Stations as nodes of inter modality: Peer-to-Peer exchange France-Netherlands

15 and 16 March 2018
Paris, France
The station, as the main point of intersection between the railway and the city, is the central link in the mobility chain and, as catalyst of urban developments, it is both a place of exchange between various modes of transport and a living space providing services.

The seminar Stations of the Future takes place in Paris on the 15th and 16th March 2018, organized as collaboration between AMS Institute, La Fabrique de la Cité, the Atelier Néerlandais and the Dutch Embassy and Delft University of Technology. The contributions focus on the station of the future and examine its new role as a hub of exchange from cross-country experiences in France and the Netherlands.

The seminar Stations of the Future is based on the mega-initiative Le Grand Paris that has the ambition to create several economic centers around the metropolitan area of Paris that are connected with a new network of public transport as well as with airports and high speed train services. Together with the Randstad networks in the Netherlands, the seminar focuses on a debate on several case studies in both metropolitan areas to understand the role of station hubs in these areas.

A selected group of professionals, stakeholders, experts, designers and scientists from both France and the Netherlands are invited to share their experience, knowledge and expertise in several working sessions focusing on topics like Station as intermodal node, Station as Destination and Station as Data center.

The intention of this cross-disciplinary event is twofold:
• To enhance French-Dutch collaboration by matchmaking, alignments and exchange of visions and methods from academia and practice.
• To identify prospects for new program and set up a joint research agenda for prominent (national and international) follow up initiatives.

COLOPHON

Program: Stations of the Future/Gares du Futur
Date of the event: 15th–16th March 2018

Organisers: AMS Institute, La Fabrique de la Cité, Atelier Néerlandais, The Dutch Embassy and Delft University of Technology DIMI

Project Leader/Curator: Manuela Triggianese

Graphic Design: The Phoney Club

Contact: M.Triggianese-1@tudelft.nl

Maps by Joran Kuiper

Brochure sponsored by Delft University of Technology

Printed in the Netherlands
Le Hasard Ludique
128, avenue de Saint-Ouen, 75018 Paris, France
www.lafabriquedumetro.fr

Set in a former train station near to Avenue de Saint-Ouen, le Hasard Ludique is a hybrid cultural space. A restaurant and bar, preceded by a little terrace, allows access to both the auditorium and the atelier. In the auditorium, which can hold up to 300 people standing, there are concerts, club nights, children’s entertainment, etc. In the atelier there are classes, placements, workshops...

The Atelier Néerlandais is an association that opens doors for Dutch entrepreneurs in the heart of Paris. It was founded in 2014 and is part of the Embassy of the Kingdom of the Netherlands in France. Dutch individuals, organizations and agencies who want to discover new business opportunities in France and are active in the cultural and creative sectors can become a member of the Atelier Néerlandais.

La Fabrique du Métro
Parc des Docks Travées E et F, 50 Rue Ardoin, 93400 Saint-Ouen, France
www.lafabriquedumetro.fr

The completion of the Grand Paris Express is accompanied by La Fabrique du Métro. This equipment illustrates the partnership approach of the Société du Grand Paris. Engineers, students and employees of the Société du Grand Paris are working side by side to build the new metro.

Like the stations of the future, which will host shared workspaces, La Fabrique du Métro welcomes innovation stakeholders working in mobility, digital, services, customer information and construction sectors.

Research and innovation – Workshop between academics

Atelier Néerlandais

10.30 Welcome at Atelier Néerlandais
10.45 Description and introduction to the initiative Peer to Peer French-Dutch learning in Scientific Research/Practice

11.00 Plenary session with keynotes

11.15 ‘Railway stations: complex but challenging urban context’ by Roberto Cavallo – Delft University of Technology
11.30 ‘Stations beyond the urban fetish’ by Nacima Baron – Université Paris Est
11.45 ‘Collaborative research and funding opportunities’ by Tom Kupers – AMS Valorisation

Moderated debate exploring the different positions of the theme of ‘station projects’ in the academic field and with relation to practice

12.30–13.30 Lunch break

La Fabrique du Métro

14.00 Guided Visit (English) of the Exhibition dedicated to the Grand Paris Express

Networking Dinner

Le Hasard Ludique

18.30 Welcome at Le Hasard Ludique
19.30 Plenary session with keynotes

19.45 Introduction by the Ambassador of the Netherlands in Paris
20.00 ‘Celebration of two years of partnership’ by Arjan van Timmeren and Cécile Maisonneuve – AMS Institute and Fabrique de la Cité
20.15 ‘Dutch Agenda’ by Daan Zandbelt – Dutch Ministry of Infrastructure and Water Management
20.30 ‘Grand Paris Express’ by Catherine Barbé – Société du Grand Paris

20.15 Board of Intentions on Stations of the Future/Gares du Futur follow-up will be signed by AMS, Fabrique de la Cité, the Dutch Embassy, Delft University of Technology and Université Paris Est

20.30 Cocktail dinner

Exhibition

metro 13, Mairie de Saint-Ouen

15.30 Departure from the exit of the subway stop Mairie de Saint-Ouen and discovery of the Docks district in the direction of the Fabrique du Métro with Annabelle Michon

16.00 Welcome at Atelier Néerlandais

Long view professional experience – Plenary session and workshops

Atelier Néerlandais

Welcome at Atelier Néerlandais

Description and introduction to the session on the French-Dutch collaboration and stations of the future

Pitches by the organisation

Aim of the session: exchange experiences and explore and develop research opportunities

Plenary session with keynotes and debate

• ‘Gare : Pole Intermodale et date-center’ by Julien Peyron and Gaëlle Pinson – Société du Grand Paris

• ‘Gare Sensuelle’ by Pauline Marchetti – Sensual City Studio and Jaques Ferrier

• ‘Transit facilities: epicenters of contemporary urban life’ by Marten Wassmann – Benthem Crouwel Architects

Moderated debate with closing pitch

13.00 Lunch break at Atelier Néerlandais

14.00 Parallel Workshops

Description and introduction to the session by the moderators of each session

Pitches by experts

Aim of the session: exchange experiences and explore and develop research questions and problem statements

• ‘Station as intermodal node’ Workshop 1

• ‘Station as destination’ Workshop 2

• ‘Station as data center’ Workshop 3

16.00 Coffee break

16.20 Closing session of Stations of the Future with presentations of the results of the workshops and pitch by Stephan van Dijk with a moderated debate

17.00–18.00 Networking drinks

English-French translations will be provided during the plenary sessions and workshop 2

During the day real time graphic output will be created by Louise Plantin (sponsored by TU Delft) and a video teaser will be made by Jeroen Westerbeek (sponsored by the Dutch embassy)

The Grand Paris

The Grand Paris Express is part of the Grand Paris project announced in 2007, under Nicolas Sarkozy’s presidency, to develop Greater Paris into a sustainable metropolitan area.

Société du Grand Paris (SGP) is the overall project owner and contracting authority and the state-owned public transport operator Régie Autonome des Transports Parisiens (RATP) is the operator of the network.

The Randstad

Decades ago the Dutch government planned to invest more than 1 billion Euros on the renovation of six stations that would serve a high speed line. These projects are known as the New Key Projects (NSP). As the owners of almost all stations in the Netherlands, NS Stations and ProRail are closely involved in redevelopment of NSP.

Four of them are in The Randstad, which is a conurbation of four big cities – Amsterdam, Rotterdam, The Hague, Utrecht – and at least six smaller ones, which are linked by suburban extensions.

Urbanised Randstad

Surface: 108,000 HA

Population: 9M

Density (urban): 83/HA

(Studio Secchi Vigano)

Urbanised Grand Paris

Surface: 170,000 HA

Population: 12M

Density (urban): 70/HA

(Studio Secchi Vigano)

PROGRAMME 16.03.18

09.00

09.15

09.30

09.00

09.15

09.30

11.00

11.20

13.00

14.00

16.00

16.20

17.00–18.00
**WORKSHOPS 16:03 FROM 14:00**

**1 Station as intermodal node**
Moderator: Niels van Oort

Presentation of the aim of the session by moderator: “Definition of the intermodal node and new research challenges”

14.00–14.15 Pitch and intro to the session by Niels van Oort (TU Delft)

14.15–14.30 Pitch by Yo Kaminagai (RATP)

14.30–15.45 Discussions

15.45–16.00 Closing the workshop with setting the results

---

**Yo Kaminagai**
Yo is Head of Design in the Architecture department at RATP and has been working there since 1980. He began in the Marketing team and was in charge of innovative projects, and specialized himself in passenger information. He was the first manager of this domain in 1990, before being invited to

---

**Niels van Oort**
Niels is assistant professor at the Faculty of Civil Geosciences, Delft University of Technology. Via his job as a public transport consultant at Goudappel Coffeng, he is involved in several public transport projects. His main fields of expertise are public transport planning, intermodality and data driven design. Niels is setting up a new research lab in Delft: the Smart Public Transport Lab.

---

**2 Station as destination**
Moderator: Ton Venhoeven

Presentation of the aim of the session by moderator: “Definition of destination and new research challenges”

14.00–14.15 Pitch and intro to the session by Ton Venhoeven (VenhoevenCS)

14.15–14.35 Pitch by Sebastiaan de Wilde (NS Stations)

14.25–15.35 Pitch by Ute Schneider (KCAP)

14.35–15.45 Discussions

15.45–16.00 Closing the workshop with setting the results

---

**Sebastiaan de Wilde**
In 2006 Sebastiaan finished his PhD thesis “Rail Estate” on real estate development over railways. Since 2008 Sebastiaan works at NS Stations. At NS Stations he is Director of Station Development and Maintenance. His main activities are planning of new station and station area developments, project management and contract management for station maintenance.

---

**Ute Schneider**
Ute, educated as architect and urban planner in Germany and the Netherlands, joined KCAP in 2003 is leading the Swiss branch office in Zürich. She focuses on transport oriented developments including masterplans for station and harbor areas and airports like Europaplatte in Zürich and the area around the future Gare TGV Montpellier.

---

**Ton Venhoeven**
Ton is founder of VenhoevenCS. Part of Ton’s practice as architect and urban planner is research and advise on Smart City, Smart MicroCity and Healthy City, the relation between mobility and the city. As Chief Government Advisor on Infrastructure (2008–2012) Venhoeven advised the Dutch National government on sustainability of infrastructural, urban and regional plans.

---

**Yo Kaminagai**
Yo is Head of Design in the Architecture department at RATP and has been working there since 1980. He began in the Marketing team and was in charge of innovative projects, and specialized himself in passenger information. He was the first manager of this domain in 1990, before being invited to

---

**La gare en tant que pôle intermodal**
La gare est le point de rencontre entre les rails et la ville. C’est un mailion essentiel dans la chaine de mobilité et un élément-clé de l’organisation de l’offre multimodale de transport. En tant que pôle d’échanges permettant d’accéder à plusieurs modes de transports, la gare est aussi un espace de vie abritant de nombreux autres services. Le réseau ferroviaire est désormais une infrastructure avec des ambitions plus larges que le seul transport : c’est un outil de développement économique, spatial et même social. Cette session abordera les meilleures pratiques en la matière, des cas d’études de pôles d’échanges (gares ou aéroports) et des business cases.

---

**Station as destination**
Railway stations have become much more than just a place to get on and off trains. Instead, they are places to work, do business, meet, shop and relax. Cities began seeing them as a ‘Grand Projets’ to boost their image, to serve as a symbol and eye-catching entrance into the city. The development of a station project can be used to promote a high level of architecture and the revitalisation of city areas. The session will include case studies of rail-metro stations, public space and architecture, densification and programming of station areas, both in the Netherlands and France.

---

**La gare en tant que destination**
Les gares sont devenues plus qu’un lieu pour prendre le train. Elles sont de fait devenues des espaces de travail, d’affaires, de rencontre, de shopping et d’attente. Les villes ont fait des rénovations de gares leurs nouveaux « Grands projets » qui, en agissant comme des entrées symboliques et marquantes pour les villes, améliorerait leur image. Un projet de gare peut être utilisé comme un moyen de promouvoir une nouvelle architecture et de revitaliser certains quartiers. Cette session abordera des cas d’études de gares françaises et néerlandaises associant métro et train, espace public et architecture, densification et programmation du quartier de gare.
**3 Station as data center**

*Moderator: Winnie Daamen*

**Presentation of the aim of the session by moderator: “Definition of data center and new research challenges”**

**14.00–14.15** Pitch and intro to the session by Winnie Daamen (TU Delft)

**14.15–14.30** Pitch by Jeroen van den Heuvel (NS Stations)

**14.30–15.45** Discussions

**15.45–16.00** Closing the workshop with setting the results

---

**Station as Data Center**

The use of information and communication technology (ICT) has revolutionized the travel process for those using not just the train but also other means of transport. Technology is contributing to enhancing the experience of station users, but also is creating new demands from passengers using the rail network, managing new services needs to be provided. This session includes a debate on the following topics: digital connectivity, crowd sensing, way-finding and navigation systems.

**La gare en tant que Data Center**

L’utilisation des technologies de l’information et de la communication (TIC) a révolutionné les déplacements de ceux qui n’utilisent pas seulement le train, mais aussi d’autres modes de transport. La technologie contribue à améliorer l’expérience utilisateur en gare, à créer de nouvelles demandes des passagers utilisant le train, tout en permettant de gérer les nouveaux services à fournir. Cet atelier comprendra un débat sur les sujets suivants : connectivité numérique, crowd sensing et utilisation des données issues des systèmes de navigation.

---

**Winnie Daamen**

Winnie Daamen is an associate professor in the chair of Traffic Operations and Management of the Department of Transport & Planning at the Faculty of Civil Engineering and Geosciences, Delft University of Technology. The focus of her work is on active modes, that is, pedestrian and cycling traffic. Currently, she is working on active modes in the Allegro project.

**Jeroen van den Heuvel**

Jeroen has over 15 years of experience in transport planning, of which the last decade in railways and train station planning, design and operations. Jeroen joined Netherlands Railways (NS) station division in 2010. In the first years as manager Research and researcher, currently as Stations Developer with pedestrian flows and station/network development as core expertise.

---

**SPEAKERS**

**Arjan van Timmeren**

Arjan is full professor at TU Delft, Department of Urbanism and Scientific Director of AMS Amsterdam Institute for Advanced Metropolitan Solutions. His work focuses on the integration of the concept of sustainable development in both practice and academia by researching environmental technology (urban metabolism), industrial ecology, sustainable area development and self-sufficiency.

---

**Cécile Maisonneuve**

Cécile is Chairman of La Fabrique de la Cité, the urban innovation think tank, since 2015 and member of the scientific board of the AMS Amsterdam Institute. She previously headed the Centre for Energy of IFRI (French Institute for International Relations), which she remains associated with as a Senior Advisor.

---

**Daan Zandbelt**

Daan is an architect and urbanist, who is currently the Dutch State Advisor for infrastructure and the city. As such he advises solicited and unsolicited the national government and its partners on topics regarding mobility and urbanization.

---

**Catherine Barbé**

Catherine is the Director of Strategic Partnerships at Greater Paris Authority (Société du Grand Paris), a public agency whose mission is to design and develop the French capital’s public transit network and oversee urban development around the future stations of the network.

---

**Jaques Pajot**

Jacques co-founded Atelier Novembre in 1989 together with Marc Iseppi shows a vast field of reflection on a constant connection between design and architecture by designing public and cultural facilities, theaters and museums. The stations of the Greater Paris logically complete this oeuvre by addressing the essential issues of living together.
Stephan van Dijk
Stephan van Dijk is Lead Program Manager Research and Valorization at AMS Institute. As such he is responsible for managing the urban innovation program of the AMS Institute consisting of more than 80 innovation projects in and for Amsterdam and its region. His main fields of expertise are innovation strategy, smart and sustainable cities and urban mobility.

Gaëlle Pinson
Gaëlle is project manager for datacenters, data and smart city at the Société du Grand Paris. She holds a DEA in Architectural and Urban Theory. She has a background in land use planning with a specialization in economic development, innovation and digital development. Gaëlle began her career at the DATAR, then she worked on the mission of the capital region of Christian Blanc on the measure of Grand Paris in 2010. She joint SGP after having developed a start-up on data.

Marten Wassmann
Marten is Architect/Partner at Benthem Crouwel Architects. He has extended experience in building design for transit as well as in urban redevelopment projects. He has been co-leading the design team for Amsterdam’s North/Southline as well as a major extension to the national Amsterdam Airport Schiphol. He employs the experience gained on these two projects for the design of the Grand Paris Express station at airport Charles de Gaulle T2.

Miguel Loos
Educated as an architect (TU Berlin, ETSA Barcelona & Berlage Institute Amsterdam) Miguel Loos is an expert on transformation and heritage aspects of Dutch stations. He is senior advisor for architecture and urbanism at Bureau Spoorbouwmeester, an independent consulting bureau on design guidelines for and on behalf of the Dutch railway companies NS and ProRail.

Roberto Cavallo
Roberto is Vice dean of education and professor and architect and he steers the research program of the TU Delft Department of Architecture. He is a member of the ARENA Research Network and editor of AJAR, Arena Journal of Architectural Research. In 2013 + 2014 he worked as senior researcher in China (Shanghai, Hong Kong, Beijing). His particular research interest are infrastructures and city.
“The Grand Paris Express project is about building 200 kilometers of new subway underground lines around Paris by 2030. Half of the 68 new stations will be in correspondence with existing metro or train lines in order to improve the service of the 7 million inhabitants of Greater Paris Metropole. This subway will open up new neighborhoods around railway stations and the poorest neighborhoods, developing new Paris Metropole. This subway will open up a shared governance and a better articulation of the 7 million inhabitants of Greater Paris, a shared governance and a better articulation of transport and urban development of the 7 million inhabitants of Greater Paris."

—Catherine Barbé

“The actual station bubble hides many vulnerabilities, especially in the institutional and financial dimensions. Yet stations still have future if they address social use and sustain passenger empowerment. A better understanding of the very diverse social uses of station (copresence benefits and commonging experiences) and a fresh exploration in the way stations represent community resources is needed, and a selection of case studies will illustrate.”

—Nacima Baron

“Located at the intersection of three cities, the Bourget Airport station will serve an aeronautical cluster composed of Le Bourget, the Museum of Air and Space, the Exhibition Center and the town of Le Blanc Mesnil. Currently underserved by public transport, the territorial ambition on this site is to create along with the creation of the Grand Paris Express Station, a true aeronautical cluster in Paris region. The design will make a sign in the city, echoing the historical and technological vocation of the site.”

—Jacques Pajot

“The Netherlands is not a country. It is an empty city instead. Our national train system more or less operates as a metro system to mainly support daily commutes. But is was not designed for that purpose. In the past decades we worked on implementing both a high speed line and regional lightrail lines to our major stations, that all got a big upgrade. We made them not only efficient transit machines, but great places to meet, work and stay too. The bike is a great feeder of Dutch public transport. Currently we face a task to build 1 M homes and extend the transformation from 6 to 60 or even 600 stations.”

—Daan Zandbelt

“With the launch of the international consultation for stations in the Greater Paris area, the Studio found the ideal context for the deployment of its philosophical concepts associated with the sensual city. The scheme was intended to define stations according to the specific features of the environment in which they are located, to deliver efficient and user-friendly spaces for the use of travelers, which are both open to the city and marked by common characteristics for the entire network. The JFA-SCS group has expressed the all-encompassing qualities of the network in terms of shared ambiances and sensory experiences.”

—Pauline Marchetti

“Since 1992 Schiphol train station is fully integrated in the landside of the airport thus creating a real multimodal hub. With Schiphol Plaza functioning as the central point for departures and arrivals, both passengers on landside and airside appreciate the convenience of the One Terminal concept and the unified system of Schiphol. In the coming 10 years, Schiphol landside will change drastically. Apart from the 120.000 m New Terminal that will be built, the train station will be updated and landside logistics will change for security reasons. Schiphol, will have to show once again its ability to adapt and surprise.”

—Kees Kaan

“The planning of the new railway station Amsterdam South has been taken over 20 years. In 2018 construction of the new station and the highway beside the station will start. The presentation will show the different station models that have been drawn and the development of the current plans, including the way in which value creation based on retail development has been used to optimize the plans.”

—Sebastiaan de Wilde

“The actual station bubble hides many vulnerabilities, especially in the institutional and financial dimensions. Yet stations still have future if they address social use and sustain passenger empowerment. A better understanding of the very diverse social uses of station (copresence benefits and commonging experiences) and a fresh exploration in the way stations represent community resources is needed, and a selection of case studies will illustrate.”

—Kees Kaan

“We need to merge stations, otherwise they will become urban ‘monsters’. To conceive of stations as intermodal nodes, we will have to focus on their spatial organization, and not just combine buildings, as is often the case in France. The billions we will invest tomorrow should not only be focused on the ways but also on stations as places. Transportation hubs are not only mobility objects. They are a mix between a transport-object and an urban-object. Thinking of stations this way calls for a shared governance and a better articulation between public and transport authorities.”

—Yo Kanimnagai

“Walkability, attractiveness and public safety are key factors, but a good station also needs a full range of different programs in the area to attract people at different times of the week.”

—Ton Venhoeven

“The design of multimodal Arnhem Transportation Hub (2016) and multiple award winning project is based on careful analysis of the people flow, lines of sight and natural wayfinding principles. The articulated architecture is guiding these transfer movement in an articulated space of flow.”

—Arjan Dingsté

“Located at the intersection of three cities, the Bourget Airport station will serve an aeronautical cluster composed of Le Bourget, the Museum of Air and Space, the Exhibition Center and the town of Le Blanc Mesnil. Currently underserved by public transport, the territorial ambition on this site is to create along with the creation of the Grand Paris Express Station, a true aeronautical cluster in Paris region. The design will make a sign in the city, echoing the historical and technological vocation of the site.”

—Jacques Pajot

“In 2010 NS Stations has started to measure pedestrian flows at train stations on a large scale using new technologies. After seven of years of practice, we have made significant progress in improving the design and operations by using a large amount of data on how people use our train stations.”

—Jeroen van den Heuvel

“The actual station bubble hides many vulnerabilities, especially in the institutional and financial dimensions. Yet stations still have future if they address social use and sustain passenger empowerment. A better understanding of the very diverse social uses of station (copresence benefits and commonging experiences) and a fresh exploration in the way stations represent community resources is needed, and a selection of case studies will illustrate.”

—Nacima Baron

“The Netherlands is not a country. It is an empty city instead. Our national train system more or less operates as a metro system to mainly support daily commutes. But is was not designed for that purpose. In the past decades we worked on implementing both a high speed line and regional lightrail lines to our major stations, that all got a big upgrade. We made them not only efficient transit machines, but great places to meet, work and stay too. The bike is a great feeder of Dutch public transport. Currently we face a task to build 1 M homes and extend the transformation from 6 to 60 or even 600 stations.”

—Daan Zandbelt

“With the launch of the international consultation for stations in the Greater Paris area, the Studio found the ideal context for the deployment of its philosophical concepts associated with the sensual city. The scheme was intended to define stations according to the specific features of the environment in which they are located, to deliver efficient and user-friendly spaces for the use of travelers, which are both open to the city and marked by common characteristics for the entire network. The JFA-SCS group has expressed the all-encompassing qualities of the network in terms of shared ambiances and sensory experiences.”

—Pauline Marchetti

“Since 1992 Schiphol train station is fully integrated in the landside of the airport thus creating a real multimodal hub. With Schiphol Plaza functioning as the central point for departures and arrivals, both passengers on landside and airside appreciate the convenience of the One Terminal concept and the unified system of Schiphol. In the coming 10 years, Schiphol landside will change drastically. Apart from the 120.000 m New Terminal that will be built, the train station will be updated and landside logistics will change for security reasons. Schiphol, will have to show once again its ability to adapt and surprise.”

—Kees Kaan

“The planning of the new railway station Amsterdam South has been taken over 20 years. In 2018 construction of the new station and the highway beside the station will start. The presentation will show the different station models that have been drawn and the development of the current plans, including the way in which value creation based on retail development has been used to optimize the plans.”

—Sebastiaan de Wilde

“The Netherlands is not a country. It is an empty city instead. Our national train system more or less operates as a metro system to mainly support daily commutes. But is was not designed for that purpose. In the past decades we worked on implementing both a high speed line and regional lightrail lines to our major stations, that all got a big upgrade. We made them not only efficient transit machines, but great places to meet, work and stay too. The bike is a great feeder of Dutch public transport. Currently we face a task to build 1 M homes and extend the transformation from 6 to 60 or even 600 stations.”

—Daan Zandbelt

“With the launch of the international consultation for stations in the Greater Paris area, the Studio found the ideal context for the deployment of its philosophical concepts associated with the sensual city. The scheme was intended to define stations according to the specific features of the environment in which they are located, to deliver efficient and user-friendly spaces for the use of travelers, which are both open to the city and marked by common characteristics for the entire network. The JFA-SCS group has expressed the all-encompassing qualities of the network in terms of shared ambiances and sensory experiences.”

—Pauline Marchetti

“The Netherlands is not a country. It is an empty city instead. Our national train system more or less operates as a metro system to mainly support daily commutes. But is was not designed for that purpose. In the past decades we worked on implementing both a high speed line and regional lightrail lines to our major stations, that all got a big upgrade. We made them not only efficient transit machines, but great places to meet, work and stay too. The bike is a great feeder of Dutch public transport. Currently we face a task to build 1 M homes and extend the transformation from 6 to 60 or even 600 stations.”

—Daan Zandbelt

“With the launch of the international consultation for stations in the Greater Paris area, the Studio found the ideal context for the deployment of its philosophical concepts associated with the sensual city. The scheme was intended to define stations according to the specific features of the environment in which they are located, to deliver efficient and user-friendly spaces for the use of travelers, which are both open to the city and marked by common characteristics for the entire network. The JFA-SCS group has expressed the all-encompassing qualities of the network in terms of shared ambiances and sensory experiences.”

—Pauline Marchetti

“The Netherlands is not a country. It is an empty city instead. Our national train system more or less operates as a metro system to mainly support daily commutes. But is was not designed for that purpose. In the past decades we worked on implementing both a high speed line and regional lightrail lines to our major stations, that all got a big upgrade. We made them not only efficient transit machines, but great places to meet, work and stay too. The bike is a great feeder of Dutch public transport. Currently we face a task to build 1 M homes and extend the transformation from 6 to 60 or even 600 stations.”

—Daan Zandbelt

“With the launch of the international consultation for stations in the Greater Paris area, the Studio found the ideal context for the deployment of its philosophical concepts associated with the sensual city. The scheme was intended to define stations according to the specific features of the environment in which they are located, to deliver efficient and user-friendly spaces for the use of travelers, which are both open to the city and marked by common characteristics for the entire network. The JFA-SCS group has expressed the all-encompassing qualities of the network in terms of shared ambiances and sensory experiences.”

—Pauline Marchetti
La Fabrique de la Cité is a think tank dedicated to urban innovations and prospective. In an interdisciplinary approach, urban stakeholders, both French and international, gather to reflect on good practices of urban development and to suggest new ways to build and rebuild cities. Created by the VINCI group, its sponsor, in 2010, La Fabrique de la Cité is an endowment fund, and is thus vested with a public interest mission.

Delft University of Technology is contributing to this event through the support of Delft Deltas, Infrastructures & Mobility Initiative (DIMI), Faculty of Civil Engineering and Geosciences and the Department of Architecture, Chair of Complex Projects (CP), Faculty of Architecture and the Built Environment. DIMI is developing integral solutions for urgent societal problems related to vital infrastructure for water safety and smart mobility, which are intrinsic to the natural and built environment. An integral approach, in which different disciplines cooperate, provides the best guarantee for finding these solutions.

AMS Institute is a public-private institute founded in 2014 by Wageningen University & Research and Delft University of Technology, together with Massachusetts Institute of Technology (MIT). We are a young and ambitious international institute at the forefront of innovation, situated at the nexus between industry, government and academia.

The Atelier Néerlandais, part of the Embassy of the Kingdom of the Netherlands in France, serves as a platform for the Dutch creative and cultural sectors. Dutch individuals, organizations and agencies who want to discover new business opportunities in France can become a member of the Atelier Néerlandais. Among the current (more than 100) members are architects, designers, artists, publishers and researchers. They can use the spaces for co-working, meetings and presentations and benefit from a better visibility on the French market. This bottom-up approach makes it a unique instrument for international cultural and economic policy of the Embassy.

The Economic Network of the Dutch Embassy in France provides services to companies and research institutes aimed at creating bilateral partnerships. We can assist in matching companies, clusters and knowledge institutes, setting up meetings and helping with innovating and doing business together. The Economic Network consists of the Economic Department at the Embassy in Paris, two Netherlands Business Support Offices (NBSO’s) in Nantes and Lyon, the Atelier Néerlandais in Paris and several Consuls throughout the country and Monaco.
**15th March “Research and innovation”**  
Welcome at 10.30 at Atelier Néerlandais

**Directions**  
From: Gare du Nord (Paris)  
To: Atelier Néerlandais (121, rue de Lille, Paris)  
Travel time: 25 min

1. Take RER E Gare Magenta to Haussman St Lazare (direct train, 1 stop)  
2. Take METRO 12 from Saint Lazare Train Station to Assemblée Nationale (direction Mairie d’Issy, 3 stops)

**15th March “Grand Paris Express” — Exhibition at La Fabrique du Métro**  
15.30  
The meeting place is set at the exit of the subway stop Mairie de Saint-Ouen next to the war memorial in front of the town hall. We will leave for 30/40 minutes of discovery of the Docks district in the direction of the Fabrique du Métro then visit followed by a small projection in the immersive room.

**Directions**  
From: Atelier Néerlandais (121, rue de Lille, Paris)  
To: La Fabrique du Métro (Parc des Docks Travées E et F, 50 Rue Ardoin, 93400 Saint-Ouen)  
Travel time: 25 min

1. Take METRO 13 from les Invalides to Mairie de Saint-Ouen (direction St Denis Université, 10 stops)

**Directions**  
From: Gare du Nord (Paris)  
To: La Fabrique du Métro (Parc des Docks Travées E et F, 50 Rue Ardoin, 93400 Saint-Ouen)  
Travel time: 25 min

1. Take RER E Gare Magenta to Haussmann St Lazare (direct train, 1 stop)  
2. Take METRO 13 from Saint Lazare Train Station to Mairie de Saint-Ouen (direction St Denis Université, 7 stops)

**15th March “Networking dinner”**  
Welcome at 18.30 at Le Hasard Ludique

**Directions**  
From: La Fabrique du Métro (Parc des Docks Travées E et F, 50 Rue Ardoin, 93400 Saint-Ouen)  
To: Le Hasard Ludique (128, avenue de Saint-Ouen, 75018 Paris)  
Travel time: 25 min

1. Take METRO 13 from Mairie de Saint-Ouen to Porte de Saint-Ouen (direction Châtillon Montrouge, 2 stops)

**Directions**  
From: Gare du Nord (Paris)  
To: Le Hasard Ludique (128, avenue de Saint-Ouen, 75018 Paris)  
Travel time: 25–30 min

1. Take RER from Gare Magenta to Haussmann St Lazare (1 stop)  
2. Then from Saint Lazare Train Station to Porte de Saint-Ouen (St Denis Université, 5 stops)

**Option 1**  
1. Take METRO 2 from La Chapelle to Place de Clichy (2 stops)  
2. Then METRO 13 from Place de Clichy to Porte de Saint-Ouen (St Denis Université, 3 stops)

**Option 2**  
1. Take METRO 13 from Mairie de Saint-Ouen to Porte de Saint-Ouen (direction Châtillon Montrouge, 2 stops)  
2. Then METRO 13 from Place de Clichy to Porte de Saint-Ouen (St Denis Université, 3 stops)

---

**16th March “Long view professional experience”**  
Welcome at 09.00 at Atelier Néerlandais

**Directions**  
From: Gare du Nord (Paris)  
To: Atelier Néerlandais (121, rue de Lille, Paris)  
Travel time: 20 min

1. Take RER E Gare Magenta to Haussman St Lazare (direct train, 1 stop)  
2. Take METRO 12 from Saint Lazare Train Station to Assemblée Nationale (direction Mairie d’Issy, 3 stops)
A board of Intentions was signed by the partners AMS Institute, la Fabrique de la Cité, Embassy of the Netherlands, Atelier Néerlandais, TU Delft DIMI and Université Paris Est. But some thirty other parties co-signed the Board of Intentions spontaneously!

Interested to join for the follow up?

Please contact:
Manuela Triggianese
architect and researcher at AMS Institute & Delft University of Technology
manuela.triggianese@ams-institute.org

Follow up: Board of Intentions, join us!

Joannette Polo
Joannette is working at the Holland Innovation Network at the Dutch Embassy in Paris. She’s specially interested in technology and innovation issues in relation to smart and green mobility, smart materials and smart cities between France and The Netherlands.

Camille Combe
Camille is project manager at La Fabrique de la Cité since 2016. He is specifically working on mobility topics (Suburban mobility, congestion charge, stations of the future). Camille also works on how data produced by cities’ stakeholders impacts urban dynamics. He previously worked for Transdev (Caisse des Dépôts group) as a Project manager on Innovation and mobility issues.

Carolien van Tilburg
Carolien is a communication professional with a broad international experience in media, fashion design and retail. She is the coordinator of the Atelier Néerlandais, a co-working, networking and presentation platform for the Dutch cultural and creative industries in Paris. The Atelier is part of the Dutch Embassy in France.

Manuela Triggianese
Manuela is architect, researcher at Amsterdam Institute for Advanced Metropolitan Solutions and lecturer at Delft University of Technology. She obtained the doctoral degree at the Faculty of Architecture in Venice and her scientific research ambition is to redefine the role of stations in future metropolitan areas and their design in complex processes. She spent part of her research at the Beijing Technical University.

ORGANISATION
Please register for the event by mentioning if you will be attending the full program or only part of the program.

REGISTER HERE

For more information about the program please contact:

Manuela TRIGGIANESE: manuela.triggianese@ams-institute.org
Camille COMBE: camille.combe@lafabriquedelacite.com