

STATIONS OF THE FUTURE

15 and 16 March 2018
Paris, France

GARES DU FUTUR

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

INTRO

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 16 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.

La gare, principale interface entre le chemin de fer et la ville, constitue à la fois un maillon central de la chaîne de la mobilité et un élément-clé de l'organisation de l'intermodalité. Catalyseur d'échanges, la gare est à la fois un lieu d'interconnexion et un espace de vie offrant de nombreux services.

Le séminaire partenarial **Gares du Futur** que l'**AMS Institute, La Fabrique de la Cité, l'Atelier Néerlandais, l'Ambassade du Royaume des Pays-Bas Delft** et **University of Technology** organisent à Paris les 15 et 16 mars 2018 prochains aura pour objet la gare du futur et interrogera son nouveau rôle de pôle d'échanges à partir d'expériences croisées en France et aux Pays-Bas.

Le séminaire Gares du futur prend appui sur le projet du **Grand Paris**, qui a pour ambition de créer plusieurs centres économiques autour de la métropole parisienne, reliés entre eux par un nouveau réseau de transports publics et connectés à des aéroports et des gares, notamment de lignes à grande vitesse. En collaboration avec les réseaux de la **Randstad** aux Pays-Bas, le séminaire se concentrera sur plusieurs études de cas dans les deux régions métropolitaines, française et néerlandaise, afin de comprendre le nouveau rôle clé que sont appelées à jouer les gares dans ce nouveau contexte.

Nous vous invitons parmi d'autres professionnels, élus, experts, designers et chercheurs, tant français que néerlandais, à venir partager votre expérience, vos connaissances et votre expertise à travers plusieurs ateliers de travail sur les trois sujets suivants : **la gare comme nœud intermodal, la gare comme destination**, et enfin **la gare intelligente comme centre de données**.

L'objectif de cet événement interdisciplinaire est double :

- Approfondir la coopération franco-néerlandaise scientifique et professionnelle par l'échange d'expérience et de méthodologies
- Identifier les bases pour un nouveau programme de recherche et pour des initiatives de haut rang d'échelle nationale ou internationale.

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

Delft University of Technology DIMI

Project Leader/Curator

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Printed in the Netherlands

PROGRAMME 15.03.18

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* Pitches by the organisation

Aim of the session: exchange approaches and methods and explore potential collaboration

11.00 **Plenary session** with keynotes

- *'Railway stations: complex but challenging urban context'* by Roberto Cavallo – **Delft University of Technology**
- *'Stations beyond the urban fetish'* by Nacima Baron – **Université Paris Est**
- *'Collaborative research and funding opportunities'* by Tom Kuipers – **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**

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

📍 La Fabrique du Métro

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

Networking Dinner

📍 Le Hasard Ludique

18.30 **Welcome at Le Hasard Ludique**

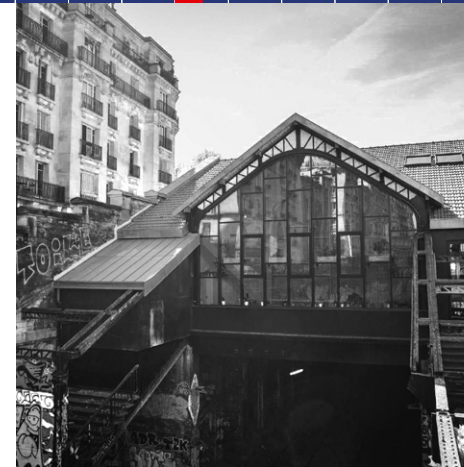
19.30 **Plenary session** with keynotes

Introduction by the Ambassador of the Netherlands in Paris

- *'Celebration of two years of partnership'* by Arjan van Timmeren and Cécile Maisonneuve – **AMS Institute and Fabrique de la Cité**
- *'Dutch Agenda'* by Daan Zandbelt – **Dutch Ministry of Infrastructure and Water Management**
- *'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**



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...

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.



Atelier Néerlandais

121, rue de Lille, 75007 Paris, France
www.atelieerneerlandais.com

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



PROGRAMME 16.03.18

Long view professional experience – Plenary session and workshops

Atelier Néerlandais

- 09.00 **Welcome at Atelier Néerlandais**
- 09.15 **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
- 09.30 **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 – **Bentham Crowel Architects**
- Moderated debate**
- 11.00 **Coffee break**
- 11.20
- *'Recent and future Dutch station projects'* by Miguel Loos – **Bureau Spoorbouwmeester**
 - *'Arnhem Centraal: Spaces of Flow'* by Arjan Dingsté – **UNStudio**
 - *'Schiphol: multimodal hub'* by Kees Kaan – **KAAN Architecten**
 - *'Gares du Bourget Aéroport et Triangle de Gonesse'* by Jaques Pajot – **Atelier Novembre**

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

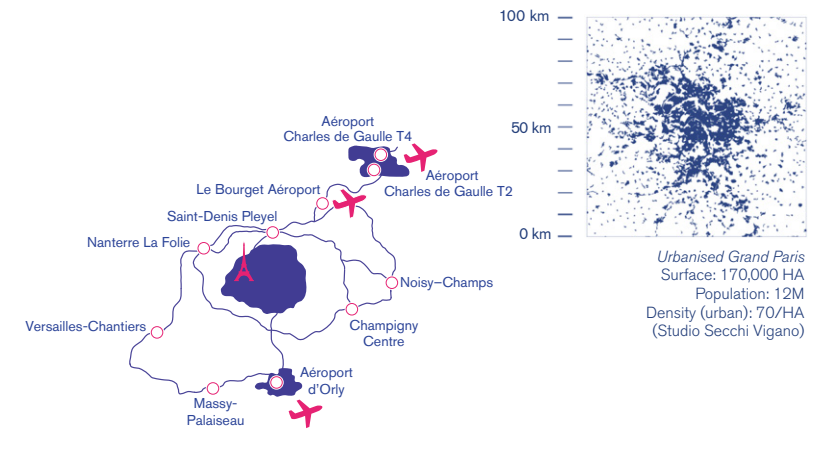
- 16.00 **Coffee break**
- 16.20 **Closing session** of *Stations of the Future* with presentations of the results of the workshops and pitch by Stephan van Dijk with a moderated debate
- 17.00–18.00 **Networking drinks**

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

During the day realtime 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)

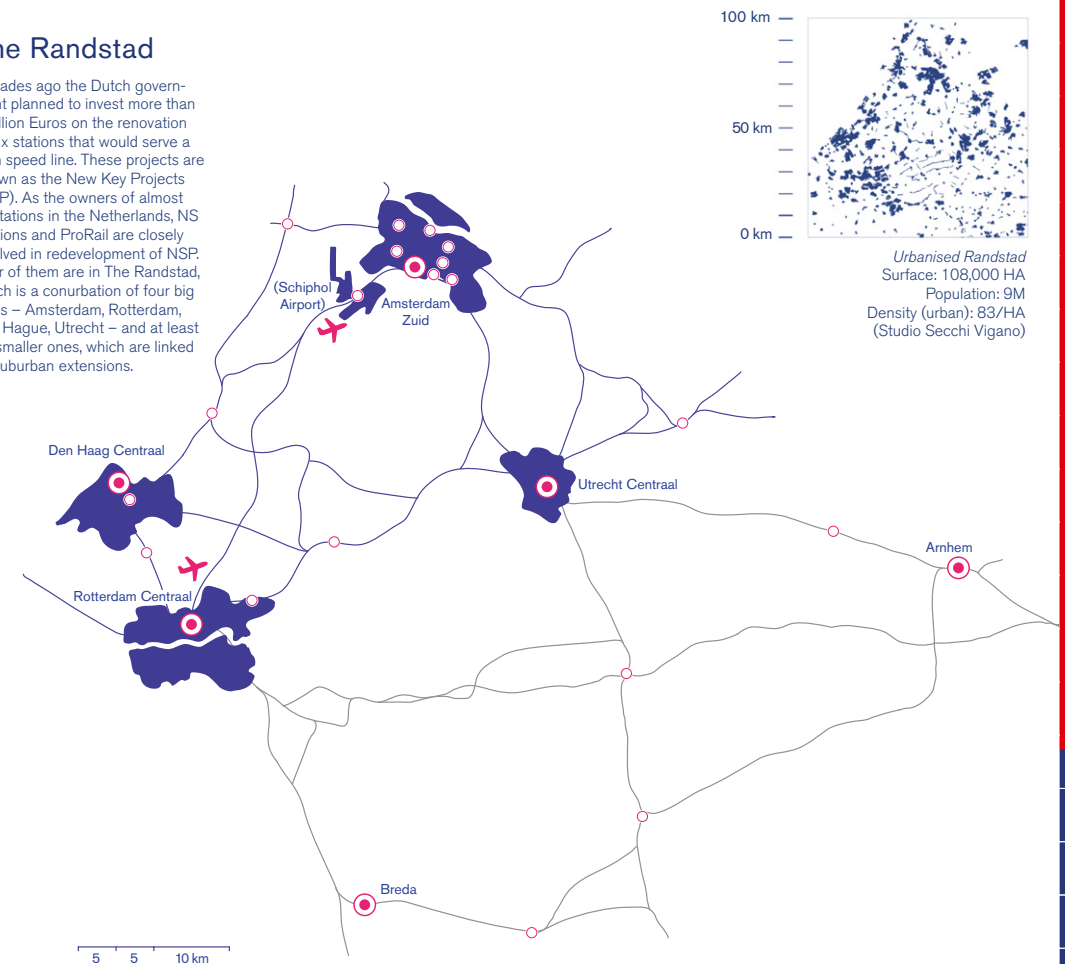
Grand Paris

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.



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

Station as Intermodal node

At the main point of intersection between the railway and the city, the station is the central link in the mobility chain as well as a key element in the organisation of intermodal transport. As a place of exchange between various modes of transport, the station is also a living space providing other services. The rail network is now an infrastructure attributed with the most ambitious of objectives (a tool of economic development, in spatial planning, in social and even cultural activities. The session will include best practices and case studies of multimodal hubs (stations/airports), business case.

La gare en tant que pôle intermodal

La gare est le point de rencontre entre les rails et la ville. C'est un maillon essentiel dans la chaîne 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, social et même culturel. Cette session abordera les meilleures pratiques en la matière, des cas d'études de pôles d'échanges (gares ou aéroports) et des business cases.



Niels van Oort

Niels is assistant professor at the Faculty of Civil Engineering and 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.



Yo Kaminagai

Yo is Head of Design in the Projects management 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

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)
- 14.15–14.25 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

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, améliorera 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.



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.



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 Europaallee in Zürich and the area around the future Gare TGV Montpellier.

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-findings 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'utilisaient 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.



Arjan Dingsté

Arjan is Director/Senior Architect at UNStudio. Since Arjan joined the UNStudio in 2001 he has been involved in on several key-projects such as the Public Transportation Terminal in Arnhem, the Architectural Design for the Doha (Qatar) Metro network as well as innovative projects as the recently won competition for the Gothenburg Cable Car.



Julien Peyron

Julien Peyron is a urban planner, transport specialist and head of the department of public space and intermodality of Société du Grand Paris which he joined in 2014. His work led him to invent, think and shape the future Grand Paris Express train stations.



Kees Kaan

Kees Kaan founded KAAAN Architecten in 2014 with Vincent Panhuysen and Dikkie Scipio. During the last 12 years the office has been engaged in different studies and urban projects dealing with infrastructural developments and mobility. KAAAN Architecten therefore developed strategic scenarios around transit hubs with spin-off projects. Since 2006 he is professor at Delft University of Technology. In 2012 he founded the Chair 'Complex Projects' at TU Delft.



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.



Nacima Baron

Nacima is professor at École d'Urbanisme de Paris, Université Paris Est. Stations is a key part of Nacima's academic activity at Ecole des Ponts and University Paris Est as a Director of Chaire Gare, a five year partnership for teaching and investigation. She is responsible for the master track on station projects an Ecole d'Urbanisme.



Pauline Marchetti

Pauline is founder of Studio Pauline Marchetti and professor. In 2010, together with Jacques Ferrier, Pauline set up the Sensual City Studio which serves as a framework to develop and champion the concept of Sensual Cities. The Studio seeks to improve this sensitive, humanist approach to architecture and city scape. The physical relationship to space is fundamental to her practice.



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.



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 joined SGP after having developed a start-up on data.

"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 the poorest neighborhoods, develop new neighborhoods around railway stations and enhance the international attractiveness of Greater Paris."

—Catherine Barbé

"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 it was not designed for that purpose. In the past decades we worked on implementing both a high speed line and regional light rail 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

"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 commoning experiences) and a fresh exploration in the way stations represent community resources is needed, and a selection of case studies will illustrate."

—Nacima Baron

"Through its program in favor of intermodality, the Société du Grand Paris is a key stakeholder, along with its partners, in the conception of efficient intermodal nodes that also provide quality, evolutionary public spaces. Public space is the support for all urban exchanges. It becomes a central issue of development and innovation, a place of encounters and socialization, and a new environment that is much more than mere operations targeting functional or connective surfaces

- Intermodal nodes will have to be adapted to all;
- Intermodal nodes will function all day, all year;
- Intermodal nodes should be evolutionary and flexible in their development and governance/management;
- Intermodal nodes will be modern, connected, and innovative."

—Julien Peyron

"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 transit, 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."

—Jaques Pajot

"In 2010 NS Stations has started to measure pedestrian flows at train stations on a large scale using new technologies. After seven 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

"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

"A basic function of a station is transfer to other means of transport. But the best stations are important places as well, with attractive public spaces and a range of vibrant destinations in the station area. Walkability, attractiveness and public space 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

"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 Kanimagai

"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 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

PARTICIPANTS



SPONSORS



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 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.



With the contribution of Société du Grand Paris



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.

atelier néerlandais

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.

DIRECTIONS

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 *Hausman St Lazare* (direct train, 1 stop)
2. Take **METRO 12** from *Saint Lazare* Train Station to *Assemblée Nationale* (direction Mairie d'Issy, 3 stops)

16th March "Long view professional experience"
 Welcome at 09.00 at Atelier Néerlandais

Directions

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

1. Take **RER E** Gare Magenta to *Hausman 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" – Exhibiton 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 Metro (Parc des Docks Travées E et F, 50 Rue Ardoin, 93400 Saint-Ouen)
 Travel time: 25 min

1. Take **RER E** Gare Magenta to *Hausmann 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

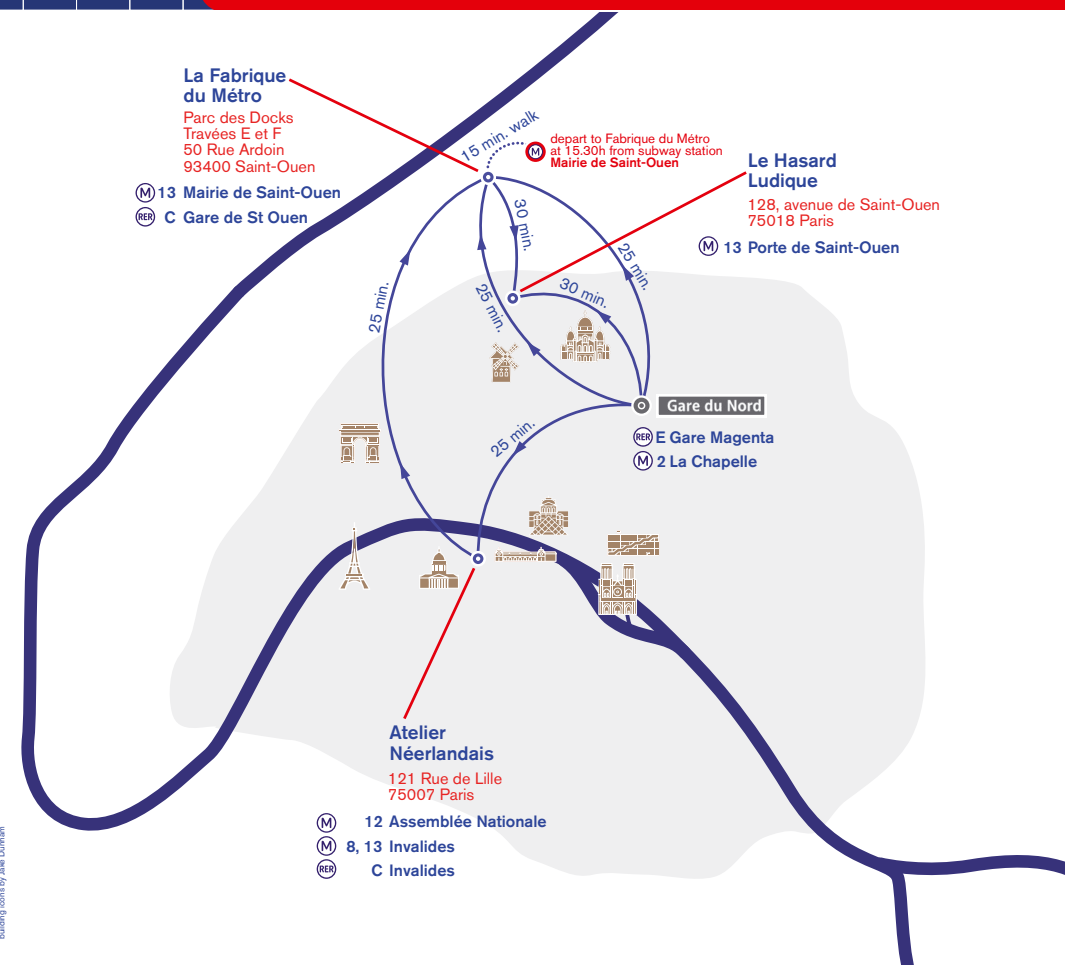
From: Gare du Nord (Paris)
 To: Le Hasard Ludique (128, avenue de Saint-Ouen, 75018 Paris)
 Travel time: 25–30 min

Option 1

1. Take **RER** from *Gare Magenta* to *Hausmann St Lazare* (1 stop)
2. then from *Saint Lazare* Train Station to *Porte de Saint-Ouen* (St Denis Universite, 5 stops)

Option 2

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 Universite, 3 stops)



ORGANISATION



Manulea 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.



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.



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.

FOLLOW UP: BOARD OF INTENTIONS, JOIN US!

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:
Project leader/Curator of Stations of the Future
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STATIONS OF THE FUTURE
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