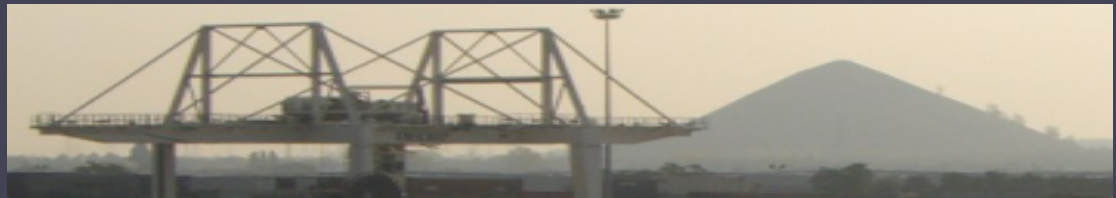


Annual ITTECOP Project Seminar-Transport and Research Arena (TRA).

MULTIMODALES PLATFORMS OF TRANSPORT AND SERVICES



The logistic landscapes of Nord-Pas-de-Calais



Programme • **ITTECOP**
Infrastructures de transports terrestres, écosystèmes et paysages



The interaction of the Delta 3 multimodal platform with the territory

Far from being dematerialized, logistics activities are spatially “anchored”

They occupy large spaces and play a major part in production of territories.

The challenges : understand the interaction of the Delta 3 multimodal platform with the territory in which it occurs: the former mining area Nord Pas de Calais.

Two questions:

- o What are the issues and modes of landscape integration related to the globalized movement of goods?
- o What are the representations and practices related to these logistical areas?



The territory of Nord-Pas-de-Calais is at the heart of European transport flows

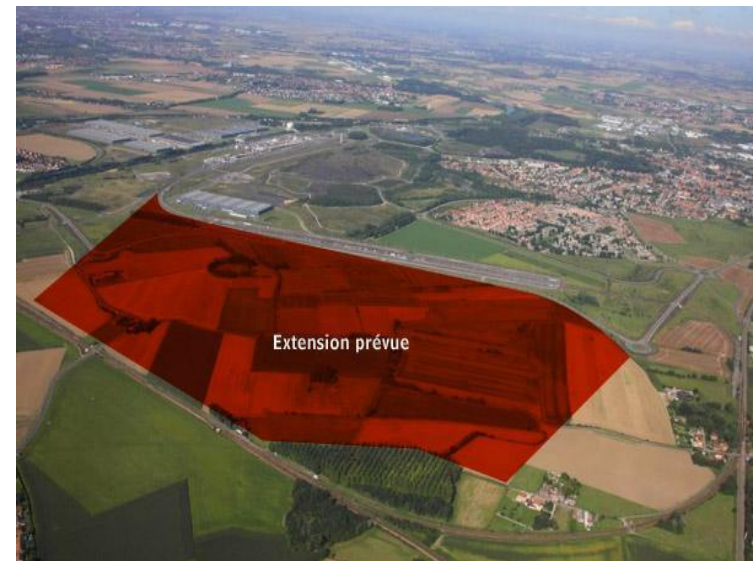


Transportation and logistics are main activity on a regional and metropolitan scale

The Delta 3 multimodal platform and its extension



In operation since 2003 this infrastructure the transhipment of goods between road, waterway and rail, extends over 300 hectares and will soon double its size



Territorial interactions of the delta 3 platform



The platform is located in a landscape marked by mining activity and its heritage (UNESCO).



Slots into a multipolar conurbation community fed by transport infrastructures



The project is part of a territorial context oriented towards "environmental re-conquest"

Problematic

Context

Issues

Results and perspectives

Territorial interactions of the delta 3 platform

The operation has integrated the complete redevelopment of a brownfield site.



But the activities generated produce segmentation of space and congestion



We are at the heart of a contradiction : increase the competitiveness of the territory // give the necessary attention to the environment

Problematic

Context

Issues

Results and perspectives

Research focuses and issues

1st Phase

Inhabitants' representations of the infrastructure, issues of its insertion in the landscape

Linking of the equipment and its facilities to the territory

Expression of local and global issues from the implementation of these infrastructures



2nd Phase

Bring together protagonists on a local and global level, to define collectively the landscape and territorial issues

Problematic

Context

Issues

Results and perspectives

A paradoxe: the logistics activities are omniprésents but seems to be unnoticed

- The development of the logistic represent new constraints (land artificialisation , spatial segmentation , impassable borders)
- But also new opportunities (requalification of slagheaps, new traffic networks)
- These developments do not generate radical opposition. Employment “at any price” is the main justification
- We find a form of opacity between territorial actors and the platform activities
- The territory is not perceived as an area of "globalization», despite his logistic activities

New research perspectives

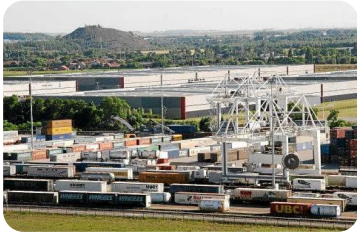
1. The role of logistics infrastructure in the building process of contemporary metropolises

- The definition of the Lille metropolitan area is based more and more on logistical considerations related to the flow of goods and real estate dynamics
- The building process of the "logistics territories" refers to the need to replace it on a metropolitan scale
- Taking into account the historical, political economical links between actors at different scales

2. The equipments linked to flows and circulations: the “landscapes of logistic”

- Building process of logistic spaces induce type s of development s and equipments beyond the plateforme itself
- These development are linked to flows and mobilities of people and goods

In conclusion the “logistics landscapes” would include three dimensions



The infrastructure linked to logistics itself (warehouses, platforms, docks ...)



The Flow infrastructure (traffic routes, motorways, canals, air lanes ...)



The infrastructure related to these flows (supermarkets, hotels, restaurants, service stations)

The analysis of the interaction between these three elements is at the heart of the structuration process for metropolitan territories.

An ethnography of the prevalence of the space of flows, next to the space of place will clarify these “logistics landscapes”

Problematic

Context

Issues

Results and perspectives

Thank you for your attention



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