Seine-Scheldt: multimodal gateway in Europe

The main features of the North Sea-Mediterranean corridor

- 44% of the EU27's port traffic
- 40% of the EU27's waterway traffic
- 16% of the EU27's rail traffic
- European multimodal challenges
  Lille, Paris, Lyon, Strasbourg
- Only major European inland waterway project Seine-Escaut
- 2014-2020 CEF funding
  - €1.6bn/€13bn for NSMED
  - €980m Seine-Escaut (2014-2019)
  - 35 projects retained /276 (EU27) for NSMED including 19 VE and Rail
Seine-Scheldt: multimodal gateway in Europe

THE EUROPEAN SEINE-SCHELDT LINK

Seine-Nord Europe Canal
A new gateway to Europe’s transport network

Co-financed by the European Union
Twinning European Transport Networks (TEN-T)

3 industrial and logistics hubs: Haropa/Seine-Nord ports/North Gateway
1. Seine-Scheldt: multimodal gateway in Europe
2. The project
3. The construction works
4. The opportunity of the project
The project – Key stages

✓ Decision to create the Seine-Nord Europe canal by means of a public works owner (DUP 2008, competitive dialogue, re-engineering, Pauvros report)

✓ Decision to create the Seine-Nord Europe canal by means of a project company combining a state-owned public establishment, VNF and the regional authorities (French growth and activity law of 7 August 2015) while making use of the experience gained from European projects

✓ Conclusion of the works owner assistance contract on 8 June 2015 (12 yrs) Programming/Studies/Works/Commissioning/Initial operation (3 yrs)

✓ Funding decision of the Seine-Scheldt 2020 initiative by the EU for a total amount of €980m for 2014-2019 as a priority project for the North Sea-Mediterranean European multimodal corridor

✓ Decisions of the Minister for transport (June 2015)
  • Pre-planning of the project company by Voies Navigables de France
  • Coordination of the regional initiatives by the prefect of Picardie
  • Funding agreements assignment (IGF/CGEDD)
The project – Calendar

✓ Signature of the "Deposits" protocol with the farming bodies (Sept 2015)
✓ Implementation of the "Grand Chantier" (major project) facility (Oct 2015)
✓ Public survey (modification of the summit reach 7 Oct/20 Nov 2015)
✓ Setting up of the regional committees (Nov 2015)
✓ Pre-information notice (Nov 2015)
✓ Launch of the first project management contracts (Nov/Dec 2015)
✓ Project company organisation (October 2015 – March 2016)
✓ Funding protocols and agreements (first half of 2016)
✓ Creation of the Seine-Nord Europe canal company (first half of 2016)
The project

107 km long
54 m wide
4.5 m deep
57 million cubic metres of earth moved
6 locks + 1 lock that connects to the Canal du Nord
1 1.3 km long canal bridge
61 road and rail reconstructions
4 operations and trans-shipment

dock platforms opposite the platforms
3 trans-shipment docks
2 industrial docks serving local industries
2 installations for recreational use
1 water storage basin (14 million m³

canal outline after reconfiguration (2014)

motorway
road
waterway (river, canal, etc.)

railway
future rail link
Main modifications

- Modification of the route over 20 km
- Removal of a lock with a 25 m lift
- Reduction in the height of the highest lock from 30 m to 13 m
- Lowering of the summit reach by 17 m
- Use of the land of the Canal du Nord covering 8 km
- Increase in earthworks and surplus excavated materials
- Technical improvements on the lock facilities
The project – the platforms

→ Transfer of costs from the preparation of the multimodal platforms to the operators
→ Completion of the earthworks and the platform docks
The project – the other arrangements

Moislains, Languevoisin, Graincourt-les-Havrincourt
Trans-shipment docks

Allaines, Saint-Christ-Briost
Port of call and marina

Thourotte, Ribécourt
Industrial docks for the local companies
1. Seine-Scheldt: multimodal gateway in Europe
2. The project
3. The construction works
4. Specific features of the project
The works – the geographical sectors

Sector 4: 9.1 km
A26 – Aubencheul-au-Bac
PK 98.3 – PK 107.4

Sector 3: 26.8 km
Moislains – A26
PK 71.5 – PK 98.3

Sector 2: 52.9 km
Passel – Moislains
PK 18.6 – PK 71.5

Sector 1: 18.6 km
Compiègne – Passel
PK 0 – PK 18.6
The works of sector 1 – 18.6 km
Compiègne – Passel / PK 0 – PK 18.6

Inland waterway works during operational use
Widening of the side canal of the Oise
Division of the Oise

- 1 lock (Montmacq)
- 3 industrial docks (Thourotte and Ribécourt)
- Construction work docks (CLO and CDN)
- 7 road reconstruction projects

Cost of works: 350 Million €

Total excluding tax, APSM source, value as of January 2013, excluding provisions for risks.
The works of sector 2 – 52.9 km
Passel – Moislains / PK 18.6 – PK 71.5

Construction of 3 high-lift locks, a canal bridge and a water storage basin

- 3 locks: Noyon, Campagne, Allaines and the connecting lock of Moislains
- 3 multimodal platforms: Noyon, Nesle and Péronne
- 1 trans-shipment dock: Languévoisin
- 1 canal bridge
- 2 leisure installations: Allaines and Saint Christ-Briost
- 1 water storage basin (14 million m³)

- CDN construction work docks
- 32 road reconstruction projects
- 1 motorway reconstruction project (A29)
- 3 rail reconstruction projects (Creil-Jeumont, Amiens-Laon and Saint Just-Douai)

Cost of works: €1.7bn

Total excluding tax, APSM source, value as of January 2013, excluding provisions for risks.
The works of sector 3 – 26.8 km

Moislains – A26 / PK 71.5 – PK 98.3

Significant earthworks involving 27m³ of excavated materials

- 2 trans-shipment docks: Moislains and Graincourt
- CDN construction work docks
- Canal du Nord backfill over a distance of 15 km
- 11 road reconstruction projects
- 2 motorway reconstruction projects (A2 and A26)

Cost of works: 660 Million €

Total excluding tax, APSM source, value as of January 2013, excluding provisions for risks.
The works of sector 4 – 9.1 km
A26 – Aubencheul-au-Bac / PK 98.3 – PK 107.4

Construction of 2 very high-lift locks

- 2 locks (Marquion-Bourlon, Oisy-le-Verger)
- 1 platform (Cambrai-Marquion)

✓ Construction work docks
✓ 5 road reconstruction projects

Cost of works: 560 Million €

Total excluding tax, APSM source, value as of January 2013, excluding provisions for risks.
The construction works

Earthworks, engineering structures and restoration of communications (TOARC) of 100 to 500 million / TOARC  
Total: €2bn

6 locks  
Total: 900 Million €
of 60 to 190 million per lock

6 non-standard civil engineering structures (OANC)  
Total: 370 Million €
including 1 canal bridge (1.3 km long)
From 20 to 250 million

TOTAL WORKS: €3.3bn

Total excluding tax, APSM source, value as of January 2013, excluding provisions for risks.
The project – the planning of the project

- **EP**: Project company creation
- **DUP**: Coordination of the project company
- **“Grand Chantier” (major project) procedure**
- **Preliminary studies**
- **Preliminary actions (surveys, etc.)**
- **Studies sector 1**
- **Works sector 1**
- **Studies sector 2**
- **Works sector 2**
- **Studies sector 3**
- **Works sector 3**
- **Studies sector 4**
- **Works sector 4**
- **Partial commissioning**
- **Tests**
- **Before being commissioned**
1. Seine-Scheldt: multimodal gateway in Europe
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4. Specific features of the project
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.)
"Grand Chantier" - "Canal Entreprises"
Industrialise the construction site logistics with the inland waterway transport

Industrialize the traffic from the construction site in order to simulate the SNE's future transport offer

✓ During the project
  • Supply the construction site in a reliable and regular way
  • Reduce the impact of road transport in the villages along the route
  • Pool transport and storage solutions in order to reduce costs and the impact of the traffic on the region
  • Maintain transit traffic by managing the impact of the construction site

✓ In readiness for the commissioning
  • Develop an integrated logistical and multimodal offer
  • Increase traffic and enhance the Canal du Nord so that they can be switched over to the Seine-Nord Europe from 2023
  • Pre-plan for the SNE's platforms
  • Organise a modern and competitive fleet and inland waterway industry
Thank you for your attention