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H.-L. Dienel

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Towards a European Intermodal Transport Network, Lessons from History

Subject: Terms of References for Working Group 2

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Intermodal European network points : airports, ports, railways stations.

Objectives and methodology

Objectives
Deliverables
Focus

- Diachronological change of intermodality in network points.
- The effect of the intermodality on the networks points as such.

Methodology

Programme

1) Intermodal connectivity in European Transport Network Points : Why so late ?
2) Intermodality of freight network points. From railyway to road connections.
3) Financial and regional aspects of the settlement of intermodal network points : Who gives the money?
4) Capacity problems of network point : Always to small or to big ? , environmental aspects

Project implementation and management

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COST 340 Working group 2.
Intermodal European network points : airports, ports, railways stations.

This report outlines the main orientation for Working Group 2 of COST 340. It develops the objectives of the working group and its research program for the next years.

Objectives and methodology

Objectives

Transitional networks points are crucial for a functioning intermodality of the transport system. The working group focuses on the historical functions and developments of airports, ports and railways stations as intermodal network points in the European transport system. Its main objective is to present a collective expertise to professional experts and policy-makers for the future development of intermodal networks points.

The research focus of WF2 will consist in :
- summarising the existing research
- defining common framework(s) for the comparisons
- identifying leading actors and mechanisms
- proposing methods for the future developments and evaluations of network points

Deliverables

- working group papers
- meeting (symposium) reports
- contribution to the final report of COST 340

Focus

WG2 will focus on :

- Diachronological change of intermodality in network points.

The working group examines historical and contemporary intermodal supply to the customers at networks points. It analyses why and how this offer has been developed since 1945. Which historical visions of the future development of transport have lead to the settlement, localisation, characteristics and modes of operation of those network points Which political visions were predominant ? How important were financial restrictions ?

- The effect of the intermodality on the networks points as such.

Airports, railways stations and ports have become a new type of city on their own, with hotels, conferences hotels, leisure industry, new business and services. Transitional points are now meeting and even living points. The working group intends to observe the mechanism of appearance of this transformation and its consequence on the habits of the customers and on the organisation of the network point.

Catchwords for the subject are :
- Visions, projections, expectations
- Evolution of concepts
- Adequacy between offers, expectations and demands.

Methodology

- The working group conducts its research in an European comparative approach. Case studies and best practice comparisons shall lead to innovative suggestions how to organise intermodality.
- The working group will discuss several case studies, which focus on big and little network points (n.p.), national and internationals n.p., n.p. in cities and in the periphery, successful or failed intermodal n.p..
- The working group conducts its research in an thematic approach, not in an sectorial approach : themes not along ports, airports and railway stations but along visions, financial restrictions, capacity problems etc. The reason for this structure is that visions of the future transport system shaped all concept of specific network points.
- Co-operation between experts of many domains.

Programme

In the years to come, the working group will organise meetings on the following four foci :

- Intermodality of European transport network points : Why so late ?
- Intermodality of freight network points. From railway to road connections.
- Financial and regional aspects of the settlement of intermodal network points : Who gives the money ?
- Capacity problems of network point : Always to small or to big ? , environmental aspects.

The first thematic meeting will be in Berlin, Sept 2001.

1) Intermodal connectivity in European Transport Network Points : Why so late ?

Working Group Meeting , Berlin September, 27-28 2001.

Intermodal connections today are considered a crucial factor for the market position of network points (airports, ports, railway stations) in Europe. Successful European network points like the airports Schiphol, CDG, Frankfurt or Bruxelles, and like the ports Dover, Ostende or Calais can offer efficient, competitive intermodal connections to their customers. However, while Dover, Calais and Ostende 's intermodality between road and ferryboat are present for a long time, the intermodal connections between airports, ports and the railroad were installed in most cases not before the 1980s.
The workshop meeting seeks to address the question, why the responsible actors and organisations in Europe did not recognise the future possibilities of intermodal as crucial for the future development. *Why so late?* is the thematic focus of the workshop meeting. Answers to this question can lead to new insights into mental barriers in strategic network point planning in history and present times.

The workshop meeting should be divided into three sequential sessions.

First Session: Comparative Statistics: Intermodal connections on European n.p.s

- Chronological facts: When did the railroad came to ports, to airports in the different national case studies involved in COST 340?
- Differences between small and big, old and new network points
- Situation of the railroad connection on the airport or on the port : in the centre or at the periphery ?
- Importance of the railroad at the network point (Number of flights or passenger shipping traffic compared to number of trains, number of passengers using the rail connection)

- Perception of different actors (airport authorities, port authorities, airlines, shipping and railway companies)

Second Session: Different hypothesis to answer the question „Why so late?“.

- Perceptions of the passenger habits in the 1960s
- Perceptions of the future of railway passenger transport in the 1960s
- Competition between railway and airlines/airports, between railway and ferryboat companies/ports.

Third Session: Results and concepts for the future

Deliverables

The papers to be given on the working group meeting should fall into one of the three sessions and present national case studies or focus transnationally on special actors (airlines, railways, ministries, associations).

2) Intermodality of freight network points. From railyway to road connections.

During the 30 past years, intermodality in freight network points has turn from a railway connected intermodality to a road connected one. Only some efficient containers terminal like Hamburg or Rotterdam have kept important railway connections. Which are the perspectives for the freight network points ?

3) Financial and regional aspects of the settlement of intermodal network points : Who gives the money?

After having analysed the conditions of introduction and development of intermodality during its first meetings, the working group focuses on financial frameworks of intermodality and of its socio-economical effects.

4) Capacity problems of network point : Always to small or to big ? , environmental aspects

The first meetings concerned the choices to introduce intermodality in network points and their financial aspects. For its last thematic meeting, the working group addresses the problem of capacity planning of network points. Networks points, as specially intermodal ones, seem to be always over- or underdimensioned. The group investigates for instance airports which were already to small within the opening and containters terminals which had a very low rate of use.

The second focus to be treated in this meeting deals with the environmental aspects concerned by the introduction of intermodality.

Project implementation and management

Members

Kay W. Axhausen (CH)	axhausen@ivt.baum.ethz.ch
Laurent Bonnaud (F)	ahicf@club-internet.fr
Hans-Luidger Dienel (D)	dienel@ztg.tu-berlin.de
Claire Dodé (D)	dode@tzg.tu-berlin.de
Ruud Filarski (Nl)	r.filarski@avv.rws.minvenw.nl
Igor Kabashkin (Lt)	Igor.kabashkin@ieee.org
Peter Lyth (Is)	Petelyth@netvision.net.il
Nicolas Neiertz (F)	Neiertz@cnam.fr
Tom Rallis (Dn)	Lisbet@ivtb.dtu.dk
Michael Schmidt (A)	mikes@iccr-international.org
Helmut Trischler (D)	H.Trischler@extern.lrz-muenchen.de

New candidates

The research programme of WG 2 will evolve according o the expertise of newcomers.

Contact us and join our meetings:

Working group chairman :
Dr. Hans-Luidger Dienel
Technical University Berlin
Centre for Technology and Society
Hardenbergstrasse 4-5, HAD 38
D-10623 Berlin
Fon: 0049/30/314-21406
Fax: 0049/30/314-26917
Email: dienel@ztg.tu-berlin.de.

Working group meetings

WG2 will meet at the occasion of all Management Committee meeting and will organise independent meetings. The next meeting will be in Paris, February 2001, at the occasion of the MG meeting.
The next independent meeting of WG2 will be in Berlin on September, 27-28th 2001.

Related COST actions and RTD Framework Programme

COST 318 Interactions between High-Speed Rail and Air Passenger Transport
COST 330 Teleinformatics Links between ports and their Partners
COST 332 Transport and Land-use Policies
COST 310 Freight Transport Logistics
COST 317 Socio-economic Effects of the Channel Tunnel
COST 314 Express Delivery Services
COST 328
COST 335
COST 342

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