

# CORRIDOR CONFERENCE - 6 NOVEMBER 2018

## ‘The promise of integrated borderless corridor development’

**DRAFT**  
**07.11.18**

A draft of an overview of the scope and context of the conference and a first impression of its main outcomes

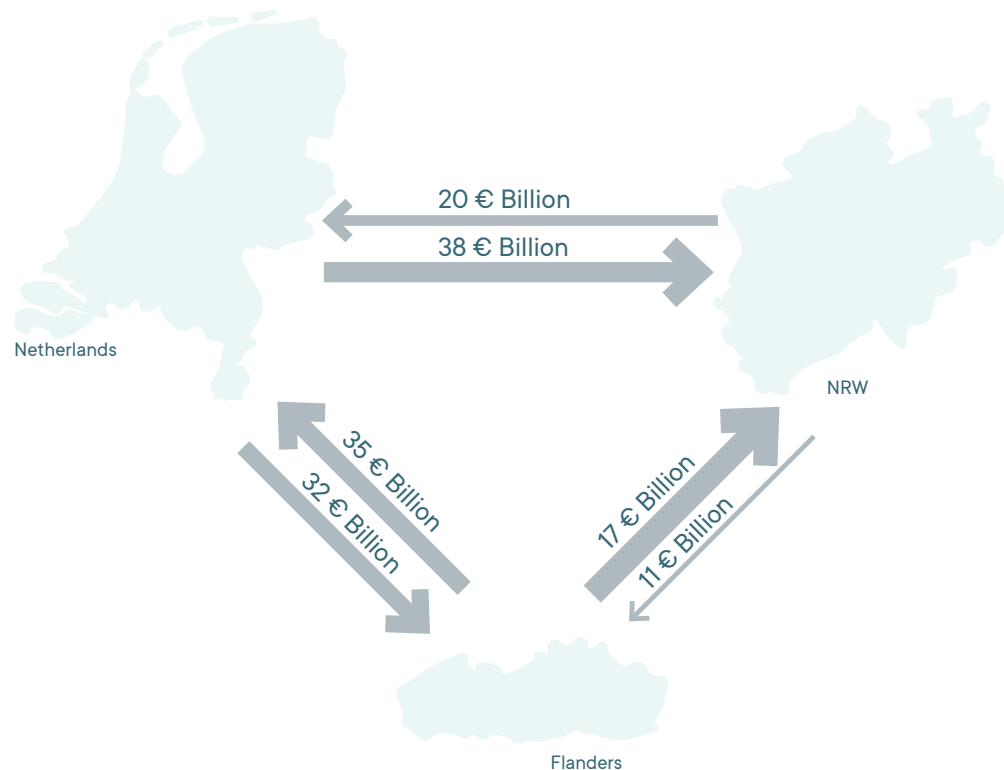
**Central issue of the Corridor Conference:** The successful corridors between the Netherlands, North Rhine-Westphalia and Flanders are built upon strong and attractive regions that are strongly interconnected and embedded in the EU corridor network. Will these corridors be able to face the challenges in such a way that the attractiveness of the regions and the quality of the corridor is safeguarded in a sustainable way? **The cross border connectivity and complementary is an important asset in the economic vitality and livability of this core European region. This calls for a borderless strategic perspective for the corridor, aligning the collaboration among the main public and private stakeholders.**

Appendices:

- » Fact note
- » Conference program at a glance

# 1. The core region of Nordrhein-Westfalen, Flanders and the Netherlands is one of the most strategic economic fields in the European corridor network

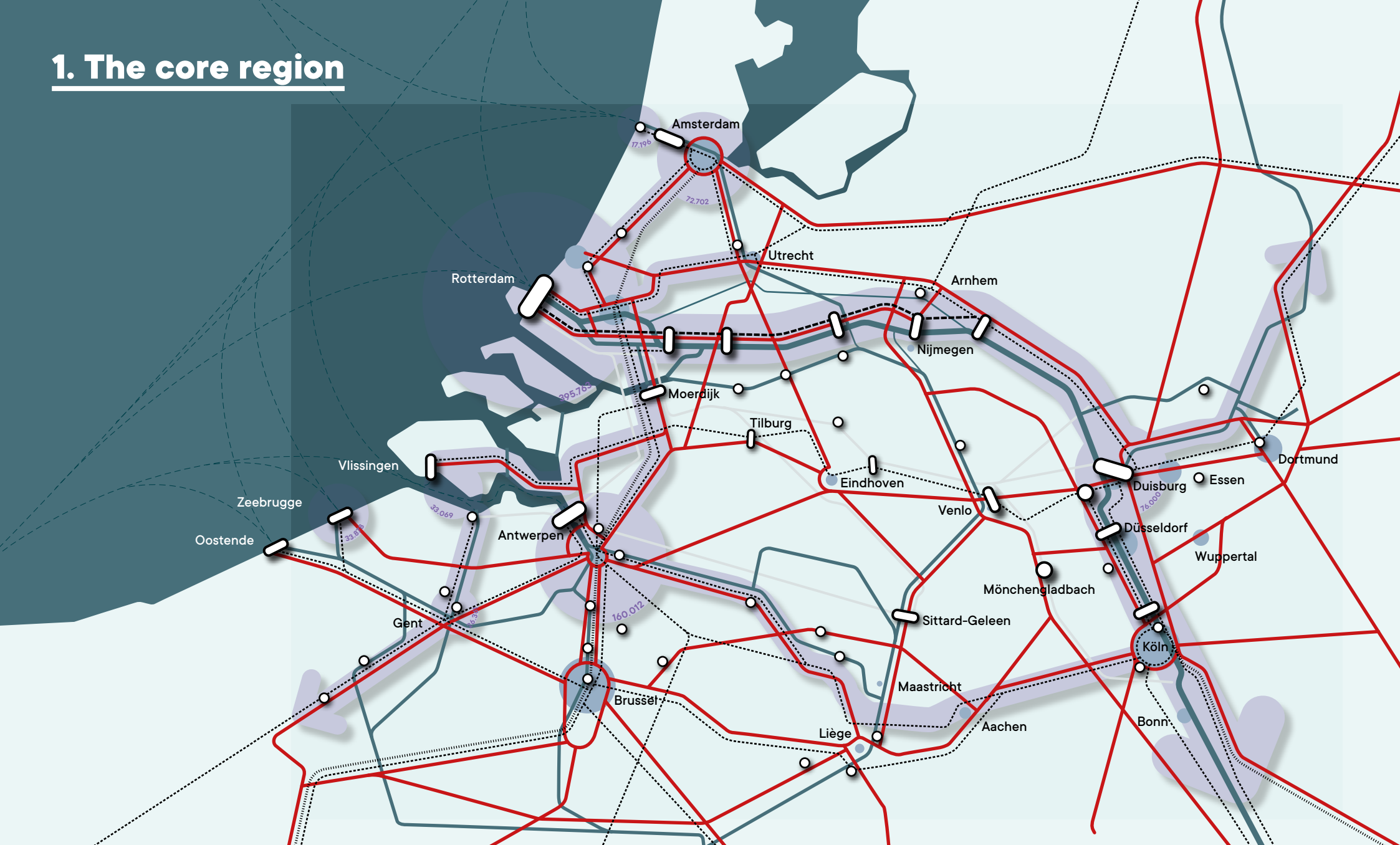
## Export between the three Regions (2016)



The region that covers the delta of the rivers Rhine, Maas and Schelde is a successful European region due to several strategic assets:

- » **Network of economic powerhouses:** Randstad, Brussels-Antwerp and Rhine-Ruhr area shaping an urban network of over 40 million people with a high standard of welfare and connectivity.
- » **High quality innovative region** – knowledge institutes, highly skilled labor, and high quality production facilities.
- » Very **rich** history, regional culture landscape, nature and attractive living environment.
- » Very **mature infrastructure** development over a long period that includes some of the most important North Sea harbors which serves as a gateway to Europe.
- » Importance of some infrastructure modes (waterways, pipelines) are unique in Europe.
- » **Intersection** of 3 main European **TEN-T corridors:** North Sea-Baltic, Rhine-Alpine, North Sea – Mediterranean. The corridor's infrastructure is also included in the comprehensive TEN-T network.

# 1. The core region



SOURCES: Population: NL (CBS; 2018.10.02) / Flanders (Statbel; 2018.01.01) / NRW(Landesbetrieb IT.NRW; 2017.12.31) // Gross Domestic Product 2017 (GDP): NL (CBS; 2018.10.02) / Flanders (HER-MREG) / NRW (Statista) / Eurostat 2017

## 2. Challenges: what are the challenges this corridor region faces?



Extreme low water Rhine: Climate change is major challenge for the corridor.

The attractiveness of this region results in a fast and ongoing (socio-economic) development but also in an increasing burden on the accessibility, livability, space and natural resources of the region. This leads to some major strategic challenges for the countries and regions involved.

- » **Livability, environment and climate:** The region needs to make a leap forward in mitigating climate change (such as decarbonizing transport, renewable energy production and CO2 storage ,) and adapt to the effects of climate change (the low level of the Rhine being a case in point). Current developments put a strain on spatial quality, environmental quality and health (such as air quality and the accessibility of recreation and green areas).
- » **Multimodal infrastructure performance:** The network faces serious accessibility and reliability problems and is challenged to fulfill the hinterland function it has. This will require a modal shift from road to water and rail, combined with multimodal terminal development and to improve the capacity and connectivity of the network. Taking into account the promises of innovations in transport and logistics.



## 2. Challenges

» **Urbanization and Infrastructure corridor development.**

Especially near the metropolitan centers (Randstad, Brussels-Antwerp-Gent, Rhine-Ruhr) land is a scarce and precious resource with many conflicting demands (housing, warehouses, infrastructure, industry, agriculture, nature, etc.). Under these circumstances new infrastructure projects have a low public acceptance, are very expensive and can take decades to implement. Traditional planning approaches to infrastructure expansion no longer seem able to deal with this.

» **Infrastructure maintenance:** The infrastructure is aging and in need for a lot of maintenance, renovation and renewal. This implies a major challenge for the function of the network.

» **Logistics & freight:** The North Sea harbors are an important gateway to supply the economic clusters along the corridor. Trends in logistics (growth in production, E-commerce, XXL warehouses, knowledge intensive labor,...) challenges the current system. Is the system able to adapt?



## 2. Challenges



SOURCES:  
<http://www.bvwp-projekte.de/>  
<https://www.mirtoverzicht.nl/mirt-gebieden>

**Legend**

- waterway
- - - waterway overseas
- highway
- ..... rail: mixed use
- rail: freight only
- ..... rail: passenger HSL

**Projects**

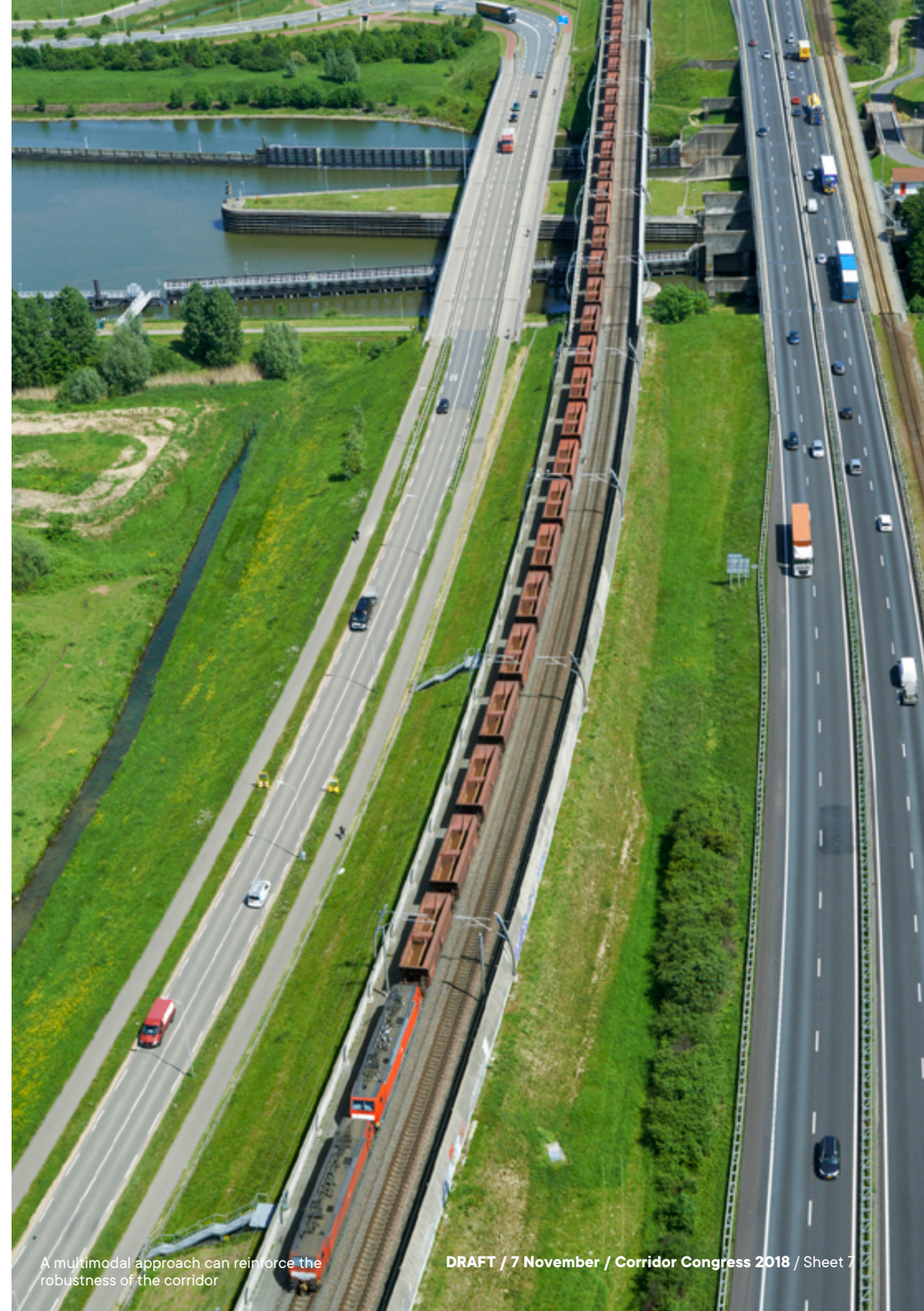
- waterway
- rail
- highway
- » lock
- ( ) bridge, tunnel
- integral project



### 3. Crucial ingredients for borderless corridor development

Will these corridors be able to face the challenges in such a way that the attractiveness of the regions and the quality of the corridor is respected in a sustainable way? The cross border connectivity and complementary is an important asset in the wealth of this larger region/corridor. This calls for a borderless strategic perspective for the corridor, aligning the collaboration among the main public and private stakeholders. In order to guarantee the future interconnectivity between the economic clusters and the performance of the corridor, the following ingredients play a crucial role in borderless corridor planning:

- » **A multi-modal corridor approach:** Multi modal balancing between modes and functions: improving the robustness of the system by a coherent multilevel planning approach (integrated spatial planning and infrastructure planning, combined with location development along the infrastructure, across the scales of corridor, regional and local )
- » **A diversified multimodal network** in order to align investments: for example high quality cross border passenger transport system connecting innovation and knowledge clusters and high quality freight routes concentrated in a cross border core net for logistics and industry.





### 3. Crucial ingredients for borderless corridor development



- » Cross border **corridor management**: A cross modal strategy for the better use of existing infrastructure, for cross border maintenance and incidents in order to keep the corridor functioning.
- » **Sustainable development** is the key issue for nowadays planning: to face the challenges of climate change such as CO2 reduction, energy transition and climate resilience, new forms of cross border cooperation are both needed and promising.
- » The **interfaces** between the corridors and the **urban regions** (such as the urban ring roads, etc.) are common focus points and in need of an new integrated approach.
- » An **user oriented approach** that includes the industry and the logistics sector as well as the needs of the citizens in defining and planning a sustainable and competitive future for the corridor
- » Making full use of the **digitalization**: the digital transformation and use of data offers new possibilities also for smart mobility in all modes.



## 4. The promise of borderless planning



If we succeed in borderless corridor planning the benefits will be significant:

- » **A competitive mega region:** The region will be able to compete with regions like London, Ile-de-France, Greater Tokyo or the Yangtze River Delta due to agglomeration effects/borrowed size and its high quality feeding ground for the 'next economy'.
- » **A sustainable corridor:** A corridor that is based on sustainable transportation and mobility, is resilient to climate change and has made the energy transition needed.

**Seamless interchange in the corridor:** the corridor will be able to support the economic functions it connects due to the connectivity the corridor supplies for people, products and services. Based on a synergetic approach towards spatial and infrastructure development.

- » **A robust corridor:** The corridor management facilitates a coordinated/adaptive maintenance and traffic demand management, creating alternatives when disturbances occur or projects are executed: the corridor keeps on functioning while part of the network is temporarily less available.

## 5. Towards a joint agenda for integrated and borderless corridor development

The corridor conference on November the 6th stressed the urgency to work together more intensely in order to safeguard a flourishing future of the region and its corridors. To make substantial steps towards integrated borderless corridor development we need more focus on key strategic issues. The conference addressed three major types of actions to be undertaken in the years to come. In addition, to facilitate the the cross boarder cooperation, there is an need for a **joint coordination team** aligning the proposed actions.

**The three proposed actions are:**

### 1. Building on a joint perspective of the region.

The quality and interconnectivity of the core region Nor-drhein-Westfalen – Flanders- Netherlands is an important strategic assets. However, a common understanding of the functionalities of the region is still missing. We have to build further upon existing knowledge, programs and projects in order to create a common understanding and ambition for integrated corridor developments and its urgencies in the short and long term. The following ingredients will contribute to a common image for collaborative planning:

- » **Synchronize and exchange data** in order to improve the characteristics and the interconnectivity of the mega region.

- » **Monitoring developments** in the region determining the performance of the corridors
- » **Compose and share an actual overview** of projects and issues.
- » **Exchange knowledge**, good practices and policy concepts in order to create a common knowledge about promising strategies and potentially determining external developments.
- » **Explore new organizational frameworks** for cross border planning and joint investment schemes

**2. Taking concrete actions to cope with the main strategic challenges.** In the coming years the region and its corridors face significant challenges in the field of infrastructure development, transport organization and sustainable regional development. A prioritization of joint actions and coordinated investments can create a leverage for system improvements in collaboration with the key stakeholders. The conference calls for a **joint action agenda** to align and intensify the already ongoing activities. Important components for this agenda are:

- Joint strategies for integrated network development**, based on a joint concept for a coherent high quality multi modal network with synchronised performance demands (f.i. with respect to robustness). This joint network concept should include multi modal node development as system backbone. This joint network concept will help us targeting



## 5. Towards a joint agenda for integrated and borderless corridor development

programs for reinforcing ‘weak links’ and creating win – win situations in investment schemes. It’s also crucial to set more explicit priorities for different user groups in different part of the transport networks in urban regions.

- b. **Smart organisation of transport on the corridors**, based on intensified cross border cooperation in the logistic chain (esp. bundling concepts for load and modal shift schemes), between infra providers (esp. on incident and traffic management and the allocation of capacity for different modes) and in developing new user services (esp. on public transport).
- c. **Coordinated infrastructure maintenance and renovation**, based on cross border maintenance planning and alignment of renovation schemes, both on the operational level of projects, the tactical level of program planning and the development of strategies for renewal.
- d. **Reinforcing cross border initiative for sustainable corridor development**, focusing on collaboration in energy transition (facilitating zero emission transport), enhancing modal shift measures, joint programs for climate resilience (esp. stress testing) and developing concepts to reduce the pressure of ever growing traffic on the liveability of urban regions (esp. dedicated and embedded infrastructure concepts).

**3. A joint appeal towards the key players to support and undertake actions:** The conference made an appeal towards the key public and private organizations to include these actions in their programs and investment schemes. The regular governmental meetings between the three regions and the LOI (Letter of Intent) agreements can play an important facilitating and agenda setting role.

Another key player is the EU with its TEN-T strategy and funding capacity. At EU level, an integrated multimodal corridor approach which includes the key role of nodes development is crucial for strong economic regions in Europe in a mature stage of infrastructure development.

In addition, national programs such as the Freight Corridor Program of the Ministry of Infrastructure and Water works in the Netherlands and the Bundesverkehrswegeplan 2030 of Germany can be important ‘vehicles’ for implementing the corridor development agenda.

## 5. Towards a joint agenda for integrated and borderless corridor development



Een gemeenschappelijke agenda voor onze corridors

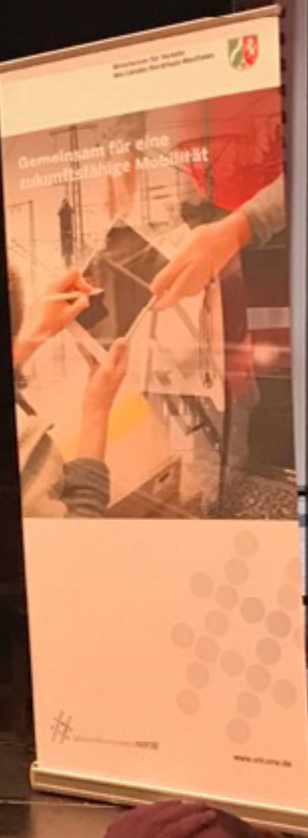
• Dr. Nelly Kalfs, Direktor Ost-Niederlande | Hoofdingenieur-directeur Oost-Nederland,

Landes Nordrhein-Westfalen

• Axel Buyse, Generaldelegierter der flämischen Regierung in den Niederlanden |  
Algemeen Afgevaardigde van de Vlaamse Regering in Nederland

• die drei Moderatoren der Fachforen | de drie moderatoren van de expertfora:  
Prof. Dr. Leri Tavasszy, TU Delft, Jan Oostenbrink, Prof. Dr. Luuk Boelens, Universiteit Gent

Korridor-Konferenz 6. November 2018 Alsdorf | Corridor Conference 6 November 2018 Alsdorf





## 6. Epilogue

We, the four initiating organization from the three countries involved, realize this joint agenda is ambitious, an inspiring point on the horizon to work to. However, we need further considerations to build out our shared ambitions and our agreement on the main actions we should focus on. We are not lacking ambitions, but we need to become more specific in the next steps. Following up on the conference is also about closing down on the issues with the highest priority, such as synchronizing data, joint network concepts and a selection of concrete actions to improve the performance of the corridor.

To be continued ....



DISCLAIMER GRAPHICS: Rijkswaterstaat (Ministerie van Infrastructuur en Waterstaat, The Netherlands) and the Ministerium für Verkehr Nordrhein Westfalen have commissioned MUST to produce a series of infographics for the Corridor Conference 2018. The sources for the data were supplied by both commissioners and the Vlaamse Overheid. The final responsibility for the selection of data and the way they are being represented in the infographics lays with MUST.

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