Seine-Scheldt
A multimodal gateway to Europe

“Shaping the future of Core Network Corridors”
Seine-Scheldt: a multimodal gateway in Europe

- **NSMED** a corridor representing
  - 44% of maritime flows of EU28
  - 40% of inland waterways flows of EU28
  - 16% of freight railway flows of EU28

- A priority project to create a large-gauge inland waterway link on the North Sea-Mediterranean corridor to serve the internal economy of Europe and its trade with the rest of the world through its major seaports

- A project promoting the modal shift and removing bottlenecks on saturated road links and urban junctions (A1, A2, A16, A25, A26, A29, etc.)

- Located at the centre of the network of European multimodal corridors:
  - Atlantic
  - North Sea-Baltic
  - Rhine-Alps
  - Mediterranean
Seine-Scheldt: a potential for green growth in Europe

**Multimodal corridors** a key for IWT development in France with a global transport system (IWT, Rail, Road)

Potential growth for increased modal share of IWT and Rail in France

<table>
<thead>
<tr>
<th>Milliards T*K</th>
<th>Route</th>
<th>Rail</th>
<th>Fluvial</th>
<th>Pipeline</th>
<th>Population</th>
<th>Surface</th>
<th>Densité pop.</th>
<th>Total T*K</th>
<th>T*K/hbt</th>
<th>T*K/km²</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>hors short sea</strong></td>
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</tr>
<tr>
<td>France</td>
<td>172</td>
<td>32</td>
<td>9</td>
<td>11</td>
<td>64</td>
<td>544 000</td>
<td>118</td>
<td>224</td>
<td>3,5</td>
<td>411,4</td>
</tr>
<tr>
<td>EU28</td>
<td>1 719</td>
<td>406</td>
<td>153</td>
<td>112</td>
<td>506</td>
<td>4 470</td>
<td>113</td>
<td>2 390</td>
<td>4,7</td>
<td>534,7</td>
</tr>
<tr>
<td>USA</td>
<td>4 250</td>
<td>2 775</td>
<td>515</td>
<td>1 637</td>
<td>316</td>
<td>9 629</td>
<td>33</td>
<td>9 177</td>
<td>29,0</td>
<td>953,1</td>
</tr>
</tbody>
</table>

**Innovation** to improve technical and economical performance of inland waterways transport and services;

**Europe, a driver to** standardize inland waterway, financing, good practices and impact **on european regions of Seine-Scheldt**
Specific features of the project – European benchmark

Selection of the 10 European projects shortlisted for benchmarking

Required specifications
- National or multinational scope
- Multiple operators
- Complex relations with local authorities
- Multi-functionality
- Variety of business models

Selection criteria of the panel
- Any type of infrastructure (sea port, rail link, road, tunnel, bridge, canal)
- New projects using greenfield sites or based on an established technical frame of reference or the development of an existing infrastructure
- Currently being studied, built or operated
Seine-Nord Europe: Missing link of Seine-Scheldt IW

Seine-Nord  A cross-border project with high european added value
- Development period : 2004-2025  VNF Voies navigables de France
- Design/Construction period : 2016-2024  SCSNE (Public entity State/Regions)
- Operating period (start 2021/2024)  VNF Voies navigables de France

Connecting 3 logistic and industrial axes: Haropa / Ports of Seine-Nord / North Gateway
Seine-Scheldt: A large range of macro economical impacts

- **International level**
  - A multimodal gateway in Europe (USA, China, Dubai, ..)
  - Potential of international investments along the canal

- **European level**
  - Implementation of NSMED multimodal corridor
  - Development of European multimodal hubs
  - Contribution to modal shift of 30% of medium and long distance road traffic

- **National level**
  - Development of seaports hinterland
  - Implementation of multimodal and renewable energy policies
  - Development of circular economy
  - Development of a modern and innovative fleet

- **Regional level**
  - Urban and land planning
  - Competitiveness of companies and jobs

- **Local level**
  - Economical development (Multimodal platforms, industrial and logistic sites)
  - Tourism
<table>
<thead>
<tr>
<th>Type of impact</th>
<th>Social effect</th>
<th>Economical effect</th>
<th>Beneficiary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multimodal Corridor and connectivity effect</td>
<td>Sustainability of mobility in Europe and reduction of road transport (80% of modal share in France)</td>
<td>Network of european hubs and new gateway to Europe</td>
<td>All European citizens and industries</td>
</tr>
<tr>
<td>IW Trafic increase / Modal shift</td>
<td>Accessibility to urban areas and reduction of usage conflict</td>
<td>Congestion reduction in urban and ports area and localization of hubs (urban and european distribution)</td>
<td>Ports /Companies/ Citizen in urban areas</td>
</tr>
<tr>
<td>User « benefit » Socio eco NPV (except environmental effect)</td>
<td>Reduction of good transport costs</td>
<td>Competitivity of companies with direct inland waterway and port access</td>
<td>IW Users ( Industry/Logistics) Contribution with toll ( less than 30% of Total Benefit )</td>
</tr>
<tr>
<td>Reduction of environmental external costs</td>
<td>Reduction of emissions and social costs due to pollution, noise and congestion</td>
<td>Energy transition and circular economy (Growth and jobs opportunity)</td>
<td>Citizens by reduction of transport impact and job development</td>
</tr>
<tr>
<td>Infrastructure environnement impact</td>
<td>Landscape and land use</td>
<td>Reduction of agricultural areas (2500 ha) but restructuring of farming land use</td>
<td>Environmental compensation measures and productivity support for farmers</td>
</tr>
<tr>
<td>Reduction of industrial external costs ( WEB)</td>
<td>Industrialization, jobs and performance increase</td>
<td>Competitivity and efficiency of upstream and downstream logistic chain (eg agricultural silos)</td>
<td>Industrial and logistical activities</td>
</tr>
<tr>
<td>Indirect social effects</td>
<td>Unemployment reduction (eg :Eurotunnel -10% to -25% in Calais area)</td>
<td>Increase of companies ability ( works and services contract, multimodal services)</td>
<td>Local authorities and companies</td>
</tr>
</tbody>
</table>

**Impacts and total socio-economical benefit ( incl. WEB): NPV 12 bn€**
Market data and financial scheme

Trafic data
✓ 4 MT (2015 – small gauge)
✓ 15 MT (2030) 10% modal share
✓ 25 MT (2050)

Job data
✓ Construction: 10 000 jobs
✓ Op.Seine-Scheldt 2025: 5000 jobs
✓ Op. Seine-Scheldt 2040: 25 000 jobs

Financing scheme
✓ Project cost: 4.8 Bn€ (2013)
✓ Works sectors: 3.3 Bn€ (2013)
✓ Progress 2015 (Studies and preliminary works): 220 M€
✓ EU: 50% Studies /40% Works
✓ French State/Local Authorities: complement, including development of 4 multimodal platforms along the Canal Seine-Nord

Co-financed by the European Union
Trans-European Transport Network (TEN-T)
Seine-Nord Europe new Canal – Key data

Physical data
- 107 km Class Vb (4,500T) Canal
- 6 locks (height: 13 to 25 m)
- 60 bridges
- 80 millions m³ excavation
- 3 canal bridges (up to 1,300m)
- Ship: 185mx11,40x (4.5+7)

Freight capacity: 35 MT/year (vs5MT)
- 4 new multimodal platforms
- 4 industrial quays
- Tourism: Amenities for IW cruise ship

Job creation:
- Works: 9,500/year
- Operation: 12,000 op (25,000 in 2030)
including platforms and tourism
Seine-Nord Europe: Preliminary works

Marquion multimodal platform archeological surveys (160ha)

A29 reprofiling (-9m)

Land surveys
Seine-Scheldt: an industrial and logistics tool

The construction phase sectors associated with the construction

**CONSTRUCTION**
- Landscaping work
- Special foundations/Waterproof sealing
- Civil engineering (Locks, Constructions)
- Metal construction Equipment

**SERVICES AND TRANSPORT**
- Personal transport
- Accommodation Supplies

**WATERWAY SHIPPING**
- Inland waterway logistics Cargo space

**LANDSCAPE AND TOURISM**
- Tourism construction phase
- Landscape developments

**PROMOTING THE REGION** (Canal Entreprise, Employment, Information, transport network and services, etc.)
Construction materials and equipment (15 millions Tons) delivered by existing inland waterway

le réseau Seine-Escaut
Carte O/D potentielles
Seine-Scheldt: an industrial and logistics tool

The industrial sectors to be pooled during the construction phase

- **AGRICULTURE, CHEMISTRY AND FOOD INDUSTRY**
- **CONSTRUCTION MATERIALS**
- **CONTAINERS and HEAVY PACKAGES**
- **WASTE/RECYCLING CIRCULAR ECONOMY**
- **PROMOTING THE REGION** (landscape, biodiversity, renewable energy, soft mobility, tourism, sport, culture, etc.)
Thank you for your attention

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