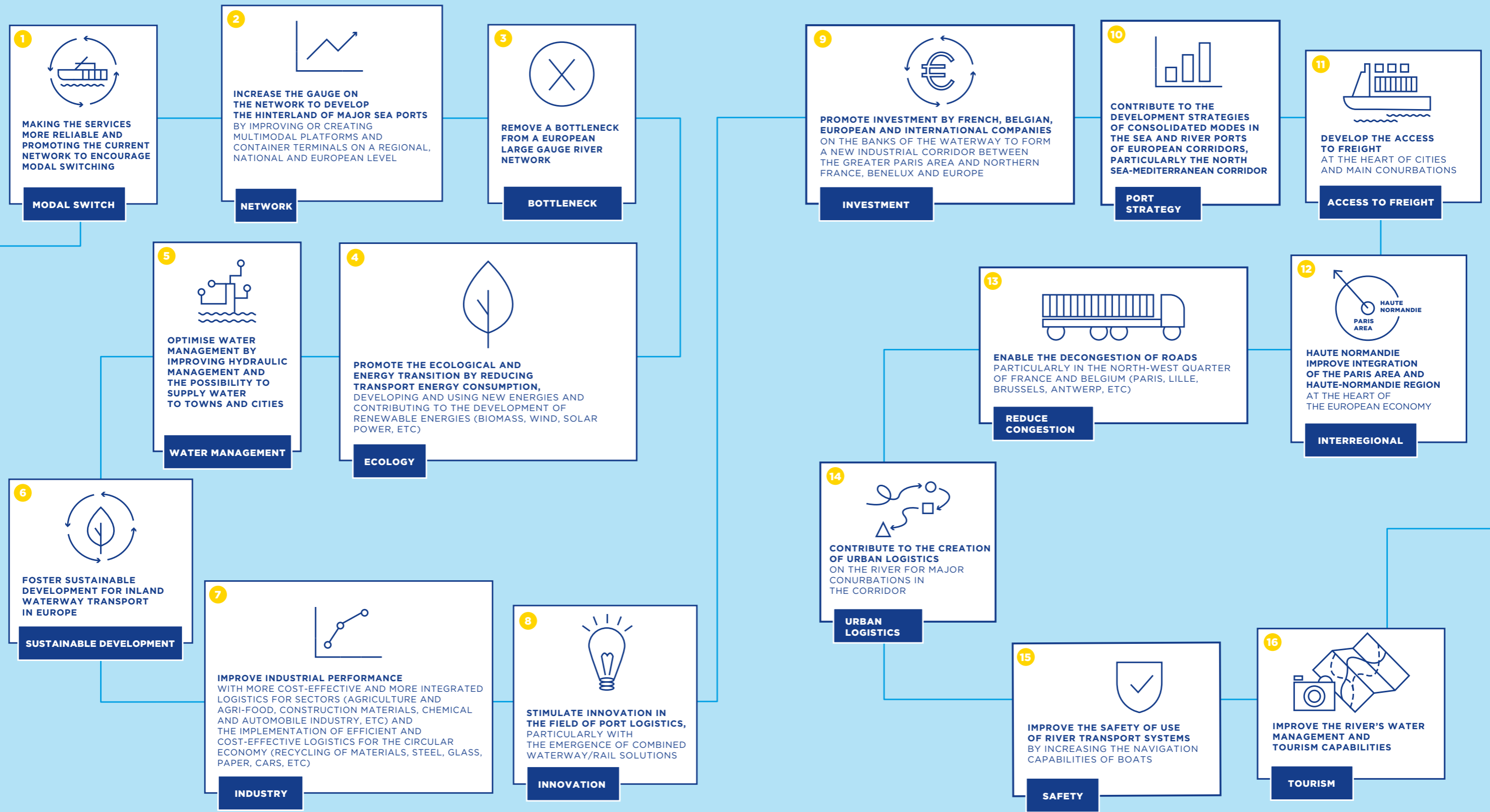
On 25 May 2017, the opening of the new bridge on the Lys (Leiebrug) in the sunshine sparked great interest. Thanks to the new banks of the Lys and the reorganisation of the Friday market, many public spaces were improved.

The formerly disaffected appearance of the area around the bridge has made way for a busy and friendly space, pleasant for walks and bike rides, relaxing and meeting people.

We are investigating all ways in which the town and the Lys can be brought closer. The Seine Scheldt project and the work along the Lys are a real opportunity for us.

Without the efforts of De Vlaamse Waterweg nv, it would have been impossible for us, a small provincial town. I have excellent memories of our good work together and hope to be able to enjoy these wonderful creations for many years to come.

THE TARGETS SET IN 2015 BY THE PARTNERS OF
THE EEIG SEINE-SCHELDT HAVE BEEN IMPLEMENTED
AS PART OF A PARTNERSHIP PROCESS TO COMPLY
WITH EUROPEAN COMMISSION PRIORITIES



2.2 ECONOMIC GROWTH AROUND A NEW INDUSTRIAL AND LOGISTICS NETWORK

This multimodal industrial and logistics network isn't simply a waterway infrastructure, it is a range of services within a global transport system that fully complies with the priorities of article 29 of the TEN-T regulations for multimodal solutions:

- Effective interconnection and integration of infrastructures, particularly freight terminals and logistics platforms in priority network corridors;
- Removal of technical and administrative barriers to the development of multimodal transport (study of waterway/rail services in the Amsterdam/Marseille corridor 2013-2016);
- Development of an information system between different modes of transport to enable implementation. The services provided will progressively grow between 2015 and 2030 along the corridor as each section of the Seine-Scheldt network opens.



Port of Saint-Saulve © V. Colin

JULIETTE DUSZYNSKI
GENERAL DELEGATE NORLINK PORTS

Nowadays, ports aren't the only ones competing. European corridors are as well. These integrated systems or gateways shift the paradigm of competition between port catchment areas.

This realisation forces us to question the organisation of our regions, as thinking in terms of regional flow systems is an original approach in our country, which is organised according to established administrative boundaries (Régions, Départements, Towns).

Today the challenge is to make connections to create value-added. We are witnessing a change of scales and frames of reference to understand the new territories. **Power is redistributed**

within a new model where is important to cooperate between all players (citizens, clients, employees, local authorities, business) as well as create synergies between public and private institutions.

In this context, Norlink Ports, the grouping of Hauts-de-France ports, must set value into the increasingly fluid and mobile logistics chains. When the Seine-Scheldt link is completed, Norlink Ports will be at the centroid of a major system on the European continent, enabling convergence of local, national and European interests: the Seine-Scheldt system.

Along the 107 km of the Seine-Nord Europe Canal, 4 river ports will be developed: Cambrai Marquion in the Nord (156 ha), Péronne-Haute Picardie (60 ha) and Nesle (78 ha) in the Somme and Noyon (60 ha) in Oise. **These ports, multimodal platforms with a logistic and industrial mission (cereals, agri-food, biomass, construction materials, recycling, chemistry, steel, automobile and major retailing, will serve the following interests:**

- Develop river traffic on the large gauge network at a national and European level to guarantee consolidated and balanced service in regions, as well as intra-European and international trade;
- Play a role in the modal shift from road to river and rail, reducing CO² emissions into the atmosphere;
- As part of the European "Core Network", connect European inland waterways, rail and

motorway networks to improve flows and better interconnections thanks to combined waterway/road and waterway/rail multimodal transport solutions;

- Support the development of the hinterland and the competitiveness of major French and Flemish river and sea ports by connecting them to the network of 200,000 kilometres of large gauge European inland waterways and their river ports;
- Structure the area by locating "European distribution centers", clusters of excellence and integrate them to the region's transport infrastructures. Between 2018 and 2025, the Multiregio project will initiate the future traffic of these platforms, by developing existing traffic on the existing quays of the Canal du Nord via a multi-site and multi-sector approach, enabling costs and logistical solutions to be shared (multi-batch barges).

STÉPHANE DEMILLY
DEPUTY OF SOMME

The future multimodal platforms on the Seine-Nord Europe canal are major tools for the development and influence of our regions. New jobs, re-industrialisation, maintenance and creation of value-added on site, as well as the emergence of new economic activities in the environments concerned are all positive effects that require widespread enthusiasm for the project. In 2016 and 2017, with this mindset and linked to the Major Construction approach led by the State with the Société du Canal Seine-Nord Europe, stakeholders in the area, primarily local authorities and business, worked hard to appropriate these projects and develop opportunities for these future platforms. The Strategic Committee, required by the law that created the Société du Canal Seine-Nord Europe, will be place to improve these processes and detect possible synergies.

**THE PLATFORMS WILL
ENABLE OUR REGIONS TO
BE CONNECTED TO MAJOR
FRENCH AND NORTH EUROPEAN
SEAPORTS.**

Indeed, they will participate to the European logistics hubs on the Seine-Scheldt network, at the heart of our regions, for the different industrial sectors.

They will play a role in improving the attractiveness and competitiveness of industries and sea ports in Northern France. The consolidated supply of a population basin of 12 million inhabitants who consume the products of agriculture and primary and secondary transformation is a key challenge for these new infrastructures.

2.3 AGRICULTURE AND AGRO-INDUSTRY, AT THE ROOTS OF THE CONNECTION BETWEEN THE RIVER AND TERRITORIES

First sector for inland waterway logistics and leading contributor to France's net trade balance, this sector is closely linked to waterways within the agricultural production areas and urban consumption areas. Consultations carried out in 2017 in the framework of the infrastructure development council clarified the stakes and 28. expectations of this sector regarding the river transport and multimodal logistics.

- 1 Direct access to the heart of urban areas;
- 2 Direct access to major sea ports for export and import (cereals and agri-food, etc);
- 3 Reduction of transport costs with primary and secondary transformation on the banks of the waterway
- 4 Traceability and security of shipments, particularly with the RIS (River Information Services);
- 5 European trade facilitated via European multimodal corridors;
- 6 Freight consolidation to reduce the cost of bulk or container transport.

The main stakes of the development of logistics for the agri-food industry are the following:

- 1 Increase in the rate of transformation on the banks of the waterway;
- 2 Increase in urban distribution by waterway for basic and transformed products;
- 3 Widening of the regional interlinking (small gauge nearby) with a multi-batch approach;
- 4 Reduction of costs by pooling within or outside (the most frequent) sectors;
- 5 Lowering of transport costs by optimising breaks of bulk and multimodality;
- 6 Lowering costs by automation and autonomy of barges;
- 7 Development of 45 Pallet wide land containers (50% more efficient than Iso containers, 3 Europallets in width instead of 2);
- 8 Multi-batch fleets with renewable fuel and zero emissions in urban areas;
- 9 Network of renewable energies on the banks of the waterway.



Grand Couronne container terminal
© HAROPA - Port de Rouen P. Boulon



THE ALLIANCE BETWEEN THE SEINE-SCHELDT
NETWORK AND TERRITORIES

DANY EYBEN

BUSINESS DEVELOPMENT MANAGER AT DELCATRANS
(RIVER TERMINAL WIELSBEKE) - LOGISTICS

River terminal Wielsbeke
© POM West Vlaanderen (hires)

At Delcatrans, we widely invest in multimodal services for industrial companies and logistics players in South-West Flanders and the North of France. The Seine-Scheldt project offers huge opportunities for growth for efficient inland navigation solutions, particularly for the anchoring and development of the River Terminal Wielsbeke.

The infrastructural grounding and future

development of the transshipment centre in Wielsbeke have been given additional opportunities to grow thanks to careful public work between, POM West Vlaanderen and De Vlaamse Waterweg nv, as well as with Seine Scheldt. Delcatrans can continue its development and become a multimodal logistics player with excellent solutions for inland navigation.

CHRISTOPHE BUISSET

CHAIR OF THE HAUTS-DE-FRANCE CHAMBER OF AGRICULTURE

To us, the Seine-Scheldt project is of prime importance for agriculture in the Hauts-de-France, the leading producer of agricultural biomass. This canal is essential for us to remain competitive in a context of globalised trade that is developing very fast. Indeed, it will enable us to save between 5 and 10 Euros per metric tonne of freight. Moreover, the economy as a whole in our region will benefit. To me, the development of agriculture is a key issue, but we need to go upmarket, as the President of French Republic has said.

TO GO UPMARKET, WE NEED
TO BE COMPETITIVE,
AND THEREFORE THE
TRANSFORMATION TOOLS

MUST BE LOCATED
IN THESE AREAS
TO CREATE NEW JOBS.

The Hauts-de-France region is at the heart of a huge Europe-wide multimodal platform - inland waterways, rail and motorway network - and this canal will open doors to the world, with the development of ports. Edouard Philippe, in his speech in Le Havre at the end of November, spoke of the development of French ports. I agree with him, we must not create competition between French ports, they must develop together, in a coordinated manner. We have global leaders here, such as Téréos, Bonduelle, Roquette and Lesaffre, which produces yeast. We want them to grow here, in the Hauts-de-France.

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

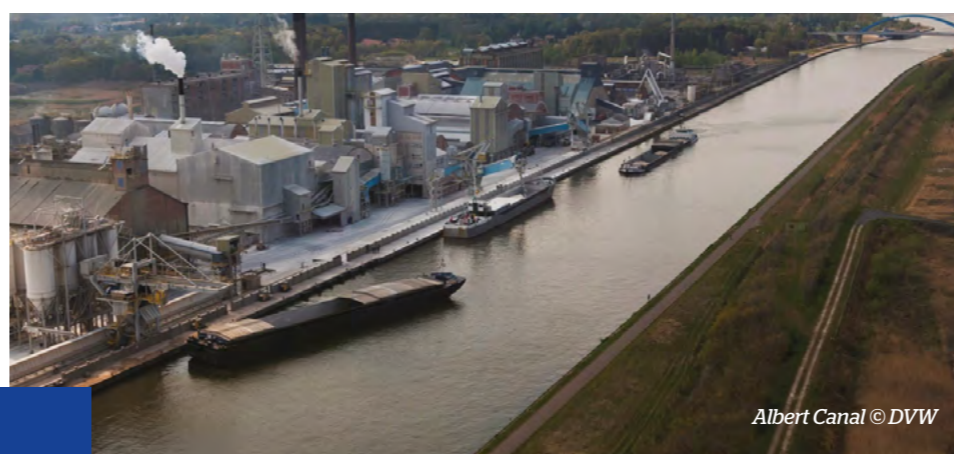
A historic sector on inland waterways, chemical industries, global companies located in France on the banks of the Seine, Rhône and Rhine, as on waterway networks in Benelux, Germany, USA and Canada.

In 2017, they committed to a close partnership with the waterway sector, particularly the Seine-Scheldt network, highlighting to the Infrastructure development council (COI : Conseil d'orientation des infrastructures) the strategic nature of massified modes of transport to guarantee the reliability and security of their logistics, increasing competitiveness and attractiveness in their sector.

The industrial clustering in this electro-intensive sector and the risk management for transporting dangerous products mean that there is a natural partnership with waterway managers. The control of exchanges between European and international centres of production and consumption fosters this partnership. As for the agricultural sector, the location on the banks of the waterway and river transport have advantages for this sector, as do access to the heart of industrial clusters and direct access to major sea ports for exports and imports. As soon as work begins on the Seine Nord-Europe canal, Multiregio barges will



TEREOS Site in Lillebonne © Jacques Grison



Albert Canal © DVW

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

**A SUSTAINABLE LOGISTICS
SYSTEM FOR CONSTRUCTION
WORKS IN NORTHERN
EUROPE.**

PASCAL JUERY
PRESIDENT OF THE UNION OF CHEMICAL INDUSTRIES

Transport of chemical products in France is still mainly by road (approximately 85%). The modal share of river transport is around 6%. However, the Union des Industries Chimiques (UIC - Union of Chemical Industries) remains committed to sustainable transport for clear reasons of security and protection of the environment. The UIC strives for a chemical industry that is the pillar of a sustainable economy.

To achieve this, the sector must rely on suitable modes of transport, including river transport, particularly in areas where the road network is saturated, like in Ile-de-France. The future Seine Nord Europe canal is essential to our industry, which is strongly dependent on foreign trade, with many intra-European flows. However, with a fragmented industrial sector, the main issue faced by our sector is to bring products to the banks of the waterways (pre and post shipping). This is why the UIC carried out a study in 2013-2014, with VNF, on the transport of chemical products by waterway

in the Seine-Nord-Pas de Calais basin, to support a significant modal shift of traffic managed by the chemical and fertiliser industry.

The study, which was supported by representatives of the UIC in the Picardie/Champagnes Ardennes and Haut-de-France regions, looked into the development of gauges on infrastructure, the development of transport techniques and innovations that will enable the growth of inland waterway transport. The result was a decision-making

**TOOL FOR CHEMICAL
INDUSTRIES, TO INVESTIGATE
THE ADVANTAGES OF
RIVER TRANSPORT FLOW
BY FLOW.**

CORALIE SIMONET
TOTAL INLAND WATERWAYS CHARTERING MANAGER

For a player like Total, freight consolidation in logistical organisation is a priority to improve environmental performance and reduce transport costs. The Seine-Scheldt European project is part of this freight consolidation drive. The construction of a waterway link between France, Belgium and the Netherlands will enable the Greater Paris area to be connected to the 20 000 km of large gauge waterways in Northern Europe. This project will lead to the emergence of multimodal transport solutions by connecting river, sea and rail logistics. The petrochemical industry in the Antwerp/Rotterdam / Amsterdam (ARA) area is a very

liquid market with large numbers of players (traders, industries, freighters) and there is huge potential for economic development for the Paris area once it is connected to the Seine-Scheldt link.

**THIS PROJECT WILL
ALSO CONTRIBUTE TO
THE GROWTH OF THE
EUROPEAN FLEET,**

with a wider and more standardised range of transport solutions, which will have an impact on our competitiveness gains.

2.5 SEINE-SCHELDT, A CIRCULAR ECONOMY SOLUTION TO RECYCLE CONSTRUCTION, AGRICULTURE AND INDUSTRY RESOURCES

The sector involved in the recycling of various types of waste is very sensitive to transport costs and the availability of land to transform their products.

The potential increase of recycling rates is directly linked to the potential for freight consolidation on waterways, its pendular logistics mode adapted to a circular economy and the very low cost of haulage compared to other modes of transport.

The interlinking of the Seine-Scheldt European inland waterway network affects the treatment of waste from over 50 million inhabitants and supports the implementation of a consolidated and structured infrastructure in this sector:



© ECORE-GDE

- 1 Very good access to the heart of urban centres (Le Havre, Rouen, Paris, Lille, Valenciennes, Brussels, Liège, Gent, etc);
- 2 Location of sorting/collection centres, specific sorting facilities and processing plants on the banks of waterways along the 1100 km of the network;
- 3 Consolidation, very low transport cost and systematic use of containers;
- 4 Possible pendular flows by waterway between secondary raw materials and the products of recycling by European citizens;
- 5 Improved performance and consolidation of the recycling facilities that already exist along the corridor.

This industrial sector is one of the leading sectors, with the container sector, in terms of growth of waterway traffic and is divided into several sub-sectors (e.g.: construction waste, polluted earth, green waste, metals, paper-cardboard, etc) depending on the origin and destination of the secondary raw materials. Making availability of a geographic information system on a Seine-Scheldt level for industries, grouping the main collection,

storage, processing points and the medium and large gauge canal network, similar to what exists in Ile-de-France, with the Observatoire Régional des déchets en Ile-de-France (ORDIF), will increase the consolidation of different sectors and therefore recycling rates. Verdipole uses the waterway to transport chalk extracted from the Lillénium site to send them to Blaringhem for future re-use.

Transport of chalk extracted from the Lillénium site for re-use © A. Lebon



ERWAN LE MEUR

DEPUTY MANAGING DIRECTOR AT PAPREC AND CHAIR
OF THE GENNEVILLIERS PORT USERS COUNCIL

In France, Paprec is the leader in recycling, with 200 plants and 11 million tons of waste collected each year. To us, applying sustainable development and the circular economy is part of our DNA, no less!

**WE ACTIVELY TAKE PART
IN THE PROTECTION OF
PORT ACCESS AND THE
DEVELOPMENT OF RIVER
TRANSPORT.**

In Ile-de-France for example, the group owns a barge that carries construction site waste to its Gennevilliers plant on the Seine. The rubble is then carried in the same way to quarries in Oise. In the Hauts-de-France, we have several plants on the banks of rivers. The development of the Seine-Scheldt link will enable them to be connected and carry incoming waste and raw materials extracted by recycling using this mode of transport, rather than the road.

PHILIPPE MERCIER

TRANSPORT MANAGER FOR THE COMET GROUP

On the one hand, our main clients are steel manufacturers who wish to be delivered by boat on condition strict times are respected and that we remain fairly flexible.

This logistical choice enables us to ensure just-in-time delivery for our steelworks clients. On the other, the economic advantage of this new logistical organisation was crucial when we invested in it. Moreover, better control of our logistics was key to continue and control our growth.

Finally, the opening of a new metal waste sorting, processing and re-use plant in 2008 in Obourg, along the Nimy-Blaton Péronnes canal generated large flows of materials between our plants in Châtelet and Obourg. We needed a reliable and economic solution to absorb new transport volumes.



Metal recycling © Cometsambre

2.6 A NEW RIVER DYNAMIC FOR THE CONSTRUCTION INDUSTRY

Consultations led by the EEIG Seine-Scheldt since 2009 have shown that the construction and public works sector isn't only going to be working on the project, but will be important users of the waterway, particularly to bring in construction materials and pre-fabricated products to the heart of European conurbations.

The Greater Paris underground project, just as the Crossrail project and London Olympics in 2012, which used the Thames, relies heavily on the Seine basin network to reduce road

transport costs to a minimum. By locating their prefabrication plants (pipes, tunnel sections, masts, wind masts and turbines, prefabricated parts of buildings and public works, etc) on the banks of the waterway, companies use the sand and aggregate stocks directly, reducing load transfers for urban supply.

On the quays, they can contribute to pooling of costs (quay, handling, storage) with other sectors and reduce fixed and variable overheads for these facilities.



T2A work site Arrighi brownfield on the banks of the Seine
© Société du Grand Paris mars 2018

BERNARD DUHAMEL

CHAIR OF THE HAUTS-DE-FRANCE REGIONAL FEDERATION OF PUBLIC WORKS

The development of waterways transport offers new opportunities to improve competitiveness and environmental performance.

The use of waterways transport for public works sites contribute to this process, particularly for work in dense urban areas, such as the Grand Paris tunnels or the 1100 km of the Seine-Scheldt network. The use of new quays on the waterways,

shared with other economic sectors such as agriculture and industry, will make these solutions competitive. The sharing of industrial quays and logistics solutions on the Voies Navigables de France network also increases the competitiveness of the prefabrication sector, enabling access without breaks of bulk at the heart of major European conglomerations.

THE ALLIANCE BETWEEN THE SEINE-SCHELDT NETWORK AND TERRITORIES



Lafarge cement works on the banks of the Seine
© VNF/Alexandra Lebon



ERIC PRIEUR

LAFARGE HOLCIM, MANAGING DIRECTOR FOR AGGREGATES

Lafarge Holcim has been involved in the circular economy for many years and uses the waterways to transport materials and construction rubble that will then be re-used and processed into recycled materials in its quarries. Our recent participation in the development of the Multiregio project, preparing for future traffic on the Seine-Scheldt network, testifies to our desire to develop the waterway as the preferred mode of transport for the growth of these flows.

Albert Canal © DVW

3 ACHIEVEMENTS IN 2017 TO BUILD LONG TERM PARTNERSHIPS



Riverdating event 2017 @ VNF

For the Seine-Nord Europe Canal, 2017 was marked by the signing of the State/Region funding protocol, the creation of the project company in May and the election of Mr. Xavier Bertrand to the chair of the Supervisory board in October.

On a European level, the agreement on the amendments to International conventions for the Lys and the start of work to reopen the Condé to Pommeroeul Canal, the work to refurbish and increase the capacity of locks in France and Flanders and the work on the Tournai crossing were the main events that year.

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3.1 PROGRESS OF ACTIVITIES OF SEINE-SCHELDT NETWORK IN 2017

The general progress of the Seine-Scheldt project launched in 2004 was greatly advanced in 2017 in all 12 activities of the Seine-Scheldt 2020 action.

In 2017, study and work on the Seine-Nord Europe Canal were marked by the signing of the State/Local authority funding protocol on 13 March 2017, the creation of the Société Canal Seine Nord Europe (SCSNE) in May 2017 in charge of project management (design and construction) for the Seine-Nord Europe Canal project, the governance of SCSNE with the election of its Chair Xavier Bertrand, president of the Hauts-de-France region and several meetings of the Council enabling the State, VNF and funding authorities to work together.

SIGNING OF THE STATE/LOCAL AUTHORITIES FINANCING PROTOCOL ON 13 MARCH 2017.

Concerning technical progress: the amended declaration of public utility was published in May 2017; continued land planning and compilation of authorisation portfolios; awarding of the contract for section 1 design managers in April 2017 to the Team'O Tractebel/Artelia grouping which produced the 1st version of the preliminary design. The allotment of other sectors has been

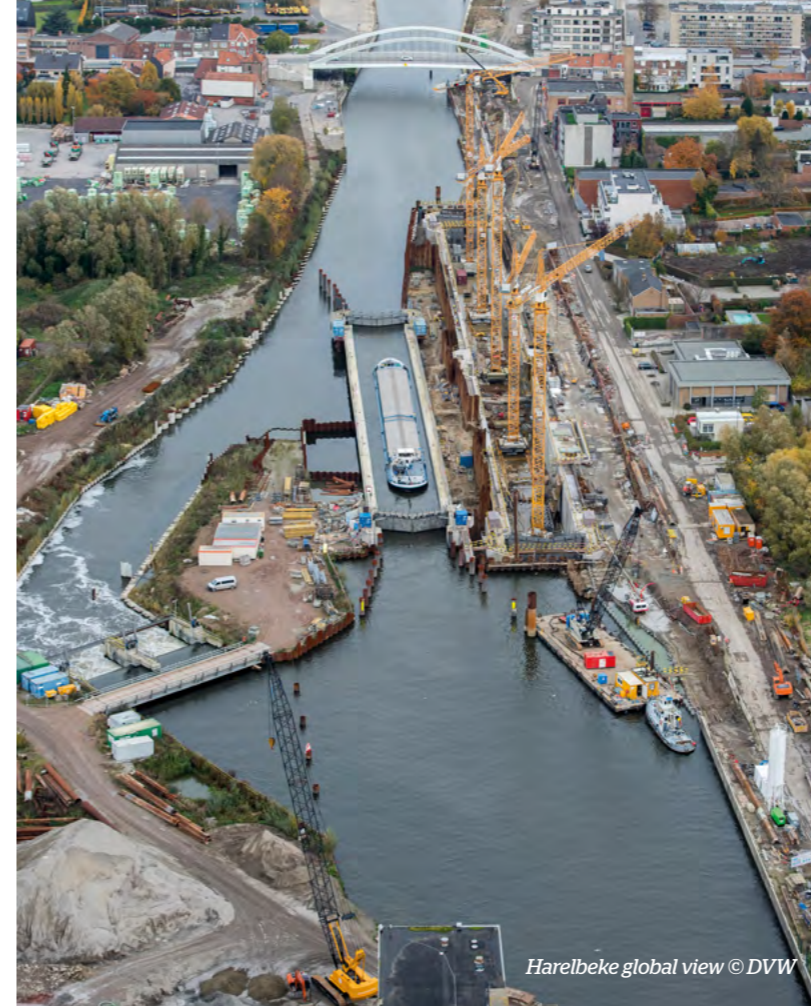
optimised, enabling other design manager bids to be launched in 2018. Environmental work continued in Oise river.

The interfaces between the future operator Voies Navigables de France and SCSNE (design and construction of SCSNE) were detailed to prepare the technical recommendations on the future operation and maintenance of the Seine-Nord Europe Canal.

On the Oise, the main progress was the completion of the preliminary stages of MAGEO's public utility survey planned for September 2018.

On the Nord-Pas de Calais network, the studies and work enabled significant progress on the Lys Mitoyenne (Regulatory Studies), the reopening of the canal from Condé to Pommeroeul (Start of the work for the environmental planning contracts on 16 August 2017), the lengthening of the Le Quesnoy lock and the telecontrol of the Dunkirk-Scheldt network.

ENVIRONMENTAL WORK CONTINUED IN OISE.



On the Seine river, the signing of the main project management contracts have enabled the start diagnostics and surveys for the design of engineering works on the Seine Aval.

SCSNE PARTICIPATED IN THE MANAGEMENT OF THE SEINE-SCHELDT PROJECT IN THE 2014-2020 PERIOD.

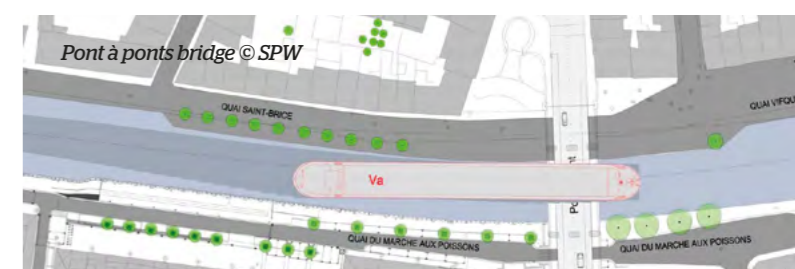
In Wallonia, technical surveys were finalized and the Hensies lock building permit was filed in December 2017; works to modernise the Marchiennes, Gosselie and Viesville locks began in March 2017 and the Tournai crossing in April 2017.

In Flanders, a general study of the Lys initiated the programming of the next steps for bridges and the recalibration of the Lys. Studies on Roeselare-Lys and Bossuit-Kortrijk canals and Brugge crossing continued. Works on Harelbeke lock were completed (test stage) and works on Saint-Baafs lock began. The crossborder Wervicq bridge was inaugurated.

The amendment to the France-Wallonia intergovernmental convention of 19 July 2007 was signed on 2 May 2017, relating to the Condé Canal. As for the Lys Mitoyenne, a first draft of convention related to the operation, management and protocols linked was worked out in 2017.

The management of the Seine-Scheldt project during the 2014-2020 period saw the participation of the SCSNE in EEIG Seine-Scheldt activities. The contract for the monitoring of the European Grant Agreement for the 2014-2020 period was awarded to Egis Conseil in October 2017 and the market for Communication consultancy was awarded to the European grouping Eurogroup/Dragon Rouge/Arch on 14 March 2017, to define the Communication strategy for all stakeholders, to reach all targets set for the Seine-Scheldt project by 2030.

THE AMENDMENT TO THE FRANCE-WALLONIA INTERGOVERNMENTAL CONVENTION OF 19 JULY 2007 WAS SIGNED ON 2 MAY 2017.



3.2 KEY EVENTS
IN 2017



3.3 WORK IN PICTURES IN 2017



Bossuit-Kortrijk Canal © BSV nv



Renovation of the Don lock
© VNF A.Lebon



Kain dam © SPW



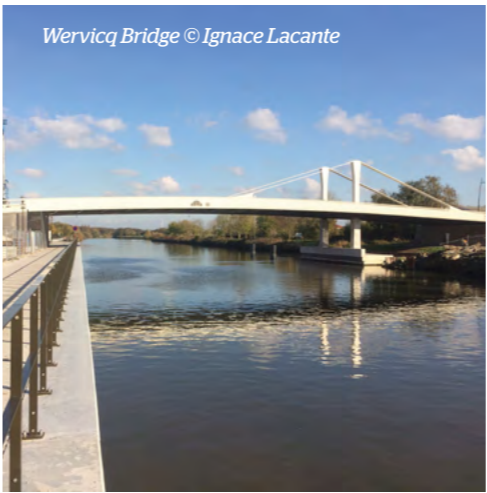
Pedestrian bridge at Comines river port
© Jacques Meurisse, contrôleur de travaux, SPW



Rebuilding of the Vives-Eaux dam © Luc Jean-Marie



Harelbeke lock © DVW



Wervicq Bridge © Ignace Lacante



Works to modernise
the Tournai crossing
© www.scaldistournai.eu



Changing hydraulic cylinders at Notre Dame de la Garennes © Luc Jean-Marie



Maintenance of the Bougival dam 2017 © VNF/Luc Jean-Marie



Avelgem (Kerkhove) - Work on the spillway © DVW

3.4 DEVELOPMENTS IN SEINE-SCHELDT GOVERNANCE IN 2017

In 2017, several developments in the governance of executing authorities (VNF, SCSNE, DVW, SPW) strengthened the partnership in place between members of the European group since November 2005.

In Flanders, the company De Vlaamse Waterweg NV (DVW) was created in early 2017 to group two river infrastructure managers in Flanders, Waterwegen, & Zeekanaal NV (West) and NV De Scheepvaart (East). They merged their operations on 1 January 2018, to contribute to the increase in synergy and the resources available to waterways stakeholders.

In France, the Société du Canal Seine-Nord Europe (SCSNE) was created by the ordinance of 21 April 2016 and the project management for the completion of the Seine-Nord Europe canal was transferred to the SCSNE on 5 May 2017, in view of the future management by Voies Navigables de France of the 843 kilometres of the Seine-Scheldt network in France.

**IN FRANCE,
THE SOCIÉTÉ DU CANAL
SEINE-NORD EUROPE
(SCSNE) WAS CREATED
BY THE ORDINANCE
OF 21 APRIL 2016.**

Mr Xavier Bertrand, President of the Hauts-de-France region, was elected Chair of the SCSNE supervisory board on 12 October 2017 following a letter from the Prime Minister proposing a change from project company status to local public establishment status.

The operation/maintenance interfaces were structured in the framework of a mission

entrusted to the Ernst&Young/Artimon/Canal de Provence grouping. A joint technical committee VNF/SCSNE was created in the autumn of 2017 to improve communications between the two entities and particularly so that Voies Navigables de France, as the future operator, can advise on study reports.

The EEIG Seine-Scheldt improved its operational means by signing several assistance contracts (communications, socio-economics, technical and financial management of the Grant Agreement), particularly due to the new procedures implemented by INEA for annual progress reports, financial situation reports

**THE EEIG SEINE-SCHELDT
IMPROVED ITS OPERATIONAL
MEANS BY SIGNING SEVERAL
ASSISTANCE CONTRACTS.**

and the mid-term review.

The change in the EEIG statutes began at the end of 2017 to take into account the entry of SCSNE in the EEIG Seine Scheldt, the change in the structure of the Flemish side of the project with "De Vlaamse Waterweg", the widening of the scope of action for Seine-Scheldt 2020 following the Tallin agreements in October 2013 and finally, the operational measures entrusted to EEIG Seine-Scheldt by the Intergovernmental Commission (IGC).



BERNARD PIETTE

GENERAL MANAGER - LOGISTICS IN WALLONIA

Since 2007, Wallonia has made logistics a key axis for development. This can already be seen in the numbers, since foreign investments have generated over 5000 direct jobs in logistics in the past fifteen years. Due to its location at the heart of the European market, Belgium and Wallonia must provide excellent infrastructure to support economic development. The attention given to each mode of transport is also one of the keys for success. The Walloon government has

strongly invested in infrastructure in the past few years, particularly roads, but also waterways, to strengthen the role of our region as a hinterland of major sea ports.

The Seine-Scheldt network will complete this dense network of waterways (the densest in the world) and will enable our region to play its part in the logistics chain. Therefore I am certain of the usefulness and necessity of this major project.

3.5 DECISIONS ON THE FUNDING OF SEINE-SCHELDT IN 2017

Beginning of January 2017, the signing of the amendment to the European Grant Agreement between the European Union and Member State (France, Wallonia, Flanders) partners in the Seine-Scheldt project reported the protocol end date of December 2019 to December 2020 and widened the scope of the action by reintegrating “works” activities on the Oise river and on Seine river downstream Paris, which were not initially included.

The signing of the Seine-Nord Europe Canal funding protocol on 13 March 2017 between the State, the Hauts-de-France, Ile-de-France Regions, the Nord, Pas de Calais, Oise and Somme Department councils enabled the publication of application decrees for the creation of the project company.

A first revision of the Ile-de-France CPER was signed on 14 February 2017. This first review of the CPER was organised to take into account the amendment to the European Grants Agreement between the European Union and the Member States of the Seine-Scheldt government and to refocus funds mainly on 39. the redevelopment of the Mericourt locks, on the Downstream Seine.

The implementation of the State Region plan 2015-2020 contract continued in 2017 in the Hauts-de-France region, with the signing on 28 July 2017 of the funding agreements between VNF, the French State and the Hauts-de-France region, related to the studies on the lengthening of Douai area locks and the studies on the doubling of locks outside the Cuinchy - Fontinettes axis.

Following a break decided by the government in July 2017, Elisabeth Borne, Minister in charge of Transports set up the Infrastructure

development council (Conseil d'orientation des infrastructures - COI) in October 2017, in the framework of the National Mobility conference. The aim of the council is to put forwards to the Government a strategy for investment in transport infrastructure. This mission did not investigate the Seine-Nord Europe canal, which it considers a done deal. However, it examined the new projects linked to the North and South, which are part of the Seine-Scheldt 2020 Action.

The COI sent its report to the Minister in charge of Transports on 1 February 2018. It confirmed the relevance of all the waterway projects it examined. The report must enable the Government to prepare the programming and funding of infrastructures chapter of the mobility development law, due to be presented to the Cabinet in spring 2018.

2017 was a crucial year for the project in Flanders: on the one hand, the drafting of an updated project plan for the modernisation of the Lys enabled concrete progress on several aspects of the project (implementation of the infrastructure, consultation of stakeholders, economic integration, environmental development), on the other, the surveys and work on other axes (Upper Scheldt, link to Zeebruges, Roulers-Lys and Bossuyt-Kortrijk Canals, Maritime Upper Scheldt, etc) progressed substantially.

Wallonia participated in several funding decisions in 2017: the Pommeroeul-Condé convention, which was signed and is undergoing ratification, and the Lys Mitoyenne convention which is being finalised. Moreover, the Infrastructure 2016-2019 plan enabled the funding made by the Walloon Region to be secured for the actions co-funded by Wallonia.



3.6 PERSPECTIVES FOR 2018

The actions of the EEIG Seine-Scheldt in 2018 will focus on the preparation of the progress report, the financial monitoring of the European agreement, the preparation of the mid-term review and appraisal, for the Coordinator of budget forecasts for the 2021-2027 period, for which the budget needs to be set by mid-2018.

The consultations with stakeholders will be carried out in the framework of the recommendations and strategic developments acted in 2017 by the Intergovernmental Commission, particularly the main European events in the Year of Multimodality, the TEN-T days.



SEINE NORD-EUROPE CANAL

Studies of the Seine-Nord Europe Canal on section 1 from Compiègne to Passel are aiming for approval of the preliminary project in June 2018 and a start of project studies, including the Single Environmental Authorisation produced in 2018, for authorisation end 2019.

The calls for tender for “lock” design managers and three other sectors are ongoing for a launch of the process in April 2018. A communication campaign on the market will be organised beforehand. The archaeological diagnoses are ongoing. A surface of 300 ha is on the program for 2018. Land purchasing will begin on section 1 as soon as the preliminary project setting the extent of the project is approved. Negotiations will begin in summer 2018. The plot investigation will begin at the end of the year, with land possession to be achieved before the end of 2019.

Environmental work will continue on other sites so that some of the compensatory measures are completed before the start of the archaeological work (restoration target of approximately 35 ha).

MAGEO

The project and public survey studies will begin in 2018. The Mours Bridge works convention will be presented at the VNF administrative board in March 2018, enabling the start of the preliminary project. Studies of connected operations will continue.

DUNKIRK-SCHELDT

Studies will continue as planned for 2018, with the DPU Lys to be granted in September 2018 after taking into account the observations of the CNPN and the environmental authority. The work on the Lys Mitoyenne will begin once DPU is granted.

DOWNSTREAM SEINE RIVER

Studies will continue in 2018, as will the work that began in 2017.

WALLONIA

For the Pommeroeul-Condé canal, the call for tender documents for work surveys are complete. The Call for tender for electro-

mechanical work on the Hensies lock will be published in March 2018. The submission for an urban planning permit was presented in December 2017 and was declared complete in January 2018 by the competent authorities. The permit should be issued in June 2018.

The call for tender for the enlargement to Va gauge studies on the Walloon backbone section will be published in July 2018 and the studies will begin in January 2019. The call for tender for the modernisation of the Nimy-Blaton Peronnes canal will be published in March 2018 and studies will begin in August 2018. Call for tender documents are currently being prepared. The call for tender for studies on the improvement of the Sambre is expected in June 2018.

Preparatory work for the Comines crossing (stage 1) on the Lys Mitoyenne are ongoing and will end in 2018. Work on the 2nd stage (modernisation of the gauge - Vb class) will begin at the end of 2018 (publication of the call for tender expected in April 2018).

Work on the 1st stage of the Tournai crossing began in April 2017 and are ongoing (Pont à Ponts and Quai Saint Brice). Work on the 2nd stage began in February 2018 and are ongoing (upscaleable river stop and Tailles Pierres and Poissonsceaux Quays).

The auxiliary works on the Kain dam will end in June 2018 and those in Herinnes will begin in March 2018. The call for tender for electromechanical work on the Havré, Pommeroeul and Hensies locks will be published in March 2018. Works in Pommeroeul and Hensies are planned end 2018.

Work to replace Luttre bridge will end in July 2018. Construction work on the Ghlin and Manage quays is planned at the end of 2018.

The modernisation work on the Marchiennes, Gosselies and Viesville locks will continue in 2018.



FLANDERS

Recalibration studies on the Deinze - SBV and SBV - Harelbeke sections and the update of the environmental impact study will continue in 2018, as will the studies on the bridges (Nevele, Ooigem, Kuurne, Kortrijk, Bissegem, Wevelgem, Menen). A traffic management study will begin on the Lys. Studies of the Roeselare-Lys and Bossuyt-Kortrijk canals and the Bruges section will continue. Studies of the Upper Scheldt and Dendre will begin.

Concerning works, in 2018 the Harelbeke lock will begin service and work on the Baafs-Vijve lock will begin. Dredging of the Diversion Canal will begin to recalibrate this section to Vb class. Other work will continue (Wervik, Ingelmunster, Kerkhove) or will be completed in 2018 (Kortrijk, Wetteren).



4 EEIG SEINE-SCHELDT

The main actions of the EEIG Seine-Scheldt focussed on the preparation of the annual status reports (ASR) for European Commission, with the creation of a Grant Agreement monitoring procedure at the beginning of 2017, to set a common calendar for the annual progress report and the financial report, while drawing a common line and shared operational vision for all EEIG members.

This procedure was the base for the launch of a call for tender for the monitoring of the Grant Agreement, awarded to Egis Conseil for a 4 year term, extendable to 6 years. This contract includes support to the EEIG for the drafting of the annual ASR and annual IFS, the mid-term review in 2018 in the framework of the new conditions set by the INEA.

Launched mid-August 2017, it was notified in autumn 2017 to prepare during this period the creation of improved methods compared to previous practice and to anticipate the preparation of the ASR in December 2017.

This major investment for the 4 coming years to transfer knowledge accumulated during 10 years and support the provider required major investment by the EEIG secretariat.

Based on the strategic communication guidelines validated by the CIG, a call for tender opened at the beginning of 2017 concerning communications on the Seine-Scheldt EEIG's missions. It first enabled the different supervisors of each executing body to work together to define a joint Seine-Scheldt system, detailing the general aims of the 1100 km of the Seine Scheldt network for all stakeholders on a

REGIONAL, NATIONAL, EUROPEAN AND INTERNATIONAL LEVEL.

Drafting of the 2016 Seine-Scheldt Activity report began in May 2017 and was published in June 2017.

THE STRATEGIC GUIDELINES WERE THE SUBJECT OF A CONSULTATION WITH EACH EXECUTING BODY.

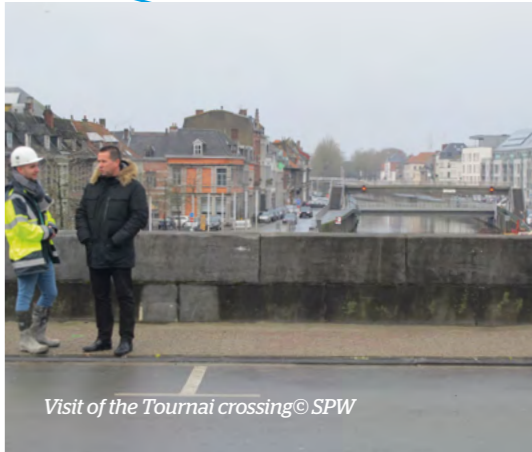
The defined strategic guidelines and communications targets and axes enabled the service provider to propose several types of communication principles. The solution that was unanimously approved during the EEIG of 30 October was validated by IGC (Inter-governmental Commission).

The Société du Canal Seine-Nord Europe (SCSNE) was invited to EEIG meetings with the expectation that it will gain membership of the EEIG. Therefore, the SCSNE was part of the decision-making process, particularly concerning preparation methods for the ASR to facilitate the integration of a system or method shared by all executing bodies.

Relating to the completion of the Annual Status Report (ASR), visits were organised on the work sites for the four executing authorities: VNF, Société du Canal Seine-Nord Europe, De Vlaamse Waterweg and Service Public de Wallonie.



Visit of the Harelbeke lock © DVW



Visit of the Tournai crossing © SPW



Visit of the Don lock © VNF



Visit of the Mericourt lock © VNF



Sign on the Moulin footpath © SCSNE



Visit of the Mericourt lock © VNF

MEMBERS OF THE EEIG SEINE-SCHELDT

Representative of Voie Navigables de France **(VNF)**

Nicolas Bour,
Director for European links andInnovation,
Manager of the EEIG



The 4300 members of Voies Navigables de France staff work everyday to secure the waterway public service. VNF, a Public Administrative Establishment of the French Ministry for the Environment, sustainable development and energy, mainly focuses on:

Infrastructure and engineering works: It manages, maintains and develops the largest European network (6700 km of canals, rivers and canalised rivers, and close to 4000 engineering works, 40,000 hectares of public river property).

Goods transport: It manages and promotes river freight by contributing to modal switching and promoting multimodal logistics.

Tourism/river transport: it maintains and protects facilities and environments on the waterways to support river tourism as a lever for local economic development

Sustainable development/water: it optimises water management with an environmentally responsible approach and preserved biodiversity

Facilitating exchange between economic and institutional players (freighters, carriers, local authorities, tourism) to develop the waterways sector.

Representative of the Société du canal Seine-Nord Europe **(SCSNE)**

Cyril Forget,
Member of the executive board



The Société du Canal Seine-Nord Europe (SCSNE) is a public establishment dedicated to manage the construction of the Seine-Nord Europe canal (CSNE) between Compiègne and Aubencheul au Bac. Created in May 2016 via legislation, it began work in 2017.

Its role is also to promote local economic development related to this new infrastructure. The SCSNE manages the completion of design and regulatory studies, prepares authorisation submissions and prepares calls for tender that will enable companies to be chosen to build the canal; to monitor work and the opening of the canal, which will be transferred and managed by Voies Navigables de France.

As a partnership establishment, the SCSNE involves local authorities in the management of the operation via three local committees (Noyon/Compiègne, Santerre/Haute-Somme and Atois/Cambrais). Local authorities can thus express their proposals to improve the project and the work on the edge of the waterway.

The SCSNE is managed by a supervisory board, chaired by Xavier Bertrand, the current president of the Hauts-de-France Region. The supervisory board includes representatives from the Hauts-de-France Region, the Nord, Pas-de-Calais, Oise and Somme Départements as well as representatives of the State, Voies Navigables de France, the Prefet of the Hauts-de-France Region, and two members of Parliament (National Assembly and Senate).

Representative of De Vlaamse Waterweg nv **(DVW)**

Frank Serpentier,
Manager



De Vlaamse Waterweg nv is an autonomous agency of the Flemish authorities, responsible for the management of inland waterways in Eastern and Western Flanders. From the 1 January 2018, the organisation will be renamed "De Vlaamse Waterweg NV" (Flemish Waterways) following merger with NV De Scheepvaart. Thus, the Flemish region will have a single manager for all the waterways in its territory.

Flanders has one of the densest inland waterways networks in Europe. The mission of De Vlaamse Waterweg nv is to manage and develop waterways into a powerful network that contributes to the economy, the wealth and viability of Flanders. To achieve this, De Vlaamse Waterweg nv promotes the multifunctional use of canals and inland waterways, taking the interests of all players into account.

The organisation pays particular attention to safety and advocates for an integrated water management system. De Vlaamse Waterweg nv has a role to play within society in general and has a modern, innovative and forward-looking policy, aiming to create a more mobile, safer and greener Flanders.

One of the major strategic projects for De Vlaamse Waterweg nv is the "Seine Schelde Vlaanderen" project, which is part of a major project to promote river shipping on a European scale. By improving navigation for larger useful load barges, Seine Schelde Vlaanderen aims to develop freight on waterways and offer a convincing alternative to road transport. To reach this target, Flanders is working with France and Wallonia to offer a solid and adequate solution that guarantees the future of inland waterways.

Representative of Service Public de Wallonie **(SPW)**

Christelle Viaud-Mouchier,
Manager



The General Directorate for Mobility and Waterways has initiated and coordinates the transport and mobility (by road, rail, air and water) policy in Wallonia: reducing the pressure of cars in our towns and villages, developing goods transport by waterway and railway, development of multimodal hubs and new waterway infrastructures.

A real player for more sustainable mobility that fosters socio-economic development in the Region, it works in many sectors. Amongst other missions, it acts as the airport authority (Liège, Charleroi) and organises school transport.

It modernises, maintains and manages the waterways; its engineering works and major dams, it participates in the development of ports, working with the independent ports. Finally, it coordinates, supports and monitors the work of other organisations and local players in the mobility sector.

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photo 1: General view of Harelbeke © DVW; photo 2: The Seine, Paris © Nikonaft; photo 3: Environmental planning work on the former TDI08 and 18 Depot, part of the project's compensatory measures © P. Houze/Guintoli



THE LARGEST EUROPEAN
INLAND WATERWAYS NETWORK