Annual Report of the Coordinator

Priority Projects 18 and 30
Karla Peijs
This report only represents the opinion of the European Coordinator and does not prejudice the official position of the European Commission.
Summary

This year can be seen as the turning point for the development of inland waterway transport: after a few years of studies supported by grants from the European Commission, feasibility studies and Environmental Impact Assessments concerning important bottlenecks have been or are about to reach completion.

This marks the end of an analytical period and the start of a new one in which solid decisions concerning infrastructure have to be taken if the oft and highly praised support and integration of inland navigation in Europe will actually take place. If not, there is a serious risk that inland waterway transport will stay confined in regions where the tradition is long consolidated. It won't reach the level of European wide importance that it both deserves and is required for an increasingly efficient trans-European transport network.

The establishment of the two Priority Projects, Rhine/Meuse-Main-Danube (PP18) and Seine-Scheldt (PP30) was not meant to disregard the other potential inland waterways in Europe. The choice of PP18 and PP30 was conceived to create continuity between major basins, from the French Seine and Meuse to the Benelux countries, and from Benelux to south-eastern Europe along the Rhine, Main and Danube rivers until the Black Sea ports.

Infrastructure studies were planned in different countries either to improve the present navigability conditions or to create continuity of service and capacity for sustainable and profitable conditions of providing market opportunities in fair competition with other modes of transport. As always and naturally, developments and progress have not been linear. While some regions have experienced substantial progress, other regions have been hampered by unexpected stops or delays due to different causes.

One important and relevant issue can be confirmed: the sound cooperation with major environmental groups was confirmed by the consolidation of the Joint Statement Guiding Principles for the Development of Inland Navigation and Environmental Protection in the Danube River Basin (adopted by the Danube Commission¹, ICPDR² and by the International SAVA River Basin Commission³). Major results, both for the development of the navigability but also for the protection of the habitat and the reduction of the environmental impact have been achieved.

Another important aspect has been the start and first assessment of the Danube Strategy⁴. This strategy, launched by the Commission in 2010 has now produced the first report for the development of the so-called Priority Areas - including those dedicated to inland waterway transport and environmental protection.

The more the strategy grows, the more it takes shape as an important tool for intergovernmental relations at technical level, providing a good foundation for higher and political level agreement between both EU and non-EU Member States.

---

¹ Danube Commission (DC) whose members are: Austria, Bulgaria, Croatia, Germany, Hungary, Moldova, Serbia, Slovakia, Romania, Russia and Ukraine
² International Commission for the Protection of the Danube River, ICPDR. Members include Austria, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Germany, Hungary, Moldova, Romania, Serbia, Slovakia, Slovenia, Ukraine and the European Commission
³ International Sava River Basin Commission (ISRBC). Members are Bosnia-Herzegovina, Croatia, Serbia and Slovenia
⁴ EU Member States: Czech Republic, Germany, Austria, Slovenia, Slovakia, Hungary, Bulgaria and Romania and non-EU Member States: Serbia, Croatia, Bosnia-Herzegovina, Montenegro, Moldova and Ukraine
Within this remit and following the specific example of the territorial development along the Seine-Nord Europe connection, other initiatives have been launched for bilateral agreements – such as the one between Bulgaria and Romania strengthening the fact that rivers are not only an opportunity for inland waterway transport, but also a great means for development of the surrounding regions.

Not everything went smoothly last year: due to the economic crunch that affected most European countries, governments have reconsidered investments and reallocated already planned finances. An exceptional drought has also had a strong negative impact in the Danube river basin.

1. Priority Project 18: Waterway axis AXIS Rhine/Meuse-Main-Danube

The overall corridor stretches for more than 3,000 km from the Benelux basin of the Meuse and Rhine rivers through the German Rhine and Main Rivers and the international Danube River until the Black Sea.

As mentioned earlier, the importance of the Joint Statement Principle agreement is complemented by initial results achieved within the activities of the Danube Strategy: a set of projects have been discussed by EU and non-EU Member States for an overall management of river navigation.

Following the heavy drought of autumn 2011, the Commission, represented by the Commissioners for Transport, Vice-President Siim Kallas and Commissioner for Regional Development, Johannes Hahn, with the presence of the European Coordinator, organised a riparian Danube state transport ministers meeting in Luxembourg on 7 June 2012.

The common declaration, committing the signatories to ensure a proper maintenance of the fairway and to establish appropriate coordination procedures in response to extraordinary conditions (low water, ice and flooding), has been signed by seven ministers and supported by Bosnia-Herzegovina in writing. Ukraine agreed on the principle but reserved the right of signing later the declaration. Hungary didn’t sign the declaration, but confirmed its adherence to the international agreements through the Danube Commission activities.

What is becoming more and more clear is that a real political commitment is needed in order to tackle all the issues concerning inland navigation on the Danube, together with the other aspects that growth brings along: impact on the environment, proper water management as well as economic development through well-structured logistics centres, ports in particular, and activities that will boost the local economies of the countries concerned.

1.1. Critical cross-border sections and bottlenecks

**Straubing-Vilshofen (Germany)**

Starting from the northern end of the corridor, the first real bottleneck that is encountered is that between the towns of Straubing and Vilshofen in Bavaria. The study relevant to the analysis of navigability options and their impact on the living habitat is nearly completed. Its first final draft is expected to be delivered to the German Federal Transport Ministry and Bavarian Transport Ministry by October 2012. In particular, the sections concerning the environmental impact analysis, the technical analysis and the traffic forecast are expected to be part of this first draft.

An Action Status Report of the study was delivered to the Commission in March 2012 after having been presented to the Monitoring Group. The Monitoring Group, composed of industry representatives and environmental experts, has nearly completed its tasks. It has performed quasi-monthly meetings from the start of its activities, and a large number of experts have been invited to discuss aspects and results of the study in progress. Compared to the studies of the past, this one has introduced innovative technologies for the two foreseen variants. A special modelling tool has been used for the analysis of the water flows and the investigation of water sources.

A series of conferences has been organised by the two Ministries in order to inform the general public and the media on the progress and the status of the investigations. A further conference is planned for November 2012 for the dis-
East of Vienna (Austria)
The study and the pilot project in Deutsch-Altenburg, located east of Vienna and inside the national park that is a NATURA 2000 site, has been blocked for about two years lacking the necessary permits for the implementation of the pilot project.

During winter 2011, the World Wildlife Fund (WWF) thoroughly investigated the activities proposed by the water management agency Viadonau and issued a positive assessment of the foreseen approach. Even if WWF conditioned its approval after seeing the results of the pilot project, this preliminary approval has convinced the relevant environmental authorities to approve the pilot project on 1 December 2011, which then started in February 2012. This event represents a major breakthrough for the development of a sustainable and efficient inland navigation on the Danube, an outstanding best practice for other sectors to follow. It demonstrates that a close and transparent cooperation between sector operators and important environmental groups can lead to a sound and efficient solution of bottlenecks.

Completion of works in the Austrian sector remains foreseen for 2022.

Hungarian sector
The study for the improvement of navigability on the Hungarian section of the river progressed until its planned completion in November 2011. While site measurements, data recording, physical modelling and technical engineering, as well as part of the environmental issues have been completed and submitted to relevant national authorities after the analysis of the first part of documentation, the Hungarian authorities have withdrawn the permits already issued in March 2011 and denied the validity of the documentation asking to restart the study and implement a new Environmental Impact Assessment.

On the basis of that decision, the Hungarian government asked to reallocate the European Commission budget for the construction phase to other destinations with the motivation that the infrastructure works will not be resumed before next Framework Programme.

The Commission has reiterated the importance of the rehabilitation of navigability in the Hungarian sector and questioned the submitted motivations for reallocation of the budget and reserved the right of reviewing the documentation.

Further discussion and investigations are foreseen in autumn 2012 in order to better clarify the situation and evaluate the entire file in order to evaluate what is missing and if the study has been conducted according to EU legislation.
Croatian-Serbian common sector
The Coordinator visited Zagreb, the Croatian capital in March 2012. During the discussions at the transport ministry, she was updated on the studies for the rehabilitation of navigation on both the Danube and the Sava Rivers as well on the development of ports in Vukovar, Sisak, Slavonski Brod and Osijek. The RIS system will also be extended to the Sava River. The Coordinator expressed her concern for the impact on the environment, as she received complaints by environmental groups. Croatian authorities stated that the Environmental Impact Assessment is still ongoing and ensured that these concerns will be taken on board.

In parallel to her visit to Zagreb, the Coordinator planned to visit Belgrade to discuss with the Serbian Ministry about the common Croatian-Serbian sector of Apatin. This visit has been delayed due to recent elections and therefore non-availability of concerned governmental representatives. The visit is now planned for the autumn/winter 2012.

Bulgarian-Romanian common sector
The feasibility study on the section between Iron Gates I and Silistra (rkm 863-375) was finalised and the Environmental Impact Assessment study is currently being completed. At the end of this phase, public debates will take place in both countries.

A major progress in this sector is the initiative for a Memorandum of Understanding (MoU) brought forward by the Bulgarian Ministries of Territorial Development and of Transport for the regional development of the Bulgarian and Romanian regions crossed by the Danube.

Under the auspices of these two Bulgarian Ministries, a visit of the Coordinator to the Bulgarian Parliament Transport Committee was organised in spring 2012 to present the proposed ideas. This meeting was then followed by another one in Ruse where State Secretaries of the two Bulgarian Ministries discussed and agreed with the Romanian Transport State Secretary the draft of the MoU in the presence of the Coordinator.

The signature of the MoU by the two governments is expected in early October 2012. The intention is to follow the initiative proposed by the French administration in the development of the Seine-Nord Europe Canal: while developing the conditions for a sustainable and economically viable navigation, other important aspects for the regional growth would also be undertaken such as water management, creation of ports and tourism development,

This initiative has been presented to the steering committee for inland waterways of the Danube Strategy and has received strong support.

Sector between Calarasi and Braila (Romania)
The construction project was awarded in 2009 to improve navigation conditions in this sector following recommendations by the Danube Commission. The works on banks protection started in October 2011 at Ostrovul Turcescu and in March 2012 in Ostrovul Lupu. Works on a guiding wall at the Bala Branch critical point started in March 2012.

Before starting the construction of the bottom sill, discussions with environmental groups took place in order to achieve a step-wise approach for the effective construction of infrastructures. This approach would allow the impact of the infrastructure on the living habitat of flora and fauna to be evaluated.
From 2009 until 2011, a series of meetings lead to the definition of an Environmental Monitoring Programme to be operated before, during and after the construction period. This Programme was the object of a contract awarded to an international consortium in March 2011.

In June 2012, Romanian authorities organised a workshop on the first year of activities of the Monitoring Programme with the participation of the inland waterways sector and environmental organisations. A second workshop is planned to take place in autumn 2012.

1.2. Other sections of the Corridor
Other developments and progress on PP18 include:
The Belgian-Dutch construction works on new lock in Lanaye have been on-going since June 2011, and the entire complex is expected to be put into service by the end of 2014. The situation is similar for the works on new lock in Ivoz which started in May 2011. This is also expected to become operational by the end of 2014.
As already reported last year, the new bridge in the vicinity of Deggendorf in Bavaria has been built and the project was successfully completed.

The restructuring study for the old bridge in Bratislava, Slovakia, is about to be completed, however some important documentation is still to be received. In particular, this concerns the certification by the Danube Commission that the distance of central pillars will not hamper navigation conditions.
2. Priority Project 30: Waterway Axis Seine-Scheldt

From Conflans on the river Seine, downstream of Paris, PP30 links the Seine basin to the Benelux basin on the Scheldt River.

It comprises the Seine-Nord Europe Canal in France and the connections in Flanders towards the western Scheldt and the Dutch network, as well as in Wallonia through the Meuse until the Rhine and the German basin.

This important connection, linking Atlantic ports with the major European basins, plays a key role for the development of the regions that it crosses, linking internal regions of Belgium and northern France with major sea and inland ports.

A good cooperation between the French, Flemish and the Walloon administrations has been a key asset for the launching of the project and the setting up of common coordination levels at ministerial level, such as the Intergovernmental Committee (IGC) and, at technical level, in the European Group of Economic Interest (EEIG).

2.1. Cross-border sections and bottlenecks

The cross-border section encompasses the French Seine-Nord Europe Canal and the bordering river sections in Flanders and Wallonia in Belgium.

In France, the first quarter of 2012 was dedicated to the competitive dialogue with the two selected bidders on the basis of their provisional proposals sent in October 2011, including those for the technical, contractual and financial parts.

A further detailed investigation started in April 2012. In the Action Status Report submitted in March 2012, it was indicated that, in order to give the bidders the possibility of presenting a sound financial offer, combined with a technical proposal keeping into account the actual investors market options and the connected proposal for a public private enterprise, it was foreseen to allow offers to be presented until the end of 2012. While confirming the progress of the competitive dialogue and the commitment to finalise the project of the canal, the newly established French government has undertaken a revision of the actual financial budget.

The delays occurred on the French side have had an immediate effect on the Belgian developments just across the border due to necessary coordination. In particular on the sections concerning Lys and Pommeroeul-Condé, delays by the French partner have had a repercussion on these Walloon projects. A thorough analysis of the actual situation is planned this autumn in order to assess the necessary measures to reduce delays that may affect the eligibility period for works already set for the end of 2015. The canal is planned to be fully operational in 2019.

2.2. Other sections of the Corridor

While on the one side there are budgetary difficulties due to the economic crunch that obliges progress to proceed on a project by project basis without a real structural multiannual planning, on the other side, as the Walloon administration warns, new projects have been submitted and retained for funding in the 2012 TEN-T Calls for Proposals.

A project aiming at increasing bridge clearance in the Walloon section of Seine-Scheldt, has been awarded in order to allow continuous passage of container ships up to three layers as well as studies to eliminate bottlenecks in the Flemish region.

Wallonia near La Louviere
3. Other inland waterway corridors

Many activities are being undertaken in other inland waterway corridors outside the range of the two Priority Projects. The development of the northern Italian inland waterways system is progressing well. The preparation of a master plan and projects for executive works to improve accessibility to the overall waterways system was completed and all documentation has been delivered.

The infrastructural works to upgrade the waterway to Category V and improve accessibility between Fissero-Tartaro and Canal Bianco for a budget of more than €80 million (with a 10% EU contribution) was developed for more than 65% and is expected to be completed by the end of 2013, like the study for RIS application. The study for RIS application is on-going and is planned to be completed by the end of 2013.

River Information Services (RIS)

In the Benelux region, besides the agreement between East Flanders and The Netherlands for the construction of a sea vessel lock in Terneuzen, a contract has been awarded to The Netherlands for the implementation study for the elimination of bottlenecks in the Amsterdam-Rotterdam-Antwerp corridor. In the same spring tender, a contract was awarded to Belgium for the lifting of several bridges across the Albert Canal to a height compatible with Category VIb.

Amongst the further developments, it is useful to mention that France is planning to propose the connections between Moselle-Rhone and Moselle-Rhine in the next Framework Programme.
4. Meeting and conferences
The most prominent event of this year was certainly the ministerial meeting in Luxembourg that saw the participation of Vice-President Kallas, Commissioner Hahn and the Coordinator from the side of the European Commission and eight Ministers of the riparian Danube States.

From the negative impact of the drought, this event brought to the attention of all concerned countries the importance of well-organised cooperation for the Danube and management of waters in the region. Synergies and bilateral cooperation are also aspects that have been touched upon which can lead to a more integrated approach.

In terms of other Conferences and missions, the Coordinator decided to dedicate her time to major issues in order to concentrate her action and support specific approaches.

In March 2012, the Coordinator participated in the Barge to Business Conference in Vienna that, following the pattern of the previous event held in Brussels, gave a very good opportunity to policy makers, sector operators and interest groups to get together and discuss the way forward for a more efficient and more sustainable inland waterway system.

There is quite a wide recognition that inland waterway transport offers broader opportunities than just transport. In fact, connecting ports through inland waterway transport represents an opportunity for a larger-scale development of the region that, according to the installations, can provide energy, better water management (through regulation of the water level), as well as a boost to local economies via transport and the promotion of tourism.

In this respect and as previously discussed, the Coordinator went to the Bulgarian Parliament to support the idea of a common territorial development between Bulgaria and Romania.

The Coordinator intervened in major conferences organised by other European Commission services such as the “Green Week” of the Directorate-General for Environment and the “Scientific Support to the Danube Strategy” conference organised by the Joint Research Centre (JRC). Following this event, the Coordinator was invited to visit the JRC installations at Ispra, Italy. Discussions with key JRC staff gave the Coordinator a good opportunity for future cooperation in transport research. The JRC’s well-established observatory can also be used for climate change and disaster monitoring, in particular for flooding prevention.

A closer cooperation has also been established with key sector players, such as the European Barge Union (EBU), the European Federation of Inland Ports (EFIP) and Inland Navigation Europe (INE). A periodical round of meetings has been set up with the respective heads of these organisations in order to improve synergies and closely monitor the sector’s needs and worries.

In the same line, the Coordinator has invited representatives of forwarders and transporters to debates at the TEN-T Days and at other occasions. She has also thoroughly discussed transport issues with the Secretary General of the European Freights & Logistics Leaders Forum, by whom she has been invited as keynote speaker at its next seminar in London on the economics of sustainability.

More conferences and workshops have been attended by the Coordinator’s staff with the aim of supporting the general policy lines of the European Commission, such as the Danube Strategy or the implementation of the overarching development around inland waterways, as well as other events for the dissemination of best practices.
5. Conclusions and recommendations

Key points:
- Better integration of inland waterway transport with other modes of transport through the new TEN-T Guidelines and the organisation of Core Corridors and multimodal points
- Territorial development of regions, following the Seine-Scheldt example and the opportunities offered by the Danube Strategy, starting from modern logistics growth at inland ports and including energy production, water management and social benefits
- Consolidated cooperation between sector operators and environmental groups for an even more sustainable mode of transport
- Integration of non-EU Member States and cooperation for a common approach
- Project bonds to support private investments in major infrastructural works, and the start-up of activities by transport companies, including fleet renovation
- Technological development, also in line with Horizon 2020 targets, from RIS (River Information Services) to new engines, light fuel and operations
- Forwarders and transport operators to be involved in the development process for a better understanding of market needs
- Need for political support to achieve it: better environmental performance of vessels, R&D development and transfer to actual market, demonstration of political/economic advantage for local populations
- More rapid decision and information processes in case of emergency (i.e. in case of drought or flooding conditions)

The TEN-T Guidelines, which are presently under discussion with the European Parliament focuses on Core Network and Core Corridors based on a methodology that starts from major transport nodes, ports, capitals, and cities including all modes of transport for each corridor.

This approach allows the creation of synergies and combinations between different modes of transport for an optimal choice of solutions dictated by the most convenient for the specific region, cost and the specific type of freight.

Within this new scenario, inland waterway is no longer an isolated means of transport between two distant ports. Instead it represents an opportunity that can provide additional capacity while increasing the transfer of goods away from less environmentally friendly modes of transport.

The role of inland ports becomes more and more important to the success of inland waterway transport as only efficient port logistics can ensure advantageous operations and appropriate connection with the rail and road systems.

This more capillary development of transport facilities will be the starting point for the growth of the surrounding regions, and it is expected - as well as recommended - to create these logistics in terms of regional growth.

The already mentioned cooperation for a more environmentally friendly inland waterway transport is resulting in better infrastructure such as the East of Vienna project or the environmental monitoring programme in Romania.

Such a cooperative practise should be extended to other countries for a more conscious economic development and be directed towards other aspects of the sector, including the fleet renovation and the development of more ecological operations.

Now that project bonds are becoming a reality, the private sector intervention should be thoroughly encouraged to support start-up of activities and the modernisation of fleets.
RIS is being implemented widely and is already providing feedback from those regions where it is already in use. Technology at large should play a major role for an even more sustainable means of transport.

The heavy drought that blocked the navigation on the Danube River during autumn 2011 has shown that a mechanism of rapid reaction is needed, if we do not want to be surprised by natural events that can become black-out conditions for the whole sector.

More coordinated efforts, particularly on the Danube River between riparian countries, are mandatory and the renewal of the Belgrade convention should not be kept on hold any longer. At present the new convention has been blocked since 2008 due to political reasons that should not have an effect on the entire river inland waterway development.
Priority Project 18

Waterway axis Rhine/Meuse-Main-Danube

Trans-European transport network. Achievement of the Priority projects

Completed
Completed in 2011
Works ongoing
Works to start between 2012 and 2013
Works to start after 2013

Completion Date
Priority sections
Danube
Priority Project 30

Inland waterway axis Seine-Scheldt

Trans-European transport network. Achievement of the Priority projects

Completed
Completed in 2011
Works ongoing
Works to start between 2012 and 2013
Works to start after 2013

Priority sections

Cross-border section Pommeroeul-Conde Canal
### Ongoing and completed projects financed by the 2007-2013 TEN-T Programme

(TEN-T support figures refer to the initially adopted Decision)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Member State(s)</th>
<th>TEN-T support (in million)</th>
<th>Project status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maasroute, Upgrade of Inland Waterways from class Va to class Vb specifications</td>
<td>NL</td>
<td>€81.8</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Implementation of the Integrated River Engineering Project Danube East of Vienna</td>
<td>AT</td>
<td>€36.4</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Construction of a 225 x 25 m chamber navigation lock, its ancillary works and a</td>
<td>BE</td>
<td>€26.9</td>
<td>Ongoing</td>
</tr>
<tr>
<td>pumping station/ hydroelectric power plant on the Albert Canal, to the east of the</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>existing lock complex at Lanaye.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Etudes de construction d’une écluse de 225mX25m (classe Vlb) à Huy (Ampsis-</td>
<td>BE</td>
<td>€17.6</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Neuville) et construction d’une écluse de 225mX25m (classe Vlb) à Flémalle (Ivoz-</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ramet), toutes deux sur la Meuse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variantenunabhängige Untersuchungen zum Ausbau der Donau zwischen Straubing und</td>
<td>DE</td>
<td>€16.5</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Völsheim</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neubau der Eisenbahnbrücke über die Donau bei Deggendorf</td>
<td>DE</td>
<td>€7</td>
<td>Completed</td>
</tr>
<tr>
<td>Studies for Improvement of the navigability on the Danube (Hungarian section of</td>
<td>HU</td>
<td>€4</td>
<td>Ongoing</td>
</tr>
<tr>
<td>the Priority Project No. 18)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Documentation for Reconstruction and Modernisation of Bratislava Old</td>
<td>SK</td>
<td>€0.6</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. A. N. U. B. E. - Danube Access Network - Unlocking Bottlenecks in Europe, by</td>
<td>RO</td>
<td>€0.2</td>
<td>Completed</td>
</tr>
<tr>
<td>developing a high-quality TEN-T ports infrastructure in Romania on optimal</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>economic terms - Feasibility Study phase</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>€191</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Completion status of works (km)

<table>
<thead>
<tr>
<th>Completion Status</th>
<th>Percentage</th>
<th>Length (km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed by the end of 2010</td>
<td>100%</td>
<td>3,113 km</td>
</tr>
<tr>
<td>Completed in 2011</td>
<td>90%</td>
<td>2,824 km</td>
</tr>
<tr>
<td>Ongoing</td>
<td>80%</td>
<td>2,353 km</td>
</tr>
<tr>
<td>To start between 2012-2013</td>
<td>70%</td>
<td>1,883 km</td>
</tr>
<tr>
<td>To start after 2013</td>
<td>60%</td>
<td>1,413 km</td>
</tr>
<tr>
<td>0%</td>
<td>10%</td>
<td>384 km</td>
</tr>
</tbody>
</table>

Total length = 3,113 km

Completed by the end of 2010 - Completed in 2011 - Ongoing - To start between 2012-2013 - To start after 2013

**Priority Project 30**

- Inland waterway axis Seine-Scheldt

Trans-European transport network. Achievement of the Priority projects
### Priority Project 30

**Inland waterway axis Seine-Scheldt**

Trans-European transport network. Achievement of the Priority projects

---

**Ongoing and completed projects financed by the 2007-2013 TEN-T Programme**

*(TEN-T support figures refer to the initially adopted Decision)*

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Member State(s)</th>
<th>TEN-T support (in million)</th>
<th>Project status</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Seine-Scheldt Inland Waterway Network - Cross-border section between Compiègne and Ghent</td>
<td>BE, FR</td>
<td>€420.2</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Studies for the construction of three locks on the Upper-Scheldt</td>
<td>BE</td>
<td>€3</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Additional studies in the Seine – Scheldt network in Flanders</td>
<td>BE</td>
<td>€2.3</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Développement des quatre plates-formes multimodales du canal Seine-Nord Europe ainsi que de leurs raccordements routiers et ferroviaires. Stade des études préliminaires</td>
<td>FR</td>
<td>€2.2</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Recalibrage de la Deûle au gabarit 3,000 tonnes entre Sequedin et Deûlé-mont</td>
<td>FR</td>
<td>€1.6</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Study of the navigability of the ‘Upper-Seascheldt’ and the ‘Southern Ghent Ring Canal’ for class Va motor vessels (1,500-3,000 tonnage)</td>
<td>BE</td>
<td>€1</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>€430.2</strong></td>
<td></td>
</tr>
</tbody>
</table>

---

**Completion status of works (km)**

Total length = 380 km

<table>
<thead>
<tr>
<th>Progress</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ongoing</td>
<td>83 km</td>
</tr>
<tr>
<td></td>
<td>296 km</td>
</tr>
</tbody>
</table>

---

*PP18&30.indd   17  21/11/2012   12:07:39*
Data cut-off: 31 October 2012 (please note that this report does not contain any financial data)

Contact details:
**European Commission - Directorate General for Mobility and Transport**
**Directorate B - European Mobility Network**
Unit B.1 – Trans-European Networks and Investment Strategy
Sector B.1.001 – Open Method of Coordination: TENtec & Innovation
http://ec.europa.eu/transport

**Trans-European Transport Network Executive Agency**
T0 – Office of the Executive Director, Information & Communication Department
T4 – Technical & Financial Engineering, GIS & Monitoring
http://tentea.ec.europa.eu