



ANNEX 1



Connecting Europe Facility (CEF)

Description of the action (DoA)

Part A

Part B

Version 1.0
01 September 2021



IMPORTANT NOTICE

What is the Description of the Action (DoA)?


The Description of the Action (DoA) is the Annex of the Grant Agreement which contains the details of how the project will be carried out. For EU framework partnerships for grants (FPAs) this Annex is called Action Plan.

It consists of 2 parts, which must be generated from the submitted proposal:

- Part A contains structured tables with project information
- Part B is a narrative description on the work to be carried out.

Part A is generated by the IT system. It is based on the information which you enter into the Portal Grant Preparation screens.

Part B (+ annexes) must be uploaded on the Grant Preparation Documents screen.

 Make sure that Part B is synchronised with the information entered into the screens. Make sure that any changes are agreed with us.

DESCRIPTION OF THE ACTION (PART B)

Part B of the Description of the Action (DoA) must be uploaded on the Portal Grant Preparation Documents screen.

GENERAL DESCRIPTION AND CONTEXT

The Seine-Escaut¹ Global Project is one of the major transport infrastructure projects in the European Union. It aims to bring together a network of 1,100 km of large-gauge inland waterways between the Seine basin in France and the Scheldt (Escaut) and Maas (Meuse) basins in Belgium, in a bid to enable access and develop services for modern river convoys from 2,000 tons to more than 4,000 tons and thereby promote the modal shift in freight transport from road towards the more environmentally friendly inland waterways.

The present project mainly includes a critical phase of the construction of the Canal Seine-Nord from Compiègne to Aubencheul-au-Bas over 107km. As a result, the first part of the Canal from Compiègne to Passel will be nearly completed and works on the other Sectors will be able to start. The Canal Seine-Nord Europe is the biggest inland waterway infrastructure project in Europe. It is estimated, a few years after its commissioning, that the Canal Seine-Nord Europe will make it possible to transport ca. 17 million tons of goods per year and reduce road traffic by 1 million heavy goods vehicles per year in France and even by 2.3 million at the Seine-Escaut network level. The result is a carbon footprint that shows, over 40 years, a saving of more than 50 million tons of CO₂. A way to meet the climate and energy challenges of the 21st century.

Following the future opening of the Canal Seine-Nord Europe and the significant upgrades of the inland waterway network and its management across the border in France and Belgium, the number and size of the vessels on the Seine-Escaut large-gauge network are expected to considerably grow. Today however, the existing infrastructure and equipment limit the capacity of the network and present a real risk to the continuity of navigation, which is why they need to be upgraded and modernised accordingly.

The present Project, SEINE-ESCAUT 2.2, consists of the subsequent phases of its Global Project necessary to achieve the objectives according to the framing agreed in the Commission Implementing Decision (EU) 2019/1118. It aims at carrying on the activities undertaken by the project partners since 2005, in particular within the CEF1 Action SEINE-ESCAUT 2020 and the CEF 2 Project SEINE-ESCAUT 2.1 and where relevant it will prepare the subsequent phases of the Global Project.

THE PROJECT CONTRIBUTES TO THE EU OBJECTIVES

By promoting the development of waterway transport in northern Europe, the **project will play a significant role in the success of the Green Deal**. Indeed, the inland waterways are one of the transport modes that emit the smallest quantity of greenhouse gases and external costs per tonne of goods transported per kilometre. It is also the mode that releases the least pollutants into the atmosphere. By promoting the development of waterway transport in northern Europe, the **Seine-Escaut network** will play a significant role in the increase of waterborne transport by 25% by 2050 as stated in the **2020 Strategy for Sustainable and Smart Mobility**.

The project will also contribute to **NAIADES III** objectives to further digitalise the inland transport sector. The remote control of locks and weirs is one of the priorities of the project and is developed in line with the rules and principles for cyber-security, data protection and data sharing.

OBJECTIVES, STRUCTURE AND LOCATION OF THE PROJECT

GENERAL OBJECTIVES AND LOCATION OF THE PROJECT

SEINE-ESCAUT 2.2 consists of a mature set of studies and works necessary for the implementation of the SEINE-ESCAUT Global Project in line with the general objectives defined in the Implementing Decision

¹ "SEINE-ESCAUT" is used as the brand name for the Global Project also known as Seine-Scheldt in English. The "CEF1 Action SEINE-ESCAUT 2020" is the CEF Action selected in 2014: 2014-EU-TM-0373-M. The "CEF2 Project SEINE-ESCAUT 2.1" is the ongoing CEF Project selected in 2022: 21-EU-TG-SEINE-ESCAUT 2.1. "SEINE-ESCAUT 2.2" is the name of the present Project. The term "Scheldt" is only used for the river itself.

2019/1118 (cf. also the next section on the Global Project). It is broken down into 8 work packages and two countries: France and Belgium (the Walloon Region and the Flemish Region). It builds on the results of the preceding project phases carried out in the scope of the CEF1 Action SEINE-ESCAUT 2020 and the CEF 2 Project SEINE-ESCAUT 2.1.

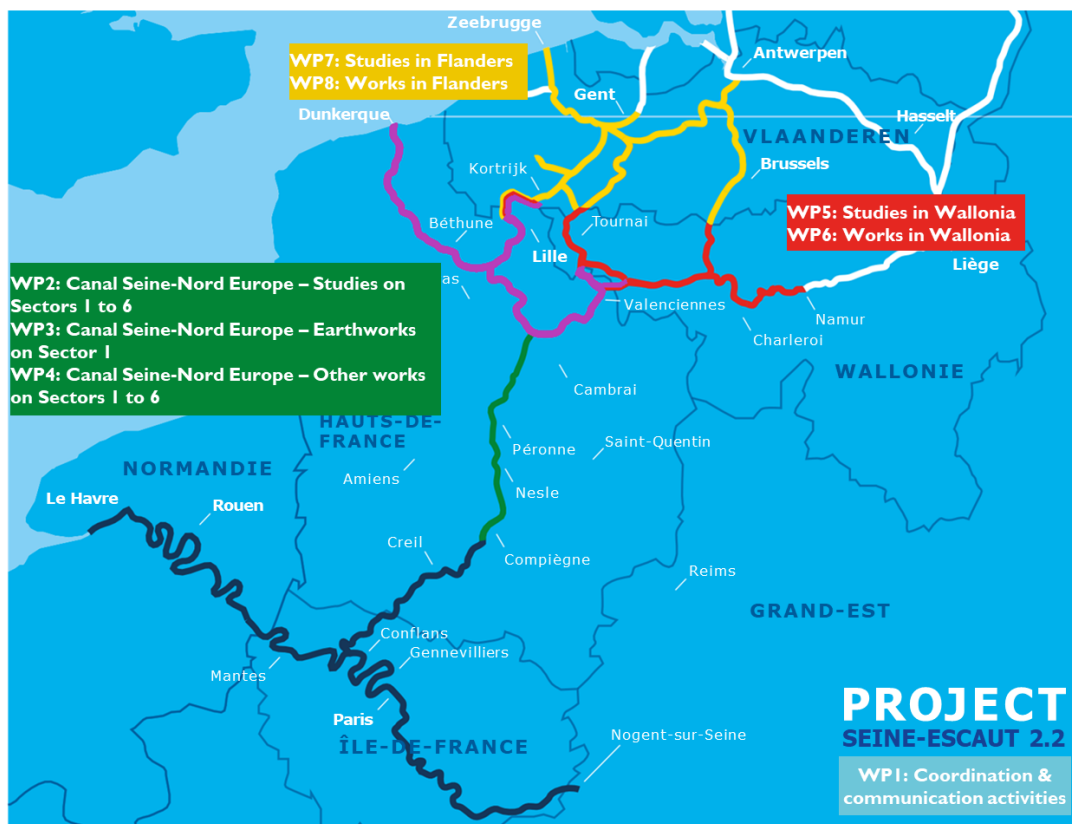
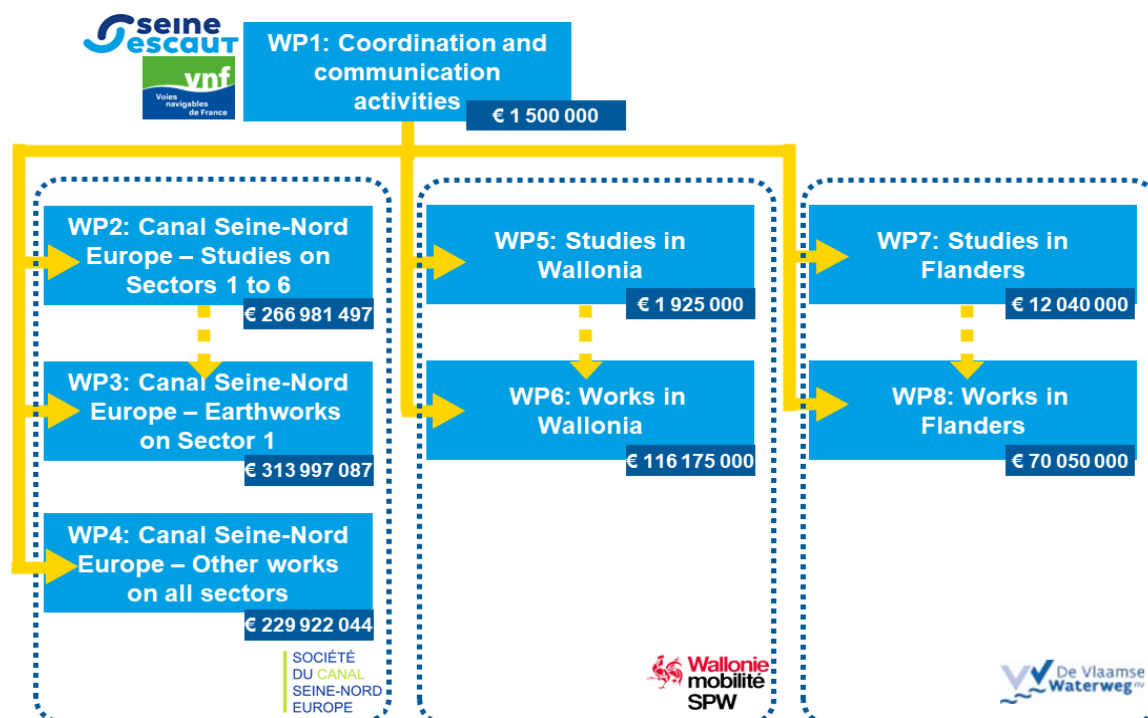


Figure 1: Project's overview

While the horizontal coordination activities at the consortium level have been grouped in Work Package 1, under the responsibility of GEIE SE, the other Work Packages are structured according to their location falling within the area of responsibility of the different implementing bodies, as presented in the map above and described hereafter:

- WP2, 3 & 4 cover the studies and works on the Canal-Seine Nord Europe, and are the responsibility of the Société du Canal Seine-Nord Europe (SCSNE)
- WP5 & 6 cover the studies and works on the Walloon part of the Seine-Escaut network, and are the responsibility of the Service Public de Wallonie (SPW)
- WP7 & 8 cover the studies and works on the Flemish part of the Seine-Escaut network, and are the responsibility of De Vlaamse Waterweg nv (DVW)

WORK PLAN OF THE PROJECT



SPECIFIC OBJECTIVES AND EXPECTED OUTCOMES

SEINE-ESCAUT 2.2: PROJECT MANAGEMENT

Work Package 01: Coordination and communication activities

This Work Package aims to conduct the project management and dissemination activities in order to guarantee the successful implementation of the project in compliance with the defined budget, schedule and scope, as well as disseminate the results and give adequate visibility to the EU financing. In addition, the WP aims to coordinate the consortium through two specific structures: the Seine-Escaut Intergovernmental Commission (IGC) and the Seine-Escaut European Economic Interest Grouping (GEIE SE).

The Work Package will be led by the Seine-Escaut European Economic Interest Grouping (GEIE SE) and carried out by all beneficiaries.

IN FRANCE: SOCIÉTÉ DU CANAL SEINE-NORD EUROPE

The Canal Seine-Nord Europe will connect Compiègne to Aubencheul-au-Bac. This large-gauge canal of 107 km long and 54 m wide is an essential link in the Seine-Escaut network, which will connect the French network to the 20,000 km of European waterways. The Canal Seine-Nord Europe will include 7 locks and several quays, mainly for the transport of cereals. It will thus allow the development of the river, an ecological solution for the transport of goods, and a factor in the competitiveness of production and the attractiveness of territories.

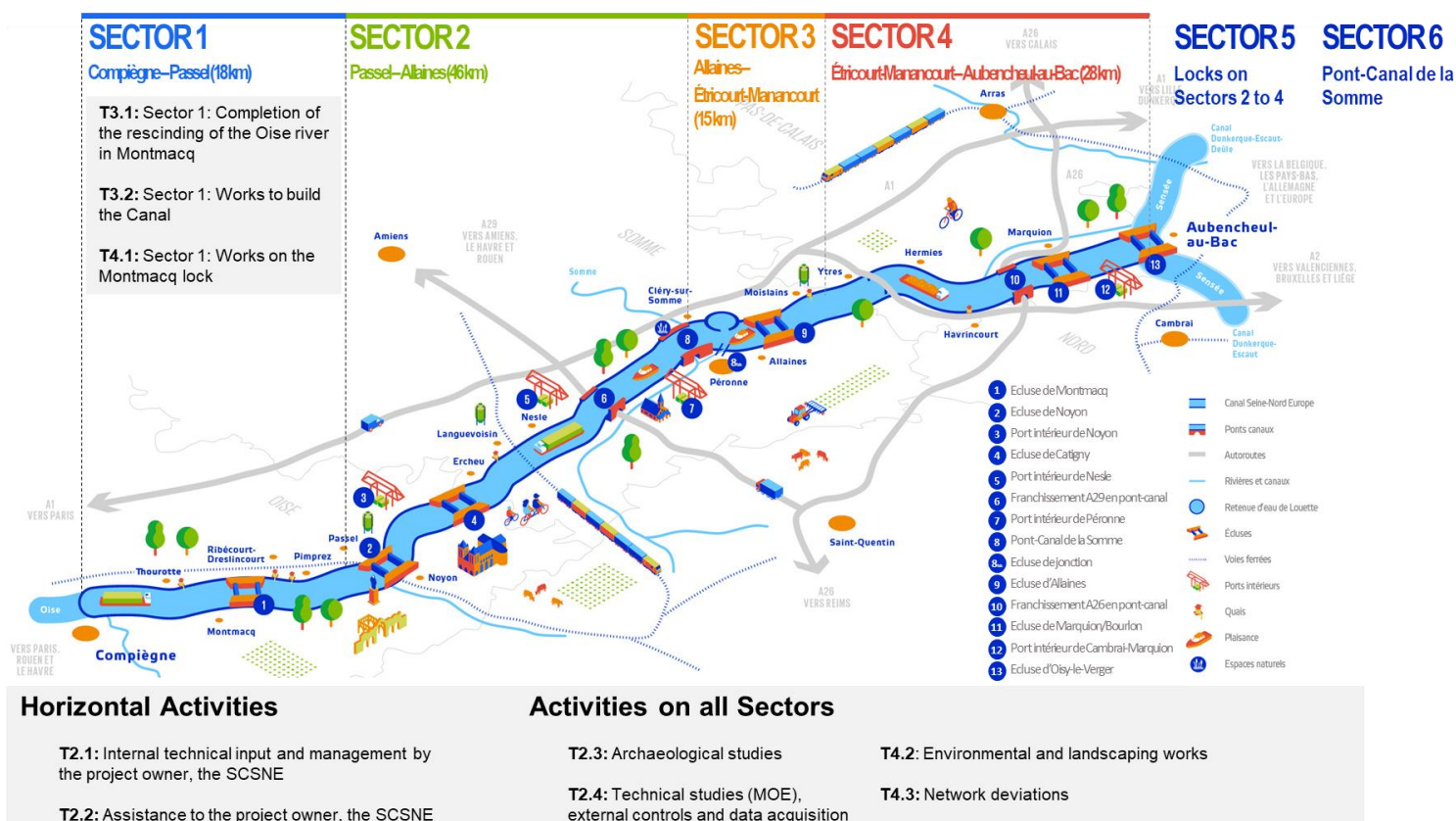
The main works for the construction of the CSNE started in 2022 under CEF 1 Action 2014-EU-TM-0373-M and are expected to end in 2030. They form part of the Seine-Scheldt Global Project and are structured around 6 functional sectors as follows:

- Sector 1: Construction of the Canal over 18,6 km from Compiègne to Passel and Pont-l'Évêque (PK98.68 to PK 117.3) and construction of a ECMT Class Vb lock in Montmacq.
- Sector 2: Construction of the Canal over 46 km from Passel to Allaines (PK 117.3 to PK 164.7)
- Sector 3: Construction of the Canal over 15km from Allaines to Etricourt (PK 164.7 to PK 178.2)
- Sector 4: Construction of the Canal over 28km from Etricourt to Aubencheul-au-Bac (PK 178.2 to PK 206.1)
- Sector 5: Construction of five ECMT Class Vb locks in Noyon (PK 119.8), Catigny (PK 128.2), Allaines (PK 167.4), Marquion-Bourlon (PK 198.2) and Oisy-le-Verger (PK 204.9), and a junction lock between the CSNE (PK 166.3) and the existing "Canal du Nord".
- Sector 6: Construction of the Somme Canal-Bridge (PCS) of 1330 meters, its south fore-port of 835 meters and its north fore-port of 965 meters (PK 161.4 to PK 164.6)

In France, for the implementation of the Canal Seine-Nord Europe the Project enters a critical phase, since most of the works for the construction of Sector 1 (the first 18 km of the 107-km Canal) are covered by WP3 and WP4, including the completion of the rescinding of the Oise River (T3.1), the earthworks to build the canal, the construction of new bridges (T3.2) as well as the works to build the Montmacq lock (T4.1). The project will also go beyond Sector 1 by pursuing the archaeological (T2.3), the technical studies (T2.4), and implementing environmental and landscaping works (T4.2) and network deviation works (T4.3) on all Sectors of the Canal.

As a result, the majority of the works necessary to commission Sector 1 will be completed and important preparatory activities will enable the launch of the works on the other sectors in a subsequent phase of the Global Project. Therefore, the Project contributes significantly in the construction of the Canal Seine Nord Europe covered by point (d)(1) of the Implementing Decision 2019/1118.

Figure 2: Overview of activities for the CSNE



Work Package 02: Canal Seine-Nord Europe – Studies on Sectors 1 to 6

This Work Package objective is to pursue studies and horizontal tasks for the overall design, planning, management and supervision of the canal construction (related to the 6 sectors). It is articulated around 4 main tasks:

Task 2.1 covers all activities under the direct responsibility of the Société du Canal Seine – Nord Europe (SCSNE), which owns the project (Maîtrise d'ouvrage, MOA). These include technical input, project management, communication, logistical support to the project management and environmental studies.

Task 2.2 covers the external assistance to the SCSNE technical input and project ownership (Assistance à la Maîtrise d'Ouvrage, AMO).

Task 2.3 covers all the legally required archaeological diagnostics and digs.

Task 2.4 covers the technical studies to plan and oversee the works by the different project managers.

Work Package 03: Canal Seine-Nord Europe – Earthworks on Sector 1

This Work Package aims to pursue the works on Sector 1 of the Canal Seine-Nord Europe. As soon as Sector 1 is commissioned, the journey from Noyon to Compiègne will be reduced by 1 hour thanks to removing one out of two locks. Moreover, the works on Sector 1 will improve hydraulic management by tripling the capacity on Reach 1 and enabling flows from the Oise River and the Verre River into the Canal in case of a 100-year flood. The works on Sector 1 also take into account the Military Mobility strategy by ensuring that three bridges enable traffic of military convoys (RD81, RD66, RD40bis).

The objective of the Work Package is to carry out most of the earthworks on Sector 1, including:

- the completion of the rescinding of the Oise River in Montmacq;
- works to deviate existing networks (roads, electricity, gas, water, etc.);
- most of the works to canalise, widen and deepen the Oise River from Compiègne to Le Plessis-Brion.
- the works to build a new canal from Le Plessis-Brion to Montmacq between the “Canal Latéral à l'Oise” and the Oise River.
- the works to build a new canal from Montmacq to the turning basin of Ribécourt-Dreslincourt between the Canal Latéral de l'Oise and the Oise River.
- the works to widen and deepen the “Canal Latéral à l'Oise” from the turning basin of Ribécourt-Dreslincourt to the turning basin of Passel, including the rescinding of the Oise River in Pimprez;
- the demolition of 10 bridges and the construction of 11 bridges to cross the Canal.

The remaining works needed to complete and put into service Sector 1 (outside the scope of this GA) concern minor works, especially the layout of the confluence of the Oise River and the CSNE at Le Plessis-Brion. This will consist in the construction of weirs (“seuils”) on the upstream section of the confluence to allow an ecological and fish continuity in the Oise River.

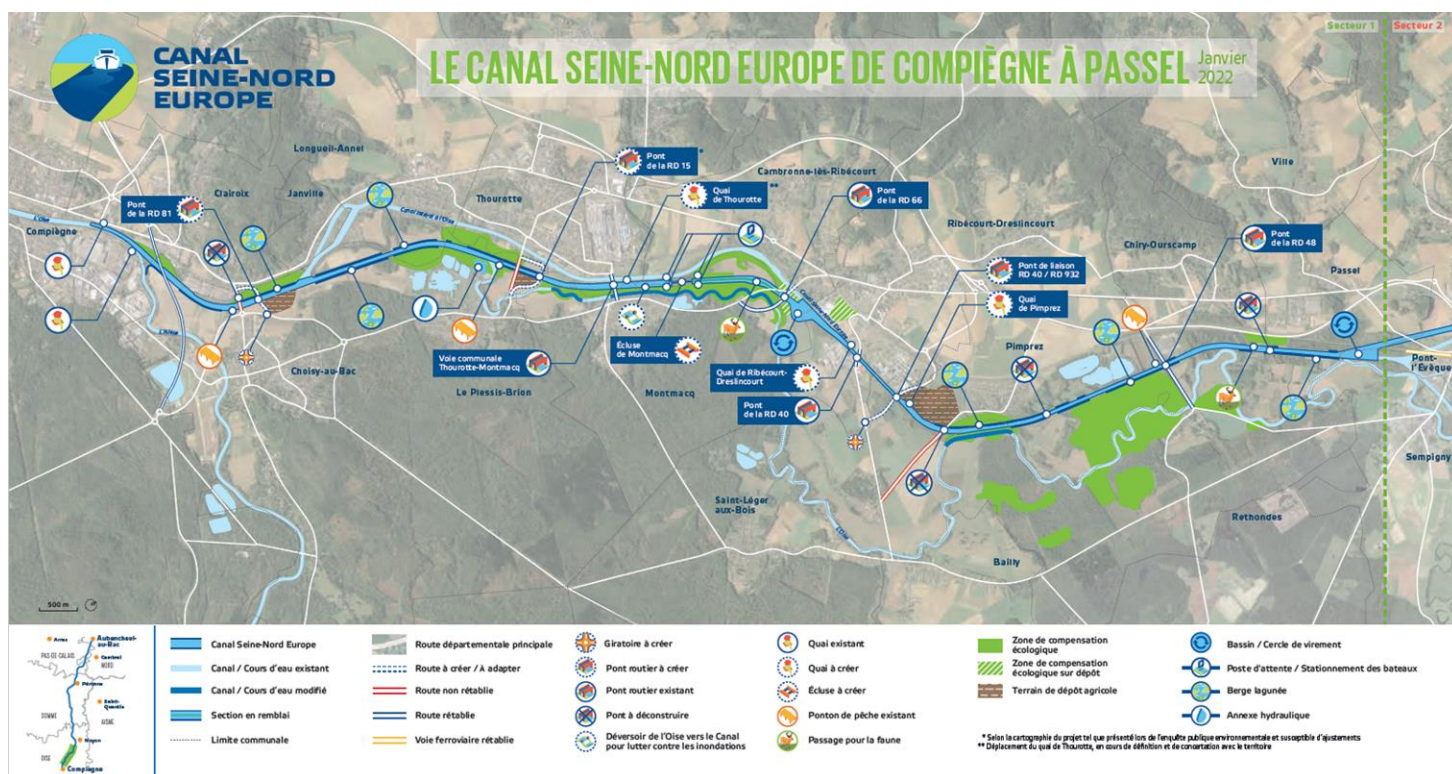


Figure 3: Map of Sector 1, Canal Seine-Nord Europe

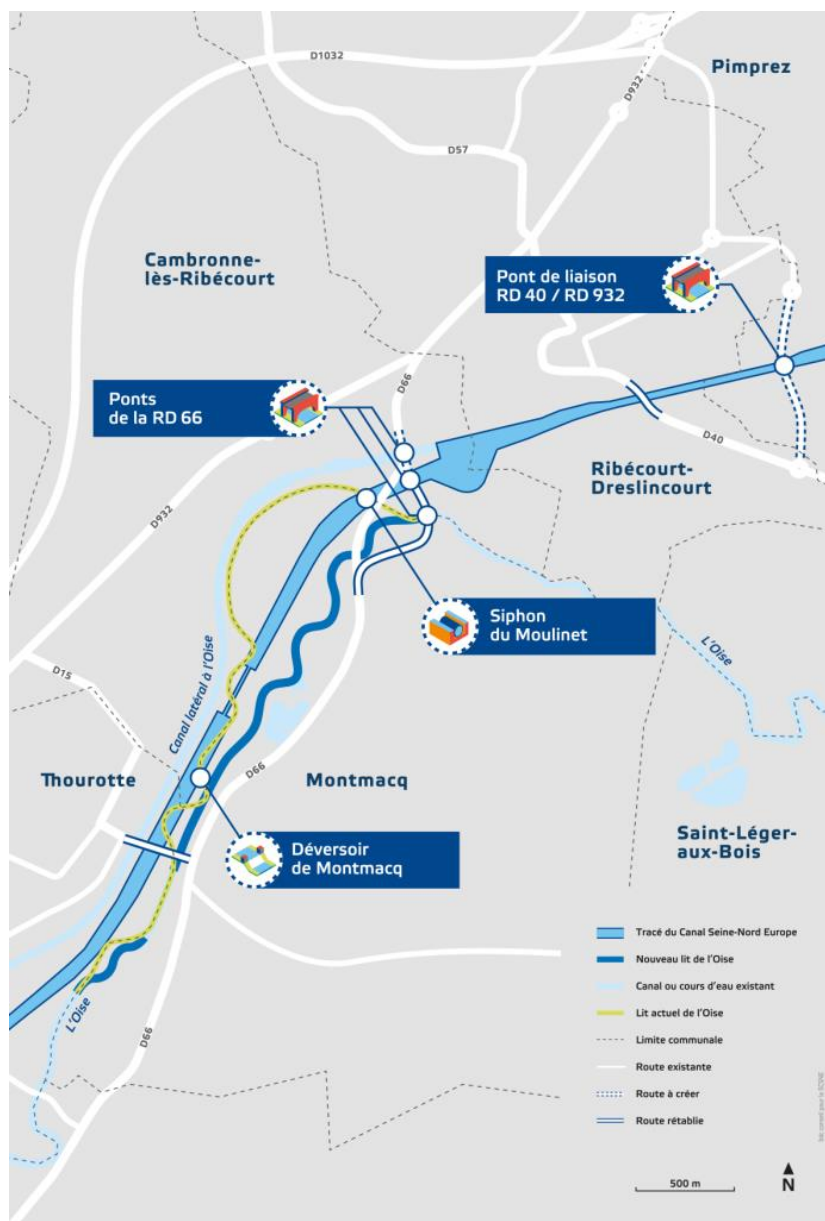


Figure 4: Map of the rescinding of the Oise River

Work Package 04: Other works on Sectors 1 to 6

Work package 4 aims to achieve four main objectives:

- Build the Montmacq Lock on Sector 1

The Montmacq lock, including its foreports, will be built between the Reach of Venette (downstream) and the Reach of Montmacq (upstream) between PK 106.38 and PK 107.98. It will have a shallow lift ("hauteur de chute") of 6,41m. It will accommodate convoys with a length of 185 m, a width of 11,4 m, a draught of 3 m and 4 400 t (Class Vb).

- Complete environmental compensation works in accordance with the provisions of the environmental authorisation related to Sector 1

Building the Canal Seine-Nord Europe will impact the territory in terms of environment, biodiversity, industrial network, heritage and local way of life. The project promoter is aware of the risks and integrated multiple measures into the project to limit the impact. These measures have been confirmed by authorities through the Declaration of Public Interest for the whole project in 2017 and the environmental authorisation for sector 1 procured in March 2021.

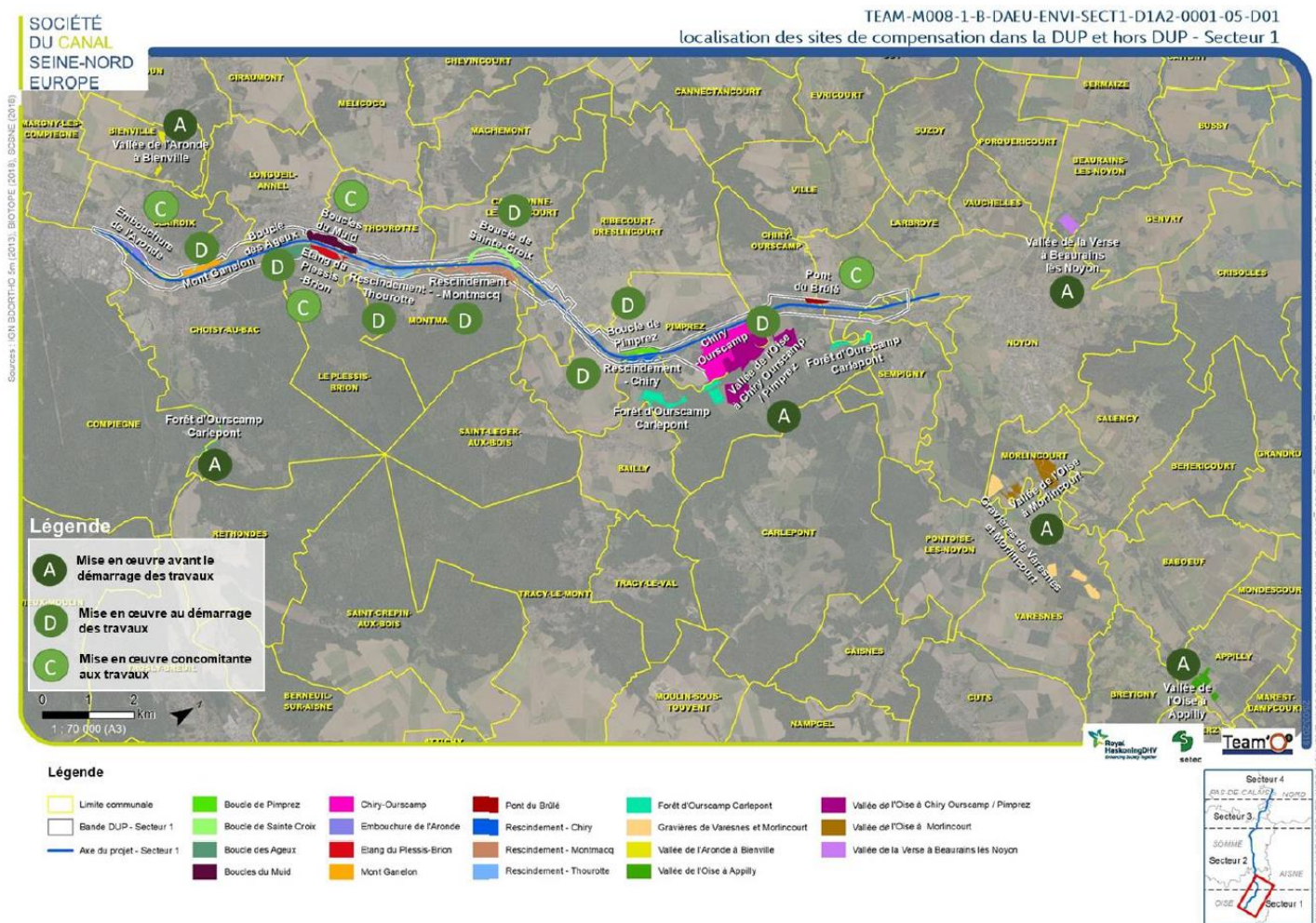


Figure 5: Map of the locations of environmental compensation on Sector 1

- Pursue the environmental compensation works on Sectors 2 to 6

As detailed in the environmental authorisation application file, the environmental compensation programme on Sectors 2 to 6 covers 31 compensation sites, of which 27 are located within the project Declaration of Public Interest and 4 sites outside. The total surface area of the ecological compensation sites is 691 ha on sector 2 to 6.

- Plan and implement all the deviations of existing networks

In this project, studies and works for the deviation of main and some minor deviations will be carried out in all 4 geographic sectors as well as on the Canal-Bridge. Network deviations (gas, electricity, oil, water, wastewater, telecommunication, etc.) are carried out within the general conventions signed with the operators or the local authorities, which define the general conditions for carrying out studies and works. Specific conventions may cover operational and technical conditions for studies and works.

IN WALLONIA: SERVICE PUBLIC DE WALLONIE

In Wallonia, the Project covers mainly **interventions on the Walloon Backbone** between Nimy, Seneffe, Charleroi and Namur, as well as **horizontal studies**:

On the **Canal du Centre** between Nimy and Seneffe and the Seneffe-Charleroi section of the **Charleroi-Brussels Canal** the Project aims at doubling the existing lock sites in Obourg (T6.1) except the electromechanical equipment to be covered under subsequent phases.

Together with the adaptation of the Nimy-Blaton-Péronnes Canal (CEF2 Project SEINE-ESCAUT 2.1), the upgrade of the Auvelais lock (CEF1 Action SEINE-ESCAUT 2020) and works on electromechanical equipment under subsequent phases, these works will allow to complete the upgrade of the entire section of the Walloon Backbone between Pommeroeul, Nimy and Seneffe to ECMT Class Va (110 m x 11,4 m) with the section from Nimy to the French network in Condé and up to the future Canal Seine-Nord Europe and the Port of Dunkerque enabling navigation of convoys up to dimensions of 144 m x 11,5 m. Under subsequent phases, three locks will be upgraded (Viesville, Gosselies and Marchienne), enabling navigation from Condé to Charleroi and Namur to ECMT Class Va and therefore, achieve the objectives covered by point (g)(1), (g)(2) and (g)(3)(first indent) of Implementing Decision 2019/1118.

On the **Lower Sambre** between Charleroi and Namur the Project covers the second phase of the works necessary to establish the remote control of the locks and weirs on the Lower Sambre, consisting of improving the reliability of the equipment of 5 out of 8 locks and weir sites, namely Floriffoux, Montignies, Roselies, Mornimont and Monceau. The remaining works on this section necessary to achieve the objectives of Implementing Decision 2019/1118 will be finalised in a subsequent phase of the Global Project.

In addition to the above, the Project also covers technical support (T5.1) and a horizontal study to improve the service to users (T5.2) on the Walloon part of the Seine-Escaut network.

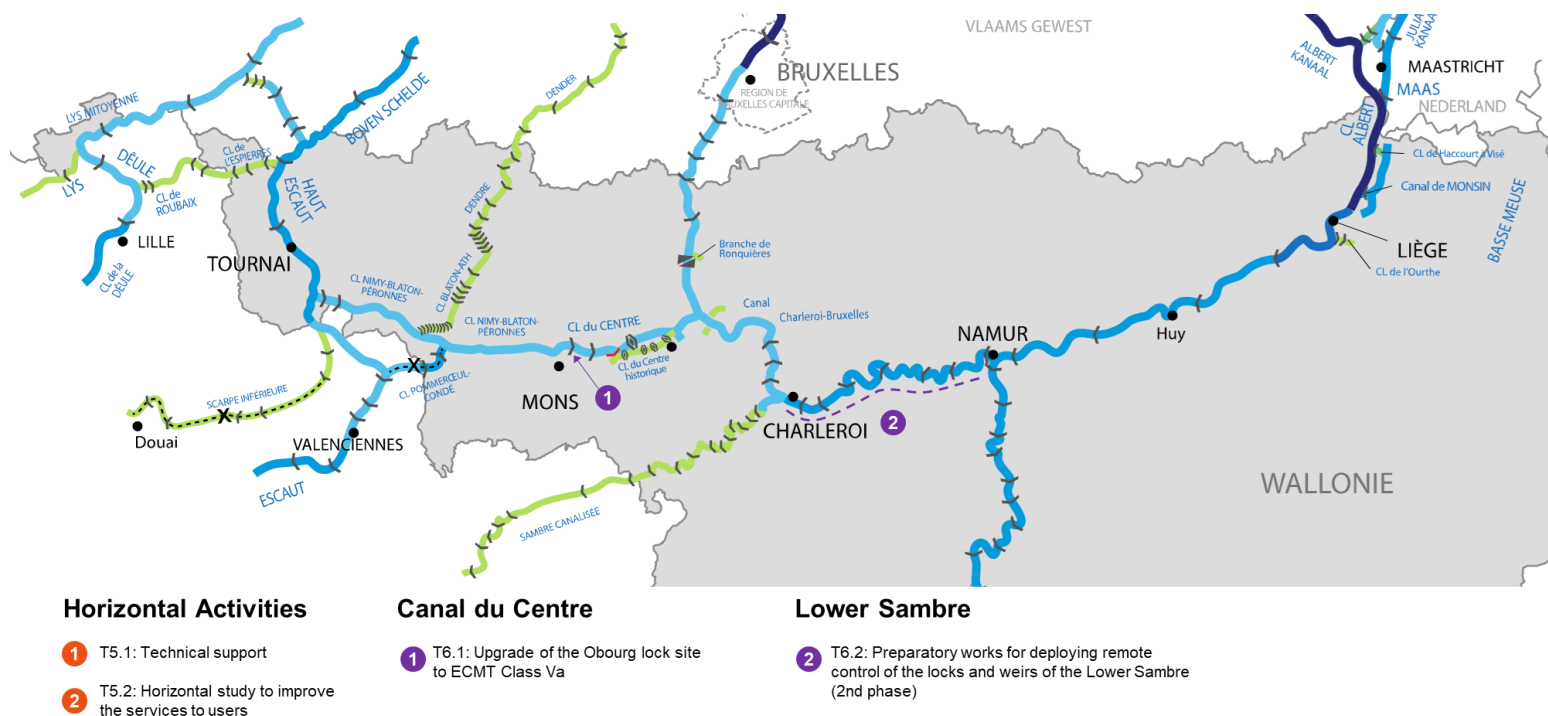


Figure 6: Map of the Project in Wallonia

Work Package 05: Studies in Wallonia

This Work Package aims to carry out studies on the Seine-Escaut network in Wallonia. It covers the following specific objectives:

- Supporting all tasks of SEINE-ESCAUT 2.2 Work Packages 05 and 06
- Carrying out a study to improve services to users and prepare relative works.

Work Package 06: Works in Wallonia

This Work Package covers the subsequent works phase for upgrading the Seine-Escaut network in Wallonia and improving its navigation conditions. It covers works on two sections of the Walloon Backbone, namely the Canal du Centre between Nimy and Seneffe and the Lower Sambre between Charleroi and Namur.

The works are structured in two tasks, addressing the following specific objectives:

- Contribute to removing the bottleneck for large-gauge navigation on the Canal du Centre with ECMT Class Va new lock in Obourg. Electromechanical equipment will be installed under subsequent phases.
- Carrying out the 2nd phase of works to equip the 8 existing infrastructure of the Lower Sambre with remote control.

IN FLANDERS: DE VLAAMSE WATERWEG NV

In Flanders, the Project covers a series of interventions on 4 different navigation axes, namely the **river Lys**, the **Canal Roeselare-Lys** and the **Canal Ghent-Ostend** (both part of the connecting network in Flanders), as well as the **Seneffe-Antwerp section**.

In order to contribute to the objective of upgrading the **river Lys** to ECMT Class Vb (unidirectional) and Va (bidirectional) as well as enabling navigation with 3 layers of containers addressed by point (i)(1) of the Implementing Decision 2019/1118, the Project includes the following interventions on this axis:

- reconstruct and upgrade the embankments at the “Waregem-Barrage” site, located on section 150 (Sint-Baafs-Vijve-Harelbeke), prior to the enlargement of the navigation channel (dredging works) on that section (T8.1)
- smoothen the curvature of the bends at the level of the transit of Menen, located on section 160 (Harelbeke -Menen), which currently represents a bottleneck for large-gauge navigation (T8.2)
- lifting of the road bridge in the Rijselstraat in the centre of Menen (section 160) to enable navigation with 3 layers of containers (T8.2)
- carry out the remaining studies to prepare the final dredging works of section 150 (T7.2)
- prepare and complete the permit application and tender documents for the linear calibration works of section 160 (including the rail bridge ‘Drie Duikers’ in Kortrijk but excluding the final dredging works) (T7.2)
- carry out the preparatory studies, including authorisations and procurement for the linear calibration of section 170 (Border Lys between Menen and Wervik) (T7.2)

The upgrade of the **connecting network in Flanders**, including the **Canal Roeselare-Lys** (and the Canal Bossuit-Kortrijk) as well as the connection to the maritime port of Zeebrugge via the **Canal Ghent-Ostend**, is another important objective of the SEINE-ESCAUT Global Project in Flanders addressed by point (j)(1) of the Implementing Decision 2019/1118. In order to contribute to this objective, the Project includes the following interventions on these sections:

- reconstruct and upgrade the quay infrastructure Braet in Wielsbeke (T8.3) in order to prepare the subsequent deepening of the canal, necessary to upgrade the Canal Roeselare-Lys to a fully-fledged ECMT Class Va waterway.
- remove the bottlenecks around the Steenbrugge bridge in Bruges, consisting of the lifting of the bridge and the adaptation of the bend in the canal (T8.4), necessary to upgrade the Canal Ghent-Ostend to ECMT class Va and to enable navigation with 3 layers of containers.

In order to contribute to the objective of upgrading the **Seneffe-Antwerp section** to ECMT Class IV (bidirectional) and enabling navigation with 3 layers of containers addressed by point (k) of the Implementing Decision 2019/1118, the Project includes the following interventions on this section:

- renew the Bospoort bridge in Halle to enable navigation with 3 layers of containers (T8.5)
- reconstruct the embankments near the Bospoort bridge in Halle to prepare the future deepening of the canal (T8.5)
- upgrade the left bank at the ‘Molens van Ruisbroek’ building in Sint-Pieters-Leeuw in order to prepare the widening of the canal at this point (T8.6)
- carry out the studies to prepare the construction of a new bridge in Lot, as well as the construction of a new embankment for the rail bridge in Halle (T7.3)

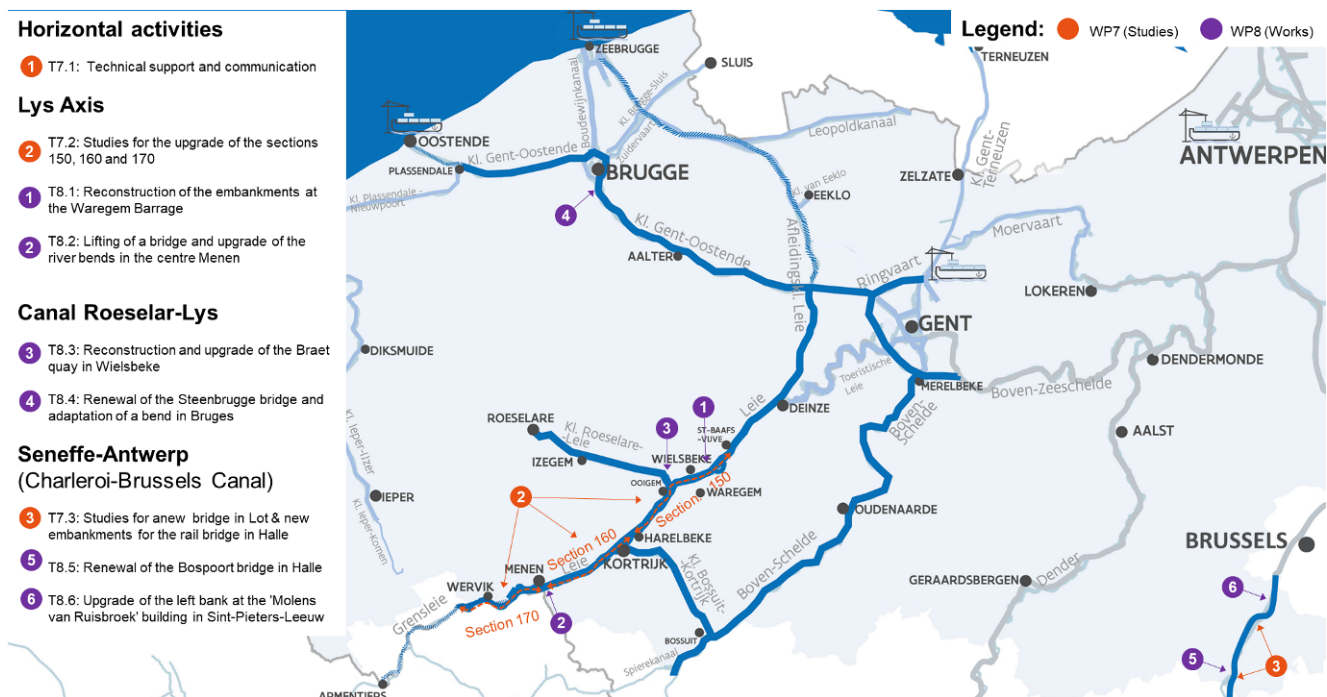


Figure 7: Map of the Project in Flanders

GLOBAL PROJECT: SEINE-ESCAUT

CONTEXT

The Seine-Escaut 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, Ghent and Zeebrugge. 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 Canal Seine-Nord Europe is the «missing link» that, with the overall upgrade and modernisation of a large part of the existing network, 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.

SEINE-ESCAUT: MORE THAN 1 100 KM OF INLAND WATERWAYS AT THE HEART OF THE EUROPEAN UNION

The Seine-Escaut project encompasses the waterway network composed of:

- The Canal Seine-Nord Europe, the Dunkerque-Scheldt link, the Oise River, the Seine from Le Havre to Nogent-sur-Seine
- the Sambre, the Charleroi-Brussels-Antwerp canal, the Canal du Centre and the Nimy-Blaton-Péronnes canal
- the Lys and its Diversion Canal, the Upper-Scheldt, the Upper-Seascheldt, the Ghent-Ostend canal, the Roeselare-Lys canal, the Bossuyt-Kortrijk canal and the Circular Canal around Ghent
- two cross-border inland waterways: the Lys Mitoyenne and the Condé-Pommerœul canal
- the connection points with the other transport modes including the multimodal platforms and the inland waterway links with the seaports of Le Havre, Dunkerque, Ghent, Antwerp and Zeebrugge

AN INTEGRATED MANAGEMENT STRUCTURE GATHERING THREE GOVERNMENTS

The cross-border cooperation relating to the Seine-Escaut Global Project between France, Wallonia and Flanders began in November 2005, with the creation of a “Seine-Escaut committee”. Since then, two specific structures have been created to follow all the issues relating to preparing and implementing the Seine-Escaut Project: an inter-governmental commission and a European Economic Interest Grouping.

On 17 October 2013, this perimeter was extended to its current configuration with the joint signature, in Tallinn, by the European Commission, the French, Flemish, Dutch and Walloon Ministers of the declaration on the implementation of the Seine-Escaut network within the framework of the European North Sea-Mediterranean corridor.

In June 2019, the adoption of the Seine-Scheldt Implementing Decision is a major step giving a new impetus to the project.

Agreed with Belgium (Wallonia and Flanders) and France, the Implementing Decision defines the exact scope of the Seine-Escaut Global Project, lists the upgrades and constructions to be realised per section and the actions to be undertaken, following a clear implementation timetable.

It confirmed the high priority of the project, specified the timetable and the roadmap, and confirmed its long-term backing for the project until the completion of the TEN-T core network in 2030.

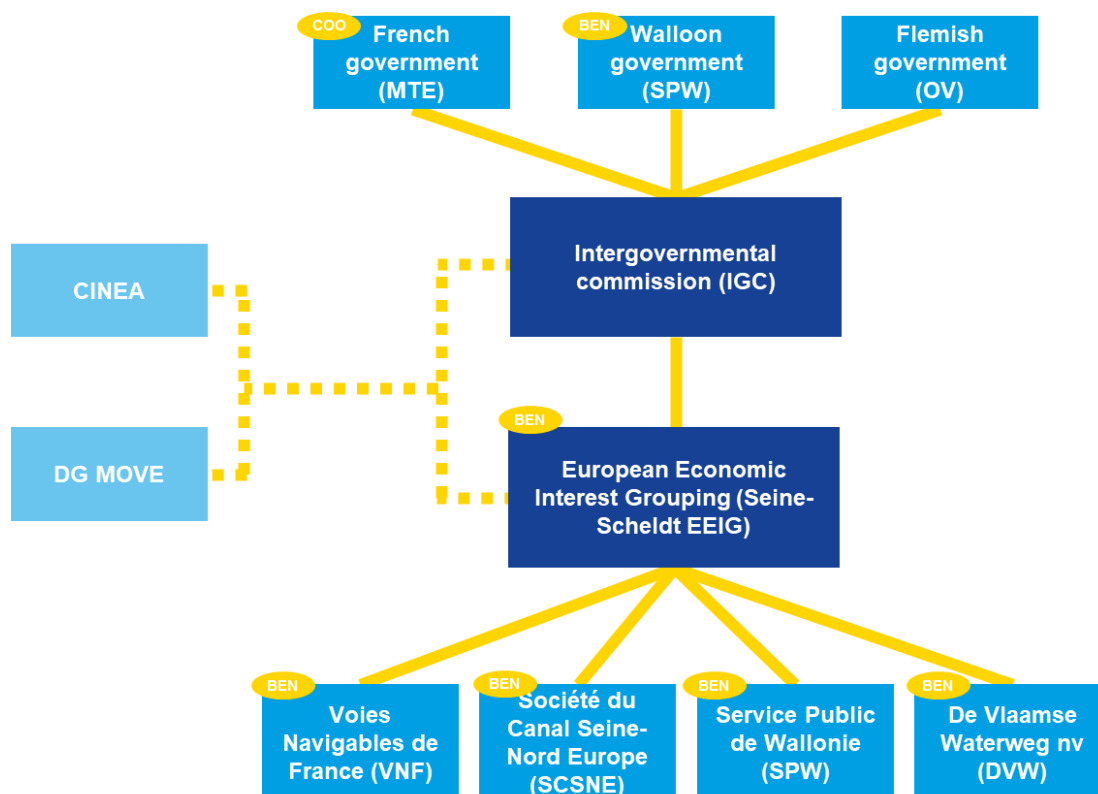


Figure 8: Structure of the consortium

THE SEINE-ESCAUT INTERGOVERNMENTAL COMMISSION (IGC)

Since 2009, the main governance authority for the Seine-Escaut link has been the Seine-Escaut intergovernmental commission (IGC) made up of the French, Walloon and Flemish governments. Its role is to monitor all the issues relating to preparing and implementing the large-gauge Seine-Escaut inland waterway link, including the following in particular:

- the coordination of the financing of the project, the coordination of the studies and the environmental procedures and the timelines for the completion of the different sections of the trans-border section, in accordance with the opening calendar of the different sections of the new inland waterway network.
- the conditions governing the standardisation of the prices practised on the trans-border section, the study of the collection conditions and the associated distribution of the toll revenues.
- the conditions for the standardisation of the management of the traffic on the trans-border section, using inland waterway information services in particular.

In French law, the intergovernmental commission was established by an international agreement in the form of an exchange of letters between the governments of France, Wallonia and Flanders relating to the creation of an inter-governmental commission for the preparation and implementation of the SEINE-ESCAUT project, signed in Paris on 10 March 2009, in Jambes on 7 April 2009 and in Willebroek on 17 April 2009. In France, this agreement was published by decree no. 2009-1355 of 2 November 2009.

The IGC meets at least quarterly. The 2019 Implementing Decision requires to invite a representative of the European Commission at least biannually. It endorses a usual practice adopted by the partners.

Indeed, since 2009, the European Commission and CINEA have been invited on a regular basis to attend IGC meetings.

Since 2014, several meetings have taken place in the presence of the European coordinator responsible for the North Sea – Mediterranean corridor or his representative.

THE SEINE-ESCAUT EUROPEAN ECONOMIC INTEREST GROUPING (GEIE SE)

The Seine-Escaut European Economic Interest Grouping (EEIG) was formed in April 2010. It brings together the Société du Canal Seine Nord Europe (SCSNE) and the waterway managing authorities: Voies navigables de France (VNF), De Vlaamse Waterweg nv (DVW) and the Service Public de Wallonie (SPW). The work of the EEIG has allowed, in particular, for more in-depth socio-economic and pricing studies for the Seine-Escaut link. It contributes to preparations for meetings of the intergovernmental commission with regard to:

- Respecting the fundamental functional objectives of the link (continuity of Va/Vb class) and provisional activity schedules in view of the shared objective of commissioning the entire Seine-Escaut waterway link in 2030,
- coordinating schedules for study activities (environmental studies, administrative procedures) and 40 works scheduled by the SEINE-ESCAUT project,
- coordinating financing requests with regard to the European Union (presented jointly by the French, Flemish and Walloon authorities to the departments of the European Commission), monitoring the implementation of financing decisions granted by the European Union,
- the conditions for the standardisation of the management of the traffic using inland waterway information services in particular.

The 2019 Implementing Decision requires inviting a representative of the European Commission and the European Coordinator for the North Sea –Mediterranean Core Network Corridor to participate in the EEIG as observers at least three times a year. It endorses a usual practice adopted by the partners.

Indeed, since 2010, the European Commission, CINEA and the European coordinator responsible for the North Sea – Mediterranean corridor have been invited on a regular basis to attend EEIG meetings.

INVOLVEMENT OF THE EUROPEAN COMMISSION

In line with Art. 3 of the 2019 implementing decision, the European Coordinator for the North Sea – Mediterranean Core Network Corridor and a representative of the Commission are regularly participating in the meetings of the Intergovernmental Commission and GEIE SE as observers. Moreover, the European Coordinator and/or a representative of the Commission are participating in the meetings of the supervisory board (conseil de surveillance) of the SCSNE as observers.

A CROSS-BORDER PROJECT

The Seine-Escaut Global Project is a complex cross-border project, involving Belgium (Wallonia and Flanders) and France and involving works aiming both to create new infrastructure and to improve existing infrastructure with minimal impact on navigation during works. An international coordination is therefore necessary.

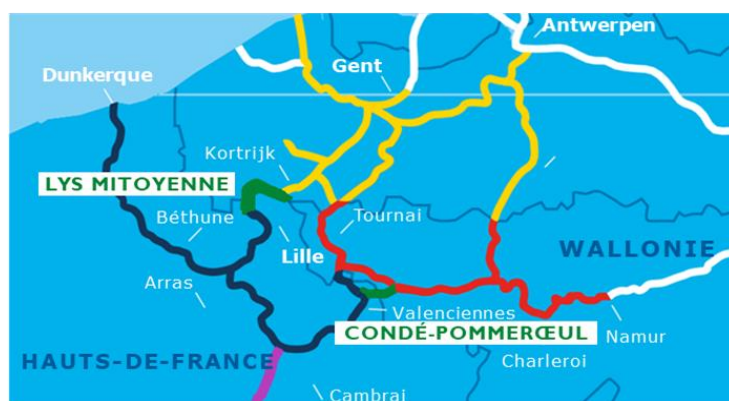
AS LISTED IN THE CEF REGULATION ANNEX PART III

Annex Part III of the CEF2 Regulation explicitly lists the “Seine – Escaut Network and the related Seine, Scheldt and Meuse River basins”, as a **cross-border link of the core network corridor “North Sea – Mediterranean” for inland waterways**.

The cross-border links which are covered by the CEF2 Project SEINE-ESCAUT 2.2 are:

- the cross-border Lys Mitoyenne canal (BE-FR)
- the cross-border canal Condé-Pommerœul (BE-FR)

Figure 9: International agreements



CROSS-BORDER LYS MITOYENNE

This section flows across the French and Belgian borders several times over a length of 19 km, hence it requires the need for very close cooperation in the implementation of works by the responsible entities. The objective for this section, which has been set in the 2019/1118 implementing decision Art. 2(i) is the “upgrade to ECMT class Vb (unidirectional) and Va (bidirectional), enabling 3 layers of containers, by December 2027”. In this context, the signature in November 2018 of a framework agreement by the Flemish, Walloon and French governments was a key development. Given the cross-border nature of the Lys and the variations in the position of the border in relation to the project, the agreement provides for the distribution of the cost of the works as following:

- **section 1:** from Deûlémont to the Comines lock under the supervision of Voies navigables de France (VNF)
- **section 2:** from the Comines lock to the Wallonia / Flanders border under the contracting authority of the Service Public de Wallonie (SPW)
- **section 3:** from the Wallonia / Flanders border to the Rijselstraat Bridge in Menen under the contracting authority of De Vlaamse Waterweg nv (DVW)

Some works have already been carried out in Flanders such as the lifting and reconstruction of the cross-border bridge of Wervik over the Lys. In Wallonia, main calibration works are completed. In France, works on section 1 are also completed. Within the SEINE-ESCAUT 2020 Project, further works are required related to finalisation of environmental measures, and the continuation and completion of dredging, including the management and final development of management sites.

CROSS-BORDER CANAL CONDÉ-POMMERËUL

Because of siltation (sediments), the cross-border canal Condé-Pommerœul has been closed for navigation in 1992. The objective for this section, which has been set in the 2019 implementing decision Art. 2(f) is the “reopening with ECMT class Va, by December 2022”. This will allow to:

- connect large-gauge canals of the Dunkerque-Scheldt axis in France and the Walloon-Backbone in Belgium
- reduce the travel time by 12h by providing a direct 11 km connection instead of the current 40 km detour
- develop the hinterland of the maritime port of Dunkerque, as well as the other inland-waterway ports of this section

In view to reopen the canal in September 2023, works are ongoing on both sides of the border under the CEF1 Action SEINE-ESCAUT 2020 and the CEF2 Project SEINE-ESCAUT 2.1. After its reopening, within the CEF2 Project SEINE-ESCAUT 2.1, further works are required related to ecological facilities and landscaping and the finalisation of dredging and the management and final development of sediment and excavated soil management sites. In this context, the signature in May 2017 of a framework agreement by the Walloon and French governments was a key development.

OBJECTIVES, LOCATION AND TIMELINE OF THE SEINE-ESCAUT PROJECT

STRATEGIC OBJECTIVES OF THE SEINE-ESCAUT PROJECT

The main issue identified on the North Sea – Mediterranean corridor is the class II connection (Canal du Nord) between the class Vb Seine and Oise basin and the network of the Nord-Pas-de-Calais and Wallonia and Flanders, which are from Va to Vb gauge waterways. The Global Project aims to:

- Bridge the missing links by completing the Seine-Nord Europe canal, reopening the cross-border Condé-Pommerœul canal, upgrading the Lys Mitoyenne cross-border link and improving the performance of the existing northern and southern networks
- Remove inland waterway bottlenecks, such as the crossing of Tournai by upgrading existing infrastructure to enable large-gauge navigation (at least ECMT class Va).
- Improve navigation conditions by ensuring the reliability and safety of the inland waterways and infrastructure, improving services to users and deploying remote control.
- Ensure an integrated management of the network at regional /national /crossborder/ EU level with regard to service level for the users.

By promoting the development of waterway transport in northern Europe, the SEINE-ESCAUT Global Project **will contribute to the success of the Green Deal**. Indeed, the inland waterways are one of the transport modes that emit the smallest quantity of greenhouse gases and external costs per tonne of goods transported per kilometre. It is also the mode that releases the least pollutants into the atmosphere. By promoting the development of waterway transport in northern Europe, the **Seine-Escaut network** will play a significant role in the increase of waterborne transport by 25% by 2030 as stated in the **2020 Sustainable and Smart Mobility Strategy**.

The SEINE-ESCAUT Global Project will also contribute to **NAIADES III** objectives to further digitalise the inland transport sector. The remote control of locks and weirs is one of the priorities of the project and is developed in line with the rules and principles for cyber-security, data protection and data sharing.

A LONG-TERM PROJECT WITH A CONTINUOUS SUPPORT OF THE EU

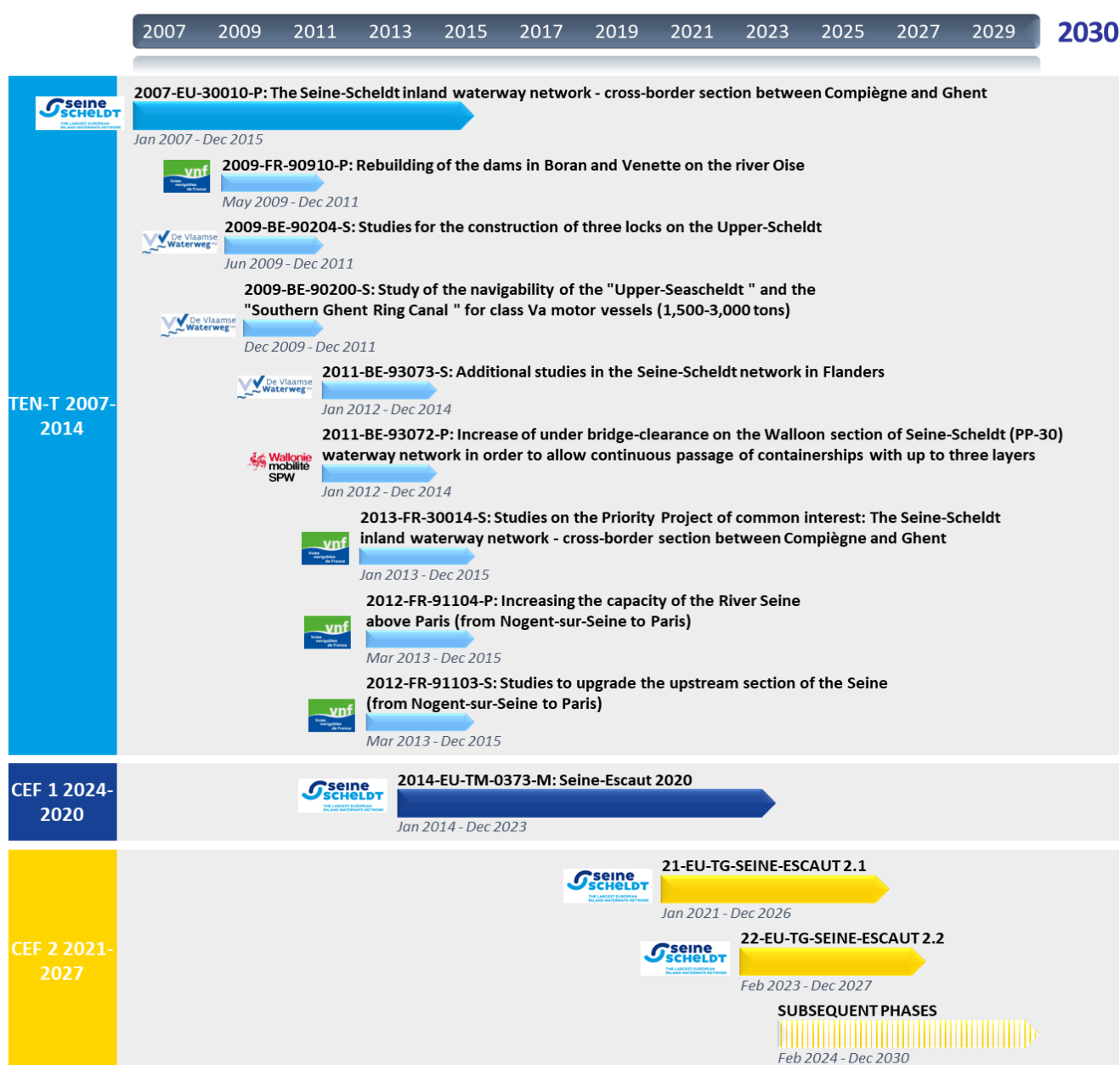


Figure 10: History of the Project

SPECIFIC OBJECTIVES OF THE SEINE-ESCAUT PROJECT FOR THE 2022-2030 PERIOD (UPDATE OF THE IMPLEMENTING DECISION)

GEOGRAPHIC SECTORS OBJECTIVES & TIMELINE	
(a) Seine-Amont, <i>from Nogent-sur-Seine to Paris</i>	<ul style="list-style-type: none"> improvement of the navigation conditions, by December 2030
(b) Seine-Aval, <i>from Suresnes to Le Havre</i>	<ul style="list-style-type: none"> upgrades and improvement of the navigation conditions, by December 2027
(c) Oise <i>from Conflans-Sainte-Honorine to Compiègne</i>	<ul style="list-style-type: none"> upgrade to ECMT class Vb and improvement of navigation conditions, by December 2028
(d) Canal Seine-Nord Europe <i>from Compiègne to Aubencheul-au-Bac</i>	<ul style="list-style-type: none"> construction and entry into operation, with ECMT class Vb and enabling 3 layers of containers, by December 2030
(e) Dunkerque – Scheldt axis <i>including the canal of Dunkerque from Valenciennes to the Scheldt and the Deûle in the direction of Gent</i>	<ul style="list-style-type: none"> upgrade gradually to ECMT class Va (bidirectional) and class Vb (unidirectional), and improvement of the navigation conditions
(f) Canal Condé-Pommerœul	<ul style="list-style-type: none"> reopening with ECMT class Va, by 2023 and completion of the canal and soil management sites by June 2026
(g) Walloon Backbone <i>from Pommerœul to Namur</i>	<ul style="list-style-type: none"> upgrade to ECMT class Va, by December 2028 remote control on the Walloon backbone by 2030
(h) Upper Scheldt <i>in Wallonia (Belgium)</i>	<ul style="list-style-type: none"> upgrade to ECMT class Va, including adaptation of the Tournai crossing to a unidirectional Va and adjustment of the 'Pont des Trous' and 'Pont-à-Ponts' by December 2022 capacity increase and securing of the lock sites, through the adaptation of the locks of Hérissonnes and Kain, with finalisation of the studies by December 2025 and of the works by December 2030
(h) Upper Scheldt <i>in Flanders (Belgium)</i>	<ul style="list-style-type: none"> finalisation of the studies for an upgrade of the locks to ECMT class Vb by December 2022, and drawing up of a technical and financial implementation plan by December 2023
(i) Lys <i>in Flanders (Belgium) and on the Lys-Mitoyenne (cross-border section between France, Flanders and Wallonia (Belgium))</i>	<ul style="list-style-type: none"> upgrade to ECMT class Vb (unidirectional) and Va (bidirectional), enabling 3 layers of containers, by December 2027 upgrade of the Lys Mitoyenne to ECMT class Vb, including Section 1 Deûlémont-Comines by 2025, the crossing of Comines by 2027 and securing of navigation by 2030
(j) Connecting network in Flanders	<ul style="list-style-type: none"> studies for the upgrade of the Flemish inland waterway sections with class Va connecting directly to the Seine-Escaut main link, by December 2022 drawing up of a technical and financial implementation plan, including a detailed priority assessment, for the necessary upgrades on the above sections, by December 2023
(k) Seneffe – Antwerp <i>on the Flemish and Walloon sections:</i>	<ul style="list-style-type: none"> conduct studies, in particular for the upgrade to a fully-fledged ECMT class IV, by December 2022 drawing up of a technical and financial implementation plan of the necessary upgrades, by December 2023 Modernisation and securisation of the Walloon infrastructures by 2028
(l) General actions	<ul style="list-style-type: none"> drawing up of a policy framework, coordinated between the different parties, to promote the full deployment of alternative fuels infrastructure along the whole Seine-Escaut network, in line with the National Policy Frameworks submitted by Belgium and France in the context of Directive 2014/94/EU of the European Parliament and of the Council, by December 2022, with a view to gradual implementation by December 2030 implementation of integrated and efficient cross-border traffic and transport management services along the whole Seine-Escaut network, including the full-scale RIS implementation according to Directive 2005/44/EC of the European Parliament and of the Council, by December 2028 development of multimodal logistics platforms on the Seine-Escaut network, by December 2028. The inland ports will be built by the Hauts-de-France Regional Council. These works are subject to European funding (reference: 2019-FR-TM-0110-S)

CURRENT STATE OF PLAY OF THE GLOBAL PROJECT AND SPECIFIC NEEDS ADDRESSED BY THE SEINE-ESCAUT 2.2 PROJECT

ACTIVITIES ON THE CANAL SEINE-NORD EUROPE IN FRANCE

The Seine in France is already connected to the Scheldt in Belgium. However, navigation faces a major bottleneck from Compiègne to Aubencheul-au-Bac as the Canal Latéral à l'Oise from Compiègne to Pont-l'Évêque (PK 98+68 to PK 117+33) is limited to ECMT Class III and the Canal du Nord from Pont-l'Évêque to Arleux (PK 95 to PK 0) is limited to ECMT Class II. Actually, the freight between the Seine and the Dunkerque-Scheldt axis is negligible (below 3 million tons).

The Canal Seine Nord Europe will connect Compiègne to Aubencheul-au-Bac by 2030. This large-gauge canal of 107 km long and 54 m wide is an essential link in the Seine-Escaut network, which will connect the French network to the 20,000 km of European waterways. The Canal Seine-Nord Europe will include 7 locks and several quays, mainly for the transport of cereals. It will thus allow the development of the river, an ecological solution for the transport of goods, and a factor in the competitiveness of production and the attractiveness of territories. This major project is co-financed by the European Union, France and the local authorities, which pilot the Société du Canal Seine-Nord Europe (SCSNE), a public establishment ensuring project management.

It is estimated, a few years after its commissioning, that the Canal Seine-Nord Europe will make it possible to transport **ca. 17 million tons of goods per year** and reduce road traffic by 1 million heavy goods vehicles per year in France and even by 2.3 million at the Seine-Escaut network level. The result is a carbon footprint that shows, over 40 years, a **saving of more than 50 million tons of CO₂**. A way to meet the climate and energy challenges of the 21st century.

Open 24 hours a day, 360 days a year, the Canal Seine Nord Europe will be crossed in 16 to 19 hours on average, compared to about 30 hours by the current river network.

Works on the Canal Seine-Nord Europe are structured in 6 sectors (see a detailed map in Annex 9.1)

Sector 1 from Compiègne to Passel

Sector 1 covers the construction of the Canal over 18.6 km from Compiègne to Passel and Pont-l'Évêque (PK 98+68 to PK 117+300) and construction of one ECMT Class Vb lock in Montmacq.

Sector 1 is composed of the following operations:

- Reach 1 or "Reach of Venette" (PK 98+68 to PK 107+216) on the Oise River. The latter will be canalised from Compiègne to Plessis-Brion. From Thourotte to Montmacq, the Canal is distinct and requires rescinding the Oise River.
- Reach 2 or "Reach of Montmacq" between the Montmacq lock and Passel (PK 107+2016 to PK 117+300). The Oise River will be rescinded in Montmacq.
- A new lock in Montmacq equipped with a remote-control system
- Bridges over the canal, the Oise River and the "Canal Latéral à l'Oise".
- Three quays in Ribécourt-Dreslincourt (PK 109, 150m), Pimprez (PK 110, 200m) and Thourotte (PK 105, 200m) equipped with facilities (water supply, shore-side electricity supply, waste reception facilities)
- Three rescinding sections on the Oise River (two in Montmacq and one in Pimprez)
- One overflow and regulation weir in Pimprez
- One flood regulation weir in Montmacq
- One pumping station within the Montmacq lock
- Nine restorations of small rivers, six passing under the Canal and three flows into the Oise river
- Deviation works to be carried out by operators through general conventions
- Environmental and landscaping works

Under the CEF1 Action SEINE-ESCAUT 2020, all studies to launch works were foreseen, the environmental authorisation was obtained on 8 April 2021 and works started:

- 2 quays in Ribécourt-Dreslincourt and Pimprez were built. They will serve during the work phase as well as when the Canal will be commissioned.
- 2 roundabouts on the RD81 and RD40bis were built. They will serve during the work phase as well as when the Canal will be commissioned.
- The rescinding of the Oise started and the contractual milestone of impounding the Oise River will be reached.
- Environmental and landscaping, main network deviation and ancillary network deviation works were launched.

As soon as Sector 1 is commissioned (before 2030), the journey from Noyon to Compiègne will be reduced by 1 hour thanks to the removal of one out of the two locks. Moreover, the works on Sector 1 will improve hydraulic management by tripling the capacity on Reach 1 and enabling flows from the Oise River and the Verse River into the Canal in case of a 100-year flood. The works on Sector 1 also take into account the Military Mobility strategy by ensuring that three bridges enable traffic of military convoys (RD81, RD66, RD40bis).

Sector 1 will enable navigation of convoys with a length of 185 m, a width of 11.4 m, a draught of 3 m and a load of 4,400 t (Class Vb). The navigation channel will reach a minimum width of 4,5 m and bridge clearance of 7 m calculated at high water level.

All works have been authorised by prefectural decree in compliance with environmental laws on 8 April 2021.

Work Package 2 covers archaeological and execution studies on Sectors 1 to 6. Work Package 3 covers the main works on the route of the Canal on Sector 1. Work Package 4 covers other works on Sectors 1 to 6, including on the Montmacq lock on Sector 1 (T4.1), environmental and landscape design works on all sectors (T4.2) and network deviation works on all sectors (T4.3)

Sector 2 from Passel to Allaines

Sector 2 covers the construction of the Canal over 46km from Passel to Allaines (PK 117.3 to PK 164.7).

Sector 3 from Allaines to Etricourt

Sector 3 covers the construction of the Canal over 15km from Allaines to Etricourt (PK 164.7 to PK 178.2).

Sector 4 from Etricourt to Aubencheul-au-Bac

Sector 4 covers the construction of the Canal over 28km from Etricourt to Aubencheul-au-Bac (PK 178.2 to PK 206.1).

Sector 5: Construction of locks on Sectors 2 to 4

Sector 5 covers the construction of five ECMT Class V locks in Noyon, Catigny, Allaines, Marquion-Bourlon and Oisy-le-Verger.

Sector 6: Canal-Bridge of the Somme

Sector 6 covers the construction of the Canal-Bridge of the Somme. It will be 1,330 m long, 45 m wide (35 m wide for navigation) and 4.5 m deep.

For Sectors 2 to 6, most of the preliminary studies were carried out in the CEF1 Action SEINE-ESCAUT 2020.

SEINE-ESCAUT 2.2 covers the other remaining studies and first ancillary works.

- Archaeological studies (diagnostics and digs) will be pursued under Task 2.3.
- Public procurement procedures, technical studies and studies for spatial planning works around the Canal in the scope of the expropriation conventions with Departments (local authorities) are carried out under Task 2.4.
- Task 4.2 includes compensatory measures not covered by the Declaration of Public Interest (DUP).
- Task 4.3 includes network deviation works.

The environmental impact assessment was sent in March 2022 to the environmental authority which gave its first opinion in November 2022. The environmental authorisation is expected in March 2024. Launching works in subsequent phases is a prerequisite to complete the Canal Seine-Nord Europe by 2030.

ACTIVITIES IN THE SEINE BASIN IN FRANCE

In the scope of the Seine-Escaut Global Project, the Seine Basin covers the Upper Seine from Nogent-sur-Seine to Paris, the Lower Seine from Suresnes to Le Havre and the Oise River from Conflans-Sainte-Honorine to Compiègne which connects the Seine to the canal Seine Nord Europe

Under SEINE-ESCAUT 2.2, no activities are foreseen.

I. The Oise River

The Oise River connects the future canal Seine Nord Europe at Compiègne to the Seine at Conflans-Sainte-Honorine (90km). Between Compiègne (SNCF bridge) and the lock of Creil, the Oise River has a depth of only 3m - insufficient to allow the passage of ECMT class Vb vessels. The Seine-Escaut Global Project therefore aims to deepen this 42 km-long section of the Oise to 4m, as part of MAGEO (Mise au gabarit européen de l'Oise). This development is a key step in ensuring the continuity of navigation between the

Seine and the Scheldt basins as part of the Global Project. On 22 May 2022, the MAGEO project was declared of public interest.

*

II. The Upper Seine

The Upper Seine from Nogent-sur-Seine to Paris enables navigation of ECMT Class Vb (Va in Paris). However, most of the infrastructure on the section is old and requires heavy investment, some of it urgent where infrastructure is at risk of collapsing. The objective of the Global Project is to ensure the reliability and safety of navigation by refurbishing, modernising, upgrading and building infrastructure as needed along the Upper Seine.

Moreover, in order to improve the level of service for 24/7 access and to improve services to users, the deployment of a remote control system of all equipment (locks and weirs) on the Upper Seine is necessary. Ultimately, the remote-control system will be deployed on all sections of the Seine Basin (Oise, Upper Seine and Lower Seine) and will be managed jointly. *

III. The Lower Seine

The Lower Seine (ca. 206 km) connects the Upper Seine, the Marne and the Oise to the international maritime ports of Rouen and Le Havre with ECMT Class Vb. Therefore, it is a gateway for international trade for the entire Seine Basin economic area. In 2021, 14.9 million tons were transported on the Lower Seine. The Cost-Benefit Analysis estimates that traffic on the Lower Seine will increase by 6.4 million tons by 2070 in the context of the completion of the project.

This requires ensuring the reliability and safety of waterways. Indeed, some infrastructures are old and require heavy investments. Moreover, in order to improve the level of service for 24/7 access, the deployment of a remote-control system of all equipment (locks and weirs) on the Lower Seine is necessary. Ultimately, the remote-control system will be deployed on all sections of the Seine Basin (Oise, Upper Seine and Lower Seine) and will be managed jointly.

ACTIVITIES IN THE NORD PAS DE CALAIS

Following the future opening of the Canal Seine-Nord Europe and significant upgrades of the inland waterway network across the border in Belgium, the traffic and size of vessels are expected to grow considerably on the Nord-Pas de Calais (NPDC) large-gauge network in the coming years. The NPDC large-gauge network contains 240km of waterways, 19 locks (3 sites with two locks), 1 lock connecting the Dunkerque-Scheldt network to the Canal du Nord to be equipped with remote control, bridges with an under clearance of 5.25 m and a draught of 3.5 m.

The network is classified as ECMT Class Va, accommodating for vessels carrying between 1.500 and 3.000 tonnes but actually presents a number of problems with regard to the safe and smooth navigation of Class Va vessels in both directions or Class Vb (one direction at a time). (See detailed maps in Annex 9.1)

The navigation of Class Vb vessels is currently not possible due to the length of locks which is limited to 144 m (compatible with Va+ vessels). In this general context, investments are planned in the short, medium and longer term as part of the Seine-Escaut Global Project for the gradual adaptation of the network according to the hierarchy of needs and identification of the most beneficial solutions.

The objective is to prepare the NPDC network for the general boost in traffic and increased share of bigger vessels, including at a certain stage pushed convoys (Vb). The investments align with Implementing Decision 2019/1118 (art. 2, point e).

Under SEINE-ESCAUT 2.2, no activities are foreseen. Studies and works are ongoing under the CEF1 Action SEIE-ESCAUT 2020 and the CEF 2 Project SEINE-ESCAUT 2.1.

ACTIVITIES IN WALLONIA

The Walloon inland waterway network was mainly designed and developed to meet the requirements of the EU standard adopted in the 1950s: Class IV. Today, this gauge and associated service levels are no longer in line with the needs of modern navigation. The deployment of large Va class vessels leads to new structural bottlenecks. It is, therefore, necessary to upgrade where possible the main navigation axes by harmonising their capacity with the standards developed in the neighbouring network.

In this context, the Walloon Backbone stretch between Nimy and the cross-border Pommeroeul-Condé canal will be upgraded to 144 m x 11.5 m gauge (ECMT Va+) which is the gauge of the French Nord – Pas de Calais network, connecting to the future Canal Seine Nord Europe and to Port of Dunkirk.

The Walloon Backbone stretch between Nimy and Seneffe will be upgraded to 110 M x 11,4m (ECMT Va) once the Obourg lock is rebuilt as part of this project. On this section, the two other locks– in particular, the

Strepy-Thieu boat lift which cannot be modified- already have this 110 M x 11,4m dimension. From Obourg to Namur, investments foreseen as part of the Global Project will enable continuous navigation of ECMT Class Va vessels (110 M x 11,4m).

The Seneffe-Brussels section is being upgraded but will remain at class IV due to the inclined plane of Ronquières which cannot be modified.

Along with the gradual upgrade of the network to class Va, quay walls have been or are being built and/or extended in order to increase the use of waterways and ultimately shift more freight to inland waterway transport. Several such investments were made under SEINE-ESCAUT 2020 on the Upper Scheldt, (Pecq) and on the Walloon Backbone (Manage and Landelies).

I. The Walloon section of the cross-border Condé-Pommeroeul canal running from the French border to the intersection with the Nimy-Blaton-Péronnes canal in Pommeroeul

This section reaches ECMT Class Va with locks enabling the navigation of convoys of 144m x 11.5 m in line with the gauge of the French network. This axis, closed to navigation since the nineties, will be reopened to the ECMT Class Va as part of SEINE-ESCAUT 2020.

There is no intervention on this axis in this project.**II. The Walloon Backbone including the following sections**

(i) The Nimy-Blaton-Péronnes canal which is free of locks between Pommeroeul and Nimy

This portion has a succession of tight and close curves between Tertre and Baudour, preventing navigation to ECMT Class Va. It must be considered as a bottleneck for class Va.

Technical studies have been conducted under SEINE-ESCAUT 2020 to widen specific curves. Works building on these studies to ultimately enable navigation of ECMT Class Va on the canal will be conducted under SEINE-ESCAUT 2.1. It includes a new loading/unloading solution studied under SEINE-ESCAUT 2.1. Related works will be carried out in subsequent phases with the aim of 144m x 11.5m between Pommeroeul and Nimy.

There is no intervention on this axis in this project.

(ii) The large-gauge Canal du Centre between Nimy and Seneffe, comprising an ECMT Class IV lock (bottleneck) in Obourg, an ECMT Class Va lock in Havré and an ECMT Class Va boat lift in Strépy

A new lock doubling the existing lock in Obourg is necessary for the upgrading of the section to ECMT Class Va and the safety of traffic. The new lock (for convoys up to dimensions 144 m x 11,5 m) will be larger than the existing lock. The technical studies for this doubling of the lock and the applications for authorisations were carried out under SEINE-ESCAUT 2020.

Task 6.1 covers the resulting civil engineering works for the Obourg new lock and the construction of a turning basin upstream of the lock.

The electromechanical works part will be carried out in a subsequent phase of the global project.

On this canal, the lock of Havré has already been modernised under SEINE-ESCAUT 2020 to enable remote management and optimise its pumping station in anticipation of increased future use. The lock of Havré and the boat lift in Strépy already have sufficient dimensions to permit navigation ECMT Class Va (110 M x 11,4m). Therefore, once the new lock of Obourg is commissioned, the whole stretch from Nimy up to Seneffe will be at class Va.

Along with the works completed within the CEF SEINE-ESCAUT 2020 and CEF 2 SEINE-ESCAUT 2.1 projects, Task 6.1 enables navigation to convoy up to dimensions 144m x 11,5m between Condé in France and Obourg, and navigation to ECMT Class Va (110 M x 11,4m) between Condé and Seneffe.

(iii) The Charleroi-Brussels canal between Seneffe and Charleroi, with 3 ECMT Class IV locks (bottlenecks) in Viesville, Gosselies and Marchienne-au-Pont

For the upgrading of this section of the canal to ECMT Class Va, 3 new ECMT Class Va locks (for vessels up to dimensions 110 m x 11,4 m) are planned, each doubling the existing locks.

Works to adapt the existing infrastructure, including the pumping stations, for the duplication of the locks and technical studies, including application for the permit, for this duplication were carried out under SEINE-ESCAUT 2020.

The duplication works for Viesville, Gosselies and Marchienne-au-pont will be carried out in subsequent phases.

There is no intervention on this axis in this project.

(iv) The Basse Sambre between Charleroi and the confluence with the Meuse at Namur with 8 ECMT Class Va locks with dams: Monceau-sur-Sambre, Marcinelle, Montignies-sur-Sambre, Roselies, Auvelais, Mornimont, Floriffoux and Salzinnes.

The Auvelais lock is a bottleneck for the section to ECMT Class Va with an insufficient draught. Work to remove this bottleneck is being carried out in SEINE-ESCAUT 2020. However, 9 zones identified on the linear of the river require development work to ensure smooth and safe navigation for Class Va convoys: 3 crossing areas to be widened, 1 curve to be rectified, 4 turning basins to be upgraded to ECMT Class Va and 1 waiting area.

The technical studies for these development works and their applications for authorization were carried out under SEINE-ESCAUT 2020. Works on 1 turning basin and 1 crossing area, both located in Franière will be conducted under SEINE-ESCAUT 2.1. The other works will be carried out in subsequent phases.

In parallel, the 8 locks/dams and their equipment will be modernized to enable their remote control from the Perex 4.0 center in Daussoulx. These adaptations focus on 3 priorities:

- Modernisation of remote control equipment (PLCs, UPS, cameras, etc.) carried out under SEINE-ESCAUT 2.1.
- The reliability of the equipment of the structures in order to allow their remote control. Studies to identify the necessary interventions are ongoing.
 - SEINE-ESCAUT 2.1 covers works to replace the sluice gate of the Floriffoux weir and the remote control equipment of the sluice gate of the Montignies-sur-Sambre lock.
 - Task 6.3 covers the renovation of oleo-hydraulic units of Floriffoux, Montignies, Roselies and Mornimont locks and weirs sites and the replacement of the intermediary sluice gate of Monceau lock.
- The physical security of sites by the installation of security barriers and anti-intrusion elements to ensure the security of unmanned operations. SEINE-ESCAUT 2.1 covers works on the Auvelais, Mornimont, Floriffoux and Salzinnes sites. Works for the last 4 sites will be carried out under subsequent phases.

Ultimately, the section between Charleroi and Namur will be upgraded to the ECMT Class Va with alternating zones, safe navigation conditions and improved crossing possibilities.

III. The Upper Scheldt from the French border to Herinnes

The section faced major bottlenecks which have been removed under SEINE-ESCAUT 2020, notably the crossing of Tournai as well as the deepening of locks at Kain and Hérinnes and the reconstruction of the weirs at the same locations.

Studies to prepare works to increase the capacity of Kain and Hérinnes lock sites are foreseen under SEINE-ESCAUT 2.1. Works will be carried out under subsequent phases.

There is no intervention on this axis in this project.

IV. The Walloon section of the Lys mitoyenne

The section had an insufficient size for navigation of ECMT Class Vb vessels (unidirectional). The upgrade of this section was entirely carried out as part of SEINE-ESCAUT 2020.

Studies aiming to secure navigation by modernising the Comines lock and weir are foreseen under SEINE-ESCAUT 2.1. Works will be carried out under subsequent phases.

There is no intervention on this axis in this project.

V. The Charleroi-Brussels canal between Seneffe and Lembeek

The section has two infrastructures: the inclined plane of Ronquières and the lock of Ittre. These two old pieces of infrastructure require modernisation and complete securing of their structure and equipment to restore the full capacity of crossing, and guarantee the safety of navigation for ECMT Class IV.

SEINE-ESCAUT 2.1 covers:

- works for the modernisation of the remote control system, the functional lighting and the 1st caisson of the inclined plane.
- security works (pontoons) and those necessary for its remote control (adaptation of the high voltage of the site and the lock valves) on the Ittre site.
- Studies for the overall Ittre site modernization.

Works on the 2nd caisson of the inclined plane and further works for Ittre site will be carried out in subsequent phases.

There is no intervention on this axis in this project.

ACTIVITIES IN FLANDERS

The inland waterway network in Flanders is one of the densest in Europe and includes about 1.100km of rivers and canals, linking the Flemish maritime ports (Antwerp, Ghent, Zeebrugge, Ostend) to the inland transshipment infrastructure and the neighbouring waterway networks in France, Wallonia and the Netherlands. In order to prepare the Flemish network to fulfil its future role in the global Seine-Escaut corridor, not only the link itself via the river Lys but also the surrounding waterways (Upper-Scheldt, canal Ghent-Ostend, canal Roeselare-Lys, canal Bossuyt-Kortrijk, canal Brussels-Charleroi) have to be upgraded and strengthened to meet ECMT Class Vb and/or Va standards and to allow navigation with 3 layers of containers.

I. Upgrade of the Lys river to ECMT class Vb (unidirectional) and Va (bidirectional), enabling 3 layers of containers

The Lys river is one of the main routes linking the French waterway network with the Belgian ports of Ghent, Zeebrugge and Antwerp. It is 71 km long and needs to be deepened to 4.50 m depth and widened to ca. 43 metres of water surface width, so as to allow navigation with ECMT Class Vb unidirectional and Va bidirectional. Its upgrade, which also includes the reconstruction of river banks, locks and bridges, as well as environmental works, represents a very substantial investment and complex planning, hence its implementation takes place in several phases.

In order to adequately manage the linear calibration works needed for this upgrade, the entire Lys axis is divided into 7 subsequent sections. The three most downstream sections 110, 120 and 130 have already been calibrated in the CEF1 Action SEINE-ESCAUT 2020 and prior Actions. The linear calibration of the section 140 (11km between Deinze and Sint-Baafs-Vijve) is ongoing on site, as part of both the CEF1 Action SEINE-ESCAUT 2020 and the CEF2 Project SEINE-ESCAUT 2.1. The linear calibration of the sections 150 (10km between Sint-Baafs-Vijve and Harelbeke), 160 (17km between Harelbeke and Menen) and 170 (6km between Menen and Wervik) is in preparation.

The CEF2 Project SEINE-ESCAUT 2.1 covers the studies dealing with the overall policy and technical issues, as well as the remaining studies of the linear calibration of section 150 (with exception of the final dredging works) and section 160 (until the launch of the EIA) of the Lys axis. The remaining project study for the final dredging works of section 150, the preparation and completion of the permit application and tender documents for section 160 and the preparatory studies (project study, EIA, permit application and tender documents) for the linear calibration of section 170 are covered by Task 7.2 under WP7 in the scope of SEINE-ESCAUT 2.2.

In addition to the above, SEINE-ESCAUT 2.2 will also include a series of tasks related to the calibration works of the Lys. On section 150 the project includes the reconstruction and improvement of the embankments and cyclist connections at the Waregem-Barrage site (Task 8.1) and on section 160 it will include the construction of a bridge and the adaptation of the river trajectory to upgrade the crossing of Menen (Task 8.2).

II. Upgrade of the locks of the Upper-Scheldt to ECMT class Vb

The Upper-Scheldt is one of the main routes linking the French and Walloon waterway networks with the maritime ports of Flanders (Antwerp, Ghent and Zeebrugge). Its upgrade in Flanders is coordinated with the Walloon and French authorities to achieve good navigation conditions for ECMT class Vb vessels and meet the expected growth of traffic. To achieve this on the Flemish section of the Upper Scheldt (49,6 km from Merelbeke to Hérinnes), it is necessary to remove the capacity bottlenecks at the three lock sites and to secure the navigation conditions for ECMT class Vb.

The CEF2 Project SEINE-ESCAUT 2.1 covers the studies for both the re-engineering of the three existing locks (Asper, Kerkhove, Oudenaarde) and the construction of a second lock doubling the existing one at each site, which will be realised through a PPP. The related works will be carried out in subsequent phases of the SEINE-ESCAUT Global Project. Therefore, no activities are foreseen on this section under SEINE-ESCAUT 2.2.

III. Upgrade of the connections to the maritime port of Zeebrugge (Canal Ghent – Ostend)

Improving the inland waterway transport access to and from the port of Zeebrugge is an important objective of the SEINE-ESCAUT Global Project, requiring extensive and complex works in and around the city of Bruges and on the canal Ghent-Ostend. These works include inter alia waterway calibration, adaptation of locks, and reconstruction of bridges.

The CEF2 Project SEINE-ESCAUT 2.1 covers the studies for the reconstruction of the Dampoort lock and the Kruispoort I bridge in Bruges as well as the studies for the overall upgrade of the canal Ghent-Ostend to ECMT class Va. The related works will be executed in a subsequent phase of the SEINE-ESCAUT Global Project.

The removal of the bottleneck at the Steenbrugge bridge in Bruges is covered by this project (T 8.4) and will replace the existing movable bridge with a fixed bridge with a clearance of 7m, so that road and shipping traffic can cross each other unhindered. The works also include the construction of a new movable cyclist bridge, as well as the adaptation of the curvature of the canal bend to secure good navigation conditions for large vessels up to ECMT class Va.

IV. Upgrade of the canal Roeselare-Lys to ECMT Va

The 16,5 km canal Roeselare Lys (CRL) is connected to the Lys and located along a very busy industrial and logistic hub. It has the potential to attract much higher volumes of traffic following the planned upgrade of the Lys river, but this also requires an upgrade of the CRL itself (deepening of the navigation channel and upgrading of embankments and bridges) in order to allow navigation with ECMT Class Va.

The preliminary studies for the upgrade of the canal, as well as the first works on this section covering the reconstruction of the Brigandsbrug in Ingelmunster were carried out in the CEF1 Action SEINE-ESCAUT 2020. The detailed design studies ('Ontwerpstudies') for the upgrade of the canal, as well as the works for the reconstruction of the Lysbridge in Ingelmunster, the quay infrastructures in Zuid Izegem and Ooigem and the embankments of a turning basin in Kachtem are being carried out in the scope of the CEF2 Project SEINE-ESCAUT 2.1 and will allow preparing the works for the calibration and deepening of the canal in a subsequent phase of the SEINE-ESCAUT Global Project.

In the scope of SEINE-ESCAUT 2.2, the Braet quay in Wielsbeke will be reconstructed and upgraded. This is also a prerequisite to implement the future calibration and deepening of the canal in a subsequent phase of the Global Project.

V. Upgrade of the canal Bossuit-Kortrijk to ECMT class Va

This 15,4 km canal connects the river Lys (in Kortrijk) to the Scheldt river (in Bossuit). The main obstacle for large-gauge navigation is located in the city of Kortrijk where three ECMT class I locks need to be replaced.

The studies, which have been started in the CEF1 Action SEINE-ESCAUT 2020, will be finalised as part of the CEF2 Project SEINE-ESCAUT 2.1, in view to obtain a final project decision. Since the works will be carried out in a subsequent phase of the SEINE-ESCAUT Global Project, there are no interventions on this section in the scope of this project (SE2.2).

VI. Upgrade of the Seneffe-Antwerp section to ECMT class IV in both directions (Canal Brussels-Charleroi)

The Seneffe-Antwerp section of the Seine-Scheldt network is being developed in both Walloon and Flemish sections. In Flanders, it includes the canal Brussels-Charleroi, between Lembeek and Brussels (Anderlecht), which is classified as ECMT IV, without ensuring corresponding navigation conditions, due to 4 locks with usable length of only 81,30 m (85 m needed for class IV), 7 bridges with a clearance below 7 m, a draught of 2,50 m and a water depth of 3,20 m (4 m needed for class IV).

The studies for the canal calibration works are covered by the CEF2 Project SEINE-ESCAUT 2.1, which will allow to update the implementation plan for the modernisation of the Flemish part of the Seneffe-Antwerp section and to prepare the future works, to be realised in a subsequent phase of the SEINE-ESCAUT Global Project. The studies for the construction of a new bridge in Lot and for the construction of a new embankment for the rail bridge in Halle are covered by this Project in the scope of Task 7.3, in order to prepare the works in a subsequent phase of the SEINE-ESCAUT Global Project.

Furthermore, the CEF2 Project SEINE-ESCAUT 2.1 includes the construction of the Driefonteinen bridge in Sint-Pieters-Leeuw, which is a prerequisite to developing a regional transshipment centre in the immediate vicinity (to be realised in a subsequent phase of the SEINE-ESCAUT Global Project). It also covers the construction of the Zuid bridge in Halle, in order to remove the bottleneck for navigation formed by the adjacent Bospoort bridge. The removal of the bottleneck of the Bospoort bridge itself is covered by Task 8.5 of the present project. The reconstruction of the left bank at the 'Molens Ruisbroek' building in Sint-Pieters-Leeuw in order to widen the canal is also part of this Project and is covered by Task 8.6.

ANNEXES

LIST OF ANNEXES

Subcontracting table — *mandatory (n/a for Lump Sum and Unit Grants)*

SUBCONTRACTING TABLE

Subcontracting <i>Give details on subcontracted action tasks (if any).</i> <i>Subcontracts must be awarded using your usual purchasing practices – provided that they ensure best value for money and no conflict of interests. If you are a ‘contracting authority/entity’ within the meaning of the EU Directives on public procurement, you must also comply with the applicable national law on public procurement.</i> Note: <i>The coordinator remains fully responsible for the coordination tasks, even if they are delegated to someone else. Coordinator tasks cannot be subcontracted.</i>			
Task number to be subcontracted (follow the numbering in the grant agreement)	Name of task to be subcontracted	Description (Describe briefly the part of the task to be subcontracted and indicate the BEN/AE responsible)	Estimated Costs (EUR)
T1.1	Integrated management structure	From 2024 to 2027, technical assistance to the reporting of the global project SEINE-ESCAUT is subcontracted. The contract covers all technical assistance for the reporting to CINEA (continuous reporting, progress report, periodic report, final report) in accordance with the rules of the Grant Agreements as well as technical assistance for the organisation of the IGC and GEIE SE (Minutes)	600 000 €
T1.1	Integrated management structure	From 2026 to 2027, GEIE SE will be assisted in carrying out several activities including: <ul style="list-style-type: none"> • translation of documents • communication activities • supporting studies • negotiation of Grant Agreements 	400 000 €
T2.2	Assistance to the project owner, the SCSNE (“Assistance à la maîtrise d’ouvrage, AMO”)	2015, 2016: Contracts for supporting the SCSNE in the project management	43 080 483 €
T2.3	Archaeological studies	Framework agreement for the notification of subsequent contracts with authorized operators	25 348 016 €

T2.4	Technical studies on Sector 1 to 6	All contracts have been awarded, including conventions with SNCF Réseau and the Departements	134 386 880 €
T3.1	Completion of the rescinding of the Oise River	2022: Single contract (negotiated procedure)	22 000 001 €
T3.2	Earth works to build the Canal on Sector 1	<ul style="list-style-type: none"> 2022: Management of materials (negotiated procedure) 2022: External monitoring (open procedure) 2024: Main contract for works (negotiated procedure) 	291 997 087 €
T4.1	Works on the Montmacq lock	Two contracts 2023: Building of the lock (Negotiated procedure) 2025: Ancillary works on the lock (adapted procedure – MAPA) 2025: Platform and landscape design works (open procedure)	110 415 104 €
T4.2	Environmental and landscaping works on all sectors	2023: Multiple contracts (Open procedure)	30 474 315 €
T4.3	Network deviation works	Convention with concessionaires will be signed along the project.	89 032 625 €
T5.2	Horizontal studies to improve the services to users	2023: Single contract (open procedure)	725 000 €
T6.1	Upgrade of the Obourg lock site to ECMT Class Va	<ul style="list-style-type: none"> 2020: Assistance in tendering, execution monitoring, health and safety coordination and control missions for civil engineering works (open procedure) 2023: Contract for civil engineering works (open procedure) 2023: Valorization of excavated soil (open procedure) 	111 025 000 €
T6.3	Preparatory works for establishing the remote control of the locks and weirs of the Lower Sambre (2nd Phase)	<ul style="list-style-type: none"> 2023: Contract for the renovation of the oleo-hydraulic units of the Floriffoux, Montignies and Roselies weirs (open procedure) 2024: Contract for the renovation of the oleo-hydraulic units of the Floriffoux, Mornimont and Roselies locks (open procedure) 2023: Contract for the replacement of the intermediary sluice gate at the Monceau lock (competitive procedure with negotiation following an unsuccessful open procedure in 2022) 	5 150 000 €
T7.1	Technical support and communication	Technical support: several contracts have already been awarded and are currently ongoing <ul style="list-style-type: none"> 16EGGE1605: Seine-Scheldt: providing expertise and support (14/07/2016) ABS-19-013: Seine-Scheldt: providing expertise and support (08/07/2019) ARW-20-034: Support for the Seine-Scheldt Project and other assignments of 	8 388 600 €

		<p>De Vlaamse Waterweg nv (24/11/2020)</p> <p>ARW-21-007: Framework contract for process guidance Seine-Scheldt Flanders (27/07/2021)</p> <p>Communication: several contracts have already been awarded and are currently ongoing:</p> <ul style="list-style-type: none"> • 16EGGE1733: Seine-Scheldt: communication (20/12/2017) • ARW-20-058: Seine-Scheldt: recurring contract communication (28/01/2021) <p>All contracts are service contracts with open procedures.</p>	
T7.2	Studies for the upgrade of the sections 150, 160 and 170	2024: Single contract (open, EU wide)	590 000 €
T7.3	Studies for the upgrade of the canal Brussels-Charleroi	2024: Single contract (open, EU wide)	1 220 000 €
T8.1	Reconstruction and upgrade of the embankments at the 'Waregem-Barrage' site	2023: Single contract (open, EU wide)	5 330 000 €
T8.2	Lifting of the road bridge and upgrade of the river bends in the centre of Menen	2023: Single contract (open, EU wide)	23 570 000 €
T8.3	Reconstruction and upgrade of the Braet quay in Wielsbeke	2022: Contract ARW-22-015 (open, EU wide)	9 000 000 €
T8.4	Renewal of the Steenbrugge bridge and adaptation of the canal bend in Bruges	2022: Contract ARW-20-068 (open, EU wide)	8 910 000 €
T8.5	Renewal of the Bospoort bridge in Halle	2022: Contract ARC-220028 for the civil engineering works (open, EU wide)	21 490 000 €
T8.6	Upgrade of the left bank at the 'Molens van Ruisbroek' building in Sint-Pieters-Leeuw	2023: Single contract (submission offers).	1 750 000 €

HISTORY OF CHANGES		
VERSION	PUBLICATION DATE	CHANGE
1.0	06.10.2023	Submitted version