



# **Workshop urban node Strasbourg**

## **Summary report on outcomes and conclusions**

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Authors: Raymond Linssen and Kevin van der Linden

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# 1 Introduction

The workshop in the urban node Strasbourg was organized on the 27<sup>th</sup> of June 2018. It is part of the Vital Nodes project – a Coordination and Support Action (CSA) executed under the European Commission's Horizon2020 program. Vital Nodes aims at enabling efficient, sustainable freight delivery across the TEN-T urban nodes (metropolitan areas), by bringing together existing European, national and regional networks of experts and professionals. Vital Nodes will deliver evidence-based recommendations for effective and sustainable integration of the nodes into the TEN-T network corridors, addressing specifically the multi- and intermodal connection between long-distance and last-mile freight logistics. Addressing funding needs (for infrastructure and spatial developments), updating and redefining guidelines for infrastructure investments and funding instruments on European infrastructure. Improving the performance of the urban nodes throughout the entire TEN-T network, it will also support the deployment of innovations in the urban nodes, while establishing a long-lasting European expert network.

This workshop has been organized in close cooperation with the Ville de Strasbourg and the Port Autonome de Strasbourg.

Main goals of the workshops were:

- Addressing the key challenges for the urban node Strasbourg and come to a common understanding of these challenges;
- Deepening the key challenges;
- Discussing possible impacts, barriers and solutions;
- Discussing the impact of the challenges and solutions on the EU TEN-T core network corridors.

## 1.1 Outcomes

During the workshop in the urban node Strasbourg good discussions took place and exchange of knowledge and first good practices were shared - as were discovered to be in place in Strasbourg and brought in by the presentation in earlier Vital Nodes workshops.

Via short pitches, perspectives from different stakeholders and geographical levels were shared after which key challenges were addressed in plenary discussions:

- Conciliation between urban development and the need for infrastructure and logistics equipment;
- Integration of mass transport in the supply chain and the challenges arising from it.

Take-aways/lessons learned are among others:

- The importance to connect different TEN-T corridors (Strasbourg being located on 4 core corridors);
- Future perspective on greening of the fleet and e-vehicles;

- Integrated projects, by addressing soft infrastructure and urban (infrastructure) projects as well, and a mix of money from the different directorates of the European Commission;
- Importance of collaboration, with involved inhabitants, regional, amongst different countries and with different ports as Strasbourg and Kehl;
- The wish for short term solutions and/or facilities to bridge the period between addressing the challenges and implementation of EU-regulations/big EU-projects.

## 1.2 Follow-up

### Validation

Following the outcomes of the workshop the challenges and the (impact of) solutions need to be validated by the stakeholders related to the specific urban node.

### First recommendations to the European Commission

Based on the outcomes of this Vital Nodes workshop in Strasbourg and the 8 other workshop in other urban nodes as part of the first phase of the project, First recommendations to the European Commission will be drafted this autumn.

### Second phase of the Vital Nodes project

In autumn of 2018 the second phase of the Vital Nodes project will start, deepening the challenges in urban nodes and aiming for further deployment of possible solutions. This phase will be formed by thematic oriented sessions with a growing amount of nodes involved.

### Expert pool

Currently an expert pool is in development by the Vital Nodes consortium. Goal of the expert pool is to bring together knowledge from different fields of expertise, related to the development of urban nodes and the combination between long distance freight and last mile delivery and stimulate knowledge exchange between different urban nodes throughout Europe

### Knowledge exchange and updates

Via the Vital nodes website ([vitalnodes.eu](http://vitalnodes.eu)) and the Vital Nodes newsletter, outcomes and updates on the Vital Nodes project are shared regularly.

### Policy dialogue

Besides a policy dialogue is being planned for autumn in which a discussion between the urban nodes and the European Commission is facilitated according to the themes of the Vital Nodes project.

### 1.3 Welcome by Mrs Catherine Trautmann

As special participant at this workshop, Mrs Catherine Trautmann, former mayor of Strasbourg, president of the Port of Strasbourg and European Coordinator for the North Sea–Baltic core network corridor, welcomed the participants. She explained the strategic position of Strasbourg as the only French urban node on four European corridors and the 4<sup>th</sup> biggest port on the Rhine. The existing international collaboration on the Rhine - the Central Commission for the Navigation of the Rhine – has been an example for the Danube navigation and for the governance around the Great Lakes in the US and Canada.

The city copes with challenges on urban logistics and bottlenecks between long and short distance transport. Strasbourg exchanges experiences with several other cities such as Hamburg, Rotterdam, Helsinki and Lyon. Other challenges are topics as blockchain, automated vehicles and the connection with seaports (infrastructure). Urban logistics was not taken into consideration at all in the corridors, when discussing the connection between inland ports and urban nodes, intelligent transport and more. There is fear on the potential impact of e-commerce also in cross-border relations. The big amount of vehicles leads to problems of cohabitation. E-commerce is seen as a change of life: “Now people just order one beer bottle a time instead of buying three bottles in the shop”.

E-commerce and teleworking (“télétravail”) may lead to changing patterns in the way that people might spend their life just at home as a civilization, instead of being on the streets, moving and using places for leisure, sports and children’s activities in urban areas (vitality).

On the other side, parking areas will become different, not only for parking cars but also for electricity loading and functions as a logistic hub. The city has consider a new organization (configuration) of the big streets, to create places for (clean) trucks and new circulation plans. In Strasbourg, new hubs will be planned in the port and near the railway station. The existing highway (A35) at the west of the city center, and the railway tracks there, will be transformed into an urban boulevard when a new A35 will be completed around the metropolitan area. This new urban boulevard will become a backbone of the western part of the city.

The harbor in the eastern part of the city might transform into another backbone, but “we think people do not like freight transport” and logistics companies are not so popular, so the image of freight and logistics needs to be changed positively and problems as air pollution need to be tackled. The Strasbourg port will be a test case for sustainable energy and transport and for economic cooperation among enterprises and with other ports (e.g. on zero emission ambitions).

## 2 Fingerprint Strasbourg

Jochen Maes (Ecorys, partner in the Vital Nodes project team) has given a presentation on the Fingerprint of Strasbourg: An analysis based on facts, policy documents and figures and developments on the three scale levels. A complete overview of this analysis can be found in the fingerprint (attachment 1).

### 2.1 Characteristics

Some characteristics of the urban node Strasbourg:

- Strasbourg is an international French city, bordering to Germany. Not far from Luxemburg and Switzerland too. And is an EU political hub.
- Strasbourg is good located hub for North-South and East-West freight transport and logistics. The region Alsace is located centrally in the EU and is provided with good access to roads, inland waterways and railways.
- Challenges regarding (local) road capacity (e.g. the Avenue du Rhin).

Regarding Strasbourg's position on the TEN-T network:

- Strasbourg is situated on four TEN-T Corridors (Rhine-Alpine, Atlantic, North Sea-Mediterranean and Rhine-Danube), this is really unique.
- Water and road network are important, both for passengers and freight.
- Hub for international high-speed railways (TGV) e.g. to Brussels and Vienna, but challenges for freight by rail, especially to Southern destinations and to Germany.
- The inland port – the 2<sup>nd</sup> biggest in France, the 4<sup>th</sup> along the Rhine – is located at the French-German border. Overall river traffic at Strasbourg port records a significant increase, amounting to almost 8 million tons, an increase of 6% compared to 2016.

#### ***Close to Germany, but not for transport services***

- There are many inland waterways (IWW) ports in the region with good IWW connections to Basel, Antwerp and Rotterdam. Freight is consolidated from road to waterways. Transport flows are mainly North-South, with challenges in East-West directions (limited in volume).
- Challenges do occur for cross-border rail freight, as the Rastatt accident in 2017 showed. The rail freight is not as good to the east as to the west.
- There are many Airports in the surrounding region. EuroAirport Basel-Mulhouse-Freiburg takes up a large share of airfreight and serves three countries. Strasbourg airport (Entzheim) struggles after Ryanair left and has almost no airfreight. A lot of airfreight is trucked.

### 2.2 City developments

#### ***Regional governance of the Strasbourg Eurométropole – tramline Kehl***

As many French cities, the city of Strasbourg and the 32 neighboring municipalities are united in a so-called 'Communauté urbaine', an intercommunal structure, the Eurométropole de Strasbourg. It is located in the Bas-Rhin department, in the Grand Est region, northeastern France. The Eurométropole was created in January 2015 and had a population of 491,516 in 2014, of which 280,680 in Strasbourg. Trend in population and economic activity is stable.

The German town of Kehl is part of the Strasbourg region as well, but is not part of the Eurométropole. In 2017 a tramline has been opened from Strasbourg to Kehl, so in fact the town is now really part of the Strasbourg's daily urban system. The tramline is now terminating at Kehl railway station – being the most busiest of Strasbourg's tram stops after the main railway station stop – and will be extended to Kehl's town center by the end of 2018.

Other recent investments are:

- The high-speed rail line from Paris to Strasbourg (LGV Est) which turned Strasbourg into a mayor hub between Paris, Germany and Austria.
- The Strasbourg ÉCO 2030, a plan to realise 27,000 jobs.
- EcoParc Rhénan rail – road.
- ARCHIPEL, Quartier d'affaires international
- Eurométropole, Smart City of the year.

## 2.3 Good practices

### ***Tri-modal container terminal Lauterbourg***

In the French border town of Lauterbourg a tri-modal terminal is in construction that is opened in June 2018. This triport is expected to attract some traffic from Strasbourg, which is expected to create a better balance between the ports of Strasbourg, Kehl and Lauterbourg. The triport is close to WALON, a large car distribution center.

## 3 Pitches on perspectives and challenges

### 3.1 Pitch on Port of Strasbourg by Mrs Emilie Gravier, Port Autonome de Strasbourg

Mrs Emilie Gravier has given a pitch on challenges from the perspective of the Port Autonome de Strasbourg. Railway and waterway are the main modalities. The Rhine offers good infrastructure and within the existing infrastructure the amount of freight transport can still be doubled. However, container traffic is a challenge in terms of the logistic chain. For example a barge is starting in Basel and making stops at different container terminals towards Antwerp - if there is any delay it impacts the entire chain. A better flow of information between the container terminals would really help and the supply chain would improve. Currently people are working on this in the port of Strasbourg. The container terminals along the Rhine are in different countries and are dealing with different mass transport systems. Remaining question is how to inform this supply chain?

#### ***Railway***

For the railway there are different additional challenges. The connection to the north works quite well, with 5 weekly connections. There are 5 railway connections to the south as well, but as this route goes via Lorraine (Metz) and there are several tunnels, this route takes a long time and is not ideal. The railway connection to the east (Germany) is an issue because of the border. To cover one kilometer (Strasbourg-Kehl) costs 15-20% of the total costs of transport between Strasbourg and Rotterdam, so this is really an issue of competitiveness. An access project is in development to connect Germany with Strasbourg, not using the international network. Regulation issues are a big barrier as each network has its own regulations. European Commissioner for Transport Violeta Bulc has mentioned this as an example of a bottleneck.

Some examples: Train drivers in France need to have access to firework in the locomotive, to be used in case of emergency. But in Germany this is strictly forbidden. Change of locomotives and train drivers is needed on the French/German border because of different regulations, electricity systems and languages. At this moment a shuttle service is operating between Strasbourg and Kehl, which causes a big part of the additional costs. There is no direct link to the terminals in the port region of Strasbourg from the German side, due to a lack of direct access lines. Accessing the port requires 2 shunting operations. An operational challenge for optimizing this rail connection is seen in the High Speed Rail line. Shunting is taking a long time as the TGV is using capacity on the line, and is prioritized. A technical challenge for optimizing this rail connection is seen in the HSR tracks, as these are curved, installing a new switch for providing direct access to the Strasbourg port for German trains can only be realized at a straight section.

Additional challenge is: how to maintain the well-functioning freight train system within the port without causing conflicts with inhabitants of the surrounding housing areas.



## Road access

In order to be competitive, two road entrances to the Strasbourg port are needed, from the north and the south. Via the south, good road connections exist to the French and German highways. The northern port access is more challenging as this is in the middle of the city and conflicts with the protection of the inhabitations from a liveability point of view. Further north, a nature reserve is a barrier for building a new road along and a bridge across the Rhine.

Solution could be to stimulate sustainable developments into a 'Green and Blue corridor'. For example with clean ships the corridor might be transformed into a more natural corridor instead of only an industrial corridor.

## 3.2 Pitch on urban logistics by Mr Romuald Delemer, DB Schenker

Mr Romuald Delemer (DB Schenker) gives a short presentation on one of the private initiatives that will start in October 2018: the ELP project, 'Espace Logistique Proximité'. Four light vehicles will cover the Strasbourg region and the initiative is hosted in a space along the rue des Orphelins in Strasbourg's city center, as a micro hub. Cargo bikes will be used to carry goods up to 400 kg in total. The bikes have electric assistance and some are including a coolbox to carry conditioned goods. Overall, this initiative is expected to offer a sustainable alternative for the volume of 40 to 45 classical trucks per day in the city center. Moreover, the new service will offer a flow optimization and new services to shops and inhabitants of Strasbourg (e.g. delivery at home). Strasbourg joins some other French cities (as Bordeaux, Nantes and Rennes) where this initiative already functions.

Cohabitation of cargo bikes and pedestrians will be guaranteed as cargo bike drivers need to sign a specific paper on respecting safety and security in the streets. When successful, no big hubs will be introduced but several more small (micro) hubs might be opened. However it is not easy to find additional micro hubs, and in the continuation this might be needed to become agile. For cargo bike drivers the incentive is "the more you deliver, the more you get payed".



### 3.3 Pitch on urban logistics and e-commerce policy by Mrs Céline Oppenhauser, Eurométropole de Strasbourg

Mrs. Céline Oppenhauser (Eurométropole de Strasbourg) gives a broader overview of the public initiatives to stimulate sustainable urban logistics in the inner city ('Grand Ile'). Between 2008 and 2012 the number of deliveries has increased with 12% and that's why the city started a consultation five years ago. The city offers good public transport for passengers but did not have sustainable alternatives to offer for freight and logistics. In the first phase building knowledge on the transport flows was needed: From where to where are the goods transported? After this diagnostics a proposition with potential solutions was made.

**Diagnostics:** Freight delivery in the city center has a negative impact on the environment and is not optimal for the shopkeepers nor for the people shopping in the streets. Storage space is limited and the amount of goods being sold is increasing, so 6 to 8 deliveries a day need to be done. Especially during morning hours many streets are completely full of loading and unloading trucks so this is also a matter of safety.

**Proposition of several points**

- Longer loading and unloading points for clean(er) vehicles.
- Not more permits for deliveries.
- Bigger trucks in order to have more goods at ones.
- No more diesel trucks (greening of the fleet).

Starting in September 2018 cleaner vehicles will have one hour (10:30-11:30) extra time for city deliveries and dirty vans will not be allowed any more. According to the regulations cargo bikes can get access in the city center during the entire day. The Eurométropole hopes that the new urban logistics regulations will be understood by the shopkeepers and other actors.

**E-commerce:** Collection boxes (2 in the city) are available, but many people do not know it or cannot find them, so these boxes are not used that much at the moment. Lesson is to get more authorizations to speak to all users in advance.

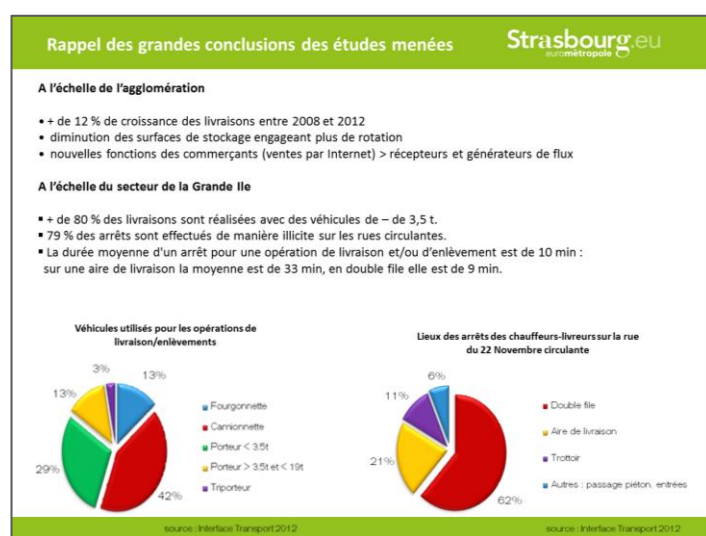


Image: Diagnostics of inner city deliveries (source: Présentation 'Réunions d'information et de consultation sur le projet', August 2016)

## 4. Workshop challenges and discussions

### 4.1 Group discussion

In two groups, the challenges for the port of Strasbourg have been discussed. The discussions focused on the challenge of connecting the different corridors and on the involvement of inhabitants. In the workshop programme challenges have been introduced as followed:

#### 1. Conciliation between urban development and the need for infrastructure and logistics equipment

- a. Productive city: Cohabitation of activities and uses and its impact. E.g. which nuisances are acceptable: activity close to city centers advantage / disadvantage, activity away from city centers advantages / disadvantages.
- b. Link between road / rail accessibility – access to logistics infrastructure - urban planning.

At stake is the role of freight logistics in the structuration of a living area and a productive economy, acceptance by users (how to ensure a good information).

#### 2. Integration of mass transport in the supply chain and the challenges arising from it

- a. Data and privacy management / Interoperability of information systems (RPIS link - best practice).
- b. Regulatory aspects: problem of non-harmonized regulations (e.g. change of driver) and the application of European rules when several countries are involved in an implementation (e.g. ERTMS rail track Strasbourg – Appenweier).

At stake is the coordination between the European funding and the development of actors in a cross-border context (what solutions to get through it: constructive dialogue, experimentation ...)

#### *Connecting the corridors*

The main transport flows are on the German side of the Rhine (Basel – Mannheim). The Strasbourg port is more or less the size of the Mannheim port. Being both universal ports with all types of goods, they are specialized in different market segments. Strasbourg is mainly dealing with grain transport, transported by trucks or train from Lorraine and Alsace to Strasbourg, and for gravel, sand and stones (building materials) that are shipped to Germany, Belgium and the Netherlands ('downstream traffic'), as well



as oil coming from refineries downstream. Container transport is quite balanced, and has grown with 6% in 2017. Container transport is partly shifted to railway in case low water levels in the Rhine occur.

Topic to be addressed at the EU level is the co-existence of two different transit flows along the Rhine: on the French and on the German side of the river. The EU-regulation places Strasbourg on the Rhine-Alpine corridor for its situation on the Rhine, but not for the north south rail corridor on the French side. Communication between the two north south rail corridors has to be improved, as the Rastatt tunnel accident (2017) has made clear. At this moment the different corridors and transport flows are not aligned.

A data management system for logistic management can be a solution, offering real-time information for the container terminals in the Upper Rhine (Basel, Mulhouse, Strasbourg and Karlsruhe). Digitalization and cooperation is currently pushed forward by the port cooperation “Upper Rhine Ports” that has set up the traffic management tool RPIS, dedicated to the waterborne container traffic. The platform is the first step of a port community system. However, the taking into account of traffic data of the railway transport faces difficulties in technical compatibility and data availability.

In the Strasbourg region, a project has been started on the canal between Strasbourg and Saverne to stimulate modal shift from truck to barge, for 4 industrial companies in Saverne. A small boat is needed for this canal (40 TEU) and this makes the business case quite difficult. Per year, there is a potential of 5,000 TEU. A new barge will be needed for container transport on this route, requiring an investment of €2 million.

How to bundle capacities? How to bundle Strasbourg with the port of Kehl? This can be an interesting case to explore: When there was a lot of congestion in the Strasbourg container terminals, companies moved out to Kehl. But the port of Kehl does not want to expand its container terminal. The opening of the Lauterbourg tri-modal terminal about 60 km north of Strasbourg might result in a better balance between Strasbourg, Kehl and Lauterbourg.

Important to notice is that north of Strasbourg 4 layers of containers are possible on vessels on the Rhine, but south from the (too low) bridge between Strasbourg and Kehl only 3 layers.

### ***Silk Route and Strasbourg?***

Stakeholders wonder if Strasbourg can be connected to the Silk Route that now ends in Duisburg. How will the connection be made to the French market? At this moment the challenge is a lack of carriers, so problems arise in the last miles.

### ***E-commerce and its influence on logistics***

Eurofret is centralizing in Paris as this company has to merge their loads to get a better position to negotiate. Strasbourg airport (Entzheim) is not important for freight and has lost in importance for passengers after the opening of the TGV Est.

On the other side of the Rhine, in the German town of Lahr, Zalando has opened a European logistics center, serving parts of the German and French markets. The opening of this center leads to an explosion of deliveries as Zalando only uses road transport.

Overall e-commerce is seen as a huge challenge for Strasbourg: Congestion will increase on the Rhine bridges leading to Strasbourg. As the Avenue du Rhin (leading to the bridge to Kehl) will be blocked for heavy freight due to bad air quality, this might lead to extra congestion on the southern Rhine bridge.

At this moment extra freight flows have been counted on the way from Germany to Switzerland via Strasbourg-Mulhouse (A35), as transit is for free on French highways. Daily 40,000 tons are traversing the city. Therefore, a vignette is under investigation.

### ***Quality of life in port of Strasbourg***

At this moment the Strasbourg port is lacking a good connection for walkers and cyclists. Economic and social impact would be positive as workers could easily access the port area. As 10,000 employees have to go to their work in this area every day, the city is building separate bike lanes to the port as alternative for the dangerous route today. As 'blue color' employees often have to travel at night, quality of life and safety are very important to stimulate better access to the port area.

Quality of life also touches on the co-existence with industry in the cities. Urban nodes are attractive for industries because they can find employees and vice versa because it creates jobs. However it is difficult to make the industry more attractive for people in terms of image and perception. One of the stakeholders mentioned the EUROPAN contest on 'Productive City / Industry 4.0, including food production.

Another dimensions mentioned are:

- The need to reflect on the training and competences needed for logistics, also on soft skills, communication, experimentation and links with digital economy.
- Cybersecurity as an important topic for data management and e-commerce.
- Involvement of the private sector in the process.



### ***Unbalance in the Grand Est***

After the creation of the Grand Est region in January 2015, more investments have been planned to improve the east west connection. The Daily Urban System of Strasbourg includes the Upper Rhine area, and at this moment the Functional Urban Area is not stretching to the western region Lorraine. However, these investments focus on a better redistribution of relative poor (Lorraine) and relative rich (Alsace) areas in the Grand Est.

In summary, key challenges addressed are:

- What is the definition of a corridor (Rhine and north south rail and road links)? How to connect / align the different corridors?
- Implementation/use of data management and real-time info.
- Economic and social impact of the Strasbourg port, including good access of the port for bicyclists and walkers.
- Unbalance in the Grand Est, Strasbourg is now in the lead.
- Greening of (freight) transport e.g. via vessels (Saverne-Strasbourg).

### ***Awareness inhabitants***

Challenge is to stimulate Involvement and awareness of inhabitants, also for an “Uberisation of freight” by using the existing flows to transport smaller packages. Of which an example is already going on in the Swedish city of Gothenburg (ElectriCity) where parcels are transported with public transport (busses) from the harbor to the city center along with the people going from home from their work. Emissions and bad air quality are important topics, so the city focuses on ‘greening’ the fleet, e.g. via e-vehicles. LNG-initiatives are going on already in order to develop the fleet in a sustainable way.

### ***Cross-border collaboration and harmonization***

- Harmonization of toll regimes / congestion charges for trucks: already existing in Germany and maybe to initiate in France;
- Eco-tax;
- Access regulations.

Regional collaboration in three countries (France, Germany and Switzerland)

- The ports of Kehl, Basel, Weil am Rhein, Mulhouse, Karlsruhe, Colmar, Ludwigshafen, Mannheim and Strasbourg are collaborating since 2012, this led to introducing a joint IT system named RPIS
  - Barge call management;
  - Reserved paths (specific tracks are reserved for a specific time slot for expected vehicles – if a vehicle has a delay, due to the combination with passenger traffic on the same tracks, this reserved path is spilled which might lead to more delay).
- EU-regulations
  - Short term solutions – facilities
- Private and governmental organizations are developing joint solutions to anticipate on long-term harmonization initiatives.

## 4.2 Practices and solutions

Now we have to start a new period of consciousness, we have to manage the successful stories with industries. Strasbourg is now working on new solutions and has made shifts from 'demonstration' to 'experimentation' and 'place for new technologies such as e-mobility'. The city has learned from experiences in Bordeaux but the consultation is totally "homemade". Although there is a national French programme on urban freight, "you have to find your own way".

Urban freight is also a matter of urban planning as e.g. écoquartiers (sustainable neighborhoods) need dedicated freight services. Question is if these services will be efficient or not. Parking facilities might be good places for urban freight as long as we combine this with the challenge to use parking facilities in a better ways. In the future autonomous cars should give gains in time and space.

Noise is an issue on the Rhine Alpine corridor. In Germany, discussing rail opportunities is really difficult. Therefore it is important to get France along in this challenge as well. When the Germans are cooperating, France will follow.

A challenge for the city is to stimulate bicycle parking near the railway station. This is for example well done in the Netherlands in which all kinds of bikes are parked. But the area near Strasbourg's main station that would be suitable is not owned by the city, so the SNCF (French railway company) needs to cooperate and this makes implementation difficult. The next consultation is in these challenges: re-using a former military terrain at the west side of the station and re-using the rail link between Strasbourg's station and the Strasbourg port. According to Mrs Catherine Trautmann challenge is "to put logistics and freight and passengers questions on the same level". The coming transformation of the A35 into an urban boulevard might be a key in these challenges.

**Good practice:** E. Leclerc (hypermarché) will be organized in the port of Strasbourg in such a way that transport will be less dominated by trucks and new ways to be mobile to shops and for goods delivery will be discovered.

**Good practice:** "The tramway makes a better balance". Since the tramline was extended to Kehl, more people from the Ortenau Kreis are visiting Strasbourg. In the future, more progress in relation with Kehl is expected.

A freight platform to be started: 'Dryport'. This initiative was refused due to the 19<sup>th</sup> century image of an industrial port and because landowners wanted a higher price. The city of Strasbourg has quite some influence (50%) on decision-making in the Eurométropole, otherwise smaller municipalities would take the initiative – leading to a conflict between the central city and the surrounding villages, as is the case in Mulhouse.

### ***New motorway as an open lab***

Limited data exists on the transport flows that are just transiting the city of Strasbourg and which ones are actually visiting the city of Strasbourg. More knowledge thereon might help in deciding on the future infrastructure developments. In this case, the project for the new motorway (A35) is delicate. Planning is well on schedule although some protected animals have been noticed on the new route. Will the new motorway (A35) be a private motorway and can it offer a mix of other

functions in order to separate the different flows of transportation? Estimated is that roughly 20% of the transport can be redirected to the new motorway.

But a challenge is also the needed behavioral change of people using the motorway. Can they use other modes? Public transport is going to be a cheaper and faster option for commuters.

**Good practice:** Overall the new A35 might function as an open lab for new concepts of a new motorway, offering opportunities for energy, smart mobility, sustainable transport (bike, public transport, freight delivery) and for better links between public transport needs and logistics initiatives.



## 5. Role for the EU

As discussed before, important is to take logistics into account from the beginning in order to be able to achieve integrated solutions. Stakeholders discussed on the added value for Europe.

- How could ITS play a role? Autonomous cars and new technologies could give new solutions. MaaS can help people to choose their way of transportation and mobility services. Sharing information, organizing this information and protection on safety.
- A flagship programme on multimodality questions would be of added value. For Strasbourg the challenge is that due to the increasing population too many people are on the trams (an increasing mobility population).
- Follow-up on opportunities and burdens of being an urban node on the TEN-T network. For CEF the Eurométropole Strasbourg could not get enough projects although the city tried to push several urban solutions in consideration for CEF (not only infrastructure, but also on soft and urban measures). A new system of mixing the money would open new possibilities.
- Transformation of the A35 in Strasbourg could be financed via the new CEF. Including impact on the corridor level and on the urban node.
- The EC should connect regulations at European levels and push the urban aspects for the TEN-T network.
- The dimension of impact on the network will be a major topic.
- A shift towards a mixed financial tool will give space for this type of projects.
- “Breaking the silos in the EC is not so easy”. Connections between DG MOVE, DG Energy and DG regions (Cohesion Funds) are important for cities. Start e.g. by mixing Energy and TEN-T.
- Think on Flagship projects for clean fuels, e.g. on LNG supply: inland shipping will increase in Poland and in other places (outside the Rhine valley)
- Information gathering and sharing – a study is done by the Netherlands, Belgium, Germany, Poland, Baltic states, Finland – will be distributed and shared and used in the rest of Europe as well.
- Improved coordination and interconnection of the different North – South core network corridors;
- Harmonisation of railway regulations cross borders. Putting passenger transport and freight transport on the same level – influencing traffic flows.

Mrs Catherine Trautmann: “Multimodality and multi-modal solutions will be taken into account for the next generation of projects, that is why we came back with the flagship projects”.

Recommendations made in the Vital Nodes project will be important for the new TEN-T / CEF rules.

# Attachments

[Fingerprint urban node Strasbourg \(info graphic\)](#)

[Good practices with validation of scores](#)

[Map corridor level](#)

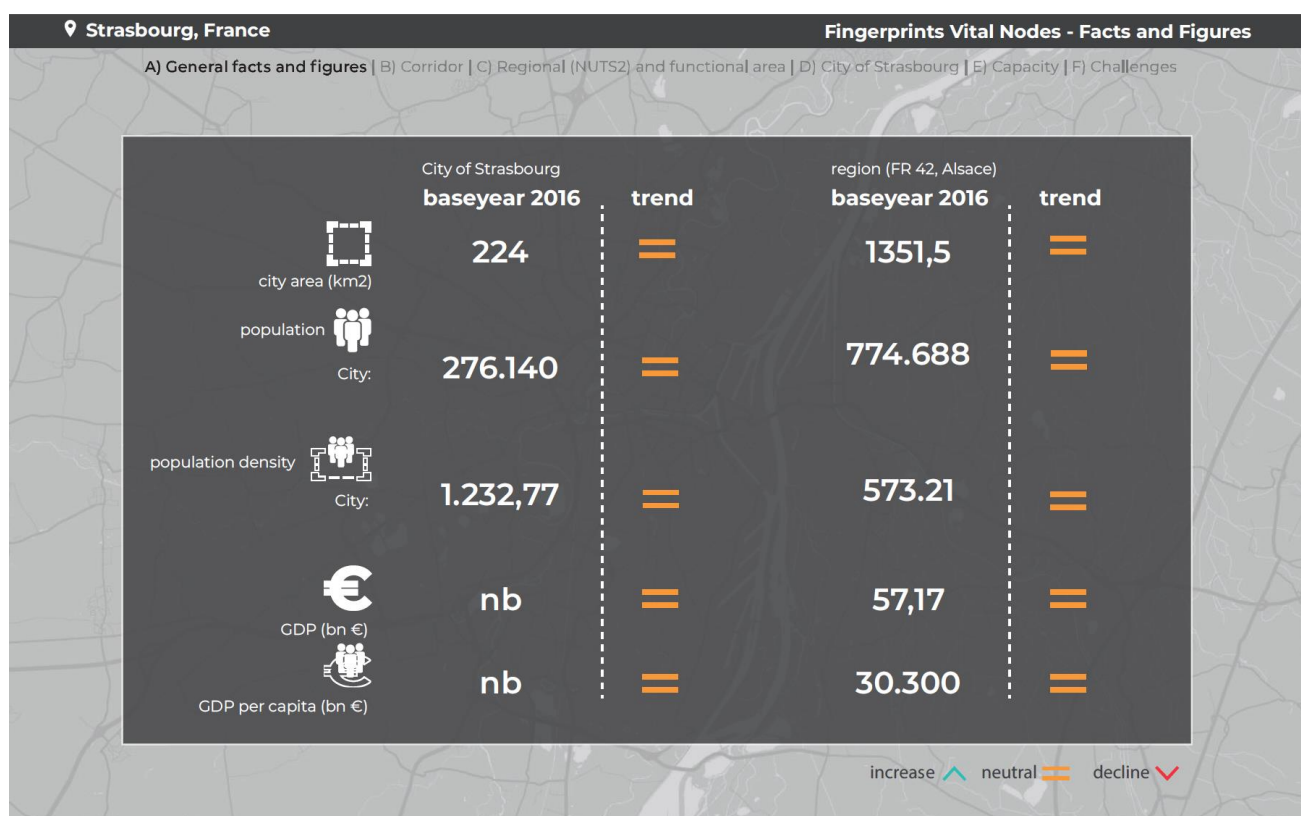
[Map regional / urban node level](#)

[Map city level](#)

[List of participants Strasbourg workshop](#)

[Programme urban node workshop Strasbourg](#)

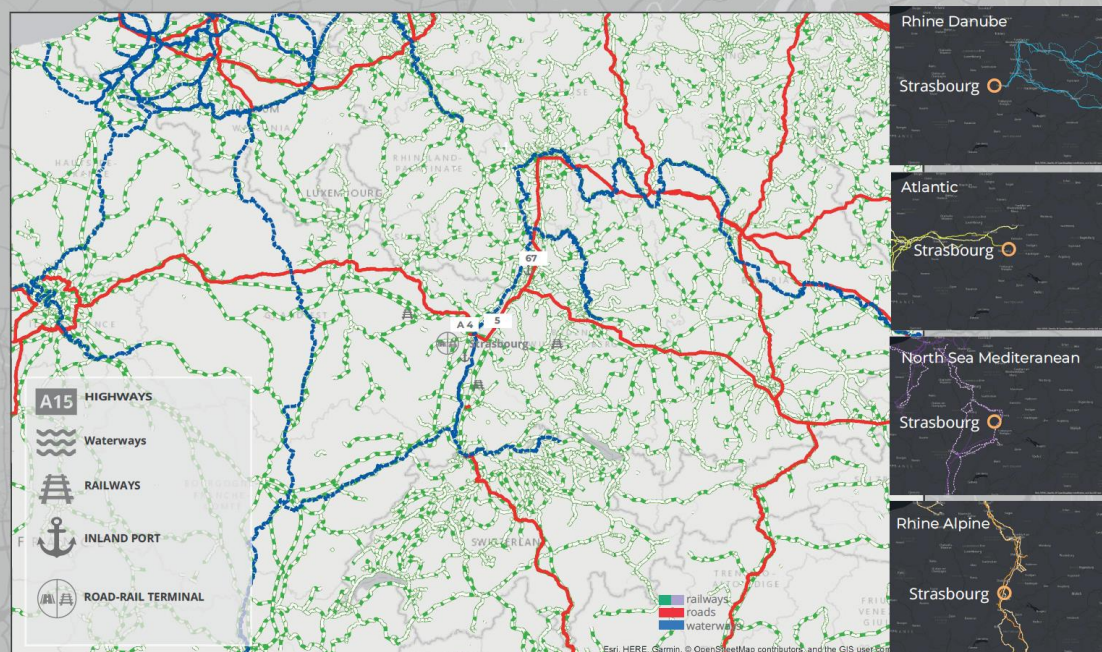
## 1. Fingerprint urban node Strasbourg (info graphic)



📍 **Strasbourg, France**

**Fingerprints Vital Nodes - Facts and Figures**

A) General facts and figures | **B) Corridor** | C) Regional (NUTS2) and functional area | D) City of Strasbourg | E) Capacity | F) Challenges



**Strasbourg, France**
**Fingerprints Vital Nodes - Facts and Figures**

A) General facts and figures | B) Corridor | C) Regional (NUTS2) and functional area | D) City of Strasbourg | E) Capacity | F) Challenges

**IMPORTANT CHARACTERISTICS:**

The Alsace rail network is not a major rail freight corridor in terms of traffic and suffers from a weakness related to its structure, both from national and international point of view. Rail transport networks are directed towards the West and less to Germany and the South. The north-south axis is heavily used for passenger traffic, to its capacity limit, limiting the development of rail freight. In addition, the containers can not pass on the axis Mulhouse-Dijon because of the lack of gauging of the tunnels too narrow. This lack of a direct route to the south and the disappearance of marshalling yards in Alsace requires the processing of goods transported by regular shuttles within a marshalling yard located in Lorraine, Woippy.

**INDICATIVE FUA**

**FREIGHT INFRASTRUCTURE**  
 baseyear 2016

	Number	ha	mton	TEU
Road-Rail terminal	0 =	0	0	0
Air terminal	1 =	0	na	na
Trimodal terminal (deepsea)	5 =	22	na	na

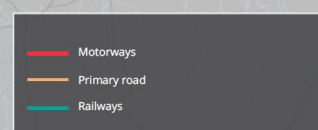
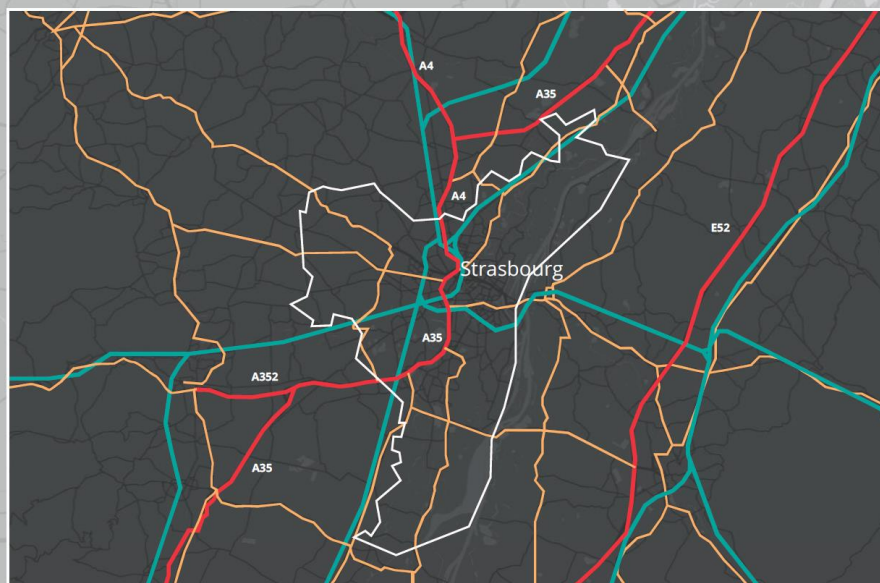
increase ▲ neutral = decline ▼



📍 **Strasbourg, France**

**Fingerprints Vital Nodes - Facts and Figures**

A) General facts and figures | B) Corridor | C) Regional (NUTS2) and functional area | **D) City of Strasbourg** | E) Capacity | F) Challenges



**Strasbourg, France**
**Fingerprints Vital Nodes - Facts and Figures**

 A) General facts and figures | B) Corridor | C) Regional (NUTS2) and functional area | D) City of Strasbourg | **E) Capacity** | F) Challenges

**CAPACITY RAIL**

The Alsace rail network is not a major rail freight corridor and suffers from a weakness related to its structure. Rail transport networks are directed towards the West and less to Germany and the South.


**CAPACITY WATER**

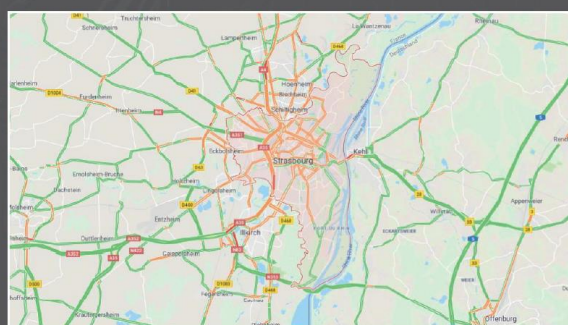
No major capacity issues observed


**CAPACITY AVIATION**

Strasbourg Airport is a minor international airport


**CAPACITY ROAD**

Average intensity road on evening peak:

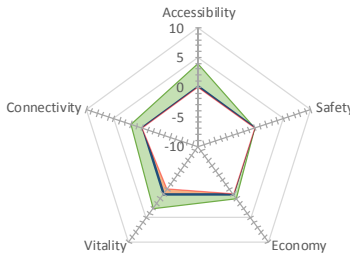


### CHALLENGES

- Connecting the corridors
- Connecting to the Silk Route
- E-commerce and its influence on logistics
- Quality of life in port of Strasbourg
- Unbalance in the Grand Est
- Awareness inhabitants
- Cross-border collaboration and harmonisation



## 2. Good practices with validation of scores

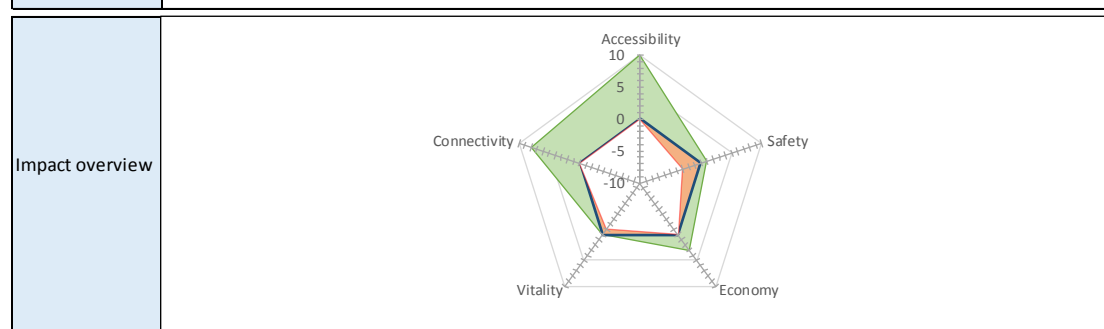
Solutions name	ELP project, 'Espace Logistique Proximité'.
Type of solution	Optimize terminal
Node	Strasbourg
Link or contact	n.a.
Investment costs	n.a.
Description	<p>A private initiative that will start in October 2018: the ELP project, 'Espace Logistique Proximité'. Four light vehicles will cover the Strasbourg region and the initiative is hosted in a space in the rue des Orphelins in Strasbourg city center, as a micro hub. A cargo bike will be used to carry goods up to 400 kg, with electric assistance and including a coolbox to carry cooled goods. Overall, this initiative is expected to offer a sustainable alternative for 40-45 classical trucks per day in the city center. Besides the new service will offer a flow optimization and new services to shops and inhabitants of Strasbourg (delivery at home). Strasbourg joins some other French cities (as Bordeaux, Nantes and Rennes) where this initiative already functions.</p> <p>Cohabitation of cargobikes and pedestrians will be guaranteed as cargobike drivers need to sign a specific paper on respecting safety and security in the streets. When succesfull, no big hubs will be introduced but several more small (micro) hubs might be opened. However it is not easy to find additional micro hubs, and in the continuation this might be needed to become agile. For cargobike drivers the incentive is "the more you deliver, the more you get payed".</p>
Impact overview	

Impact criteria	Questions	Answer
A Accessibility	The solution impacts the chosen modality of the flows	2
	The solution impacts the route of the flows	1
	The solution impacts the volume of the flows	0
	The solution impacts the timing of the flows	0
	The solution impacts the available infrastructure capacity	1
B Safety	The solution impacts the number of pedestrian casualties	0
	The solution impacts the number of cyclist casualties	0
	The solution impacts the number of motorised vehicle casualties	0
	The solution impacts the external safety of dangerous goods transport	0
	The solution impacts the external safety of warehousing operations	0
C Economy	The solution impacts the attractivity of the local scale (city) of the Node for investments (value capturing)	0
	The solution impacts the attractivity of the FUA from logistics perspective of the Node for investments (val	1
	The solution impacts the price of living in urban areas (socio economic)	0
	The solution impacts synergies with other sectors	0
	The solution impacts the GDP	0
D Vitality	The solution impacts the air quality	1
	The solution impacts the noise levels	-1
	The solution impacts health of citizens	1
	The solution impacts the ease of moving in the city for citizens	0
	The solution impacts the quality of living	1
E Connectivity	The solution impacts the connection between the city and the functional urban area from a mobility persp	1
	The solution impacts the connection between the city and the functional area from a logistics perspective	1
	The solution impacts the connection with other Nodes on the Corridor	0
	The solution impacts the connection with other TEN-T Corridors	0
	The solution impacts the connection with the comprehensive network	0

2 strong positive impact 1 Positive impact 0 No substantial impact -1 Negative impact -2 strong negative impact

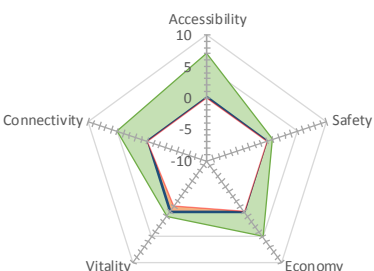
<b>Solutions name</b>	Port de Lauterbourg - R3FLEX by Port of Strasbourg
<b>Type of solution</b>	adding a terminal
<b>Node</b>	Strasbourg
<b>Link or contact</b>	<a href="https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/2014-fr-tm-0260-w">https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/2014-fr-tm-0260-w</a>
<b>Investment costs</b>	n.a.

<b>Description</b>	The port of Strasbourg is located on the Rhine-Alpine Corridor in France. It is the second French inland waterway port and has 2 major sites: Strasbourg and Lauterbourg. The Action is part of a Global project aiming to further develop nine ports in the Upper Rhine. It is a necessary step for improving the accessibility and the capacity of a multimodal platform at Strasbourg/Lauterbourg port to absorb the expected traffic growth. It is part of a Master plan concerning nine ports on the Upper Rhine. The Action will develop the port of Strasbourg by building a new multimodal terminal in Lauterbourg. The new terminal will provide a trimodal installation with rail tracks, an embankment and materials' handling equipment. The Action will eliminate a bottleneck identified within the port network and contribute to the better performance of the port as gateway of the corridor. It will contribute to the better use of inland navigation as a
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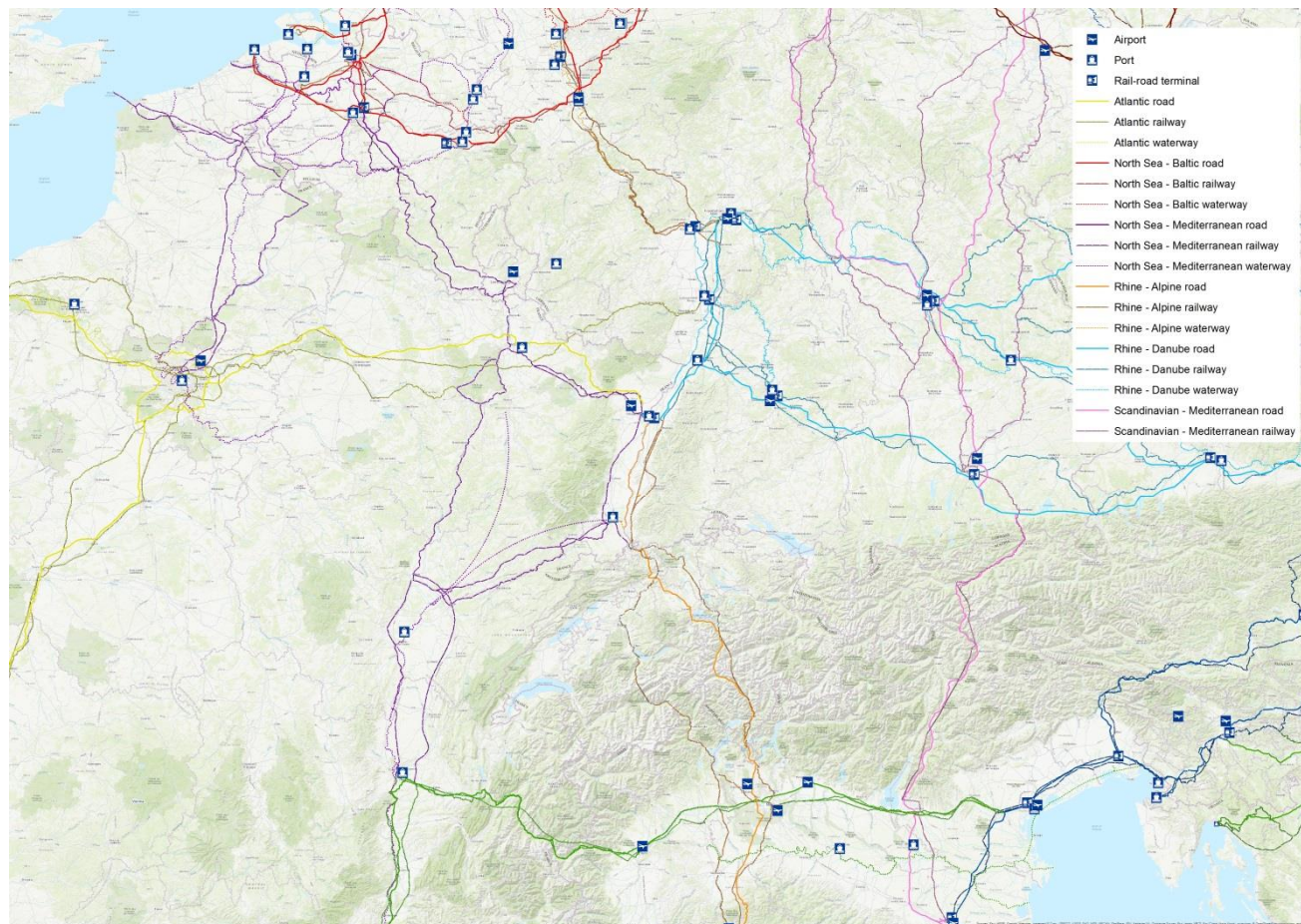
Impact criteria	Questions	Answer
<b>A Accessibility</b>	The solution impacts the chosen modality of the flows	2
	The solution impacts the route of the flows	2
	The solution impacts the volume of the flows	2
	The solution impacts the timing of the flows	2
	The solution impacts the available infrastructure capacity	2
<b>B Safety</b>	The solution impacts the number of pedestrian casualties	-1
	The solution impacts the number of cyclist casualties	-1
	The solution impacts the number of motorised vehicle casualties	-1
	The solution impacts the external safety of dangerous goods transport	1
	The solution impacts the external safety of warehousing operations	0
<b>C Economy</b>	The solution impacts the attractiveness of the local scale (city) of the Node for investments (value capturing)	1
	The solution impacts the attractiveness of the FUA from logistics perspective of the Node for investments (va	1
	The solution impacts the price of living in urban areas (socio economic)	0
	The solution impacts synergies with other sectors	0
	The solution impacts the GDP	1
<b>D Vitality</b>	The solution impacts the air quality	0
	The solution impacts the noise levels	0
	The solution impacts health of citizens	-1
	The solution impacts the ease of moving in the city for citizens	0
	The solution impacts the quality of living	0
<b>E Connectivity</b>	The solution impacts the connection between the city and the functional urban area from a mobility persp	0
	The solution impacts the connection between the city and the functional area from a logistics perspective	2
	The solution impacts the connection with other Nodes on the Corridor	2
	The solution impacts the connection with other TEN-T Corridors	2
	The solution impacts the connection with the comprehensive network	2

2 strong positive impact 1 Positive impact 0 No substantial impact -1 Negative impact -2 strong negative impact

Solutions name	Additional Railway Track North of Strasbourg	
Type of solution	adding infrastructure	
Node	Strasbourg	
Link or contact	<a href="https://www.sncf-reseau.fr/fr/projets-chantiers-ferroviaires/modernisation/creation-dune-4eme-voie-entre-strasbourg-et-vendenheim">https://www.sncf-reseau.fr/fr/projets-chantiers-ferroviaires/modernisation/creation-dune-4eme-voie-entre-strasbourg-et-vendenheim</a>	
Investment costs	n.a.	
Description	The Strasbourg node, more particularly the Strasbourg-Vendenheim section, is the most frequented in Alsace. No further development of regional, high speed and freight trains will be possible as from 2017 and in 2020-2025 the line will be saturated. The Acton aims to remove a major bottleneck at this section and to improve the capacity of the node by guaranteeing its reliability for high speed, regional and freight traffic. The Action is part of the Global Project to improve passenger and freight traffic along the North Sea-Mediterranean, Atlantic and Rhine-Danube Core Network Corridors.	
Impact overview		
Impact criteria	Questions	Answer
A Accessibility	The solution impacts the chosen modality of the flows	1
	The solution impacts the route of the flows	1
	The solution impacts the volume of the flows	1
	The solution impacts the timing of the flows	2
	The solution impacts the available infrastructure capacity	2
B Safety	The solution impacts the number of pedestrian casualties	0
	The solution impacts the number of cyclist casualties	0
	The solution impacts the number of motorised vehicle casualties	0
	The solution impacts the external safety of dangerous goods transport	1
	The solution impacts the external safety of warehousing operations	0
C Economy	The solution impacts the attractiveness of the local scale (city) of the Node for investments (value capturing)	1
	The solution impacts the attractiveness of the FUA from logistics perspective of the Node for investments (va	1
	The solution impacts the price of living in urban areas (socio economic)	1
	The solution impacts synergies with other sectors	1
	The solution impacts the GDP	1
D Vitality	The solution impacts the air quality	1
	The solution impacts the noise levels	0
	The solution impacts health of citizens	0
	The solution impacts the ease of moving in the city for citizens	0
	The solution impacts the quality of living	-1
E Connectivity	The solution impacts the connection between the city and the functional urban area from a mobility persp	0
	The solution impacts the connection between the city and the functional area from a logistics perspective	2
	The solution impacts the connection with other Nodes on the Corridor	1
	The solution impacts the connection with other TEN-T Corridors	1
	The solution impacts the connection with the comprehensive network	1

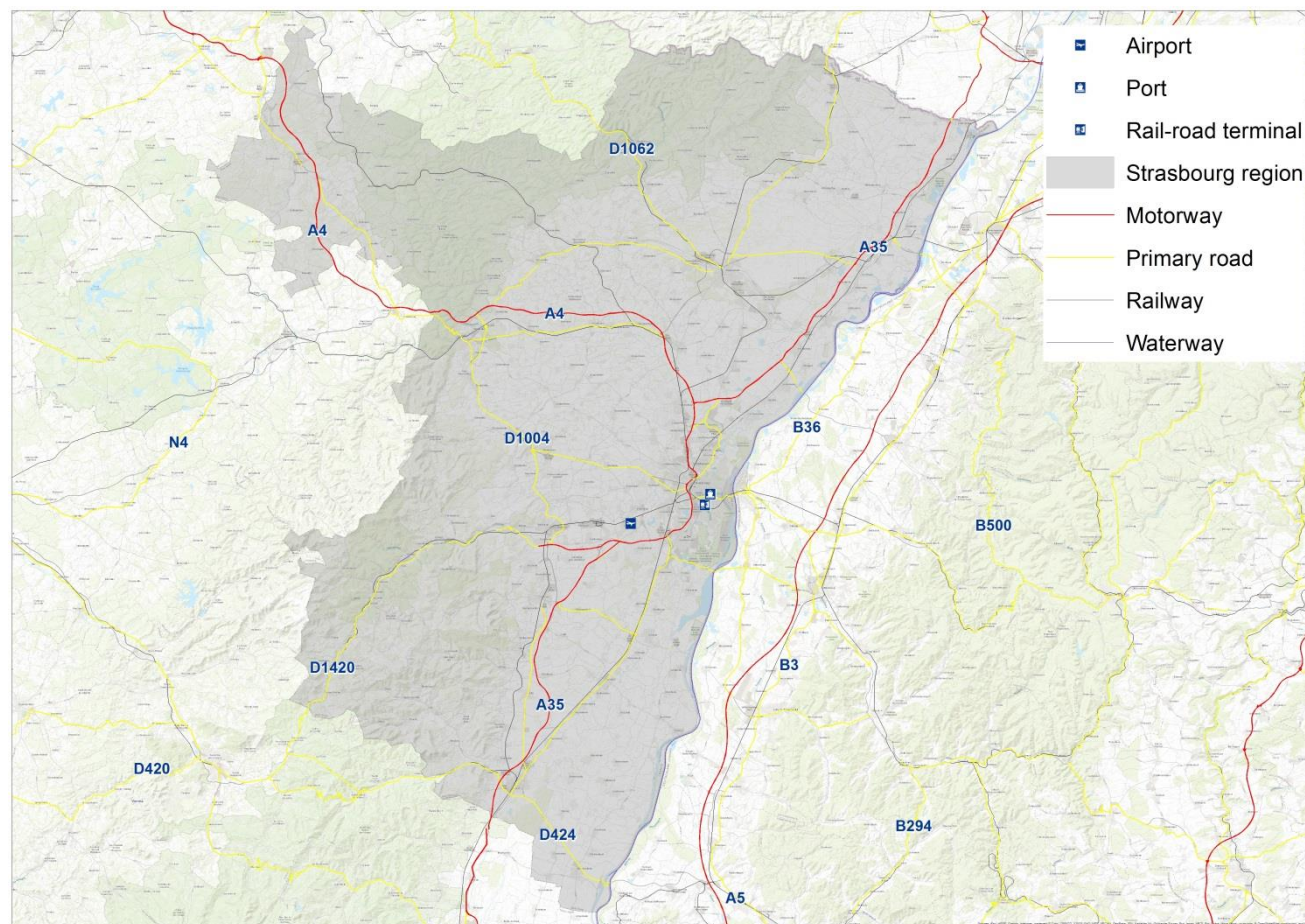
2 strong positive impact 1 Positive impact 0 No substantial impact -1 Negative impact -2 strong negative impact

### 3. Map corridor level

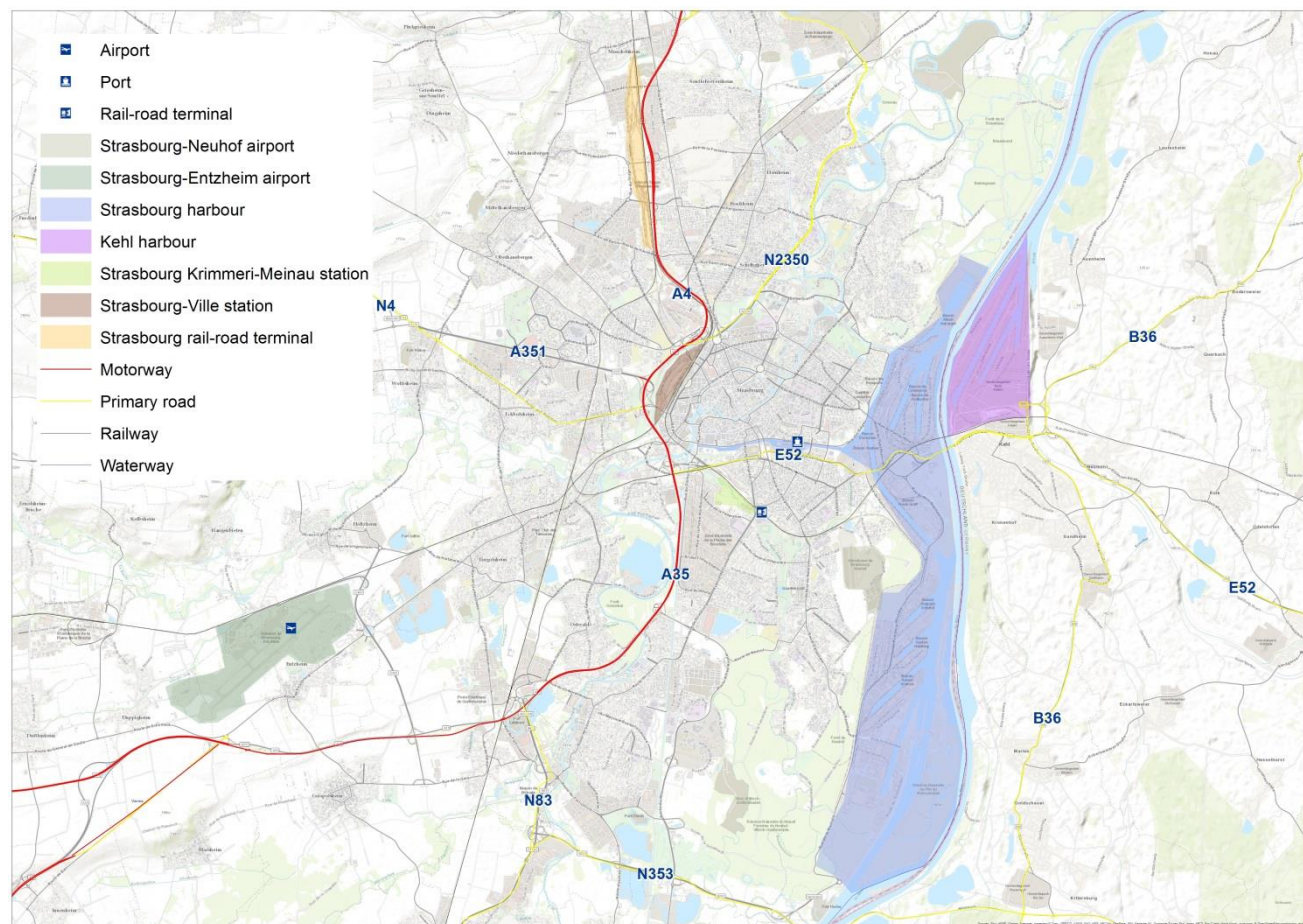




#### 4. Map regional / urban node level



## 5. Map city level



## 6. List of participants Strasbourg workshop

Name	Stakeholder/organization
Mr Antoine BEYER	Université de Cergy-Pointoise
Mr Julien BOURSIER	SYVIL
Mr Romuald DELEMER	DB Schenker
Mrs Emilie GRAVIER	Port autonome de Strasbourg
Mr. Norbert KRIEDEL	CCNR (Central Commission for the Navigation of the Rhine)
Mrs Delphine KRIEGER	Eurométropole de Strasbourg
Mr Hervé KRIEGER	Eurométropole de Strasbourg
Mr David LOMBARD	DREAL (Direction régionale de l'environnement, de l'aménagement et du logement)
Mr Nicolas BOIDEVIZI	DREAL (Direction régionale de l'environnement, de l'aménagement et du logement)
Mrs Alexia MEYER	BD Schenker
Mrs Céline OPPENHAUSER	Eurométropole de Strasbourg
Mrs Marion PEREZ-LAUGEL	Eurométropole de Strasbourg
Mrs Laure THIBAUT	Région Grand Est
Mr Manfred RAUSCH	Port autonome de Strasbourg
Mr Marian TIMLER	Port of Vienna
Mrs Catherine TRAUTMANN	Port autonome de Strasbourg
Mr Norbert KRIEDEL	CCNR - Commission Centrale pour la navigation sur le Rhin
<b>Vital Nodes Consortium</b>	
Mrs Melanie LEROY	EUROCITIES
Mr Kevin VAN DER LINDEN	Rijkswaterstaat
Mr Raymond LINSEN	Rijkswaterstaat
Mr Jochen MAES	Ecorys



## 7. Programme urban node workshop Strasbourg

08:30 – 09:00	Welcome
09:00 – 09:30	Moderator: <b>Mrs. Melanie Leroy, EUROCITIES</b> Start, welcome and introduction round by <b>Ms Catherine TRAUTMANN</b> , President of the Port of Strasbourg, European coordinator of North-sea Baltic corridor Short introduction to the Vital Nodes project, including goal of the Vital Nodes project and goal of this workshop by <b>Mr. Raymond Linssen, Rijkswaterstaat</b>
09:30 – 09:50	Presentation 'Fingerprint Strasbourg' by <b>Mr. Jochen Maes, Ecorys</b> - Facts and Figures - Challenges and barriers - Examples of good practices (to be discussed which cities – depending on challenges Strasbourg)
09:50 – 10:10	Pitches on the two main challenges for the urban node Strasbourg
10:10 – 11:00	Working on Strasbourg's challenges and solutions, drivers and barriers - Interactive discussion via maps ("spatial design") on the challenges of the urban node Strasbourg in two subgroups <b>(1) Conciliation between urban development and the need for infrastructure and logistics equipment</b> a. Productive city - cohabitation of activities and uses and its impact. E.g. which nuisances are acceptable: activity close to city centers advantage / disadvantage, activity away from city centers advantages / disadvantages. b. Link between road / rail accessibility – access to logistics infrastructure - urban planning. At stake is the role of freight logistics in the structuration of a living area and a productive economy, acceptance by users (how to ensure a good information). <i>Aim of the interactive discussion: address both topics and the different scale levels and bring them together, find the most important challenges and barriers and discuss integrated solutions to tackle identified important challenges and barriers)</i>
11:00 – 11:20	Break
11:20 – 12:30	- Sharing of outcomes of the group discussion - Inspiration from another urban node ("benchmark"; PM: depending on Strasbourg challenges as sketched above)
12:30 – 13:30	Lunch
13:30 – 14:30	Working on Strasbourg's challenges and solutions, drivers and barriers - Interactive discussion via maps ("spatial design") on the challenges of the urban node Strasbourg in two subgroups <b>(2) Integration of mass transport in the supply chain and the challenges arising from it</b> a. Data and privacy management / Interoperability of information systems (RPIS link - best practice). b. Regulatory aspects: problem of non-harmonized regulations (e.g. change of driver) and the application of European rules when several countries are involved in an implementation (e.g. ERTMS rail track Strasbourg – Appenweier). At stake is the coordination between the European funding and the development of actors in a cross-border context (what solutions to get through it: constructive dialogue, experimentation ...) - Continuing interactive discussion via maps ("spatial design") - Sharing of outcomes of the group discussion
14:30 – 14:45	Break
14:45 – 15:30	What is the added value for Europe, what do we need and what can we recommend? - Interactive discussion on "Integrating urban node Strasbourg in the TEN-T network" – in plenum - Sharing / summary of outcomes of the discussions
15:30 – 16:00	Wrap up and follow-up
16:00 – 17:00	Informal networking