POLIS ANNUAL CONFERENCE 2024

CITIES AND REGIONS FOR TRANSPORT INNOVATION

27-28 NOVEMBER 2024

KARLSRUHE (DE)

Baden-Württemberg
Ministry of Transport

Karlsruhe

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION
ANNUAL CONFERENCE 2024

2F. LOOKING AT LOGISTICS HUBS: FROM LOCAL TO REGIONAL

POLIS ANNUAL CONFERENCE 2024
CITIES AND REGIONS FOR TRANSPORT INNOVATION

Collaboration of cities and regions along freight corridors in the Netherlands: Experiences in the functional urban area of Rotterdam

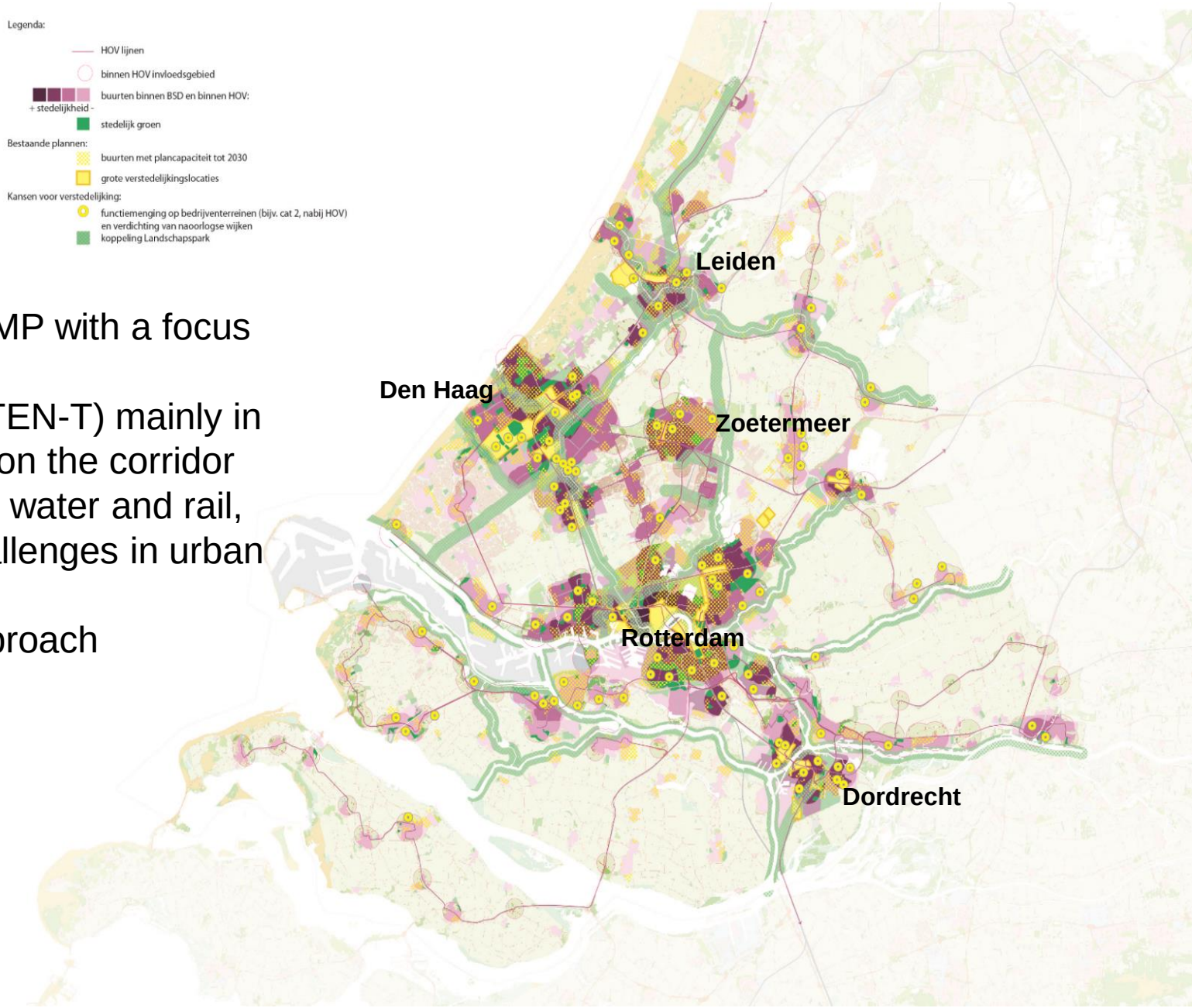
27 November 2024

Raymond Linssen, Province of Zuid-Holland

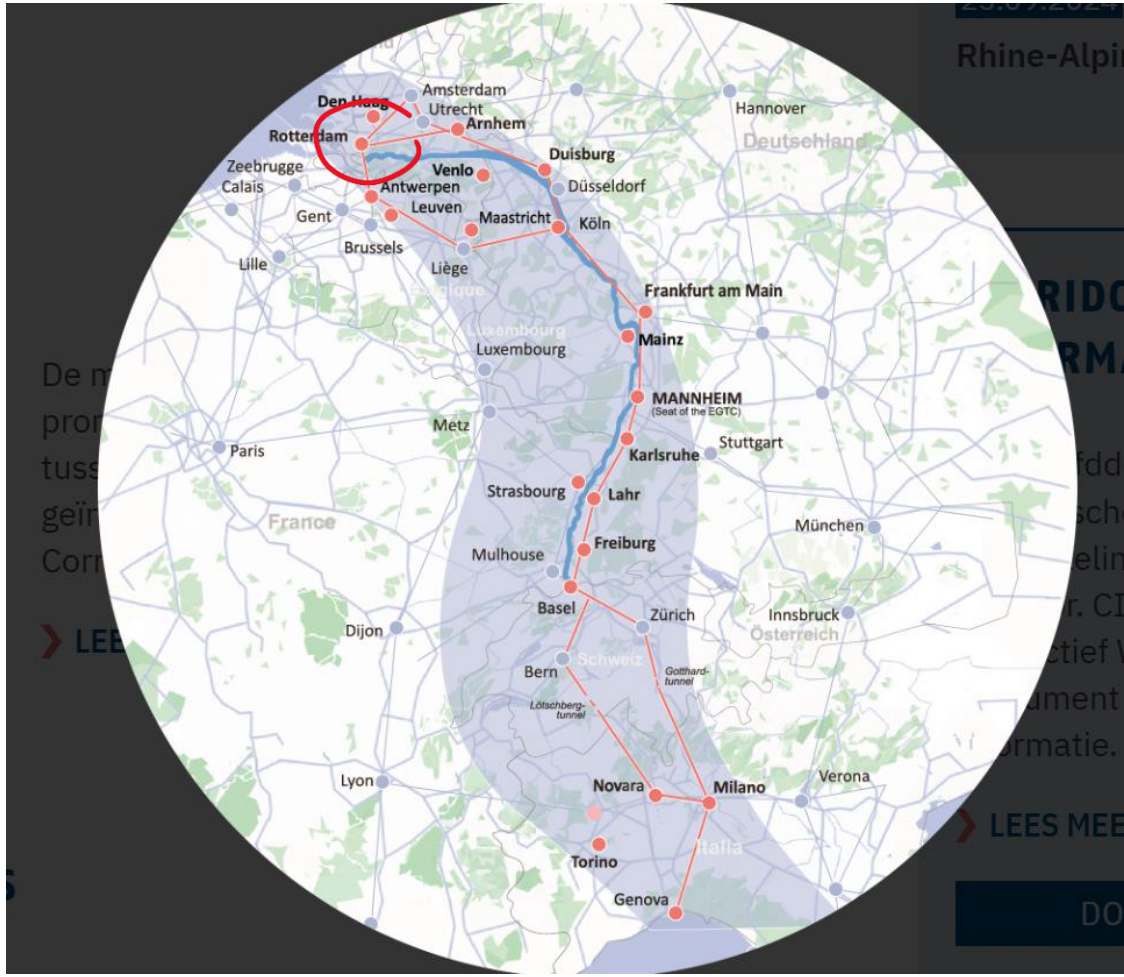
provincie Zuid-Holland

Introduction

- Rotterdam has an ambitious SUMP with a focus on urban logistics.
- Impact of corridor freight flows (TEN-T) mainly in the wider metropolitan area and on the corridor
- Space constraints, modal shift to water and rail, funding are considered main challenges in urban areas along this corridor
- Experiences of a **multi-level** approach
- Use case: Dordrecht region



Rhine-Alpine Corridor in Zuid-Holland



Use Case Dordrecht region: Relocation to and expansion of waterfront locations

Challenges:

- Lack of space, competition for housing, land policy
  - In particular: The lack of water-bound industrial estates is a driver to stimulate the optimal use of these locations
- Congestion, maintenance & renovation of infrastructure works

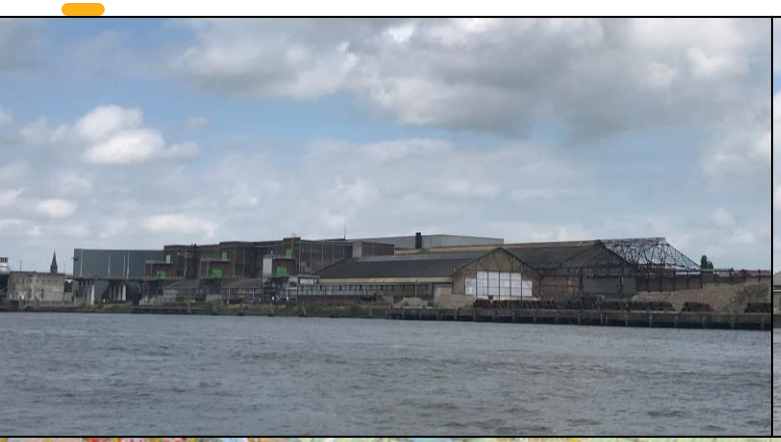
Goal:

- Modal shift freight from road to waterways
- 10-15% less congestion on road network
- Local and regional measures contribute to wider corridor goals (CO_2 etc.)


Kaartbeeld 1
Logistieke machine
Zuid-Holland
Productie
Mainport:
Energy Port
- productie/distributie/handel in energie (SBI 35)
Fuel Port
- aardolieverwerking en groothandel in brandstoffen (SBI 192+4671)
- productieplatform op zee
Chem Port
- vervaardiging chemische producten (SBI 20)
Greenports
- glastuinbouw
- intensieve open teelt
Distributie
Mainport Schiphol
Terminal water-weg-spoor
Terminal water-weg
Terminal weg-spoor
Terminal spoor-spoor
Reeferterminal
HST-cargo terminal
Veiling
Truckparking
Clean Energy Hub
Reeferhub
Stromen
Goederenstroom waterweg:
> mln TUE
0,1 - 1 mln TUE
< 0,1 mln TUE
- gering / geen gegevens
- bedrijf vervoer over water (SBI 50)
Goederenstroom spoorweg:
> 20 mln ton
5 - 10 mln ton
< 5 mln ton
gering / geen gegevens
- bedrijf goederenvervoer over spoor (SBI 492)
Goederenstroom hoofdwegennet:
> 20.000 per etmaal
10.000 - per etmaal
<10.000 - per etmaal
gering / geen gegevens
- bedrijf goederenvervoer over weg (SBI 494)
Bijzondere ketens
- delta Rhine Corridor (H2 en CO2)
- ongestoord Logistieke Verbinding ACT
- HST cargo
- goederenvervoercorridors
Versie 14-11-2024
0
1,75
8,75
17,5 km

Logistics Hub Alblasserdam: optimisation for modal shift from road to water

POLIS CITIES AND REGIONS FOR TRANSPORT INNOVATION | ANNUAL CONFERENCE 2024



Dordrecht region:
7 municipalities
275,000 inhabitants

Approach

- Brownfield location
- Transfer logistics company to waterborne location
- Upgrade water-road terminal for other companies (e.g. heavy transport)
- Joint investment in warehouse and crane
- Combine with truck parking and Clean energy Hub
- Potential circular hub?

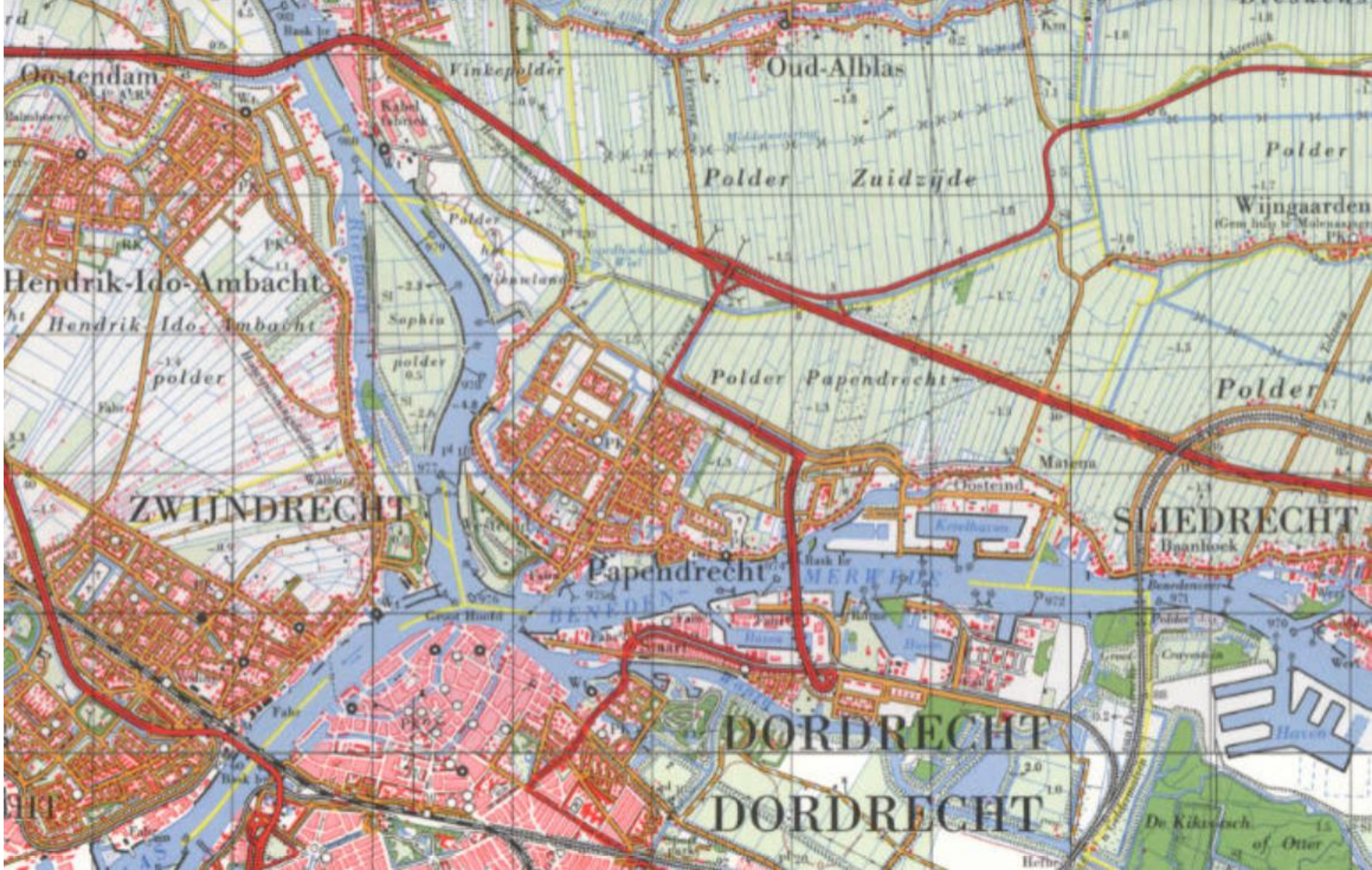
Necessary: long-term commitment on funding, spatial and economic policies and commitment from several public organisations (local, regional, infrastructure authority) and private partners

Logistics Hub Alblasserdam

Combination of:

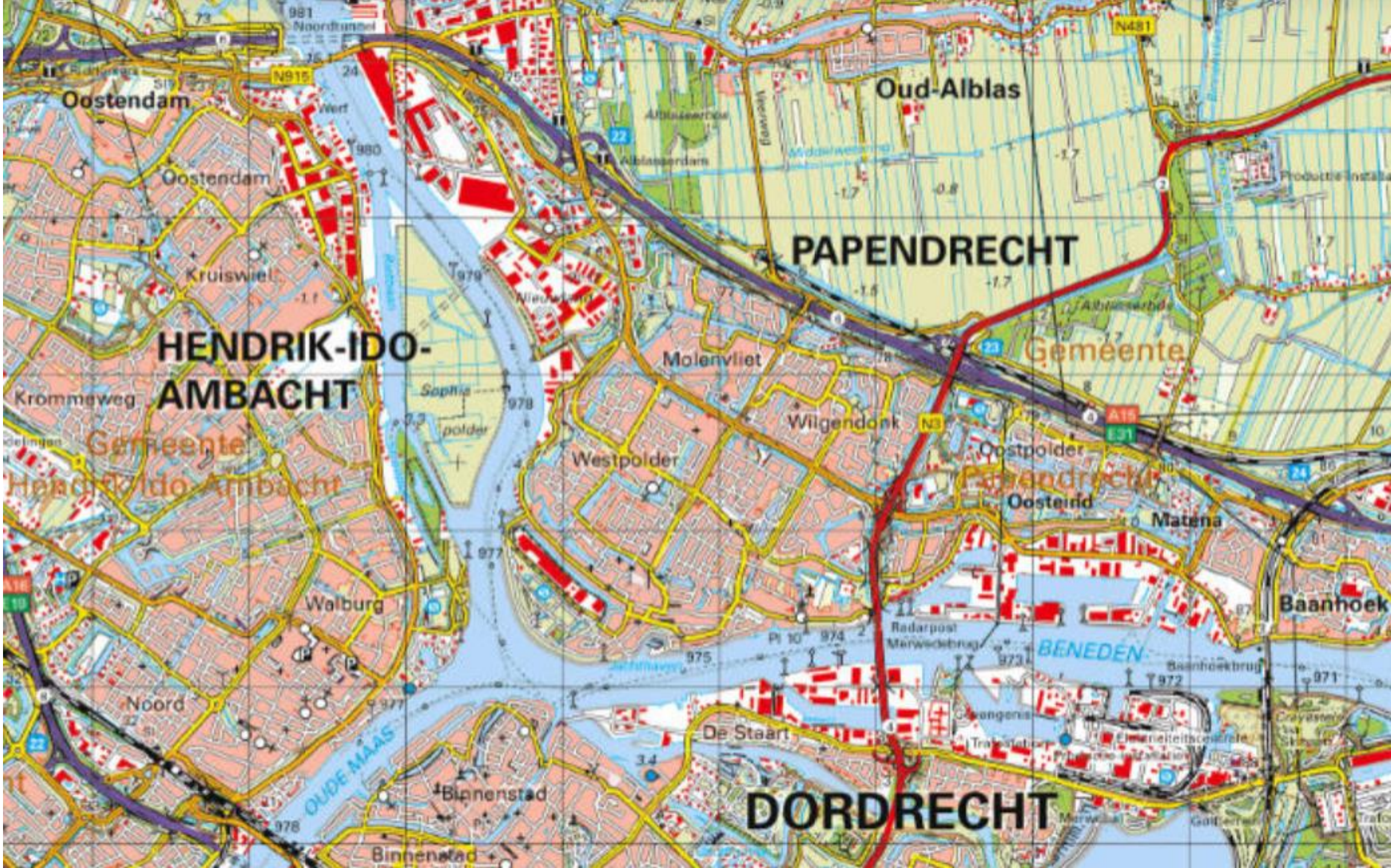
- Terminal water-road
- Truck Parking
- Clean Energy Hub

1975



Source:
topotijdreis.nl

2023



Source:
topotijdreis.nl

Underinvestigated (Main) Challenge

- Circular construction hubs: Competition on space and NIMBY
- Experiences and tools in other cities and regions?

Challenge for waterborne estates: transformation to housing or continue working & (circular) logistics?

Delft


Delft

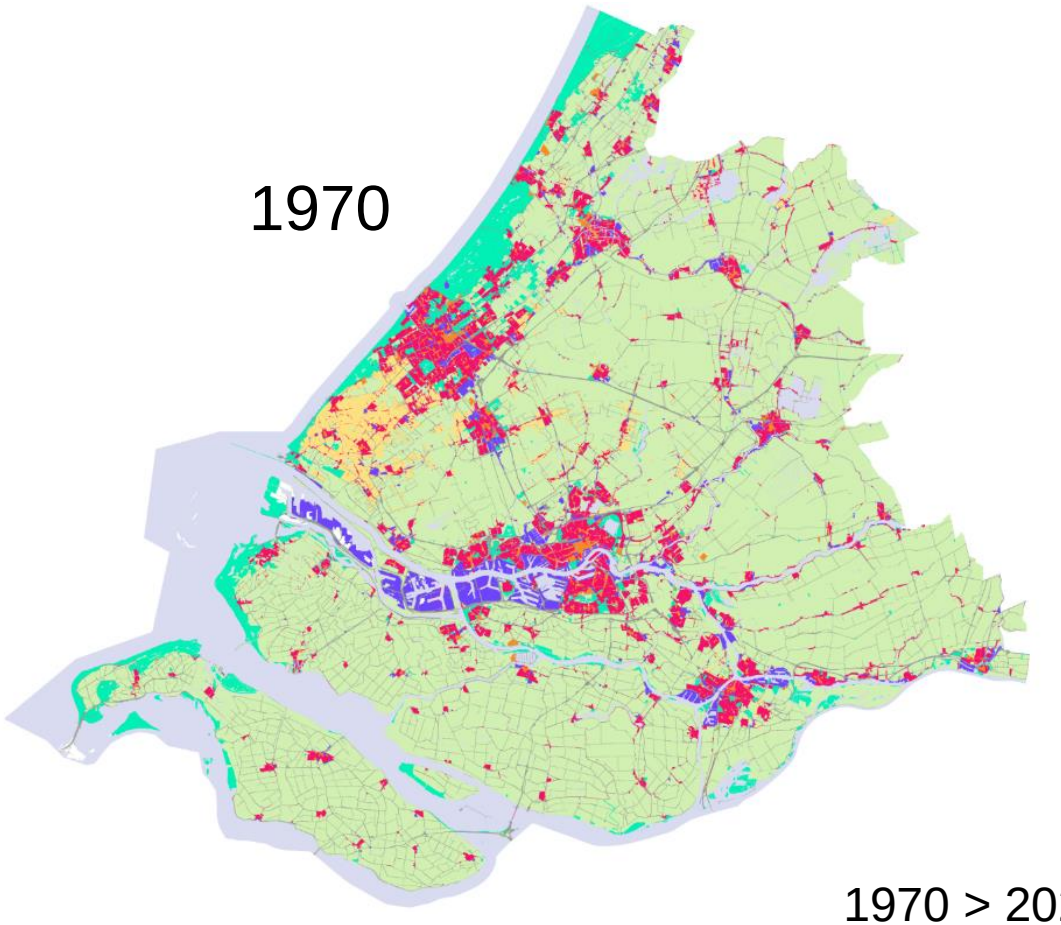

Gorinchem


Maassluis

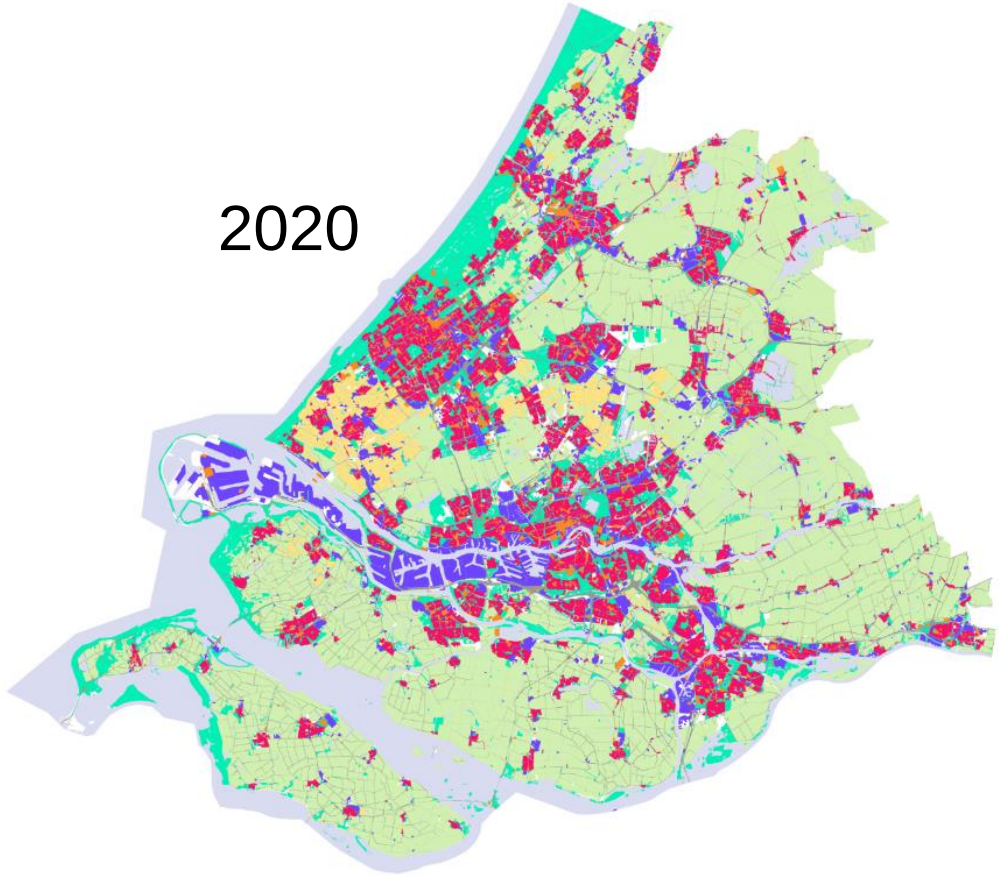

Den Haag

Space is limited

1970



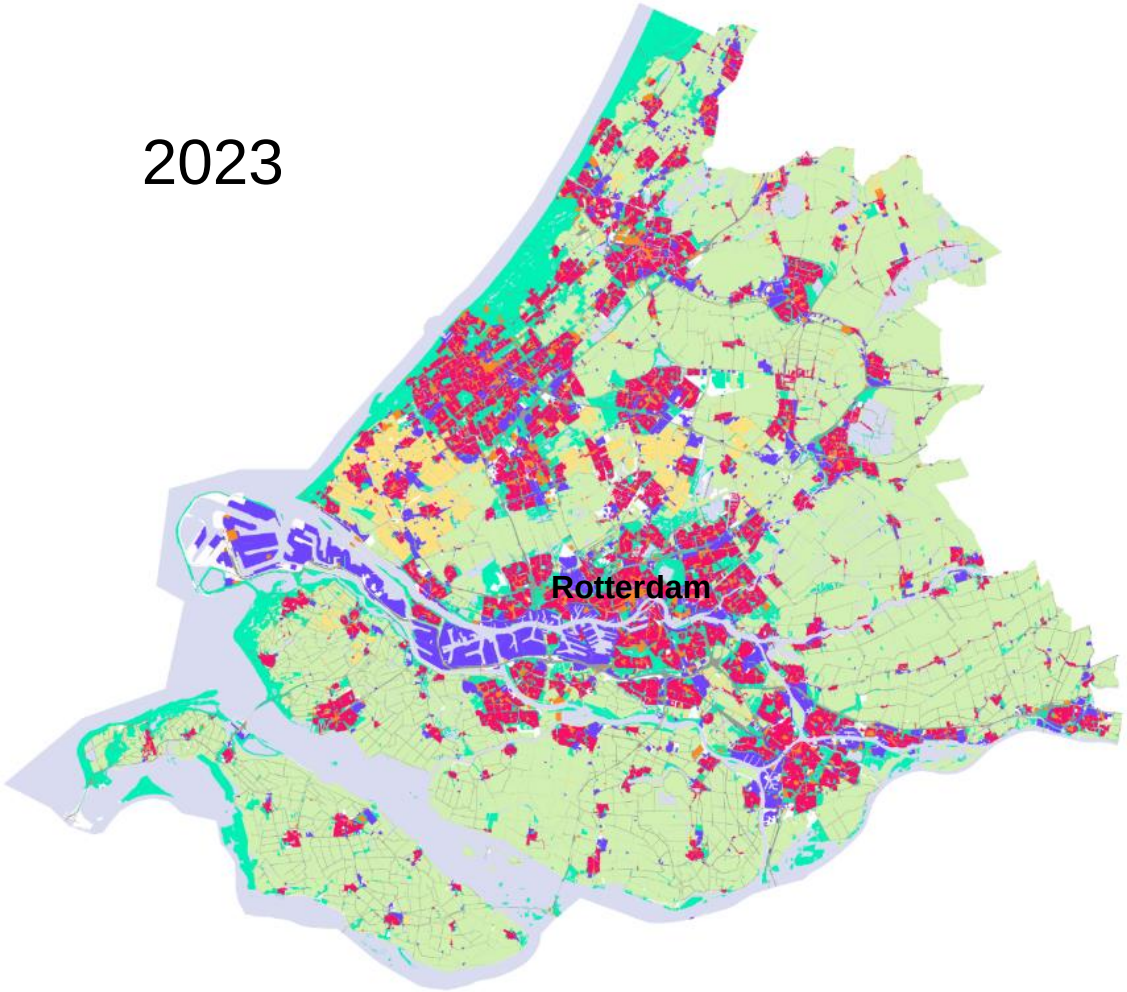
2020



1970 > 2020
Increase population by 27%
from 2,9 million to 3,7 million inhabitants
Built-up area is now 25%

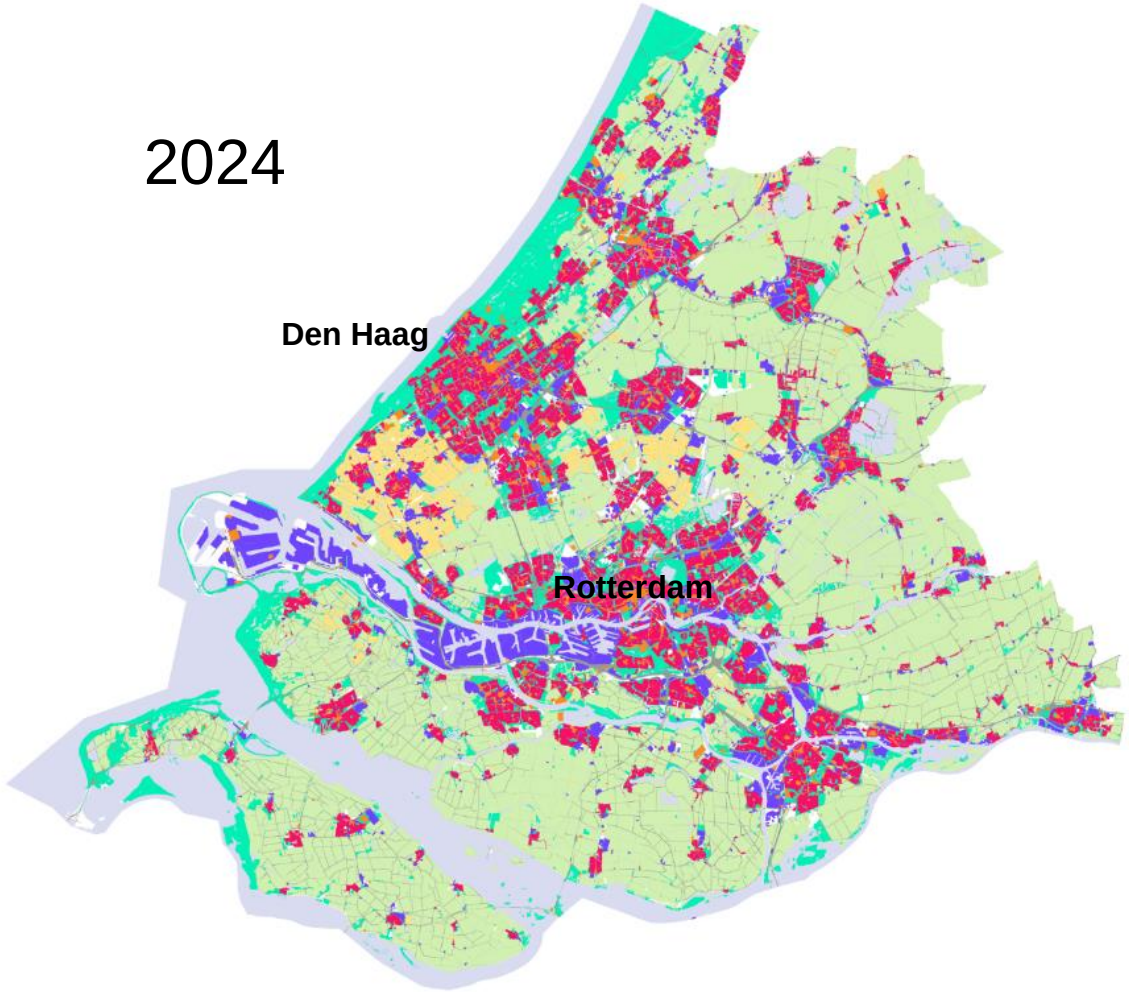
What about the future?

2023



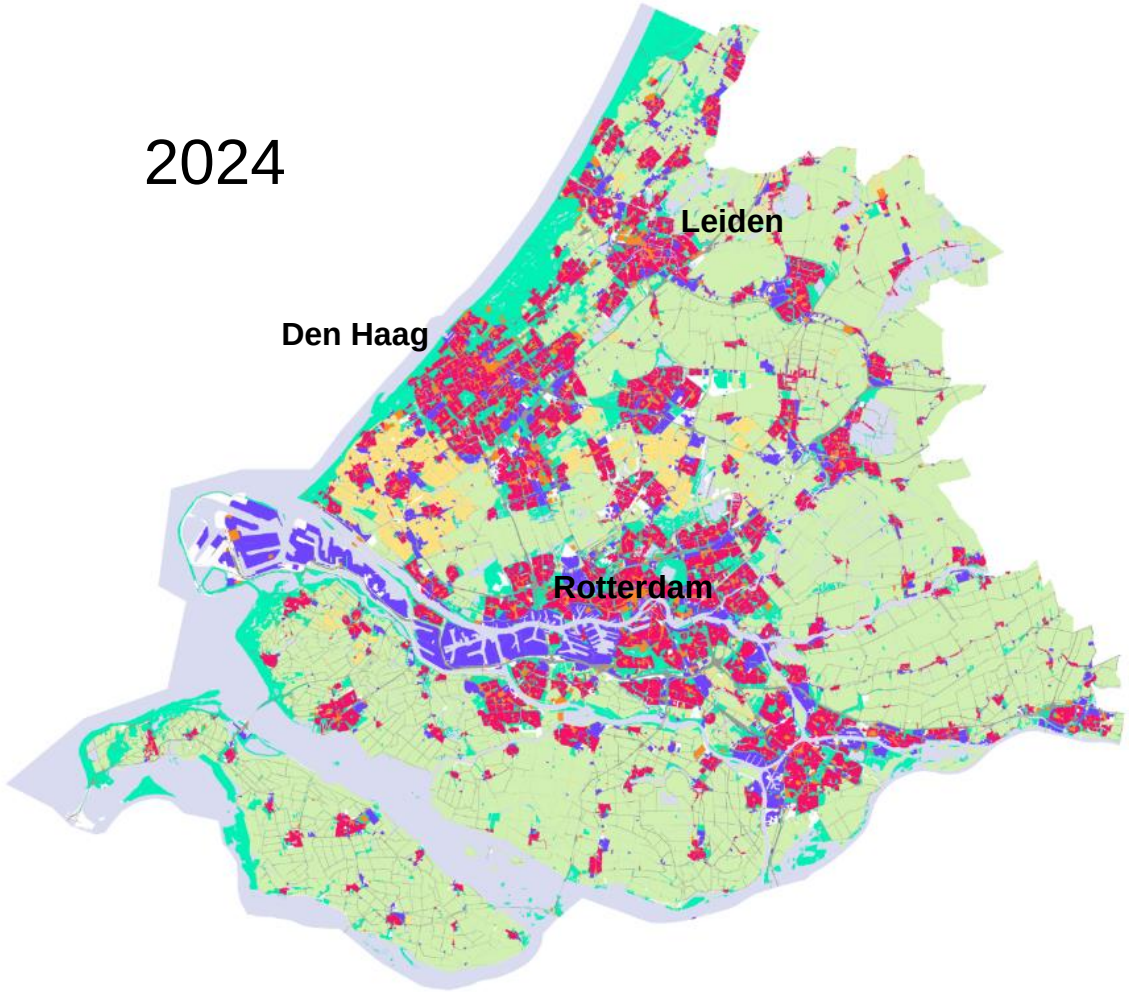
What about the future?

2024

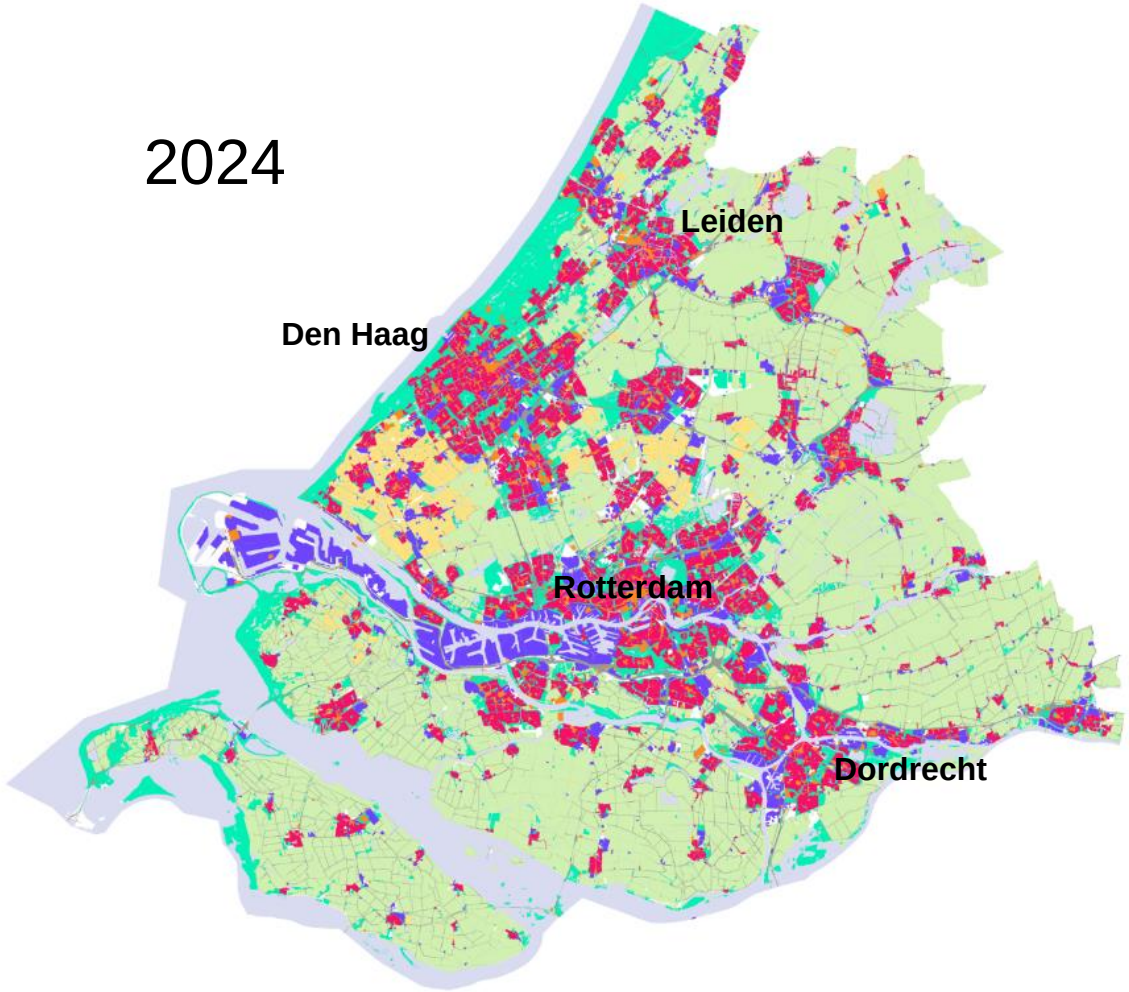


What about the future?

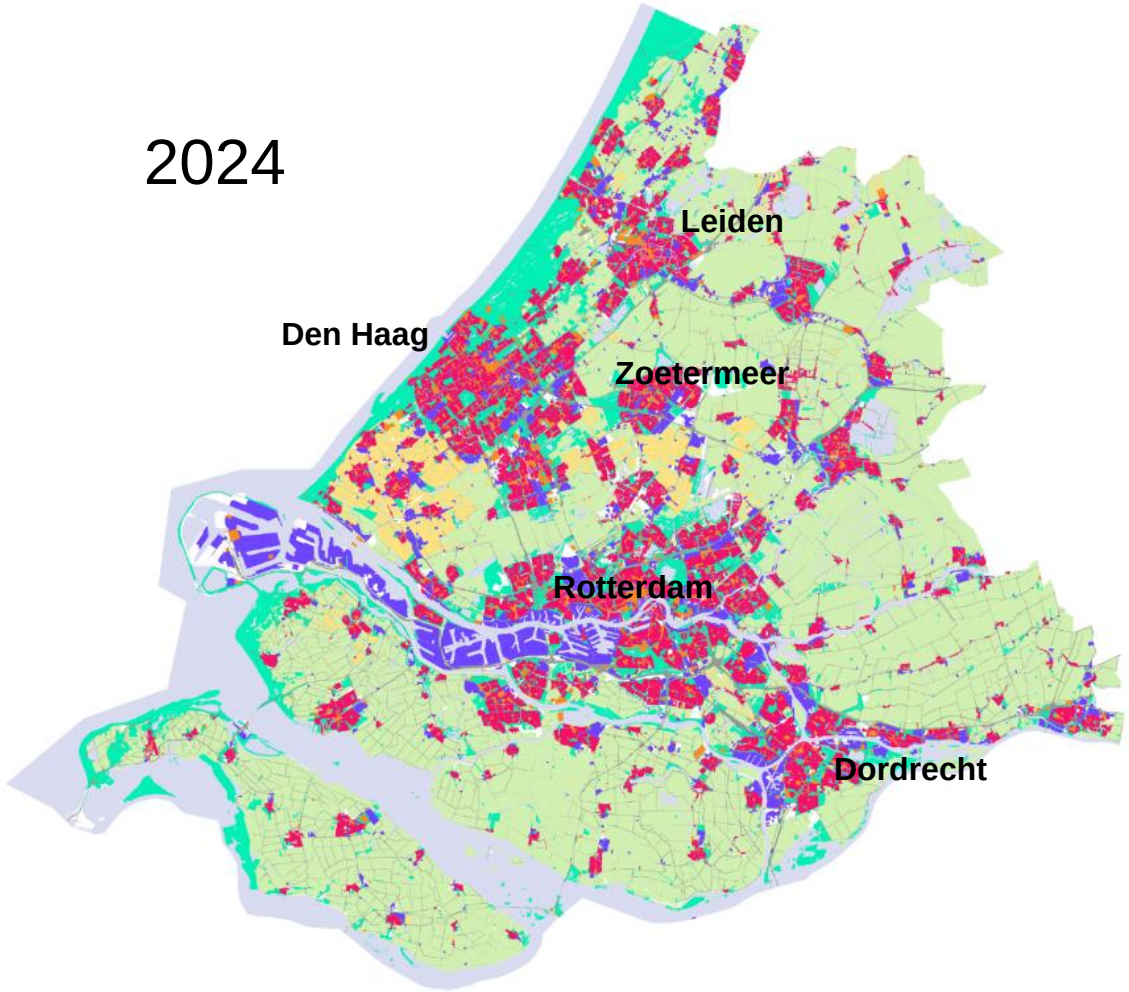
2024



What about the future?

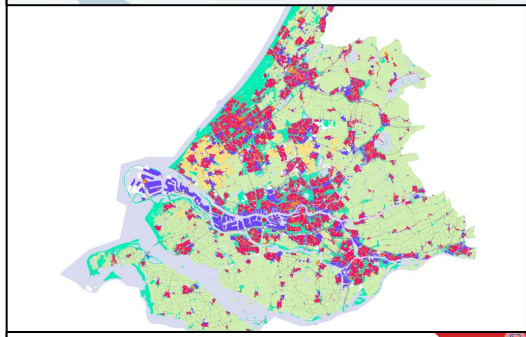


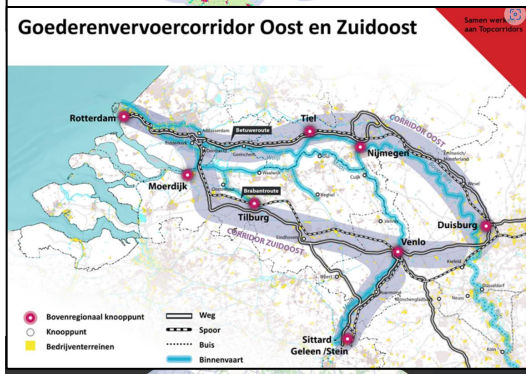
What about the future?

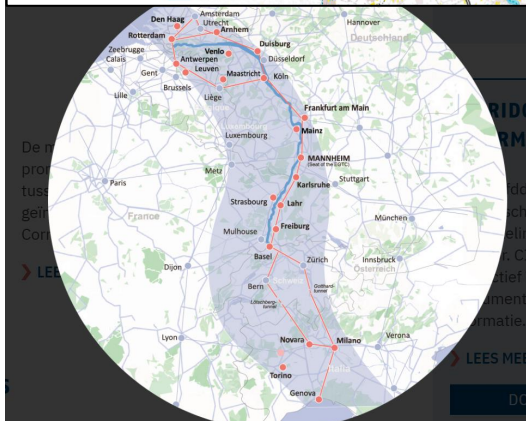


How do we address the Functional Urban Area?

- Different governance levels and structures
- Are spatial challenges taken into account at all levels? Lack of space in the outskirts of an urban node, also at regional and corridor levels?
- Spatial policy for waterfront industrial areas in local *and* regional SUMP (SULP)?
- Experiences on land policy for optimizing waterfront industrial areas?
- Next steps on **circular construction hubs** at waterfront areas?







Lessons learned and open questions

- General: Collaborative planning on mobility, infrastructure and urban/spatial planning (housing, industrial estates, etc), meaning collaboration in a multi-level and multi sector approach.

- Zoom in and out between this broader level and investments and concrete measures at local and regional level: **Goals at the broader, corridor level can only be realized by a patchwork of many different (local) measures, combined together as a 'logistics machine'**.

- Public funding can act as driver a for private investments. But commitment of private partners is needed

- Experiences in other urban nodes (the 88 'old' urban nodes) on local and regional (FUA) scale?

- Potential for the 343 'new' urban nodes? (SUMP, SULP at local and regional levels)?

- Collaboration on research, knowledge and deployment?

- Follow-up: INTERREG project ASSET on developing a spatial strategy for Eurodelta boosting the transition towards to circular construction

POLIS ANNUAL CONFERENCE 2024
CITIES AND REGIONS FOR TRANSPORT INNOVATION

Thank you for your attention!

For more information:

Raymond Linssen
rm.linssen@pzh.nl

provincie Zuid-Holland

POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION
ANNUAL CONFERENCE 2024

27-28 NOVEMBER 2024

KARLSRUHE (DE)

For more information:

Raymond Linssen

rm.linssen@pzh.nl

Baden-Württemberg
Ministry of Transport

Karlsruhe