

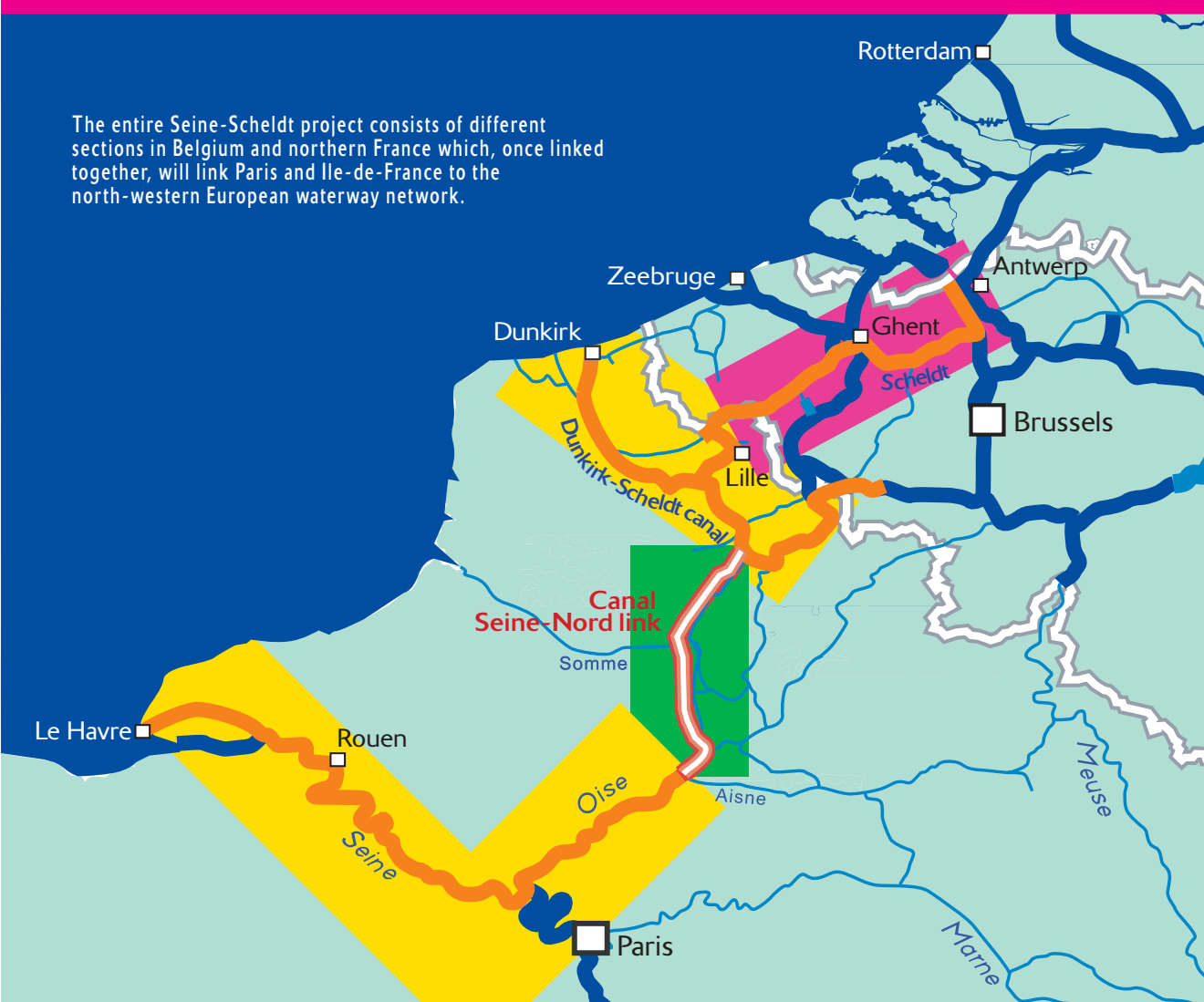
# TEN-T News !

## The 15 Ministers of Transport have unanimously decided to include the Seine-Scheldt connection in the European priority project list



Photo VNF - P. Cheuva

The entire Seine-Scheldt project consists of different sections in Belgium and northern France which, once linked together, will link Paris and Ile-de-France to the north-western European waterway network.



**IN FRANCE**, the launch for a new 105 km canal Seine-Nord linking the Dunkirk-Scheldt canal to the Oise river (close to Janville) has been officially decided by the French government on 18 December 2003.

At the north and south end of the new canal, the rivers Seine and Oise and the Dunkirk-Scheldt canal are currently being upgraded to make the navigation infrastructure more reliable and to facilitate, in the long term, the passage of larger vessels, for instance by raising bridges.

**IN THE WALLOON REGION**, investments have already been carried out on the canal du Centre, in particular the boat-lift of Strépy-Thieu.

**IN THE FLEMISH REGION**, expanding the Lys and the maritime Scheldt will allow larger vessels to connect to the Rhine via the Scheldt-Rhine canal.

Seine-Scheldt – the only large-scale European transport project enhancing sustainable development, improving accessibility of regions and raising economic efficiency is supported at local, national and European level

### 3 major benefits

- 1** Linking large economic centres of north-western and central Europe will provide a solution for logistics players
- 2** A solution for the traffic gridlock on the north-south road corridor
- 3** An example of sustainable development

Infrastructure works for the new canal in France will start as soon as **2006** allowing the Seine-Scheldt connection to be opened in **2012**. This is why the project would fit perfectly in the Quick Start list of the growth initiative for the European Union.

# A project for the sustainable development of Europe

## 1 Linking large economic centres of north-west and central Europe will provide a solution for logistics players

### INTERMODAL LAND USE PLANNING

The existing and planned multimodal platforms near the waterways bundle and distribute goods attracting industrial and logistics activities such as storage, maintenance, labeling, stripping and stuffing etc., creating added value for the regional economy and population.

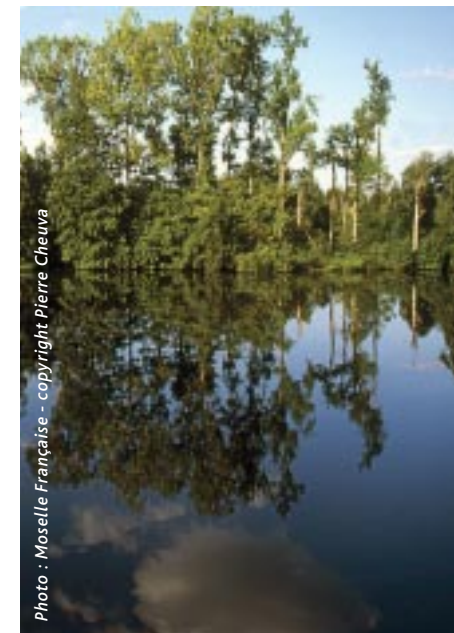
## Seine-Scheldt: the solution for smooth traffic in the heart of Europe



## 3 An example of sustainable development

### TAKING INTO ACCOUNT ENVIRONMENTAL CONCERNS

Inland navigation is the most environmentally friendly mode of transport: almost silent and without any residual nuisance for people living nearby. The new infrastructure project will fit perfectly into the landscape and will contribute to a sound waterway management while also covering flood protection measures. Local communities and green NGOs have been involved in the planning process. Studies show that barge transport on the Seine-Scheldt connection, even with a pre- or post haul of up to 169km by road, will be more eco-efficient than other ways of transport.



Waterways form a backbone network for commerce and industry. They cross landscapes and link major cities and towns. Waterways provide added value for sustainable spatial planning. The Seine-Scheldt waterway connection will feed the network of the north-west and central regions of Europe.

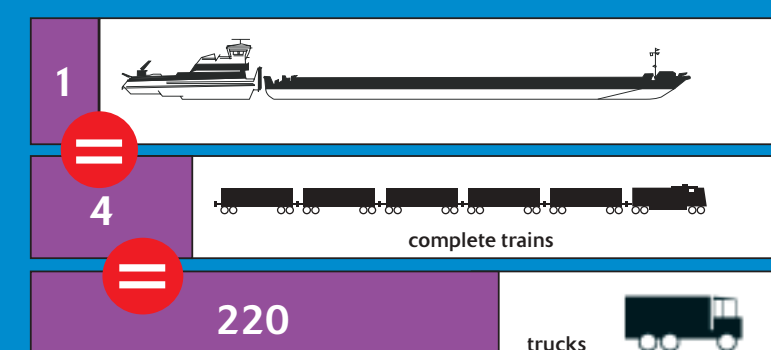
## 2 A solution for the traffic gridlock on the north-south road corridor

### CONTRIBUTING TO A DECREASE IN ROAD CONGESTION

The large-gauge waterway link Seine-Scheldt will relieve the north-south axis because it will carry large volumes of bulk and high value goods, as well as exceptional and outside convoys.

### THE SEINE-SCHELD T PROJECT : a true modal shift policy within a new transport vision

The Seine-Scheldt project will help to rebalance the current transport situation. Less road congestion on busy corridors will enhance the mobility of freight and people.



Total capacity of the new canal Seine-Nord Europe is estimated at 32 million tonnes. This represents an annual traffic of 1.6 million truck movements which could be shifted and means that **25%** of the road traffic on motorway A1 can be shifted. **That is 1 truck every 20 seconds.**

### IN AGREEMENT WITH KYOTO PROTOCOL

Inland shipping complies with the objectives of the Kyoto protocol, which aims at a global reduction of greenhouse gas emissions before 2050.

Thanks to inland shipping, some 13 million tonnes less CO<sub>2</sub> emissions are released into the European atmosphere.



Freight by water is also very safe and is therefore best adapted for the transportation of hazardous goods and outside cargo.

▲ Inland waterways penetrate into the heart of urban areas. City logistics offer sustainable solutions for highly populated and residential areas.

87% of interrogated French businesses think inland waterways need new and adequate infrastructure, and 75% wish to increasingly make use of barge transport".

(Survey carried out by Price Waterhouse Coopers for Voies Navigables de France - October 2003)

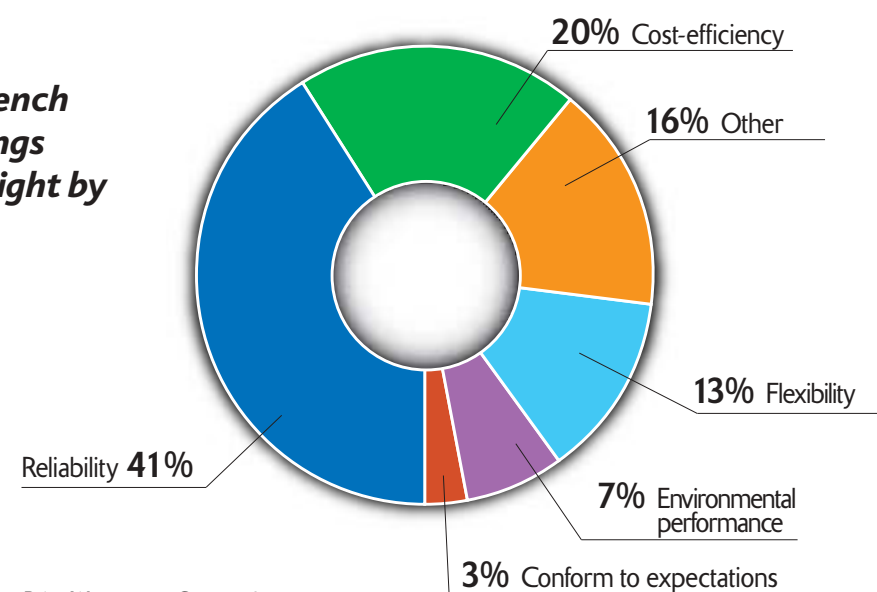
### TRANSPORT BY BARGE GROWS

In France freight by water has realised the best performance compared to the other land transport modes : **+22% between 1997 and 2002.**

In Europe, waterway transportation **annually increases by 2.5%**, and has become the second transport mode behind road transport for intra-Community traffic.

Between 1999 and 2002, container traffic has increased by **21% in the Netherlands, 69% in France and 138% in Belgium.**

### Why do French undertakings opt for freight by water?"



(Survey carried out by Price Waterhouse Coopers for Voies Navigables de France - October 2003)

# They support the Seine-Scheldt connection



Photo VNF - P. Lemaître

■ Ministers of Transport of France Gilles de ROBIEN, Belgium Bert ANCIAUX and the Netherlands Karla PEIJS, to Loyola de PALACIO – October 2003 :

" This canal indeed provides an environmentally beneficial and safe alternative in a very congested transport corridor between France, Belgium and the Netherlands ".

■ Dominique BUSSEREAU, French State Secretary for Transport and Sea :

" Seine-Nord is a leading example for this new policy. As well as the new river lock for Port 2000 at Le Havre, this project will enhance the growth of barge traffic in France and will contribute to the interoperability of the European waterway network. "

■ Philippe MARINI, Senator of the Oise, President of the association Seine-Nord Europe :

" our association "Seine-Nord Europe", groups a large number of territorial authorities, professional and consular organisations but also members of Parliament and local personalities to jointly promote this large infrastructure project. "

■ André ROSSINOT, former Minister, President of the association Seine-Moselle Rhône :

" We talk about an important challenge for Europe's spatial planning (Eurocorridor C2, European Spatial Development Perspective, Rhine-Main-Danube), with as objective to maintain the Seine-Nord Europe canal on the Trans-European Network list with 20% community co-financing.

■ Claude du GRANRUT, Vice President of the Regional Council of Picardie, Member of the Committee of the Regions :

"We are willing to invest financially just like the Region Nord-Pas-de-Calais. "

■ Daniel PERCHERON, President of the Regional Council of Nord Pas-de-Calais (June 2003) :

" We firmly believe in Seine-Nord and we are prepared to pay all the necessary efforts to ensure the project is carried out. "

■ Jean-Pierre RIBIERE, President of the Association of Freight Transport Users (AUTF) :

" The customers of the waterway strongly advocate the realisation of a canal Seine-Nord accessible to larger vessels, because it is the connection they most need at economic level. It is also the link, which can be most easily and rapidly achieved at technical and administrative level. "

■ Luc VANSTEENKISTE, President of the Federation of Belgian Undertakings (FEB) :

" For FEB, the political agreement on the priority projects for infrastructure, including the project Seine-Nord Europe, is the most significant success of the Italian presidency with regard to transport. "

■ Support from the European Parliament :

(Members of the European Parliament who signed the call for a European waterway policy in 2003): Jean-Pierre BEBEAR (F), Thierry CORNILLET (F), Danielle DARRAS (F), Marie-Hélène DESCAMP (F), Jan DHAENE (B), Marie-Hélène GILLIG (F), Brice HORTEFEUX (F) Paul LANNOYE (B), Hugues MARTIN (F), Gilles SAVARY (F), Anne-Marie SCHAFFNER (F), Dirk STERCKX (B), Margie SUDRE (F), Hannes SWOBODA (A), Dominique VLASTO (F), Philip WHITEHEAD (UK).

## Financing and time frame for the new canal " Seine-Nord Europe "

The project is part of the scheme of 35 transport infrastructures decided by the French government at the Interministerial Committee on Land Use Planning of 18 December 2003. It will be partly financed by the dividends of tolled motorway companies administrated by a new agency for the financing of transport infrastructure projects.

The total cost for the new canal amounts to EUR 2.6 billion to be shared by the State, the Regions, Territorial authorities, Voies Navigables de France, public private partnerships (PPPs) and co-financing by the European Union.

### Time frame for the new canal " Seine-Nord Europe "

First ministerial decision	Date		
Minister of transport decides the stretch for the new canal	6 april 2002		
Second phase	Date		
Launch of the preliminary steps	18 December 2003		
Current steps	Term	Date	
Preliminary project and Declaration of Public Interest (DUP)	3 years	2004	2006
Following steps	Term	Start	End
Launch of the project phase and construction works	7 years	2006	2012
<b>Opening of the canal</b>		<b>2012</b>	

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