



Item 2 c) Missing Links

The Inland Waterway Project Saône Mosel Saône Rhine

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UNECE
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Voies Navigables de France public institution created in 1991

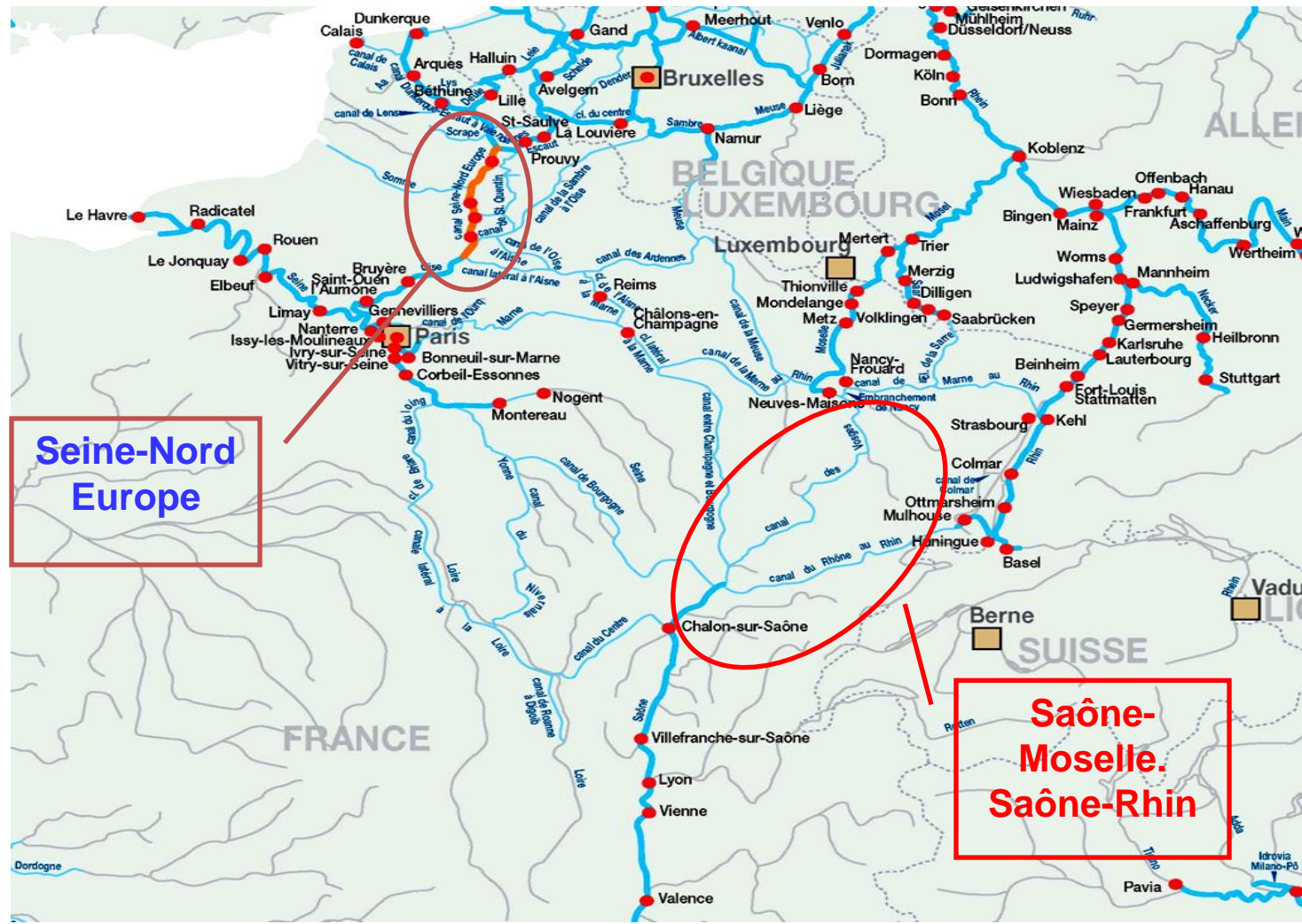


- / Operate, maintain and improve inland waterways
- / Build new infrastructures
- / Develop the use of inland waterways
- / 6 700 km of Inland Waterways managed of which 1 800 km of broad gauge



VNF's infrastructure projects

The 2 new major links between France and Europe



Seine Nord Europe canal

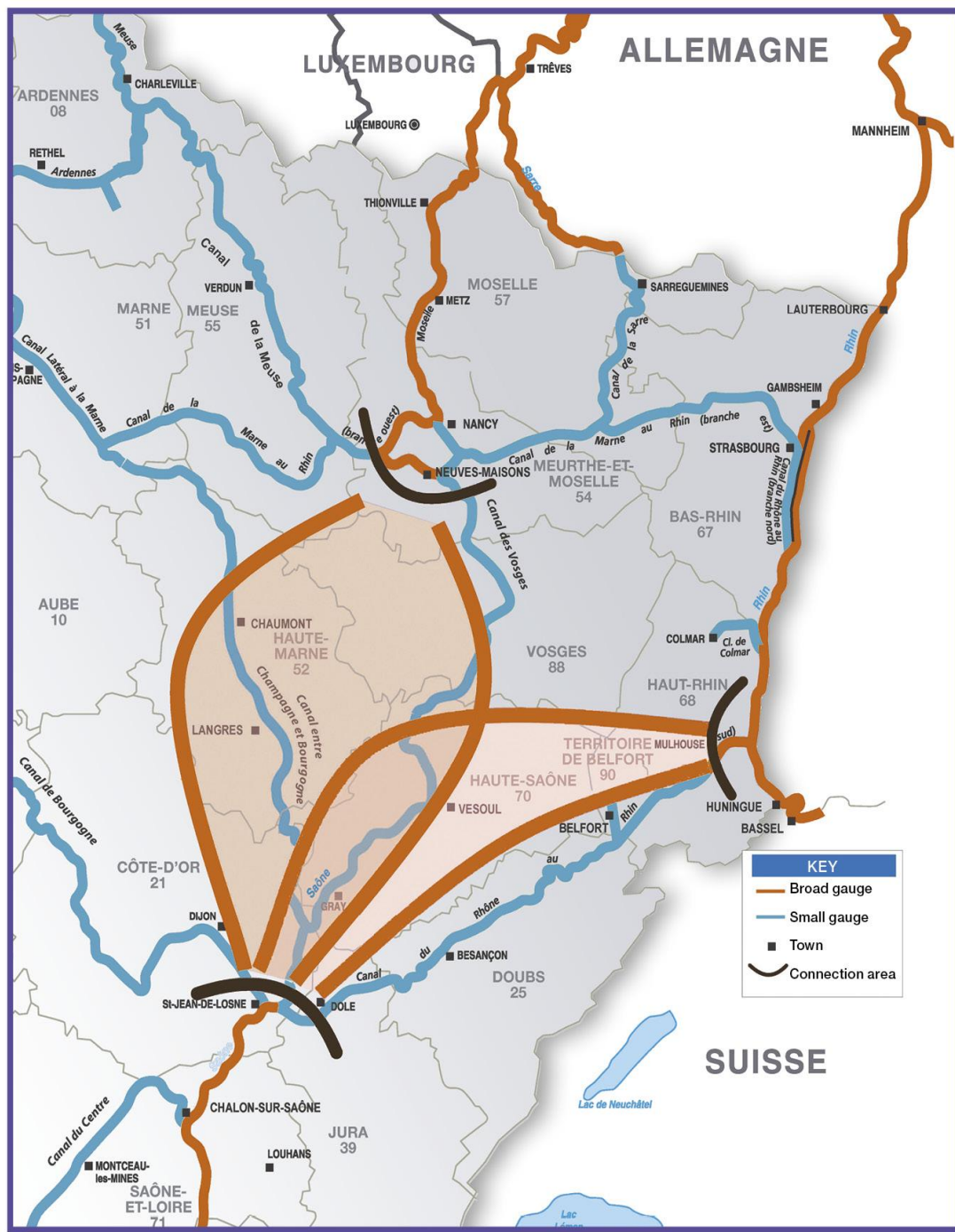


Missing link in the European Seine-Scheldt broad gauge connection, connecting the Seine basin to the Scheldt and Rhine basins and 20,000 km of European broad gauge inland waterways



Saône-Mosel Saône-Rhine, a strategic North- South multimodal transport corridor for Europe





The project “Saône-Mosel, Saône-Rhine”

Around 220 km long and
300 m cumulative height
difference

The European challenges



1. Develop the north-south traffic between the Mediterranean Sea (Spain, Italy, France) and the rest of Europe,
2. Improve the overall transport chain by creating a sustainable and multimodal transport system,
3. Improve the competitiveness of business which needs massified transport
4. Improve the connections between the German regions, the French ones and the regions of the Mediterranean Sea,
5. Improve the connection between the ports of the South Range with their hinterlands,

Inland Waterway transport



/ Economic assets of IWT

- ✓ Competitivity related to :
 - Massification of good transport;
 - Cheap transport prices;
 - Mutualization of transport means;
- ✓ Assets of IWT:
 - Fiability;
 - Massification;
 - Security ;



/ Inland Waterway Transport is a sustainable mean of transport :

- ✓ A small environmental footprint ;
- ✓ Energy savings compared to road transport;
- ✓ A transport of good that creates very little externalities (noise, congestion, safety...)

Multimodal transport with rail and IWT



/ The issue is to improve the connections between maritime ports and their hinterlands in order to :

- ✓ Strengthen the links between maritime and inland ports in France and Europe ;
- ✓ Broaden the port's hinterland ;
- ✓ Increase the number of markets that can be reached by IWT and rail transport.

/ The creation of multimodal platforms in order to :

- ✓ Makes it possible to transfer goods between the 3 modes (road, rail and IWT);
- ✓ Create industrial and logistic areas for companies and business development ;
- ✓ Decrease the congestion, optimise the investments and decrease the transport costs.



The 3 modes combined (road, rail and IWT)

TIMETABLE AND MAIN DECISIONS



1960-2000
Studies of the
various
Saone-Mosel
and Saone-Rhine
solutions.

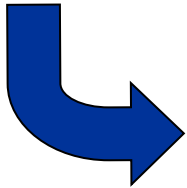
- 2009** **3rd August.** Inclusion in the Grenelle 1 law of a public debate on the Saone-Mosel-Saone Rhine project.
- 2010** **1st March.** Nomination of the Prefect of the Lorraine Region for interregional coordination of the project.
- 2011-2012** Study and discussion phase before public debate. Prior discussions will be held with representatives of all the players and territories impacted by the project¹.
- 2012** Application by VNF to the national committee for public debate (*Commission nationale du débat public, CNDP*).
- 2013** Public debate organized by the CNDP.
- 2014** Publication of the results of the public debate and decision on the continuation of the project by VNF.
- 2015-2025** Preliminary studies
Public enquiry
Declaration of public utility ("DUP")
Detailed studies
Start of work on the SMSR link
- 2025-2030** Opening of the Saone-Mosel-Saone-Rhine link².

The public debate in 2013



The subject of public debate

- the project's timeframe
- the project's objectives
- the project's main characteristics



The items presented to the public

- the project's socio-economic assessment
- the project's estimated cost
- identification of significant impacts of the project.

Coming steps for the European Partners



- / Participate to the meetings that will be held between July and November in France and Europe (Duisbourg, Coblenz, Basel...)**
- / Help to develop a European view of the project especially with the Business associations**
- / Associate Germany, Switzerland, Luxembourg, Italy, Spain and France in a common structure (mid-2013) to prepare the project**
- / For the public debate in 2013, UNECE and countries associated can prepare a common strategy and vision of the project that could be written down in a « cahier d'acteurs »**