

**European Co-operation
in the Field of Scientific and
Technical Research**

COST
Secretariat

COST 340/21

12 March 2001
Hans Liudger Dienel



Management Committee COST 340

Towards a European Intermodal Transport Network, Lessons from History

Subject: Minutes of the 2nd meeting of WG 2, held in Paris on 22 February 2001.

COST 340/21

COST 340
Towards a European Intermodal Transport Network
Lessons from History

Working Group 2: Intermodal Network Points
Second meeting, Paris, February 22, 2001
International Workshop in Berlin, September 27, 2001

Minutes

1. Participants: Barzman (F), Giuntini (I), Pavese (I), Tomsic (SLO), Merger (F), Polino (F), Stalins (B), Schmidt (A), Kabashkin (LV), Fremdling (NL), Dienel (D)
Excused: Trischler (D), Neiertz (F), Axhausen (CH), Lyth (IL), Rallis (DK), Bonnaud (F).
2. Personal introduction of all participants. Research focus and ongoing projects of all participants.
3. Planning of Berlin-Workshop: "Intermodal connectivity at European Transport Network Points : Why so late ?", Berlin, September 27th and 28th.
(preliminary program, we agreed on, see appendix 1)
Further ideas for papers should be send to Hans Dienel up to April 15th
Suggestions for additional invited experts (Radl (A), Küchel (D)) should be send to Hans Dienel.
4. Further ideas, joint EU-projects. (Last call: September 2001).
5. Next conferences of WG 2 (Financing network points, Freight transport network points, Capacity Problems).

Appendix:

Intermodal connectivity at European Transport Network Points : Why so late ?

**COST 340
Towards a European Intermodal Transport Network
Lessons from History
International Workshop in Berlin, September 27, 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 seeks to address the question, why the responsible actors and organisations in Europe did not recognise the future possibilities of intermodality 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 will be co-sponsored by the Arbeitskreis Verkehrsgeschichte of the Deutsche Gesellschaft für Unternehmensgeschichte.

The workshop will be divided into three sessions:

Preliminary program of the workshop

First Session: Analytical Introduction

- Hans-Liudger Dienel (D): Introduction
(Aims of the Workshop, typology of network points (Differences between small and big, old and new network points), Perceptions of different actors (airport authorities, port authorities, airlines, shipping and railway companies) of intermodality)
- Michael Schmidt (A): Intermodality and the EU-Transport Research
(Intermodality as a research focus of the Fifth Framework Program. Preliminary results of the European approach to push intermodal transport networks)

Second Session: Historical case studies:

- Michelle Merger (F): Intermodal connections between Ports and Railway Stations Lyon and Marseille in comparative perspective
- Marc Dierikx (NL): Intermodal connections between Airports and Railway Stations Schiphol, Paris CDG, Frankfurt and Heathrow since 1960

Third Session: Contemporary concepts

- Maria Tomsic (SLO): Interconnectivity between Ports and Railway Stations in Slovenia: Plannings Rijeka (in comparison to Trieste and .
- Igor Kabashkin (LV): Intermodality of Riga Airport
- Tom Rallis (DK): Skandinavian Airports and the Railways

Participants

Prof. Dr. Kay W. Axhausen (CH)	axhausen@ivt.baum.ethz.ch
Laurent Bonnaud (F)	ahicf@club-internet.fr
Dr. Hans-Luidger Dienel (D)	dienel@ztg.tu-berlin.de
Claire Dodé (D)	dode@ztg.tu-berlin.de
Dr. Ruud Filarski (NL)	r.filarski@avv.rws.minvenw.nl
Dr. Igor Kabashkin (Lt)	igor.kabashkin@ieee.org
Dr. Peter Lyth (Is)	Petelyth@netvision.net.il
Dr. Nicolas Neiertz (F)	Neiertz@cnam.fr
Prof. Dr. Tom Rallis (Dn)	Lisbet@ivtb.dtu.dk
Michael Schmidt (A)	mikes@iccr-international.org
Prof. Dr. Colin Divall (UK)	Cd11@york.ac.uk
Dr. Michelle Merger (F)	Mimerger@tin.it
	Ahicf@club-internet.fr
Prof. Dr. Rainer Fremdling (NL)	r.r.fremdling@eco.rug.nl
Dr. John Barzman (F)	John.barzman@univ-lehavre.fr
Dr. Marc Dierikx (NL)	scriptua@worldonline.nl
Mojca Tomsic (SLO)	Mojca.tomsic@prometni-institut.si
Hans-Ulrich Schiedt (CH)	Hschiedt@ivs.unibe.ch
And 10-15 more invited participants	

Contact :

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.
www.ahicf.com/cec/cost340.html

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