



## The Seine-Scheldt inland waterway network - cross-border section between Compiègne and Ghent

2007-EU-30010-P

Part of Priority Project 30

### Member States involved:

France, Belgium

### Implementation schedule

Start date: January 2007

End date: December 2013

### Implementing body:

European Economic Interest Grouping (EEIG)

### Budget:

National budgets: €874,457,340

Regional/local budget:  
€962,110,000

Action promoter (Public or Private):  
€1,986,290,000

Other sources: €15,650,000

### Total project cost covered

by this Decision: €4,258,697,340

EU contribution: €420,190,000

### Percentage of EU support:

Studies and works: 9.867%

### Additional information:

Coordinator's Report of the Priority Project:

[http://ec.europa.eu/ten/transport/coordinators/doc/2007\\_2008/annual\\_report\\_2007\\_2008\\_karla\\_peijs.zip](http://ec.europa.eu/ten/transport/coordinators/doc/2007_2008/annual_report_2007_2008_karla_peijs.zip)

European Commission, DG TREN

[http://ec.europa.eu/transport/index\\_en.html](http://ec.europa.eu/transport/index_en.html)

Trans-European Transport Network Executive Agency (TEN-T EA)

<http://ec.europa.eu/tentea>

### Beneficiaries:

French Ministry of Ecology, Energy, Sustainable Development and Spatial Planning

[www.developpement-durable.gouv.fr](http://www.developpement-durable.gouv.fr)

Walloon Ministry of Public Works & Transport

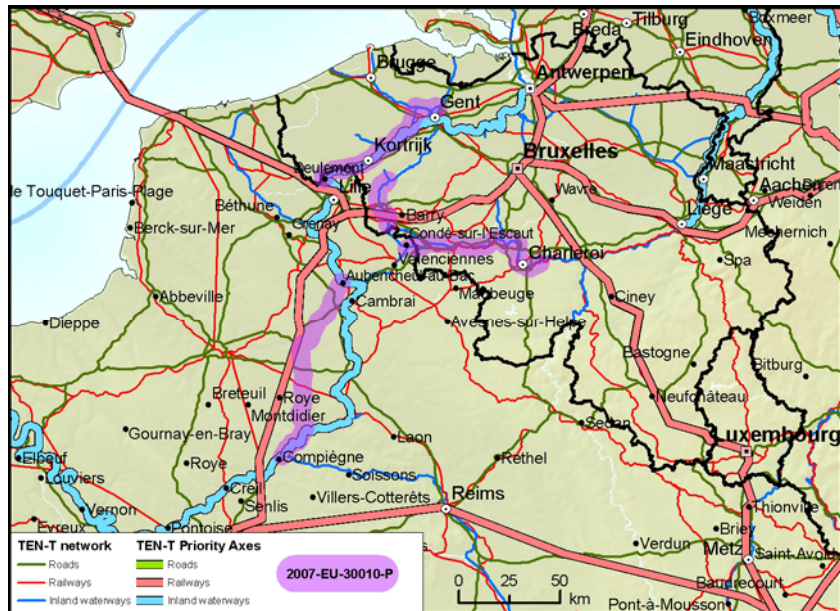
<http://spw.wallonie.be>

Flemish Ministry of Public Works, Energy, Environment and Nature

[www.lin.vlaanderen.be/wegwijsnabbb/mow/index.htm](http://www.lin.vlaanderen.be/wegwijsnabbb/mow/index.htm)

### Implementing body:

European Economic Interest Grouping (EEIG)



Source: TEN-T Executive Agency

This project, part of Priority Project 30 Inland Waterway Seine-Scheldt is designed to connect the Seine and Scheldt river basins, and, to a broader extent, the entire Rhine-Scheldt delta and the Rhine basin (Priority Project 18 - Waterway axis Rhine/Meuse-Main-Danube). It will not only help alleviate serious road congestion which affects the north-south economic axis, but also open up a new European freight corridor between Le Havre, Paris, Dunkerque, Antwerp, Liège and Rotterdam/Amsterdam.

Along this corridor, the project will allow the concentration of freight in push-tows carrying up to 4,400 tonnes. At the same time it will provide high-capacity access to the northern seaports – and a catchment market of more than 60 million people. The project investments will be aimed at eliminating the main bottlenecks, and will concern the following three sections:

- Seine-Ghent
- Condé-Pommeroeul to Sambre
- Upper Scheldt