



# Lock complex in figures

**Middle Lock (1910)**  
 In 2021, this lock will be demolished to make way for the New Lock.

- 110 metres long
- 18 metres wide
- 7.5 metres deep

Number of vessels passing through in 2020: 7,267

**East Lock (1968)**

- 280 metres long
- 23 metres wide
- 6.5 metres deep

Number of vessels passing through in 2020: 28,332

**West Lock (1968)**

- 290 metres long
- 40 metres wide
- 13 metres deep

Number of vessels passing through in 2020: 23,072

**New Lock (2023)**

- 427 metres long
- 55 metres wide
- 16.44 metres deep

**Lock traffic**  
 In 2020, 58.671 vessels passed through the lock complex:

	Inland shipping	49,155
	Recreational vessels	1,032
	Seagoing vessels	8,484



## Ready for the future

The first ship will pass the New Lock (Nieuwe Sluis) in Terneuzen in 2023. This lock will be one of the largest in the world, with the same size of lock chamber as the Panama Canal locks.

The lock complex at Terneuzen connects the Ghent-Terneuzen Canal (BE/NL) to the Western Scheldt River (NL).

The Ghent-Terneuzen Canal is the main waterway to and from the Port of Ghent (BE), and is part of the Rotterdam-Paris inland waterway route. The New Lock will make it possible to transport more goods by barges rather than by trucks.

The New Lock is being built to accommodate the increasing shipping traffic and ever-larger ships. The New Lock is intended to enhance accessibility for seagoing vessels and barges, and to support economic growth in the region. Constructing the New Lock within an existing lock complex is a great achievement. Construction space is limited, the lock has to be built in the water, and shipping and road traffic must continue as usual. It is a challenging project that is performed by the Sasseaart Consortium.

### Schedule

- 2018 - 2023**  
Preparatory work and construction for the New Lock
- Late 2021 - late 2022**  
Demolition of the Middle Lock
- 2023**  
Operational opening of the New Lock

### The New Lock

- will result in smoother inland shipping traffic between the Netherlands, Belgium and France, and a more robust lock complex;
- will improve access to the ports of Ghent and Terneuzen for large seagoing vessels;
- will provide an economic boost for the regions on either side of the Dutch/Flemish border;
- will operate for the next 100 years.



**About this publication**

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March 2021

Co-financed by:  
 Co-financed by the European Union  
 Connecting Europe Facility

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Commissioned by:  
 Schelde  
 VLAAMS-NEDERLANDSE COMMISSIE

Constructed by:  
 SASSEVAART  
 VOORTVAREND EN DOORDACHT

**Eric Martejn** (left), the project director for the New Lock in Terneuzen and **Gerben Turkstra**, project director of the Sassevaart Consortium.



**Eric:**  
**'Proud of our work'**

'We have been working on this project for a few years now. And we are doing a fantastic job. It's not just about building the lock; it's the whole complex around it: the quays of the Schependijk, Buitenhaven-West, Goessekade and the service harbour. These are all major projects. We are working in so many places at the same time and there is still hardly any disruption affecting the local area. And that is something I'm really proud of!

We want to have a transparent approach for the local people. The webcam shows what's happening at the construction site. And a lot of people are using it. We have even been receiving regular compliments from other countries about the pictures of the work.'

**Gerben:**  
**'Everyone benefits from the lock'**

'Building a lock that is one of the largest in the world is an enormous job, with gigantic cofferdams, towering cranes and large equipment. But you can't see all the work: developing the software to operate the lock is also a major challenge. We work with a large group of disciplined and committed people using safe procedures.

People around here are very happy with the New Lock. Everyone will benefit from it. We are building the gateway to Paris for inland shipping. And putting down the launch pad for an economic boost for the entire region.'

# Building the future

With a length of 427 metres and at 55 metres wide, the New Lock in Terneuzen will be one of the largest locks in the world. The construction work is in full swing. We are using tried and tested construction methods. And when it's completed, the New Lock will be part of a magnificent lock complex with three locks.

**The lock heads**  
We are building each end of the lock in cofferdams. In these two cofferdams at either end of the lock, we are working on the sill, the caissons, the engine room and the levelling system. The cofferdams are 25 metres deep (NAP -22 metres).

**The lock chamber**  
The lock chamber is the heart of the New Lock and we are building it without removing the water. We are using underwater concrete for the floor. We have made two large concrete floor grids in a temporary cofferdam in the lock chamber. The grids will be floating temporarily at the side of the chamber until we submerge them to their final position on the bottom of the chamber.

They will be used to raise and lower the water in the lock in line with the water level on the other side of the lock. During the operation of the lock, water flows through a culvert to the chamber. The top of the two floor grids looks like an enormous Swiss cheese with 688 round holes,

each hole with a diameter of 30 centimetres. These openings maintain a steady flow of water to the chamber.

**Natural colours**  
We have thought carefully about the appearance of the New Lock in the context of the existing lock complex. The colour used for the bridges will be mint green. That matches the colour of the water, the surrounding nature and the trees, but it also blends with the colour of the other locks. The West Lock is blue and the East Lock is green and this is the colour in between. So the entire complex will look very natural. Fields of orchids, trees, shrubs and concrete and wooden benches will soon be placed on the lock complex. There will be room for people and nature. In addition, of course, shipping and the economy will benefit from a more robust lock complex.

**Putting back the war memorial**  
Before construction work started on the New Lock, there was a war memorial for the Rijkswaterstaat employees who were killed during the Second World War at the lock complex. We have reserved a nice location for the memorial on the square alongside the Buitenhaven and next to the East Lock. We will also be planting five trees here as a symbol for those five heroes of the resistance.



The inner head



The outer head

## Building the New Lock

The total amounts of material needed for the construction of the New Lock:

- 325,000 m<sup>3</sup> of concrete
- 32,000 tonnes of concrete reinforcement bars
- 60,000 tonnes of steel for the files, D-walls, doors and bridges.
- 9,500,000 m<sup>3</sup> of soil will also be dredged

During the construction of the New Lock, the four primary functions of the lock complex will have to be taken into account: keeping out high water, discharging water, maintaining shipping traffic and maintaining road traffic.



Impression New Lock Terneuzen



Control building New Lock



Mint green bridge



The war memorial