



LARGE GAUGE CANAL PROJECT
SAONE-MOSEL
SAONE-RHINE
INFORMATION DOCUMENT

SAONE-MOSEL-SAONE-RHINE A TERRITORIAL DYNAMIC WITHIN A EUROPEAN PERSPECTIVE

The Saone-Mosel-Saone-Rhine (SMSR) project aims to create a broad waterway link between the River Rhine and the Mediterranean Sea by the construction of a canal between the Saone and Mosel rivers on the one hand and between the Saone and Rhine rivers on the other hand. Its effects are regional, national and European from an economic, environmental and societal point of view.

A STRATEGIC EUROPEAN PROJECT

Saone-Mosel-Saone-Rhine is a key link in the **connection of France's network of waterways to the 20,000 kilometres of Europe's inland waterways**. In particular, the project aims **to link the Rhone river Basin** to several countries in which river transport is well-developed such as **Germany, the Benelux countries and Switzerland**. On the south side, **Spain and Italy** can also take advantage of the opening up of the Mediterranean Basin to Northern and Central Europe. Internationally, the SMSR opens a new route through Europe **to carry goods to the Maghreb and other regions in Africa, the Middle East, Asia and China** (via the Suez Canal).

Linking the Mediterranean to the
20,000 km
of European broad gauge
waterways and their network
of inland ports





THE MULTIMODAL SYSTEM AND CHALLENGES FOR PORTS

The canal and its facilities (multimodal platforms, junctions etc.) contribute to the development of the hinterland of maritime harbours by creating centres of employment and added value. They also develop a multimodal system of transport which meets the needs of the traditional and the recent users of inland waterways.

STRENGTHENING THE NETWORK OF INLAND PORTS AND SEAPORTS IN FRANCE AND EUROPE

The purpose of the SMSR project is **to link seaports and the French broad gauge inland waterway system to the European inland waterways and maritime networks**. The project is located within the European Rhine-Mediterranean freight traffic corridor. The development of this link will **strengthen synergies between seaports and inland ports** that are key players in increasing traffic volumes on inland waterways. These ports also spread the benefits across the continent, via industrial development and the location of logistical businesses.

Ports such as Marseille, Mulhouse or Lyon have a vast hinterland. For example, the Grand Port maritime de Marseille can access markets in Eastern France and North or Central Europe by using inland waterways, thereby decreasing transport costs and improving its environmental performance compared to the use of road haulage.

MULTIMODAL HUBS, SUSTAINABLE DEVELOPMENT TOOLS FOR TERRITORIAL ECONOMIES

The SMSR link will include the **establishment of several multimodal industrial and logistics platforms**, port facilities designed to offer the users a choice or a combination of any of the three methods of transport (inland waterway, rail and road).

Located around an inland waterway port, these platforms offer business and service areas for industrial companies (agribusiness, chemicals etc.) and the logistics industry (warehousing, product processing, packaging, customs clearance etc.). They therefore form **centres for employment and added value in these territories**. By creating synergies between road, rail and inland waterways transport, these platforms will contribute to reduce congestion, maximise investments in various transport solutions and reduce overall costs.

The hinterland

**is the area of commercial impact
of a inland or sea port and of its business area**

MAIN INLAND WATERWAY PORTS IN EUROPE

