



Management Committee COST 340

Towards a European Intermodal Transport Network, Lessons from History

Subject: Minutes of the 3rd Meeting of Working Group 1, held in Berlin on 28
September 2001

MINUTES WG 1, 3RD MEETING, BERLIN, 28 SEPTEMBER 2001

“ Transport Networks examined in the long term and at the scale of integrated networks and general movement’s axes ”

1. Opening and welcome :

The 3rd meeting of the WG 1 took place at the European Centre for Government and Public Policy of the Technical University Berlin, Rheinbabenallee 49, on the 28th September 2001 from 9:00 to 11:00.

Attendees :

Prof. Barzman (F), Dr. Cuncev (RO), Dr. Dipl. Ing. Dienel (D), Dr. Dierikx (NL), Dr. Filarski and Prof. Dr. Fremdling (NL), Ms. James (F), Dr. Kabaskins (Let.), Mr. Kersten (D), Prof. Dr. Mata (P), Dr. Merger (F), Dr. Ing. Mom (NL), Ms. Polino (F), Dr. Rallis (DK), Mr. Schmidt (A), Mr Stalins (COST Transport Secretariat), Prof Dr. Tissot (CH), Dr. Tomsic (SLO), Dr. Trichsler (D) attended the meeting chaired by Dr. Bonnaud (F).

Prof. Carreras (E), Dr. Ferreira da Silva (P), Prof. A. Giuntini and Cl. Pavese (I) excused themselves from attendance.

Please note that Mr. Dinobl (A) withdrew from COST 340.

2. Adoption of the agenda :

The agenda of the current meeting and the minutes of the 2nd WG 1 meeting, held in Paris on 23rd February 2001, have been dispatched beforehand to all members of the group and did not prompt any comments.

Dr. Cuncev expresses the difficulty to invite new members for the action, due to the limits set on its funding. Dr. Dienel insists on the importance of national delegates for the promotion of the action, and on the possibility to integrate members of research programs who have already received a financial support.

At the request of Dr. Cuncev, the WG1 objectives are summarised. These are presented in the Terms of Reference of 20th September 2000 and have been discussed during the 2nd WG 1 meeting, held in Paris on 23rd February 2001¹. **The WG1 concentrates on long-term developments of intermodal corridors and their integration into existing transport networks.** We should endeavour to offer a general view, as balanced as possible, of the main North-South and East-West axes. Short-term objective is to present a set of 10 to 12 papers in Lisbon in May 2002, whose conclusions will be discussed at the 13th IEHC (International Economic History Congress) in Buenos-Aires, in July 2002, and published. Mainlines are :

- 2001-2002 : corridors and networks supply.
- 2002-2003 : infrastructure finance.
- 2003-2004 : set of proposals.

¹ L. Bonnaud, *How high the moon : intermodal ground transport at European scale, lessons of history*, COST 340/10, 20th September 2000.

We regret the absence of Italian and Spanish delegates at the meeting. Mr. Stalins insists on the importance of involving national delegates in the action. There can not be any continuity and efficiency without them.

3. Information on new members or institutions to join WG 1 :

- Prof. Mata evokes relations between Portugal and Spain as a possible topic. She recommends Prof. J. Hernandez Andreu, History and Economic Institutions Professor at University Complutense of Madrid.
- Dr. Cuncev suggests the name of Dr. Mateu Turro. Since the 2nd WG 1 meeting, Dr. Bonnaud has presented the COST 340 action to Dr. Turro, who cannot join at this stage.
- Prof. Barzman will contact Martin Soppe and Olivier Joly, who prepare a PhD in Geography at the CIRTAI (CNRS), University of Le Havre.
- Dr. Dienel recommends closer relationships between COST 340 and the Interdisciplinary Centre for Comparative Research in the Social Sciences (ICCR) in Vienna. Mr. Schmidt will contact the ICCR as well as the TINA Program.
- Prof. Dr. Fremdling suggests to contact Prof. Andreas Kunz, of the University of Mainz, who works on computerised cartography and transport systems, especially water transport. Prof. Kunz has already been contacted at the beginning of the action and said he could not join, but this new proposal is welcome. Dr. Fremdling will also contact Belgian experts of the Antwerpen to Köln line and recommends Prof. Bart van der Hertten, University of Louvain.
- Dr. Trichsler raises the question of German inter-war intermodal transport policy, and may contact scholars doing research on this topic. He reminds the attendants of the European Science Foundation research program “ Tensions of Europe : technology in the making of 20th century Europe ” led by the Foundation for the History of Technology. Co-ordinated by Dr. Mom, scientific project secretary, this program has adopted the same calendar as COST 340 (2000-2004) and offers many common topics. Dr. Trichsler also offers to contact Arne Kaijser (Royal Institute of Technology, Stockholm), who is responsible for the chapter: "Development of the large technical systems".
- Prof. Tissot states that the Swiss National Research Fund has accepted the research program on international axes through the Swiss Alps, which could integrate intermodal questions. In this program are involved the Institute of Transportation, Traffic, Highway- and Railway-Engineering (IVT) of the Swiss Federal Institute of Technology (ETH) in Zürich (Prof. K. Axhausen), the Institute for the Inventory of Historical Traffic Routes in Switzerland (IVS) of the University of Berne (H.P. Schneider) and the Institute of History of the University of Neuchâtel (Prof. L. Tissot).

4. Report on ongoing research :

As the COST 340 project proceeds with its 1st conference due to take place in Lisbon in May 2001, the attendees committed themselves to deliver an essay by the end of 2001 on the following topics:

- Prof. Dr. Fremdling reports on recent debates about the Betuwe Line (TEN 14) connecting Rotterdam harbour to its German hinterland, particularly considering competition and alternatives to freight corridors. The Betuwe line is still a subject of debates, and Prof. Dr. Fremdling traces this opposition back to the 19th century.

Moreover, he signals the importance of the Antwerpen to Köln line, and the research recently done by Belgian transport historians on this topic.

- Dr. Rallis presents the paper he submitted on international corridors, the history of ferries and missing links over the Öresund, Great Belt and Small Belt as well as the projected Fehmarn link between Denmark and Germany. Prof. Krantz and Dr. Andersson-Skog (S) have not associated themselves to the research yet.
- Ms. Tomsic presents her research on intermodal connections to Slovenia, focussing on European Corridors V and X and their consequences for the Slovenian harbour of Koper. The intermodal feeder policy of Koper harbour is of particular interest as an element of co-operation or competition with Trieste for connections to the Central European hinterland.
- Dr. Bonnaud confirms his paper to come on the Channel fixed link as an intermodal system and freight traffic developments since the opening.
- Dr. Dienel recalls the case of the East-West Europe transit through Switzerland, on which no study has been offered, and suggests to include in the WG1 programme an international comparison of High Speed Trains, which may fall also into the WG3 field of study.

In addition to this, more contacts will be held to involve new members into the WG 1 in order to cover the gaps in current research, which concerns mainly German and Swiss intermodal transport.²

Last, we should consider that intermodal Operators, some of them listed being quoted in the Terms of Reference, offer focused case studies for experts in each participating country.

Bibliography :

The existing bibliography of WG 1 will be merged with other bibliographies of the COST 340 program, in order to provide a standardised set of references. This will be published in a separate volume in due time for the Lisbon conference.

List of concepts :

A list has been communicated to all WG members in March 2001 (see doc. COST 340/22). Dr. Cuncev would rather advise using existing official definitions. However, the research carried on up to this point shows clearly that there is still no standardisation of the concepts used in this field, the meaning of which is likely to change following the language, the time and the place. Moreover, a critical work on definitions is expected from all team members as a part of their research. Dr. Dienel advises that the COST 340 perspective as a whole should be presented in a critical glossary which may be considered as one of the results of the action as well as the bibliography.

² After the meeting, Dr. Kabaskins proposed to write a contribution on the Baltic Countries and European intermodal corridors.

5. Planning of next meeting :

The 4th WG1 meeting will be held in Lisbon in May 2002. The next workshop, due to take place in Lisbon after the conference, will offer an opportunity to discuss the publication of the WG1 essays and the new contacts having been established.

The WG 1 research will be presented at the 13th International Economic History Congress of Buenos Aires, in July 2002.

6. Additional items :

Dr Dienel informs the attendees about a program currently undertaken by the German Ministry of Research called “ Transport research. A German perspective ”. It aims at presenting European Transport research policies at a national level.

Laurent Bonnaud