



# **Management Committee COST 340**

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

**Subject:** Minutes of the 4<sup>th</sup> Management Committee meeting held in Berlin on 28 September 2001.

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The 4th Management Committee meeting took place on 28 September 2001 in Berlin under the chairmanship of Mrs. Merger, Chairman of the Committee.

The meeting was hosted by the *Europäisches Zentrum für Staatswissenschaften und Staatspraxis*.

Working Group meetings were held just before the MC meeting, respectively on 26, 27 and 28 September 2001. On 27 September the WG 2 meeting was organised as a Symposium entitled "Why so late?". This symposium was co-organised with the *Gesellschaft für Unternehmensgeschichte e.V.* and involved speakers from that organisation.

## **1. OPENING**

Mrs. Merger welcomed the participants and presented the apologies of the following members who could not participate in the third MC meeting: Mr. Efstathiadis (Greece), Mr. Andrea Giuntini and Mr. Claudio Pavese (Italy), Mr. Albert Carreras (Spain), Mr. Olle Krantz and Mrs. Lena Andersson-Skog (Sweden) and Mr. Colin Divall (United Kingdom).

Delegates attended the MC meeting from the following signatory countries: Austria, Denmark, France, Germany, Latvia, the Netherlands, Portugal, Romania, Slovenia and Switzerland. The list of participants is attached [see attachment 1].

## **2. ADOPTION OF THE AGENDA**

The agenda was adopted as proposed in the invitation [see attachment 2].

## **3. APPROVAL OF THE MINUTES OF THE 3<sup>RD</sup> MC MEETING**

The minutes of the 3<sup>rd</sup> Management Committee meeting were approved without amendments (see document COST 340/19).

## **4. INFORMATION FROM THE CHAIR, THE SECRETARIAT AND THE DELEGATIONS**

### **4.1. Information from the Chair**

Mrs. Merger expresses her disappointment to see that some delegates were not able to attend the meetings although these are planned long time in advance. Mr. Stalins made the same statement and reminded those present at the meeting, that to be successful the Action needed to have full participation of all the delegates of the signatory countries. He also underlined that the Memorandum of Understanding (see document COST 340/01) would be the reference grid on the basis of which the *Technical Committee on Transport* will assess the results of COST 340 when the Action will be completed. A panel of independent expert, who will not only assess the scientific results of the Action but also the management of the Working Groups and the Management Committee, would do this. In that respect not taking actions towards those signatory countries not taking part in the MC and WG meetings would be seen as bad management of the Action. In addition it was underlined that this

situation might undermine the Action by a lack of resources and be an obstacle to access information in some countries.

#### **4.2. MoU signatories**

Mr. Stalins reported that at the time the meeting was taking place, fifteen countries had signed the MoU. These are as follows:

- 01/02/00 Denmark  
France  
Germany  
Spain
- 02/02/00 Italy
- 28/02/00 Latvia
- 08/03/00 United Kingdom
- 15/03/00 The Netherlands
- 16/03/00 Slovenia
- 17/03/00 Romania
- 07/04/00 Switzerland
- 10/05/00 Austria
- 06/09/00 Greece
- 06/06/2001 Sweden
- 13/09/2001 Portugal

Mr. Stalins reminded also that if Mr. Lyth wishes to participate in COST 340, he should take action for having Israel introducing a formal request to sign the COST 340 MoU.

#### **4.3. Situation of the COST Transport secretariat**

Mr. Stalins reported on the ongoing changes at the Commission, which are twofold. One concerns the COST Transport secretariat and the second concerns DG TREN.

As regard the COST Transport secretariat, Mr. Stalins informed the Committee that the secretariat would soon be relocated from DG TREN into DG RTD following an agreement between the Director Generals of these two DGs. This relocation should take place in October. COST Transport would be located in the unit of DG RTD in charge of COST, i.e. Directorate B, unit B5.

It was also reported that the relocation of COST into DG RTD would have a positive impact on the possibilities of using the available budget, as it will enable again to support short term scientific missions, printing of reports and co-financing events. It should be noted that this does not mean that more money would be available for each Action.

Mr. Stalins indicated that the new financial scheme he had proposed to set in place would not be implemented for the moment. Nevertheless, he indicated that DG RTD had expressed a lot of interest for that approach and had been associated to its

preparation. An implementation of that system in DG RTD would nonetheless, required some time, as both the financial and legal services would have to validate it.

In addition, Mr. Stalins also reported on the future developments of the support provided to COST by the Commission. He indicated that in its proposal for the specific programmes to be adopted under the umbrella of the 6<sup>th</sup> Framework Programme, the Commission is proposing that the Member States create an organisation that would take over the responsibility to run the COST secretariat. That organisation would then receive a budgetary allocation provided by the budget of the Framework Programme. This new approach would normally be operational with the start of the 6<sup>th</sup> Framework Programme in January 2003.

As regard DG TREN, Mr. Stalins indicated that a new reorganisation had taken place in the very first days of July. The former unit B4 had disappeared and is replaced by a new unit B4 dealing with intermodality and logistic. COST Transport was temporally located in that unit.

#### **4.4. Miscellaneous**

Mr. Stalins indicated that at its last meeting on 6/7 June, the COST Committee of Senior Officials had approved the request for membership of the Republic of Yugoslavia. Yugoslavia is the 34<sup>th</sup> member country of COST.

He also reported on the recent adoption of the new Commission's White Paper on the Common Transport Policy entitled *European transport policy for 2010 : time to decide*. This document can be downloaded from the DG TREN web site at the following URL: [http://europa.eu.int/comm/dgs/energy\\_transport/index\\_en.html](http://europa.eu.int/comm/dgs/energy_transport/index_en.html).

#### **4.5. Secretariat of COST 340**

Finally Mr. Stalins indicated that he would be leaving the COST secretariat very soon. Therefore, Mr. Jan Spousta (email: [jan.spousta@cec.eu.int](mailto:jan.spousta@cec.eu.int)), detach national expert from the Czech Ministry of Transport, would take over the secretariat of COST 340.

### **5. PROGRESS OF THE WORK**

#### **5.1. Working Group 1 – Transport Networks examined in the long term and at the scale of integrated networks and general movement's axes**

Mr. Bonnaud, WG leader, chaired the WG 1 meeting.

The main item on the agenda was to undertake a review of ongoing research activities carried out by the members of the WG. The following subjects were mentioned:

- Mr. Rallis – Intermodal freight transport in Scandinavia, existing and missing links;
- Mrs. Tomšič – The Slovenian corridors 5 and 10 (road and rail);

- Mr. Fremdling – The Betuwe line in the Netherlands, which is one of the TEN-T priority projects;
  - A paper on railways;
- Mr. Bonnaud – The Channel tunnel (freight & passenger);
- Mr. Dienel – Transport research policy in other European countries – German perspective;

It was also mentioned that the next WG 1 meeting would be organised in Lisbon.

## **5.2. Working Group 2 – Transnational networks nodes from the intermodality angle and their connections to other existing transeuropean and intermodal infrastructures modes**

The Symposium that took place the day before was considered as the WG 2 meeting. The next one will take place in Lisbon, back to back with the 5<sup>th</sup> MC meeting and the COST 340 Conference.

Mr. Dienel indicated that a preliminary version of the proceedings of the Berlin's Symposium would be circulated soon after the meeting. He indicated that the final version of the papers presented at the symposium should arrive for the end of the year. The final version of the proceedings would be send to the publisher 10 weeks later to the publisher in order to have it printed before the summer 2002. If necessary Authors would be provide with remarks, on a bilateral basis, in order to optimise the coherent structure of the text. Mr. Dienel indicated that his colleague, Mrs. Anne Meyer-Rath (e-mial: [a-m-r@web.de](mailto:a-m-r@web.de)) would review the manuscript and contact them if necessary.

## **5.3. Working Group 3 – How transnational unimodal networks behave in the long term**

In the absence of Mr. Fremdling and Mr. Mom, Mr. Dienel chaired the WG 3 meeting. The content of the meeting had to be adapted due to the absence of several members. It was noted that this situation should be avoided in the future as this is severely undermining the progress of the work.

Following a proposal made by Mr. Dienel, those present at the meeting reflected on the possible structure of a first report that could be published by COST 340, i.e. a comprehensive volume of national bibliographies and literature survey produced by the signatory countries. This would be based on the documents bearing the reference COST 340/17 and COST 340/18. This book will contain *inter alia* one chapter per signatory country. These chapters would be organised as follows:

- Before the steam age;
- Transport history before the 1<sup>st</sup> World War;
- Between the two World Wars;
- Until 1990;
- From 1990 onwards.

There will be also a general introduction and a conclusion giving a European perspective.

#### **5.4. Working Group 4 – Transport clients and users behaviour, intermodality modes and practice in travellers transnational movements**

No meeting was held for that WG.

#### **5.5. Working Group 5 – Dissemination**

In the absence of Mr. Dival, WG 5 leader, Mrs. Polino gave some information on the work to be done by WG 5.

It was mentioned that WG 5 would have to play a role in the 1<sup>st</sup> COST 340 conference in Lisbon, as this would be one of the first large event where to advertise the activities and promote the results of COST 340.

It was confirmed that there would be a dedicated session on COST 340 in the framework of the 13<sup>th</sup> *International Economic History Congress* in July 2002 in Buenos Aires. This would take the form of two sessions of 1.5 hrs.

Finally it was noted that the text of the public COST 340 Internet page should be updated. That text would also be used for generating the COST 340 leaflet, to be printed as part of the next edition of the COST Transport brochure. In view of the events in 2002 where the Action would be promoted, this should be seen as a priority.

### **6. PLANNING OF FUTURE MEETINGS**

The following meetings were planned in 2002:

- 23<sup>rd</sup> May                      Lisbon                      WGs                      9.00 – 12.30
- “                                      “                                      WGs                      14.00 – 16.00
- “                                      “                                      5<sup>th</sup> MC                      16.00 – 18.00
- 24<sup>th</sup>/25<sup>th</sup> May                      “                                      1<sup>st</sup> Conference
- 21<sup>st</sup>/23<sup>rd</sup> November              Neuchatel                      WGs & 6<sup>th</sup> MC

### **7. COST 340 CONFERENCE IN LISBON IN 2002**

Prof. Mata confirmed that the 1<sup>st</sup> COST 340 Conference would take place in Lisbon on 24<sup>th</sup> and 25<sup>th</sup> May 2002.

According to the COST 340 MoU, this first conference title is *Towards a European Transport System: Long Term Perspectives*.

During the WG meetings the following tentative programme was established:

1<sup>st</sup> session – Concept of intermodality (through inventory & historiography)

- Ch. Bouneau & B. Marmot
- G. Ribeill
- L. Bonnaud
- O. Ricard

2<sup>nd</sup> session – Unimodal networks

- G. Ribeill
- R. Fremdling
- I. Cucev
- L. Tissot
- C. Pavese
- M. Merger

3<sup>rd</sup> session – Case studies (corridors + nodal points)

- T. Frey
- M. Tomsic
- R. Fremdling
- T. Rallis
- I. Cucev
- S. Zeilinger

## **Appendix 1. LIST OF PARTICIPANTS**

### **Appendix 1 - 1. MC members & observers**

- John Barzman (F)
- Laurent Bonnaud (F)
- Ioan Cuncev (RO)
- Hans-Liudger Dienel (D)
- Marc Dierikx (NL)
- Ruud Filarski (NL)
- Rainer Fremdling (NL)
- Elisabeth James (F)
- Igor Kabāškins (LV)
- Rüdiger Kersten (D)
- Maria Mata (P)
- Michèle Merger (F)
- Gijs P.A. Mom (NL)
- Marie-Noëlle Polino (F)
- Tom Rallis (DK)
- Michael Schmidt (A)
- Laurent Tissot (CH)
- Helmuth Trischler (D)
- Mojca Tomšič (SLO)

### **Appendix 1 - 2. COST Secretariat**

- Philippe Stalins

## **Appendix 2. DRAFT AGENDA OF THE 4<sup>TH</sup> MC MEETING**

- 1. OPENING & WELCOME**
- 2. ADOPTION OF THE AGENDA**
- 3. APPROVAL OF THE MINUTES OF THE 3<sup>RD</sup> MC MEETING (DOCUMENT COST 340/19)**
- 4. INFORMATION FROM THE CHAIR, THE SECRETARIAT AND THE DELEGATIONS**
  - Signature of the MoU;
  - Situation of the COST Transport secretariat;
  - Financing of the Action;
- 5. PROGRESS OF THE WORK**
  - 5.1. Report from the Working Groups meetings**

The WG leaders, i.e. Mr. Bonnaud, Mr. Dienel, Mr. Filarski, Mr. Tissot and Mr. Dival, will report on the work done by their respective WGs.
  - 5.2. Participation in the working groups**

New delegates will be invited to indicate in which Working Group(s) they intend to participate. Please note that Working Group members are not only MC delegates, but also experts involved in the work at national level who might participate temporarily or permanently in COST 340 activities.
- 6. PLANNING OF THE MEETINGS IN 2001**

On the basis of the needs of the Working Groups and the MC, an indicative planning of meetings will be prepared. It will be discussed and approved at the MC meeting.
- 7. COST 340 CONFERENCE IN LISBON IN 2002**

The MC will have to discuss and decide on the dates, structure, content of the conference that is planned in 2002 in Lisbon.
- 8. MISCELLANEOUS**