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SEINE SCHELDT FLANDERS

GET TO KNOW SEINE SCHELDT FLANDERS

Seine Scheldt Flanders is the largest inland shipping project in Europe. Why investment and innovation in this is important? Inland shipping is **cheap, reliable, sustainable** and it is growing full steam ahead. With these benefits and strengths, water transport offers a solution to the increasing congestion problem on our roads. In fact, a ship of 4,500 tonnes replaces 220 trucks on the road.

To provide smooth passage for these container vessels and push barges, **we are improving the link between the Seine and the Scheldt**. That is to say we are ensuring economic growth and employment in the heart of Europe.

Seine Scheldt Flanders is **more than simply an investment in better infrastructure**. Stimulating life on and along the waterway, implementing sustainable solutions and creating a pleasant environment – those are our commitments.



Co-financed by the Connecting Europe
Facility of the European Union

**De Vlaamse
Waterweg** nv

SEINE SCHELDT FLANDERS

IMPROVING INLAND NAVIGATION

A modernized connection between the Seine and the Scheldt ensures that inland vessels with a loading capacity up to **4,500 tonnes, and with three layers of containers** will be able to complete their passage quickly. Larger vessels naturally require adapted infrastructure. That's why we are increasing **bridge heights** and making the **locks** larger. In view of the fact that these vessels have greater cargo capacity and therefore lie deeper in the water, we are also **expanding** the dimensions of the existing waterway. It is also important that these vessels can cross or pass each other and turn easily.

Class of vessel Vb (4,500 tonnes)



INVESTING IN RIVER RESTORATION

As a waterway manager, we also consider **life on and along the water** very important, and that is why we are also investing in river restoration. Through the course of history, much of the natural backbone of our rivers and canals has been lost. Today, we want to restore this nature. As part of this, we will reconnect old **meanders of Leie** to the river and possibly deepen them.

That is why we are providing **passing lanes** in certain places and modifying bends and **turning basins**. Finally, we are increasing throughput capacity by renovating and expanding existing **transshipment platforms**.

Each ship makes up for 220 trucks that would be in our traffic jams!

We are also building **fish passages**, so that they can swim smoothly from one water level to another. **Fauna exits** also ensure that animals can get out of the water easily and **banks** are being modified to offer typical local fauna and flora even more opportunities.

We are also committed to creating an ecological network of **natural wetlands** along the Leie, e.g. wet pasture, swamps, pond and marsh zones, flood-meadows, etc.



RECREATIONAL ASSET

We are paying ever-increasing attention to recreation on and along the water, so that everyone can **enjoy** the waterways and their surroundings. After all, the waterways do not only offer an excellent alternative to road transport, they are also ideal for relaxation or being active. To ensure implementation of these improvements, **we are working closely with municipal and city authorities, the provinces and local stakeholders**.

Where possible, we are completing and renovating the **towpaths**. We are providing **bridges** for pedestrian and cycle traffic in some places and building **jetties** for pleasure and passenger vessels.

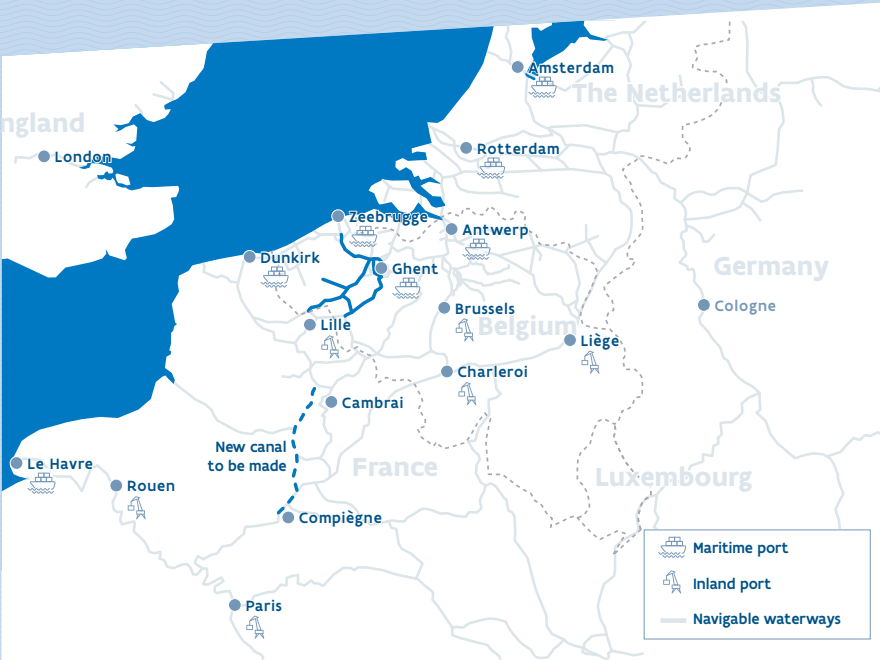
We are also providing protection for boats moored in the **marinas** against large ships passing through. And we are offering dedicated **fishing areas** at some locations for fishing enthusiasts.

INTENSIVE CITY RENEWAL

Many waterways pass through town and city centres. Centuries ago, that made the water ideal for trade. Over the course of time, many cities and municipalities turned their attention away from the water but they are currently rediscovering the **advantages and possibilities it offers**. This is giving rivers and canals a **central role** in town and city centres once again. We often take this opportunity to also give a facelift to the **environment** around

the water. To do that, we work closely with **city or municipal administrations**. We take account of numerous factors such as the historical context and heritage, as well as the desired interpretation of open and public space. With urban renewal projects, we are bringing the water closer to the people again.

SEINE SCHELDE: AT HOME IN EUROPE



Seine Scheldt Flanders is actually a piece in the puzzle that makes up a much larger whole: the European **Seine Scheldt project**. Flanders, Wallonia and France are working with the European Union and putting great effort into this cross-border inland shipping project. Constructive and collective! That makes Seine Scheldt the **largest infrastructure project for inland shipping anywhere in Europe**.

Europe has around 40,000 kilometres of navigable waterways. With Seine Scheldt, we are improving about **1,100 kilometres** in total. The project's centre of gravity lies in France. A brand-new canal is being constructed, which will run for 107 kilometres between Compiègne and Cambrai, **the canal Seine-Nord Europe**.

With Seine Scheldt, the European Union is striving for **balanced organization of freight transport** by road, water, rail and air. That is why the EU developed the TEN-T grant programme, which stands for 'Trans-European Network for Transport'.

The entire project must be completed in Flanders, Wallonia and France by 2030.

ON BOARD AND SPEAKING OUT!



"Our café has been isolated from the outside world for a long time, because of the city-centre works on the bridge. But what we initially feared has not turned out to be bad in practice. Residents living close to the works have had the opportunity to enjoy a unique on-site tour with people from De Vlaamse Waterweg nv. We are already looking forward to seeing the fine-looking construction that the new bridge will be when it is finished. It will not only be good for freight traffic on the canal, but also for our neighbourhood."

Jean-Pierre Deven,
owner of café De Fagot in Ingelmunster
(Roeselare-Leie canal)



"The most beautiful and sustainable realization of my career was without a doubt the pedestrian and cycle bridge over the Upper Scheldt – the missing link in the EuroVéloroute no 5. This project involves building bridges, both literally and figuratively, across local political, provincial, linguistic and national borders. It took eight years from conceiving the idea to cutting the ribbon to open it, but the fruits we reap from this project will last many more years than that. The same applies for the works needed to allow access for shipping along the Bossuit-Kortrijk canal. This leads me to argue that we must have the courage to invest in projects that only pay off in the long term."

Lieven Vantiegheem,
Mayor of Avelgem for twenty-four years
(Bossuit-Kortrijk canal, Upper Scheldt)



"Our main route is the one from Menen to Ghent, so the works carried out by De Vlaamse Waterweg nv on the Leie have a major impact on us. It now allows us to sail much quicker through the new, larger lock in Harelbeke. And that is important, because size does matter in our sector! We hope that we can sail to and from our hub in Ghent in the future with even larger push barges and inland vessels. With our push barge Galloo I, we replace 5,000 trucks on the road annually but that can still be many more."

Rik Debaere,
CEO Galloo in Ghent/Menen
(River Leie)

ALL ABOARD

SEINE SCHELDT FLANDERS

INVESTING IN A SMOOTH
INLAND SHIPPING LINK WITH PARIS



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