Weastflows: a leverage effect on Seine River Valley projects

The Weastflows project accompanies on-going dynamics in North-West Europe through use of lobbying as a springboard for multiplier effects in its areas and for concerned stakeholders. By identifying new railway, maritime or river routes for freight, Weastflows can create new development opportunities.

Several investments, projects or regional services already begun in the Seine Gateway® area, will thus be strengthened and returns will be maximised. It includes (a non-exhaustive list):

1/ the increase of the Le Havre port equipment capacity thanks to Port 2000 which will allow freight container traffic to double;
2/ improvement of navigation conditions to access ports along the Seine River (improving maritime access to the port of Rouen, modernisation of navigation locks, etc.),
3/ the Paris-Normandy New Railway Line Project (LNPN),
4/ the Le Havre port multimodal platform to increase flows and optimise railway and river links and traffic,
5/ the South Seine River multimodal platform project (municipality of Rouen),
6/ the Pitres, Le Manoir/Alizay multimodal platform project;
7/ the port of Archères downstream from Paris and including a multimodal platform, the South Seine River and Seine Andelle platforms upstream from Rouen, which will create added value along the entire Seine River;
8/ the direct railway link between Port 2000 and Le Havre – Paris line;
9/ modernisation of the Seine/Garonne railway line dedicated to freight transport as an alternative to the Le Havre–Rouen–Paris line;
10/ improving connectivity between Seine Estuary port terminal equipment in order to strengthen the positioning of the Normandy port complex as an international maritime platform;
11/ the Seine-Escaut Canal;
12/ the development of short distance maritime links with the United Kingdom and Ireland (for example: the Dieppe/Newhaven, Le Havre/Portsmouth, Rouen–Radicatel / Dublin lines) and railway lines to Germany;
13/ development of added value supply chains services with the VAD/DC cluster in Dieppe.

For further information on Weastflows, please log onto our dedicated internet site: www.weastflows.com as well as AURH’s blog: www.aurhineweastflows.com

Weastflows: making Seine Gateway® one of the key access routes for freight transport in North-West Europe

The European Weastflows project, a contraction of the words “flow,” “west” and “east,” is an integral part in the framework of the INTERREG IVB programme for North-West Europe. This four-year programme (2011 – 2014), was recognised as a part of European networks, such as the “Western Link” project supported by the C8 (Conference of the 8 regions in the Paris basin) with the goal of progressively linking the Paris basin to the Trans-European Transport Network (TEN-T).

Weastflows aims to create in Europe a new West-Eastern transport corridor including the Seine River Valley. With a strong environmental dimension, the goal of this project is also to promote modal shift from roadways towards more sustainable modes, thanks to the development of innovative technologies as well as the creation or optimisation of new transport infrastructures.

Weastflows is based on two facts. The first one concerns the progressive saturation of the historic North-South corridors stemming from the Northern Range ports, in spite of heavier and heavier investments to improve their fluidity.

The second concerns the fact that one of the North-West Europe area is not linked to the main European freight corridors, in particular Normandy and its ports. On a local basis, stakes include linking Normandy and its

Le Havre and Rouen ports to the Trans-European Transport Network (TEN-T), enlarging their hinterlands towards the East and connecting the various gateways, identified in Weastflows, between themselves: Seine Gateway®; Thames Gateway® (London, Kent, Essex); Liverpool Atlantic Gateway (Liverpool, Manchester), Duisburg Gateway and Luxembourg Gateway.

More generally speaking, Weastflows will contribute to a new European geography in which Normandy, Seine Gateway® and ports on the Seine River Valley will become pivot, allowing them to capture and organise the flow of goods and freight.

By making Seine Gateway® a part of European networks, Weastflows facilitates its opening towards the World as well as its recognition as a powerful and necessary element in the European economy.

Weastflows continues work that has already been undertaken, such as the “Western Link” project supported by the C8 (Conference of the 8 regions in the Paris basin) with the goal of progressively linking the Paris basin to the Trans-European Transport Network (TEN-T).
AURH in Weastflows: the expertise of geographical information and benefits for Seine Gateway®

1 / GIS engineering serving the project

AURH works carried out for Weastflows are based on setting up a Geographical Information System (GIS) that will cover all seven countries in North-West Europe. This approach aims:
• to integrate and centralise information concerning freight transport;
• to build a repository of geographical data which will allow detailed analyses to be performed;
• to create conditions allowing this data to be shared and become interoperable.

Developing complex GIS engineering

To build this GIS, AURH based its engineering on open data from OpenStreetMap, a free geographical data base that works like a Wikipedia programme, dealing only with maps. This data was then integrated into the data model that AURH designed and built, in compliance with recommendations given by the INSPIRE European directive. Once integrated, this basic information was completed by business data.

A data repository with a European dimension

The data repository on freight transport infrastructures, supported by OpenStreetMap, supplies structured and detailed information for the North-West Europe area. It is composed of essential elements of the infrastructure network such as roads, inland waterways, railways, and of key hubs such as ports, railway terminals, and intermodal platforms, as well as key infrastructure projects.

Towards deeper analyses of transport infrastructures

Based on this GIS, AURH has developed a geographical network analysis by building, as needed, more complex objects; for example: routes or clusters. A shared knowledge base has been created with maps. This data was exploitable at a minute scale thanks to the precision found in OpenStreetMap, this structured geographical information system is now the basis for all shared work with a geographical approach on the Weastflows project. Hence, the GIS is a strong factor of interaction between the project’s partners.

Local adaptation for Seine Gateway®

The GIS developed by AURH aims to be completed with results from other actions of the "geo-compatible" project and to be transmitted in a wide partnership which exceeds the framework of Weastflows, regarding the data confidentiality. A local adaptation of the GIS at the Seine Gateway® level, is being envisaged.

2 / An interactive cartography tool GeoWeastflows

In a partnership with the Henri Tudor Public Research Centre (Luxembourg), a Weastflows partner, AURH has imagined and contributed to develop an interactive cartography tool, named "GeoWeastflows."

Facilitating access to geographical information

The goal of this interactive tool is to make the Weastflows Geographical Information System accessible to the general public or those who do not have GIS software, as this will be available through simple use of an internet browser.

Communicating on project results

GeoWeastflows is an innovative communication tool with the long term goal of allowing transport and logistics stakeholders, both private and institutional, to make the best decisions for their local and economic strategies. Limited at the beginning to the Weastflows partnership, it is at the disposal to the general public since November, 2013.

It will progressively integrate all project results. For further information or to follow changes in this tool, please log onto the dedicated internet site: http://geo.weastflows.eu

Screenshot of the GeoWeastflows tool (image credits: TUDOR-AURH)

3 / An Atlas map on transport infrastructures

AURH’s first formal deliverable in the framework of Weastflows and Action 1, the Atlas map presents the organisation of the current and projected freight transport network in North-West Europe.

This atlas was drawn up using the previously described data repository.

Two scales of analysis

It is composed of 32 maps covering North-West Europe and 16 maps at regional scales, corresponding to areas of interest to one or several Weastflows partners.

Multiple information

At the global North-West European scale, this atlas presents context maps with demographic and economic characteristics of the region, as well as maps showing details of transport infrastructures, especially maritime ones. Infrastructure projects are also identified as their European ranking (TEN-T network), which highlights on-going dynamics.

A dynamic and adaptable version of transport infrastructures can be accessed using the GeoWeastflows tool.

4 / A geostategic vision for Seine Gateway®

In the Weastflows framework, AURH pays special attention to propose a geostategic vision for Seine Gateway® in order to:
1/ increase knowledge of the HAROPA hinterlands (Le Havre, Rouen and Paris ports), by collecting, integrating and analysing GIS data;
2/ pin-point, using forward-looking vision, evolutionary trends in freight transport linked with development projects, as well as changes in production and consumption basins;
3/ facilitate connections and complementariness with other identified gateways, such as Thames Gateway (London, Kent, Essex), Shannon - Limerick Gateway in Ireland, Liverpool Atlantic Gateway (Liverpool, Manchester) as well as Duisburg Gateway and Luxembourg Gateway.

Giving existence to Seine Gateway® in the North-West Europe

Positioning Seine Gateway® in the North-West Europe project using Weastflows, is a way to confront globalised stakes by identifying a development outlook which guarantees positive economic fall out, in the Seine Gateway® area.

Stronger ties, enhanced cooperation

Weastflows is not merely an accumulation of data and knowledge. With its organisation between project partners and decision-makers, it gives the opportunity to build a strong network of public and private regional players who bring in expertise as well as an international strategic dimension, far exceeding the project’s perimeter. As part of these European networks, AURH has stronger ties with economic and institutional stakeholders. In the heart of these networks, AURH thus has the opportunity to promote and value Seine Gateway® as a benchmark for private companies (industrial consignors of goods, investors, etc.) as well as institutional players, in particular, the European Commission.
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A closer look at Westflows.../

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