

RAILS &
HISTOIRE

Association pour l'histoire des chemins de fer



RAILS &
HISTOIRE

Association pour l'histoire des chemins de fer



Partner for the Event / Partenaire Événement :



Partners for the Programme / Partenaires Programme :

Partenaire « Étoile du Nord » :

RISE CONSEIL

Partenaire « Étoile du Nord » :

M. Christian Cambier

RAILS &
HISTOIRE

Association pour l'histoire des chemins de fer

Rails et histoire - French Railway Historical Society

9, rue du Château-Landon F-75010 Paris
Tél. / phone: +33 (0)1 5820 5101 - Website: www.ahicf.com
Non-profit association under the French law:
J.O. du 10 juin 1987 - Siret : 398 541 375 00034 – APE 9499Z

Twenty Years under the Channel, and beyond? Rethinking Migrations and Borders

***Vingt années sous la Manche, et au-delà ?
Repenser les migrations et les frontières***

Fourth International Conference

Roundtable

held in Brunel University London, Uxbridge campus, Darwin Room,
Hamilton Suite.

Wednesday, 12 October 2016, 13:45-18:00

Quatrième rencontre internationale

Table ronde

Accueillie par l'Université Brunel de Londres, campus d'Uxbridge,

Salle Darwin, Hamilton Suite.

Mercredi 12 octobre 2016 de 13 h 45 à 18 h

RAILS &
HISTOIRE

Association pour l'histoire des chemins de fer

Rails et histoire - French Railway Historical Society

9, rue du Château-Landon F-75010 Paris
Tél. / phone: +33 (0)1 5820 5101 - Website: www.ahicf.com
Non-profit association under the French law:
J.O. du 10 juin 1987 - Siret : 398 541 375 00034 – APE 9499Z

PROGRAMME

13:30/13 h 30 Registration and Welcome / Accueil des participants

13:45/13 h 45 Opening/ Ouverture

David AZÉMA, Chairman, Rails et histoire
Dr Naomi PERCIVAL, Special Collections Librarian
Channel Tunnel Archive, Brunel University

14:00/14 h **Session 1: A new Border under the Sea**

Première séance : Une frontière construite sous la mer

Opening speech and Chair/Allocation d'ouverture et présidence :

Professor Michel FOUCHER, Titulaire de la chaire de géopolitique appliquée, Collège d'études mondiales, Fondation Maison des Sciences de l'Homme

Discussant / Rapporteur : Dr Alison CARROL, Senior Lecturer in European History, Department of Politics, History & the Brunel Law School, Brunel University London, member of the steering Committee for the roundtable

● **Dr Federica INFANTINO**, Chargée de recherche FNRS, Université libre de Bruxelles, Groupe de recherche sur les relations ethniques, les migrations et l'égalité (GERME), and Junior Research Fellow, Wolfson College, University of Oxford

● **Dr Katja SARMIENTO-MIRWALDT**, Senior Lecturer in Politics, Brunel University London

15:00/15 h Discussion and Chair conclusion

15:30/15 h 30 **Session 2: Migration trends across the Channel**

Deuxième séance : L'évolution des migrations Transmanche

Chair/Sous la présidence de : Professor Helen DRAKE, Professor of French and European Studies, Jean Monnet Chair in European Integration, Chair of UACES, Loughborough University, Member of the Scientific Board of Advisers for the Programme **Twenty years under the Channel, and beyond?**

Discussant / Rapporteur : Dr Laurent BONNAUD, Programme manager, member of the steering Committee for the roundtable

● **Dr Daniel GORDON**, Senior Lecturer in European History, Edge Hill University

● **Dr Ed NAYLOR**, Leverhulme Early Career Fellow, School of Languages and Area Studies, University of Portsmouth

16:30/16 h 30 Discussion and Chair conclusion

Conclusion **Dr Alison CARROL**

17:00/17 h Wine Reception hosted by Brunel University

18:00/18 h End of the conference / Fin de la journée

GENERAL INFORMATION / INFORMATIONS PRATIQUES

Publicity / Publicité des débats :

A summary of the proceedings will be published online / Un résumé des débats sera publié sur le site de Rails et histoire.

Audio records of the roundtables will be available online – the audience discussions will not be published / L'enregistrement des tables rondes sera accessible en ligne – les débats qui les suivent ne seront pas publiés.

● **Registration through our website / Inscription sur notre site Internet**

Registration is free on a first come-first served basis but **must** be arranged in advance: / **Entrée gratuite** dans la limite des places disponibles, **inscription obligatoire** : www.ahicf.com

● **Contact**

Contact for the conference and for the **Twenty years under the Channel, and beyond? Programme / Secrétariat du colloque et coordination du programme **Vingt années sous la Manche, et au-delà ?** :** 20yearschnnel@ahicf.com

● **Conference venue / Lieu du colloque**

Brunel University London <https://www.brunel.ac.uk/about/finding-us>
Kingston Lane, Uxbridge, Middlesex, UB8 3PH, Royaume-Uni

By car/En voiture : Sat Nav users: Please enter the road address (Kingston Lane) and the postcode (UB8 3PN). You will be directed to Kingston Lane, which is close to our main entrance. From there, please follow the signs

By underground / Par le métro: Take the **westbound Metropolitan Line to Uxbridge** (approx. 40 mins from Baker Street station). Or take the **westbound Piccadilly Line to Uxbridge** (approx. 45-50 mins from Earl's Court station). You can then take a taxi, bus or walk to campus (one mile).

By train/ Par le train : **West Drayton** (First Great Western Link) is the nearest mainline station, approx 1.5 miles from the campus. Services run from London Paddington (approx. 20 mins journey time) or from the West (Bristol). **West Ruislip Station** (Chiltern Railways) is the mainline service from London Marylebone (approx. 20 mins journey time) and the North (Aylesbury, Banbury and Birmingham) and is approx. 4 miles from the campus.

RAILS &
HISTOIRE

Association pour l'histoire des chemins de fer

Rails et histoire - French Railway Historical Society

9, rue du Château-Landon F-75010 Paris
Tél. / phone: +33 (0)1 5820 5101 - Website: www.ahicf.com
Non-profit association under the French law.
J.O. du 10 juin 1987 - Siret : 398 541 375 00034 – APE 9499Z

RAILS &
HISTOIRE

Association pour l'histoire des chemins de fer

Rails et histoire - French Railway Historical Society

9, rue du Château-Landon F-75010 Paris
Tél. / phone: +33 (0)1 5820 5101 - Website: www.ahicf.com
Non-profit association under the French law.
J.O. du 10 juin 1987 - Siret : 398 541 375 00034 – APE 9499Z

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders

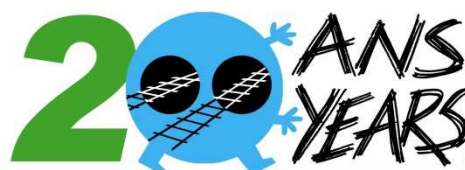
Vingt années sous la Manche, et au-delà :
Repenser les migrations et les frontières
International Roundtable, 12 October 2016



With the support of Brunel University London

**RAILS &
HISTOIRE**

Association pour l'histoire des chemins de fer



Vingt années sous la Manche, et au-delà
Twenty years under the Channel, and beyond





TABLE OF CONTENTS / SOMMAIRE

1 - THE CONFERENCE

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders

Vingt années sous la Manche, et au-delà : repenser les migrations et les frontières

- Foreword / Présentation générale 1
- Conference programme / Programme du Colloque..... 2
- Introduction to the Roundtable / Introduction au débat..... 3
- Speakers' bios / Présentation des intervenants..... 5

2 - THE PROGRAMME

Twenty Years under the Channel, and beyond ?

Vingt années sous la Manche, et au-delà ?

- The research and events programme, 2014-2016 8
- Le programme de recherche, 2014-2016 11

3 - WHO'S WHO

The authors and Sponsors of the Programme

Les acteurs et les partenaires du programme

- Rails et histoire 14
- Partners for the Programme / Partenaires Programme..... 16
- Partner for the Event /Partenaire Événement 16
- Special thanks / Remerciements 17

● **Contact**

Contact for the conference and for the 'Twenty years under the Channel, and beyond?' Programme:

Secrétariat du colloque et coordination du programme « Vingt années sous la Manche, et au-delà » :

20yearschnnel@ahicf.com

- **Rails et histoire - French Railway Historical Society** - 9, rue du Château-Landon F-75010 Paris
Tél./phone: +33 (0)1 5820 5101 - Website: www.ahicf.com - Contact for the Programme 20yearschnnel@ahicf.com
Non-profit association under the French law : J.O. du 10 juin 1987 - Siret : 398 541 375 00034 – APE 9499Z

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders

Vingt années sous la Manche, et au-delà : Repenser les migrations et les frontières

Fourth International Conference - Roundtable

Held in Brunel University London, Uxbridge campus, Darwin Room, Hamilton Suite
Kingston Lane, Uxbridge, Middlesex, UB8 3PH, United Kingdom

Wednesday, 12 October 2016, 13:45-18:00

Quatrième colloque international – Table ronde

*Accueillie par Brunel University London, Uxbridge campus, Darwin Room, Hamilton Suite
Kingston Lane, Uxbridge, Middlesex, UB8 3PH, Royaume-Uni*

Mercredi 12 octobre 2016 de 13 h 45 à 18 h

Rails et histoire, in partnership with **Brunel University London**, dedicates the 4th international conference in its research programme **Twenty years under the Channel, and beyond?** to **Rethinking Migrations and Borders** on 12 October 2016 in Brunel University London.

The main objective of the roundtable is to bring long term perspective into the history of **migrations** and to contribute to a careful assessment of the role played by a major infrastructure and transport system –The Channel Tunnel– in their development. The **border**, together material and immaterial, which was implemented when the tunnel replaced the sea as a limit between two countries, also deserves some thought after more than twenty years of continuous operation.

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders is the 4th international event on the agenda of the research programme **Twenty years under the Channel and beyond?**, an initiative of **Rails et histoire**, the French railway historical agency. These meetings bring together high-level academics, political and corporate decision-makers, professionals active in the transport sector, experts and Channel Tunnel project “veterans”. Together, they draw lessons from their various experiences with the biggest infrastructure project completed to date in order to update knowledge and references and stimulate a critical reflection on major infrastructure and railway services. The proceedings are made available online and open to discussion in a transdisciplinary approach.

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders

Vingt années sous la Manche, et au-delà : Repenser les migrations et les frontières

PROGRAMME

13:30/13 h 30 Registration and Welcome / Accueil des participants

13:45/13 h 45 Opening/ Ouverture

David AZÉMA, Chairman, Rails et histoire

Dr Naomi PERCIVAL, Special Collections Librarian
Channel Tunnel Archive, Brunel University

14:00/14 h Session 1: A new Border under the Sea

Première séance : Une frontière construite sous la mer

Opening speech and Chair/Allocation d'ouverture et présidence :

Professor Michel FOUCHER, Titulaire de la chaire de géopolitique appliquée, Collège d'études mondiales, Fondation Maison des Sciences de l'Homme

Discussant / Rapporteur : Dr Alison CARROL, Senior Lecturer in European History, Department of Politics, History & the Brunel Law School, Brunel University London, member of the steering Committee for the roundtable

● **Dr Federica INFANTINO**, Chargée de Recherche FNRS, Université Libre de Bruxelles, Groupe de Recherche sur les relations ethniques, les migrations et l'égalité (GERME), and Junior Research Fellow, Wolfson College, University of Oxford

● **Dr Katja SARMIENTO-MIRWALDT**, Senior Lecturer in Politics, Brunel University London

15:00/15 h Discussion and Chair conclusion

15:30/15 h 30 Session 2: Migration trends across the Channel

Deuxième séance : L'évolution des migrations Transmanche

Chair/Sous la présidence de : Professor Helen DRAKE, Professor of French and European Studies, Jean Monnet Chair in European Integration, Chair of UACES, Loughborough University, Member of the Scientific Board of Advisers for the Programme **Twenty years under the Channel, and beyond?**

Discussant / Rapporteur : Dr Laurent BONNAUD, Programme manager, member of the steering Committee for the roundtable

● **Dr Daniel GORDON**, Senior Lecturer in European History, Edge Hill University

● **Dr Ed NAYLOR**, Leverhulme Early Career Fellow, School of Languages and Area Studies, University of Portsmouth

16:30/16 h 30 Discussion and Chair conclusion

Conclusion Dr Alison CARROL

17:00/17 h Wine Reception hosted by Brunel University

18:00/18 h End of the conference / Fin de la journée

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders *Vingt années sous la Manche, et au-delà : Repenser les migrations et les frontières*

Introduction to the Roundtable / Introduction au débat

The Roundtable, the 4th international event on the agenda of the research programme **Twenty years under the Channel and beyond?**, asks the question of the impact of the Channel Tunnel and the related multimodal international transport system on migrations and frontiers between the United Kingdom and continental Europe.

Was the creation of a land border between France and the UK a decisive factor in cross-border relocation of people, as individuals or (ethnic, social, professional) communities?

Did the extension of high-speed train services between London, Brussels and Paris change anything in migratory flows at both European and worldwide level in the last two decades?

The roundtable will take into account illegal immigration as well as the shifts of citizens from Schengen and EU States (e.g. the French population in London area).

The discussion will include the definition of “Border”, a concept which is changing rapidly under the combined pressure of information and communication technologies, globalization of exchanges and the current change in geostrategic dynamics. The policies of customs and immigration control on board of trains and at cross-Channel terminals and their interaction with the transport system will also be on the agenda, as the Brexit may have an impact on train operation.

Session 1: A new Border under the Sea

Première séance : Une frontière construite sous la mer

- Is the Channel and Channel Tunnel border a different type of border to continental land borders? Is it unique? If so, how? If not, why?
- How do we see Brexit altering the way that this border functions?
- What do borders (and how those borders are talked about) tell us about relations between the two states that share it? What does the Channel Tunnel tell us about the Franco-British relations?
- How does border infrastructure alter the character of a border?
- Why are borders (like the channel tunnel) such powerful images and symbols?
- What is the future of the Channel Tunnel border?

Session 2: Migration trends across the Channel

Deuxième séance : L'évolution des migrations Transmanche

- Do cross-Channel migrations depend on cross-Channel borders, understood in a broad sense (location of border, nature of border, controls at borders)?
- Are the migration trends towards the UK related to the opening of the cross-Channel fixed link? Do we know previous historical examples when a major infrastructure and transport system changed the patterns of migration?
- Did the concentration of traffic on the Dover Straits since 1994 (as shown by the **Twenty years under the Channel and beyond?** Lille conference, 2015) lead to a concentration of illegal passages there, too?
- The question of UE citizens relocation in London is of particular interest. Is there, after two decades, such thing as a "Eurostar generation"?

Twenty Years under the Channel, and beyond: Rethinking Migrations and Borders *Vingt années sous la Manche, et au-delà : Repenser les migrations et les frontières*

BIOGRAPHIES / BIOGRAPHIES

● David Azéma

Chairman, Rails et histoire

David Azéma, a long-standing member of the Association, was elected Chairman of **Rails et histoire** in 2010. Educated at the *École Nationale d'administration* (1987), he chaired Eurostar Group Ltd from 1999 to 2002 after having acted as the chief of staff to Secretary of State Martine Aubry, and as an advisor of the SNCF Chairman. He was then appointed CEO of Vinci Concessions (2002) and Deputy CEO of SNCF (2008) before leading the French State Investments agency (2012). From 2014 onwards, David Azéma holds top management positions in the bank and finance sector.

● Dr Naomi Percival

Special Collections Librarian, Channel Tunnel Archive, Brunel University

The collection covers the history of constructing tunnels under the Channel between 1802 and 2002. It includes the papers of the Channel Tunnel Company and the Channel Tunnel Association. It includes correspondence, press cuttings articles, statistics and plans, mainly about the 1930s scheme, as well as photographs and objects.

● Professor Michel Foucher

Titulaire de la chaire de géopolitique appliquée, Collège d'études mondiales, Fondation Maison des Sciences de l'Homme

A geographer, diplomat and writer, Michel Foucher holds the Applied Geopolitics Chair at the *Collège d'Études mondiales (Fondation Maison des Sciences de l'Homme, Paris)* and is a member of the Scientific committee of the Robert Schuman Foundation. He served as the French Ambassador to Latvia, having previously held top responsibilities at the French Foreign Ministry (special adviser to the Foreign Minister and Head of the Policy Planning Staff). He has been appointed at the *École Normale Supérieure* in 2007 as a Professor of applied geopolitics. Michel Foucher is the author of reference publications on borders geopolitics, resulting both from research and numerous field missions in crisis zones. He recently published *Le Retour des frontières* at CNRS Éditions.

● Dr Alison CARROL

Senior Lecturer in European History, Department of Politics, History & the Brunel Law School, Brunel University London, member of the steering Committee for the roundtable

Alison Carrol studied at the universities of Exeter and Rennes II (Haute-Bretagne), and joined Brunel in 2011. She has expertise in Modern European History, Borders and borderlands, French and German political history as well as Nations and nation-building. In 2010, Alison Carrol won the Etienne Baluze Prize in European Regional History and she co-founded in 2014 the [French History Network](http://frenchhistorysociety.co.uk/blog/) blog (<http://frenchhistorysociety.co.uk/blog/>) for doctoral and post-doctoral researchers interested in French History. In 2016, she was a Visiting Fellow at the Institute of European Global Studies at the University of Basle. She is a Fellow of the Higher Education Academy and a Member of the French and German History Societies.

● Dr Federica INFANTINO

Chargée de Recherche FNRS, Université Libre de Bruxelles, Groupe de Recherche sur les relations ethniques, les migrations et l'égalité (GERME), and Junior Research Fellow, Wolfson College, University of Oxford

Federica Infantino completed her PhD in 2014 on Schengen visa policy at the *Université Libre de Bruxelles*. She has published articles and book contributions on migrations, Schengen and European borders policies and practices with a focus on the case of Morocco. In 2015, Federica Infantino organised at ULB a conference entitled *Inside Border / Migration Control*, about the daily work of immigration agents in Europe and the USA.

● Dr Katja SARMIENTO-MIRWALDT

Senior Lecturer in Politics, Brunel University London

Katja Sarmiento-Mirwaldt completed her PhD in European Politics in 2007 and worked for the European Policies Research Centre at the University of Strathclyde and the London School of Economics before joining Brunel University. She publishes extensively on her research topics: Comparative European politics, Borders and cross-border cooperation, Political communication and Corruption perceptions. In 2012 Katja Sarmiento-Mirwaldt participated to the research project 'Challenges and goals for post-2013 cross-border cooperation programmes with Polish participation' conducted by Euroreg, University of Warsaw, for the Polish Ministry of Regional Development.

● Professor Helen DRAKE

Professor of French and European Studies, Jean Monnet Chair in European Integration, Chair of UACES, Loughborough University, Member of the Scientific Board of Advisers for the Programme [Twenty years under the Channel, and beyond?](#)

Helen Drake defended her PhD in political science following studies both in Linguistic and International Studies (French and German) and in European Management. This academic background has led her to conduct teaching and research from an interdisciplinary perspective. In 2010 she was named *Chevalier dans l'Ordre des Palmes Académiques* by the French government for services to French culture and language,

and she chairs since September 2012 the UK's leading academic association for European Studies, UACES. She was awarded a Jean Monnet Chair in European integration by the European Commission in September 2013. Helen Drake has published reference books and articles on French politics and European policy as well as intra-EU migration. She is the author of *Contemporary France* (Palgrave, 2011).

● **Dr Laurent BONNAUD**

Programme manager, [Twenty years under the Channel, and beyond?](#), member of the steering Committee for the roundtable

Laurent Bonnaud is an Economic historian, with expertise in European transport infrastructure and aerospace. He lectured on Europe and Globalization, 19th-20th Centuries at Sciences-Po Paris and on Economic environment analysis at CELSA, Neuilly sur Seine. He is the author of *Le Tunnel sous la Manche. Deux siècles de passion* (1994) and edited *France-Angleterre : un siècle d'Entente cordiale, 1904-2004* which includes essays by Francois Crouzet, Charles Hargrove and Jean Lacouture. He also wrote on transport networks and airports as well as a short biography of engineer Aimé Thomé de Gamond published in Alistair Horne's *Telling lives* (Macmillan, 2000).

● **Dr Daniel GORDON**

Senior Lecturer in European History, Edge Hill University

Daniel completed his DPhil in Contemporary History on *Immigrants and the New Left in France, 1968-1971*. As the recipient of an Entente Cordiale Scholarship, he was a postdoctoral researcher at the University of Nice, the Alistair Horne Visiting Fellow at St Antony's College and Lecturer in History at Jesus College, Oxford, before his appointment at Edge Hill University in 2003. In addition to numerous articles, chapters and reviews on immigration in France, he published [Immigrants And Intellectuals: May '68 And The Rise Of Anti-Racism In France](#) (Merlin Press, 2012)

● **Dr Ed NAYLOR**

Leverhulme Early Career Fellow, School of Languages and Area Studies, University of Portsmouth

Ed Naylor is a historian of contemporary France with particular research interests in decolonization, post-colonial migration and the welfare state. In 2011 he completed a PhD at Queen Mary, University of London: *The politics of a presence: Algerians in Marseille from independence to "immigration sauvage" (1962-1974)*. In 2012-13 he participated in a CNRS-led collaborative project, 'Sites of multiple memory', investigating the history of immigrant detention centres in France. His publication "'Un âne dans l'ascenseur": Late colonial welfare services and social housing in Marseille after decolonization' in *French History* was awarded the 2013 SFHS article prize. Ed Naylor is currently editing *France's modernising mission: citizenship, welfare and the ends of empire* (Palgrave, forthcoming).

Twenty years under the Channel and beyond?

A research and events programme to celebrate 20th Anniversary of the railway
Channel tunnel
by the French Railway Historical Society

Vingt années sous la Manche, et au-delà ?

Un programme de recherche et d'événements à l'occasion du 20^e anniversaire de
la liaison ferroviaire transmanche proposé par Rails et histoire

Twenty-two years ago, the railway tunnel under the English Channel opened to traffic. To celebrate this anniversary, a programme of scientific events has been launched on 11 June 2014, at the British Embassy in France in the presence of H.E. Sir Peter Ricketts. A round table gathered Mr Jacques Gounon, Chairman & Chief Executive Officer of the Eurotunnel Group and Nicolas Petrovic, CEO of Eurostar.

THE PROGRAMME

The topic for the scientific programme is the **Paris-London-Brussels cross-Channel rail system in the broadest sense of the term.**

The programme spans a total of three years, from 2014 to 2016, including two years devoted to research. The event culminates at the time of the 30th anniversary of the signature of the Canterbury Treaty in the presence of Margaret Thatcher and François Mitterrand in February 1986, which signalled the start of the project.

It has **three targets**:

- to ascertain the knowledge available about the Channel Tunnel rail link: experience, expert analyses, written sources, living memory
- to gauge achievements at regional, national and European level and explain any disparities by comparison with the project's original assumptions
- to draw conclusions for future reference, in particular with regard with funding and operating arrangements for major transport systems.

The target public for the programme is a mixture of transport, town & country planning, finance and economic sector protagonists and scientists, analysts and academics. Communications on the

project emphasises subjects likely to strike a chord with the general public: mobility, technology, town & country planning, economics, Europe, regions.

International Conferences

Twenty years under the Channel, and beyond? stages a series of international **conferences**, each dedicated to a specific aspect of the cross-Channel rail system. Their **approach** is resolutely multidisciplinary with the aim of prompting exchanges at all levels between the scientific community and players in the field. It also sets out to foster international exchanges of views, with a focus on the contrasting perspectives of France and the UK. These meetings bring together high-level academics, political and corporate actors and decision-makers, professionals active in the transport sector, experts and Channel Tunnel project “veterans”. Together, they draw lessons from their various experiences with the biggest infrastructure project completed to date in order to update knowledge and references and stimulate a critical reflection on major infrastructure and railway services. The proceedings are made available online and open to discussion by a broad audience

Three conferences have taken place up to date:

1. **New Aspects of Transport Geography and Economics:** Lille conference day, Maison des Sciences de l'Homme et de la Société, 19th March 2015. **Lille** is the main crossroads for the Channel rail link and the city where Margaret Thatcher and François Mitterrand announced the choice of the concessionary company, in 1986.
2. **Capital and governance of major infrastructure projects:** London conference day, Institut français, Ciné Lumière, 8th December 2015
3. **Accessible Regions, growing regions?** Canterbury conference day, Cathedral Lodge, 16th March 2016.
30 years ago, on the same premises, Margaret Thatcher and François Mitterrand presided to the signature of the Treaty which launched the construction of the Channel Tunnel. It was on 12 February 1986.

Please refer to www.ahicf.com for online proceedings.

On a parallel, there is an **oral history** campaign, with input from those interviewed being immediately submitted to scientific analysis. The programme is also an opportunity to ensure the conservation of **archival collections** belonging to both companies and individuals, by making their owners aware of the historical value and importance of the documents in their possession and encouraging them to donate them to archival centres.

Products, deliverables:

- Written synopsis, published book
- Oral history archives on line. Bibliography on line.
- Internet back-up: podcast of conferences, synopses of talks, references, debate.

Scientific programme governance

The members of the board of scientific advisers for the programme are:

- **Prof. Christian de Boissieu**, Université de Paris I Panthéon-Sorbonne
Economics, Financial History
- **Prof. Helen Drake**, Loughborough University
French and European Studies
- **Prof. Terence R Gourvish**, London School of Economics and Political Sciences
Economic History
- **Prof. Émile Quinet**, École des Ponts – Paris Tech
Transport Economics
- **Prof. Pauline Schnapper**, Université de Paris III Sorbonne Nouvelle
British Civilisation
- **Prof. Roger Vickerman**, University of Kent
Regional and European Economics, Transport Economics

Programme management

- **Dr Laurent Bonnaud**, PhD in History, Managing Director, Sponte sua sprl, Brussels
- **Marie-Noëlle Polino**, Managing Director, Rails et histoire, Paris

Email: 20yearschnnel@ahicf.com

Web : www.ahicf.com

Facebook : [Rails et histoire](#)

Vingt années sous la Manche, et au-delà ?

Un programme de recherche et d'événements à l'occasion du 20^e anniversaire de la liaison ferroviaire transmanche proposé par Rails et histoire

Twenty years under the Channel and beyond?

A research and events programme to celebrate 20th Anniversary of the railway Channel tunnel
by the French Railway Historical Society

Il y a vingt ans, le tunnel ferroviaire sous la Manche était mis en exploitation. Pour célébrer cet anniversaire, le programme scientifique **Vingt années sous la Manche, et au-delà ?** a été lancé par **Rails et histoire** le 11 juin 2014 à l'ambassade du Royaume-Uni en France, en présence de S.E. Sir Peter Ricketts, par une table ronde réunissant Jacques Gounon, président directeur général du groupe Eurotunnel SA, et Nicolas Petrovic, directeur général d'Eurostar.

LE PROGRAMME

Le programme a pour objet **le système ferroviaire transmanche Paris-Londres-Bruxelles** (tunnel, infrastructures et services ferroviaires, considérés comme un système technique intégré). Sa durée totale est de trois ans, de 2014 à 2016. L'année de son achèvement coïncide avec le trentième anniversaire du Traité de Cantorbéry, signé le 12 février 1986 par Margaret Thatcher et François Mitterrand.

Il a trois objectifs :

- établir l'état des connaissances sur la liaison fixe transmanche : expériences, expertises, sources écrites et mémoire orale
- en mesurer les réalisations à l'échelle régionale, nationale et européenne ; expliquer les écarts avec les hypothèses à l'origine du projet
- en tirer les enseignements pour l'avenir, notamment pour le financement et l'exploitation des grands systèmes de transport.

Son public se répartit entre acteurs du transport et de l'aménagement, des finances et de l'économie, d'une part, chercheurs, analystes, universitaires, d'autre part. La communication sur le

programme met en valeur les thématiques susceptibles de toucher le grand public : mobilité, technologie, aménagement, économie, Europe, régions.

Les colloques internationaux

Vingt années sous la Manche, et au-delà ? propose une série de colloques internationaux consacrés chacun à un aspect spécifique du système de transport ferroviaire transmanche. **L'approche** est résolument multidisciplinaire et vise à créer un dialogue à tous les niveaux entre acteurs professionnels et la communauté scientifique. Elle encourage également l'échange de points de vue internationaux, en privilégiant les visions croisées entre le Royaume-Uni et la France.

Ces colloques, qui adoptent différents formats, ont pour particularité de réunir autorités scientifiques de haut niveau, décideurs politiques et dirigeants d'entreprises, experts dans les différents domaines concernés par le sujet, témoins et anciens collaborateurs du projet de Tunnel sous la Manche. Leur rencontre leur permet de confronter leurs diverses expériences et de les soumettre à une réflexion critique afin d'en tirer des leçons pour les grands projets d'infrastructure et le transport ferroviaire en général, tout en enrichissant la somme de nos connaissances sur ce qui reste le plus grand projet d'infrastructure de transport mené à bien à ce jour.

Les enregistrements des rencontres sont disponibles en ligne sur le site www.ahicf.com, afin de les ouvrir au débat avec un large public.

Trois événements se sont succédé à ce jour, outre le lancement du programme :

1. **Nouveaux visages de la géographie et de l'économie des transports**, Lille, 19 mars 2015, Maison des Sciences de l'Homme et de la Société. **Lille** est le carrefour des lignes qui mènent au Tunnel et c'est aussi à l'Hôtel de Ville de Lille que, en 1986, Margaret Thatcher et François Mitterrand ont annoncé le choix du concessionnaire du Tunnel.
2. **Financement et gouvernance des grands projets d'infrastructures**, Londres, 8 décembre 2015, Institut français, Ciné Lumière.
3. **Régions accessibles, régions en croissance ?** Cantorbéry, Cathedral Lodge, 16 mars 2016. En ce lieu, trente ans plus tôt, le 12 février 1986, Margaret Thatcher et François Mitterrand ont présidé la cérémonie de signature du traité inter-gouvernemental qui a rendu possible la construction du Tunnel.

Parallèlement, **une campagne d'archives orales** est menée, avec analyse et exploitation immédiate par la recherche. Le programme doit aussi être l'occasion **de préserver des fonds d'archives**, tant dans les entreprises que chez les particuliers, en faisant reconnaître par leurs détenteurs leur valeur historique et en favorisant leur versement dans des centres d'archives.

Les résultats :

- Ouvrage de synthèse, publié
- Fonds d'archives orales en ligne
- Relais sur le web : podcast conférences, résumés des interventions, références, débat.

Direction scientifique

Les membres du conseil scientifique responsables de l'orientation du programme sont :

- **Pr. Christian de Boissieu**, Université de Paris I Panthéon-Sorbonne
Économie, histoire financière
- **Pr. Helen Drake**, Loughborough University
Relations internationales, études européennes
- **Pr. Terry Gourvish**, London school of Economics and Political Sciences
Histoire économique
- **Pr. Émile Quinet**, École des Ponts – Paris Tech
Économie des transports
- **Pr. Pauline Schnapper**, Université de Paris III Sorbonne Nouvelle
Civilisation britannique
- **Pr. Roger Vickerman**, University of Kent
Économie régionale et européenne, économie des transports

Direction du programme

- **Dr Laurent Bonnaud**, docteur en histoire, directeur, Sponte sua sprl, Bruxelles
- **Marie-Noëlle Polino**, directrice, Rails et histoire, Paris

Courriel : 20yearschnnel@ahicf.com

Site : www.ahicf.com

Facebook : [Rails et histoire](#)

THE AUTHORS AND SPONSORS OF THE PROGRAMME

LES ACTEURS ET LES PARTENAIRES DU PROGRAMME

Rails et histoire, association née en 1987 de la rencontre d'entreprises et d'universitaires, est le lieu d'une coopération originale entre entreprises, chercheurs, administrations, associations, institutions culturelles ; elle s'affirme comme un réseau de compétences multiples et un carrefour entre plusieurs cultures professionnelles.

Conseillée par un comité scientifique indépendant qui garantit ses travaux, elle fournit les références historiques indispensables à l'évolution du secteur ferroviaire en organisant des colloques, des journées d'études, des réunions et des conférences, et en proposant échanges et débats sur l'actualité éclairée par l'histoire. Institut de recherche, elle poursuit un programme de recherche, produit des ouvrages, revues et expositions, accueille chercheurs et étudiants et conseille les institutions et collectivités dans leur réflexion sur le patrimoine ferroviaire.

Une association, un réseau de compétences

Rails et histoire réunit les professionnels du rail et ceux de la recherche en sciences humaines et sociales et du patrimoine culturel et est ouverte à toute personne qui est intéressée par l'histoire ou par les chemins de fer. Son équipe, au service de ces différents publics, coordonne les activités, accueille et encadre les stagiaires et boursiers de Rails et histoire, anime les groupes de travail, organise et diffuse les connaissances.

Rails et histoire conseille les institutions et collectivités dans leur réflexion sur la sauvegarde, la conservation et la mise en valeur du patrimoine ferroviaire. Elle répond aux demandes des entreprises en matière de programmes de recherches historiques et de collectes d'archives orales.

Un centre de ressources pour l'histoire et le patrimoine des chemins de fer

Rails et histoire est un centre de ressources pour les chercheurs et pour toute personne qui s'intéresse à l'histoire et au patrimoine des chemins de fer. Son fonds documentaire réunit ouvrages, revues, travaux universitaires et documents divers. Les lecteurs sont reçus sur rendez-vous et orientés dans leur démarche.

www.ahicf.com, le site de Rails et histoire, offre un accès immédiat et gratuit aux travaux et connaissances acquis et organisés par Rails et histoire depuis 25 ans.

Le Pôle archives orales de Rails et histoire constitue une importante collection d'entretiens enregistrés entre des historiens et des anciens professionnels des chemins de fer qui évoquent leur métier, leur carrière, les décisions qu'ils ont prises. Ils peuvent être écoutés en ligne <http://www.memoire-orale.org/>

Principales réalisations 2014-2016

Septembre 2014 : Centenaire de la Première Guerre mondiale (programme d'événements labellisé par la Mission du Centenaire)

2013-2015 : Séminaire de Rails et histoire et de l'UMR AUSser n° 3329 / CNRS « Réinventer le tramway ? Quarante années de TCSP, tramways et transports guidés en France : controverses et réalisations », dix séances

Décembre 2014 : Partenaire du colloque de l'université de Tours « **Histoire de la restauration ferroviaire dans le monde. La restauration ferroviaire : techniques et logistiques, systèmes d'exploitation des services, sociabilité de l'alimentation et représentations culturelles (XIX^e-XXI^e siècles)** ».

8 avril-20 juin 2015 : Exposition « **Voix cheminotes. Une histoire orale des années 1930 à 1950** » aux Archives nationales, site de Pierrefitte, restitution de l'Appel à témoignages aux cheminots témoins de la Deuxième Guerre mondiale. **Jeudi 28 mai 2015 :** colloque « **Écouter les archives orales du XX^e siècle : conflits, répressions et militances en Europe (1930-1970)** »,

11 juin 2014, 19 mars 2015, 8 décembre 2015, 12 octobre 2016 : Événements du programme « **Vingt années sous la Manche, et au-delà** »

Contacts

Président : David Azéma

Président délégué : Jean-Louis Rohou

Direction : Marie-Noëlle Polino contact@ahicf.com

OUR PARTNERS IN 2016

Partners for the Programme / Partenaires Programme :

Partenaire « Étoile du Nord » :

RISE CONSEIL

Partenaire « Étoile du Nord » :

M. Christian Cambier

Partner for the Event / Partenaire Événement :



We address our special thanks to our programme Partners and Events Partners in 2014 and 2015:
Rails et histoire remercie pour le soutien qu'ils ont apporté au Programme et aux Événements en 2014-2015 :

Partners for the Programme / Partenaires Programme :

Partenaire « Golden Arrow » :



Partenaire « Étoile du Nord » :

M. Christian Cambier

Partners for the Events / Partenaires Événements :

Twenty Years under the Channel, and beyond: New Aspects of Transports Geography & Economics / *Vingt années sous la Manche, et au-delà : nouveaux visages de la géographie et de l'économie des transports*, First International Conference, Lille, 19 March 2015



Twenty Years under the Channel, and beyond: Capital and Governance in major infrastructure projects / *Vingt années sous la Manche, et au-delà : Financement et gouvernance des grands projets d'infrastructure*, Second International Conference, London, 8 December 2015



Twenty Years under the Channel, and beyond: Accessible Regions, growing regions ? / *Vingt années sous la Manche, et au-delà : Régions accessibles, régions en croissance ?*



**RAILS &
HISTOIRE**

Association pour l'histoire des chemins de fer



Partners for the Programme / Partenaires Programme :

Partenaire « Étoile du Nord » :

RISE CONSEIL

Partenaire « Étoile du Nord » :

M. Christian Cambier

Partner for the Event / Partenaire Événement :



TWENTY YEARS UNDER THE CHUNNEL, AND BEYOND?

Rethinking Migrations and Borders

4th International Conference, Roundtable, BRUNEL UNIVERSITY LONDON, 12 October 2016

VINGT ANNÉES SOUS LA MANCHE, ET AU-DELÀ ?

Repenser les Migrations et les Frontières

4^e rencontre internationale, Table ronde, UNIVERSITE BRUNEL LONDRES, 12 octobre 2016

Brunel University London, 12th October. In cooperation with the **Department of Politics, History and the Brunel Law School, Rail et histoire** held a timely event on one of the most pressing cross-Channel issues to date: Migrations and borders.

David Azéma, Chairman of **Rails et histoire**, opened the event stressing the growing relevance of cross-Channel migrations and borders for both countries, all the more in the context of the 24th June referendum. **Rails et histoire** decided in 2014 that these issues would be part of the research programme **Twenty Years under the Channel, and beyond?** He pointed out that the French Customs never dismantled their cross-Channel facilities, a fact which should have been understood as a weak signal for the future. **David Azéma** thanked Brunel University and **Dr Alison Carrol** to host the 4th event of the programme, as well as **Professors Michel Foucher and Helen Drake**, its co-chairs. He also expressed his gratitude to **Mr Christian Cambier**, who has been supporting the programme for more than 2 years and attended the roundtable, and **Rise Conseil**, both **Etoile du Nord partners**. **Dr Naomi Percival**, Special Collections Librarian, Channel Tunnel Archive, Brunel University, presented the collection, in which the papers of the Channel Tunnel Company and the Channel Tunnel Association are to be found. A rich and pictorial archive, it includes letters, press cuttings, statistics and plans, photographs and objects, mainly about the 1920s and 30s schemes, and is only partially catalogued. **Dr Percival** related vivid anecdotes from the archive and drew parallels with present attitudes towards the fixed links. Specimens were also exhibited and commented.

Prof. Michel Foucher, Geographer, former Ambassador, Chair of applied Geopolitics at the College of World Studies (Paris), chaired the session **“A new Border under the sea”**, moderated by **Dr Alison Carrol**, Senior Lecturer in European History, Department of Politics, History and the Brunel Law School, Brunel University, and member of the Steering Committee for the roundtable. **Prof. Foucher**, who published in June 2016 *Le Retour des frontières* (CNRS editions, Paris), emphasized the long-term asymmetric perception of the cross-Channel border in Modern France and the UK, extending along its fortified coast for the first (*La Manche*), over the *English Channel* for the latest, “a sea shared by two kingdoms”. This is one of the reasons why President François Mitterrand believed that a tunnel would affect British insularism less than a bridge could do. The border was defined in the Canterbury Channel Tunnel Treaty in 1986 but remains “a mental map”. In 2003, the Treaty of Le Touquet extended joint control processes implemented for the Channel railway link to the English Channel and North Sea ports, effectively extending the border of an EU, non-Schengen member, to a neighboring country. This has been questioned in France since the *Brexit* referendum, but it is part of a “complex set of agreements”. **Prof. Foucher** listed the multiplicity of factors influencing migrants flows, such as a dynamic economy

and labour market, EU enlargement, UK “open door policy” in 2004, vicinity of two major metropolises. Moreover, ancillary staff of Western troops in crisis regions head to their former employers’ country when troops go home: “Migration is a family strategy”, strongly shaped by connectivity. We may have believed, too hastily, that borders would disappear, but they have not: “The return of borders is the return of politics” after decades of economy-driven policies. Though, in massively mobile societies, border controls have a cost and we need to find the right balance between efficiency and sovereignty. **Dr Katja Sarmiento-Mirwaldt**, Senior Lecturer in Politics, Brunel University London, compared European borders and related infrastructure and borders such as the cross-Channel railway link, Öresund link and future Brenner tunnel, drawing parallels between the Channel and the German-Polish border: the number of bridges built there has always been a reliable indicator to assess the relations between the two countries, as shown by the fact they were rebuilt after 1990. The Treaty of Le Touquet is now being challenged after the *Brexit* referendum. She also insisted that “every border is unique.” **Dr Laurent Bonnaud**, Programme Manager, member of the Steering Committee for the roundtable, insisted on the specific ‘mass transit’ nature of the cross-Channel railway link: border control processes are determined accordingly. In a way, major infrastructures oblige to make clear where and what borders are and the way they are defined and controlled. This was illustrated as early as 1876, in the wake of contemporary projects, by pioneer reflections about a border for the Channel railway tunnel which would be different from the administrative border.

The session “**Migration trends across the Channel**” was chaired by **Prof. Helen Drake**, Professor of French and European Studies, Jean Monnet Chair in European Integration, Chair of the University Association for European Studies (UACES), Loughborough University, and Member of The Scientific Board of Advisers for the Programme **Twenty Years under the Channel, and beyond?** **Dr Bonnaud** moderated the roundtable. **Prof. Drake**, who researched with Sue Collard on the British in France, focused on changes brought by the *Brexit* to cross-Channel legal migration and mobility, whereas before 2004, the UK did not really have a policy regulating intra-EU mobility, but “transactional, economic and incremental” action. These topics are central to both the referendum vote and now to the start of the *Brexit* negotiations, affecting UK citizens living in France and the EU, and also in the other way round, and victimizing the “highly-skilled and highly-mobile” – to quote Adrian Favell – Channel Tunnel, Eurostar or Easy Jet generation. Numerous factors, such as the Single Market, pensions systems and airline deregulation, influence settlement decisions, less so the access given to citizens by the cross-Channel railway link. Though, the link is rhetorically more present in terms of irregular migrations than for intra-EU mobility. In a broader perspective, the current “dis-integration” or, to paraphrase Andrew Geddes, “differential engagement” with the EU radically changes migration policies. **Dr Ed Naylor**, Leverhulme Early Career Fellow, School of Languages and Area Studies, University of Portsmouth, noted the distinction between voluntary migrants as defined by the UN and refugees displaced by conflicts, with the latter effectively barred from reaching the UK and some other EU countries in order to claim asylum. He also mentioned the Dublin agreements and the “clearly unworkable notion” of first country of entry for asylum claims and underlined differences between asylum systems in the EU, including between the UK and France. “Migrations do not end at the border” since controls continue inside the country (internal borders): Algerians migrants to France in the 1960s benefited from theoretical free movement under the terms of the Evian Agreements in 1962, but encountered discriminatory treatment in practice; by contrast Portuguese migrants who crossed the French border illegally in the same period were able to retrospectively regularize their administrative situation once they found work. **Dr Naylor** believes that the Eurostar and low-cost airlines have been self-reinforcing in expanding the leisure market, but observes that the clearest correlation for migration trends to the UK since 1994 is with economic growth. He sees the railway fixed link with the Continent as a symbol of a world-open society which fitted the optimistic

zeitgeist of the early New Labour era beginning in 1997. There was little debate on economic migration up to 2004: the focus of public anxiety in the UK was then about asylum. Returning to 2016, he analysed the *Brexit* results along the Eurostar route: there was a 75% *Remain* vote in Camden (“a good proxy for St Pancras”) but Ashford and Dover overwhelmingly voted in favour of leaving the EU. **Dr Daniel Gordon**, Senior Lecturer in European History, Edge Hill University, observed that discussions around Channel migrations are not new. He drew parallels between fear of invasion – both military and moral – through the late 19th and early 20th Century tunnel projects and today’s narratives on migrations: “the language of invasion lives on.” Both reflect anxiety about national identity. The largest group of Channel railway link users are the British – most of them tourists of course. Settlement by British nationals in France has also been on the increase, thus representing 5% of the new arrivals in 2012, but this has been rather unproblematic. Recorded British residents in France grew from 102.000 to 173.000 between 1990 and 2013. A tunnel effect exists but is limited. Growth of British residents in Spain is much higher in the same period whereas the British population in Germany went down. Though, Eurostar is more useful for connections to North-Western Germany than to Southern Spain. Budget airlines and the widest socio-cultural context are alternative explanations. The period of greatest increase for British emigration to France is not 1990 - 2000 but 2000 - 2013. Settlement favors Southwestern and not Northern France, another argument against an all-to-strong determinism of transport mode and in favor of the broader social and cultural factors. Thanks to cultural factors, the British community is much larger in Ireland than in Belgium – in spite of an extremely easy connection between London and Brussels, and “basically, the French come to Britain to work but the British come to France to live.” The first wave of British settlers in the South-West of France in the early 1980s as well as the younger and larger one in the 1990s rather use ferries, including the more westerly routes, or travel by air from the North of England. The effect of the cross-Channel railway seems greater for French migrants to the UK – the second largest group of users. They are indeed concentrated in London, where railway has the edge over car and plane. Also, a higher proportion of young urban single people in this group have less need for cars. **Dr Gordon** assumed, as an hypothesis, that Eurostar clients would have been more likely to vote in favor of remaining in the UE. “Neo-liberal globalization has brought central London and central Paris mentally closer together, even if it has widened the economic and cultural gulf between central London and, for example, West Lancashire”, which had just 38 residents born in France in 2011, compared to 6 659 in the London borough of Kensington and Chelsea. The French may come to the UK because they perceive the country as culturally less rigid than France, but need to keep a foot or even come back home later when the need for public and health services grow. The tunnel makes it easier in both directions. Finally, for the much smaller group of people who dominate the discussion, the refugees and *jungle* slum in Calais, the period from 1994 onwards is one of decreasing mobility. We can argue about terminologies, but we should never forget that refugees are people, like migrants in the previously referred groups. Since migrants camps appeared around Calais in the late 1990s, this might be perceived as related to the opening of the railway fixed link. Though, we need to understand this “Catch 22 situation” whereby people seeking asylum in the UK must do so from within the country, and yet are denied to get there (Carriers liability Act 1987 and subsequent legislation). There, the until now British open policy for EU migrants contrasts with a very selected policy for asylum seekers. This is an alternative explanation for the origin of the present crisis. Last, the Le Touquet Treaty fits a logic similar to the more recent deal between the EU and Turkey. Meanwhile, the camps drift further East of Calais, in the port area, and there are camps in Dunkirk, too, although there is no fixed link there. In a scenario where there would be similar blockade on legal routes to the UK, with or without a Tunnel, “there would still be a *jungle* in Calais”, as well as the associated human sufferings and victims: “Calais is our Berlin wall”, **Dr Gordon** concluded.

A lively debate with the audience addressed the current situation in the Calais area, the representations of internal and external borders in the UK, the question of a border crossed by an international tunnel and an international bridge. Discussion also covered the different motivations of migrants for coming to Europe depending on their origins and the disappearance of a common law between Britain and the UE, once the country has left the Union, and offered background on the Treaty of Canterbury in 1986, the Sangatte agreements in 1991 and the Treaty of Le Touquet in 2003.

Prof. Drake concluded on the difficulty to correlate the cross-Channel railway link; when considered as an isolated factor, with migrations trends, and the unclear prospects for cross-Channel *post-Brexit* flows. On a normative level, she observed that “there is a very little to guide us in terms of objective definitions of people who move.” International law constantly needs to be adapted to keep up with reality. Meanwhile, “the language of migration has been taken prisoner by the press, and particularly the tabloids.”

The event proved once again the benefit, for all participants, of an open exchange between experts with varied backgrounds from both sides of the Channel.

The conference was held with the support of the Brunel University London.

It was in 2014, on the 20th anniversary of the Channel Tunnel, that **Rails et histoire** embarked on its **Twenty years under the Channel, and beyond?** 3-year programme of research and events. Supervised by a Franco-British Board of Scientific Advisers, the programme targets the Paris-London-Brussels Cross-Channel rail system in the broadest sense of the term.

In 2017, a communication campaign will address the academic and business community, as well as the general public to disseminate the results and proceedings of the 3-year programme.

Conference proceedings will be published on the www.ahicf.com website.

With the support of:

Partners for the
Programme

RISE CONSEIL

Étoile du Nord Partner

M. Christian Cambier

Étoile du Nord Partner

Partner for the Event
“Rethinking
Migrations and
Borders”



CONTACT: 20yearschannel@ahicf.com