



# **Management Committee COST 340**

## **Towards a European Intermodal Transport Network, Lessons from History**

**Subject:** Terms of References for Working Group 3

## **COST 340: Transnational unimodal networks**

### **(Terms of Reference for Working Group 3 [COST 340 - WG3])**

Since the 19<sup>th</sup> century, the history of communication and transport routes can be seen as a succession of several phases, which follow each other in a complex way against the background of a vivid competition. These phases are:

- emergences of roads and inland navigation routes until mid-19<sup>th</sup> century;
- building and emergence of steam-based sea navigation and railways (1830 - 1900);
- development of electric traction in railways and reemergence of inland navigation (end 19<sup>th</sup> - beginning of 20<sup>th</sup> century);
- emergence of roads and highways;
- emergence and considerable growth of air transport;
- emergence of high speed railroads.

Apart from sea and air transport, which from their very start were conceived on a transnational scale, due to their flow characteristics, all other networks were first and foremost conceived within a national framework. On the other hand, the desire to cross borders has never been absent in the first projects and, stimulated by the pressure of traffic flows, international linkages have progressively been created, accompanied mostly by hectic debates. The growth of traffic flows since 1945 and the creation of the EC have increased the need to create transnational infrastructures, some of which still appear to be heavily dependent on past efforts.

WG3 will conduct research along three major trajectories:

1. Success and failure factors of the emergence of a transeuropean transport network.

WG3 will focus on the role of the different economic and social actors who built the transeuropean transport network. This approach from the supply side of the transport network is important because it allows an analysis of the attitudes and influences of these groups upon local, regional, national and european public authorities and institutions. More in particular, the following questions govern this analysis:

- does the competition between transport modes explain a systematic hostility towards every transnational project from those who stay outside of the project?
- which tools do private sector actors, special interest groups and professional organisations have to support or to hamper the integration of transport networks?

This means that also the user perspective should be integrated in this analysis, including the intermediary organisations that claim to represent these users, including associations dedicated to the protection of the environment.

2. A study of national and european projects and public decisions concerning the creation of transnational transport networks.

The analysis of the course of these transeuropean projects will start at their very inception until the decision to implement these projects:

- analysis of different proposals from interested parties;
- analysis of different proposals from the engineering community;

-analysis of transport policy, both of the national states as of the european institutions such as: the Committee of Inland Transport of the ECE, the Committee on Transport of the ECSC from 1952; CEMT (from 1953); EC, European Union and the Directorate-General on Transport (Januari 1959); COMECON for Eastern Europe. The analysis focuses on the recommandations and the initiatives of these institutions and their impact on the national states.

These infrastructures can be considered as the materialized hopes and problems connected with European transport. Participants of WG3 should focus their attention to the European high speed rail network, the motorway system and its expansion towards Eastern Europe, the great transeuropean river network, the airport system (port hierarchy, connection with other airports) and harbor system.

### 3. Infrastructure management.

Mobility and traffic flows are part of a long term planning perspective. For every case study chosen, unimodal transport network analysis should address:

- organisation and strategy of the the management (f.i.: tarification, adaption to market conditions and production logistics);
- management techniques for controlling traffic flows.

It is also important to analyse the changes in the modal split (both in passenger and in freight traffic) and explain these changes in terms of changes in production, distribution and management of flows and technical as well as organizational competitive factors of every transport mode.