

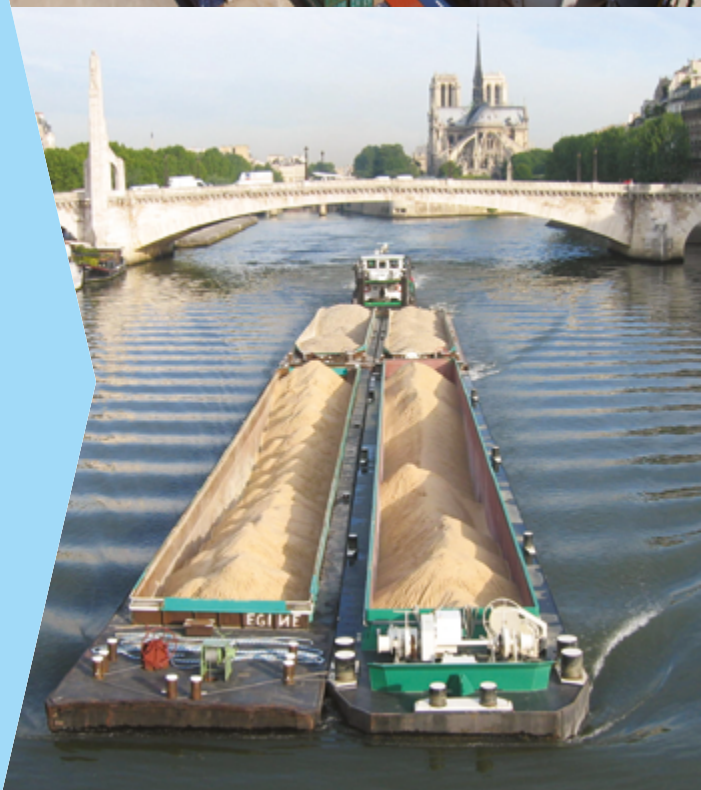


THE LARGEST EUROPEAN
INLAND WATERWAYS NETWORK



EEIG Seine-Scheldt
2018 PROGRESS REPORT

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



EDITORIAL

SEINE-SCHELDT IS AN INDUSTRIAL PROJECT THAT BENEFITS THE ECONOMY OF SEVERAL FRENCH, FLEMISH AND WALLOON REGIONS

With its logistical and industrial waterway facilities and inland ports, the waterway is the simplest and most economical mobility solution that connects seaports to major cities, towns and production centres in Europe and around the world.

Covering 1100 km and with a network of multimodal platforms, the Seine-Scheldt network drives economic development with the aim of increasing the gross domestic product of the 56 million European citizens of Normandie, Île-de-France, the Grand-Est, Hauts-de-France, Flanders and Wallonia. It offers sustainable economic logistics solutions to companies in a range of industrial sectors (construction, wood, steel, automotive, agro-industry, chemicals, waste, mass distribution). For the 200 cities with populations of more than 20,000 located beside this network, it provides congestion-free trade in goods and commodities, a gateway to Europe and renewed competitiveness in terms of exports.

HOW WILL THE SEINE-SCHELDT NETWORK CREATE VALUE?

The availability of riverside land is the main value driver for developing consolidated logistics and, where appropriate, an offer for producing and storing renewable energy. Today, for companies in Europe (the Netherlands, Germany, Flanders, Wallonia, France) as well as in the USA and China, it creates the long-term conditions needed to boost competitiveness (short and direct supply chains with less transshipment of cargo, the consolidation and pooling of shipments, just-in-time delivery). These solutions, which are spread across the entire Seine-Scheldt network, also meet the challenges of urban and the major road links congestion and reduce transport emissions while the effects of climate change on the planet are becoming increasingly evident. Once the

work has been completed, more than 50,000 jobs will be created in these regions in the industrial and logistics sectors, especially in the agro-industry (primary and secondary transformations of agricultural production) and construction sectors (circular economy and riverside prefabrication), shipbuilding and tourism. Finally, the network will be a shared space with multiple possible uses, including recreational uses and as a valuable reserve of biodiversity at a time when the preservation of the environment has become a key issue.

WHY IS THE HYDRAULIC MANAGEMENT OF THE SEINE-SCHELDT NETWORK A MAJOR CHALLENGE FOR THE IMPLEMENTATION OF THE NETWORK?

We have examined the «water» aspect in greater depth because hydraulic management is at the heart of our professional activity and it is what will determine whether the project's level of success. The Seine-Scheldt network will require a very large volume of water in the regions concerned. What's more, due to global warming, we are currently experiencing a period of increased flood risks and water scarcity, and where environmental problems are of utmost importance. The design of the Seine-Scheldt network and its storage reservoirs keeps the waterways open to shipping when water is scarce. However, a specific management system is required in the event of flooding. This is particularly important on the Seine. Common solutions must therefore be implemented to optimise the management of this body of water and the flood periods and we are working actively on this with our Flemish and Walloon partners.

OFFER OF ECONOMICAL AND SUSTAINABLE LOGISTICS SOLUTIONS TO THE COMPANIES OF THE DIFFERENT INDUSTRIAL SECTORS

WHAT KEY PLAYERS HAVE JOINED FORCES WITH THE SEINE-SCHELDT EEIG TO CREATE THIS VALUE?

The effects of the Seine-Scheldt project (mesh network and new 24h/24 and 7d/7d service offer) are crucial for building a new, more efficient logistics offer involving the regions, ports, shippers and transporters, while also offering the nearby towns of the network the opportunity to adjust their urban planning priorities to establish this smooth-flowing and competitive transport link in the long-term.

Whether it is for urban logistics, the agro-industry or supplying the major urban projects such as the Grand Paris Express and the 2024 Olympics or the works of the Seine-Nord Europe canal, the modular multi-lot industrial solutions involving these key players from different industrial sectors will have to be economical and efficient and place a high priority on pooling resources.

WHAT WAS THE PROGRESS MADE AND RESULTS ACHIEVED BY SEINE-SCHELDT IN 2018?

First, the governance of the project was consolidated at the beginning of the year with the arrival of the Société du Canal Seine-Nord Europe, as a new member of the Seine-Scheldt EEIG; The teamwork between the partners has intensified, whether it was during the European TEN-T Days event in March in Ljubljana, Slovenia, the year of European intermodality, the economic conferences between France and Flanders in September in Paris, the signing on 19 November of the international convention on the Lys-Mitoyenne and, at the end of the year, during the exchanges with the European Court of Auditors.

The development of industrial partnerships has taken on a new dimension in order to develop a much more integrated logistics offer, including pre- and post-shipment by road.

The milestones reached in 2018 with the Watertruck+ and Multiregio projects are part of a plan to pool resources and develop the circular economy by working closely with the regions and cities. The creation of the Seine-Scheldt network is also a tremendous innovation accelerator, whether it is for inventing the boats of the future or training people for tomorrow's waterway transport management roles.

The European Union, whose commitment to this project, initiated in 1993, dates back to 2004, continues to support us and plans to increase the support for the 2021-2027 period. Over time, with the increasing number of exchanges, the network will be a real driver of economic growth. Similarly, over the next 10 years in France, the draft law on mobility solutions will open up the way for the financing of infrastructures and new relations with the regions by giving a more important role to the waterways and railways in integrating logistics within the mobility plans of the cities and rural areas.

WHAT MEASURES COULD BE TAKEN BY THE MEMBERS OF THE SEINE-SCHELDT EEIG IN 2019?

This year will be more focused on building a global offer and setting up solutions for promoting economic growth around the waterway infrastructures. Some topics will become increasingly significant, such as riverside facilities and renewable energy production, given that the idea in this area, is to move towards self-sufficiency, or even, in the longer term, to create a positive energy network. The project will also lead us to examine issues like the town planning of the inland waterway and its uses.

Nicolas BOUR

Manager of the Seine-Scheldt EEIG & VNF director of European links and innovation

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CHAP. 1

THE SEINE-SCHELDT NETWORK, CREATING CONNECTIONS AND SUSTAINABLE VALUE

The Seine-Scheldt project is primarily a unifying project. It aims to bring populations, regions and individual and collective interests together around the same idea: to turn the network into a logistics and industrial cluster irrigated by European waterway transport with economic, social, environmental and cultural repercussions, that energise the entire economy of the sector and improve the quality of life of individuals in the long-term. The year 2018 saw increased dialogue with all the stakeholders (citizens, communities, companies) to build the solutions of the future and gradually move towards the goals of the Seine-Scheldt network.



1 - COLLECTIVE CHALLENGES

A PROJECT AT THE SERVICE OF MOBILITY AND TRADE IN EUROPE

The Seine-Scheldt network, which will link up the regions of Normandie, Île-de-France, Grand Est, Hauts-de-France, Flanders and Wallonia, is a project to improve the mobility of goods and people in Europe. By expanding the North-European logistics area, it is part of the European policy of developing nine multimodal corridors, backbone of a trans-European central multimodal transport network by 2030. It is known as the priority project of the European North Sea/Mediterranean multimodal corridor and alone accounts for 15% of the planned waterway funding set out in the scheduling of the 2014-2020 Connecting Europe Facility of the European Union. Given the context of increasing traffic, it will help overcome a major bottleneck in France and Northern Europe and double the capacity for trade and logistics growth in the areas concerned. The project, which still has very strong support from the European Union, reached an important milestone in 2018: France confirmed its commitment, enshrining the construction of the Seine-Nord Europe canal in the draft mobility solutions framework bill.

A DEVELOPMENT ACCELERATOR FOR THE REGIONS

The Seine-Scheldt project is primarily a development project. It will connect the main industrial, logistical and commercial centres of northern Europe to the European production and consumption areas of the major agglomerations, the major seaports of the Channel and the North Sea and their hinterland. In so doing, it will contribute to regional cohesion and development, serving the major urban centres and the economic development of the industrial sectors. It will create the conditions needed to set up an ecosystem beside the waterways that will generate opportunities including wealth creation, long-term employment, quality of life and future growth for the regions at the international, national, regional, departmental and local levels. As for the economy, the network establishes continuous logistics chain that will reinforce the inland

ports and riverside industrial facilities on all the large-gauge waterways and some of the related small-gauge branches of the network that provide links to the major seaports. As a result, it promotes industrial growth, particularly in France where it forms an integral part of the redevelopment strategy initiated by the National Industry Council in September 2017 with the creation of the strategic committees of 18 industrial sectors, then in 2018 on the regions dealing with the 143 «industrial territories».

The main sectors concerned are agriculture and the agro-industry, the chemical and green industry, construction, recycling, the iron and steel industry, urban distribution, the food industry and mail order selling. The future mobility solutions framework law also encourages the towns close to the Seine-Scheldt network (which represent more than 60% of the cities of more than 20,000 inhabitants in the north of France and the Benelux) to promote their economic growth by integrating river and rail freight solutions in their planning documents. In time, an integrated «industrial corridor» can develop alongside the waterway, similar to that of the Albert canal between Antwerp and Liège. The Seine-Scheldt network should also have an impact on waterway tourism. This is particularly the case of long-distance journeys on large cruise ships whose operations have increased by more than 10 million passengers per year in France alone. Added to this are the «societal» repercussions linked to the waterways' role in the area of regional development and enhancement, structural organisation and integration within the landscape and recreational spaces and leisure activities for the local population.

LOGISTIC CONTINUUM THAT SUPPORTS THE INLAND PORTS AND THE RIVERSIDE INDUSTRIAL FACILITIES



PASCAL MÆNS

DIRECTOR OF DEVELOPMENT AT THE PUBLIC SERVICE OF WALLONIA (SPW)

« Apart from being an exceptional project that is both structuring and highly symbolic, Seine-Scheldt highlights the importance of river transport for the European Union.

We are creating a unique network that is complex, cross-border, meshed, comprehensive and developed simultaneously by all the regions concerned in accordance with the highest standards. Another feature of the project is the very strong collaboration between all the stakeholders.

The work carried out within the EEIG is an illustration of this. They have achieved a lot in 2018, such as the signing in November of the international convention on Crossborder Lys. Indeed, the joint drafting of the agreement by France, Wallonia and Flanders is now recognised in Europe as an example of best practices in terms of cooperation. »



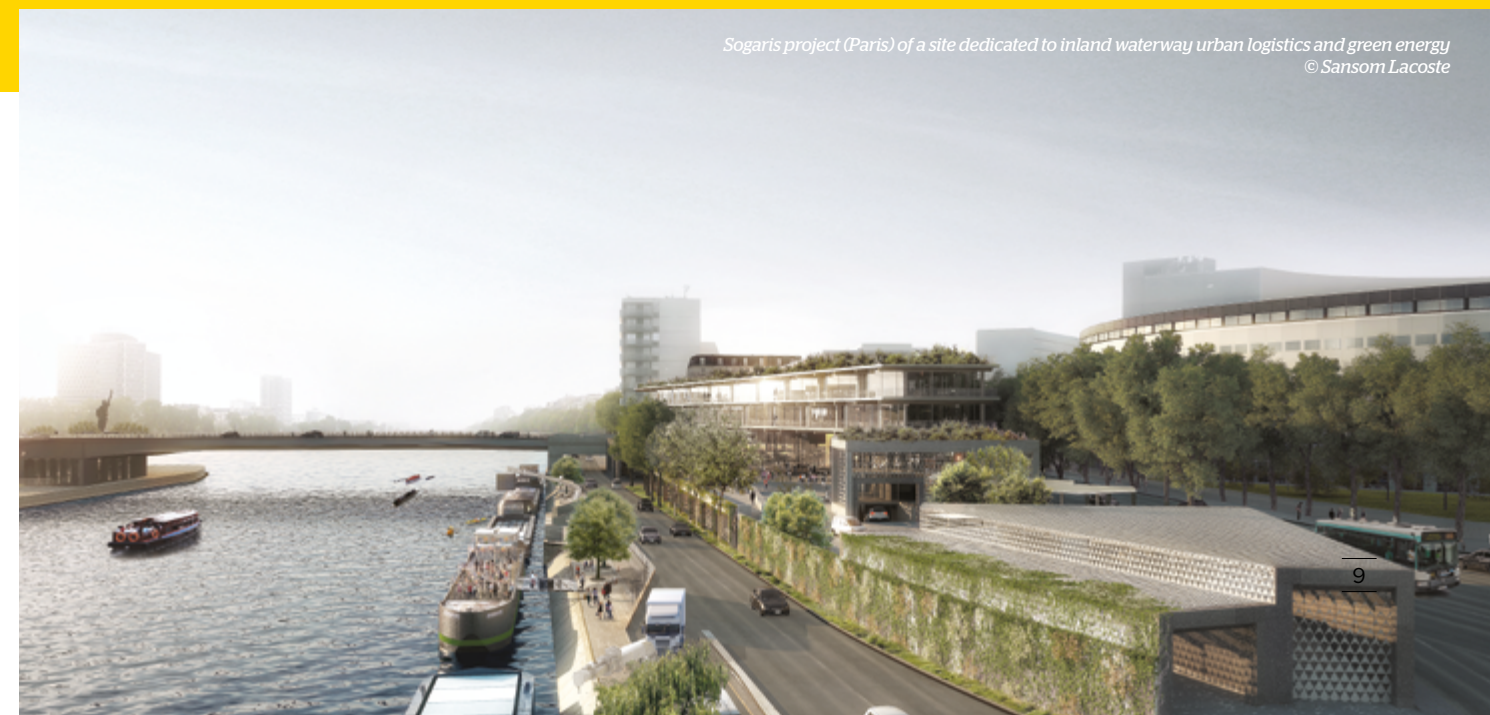
JULIETTE DUSZYNSKI

HEAD OF THE INLAND WATERWAY TRANSPORT/SEINE BASIN DEPARTMENT - VOIES NAVIGABLES DE FRANCE (VNF)

« The Seine-Scheldt project goes far beyond the construction of a new infrastructure, i.e. the Seine-Nord Europe canal. It is a regional planning project, common to several countries and jointly developed by multiple public and private players, that creates links in order to create value. It will connect two basins in order to form the leading European inland waterway network.

This is important because Europe has a duty to provide good conditions of mobility for its population and absorb the increasing traffic levels without obstructing an already saturated road network, especially in urban areas. Seine-Scheldt will also integrate the inland waterways within logistics value chains and support the growth of the local economy. It should attract a number of industrial sectors and the French ports will be able to invest in their hinterlands and open themselves up to new markets as a result. »

Sogaris project (Paris) of a site dedicated to inland waterway urban logistics and green energy
© Sansom Lacoste



SOLUTIONS FOR THE GROWTH AND COMPETITIVENESS OF THE WATERWAY

The Seine-Scheldt network is the largest European logistical and waterway development project of the first half of the 21st century. Located at the crossing point of four of the nine European multimodal corridors, it opens up a new gateway to Europe for the ports of Le Havre, Rouen, Dunkerque, Antwerp and Ghent. This gateway is connected to the river, rail and road networks of the largest European production and consumption catchment area. At the heart of the network, the 107 km Seine-Nord Europe canal is the «missing link» that will accelerate the modal shift in France, Flanders and Wallonia, given the high road traffic levels and economic and ecological costs faced by these regions. Thanks to the networking of the North European catchment areas, the increasing size of the ships and convoys and their increased modularity, their capacity to serve the large-gauge and small-gauge

networks and the development of logistics infrastructures and multimodal solutions associated with the development of the inland waterway infrastructure, waterway transport will become more attractive, accessible, competitive and efficient.

The volumes shipped will increase, costs will fall, the markets will expand across Europe and internationally and they will diversify. For example, the circular economy recycling sectors will be able to reprocess the waste of more than 20 million people in the Grand Bassin Parisien and more than 30 million people in northern France and Benelux in a more consolidated and industrial way. Users of the waterways will also have the opportunity to become part of a community of interest covering various needs such as shipbuilding. To speed up the modal shift, the priority of the stakeholders of the Seine-Scheldt

network is to promote freight transport through initiatives such as Watertruck and Multiregio. These projects bring together regions, ports, shippers and transporters. It has four goals. The first is to create a supply chain that is visibly more integrated as part of 24 hour-a-day «door to door» operations. The second is to expand the waterway transport offer using modular units with a capacity of 300 to 500 tons. The third is to reduce the need for transshipments by consolidating shipments into convoys, and to reduce costs. Finally, the fourth objective of Multiregio is to develop a global logistics offer (including inland waterway transport, handling, storage and pre- and post-shipments) that is integrated with the large and small gauges and pooled with the players of several ports or an inland waterway link.

A PROJECT THAT IS PART

THIS PROJECT BRINGS TOGETHER THE REGIONS, PORTS, SHIPPERS AND TRANSPORTERS

Works on the Seine dock at Pont de Sèvres
© Société du Grand Paris



Carrières Unies de Porphyres site at "Lessines"
@Eurovia



HÉLOÏSE PACORY

HEAD OF THE RECYCLING, TRADE, TRANSPORT AGENCY AT EUROVIA

« Located about 40 kilometres from Brussels, the Carrières Unies de Porphyres was bought by Eurovia, a subsidiary of Vinci, in 2006. They include the two quarries of Lessines and Bierghes that yield from 1.6 to 1.9 million and 0.4 to 0.5 million tonnes of hard materials respectively. These materials are used for a variety of applications ranging from railway construction to more industrial applications such as ceramic manufacturing.

We deliver to clients throughout Belgium, but also to the Netherlands and France, mainly in the Nord and Pas-de-Calais and also in Picardie. The shipments are mainly fulfilled by road. Rail shipments accounted for 20% of traffic in 2017 with the waterways accounting for 3.1%. We load the production of Lessines at the port of Vaulx and use that of Clabecq for the materials of Bierghes. To improve industrial performance and reduce our environmental impact, we intend to develop the waterway transport mode and make it a pillar of our development.

As part of our «Lessines 2020» plan, which will launch the operational use of a new extraction basin, we are considering, for example, reopening a loading facility on the Dendre that was previously used in the quarry. This would reduce pre-shipments using roads. In this context, the creation of the Seine-Scheldt network is excellent news. With the arrival of the large-gauge facilities, we will be able to consolidate our shipments, and, thanks to the coupling and decoupling of the barges, load materials for different clients that we will deliver using a real urban distribution system. We will be able to strengthen our current commercial positions and expand our catchment area in the Paris Basin, for example. »

OF A DYNAMIC ECOLOGICAL APPROACH

At a time when the international community is coming together to combat climate change, the Seine-Scheldt network is at the heart of the ecological and energy transition of the north European regions. It will be a driver of the energy transition, since it will speed up the modal shift towards the inland waterways, leading to a reduction in greenhouse gas emissions. The impact will be greater thanks to the prospects of the work initiated with the industrialists, renewable energy producers and R&D teams on the zero-emissions «boat of the future». Added to this is the high potential of river-side green energy production and storage solutions.

Hydroelectric power is not the only option in this area: there are others, such as the production of energy from biomass in association

with the agricultural and forestry players. As for the ecological aspects, the Seine-Scheldt network is a virtuous model, with many compensatory and support measures. These measures represent, for example 10% of the total budget invested in the reopening of the Condé-Pommerœul canal in the Hauts-de-France, where 64 acres of wetlands have already been restored upstream of the works.

In addition to the construction site, the Seine-Scheldt network has ecological performance objectives. It not only aims to tackle the issue of the eco-management and preservation of the water resources (see p. 33), but also issues like water quality, the environmental upgrade of waterway transport and the green and blue corridors. In Flanders, a programme was launched as part of the implementation to improve the ecological quality of the Lys and the entire Lys valley.

THE DEPLOYMENT OF THE NETWORK IS BASED ON A VIRTUOUS ECOLOGICAL MODEL

Transporting heavy loads
© Damien Lachas



CHRIS DANCKAERTS
MANAGING DIRECTOR

FRANK SERPENTIER

PROJECT MANAGER FOR DE VLAAMSE WATERWEG (DVW)

« In Flanders, there is a fairly broad consensus on the Seine-Scheldt network and its interest. The communication efforts of the Seine-Scheldt European Economic Interest Grouping (EEIG) to raise its profile and clarify its rationale have helped to achieving this. The network must be clearly identified and understood for what it is: the largest European project in terms of its budget and vision.

The discussions on the network are continuing and crystallising into concrete measures. In 2018, for example, we took the initiative to encourage exchanges on its ecological aspects, by organising bilateral meetings between farmers and environmental associations which have fostered greater mutual understanding between the two parties.

The network also provides an opportunity to experiment with new project management and consultation processes, such as the one set up by the Flemish government around the repurposing of the Kortrijk canal. »



3D image of the new bridge at Ingelmunster (Roulers-Lys canal)
© De Vlaamse Waterweg



European Conference on multimodal transport in Sofia in March 2018
© European Union

2 - A JOINT VISION AND SHARED OBJECTIVES

2018, THE YEAR OF MULTIMODALITY

The Seine-Scheldt network is driven by a strategic vision: the construction, at European level, of a new multimodal economic model for managing flows in the regions concerned (e.g. the transport of goods, which alone accounts for 6.8 billion tonnes traded in the zone, including the external maritime transport). It is a model that relies on economically efficient waterways, rail and road that use high-quality interconnected infrastructures linked to a high-performance and innovative offer of services for each of the transport modes. It was designed in 2004 using the parameters of the transport offer on that date and those planned for the commissioning of the network. Since then, it has been constantly refined by studies and exchanges. For example, by bringing together more than 250 shippers between 2013 and 2016, the members of the Seine-Scheldt EEIG, working with the railway and port partners, conducted a study on the following three basins: Seine-Scheldt, Rhine-Moselle and Rhône-Saône. The challenge was threefold: develop multimodal services using the waterways and/or rail along the North Sea/Mediterranean corridor; get the maritime and inland ports

more closely involved in the development of the waterways; measure the environmental benefits by proposing solutions for reducing external costs while working closely with the economic and regional players.

In 2018, further progress was made, especially during the multimodality discussions held in March 2018 in Sofia, Bulgaria, as part of the largest annual European event on trans-European transport networks: the TEN-T Days. The Seine-Scheldt network was one of the projects presented at the conference on the North Sea/Mediterranean corridor of this event. The discussions highlighted the importance of truly integrating every link in the value chain of inland waterway logistics, by coordinating the logistical and industrial processes, developing cooperation between the players of the «supply» chain, sharing data and automating and digitising operations.



RENAUD SPAZZI

DEPUTY MANAGING DIRECTOR OF VOIES NAVIGABLES DE FRANCE (VNF)

« With Seine-Scheldt - which is both a future network, a new gateway to Europe, the largest waterway development project of the first half of the 21st century and a growth driver for all the regions concerned, we are going up a level. We are giving a continental scope to a regional infrastructure so that France can integrate the inland waterways of Europe. By increasing the capacity and appeal of the waterways, we are taking up the major challenge of speeding up the modal shift from lorries to ships. By providing access routes and logistics infrastructures, we are also giving ourselves the means to speed up local industrial and economic development and, beyond that, to help energise multiple regions. »

THE WAYS OF SPEEDING UP INDUSTRIAL AND LOCAL ECONOMIC GROWTH

IMPACT CHART/ EUROPEAN POLICIES

		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	MUTUALIZE AND MASSIFY LOGISTICS FLOWS AND INDUSTRIAL FREIGHT												
B	PROMOTE INVESTMENT FR/BE/EU/INTERNATIONAL ALONG THE WATERWAY												
C	DEVELOP A LARGE-GAUGE INLAND WATERWAY NETWORK FR, FL, WA AND EU												
D	MODERNIZE IWT FLEET (ENERGIES/MOTORS)												
E	LOCATE EUROPEAN DISTRIBUTION CENTERS IN FR/FL/WA												
F	CONTRIBUTE TO REDUCING TRANSPORT IMPACTS ON CLIMATE												
G	DEVELOP, STORE AND DISTRIBUTE RENEWABLE ENERGIES ALONG THE WATERWAY												
H	REDUCE ROAD CONGESTION												
I	CONNECT TERRITORIAL INDUSTRIES TO EUROPE AND OVERSEAS												
J	DEVELOP MULTIMODAL SOLUTIONS IWT / RAIL / ROAD												
K	DEVELOP EUROPEAN AND INTERNATIONAL STRATEGIC PARTNERSHIPS												
L	DEVELOP A INLAND PORTS NETWORK IN FR, FL, WA AND EU												
M	DEVELOP GREEN FLOWS (PASSENGERS AND GOODS)												
N	CREATE NEW LANDSCAPES AND URBAN AND RURAL CONNECTIONS												

LEGEND

STRONG IMPACT MEDIUM IMPACT LOW IMPACT

TAKING ON A TECHNICAL AND REGIONAL CHALLENGE TO DESIGN A SAFE AND EFFICIENT OPERATING SYSTEM

At the heart of the Seine-Scheldt project, there is an exceptional construction site: the construction in France of a 107 km European Vb gauge, connecting the Oise to the Dunkerque-Scheldt canal from Compiègne to Aubencheul-au-Bac, near Cambrai. Due to be commissioned by 2027, it will accommodate pushed convoys (185 x 11.40 metres). The footprint of the structure will be substantial and involve the displacement of 57 million m³ of materials. The safety issues associated with the resistance and Water Tightness of the project is an integral part of the design and implementation of the project and the regulations will also result in many environmental enhancements.

In addition, one of the sections of the canal will be completed without reducing the traffic of the side canal of the Oise and the Canal du Nord and the intersecting traffic during the construction work. What's more, there is a challenge in terms of inno-

vation because the canal structures will be remote-controlled and will be able to use the renewable energy generated on site or by the port facilities. The project has a number of priorities, including the technical performance for the long-term economic operations run by VNF, eco-performance (i.e. the economic and ecological performance), the partnership and the participation. As a result, there is a close collaboration between VNF and SCSNE that aims to prepare as much as possible for the challenges surrounding the operations, maintenance and regeneration work, which are to be incorporated in the design of the works and the operating system so that the canal can be used safely and effectively. In 2018, further breakthroughs were achieved through this collaboration. The pilot study for sector 1 between Compiègne and Passel was validated by the CNSNE supervisory board, paving the way for the launch of a new phase of consultation with extended

meetings for the elected representatives and residents. The construction of the canal is also a challenge for businesses and communities in the regions concerned, which must organise themselves to meet the demands of the project and maximise the benefits. So that a relevant offer could be put together more easily, a "Grand Chantier" approach was put in place in 2015. It was led by the coordinating prefect of the project supported by the regional committees. In order to support local stakeholders properly and maximise the opportunities associated with the completion of the work, it was organised around the following five topics: Canal Employment, Canal Training, Canal Solidarity, Canal Businesses and Canal Welcome. In 2018, the framework agreements on the Integration (Canal Solidaire), Employment and Welcome topics were adopted by the supervisory board of the SCSNE and the creation of a shared logo on the Grand Chantier (major project) approach helped to unify the project and raise its profile.



PATRICIA ROUY

SEINE-NORD EUROPE CANAL PROJECT MANAGER AT VNF DT NORD-PAS-DE-CALAIS

« As a future operator of the Seine-Nord Europe canal, VNF interfaces with the SCSNE project company. The challenge for our two companies is to ensure that the operational and maintenance issues of this new infrastructure are properly integrated as far in advance as possible.

This is all the more important as VNF is the current operator of the waterways located at the southern and northern ends of the Seine-Nord Europe canal and also the works owner for the operations conducted on these waterways as part of the Seine-Scheldt network implementation. The relations between VNF and SCSNE were concluded in an agreement signed in 2018. This agreement gives our organisation technical advisory missions at the main stages of the project. We have issued advices to date, both on the outline design for the construction of sector 1 of the canal. These are detailed views which include recommendations and bring together about 40 VNF employees over the course of almost one month. The collaboration with SCSNE also involves regular meetings between our respective teams on specific topics such as water management or environmental measures. These meetings will become more and more technical as the project progresses. The next one for Sector 1 is planned for the second half of 2019, following a review of the completed file for the launch of the construction works. »



PASCALE BANTEGNIES

SEINE-NORD EUROPE PROJECT MANAGER FOR THE PAS-DE-CALAIS DÉPARTEMENT

« As part of the 'grand chantier' (major project) process of the Seine-Nord Europe canal, the six départements concerned by the project, i.e. Nord, Oise, Pas-de-Calais, Somme, Aisne and Val d'Oise, have been named leaders of the employment integration process. They quickly organised themselves and came together to form a working group in July 2015 and draw up a common roadmap.

Its aim is to uphold the integration clause for each economic activity as a unifying tool for the return-to-work and professional training policies of the different audiences and to plan, in partnership with the works owner, the implementation of this clause in the contracts awarded for the construction of the canal. This scheme known as 'Canal Solidaire' (solidarity canal) reflects the growing ambition of the départements in the area of integration and social responsibility within the framework of the project. It represents their commitment to a global and consistent offer of services that will benefit the local population and all those involved in the project. The services have been translated into a methodological guide entitled 'Les Cahiers du Canal Solidaire' (the solidarity canal guidelines). The implementation of the guide, which has been part of a voluntary commitment since the end of 2016, led to the inclusion of the first social clauses in the contracts where this was relevant. This was even more successful than expected as we were targeting 3,299 hours of employment, a goal that was tripled with 13,000 hours recorded in January 2019, with the recruitment of 13 people with a wide range of profiles, some on permanent contracts. On 28 February 2019, the partnership agreement for the implementation of the 'Canal Solidaire' scheme, validated in 2018, was signed in Arras between the chairman of the supervisory board of the SCSNE and the six chairmen of partner département councils. This is the guarantee of the long-term viability of the scheme. »



Signature of the Canal Solidaire agreement promoting integration
© Yannick Cadart / CD62

REGENERATING AND MODERNISING THE 1,100 KM OF THE EXISTING NETWORK IN FRANCE, FLANDERS AND WALLONIA

The regeneration and modernisation of the upstream and downstream waterways of the future Seine-Nord Europe Canal, which is essential to ensure that it becomes a credible and sustainable transport alternative, is the other key to the success of the Seine-Scheldt network. Significant investment programmes have been launched for this purpose in France, Flanders and Wallonia. They will enhance the reliability of the inland waterways and waterway infrastructures, while adapting them to cope with the increased flows and the upgrade of the fleets composed of larger vessels with bigger capacities. These programmes also aim to improve the quality of service,

optimise the servicing of the domain and reduce operating costs. In France, in the Seine Basin, they will upgrade the Oise between Compiègne and Creil (the Mageo project) and the Seine between Bray and Nogent to the large gauge. Regeneration works are also planned, especially on the Seine downstream from Paris, including the renovation of the Mericourt locks. In the Hauts-de-France, priority is being put on the modernisation of the locks, such as the Don lock, and the recalibration of the Condé-Pommerœul canal to open up the Seine-Scheldt network to the target vessels from 2022 onwards. As this link is connected to the Walloon network, the project is carried out in close collaboration with Wallonia. The

latter has invested a lot in increasing the gauge of the Walloon backbone and adapting the hydraulic structures. This has resulted, for example, in the modernisation of the Tournai crossing and the Kain weir, whose new facilities on the Upper Scheldt were opened in June 2018 following a major project launched in 2015. Similar programmes are being pursued in Flanders, such as the renovation of the locks of Evergem, Harelbeke and Vive-Saint-Bavon on the Lys, the construction of a new bridge for cyclists and pedestrians overlooking the Scheldt at Wetteren or the new urban dock walls in the city centre of Kortrijk.

DEVELOPING A NEW MULTIMODAL SERVICE OFFERING

In addition to the inland waterways and infrastructures, the stakeholders of the Seine-Scheldt project are coming together to develop the service offering on the network by integrating the multimodal aspect of the entire logistics chain: sea, waterway, railways, roads.

Projects are being launched in all the regions concerned. Some are aiming to pool existing resources. Some parts of the construction industry are looking at the possibility of sharing the handling and storage facilities on the docks with other sectors to cover fixed and variable costs.

Others are turning to the development of the port areas, particularly through the installation of new, sometimes bi- or tri-modal, logistical infrastructures to take into account current and future requirements in terms of transshipment.

In collaboration with France and Flanders, Wallonia, for example, is setting up platforms like the Val d'Escaut-Port de Pecq business park, which is designed to complement the Vaulx port facilities. At the same time, innovative services are emerging, such as the remote control systems of the locks. In the Hauts-de-France in particular, 16 locks will be connected and controlled remotely from the same control station, which will extend shipping hours and smooth out traffic flows.

Innovation is also being introduced through the work being done in Flanders on the European Watertruck programme, which aims to revitalise transport on the smaller waterways using adapted push tugs and barges, autonomous navigation, palletised freight transport or even digital waterway information services.

SHARING THE GOODS HANDLING AND STORAGE INSTALLATIONS ON THE DOCKS



Delta 3 multimodal platform
Dourges © LDCT



FRÉDÉRIC ALPHAND

DEPUTY REGIONAL DIRECTOR OF THE SEINE BASIN
AT VOIES NAVIGABLE DE FRANCE (VNF)

« The implementation of the Seine-Scheldt network is behind a whole chain of regeneration projects for the waterway network of the Seine basin. I am thinking particularly of the Mageo project for the upgrade to the European Vb gauge of the Oise downstream of Compiègne and the modernisation of a number of very old works on the Seine downstream of Paris, such as the two locks at Méricourt, that are used by half of the vessels navigating in the basin each year, or even the Port-Mort and Poses-Amfreville weirs. In addition, there are smaller but equally important works, such as the repair of the Bougival locks, whose role is crucial since they are located downstream of the port of Paris-Gennevilliers. These projects are run by VNF, the works owner, in close connection with all the stakeholders. »



ISABELLE MATYKOWSKI

REGIONAL MANAGER NORD-PAS-DE-CALAIS
AT VOIES NAVIGABLE DE FRANCE VNF

« The restoration, upgrade and modernisation projects carried out as part of the Seine-Scheldt project will make the waterway more attractive. Check out the work done on the Don lock, a spectacular project that was completed in 2018. Nearly € 15 million were invested to install new gates, renovate the control system or improve the hydraulic management systems. This will significantly improve the safety of the waterway and deliver world-class quality of service. As for the project to control the locks remotely, this will extend the current shipping hours (i.e. 6.30 am to 8.30 pm, with the option to extend the hours on request) to a potential 24-hour a day service from 2023. »

3 - A COLLABORATIVE IMPLEMENTATION

MOBILISATION OF THE PUBLIC AND PRIVATE PLAYERS

The Seine-Scheldt network is a reflection of Europe: it needs a range of public and private players to come together at every level and commit to a shared ambition. The project is supported by the European Union and upheld from the States, with the communities and economic partners, including the citizens themselves. It is conducted in an open and integrated way with the institutions and the waterway's stakeholders as well as the representatives of the maritime and rail transport sector.

As it is a project with strong regional ties, it has very active regional partners: regions, départements, intercommunalities, municipalities, state services. It is also the opportunity to build a broader partnership between the regions, the seaports and inland ports, waterway managers, waterway shipping, transport operators, industrial and logistics shippers, farmers, etc. Finally, it is an open project with inputs coming from other major European projects.

BUILDING A BROADER PARTNERSHIP BETWEEN THE REGIONAL, PORT AND ECONOMIC PLAYERS

A COORDINATION PARTNERSHIP

A partnership governance was set up for the project because of the need to get multiple players to work together.

Seine-Scheldt. It is based on an intergovernmental commission that meets quarterly and the European Economic Interest Grouping (Seine-Scheldt EEIG) which meets every month and whose members communicate with each other on a daily basis. The 14 years of teamwork between the members, that were joined in 2018 by the Société du Canal Seine-Nord Europe (SCSNE), have forged strong ties between the implementing bodies. To manage the project and financing agreements, the Seine-Scheldt EEIG works closely with DG Move (European Commission's directorate-general for mobility and transport) and INEA, its executive agency for innovation and networks. In 2018, for example, site visits were organised to promote an in-depth understanding of the operating mechanisms of each stakeholder. Another highlight of the year was the participation of the EEIG in the TEN-T Days in Ljubljana that made it possible to lay out its challenges within the North Sea-Mediterranean corridor.

It also provided a platform for the launch of a new communication strategy on a stand dedicated to the project and the multimodal map of the European network. The audit of the six very large European projects launched in October 2018 by the European Court of Auditors further intensified the teamwork within the EEIG. The implementing companies shared the decision-making data of all the operations of the Seine-Scheldt network since the beginning of the 1990s. They also had to compare the stakeholder engagement methods implemented and the ongoing actions to ensure that the project produced all the expected results. In addition, meetings were held in late 2018 with INEA and DG Move to prepare the mid-term review of the Grant Agreement and start work on the signing of an Implementing Act setting out the mutual commitments, calendar and objectives by 2030 in keeping with the Tallinn agreement.

Field visit of the European Commission with the members of the EEIG © VNF



JÉRÔME DÉZOBRY

CHAIRMAN OF THE BOARD OF DIRECTORS OF THE SOCIÉTÉ DU CANAL SEINE-NORD EUROPE (SCSNE)

« We are working closely with the regions to prepare the construction of the Seine-Nord Europe canal. The chosen method is based on a mechanism that has been specially created for the project: the regional development contracts. There is one per district along the route, signed by the state, the region, the département, the inter-municipal structures and the Société du Canal Seine-Nord Europe (SCSNE).

Each contract is drawn up with the communities and consistent with the following three objectives: riverside facilities, economic development during and after the construction project, organisation of the site. The contract formally recognises the partnership with the local stakeholders, facilitating the study of scenarios, the analysis of proposals and the prioritisation of the measures to be taken, e.g. those relating to the environmental compensatory measures. »



Bossuyt-Kortrijk canal study workshop © De Vlaamse Waterweg

MEMBERS OF THE EEIG SEINE-SCHELDT



Representative of Voie Navigables de France (VNF)

Nicolas Bour,
Director for European links
and Innovation, 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.

Voies navigables de France (VNF)

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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.

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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).

Société du Canal Seine-Nord Europe

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Representative of Service Public
de Wallonie (SPW)

Christelle Viaud-Mouclier,
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.

Service public de Wallonie (SPW)

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Loading of cereals and unloading of containers France
© VNF: Alexandra Lebon

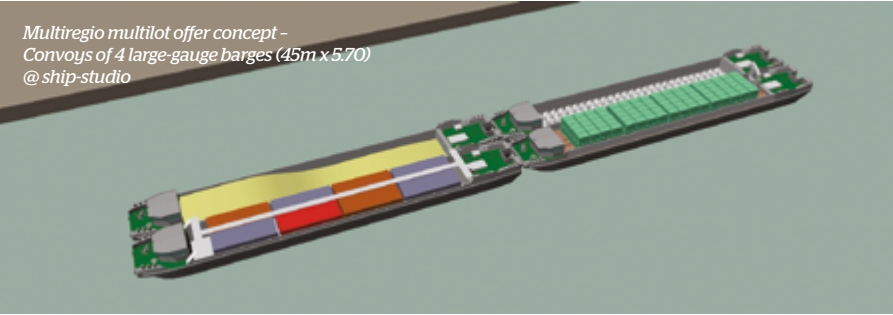


Industry along the circular canal of Ghent
© De Vlaamse Waterweg

COLLABORATIVE PREPARATION AND IMPLEMENTATION OF THE PROJECTS

The consultation has been an ongoing part of the governance of the Seine-Scheldt project since the beginning of the 1990s. As a result of this, the regional players and European economic players are lending their support to it. The former will benefit from a means of driving economic development and permanent jobs. The latter will be able to access

driving growth with a meshing effect, shipment consolidation and the installation of new business areas. In another illustration, workshops are organised by Voies Navigables de France and the carriers with the shippers of the different industrial sectors to put together a new logistics offer for supplying the major construction sites.



competitive and reliable logistics solutions at the regional, national, European and international levels. To maintain the impetus of this consultative approach, everything is done to promote dialogue around the network. For example, the Société du Canal Seine-Nord Europe has a partnerships and regions department to address a dual challenge: firstly, ensuring that the Seine-Nord Europe canal is properly appropriated by the regions by facilitating participative systems and partnerships with the project stakeholders. Then, ensuring that it is properly used by assisting local authorities in

Highly regulated and particularly fruitful, the consultation is driven by the public authorities. It is structured around the implementation of 16 objectives set in 2015 by the EEIG partners to meet the priorities of the European Commission. Started in 2010, it is conducted at every level and with all the stakeholders. It gives rise to consultations with stakeholders, white papers, meetings and public inquiries to inform, debate, gather opinions, share and inform project choices. It was actively pursued in 2018. This is evidenced by the exchanges between Voies Navigables de France,

the Public Service of Wallonia and De Vlaamse Waterweg on the re-opening of the Condé-Pommerœul canal, the visit to France of a Flemish economic mission or the meetings organised in the Seine basin to present the Mageo project and its consequences to the local stakeholders.

These consultation efforts are paying off, as was once again highlighted by one of the key events of the year for the Seine-Scheldt network: the signature during the state visit of the President of the French Republic to Brussels on 19 November of the tripartite agreement between France, Wallonia and Flanders on the work to be carried out on the Lys-Mitoyenne, which was drawn up to organise the collaboration, transfer the resources and share out the responsibilities.

Another significant event in 2018 was the publication of the study jointly prepared by the Lille Métropole development and town planning agency and Essec on the Seine-Scheldt link and its local development opportunities in the Hauts-de-France region, in keeping with the advances made over a number of years by the players of the region.



PATRICK DEGRYSE

CHAIRMAN OF THE CLC&T GROUP AND W&Z VZW
THE ASSOCIATION OF WATERWAY USERS IN FLANDERS

« In Flanders, we saw with the Albert canal how the waterway could be a growth driver for industrialists. With the announcement of a 40% increase in freight transport within ten years in Belgium, we expect a lot from the Seine-Scheldt network. It will allow us to transport our goods to France without worsening road congestion and to benefit from new development opportunities, such as the Grand Paris project or the 2024 Olympic Games.

The shipment consolidation effect will be maximised, because we will use boats with capacities far superior to those that are currently used on the canal du Nord. To make the most of what the network has to offer, we took the initiative to send an economic mission to meet with our French interlocutors in 2018. It brought together entrepreneurs working in various sectors such as construction, earthworks, depollution, dredging, recycling, sanitation, multimodal transport, distribution and logistics, as well as waterway managers, experts in mobility, the environment, spatial planning, hydrographic prospecting, geophysics, geotechnics, flood protection and teams working on innovative projects such as Watertruck.

On 19, 20 and 21 September, we were received in Paris and Lille by Voies Navigables de France and its partners, we visited several sites, participated in workshops on the Multiregio project for example, attended presentations on ground-breaking initiatives like the experiment conducted with Franprix to fulfil deliveries to high street stores using the waterways. During these three days, we also had numerous very open discussions with various interlocutors, to share our knowledge and discuss our vision of the future. The results were very positive and the mission really laid the foundations for further future collaborations. »



BRUNO FONTAINE

CHAIRMAN OF NORLINK

« The Seine-Scheldt network is a necessity if we want to help our customers perform better and enhance the competitiveness of our ports by working together rather than being rivals. Within Norlink, we are working on the synergy of the ports of the northern link, on the basis of the roadmap drawn up at the request of the Prime Minister by Michel Lalande, Prefect of the Hauts-de-France region and Prefect of the Nord. On 10 April 2018, the Prefect chaired the first steering committee of the inter-port coordination council. The second met on 17 May.

The challenge is to formally set out a collective strategy for developing the hinterland, making investments and promoting the ports. It is a question of sharing the same vision and gradually transforming this vision into real initiatives on this basis. We have already started thinking about developing a common business approach and using a joint sales force as well as having a related offer that includes additional services, because the ports are not just places for loading and unloading goods!

Ultimately, we hope to extend this co-construction approach and develop together with the ports of the Seine link. For all of us, it is a real cultural transformation that is beginning, driven by the new impetus provided by the European North Sea-Mediterranean multimodal corridor. »



ANTOINE BERBAIN

DEPUTY MANAGING DIRECTOR OF HAROPA

« Although 2018 was a key year for the Seine-Scheldt network, with the structuring of the Société du Canal Seine-Nord Europe, it is still too early to make plans directly related to the network.

Our priority today is to improve our competitiveness on the Seine link. To cope with the increase in waterway traffic, we are, for example, setting up a network of container terminals in Île-de-France at Gennevilliers, Bruyères-sur-Oise, Montereau-Fault-Yonne and Evry. It is also an opportunity for all the stakeholders to get to know each other better and to better understand the needs of the market. Hence the interest of an initiative like the arrival in France of the Flemish economic mission last September, which we met. »

CO-CONSTRUCTED POOLED MULTIMODAL SOLUTIONS

One of the main aspects of the consultation, which has been initiated with all the inland waterway stakeholders, is the integration of the waterway transport in the logistics value chain and the development of standardised, high-performance, integrated solutions in the economical and ecological sphere.

The fundamental aim of this collective approach is to clearly identify the issues, needs and expectations of shippers, logisticians, carriers and local authorities. As a direct result of the consultations conducted to date, for example, the players of several industrial sectors have set out their priorities in relation to the waterway and multimodal logistics sectors.

The agriculture and agro-industry sectors have highlighted the rise in port and urban-based distribution operations using the waterways. The chemical industry, which is highly dependent on international trade, has spoken in favour of direct access to the major seaports. As for the players of the circular economy, they would like waste sorting and treatment centres to be set up near the network. The implementation of suitable solutions is also dependent on improved synergies and complementary assets.

The policy pursued by the sea and river ports is exemplary in this regard. In order to jointly enhance the logistical opportunities, improve the performance of their hinterland and achieve the results targeted by the Seine-Scheldt project in terms of traffic and riverside investment, they are developing cooperative initiatives. Since 2017, the Norlink Ports association has brought together the managers of 20 Hauts-de-France port sites (representing a total of 90 million tonnes of maritime traffic and 12 million tonnes of waterway traffic) to achieve the following shared ambition: making the region a logistics hub of north-west Europe. As the project progresses, an increasing number of initiatives are coming out of the joint discussions initiated by the ports on the solutions to be implemented.

In 2018, those of Paris Seine Normandie, which forms part of Haropa, have for example signed an agreement with the Prefect of the Île-de-France region, the Société du Grand Paris, the Paris town hall and VNF to promote the use of the waterway for the disposal of excavated materials and delivering the supplies to the building sites of the Grand Paris Express.

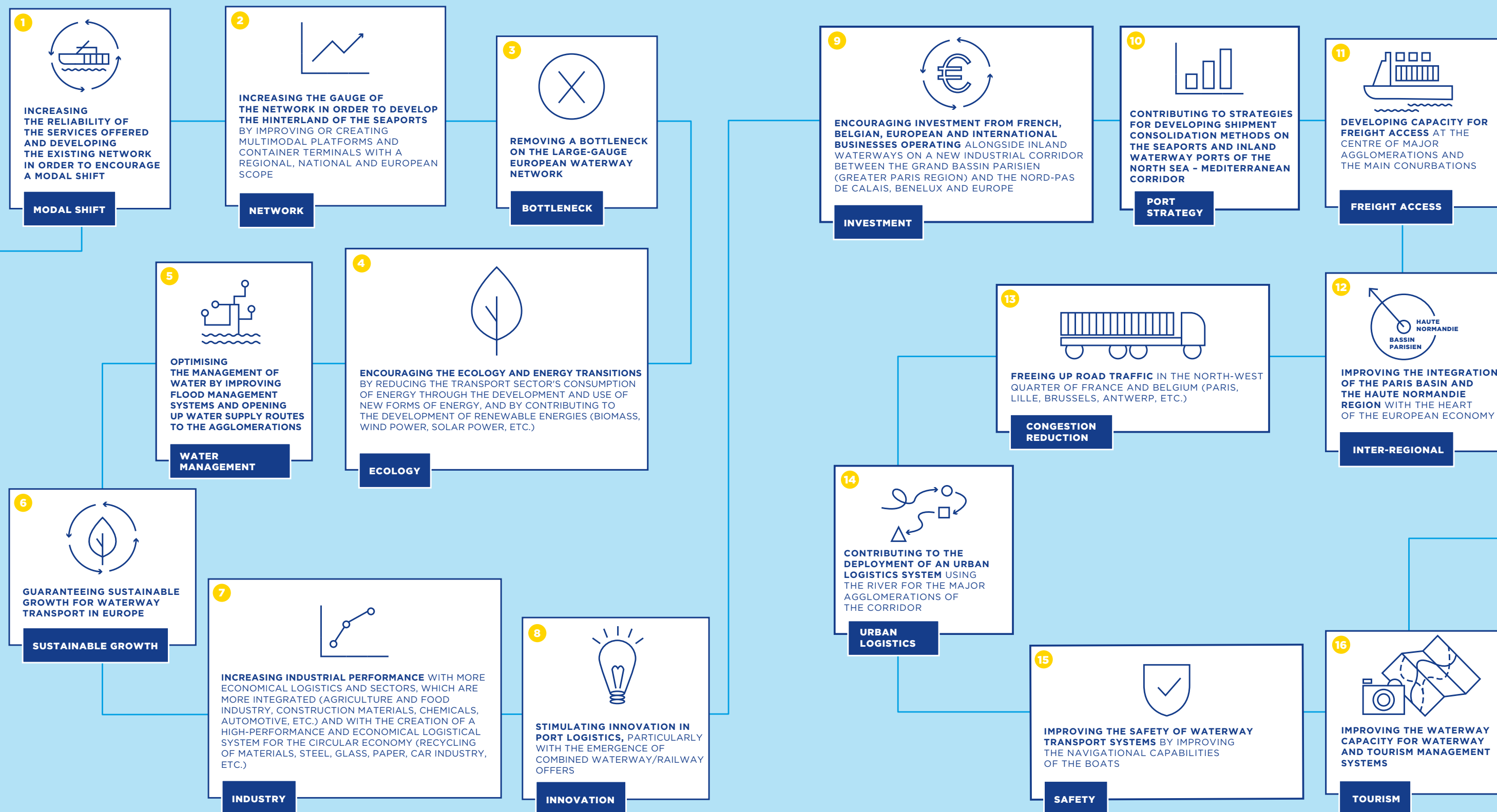
Haropa, acting on behalf of the Société du Grand Paris, took an initial step in this area by creating the new sorting platform at Bonneuil sur la Marne, which will house some of the excavated materials. In addition, Haropa, working in partnership with VNF and the Seine Valley development delegation, has drawn up a master plan to promote the development of river cruises with accommodation downstream of the Seine and in the Seine Bay. The goal is to cater for 28 cruise ships and 200,000 passengers by 2028 by increasing the number of ports of call and adapting them to the size of the boats.

THE RISE IN PORT AND URBAN DISTRIBUTION USING THE WATERWAYS



Unloading of heavy packages at Harnes
© VNF/Alexandra Lebon

THE OBJECTIVES SET IN 2015 BY THE PARTNERS OF THE SEINE-SCHELDT EEIG ARE IMPLEMENTED IN A PARTNERSHIP APPROACH IN ORDER TO MEET THE PRIORITIES OF THE EUROPEAN COMMISSION



CHAP. 2

MANAGING THE WATER RESOURCE, A CHALLENGE AT THE HEART OF THE SEINE-SCHELDT NETWORK

The network will cross six regions of northern France and Europe, which will be integrated into their major water cycle. The management of this resource is crucial to the success of the project. Particularly complex due to the abundance of connections, the range of different issues and the large number of players involved, it will nevertheless manage the smooth running of the 1200 km of waterways and the effective growth of waterway transport. It will also contribute to combating flood and drought risks as well as preserving the natural environment. The members of the Seine-Scheldt EEIG quickly tackled the issue, with a common aim: laying the foundations of a management system that is concerted and properly structured. The stakes are high, given the context marked by the likelihood of increased traffic and riverside operations, but also by the increasingly noticeable effects of global warming.



Kain/Upper Scheldt weir
Hydroelectric power station © SPW



PHILIPPE DIERICKX

HEAD OF INTEGRATED HYDRAULIC MANAGEMENT
AT THE PUBLIC SERVICE OF WALLONIA (SPW)

« Our service has three major missions. The first is to gain a better understanding of the hydrology and water supply in our waterway network, using our data and that of other regions, e.g. the Hauts-de-France. The second is to assess, using warning systems, the strain on the water resource: is there enough, too much, not enough? What are the prospects in the short or medium term? Our third mission is to manage the water so that the waterways can operate properly, by keeping them open to shipping as a matter of priority.

We work with local management departments, in collaboration with public and private stakeholders such as the local authorities and power producers, and in partnership with our counterparts in the neighbouring regions, including Voies Navigables de France and De Vlaamse Waterweg. In the Scheldt basin, there is a trend towards tighter controls in hydraulic management, given the increased risk of drought and sudden floods due to climate change. We must adapt and incorporate new challenges, such as the sharing of water. »

1 - THE CHALLENGES OF MANAGING WATER WITH A GLOBAL AND CONCERTED APPROACH

ACTING MORE EFFECTIVELY AND QUICKLY THANKS TO SUPERIOR HYDRAULIC KNOWLEDGE

Hydraulic management relies on being able to gather lots of data. In France, Flanders and Wallonia, the networks are equipped with scales and sensors that measure the variations in the water level on each reach, instruments that deliver flow rate readings, sensors that define the operations of the works, etc. When this information is gathered, aggregated, centralised and monitored in real time, it can be used to make the right decisions. In an effort to continually improve operations and act more quickly, the managers are gathering a broader spectrum of data and refining it. This will include adding instruments to the water intakes in the countryside used to supply the canals.

Hydrographic surveys are also launched on a regular basis to supplement the available information. The network managers use this to build histories, models, projections and change scenarios, e.g. to assess a flood risk or identify water requirements in greater detail. Their ability to anticipate and react quickly has improved. The players of the Seine-Scheldt network will continue to operate in this way, while incorporating the following new challenge to improve their knowledge base: cross-border data sharing, which is essential to have the overall vision needed to manage the waterways effectively.

MAKING NAVIGATION SAFE, GUARANTEEING THE CLEARANCE UNDER WATERWAY STRUCTURES AND WATER HIGH CONDITIONS

KEEPING THE WATERWAYS OPEN TO SHIPPING BY MAINTAINING WATER LEVELS

The priority of a controlled hydraulic management system is to maintain a sufficient and stable level of water so that ships can navigate and moor in complete safety and guarantee the clearance beneath the waterway structures. The teams in charge of this management system in the regions, through which the Seine-Scheldt network passes, monitor changes in the water levels of the reaches in real time and regulate them by balancing the different hydraulic flows: navigation flow rates, water intakes, groundwater, tributaries, water treatment discharges, canal water supply, etc. They must take into account various parameters such as the operation of the waterway structures, the river traffic, the weather conditions and the water consumption. Regulating the water levels relies on certain measuring instruments and warning systems, the operations of the hydraulic structures such as the weirs and pumps, and the water management rules. In France, for example, VNF has put in place water management protocols in sensitive areas. In order to maintain navigation on the Seine-Scheldt network, the balancing operations will have to incorporate new parameters, e.g. more connections between the waterways. This will gradually lead to a management system for each route that will be less and less linked to the administrative boundaries between the regions.



ANNICK DE WINTER

SPECIALIST IN WATER MANAGEMENT AT DE VLAAMSE WATERWEG (DVW)

« In 2017, a year marked by drought, we set up a commission on this issue. It brought together all the managers of the municipalities and provinces of Flanders whenever necessary so that they could draw up a set of measures to be taken to prevent low-water periods as much as possible.

Some measures, such as navigation restrictions, are under the responsibility of the waterways. Others are aimed at reducing water consumption by users, whether they are farmers or industrialists. There are many exchanges between the members of the commission and their French and Walloon partners, particularly with the «drought and floods» working group of the International Scheldt Commission. »



Vives-Eaux weir
© Sernavision

SHARING ACCESS TO THE WATER RESOURCE FAIRLY

The waterways are not used for navigation alone. The water flowing through the waterways is also used for multiple agricultural, agro-industrial, industrial and tourist activities located near the banks, thereby contributing to economic development of the region. As a real driver of growth, the creation of the Seine-Scheldt network should lead to a growth of these activities, with an increasing number of water intakes. Managers will therefore have to promote shared and fair access to the water resource. What's more, this must be achieved at a time when

water is becoming scarce due to global warming. In France, the «Explore 2070» project, conducted between 2010 and 2012 at the initiative of the Ministry for the Ecological and Solidarity Transition, assessed the impacts of rising temperatures on the water resources by 2070. He pointed out a decrease of almost 30% in waterway and river flows. The players of the Seine-Scheldt network will have to take this change into account.

They will have to help organise solidarity within the regions regarding hydraulic management, set the drainage and irrigation conditions when water is scarce, take decisions when there is a conflict of interest regarding water usage and build up water reserves.

FLOOD PREVENTION

In addition to droughts, climate change brings with it an increased risk of flooding due to overflowing canals associated with increased precipitation and the accelerated melting of glaciers. Preventing and controlling this risk is crucial in the regions covered by the Seine-Scheldt network, where many towns and rural areas are exposed to such risks. The managers have already been working for several years in their respective networks, maintaining the embankments, setting up facilities such as containment systems, deploying systems, such as water distribution zones and management plans. In the Nord-Pas-de-Calais, VNF has worked extensively with its local counterparts on flood control and the systems used to divert flows to preserve the regions as much as possible. These elements are formally set out in hydraulic management protocols. The increasing number of connections between the waterways and the rise in hydraulic solidarity within the Seine-Scheldt network will encourage managers to pursue their efforts by increasing their collaboration and pooling their resources to gain efficiency.

THE INCREASING USE OF "GREEN" CONSTRUCTION TECHNIQUES TO REFURBISH EMBANKMENTS, THE CREATION OF FISHWAYS

MAINTAINING THE QUALITY OF THE WATER AND THE ECOLOGICAL CONTINUITY AND PRESERVING NATURAL ENVIRONMENTS

The hydraulic management of the Seine-Scheldt network must also provide solutions to environmental issues. It must guarantee a minimum flow rate that maintains and develops fish stocks, provides ecological continuity and preserves the quality of the water. Its managers also have a role to play in preserving the fauna, flora and local ecosystems, especially as the network is connected to large reservoirs of biodiversity such as the nature reserves, protected areas and wetlands. The efforts made in recent years in this area will therefore continue. Examples of the best practices that are being generalised are the increasing use of «green» construction techniques in refurbishing embankments, the incorporation of fishways on waterway constructions and the ecological redevelopment of sediment management sites (e.g. the exemplary work done at Mares de Millam, between maritime Flanders and inland Flanders, following the work on the widening of the Haute-Colme canal). Another environmental challenge relates to the hydraulic management of the Seine-Scheldt network: this involves the development of hydro-electricity production to contribute to the energy transition.

3D image of a fish pass at Harelbeke
© De Vlaamse Waterweg



Hydroelectric power plant of the Upper Scheldt weir
© SPW

2 - CURRENT SOLUTIONS PROVIDED BY THE IMPLEMENTING BODIES OF THE SEINE-SCHELDT NETWORK

COLLECTIVE GOVERNANCE

When the Seine-Scheldt project was launched, the only collective governance body dedicated to the hydraulic management of the network was the International Scheldt Commission, created in 1994 to coordinate the individual implementation by the states and regions covered by the network of the obligations arising from the European Water Framework Directive. On 6 December 2018, a key milestone was reached with the creation of a working group on hydraulic management within the Seine Scheldt EEIG.

A NEW INFRASTRUCTURE WITH A NEUTRAL HYDRAULIC IMPACT: THE SEINE-NORD EUROPE CANAL

The large-gauge Seine-Nord Europe canal, which will link the Oise to the Dunkerque-Scheldt canal, will be a key element of the Seine-Scheldt network. 107 km in length, it will have a water depth of 4.5 m and a surface width of 54 m. Underpinning its construction is the following key concept: global hydraulic neutrality. In order to respect the existing water levelling in the regions that is particularly exposed to the risk of flooding, the design of the future canal will fit into the existing global hydraulic operations (including during flood and low-water periods) and not create a negative impact. The SCSNE, works owner, and VNF, the future canal operator, are working together on the subject. The basis for their discussions are hydraulic and hydrogeological studies and models that use the latest available data. This is to obtain the most accurate vision possible of the impacts of the work and define the measures necessary to reduce its effects on the environment.

The water supply of the Seine-Nord Europe canal is also an area that needs to be examined closely as regards the aquatic environment. Consequently, the water requirements of the canal have been worked out in great detail in order to reduce the need to withdraw water. The latter is minimised with a combination of

several water saving measures: a very ambitious objective for Watertightness of the canal in order to reduce seepage losses as much as possible on the one hand, and the creation of saving basins along the locks and a pumping system to complement the filling of the locks and recycle the waters of the locks on the other hand. These measures will make the canal very water-efficient.

In order to provide the necessary resources to compensate for the low level of seepage and evaporation, a canal water supply scheme has already been established. It stipulates that no withdrawals will be made from the water table: all of the water needed will be pumped from the Oise, which has been chosen because of its available flow rate and quality. The amount of water will be adjusted according to what is needed and the available flow rate in the river. If the flow rate of the river decreases below a certain threshold, the shortfall will be met by a withdrawal from the Louette reservoir. Created in Allaines, in the Somme, it will have a usable capacity of 14 million m³ and will be supplied by withdrawals from the Oise during high-water periods. Although the priority was on making the banks strong, the environmental aspect has also been integrated: reflections are under way on ecological developments, such as creating banks with wetlands and hydraulic substations to make the canal a «living» environment. This is one of the topics to be monitored by the Observatoire de l'Environnement, an independent body of experts tasked with advising the works owner by promoting the environmental excellence of the Seine-Nord Europe canal project.

**SAVING BASINS
ALONG THE LOCKS
AND A PUMPING SYSTEM
TO COMPLEMENT
THE FILLING OF
THE LOCKS**



STÉPHANIE PASQUET

HYDRAULIC MANAGEMENT EXPERT AT THE SCSNE

« At SCSNE, we consider water management as a subject that goes well beyond the future Seine-Nord Europe canal. Our planning forms part of a global vision on the scale of the Seine-Scheldt cross-border meshed network. Our main goal is to integrate the future infrastructure into the network without modifying the existing one. To carry out the work, we rely on a perfect understanding of the waterways of VNF, supplemented by studies like the one launched in 2016 to analyse the water supply plan of the Canal du Nord. We are also developing the consultation process, particularly with the local commissions responsible for the water development and management plans. Their concerns must be taken into consideration, e.g. by not making withdrawals from the water table. »



Navigation on the Upper Scheldt © SPW



Don lock, installing the upstream gates
© VNF/ Alexandra Lebon - Didier Gauducheau



Transshipment on the Albert Canal
© De Vlaamse Waterweg



Spillway of Pont Sainte-Maxence
© Entente Oise Aisne

INITIATIVES TO OPTIMISE HYDRAULIC MANAGEMENT

While the future canal is being built, the French, Walloon and Flemish managers are coming together to improve the hydraulic management on their respective networks. In Wallonia, the Perex 4.0 project will, for example, set up a centralised office to monitor the water management 24 hours a day using real-time data from all over the region and the neighbouring regions. After a pilot scheme launched in 2019, the new system will be deployed in 2021 on the Scheldt basin.

In the same year, the remote control system of the locks - another SPW project that will have a direct impact on the efficiency of the hydraulic management - will be effective in the Scheldt basin. The remote control systems of the inland waterway structures are also one of the priorities of VNF and DVW. Indeed, since 2017, the two managers have been partners in a particularly innovative cross-border programme of «smart weirs». The challenge, in the face of increasingly frequent and high fluctuations in water levels, is to coordinate the operations of the dams located on the Lys and Deûle - where the problem is the most sensitive - to better regulate flows. If the project is successful, it could then be expanded. The optimisation of the hydraulic management of the Seine-Scheldt network also relies on the many enhancements made during the renovation work on the waterway infrastructures and constructions.

In France, a new pumping station was created as part of the modernisation work on the Don lock between Lille and Bethune. In Wallonia, the new Kain dam was fitted with three micro-hydroelectric power generation plants.

GREATER CONSULTATION IN THE REGIONS COVERED BY THE NETWORK

In their respective regions, the members of the Seine Scheldt EEIG develop dialogue with all the competent stakeholders in the field of water management. Some of the latter are key interlocutors in hydraulic management. This is the case in France, for example, of the Entente Inter départementale for the prevention of flooding on the Oise, Aisne, Aire and their tributaries. Recognised as a Regional Public Establishment (EPTB), the Entente's primary aim is to implement coherent concerted flood prevention measures on all the rivers of the Oise catchment area. This is also the case regarding the consultation with the inter-municipal authorities that have recently taken over the management of the aquatic environments and flood prevention (GEMAPI). Alongside the sharing of water resources and the settling of any conflicts of interest regarding its usage, the prevention of flood risks is one of the major topics addressed by the consultation on the hydraulic management of the Seine-Scheldt network.

For three years now, DVW has been involved in a wide-reaching programme on the subject. The process is being conducted on an experimental basis on the Dendre and may then be extended. It aims to establish a flood risk map and a global action plan in the event of flooding. It relies on the shared responsibility of all the stakeholders involved - waterway managers, local authorities, citizens, economic players, farmers, environmental associations, etc. - who join forces to examine the suitability of the solutions, e.g. creating storage reservoirs or displacing buildings located in flood plains.

**THE FRENCH, WALLOON
AND FLEMISH MANAGERS
ARE COMING TOGETHER
TO IMPROVE THE HYDRAULIC
MANAGEMENT PROCESSES**

CHAP. 3

REVIEW OF THE MAIN ADVANCES OF 2018

In 2018, the members of the Seine-Scheldt EEIG strengthened their partnership and worked more closely on many topics. In France, as in Flanders and Wallonia, progress was made during the year on measures aimed at implementing the objectives of the network, in all of the planned activities. Some projects were completed, some studies and work already under way were continued, making considerable progress in certain cases, while some new projects emerged. These new milestones have given impetus to the work surrounding the implementation of the Seine-Scheldt network.



1 - THE CHANGES IN THE GOVERNANCE OF THE PROJECT

STATUTES TAILORED TO THE NEW MULTIMODAL CORRIDORS

The statutes of the Seine Scheldt EEIG were amended in 2018. This development took into account the operational merger of the two river infrastructure managers in Flanders (Waterwegen & Zeekanaal NV in the west and NV De Scheepvaart in the east) within the Flemish company De Vlaamse Waterweg NV, which took effect on 1st January 2018. It also recorded the arrival of a fourth member of the EEIG: the Société du Canal Seine-Nord Europe. Founded by an order dated 21 April 2016, the SCSNE was assigned the project management of the construction of the canal on 5 May 2017. The new statutes also formally recognise the expansion of the network to include the Seine Amont and the Seine Aval following the Tallinn agreements of October 2013 (Conflans-Saint Honorine/Ghent cross-border link in 2004) as well as the operational missions entrusted to the EEIG as part of the objectives of the North Sea-Mediterranean multimodal corridor as part of the 2014-2020 Connecting Europe Facility (CEF), including the innovation aspects.

FACILITATED COOPERATION

To facilitate the coordination between the four implementing companies within the Seine-Scheldt EEIG and consolidate their cooperation, interface management procedures have been put in place.

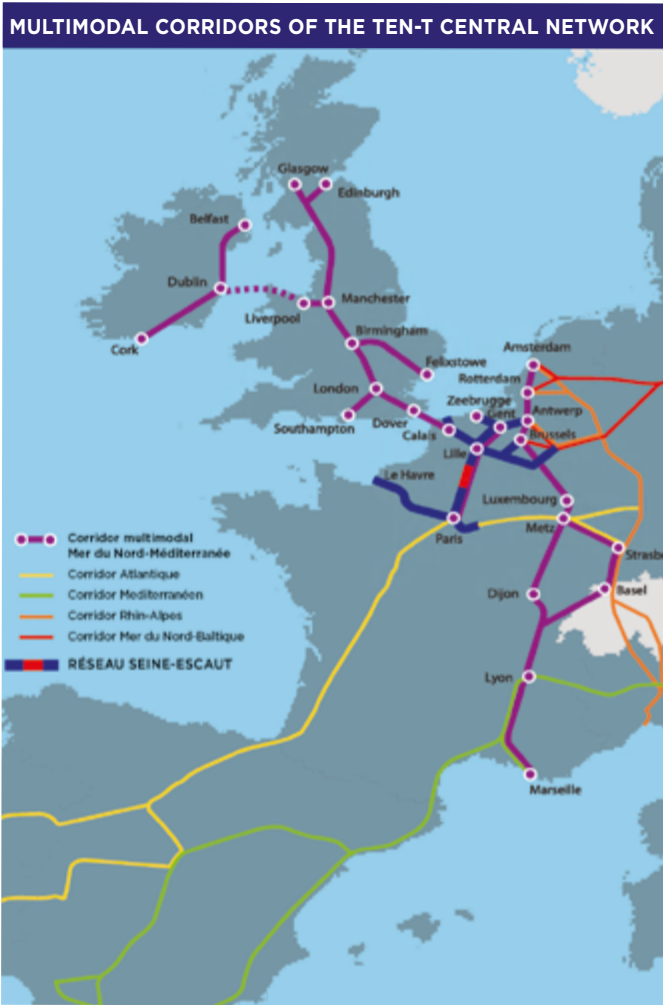
The exchanges between the SCSNE and VNF, the future operator of the Seine-Nord Europe canal, on the design and construction of the canal, for example, are facilitated by a joint technical committee that was set up at the end of 2017. It met regularly in 2018 so that the VNF could submit its advice to the SCSNE on the Compiègne-Passel sector 1 outline design.

INCREASED OPERATIONAL RESOURCES

While developing its governance, the Seine-Scheldt EEIG has increased its operational

resources in 2018 thanks to several assistance contracts. These were granted as part of the new procedures put in place by the INEA (the executive agency of the European Commission for Innovation and Networks) for the annual progress reports, financial reports and mid-term reviews, in particular. As a result, the EEIG commissioned the Eurogroup, Arch Consulting and Dragon Rouge agencies to develop a communication strategy. A contract was also awarded to Egis Conseil for the follow-up of the 2018-2022 Grant Agreement.

NEW MANAGEMENT PROCESSES FOR THE MID-TERM REVIEW



Seine-Nord Europe canal: view on the RD15 ©SCSNE

THE PREPARATION OF THE 2021-2027 CEF

The actions of the Seine-Scheldt EEIG in 2018 focused on monitoring the 12 activities of the 2014-2020 CEF, the financial follow-up of the 2014-2020 European CEF financing agreement and the preparation of the mid-term review of the financing agreement, the responses of the European Court of Auditors in charge of the performance audit of the Seine-Scheldt project, among the 6 main European priority projects of the Connecting Europe Facility as part of the central European network to be completed by 2030. The auditors met the main stakeholders (coordinating prefects, representatives of the industrial sectors, chambers of agriculture, regional authorities, departmental councils, city authorities, regional economic, environmental and social councils, etc.) associated with the development of the Seine-Scheldt network in France since 2004.

2 - PROGRESS OF THE STUDIES AND CONSTRUCTION WORK

IN FRANCE

Progress was made in 2018 on the construction of the Seine-Nord Europe Canal. The outline design for sector 1 (Compiègne-Passel) was approved by the supervisory board on 27 September. This approval paves the way for the subsequent steps in 2019: With the filing of the environmental authorisation file, the launch of the project studies and the completion of clearing operations, it is now possible to finalise the archaeological studies, continue the environmental arrangements, complete the required property and land acquisitions as well as organise the numerous consultation meetings. On the other sectors of the future canal, the SCSNE published the project management invitations to tender in March 2018. Finally, at the regulatory level, the declaration of public utility was extended in July 2018 until September 2027.

In the Seine Basin, the Mageo project on the Oise has reached an important milestone with the award notice of the project management contract for the completion of the studies, the drafting of

the Works tender documents and the follow-up of the implementation studies. The launch of the public survey is now expected to be launched after the adoption of the mobility solutions framework law.

On the Seine Aval, the project management studies and works continued, as evidenced, for example, by the validation on 11 October of the outline design for the renovation of the Andresy weir or the renovation of the electricity systems at the Port-Mort/Notre-Dame-de-la Garenne site that was completed at the end of 2018.

In the Nord-Pas-de-Calais, the studies focused on the completion of the recalibration of Deûle and Lys-Mitoyenne, the re-opening of the Condé-Pommerœul canal to shipping as well as the remote control systems of the constructions and the quality of service to users. The year also saw the launch of several projects, including the start of the construction work on the Waziers remote control centre.



Condé-Pommerœul: Condé Pommerœul's construction site: Installation of the Saint Aybert bridge © Philippe Houzé

IN WALLONIA

On the cross-border section of the Lys, the first phase of the waterway upgrade to comply with the European Vb gauge at the Comines Crossing, launched in December 2016, was completed in June 2018. The implementing bodies of the Seine-Scheldt project were able to prepare the second phase, scheduled between May 2019 and July 2011. On the Upper Scheldt, the third phase of the development of the Tournai Crossing, to be completed by the end of 2020, began in September 2018.

The year was also marked by the acceptance of the new Kain weir and the launch of the construction of the new Hérinnes weir, two projects that will improve the waterways for the shipping in terms of capacity and safety. The Condé-Pommerœul canal renovation project has also made progress in line with the provisional schedule: construction scheduled to start in March 2019 with a delivery in December 2020. Similarly, the project for the development of the Walloon Backbone (Nimy-Blaton-Péronnes and Centre canals, Charleroi Canal in Brussels, Sambre), which will be upgraded to the Va gauge, is being continued.

Consequently, by the end of 2018, the studies on the docks of Baudour and Manage were almost completed, the works on the Luttre Bridge had been delivered and the modernisation of the three lock sites of Viesville, Gosselies and Marchienne had made good progress.



Tournai Crossing - arrival by barge of the deck of the new Pont à Pont bridge © SPW

IN FLANDERS

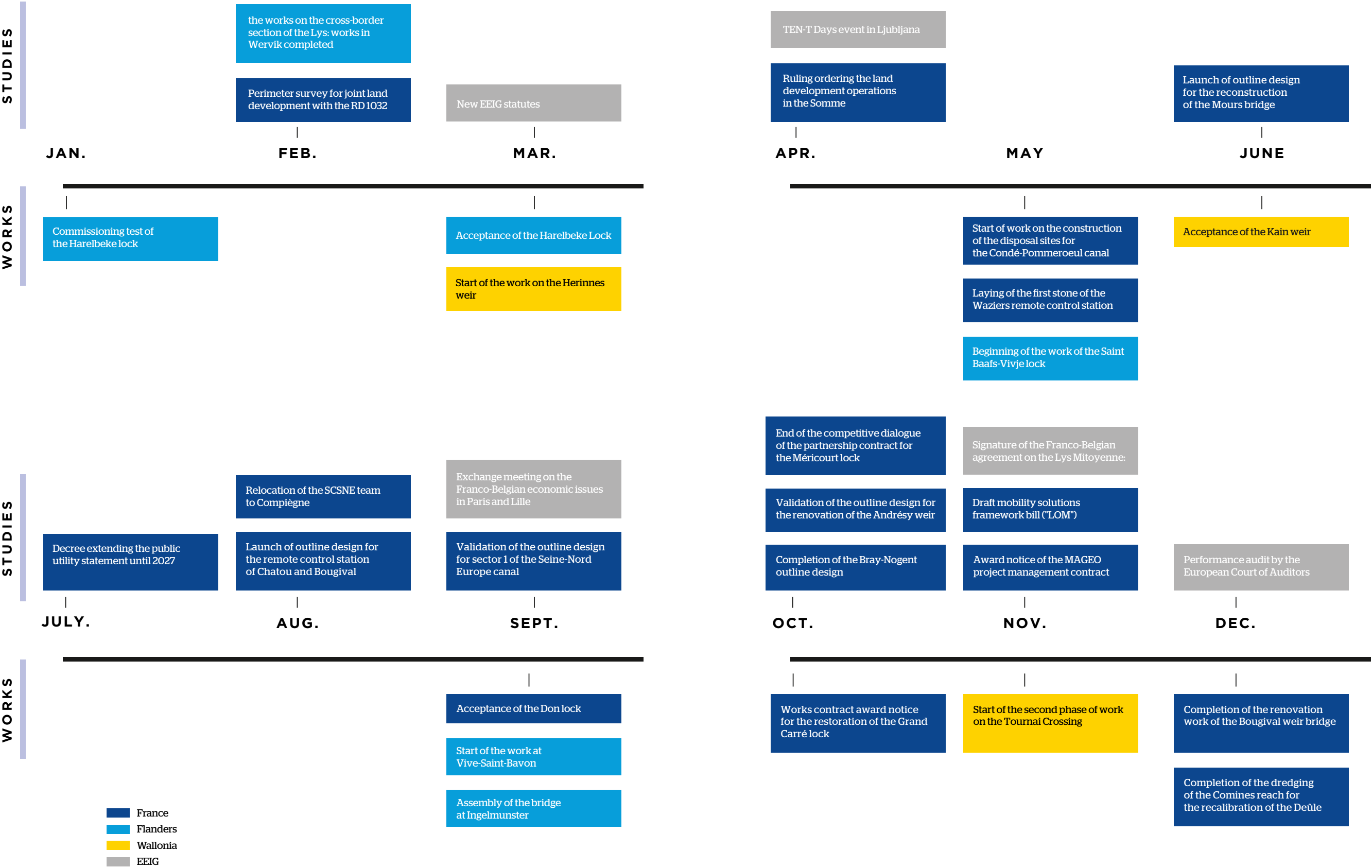
The modernisation of the locks was also continued in Flanders in 2018. In Harelbeke, the new European Vb gauge lock was commissioned in March and officially opened on 25 May. The temporary lock was demolished and the construction of a permanent weir, fish pass, hydroelectric turbine and dock walls is under way. At Vive-Saint-Bavon, the construction of a Vb gauge lock has begun. Studies and works have also been conducted on the Lys, including the dredging of the diversion canal, the building of a pedestrian bridge at Nevele and the Menin Crossing project.

Some projects have also been completed, such as the construction of the Kortrijk city dock walls, which were opened on 24 March. Similarly, projects are under way on the Upper Scheldt, the Roeselare-Lys canal and the Bossuyt-Kortrijk canal. For example, a weir and a fish pass have been built at Kerkhove on the Upper Scheldt.



New Harelbeke Lock © De vlaamse Waterweg

KEY EVENTS IN 2018



WORKS IN 2018



CONCLUSION

PROSPECTS FOR 2019

The Seine-Scheldt network has completed new milestones in 2018 with several important decisions and achievements for the cross-border sections (restoration works of the Condé-Pomeroëul canal and signature of the international convention of the Lys-Mitoyenne, approval of the preliminary draft of sector 1 of the Seine-Nord Europe Canal, the completion of the Harelbeke lock in Flanders and the launch of regeneration operations on the Seine Aval).

The next few months will see the gradual consolidation of the entire Seine-Scheldt network and the opportunity to move on to

a new stage with the inclusion of the Seine-Scheldt project in the law on mobility in France and, at European level, the signing of an amendment to the Grant Agreement under the Connecting Europe Facility 2014-2020 and the preparation of the next grant scheme for the 2021-2027 period. As a result, it will be possible to adapt the implementation of the Seine-Scheldt network to changes in the situation and needs in the regions, while capitalising on achievements. These are just some of the many challenges that should further strengthen the ties and cooperation between the implementing companies within the Seine-Scheldt EEIG and all their partners.



Autonomous port of Strasbourg (Grand Est region)
@VNF/Didier Gauducheu



JEAN LE DALL

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« In the mobility solutions framework law, which was put before the Council of Ministers on 26 November 2018, there are a series of provisions relating to the financial scheduling to support the development of transport infrastructure, including inland waterway transport. The emphasis in this area is on maintaining the existing network, which has suffered from a lack of investment in recent years.

In the draft bill, which must be debated in parliament in 2019, the state's efforts in favour of the waterways are significant, since it is scheduled to be € 110 million per year over the period from 2019 to 2022, and € 130 million from 2023 to 2027. In total, when added to the other sources of financing, the global budget devoted to the renovation, regeneration and modernisation works would reach € 190 million per year by 2027.

The state has also reasserted its commitment to the major projects of the Seine-Scheldt link in France: the development of the Lys-Mitoyenne must be completed by 2022, and the construction of the Seine-Nord Europe canal and the upgrade of the Oise to the European gauge, this being its southern outlet, must be commissioned at the end of the 2023-2027 period in accordance with the guidelines adopted by the government in October 2017. To secure the financing of the Seine-Nord Europe canal project, the government has confirmed its commitment of € 1 billion and is proposing to transform the project company into a local public establishment as part of the mobility solutions framework law. This will put the coordination of the project in the hands of the local authorities of Hauts-de-France as they have requested.

This regionalisation of the governance helps to increase the local presence of the companies during the construction period and to preserve a large proportion of these jobs after the end of the works. Thanks to efficient modern logistics systems, this drives the economic development on the entire Seine-Scheldt network. »



THE LARGEST EUROPEAN
INLAND WATERWAYS NETWORK

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Waterway transport of aggregates on the Seine © Lafarge Media library

Port of Nogent-sur-Seine © Soufflet Group



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