

**French Institute
of Science and Technology
for Transport, Development
and Networks**

Border nodes.

**Border and the reinterpretation
of Port Vicinity in the Upper Rhine.**

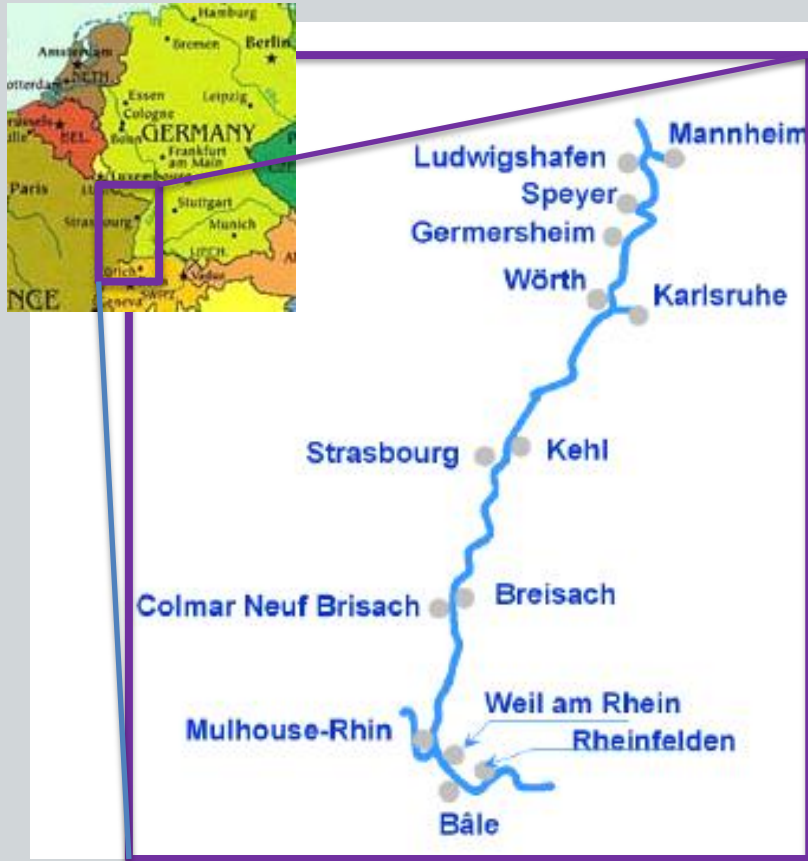
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Paris/Marne-la-Vallée (France)



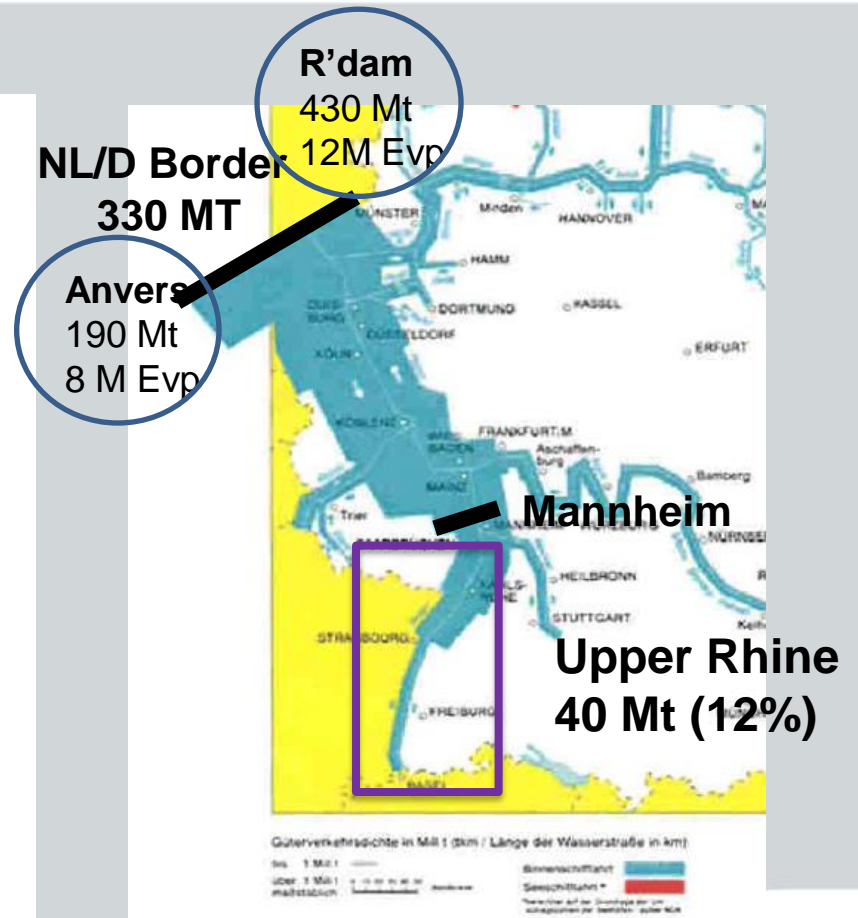
IFSTTAR

**BRIT XIV - The Border: a source for Innovation
Arras, Lille, Mons, November 4 – 7. 2014**

Upper Rhine Ports 2014 at a Glance



Geographical location :
a Border position



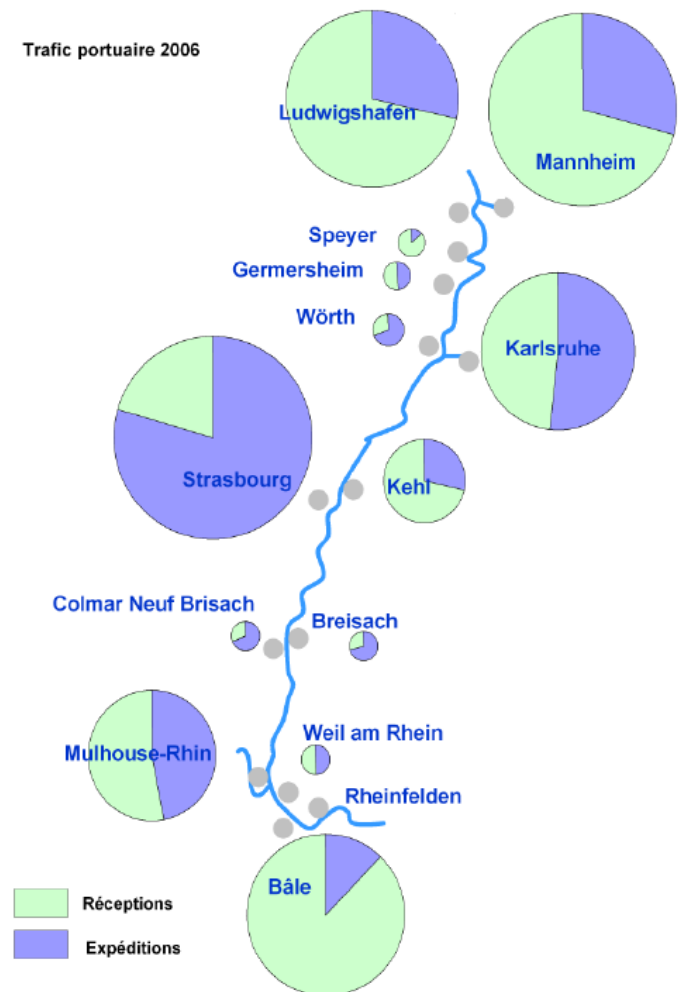
River traffic alongside the Rhine :
the end of the tail



Current traffic situation

Carte 8 – tonnage des ports en 2006 en entrées/sorties, en %

	Traffic Volume 2012	Growth
	in 1000t	2006/2012
Strasbourg	8220	8%
Mannheim	7996	1%
Ludwigshafen	7778	4%
Basel	7211	7%
Karlsruhe	6845	-3%
Mulhouse Rhin	4959	-14%
Kehl	3664	7%
Wörth	1005	-15%
Breisach	996	33%
Germersheim	890	3%
Speyer	791	9%
Colmar/Neuf Brisach	572	35%
Weil	458	-24%
Rheinfelden	143	77%



Source : ports, réalisation : CETE de l'Est

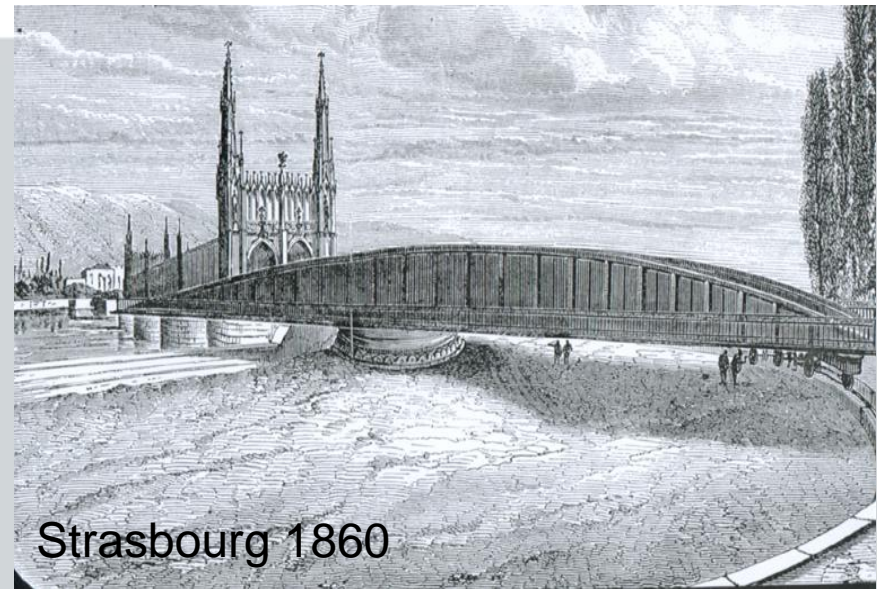
Theoretical approach: *Border Node as a key geographical concept*

- **Geography** as a science is the interpretation of **control of distance** (Lévy & Lussault, 2006).
- Transport and border are central in any geographic approach) as opposed but intricate and dialectical notions (Groupe Frontières 2004 :
 - **border** as a political phenomenon that creates distance into proximity
 - **transport** as a technical artifact introducing proximity between distant places.

Some places have to conciliate dialectically both spatial dimension. We may call them **Border Nodes**.



A local illustration : the Rhine bridges



In the different pictures, the Defense system has become part of the transport infrastructure.

Above note the pivoting section of the railway bridge Strasbourg/Kehl.



Border nodes as a spatial compromise

- **Border Nodes** have to manage inner tensions by specific geographic disposition (i.e. by spatial, technical or institutional arrangements) (Reitel et al., 2002).
- Too little attention has been given to the spatial and political dispositions that allowed the **Rhine to play a major international transport corridor in spite of strong national discontinuities** (Beyer, 2012).
- **i.e.** The Rhine system and its ports are characterized by an ambivalent situation. They **ease connection opportunities** but **incorporate at the same time strong political separations.**



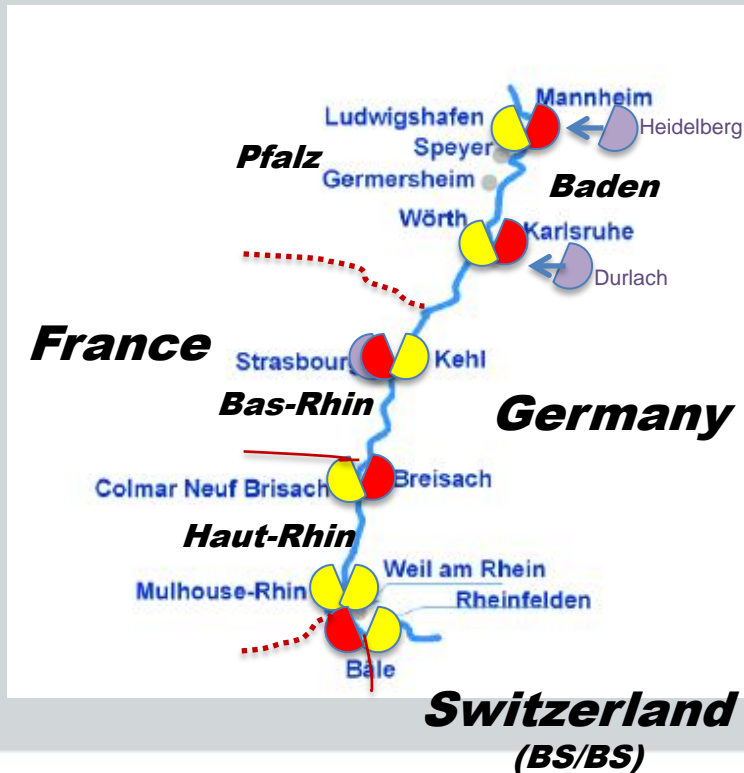
On a wider scale, River ports on the Upper Rhine can be considered as Border nodes system

- The Rhine ports from Mannheim to Basle are “hybridizing” the concepts of border and transport network.
 - The notion of **border nodes** may give **more intelligibility** to a research field applied here to the Upper Rhine ports as a geographical system.
1. Port creations : river access and duplication of sites by borders
 2. Port cluster and the struggle for “tête de navigation”
 3. Long lasting effects of Border
 4. Port coalitions in a context of cross-borders territories



Locational shift and urban duplications alongside the Rhine

- Urban extensions or refoundations are attracted by the river potential (17th to 20th Century)
- State Borders favours the creation of urban dipoles

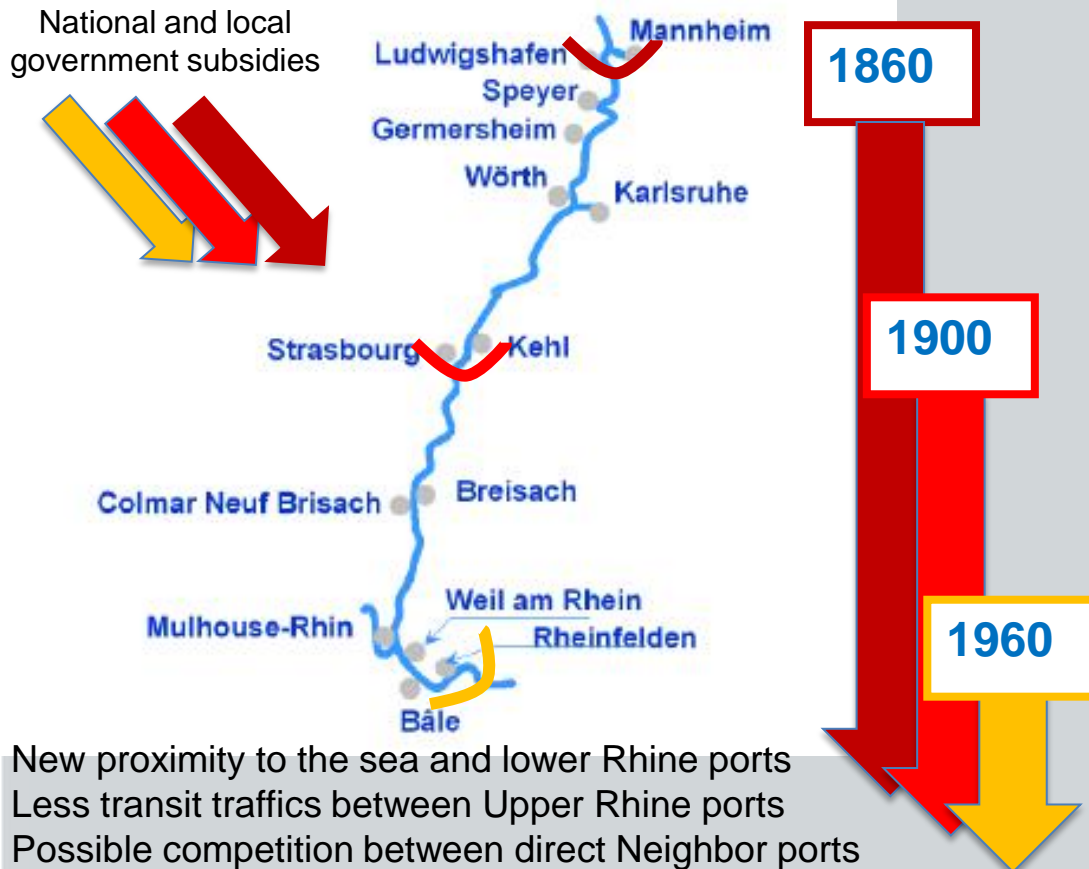


Heidelberg



Upstream jumps for the large inland navigation fleet (1860 – 1960)

Successive improvement of the Rhine navigability

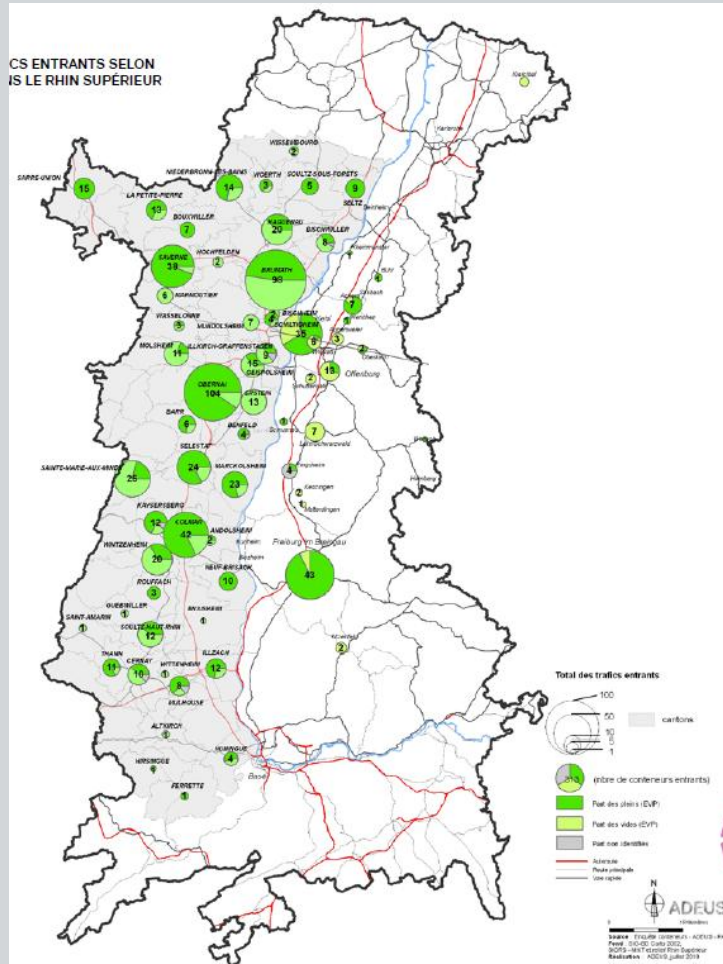


- New proximity to the sea and lower Rhine ports
- Less transit traffics between Upper Rhine ports
- Possible competition between direct Neighbor ports
- Increasing captive flows through local industrialization process
- Changing hinterland through shifting of borders

National borders still affect traffics flows

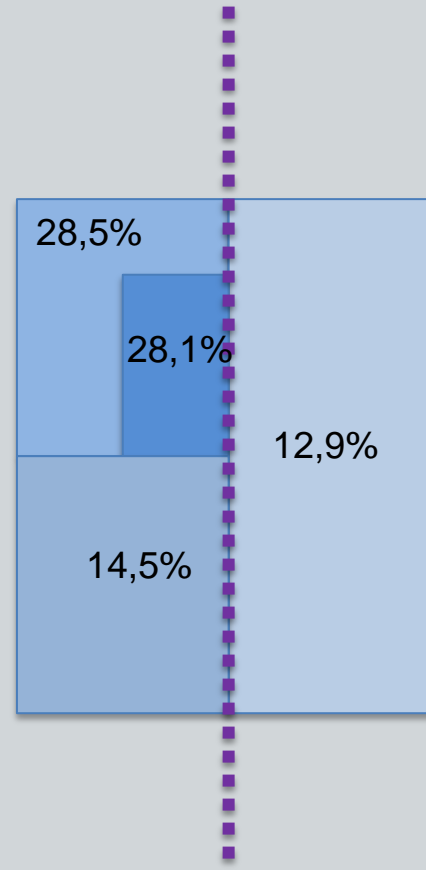
The case of Strasbourg container traffics 2010

Geographic origin of load for export for the Strasbourg's container terminals (2012)



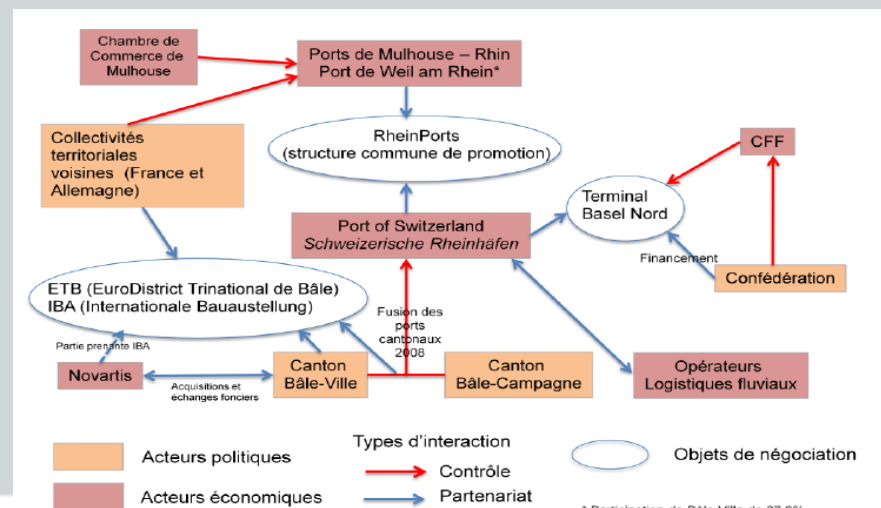
Causes of the market segmentation :

- Haulier habits
- Transport facilities: accessibility by road and rail - services
- Language and law background

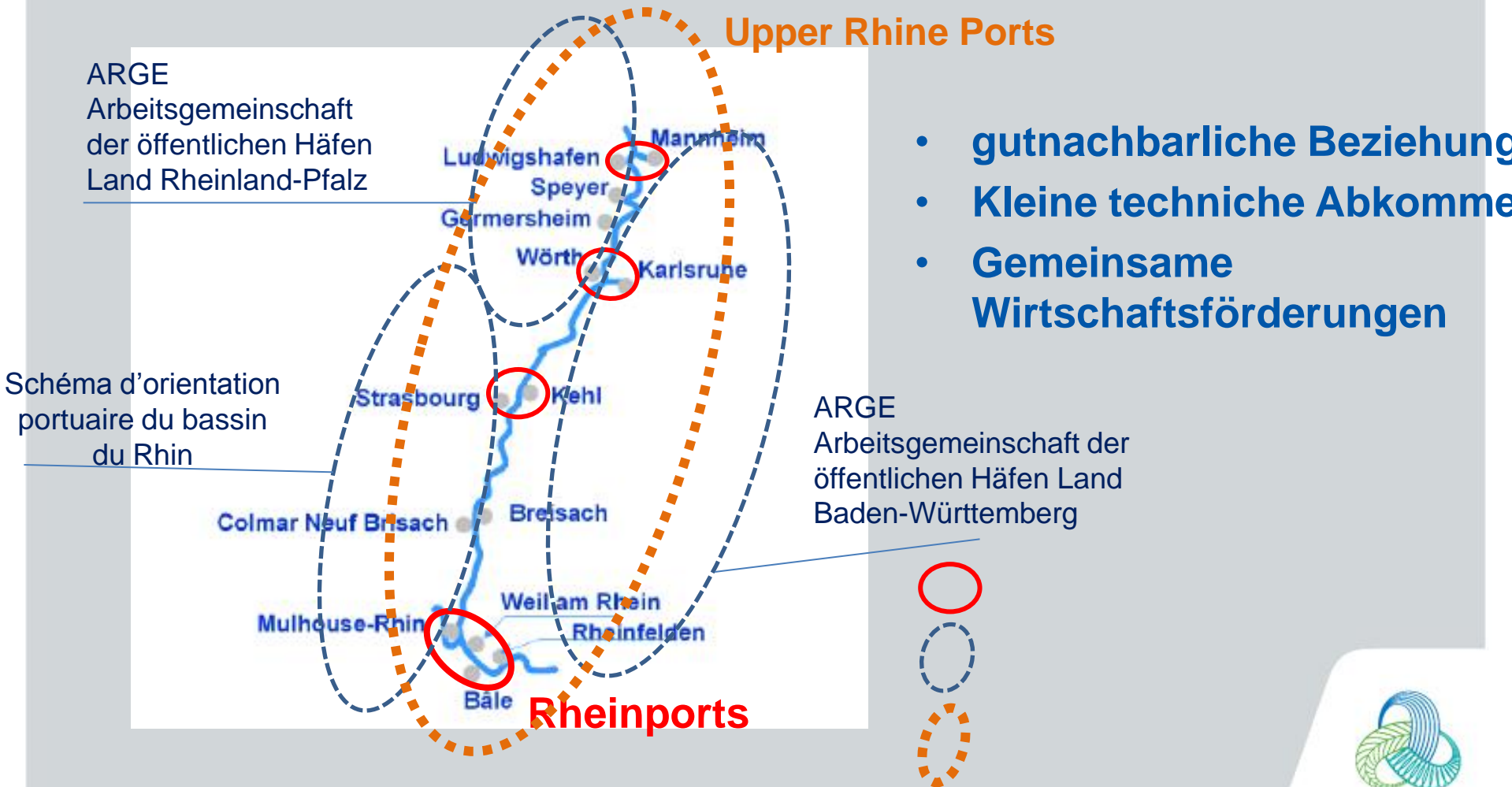


Differences of the statutes in port administrations

- Land ownership by the Municipalities Regional Government (Länder/Kanton), the national State ;
- Management by the Chamber of Commerce under private or public rules ;
- Many historical exceptions i.e. common member of the steering board in Strasbourg/Kehl
- All this local and national specificities make the legal cooperation basis more difficult



Territorial cooperation : juxtaposed and/or nested levels



The embedded cooperation system of Basle's River Ports

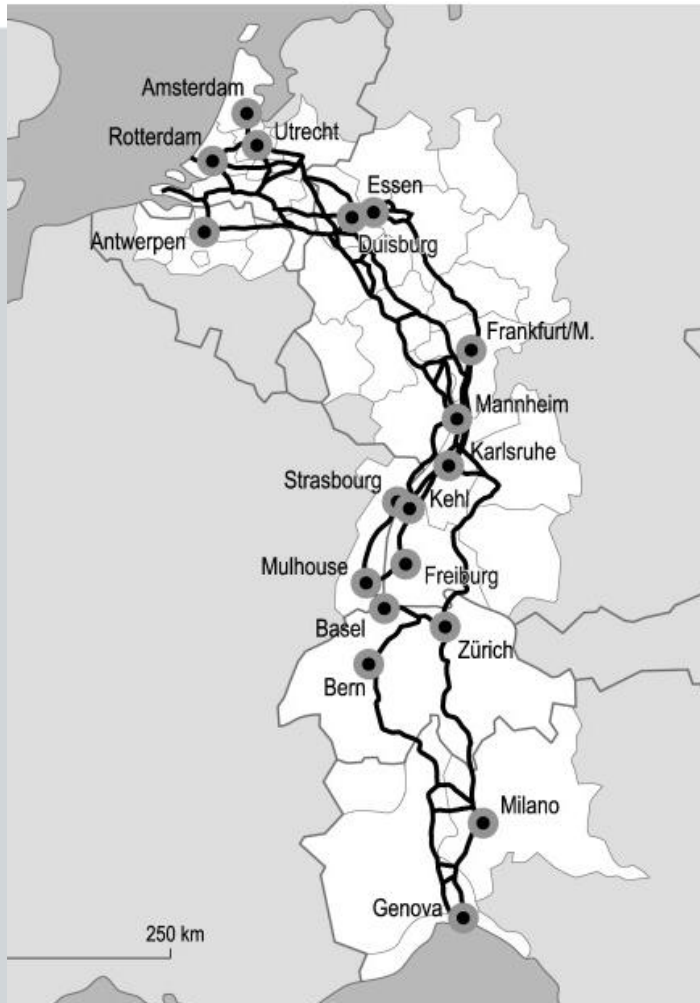
- Merging of the administration of both port administrations of the Half Cantons as **Port of Switzerland (2008)**
- Cross border commercial Cooperation with Mulhouse-Rhin and Weil am Rhein : **Rhine Ports**
- The Canton of Basle is already shareholder for 30% of the Port of Weil .
- Commercial and promotional agreements with the Port of Rotterdam
- **Upper Rhine Ports** : an emerging cooperation in the Upper Rhine region (2012)



30%



A port coalition : the Upper Rhine a connected corridor (2012 – 2014)



EU- Transit Korridor 24



Common Goals

RTE-T : Cooperation of 9 Rhine Ports

- UE Support : Corridor « Code 24 » (50% Grant from 1,7 Mio €)
- Integration within TEN-T Corridors
- Harmonization of traffic statistics and better Knowledge
- Improvement of multimodal Services (Rail and Barges) -
- Common Masterplan and Coordination for Infrastructure Investments
- Reflexion on a common management structure



Conclusion and perspectives :

Upper Rhine, a laboratory for European transports and urban systems

- In the Upper Rhine, **transport system and border are deeply intricate**
- But ... geopolitical tensions did not necessarily affect the traffic expansion, on the contrary.
- **Protected markets** generated by borders has not disappeared 20 years after the Single European Market
- The attention given to the national rivalry opposing the river banks may hide the importance of **upstream-downstream relationship**.
- Opening the national borders leads to **cross border dynamics** on regional and metropolitan levels
- The new cooperation opportunities as **emergent Port coalition** that tends to reinforce an existing polycentric structure ;
- Invention of a new spatial configuration in the Upper Rhine : **from ports as succession of border nodes to a territorial port network**



Thank you for your attention

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