

**Twenty Years under the Channel, and beyond:  
Accessible Regions, Growing Regions?**

*Vingt années sous la Manche, et au-delà :*

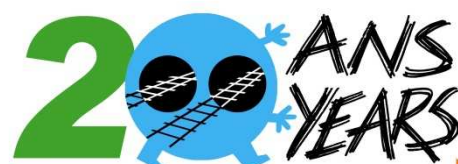
*Régions accessibles, régions en croissance ?*

International One-Day Conference, 16 March 2016

*With the support of the University of Kent*

**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"



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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: Accessible Regions, Growing Regions?**

### ***Vingt années sous la Manche, et au-delà : Régions accessibles, régions en croissance ?***

#### **Third International Conference**

to be held in Canterbury, Cathedral Lodge, The Precincts, Canterbury, Kent CT1 2EH, United Kingdom

To celebrate the 30<sup>th</sup> Anniversary of the intergovernmental Treaty of Canterbury

**Wednesday, 16 March 2016, 10:30-17:30**

#### ***Troisième colloque international***

*accueilli à Cantorbéry, « Cathedral Lodge », The Precincts, Canterbury, Kent CT1 2EH, United Kingdom*

*À l'occasion de la célébration du Trentième anniversaire du Traité intergouvernemental de Cantorbéry*

**Mercredi 16 mars 2016 de 10 h 30 à 17 h 30**

Is transportation infrastructure a condition for economic growth and development? Few assertions have been more controversial, continually creating vivid economic policy debates. **Rails et Histoire** dedicates the 3<sup>rd</sup> international conference of a series of five in its research programme **Twenty years under the Channel, and beyond**, to **Accessible Regions, Growing Regions?** on 16 March 2016 in Canterbury. Further to the 1<sup>st</sup> conference, **New Aspects of Transport Geography and Economics** held on 19 March 2015 in Lille, it aims to assess the impact of the Cross-Channel rail system on the regions both brought together and crossed by the Channel Tunnel and its high-speed railway network, giving prospective consideration to its further expansion into larger areas along with additional services. This event celebrates the **30<sup>th</sup> Anniversary of the Treaty of Canterbury**, signed in the presence of Margaret Thatcher and Francois Mitterrand on 12 February 1986, inaugurating the Channel Tunnel project.

Les infrastructures de transport sont-elles une condition du développement économique des territoires ? Leur pouvoir structurant continue de susciter des débats animés. **Régions accessibles, régions en croissance ?**, 3<sup>e</sup> colloque international inscrit au Programme **Vingt années sous la Manche, et au-delà**, qui fait suite à **Nouveaux visages de la géographie et de l'économie des transports**, 1<sup>er</sup> colloque réuni à Lille le 19 mars 2015, doit qualifier et évaluer les effets du système ferroviaire transmanche sur les régions qu'il relie et traverse depuis vingt ans et réfléchir à leur extension à de nouveaux territoires avec le développement des dessertes. Cet événement s'inscrit dans le cadre de la célébration du **30<sup>e</sup> anniversaire du Traité de Cantorbéry**, signé le 12 février 1986 en présence de Margaret Thatcher et de François Mitterrand, qui a permis la construction du Tunnel sous la Manche.

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

## PROGRAMME

10:30/10 h 30 Registration and Welcome / Accueil des participants

11:00/11 h Welcome Speech/Allocution d'ouverture

Professor Philippe DE WILDE, Pro Vice Chancellor for research and innovation, University of Kent

11:15/11 h 15 Keynote Speech / Introduction au colloque

Seán HOLDEN, Deputy Cabinet Member for Economic Development, Kent County Council

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11:30/11 h 30 **Session 1: Regional Impacts and Economic Growth: An International Comparison**

**Première séance : les effets de la liaison ferroviaire transmanche sur le développement économique régional : une comparaison internationale**

**Chair/Sous la présidence de : Professor Roger VICKERMAN**, Dean for Europe and Professor of European Economics at the University of Kent, Member of the Scientific Board of Advisers for the Programme **Twenty years under the Channel, and beyond** and member of the steering Committee for the Canterbury conference

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● Professor John PRESTON, Professor of Rail Transport, University of Southampton

*The Channel Tunnel Rail Link in the UK: What have been the impacts on economic development?*

● Dr Odile HEDDEBAUT, Researcher, IFSTTAR, France, and Dr Jean-Marie ERNECQ, Deputy Chairman of the Forum of the European Metropolis Lille-Kortrijk-Tournai, Former Chief Executive of the Regional Council Nord-Pas de Calais

*Does the "tunnel effect" still remain in 2016?*

● Professeur Yves CROZET, professeur émérite à l'Université de Lyon, L.E.T., France

*Regional Impacts of High-Speed Rail and Cross-Channel Rail System in France: Accessibility is not enough*

13:00/13 h Discussion and Chair conclusion

13:15/13 h 15 Buffet Lunch (upon registration) / Buffet (sur inscription)

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14:00/14 h **Session 2: Accessibility and Economic Impacts beyond the Channel Tunnel**

**Deuxième séance : l'accessibilité des territoires et ses effets économiques au-delà du Tunnel sous la Manche**

**Chair/Sous la présidence de : Monsieur le Professeur Yves CROZET**, professeur émérite à l'Université de Lyon, L.E.T.

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● Professor Roger VICKERMAN, Dean for Europe and Professor of European Economics at the University of Kent, United Kingdom

*Wider economic impacts: what evidence from 20 years of the Channel Tunnel?*

● Ricard ANGUERA CAMÓS, Senior Manager, ALG-INDRA, Spain

*The Channel Tunnel – An update to the Cost benefit Analysis after 20 years of operations*

● Stephen GASCHE, Principal Transport Planner – Rail, Kent County Council, United Kingdom

*The development of improved and seamless cross-border services*

● Alain-Henri BERTRAND, *Grand Témoin*, former Deputy Director General, Eurotunnel

16:30/16 h 30 Discussion and Chair conclusion

17:00/17 h Visit of the Chapter House, place of signature of the **Treaty of Canterbury (upon registration)**

17:30/17 h 30 Choral Evensong at the Cathedral (**open to all**)

18:15/18 h 15 End of conference / Fin du colloque

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

### **ABSTRACTS / RESUMÉS**

- **Professor John PRESTON**, Professor of Rail Transport, University of Southampton

#### ***The Channel Tunnel Rail Link in the UK: What have been the impacts on economic development?***

This paper focuses on the Channel Tunnel Rail Link in the UK, now rebranded as High Speed 1 (HS1). In a paper to the first conference in this series, we looked at the traffic impacts of HS1. International passenger traffic was approximately 50% below the forecast levels, with this shortfall being made up by domestic high speed services serving Kent. Despite this additional traffic, the performance of HS1 still seems disappointing in conventional cost-benefit terms. However, HS1 and the eastern approach to London were not envisaged by their proponents in purely conventional cost-benefit terms. Regeneration and the expansion of the London City Region were the primary objectives.

Using, and updating, a series of research and student projects undertaken at the University of Southampton and related institutions (see Preston and Wall, 2008, Cascetta *et al.*, 2010), in combination with publicly available data sets, the economic development impacts of HS1 are re-appraised. This includes consideration of the domestic high speed services that have operated since late 2009. It seems that the success of the UK's Channel Tunnel Rail Links is dependent on these wider economic effects. As a result work on the extent of economic development at St Pancras, Stratford, Ebbsfleet and Ashford is reviewed. The impact of HS1 on accessibility is re-considered and the impacts on property prices, employment and Gross Value Added (GVA) re-examined.

#### **References**

Cascetta, E., Pagliara, F., Brancaccio, F. and Preston, J. (2010) Evaluating regeneration impacts of the Channel Tunnel Rail Link. *12th World Conference on Transport Research*, Lisbon, Portugal, 11 - 15 July.  
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**Key words:** Regeneration, Accessibility, Land Values, Employment.

**Prof. John Preston** is Professor of Rail Transport within Engineering and the Environment at the University of Southampton. <http://www.southampton.ac.uk/engineering/about/staff/jpreston.page>  
Professor Preston is also the Head of the Transportation Research Group. He was previously Head of the Civil, Maritime and Environmental Engineering and Science Academic Unit (2011-2014), Director of the Transportation Research Group (2008-11) and Head of the School of Civil Engineering and the Environment (2010-11). He has over 30 years of experience in transport teaching and research, having previously held posts at the Universities of Leeds and Oxford. His research in transport covers demand and capacity modelling, regulatory studies, economic appraisal and land-use and environment interactions. His initial work concentrated on rail but subsequent work has covered all the major modes of transport. He has held over 130 research grants and contracts, worth over £10 million, and has published over 300 articles, book chapters, conference and working papers.

● **Dr Odile HEDDEBAUT**, Researcher, IFSTTAR, France, and **Dr Jean-Marie ERNECQ**, Deputy Chairman of the Forum of the European Metropolis Lille-Kortrijk-Tournai, Former Chief Executive of the Regional Council Nord-Pas de Calais

***Does the “tunnel effect” still remain in 2016?***

The Channel tunnel and the Eurostar high speed train service have been an unprecedented opportunity for the Nord-Pas-de-Calais Region; they made it a part of a new European and French geography. The accompanying “Transmanche plan” provided new infrastructures, regional integration and new opportunities. They allowed the region to open to Europe and the neighbour regions and repositioned the Region for good into a European dynamic. Nevertheless, the present changing economic context, the new turn in politics and policy and the wear have been drying up the forces at work. Although the conditions for development are still there, a new vision and new driving force are wanted. The renewal of the Channel tunnel concession and the development of the rail market could be the challenge needed for boosting a new development.

**Dr Jean-Marie Ernecq** is an economist. After heading the consulting firm Beture (1975-1982), he joined the Nord-Pas-de-Calais regional council and took charge of Urban Planning, Housing and the Living environment (1982-1989). He was then appointed General Director of Nord-Pas-de-Calais Foreign Inward Investment Agency (1988-1991), then General Director of the Nord-Pas-de-Calais Regional Council Administration (1996-2001). He was after that General Delegate Europe to the European Union for the Nord-Pas-de-Calais Regional Council in Brussels (2006-2010). He was responsible for the first seminar “North sea – English Channel” for the region in 1978 and responsible for monitoring the Bechtel study on the effect of the fixed link in 1984 and adviser to President Noël Josèphe for the development and drafting of the Channel support plan. He is the initiator in Brussels with Kent County Council of the European Network of High Speed Regions in February 2009. Dr Ernecq is currently part time Professor at the Lille Institute of Political Sciences, Paris 8 university and Louvain-la-Neuve in Belgium, where he teaches geopolitics, regional planning and economic development. He is a Johns Hopkins Distinguished International Urban Fellow, Baltimore, Md, USA.

**Dr Odile Heddebaut** is an economist. After seven years as a member of the “Transmanche mission” at the Nord-Pas-de-Calais Regional Council where she was in charge of issues regarding the Channel tunnel and North TGV implementation projects (1986-1992), she joined IFSTTAR (Institute of Science and Technology for Transport, Development and Networks) where she is from 1992 onwards Senior Researcher at the Department for Planning, Mobility, Environment, laboratory Economic and Social Dynamics of Transport (DEST). Her main field of studies is transport public policies evaluation. She was involved in European research on the economic evaluation of large scale transport infrastructures such as the Channel tunnel in a COST 317 action (1993-1997), observing the territorial transformations linked to these big infrastructures. She now focuses her research on transport policies implementation conditions with an application to the Urban Travel Plans. She studied the concept of the ‘Bus with a High level of Service (BHLS)’ since 2003 in coordination with the CERTU-CEREMA and chaired the WG4 of the BHLS European Cost action n°TU0603 (2007 -2011). Dr Heddebaut was involved in research consortia such as SUIM (innovative urban services for a better mobility), OREVADD (tools and terms of references for evaluating transport policies and projects in a sustainable context) and took an active part in City-HUB (2012-2015), a European research program on urban interchanges. Dr Heddebaut delivered a paper at the 1<sup>st</sup> conference, Twenty years under the Channel, and beyond: New Aspects of Transport Geography and Economics held on 19 March 2015 in Lille, “Has the construction of the Channel tunnel been a factor of rapprochement of the cities of Calais and Dover and of their respective regions?” Her latest publications include: “ Environmental evaluation of the French Urban Mobility plans”, 4<sup>th</sup> European Environmental Evaluator Network forum (EEEN) “Knowledge from climate & environment policy evaluation supporting the road from Paris to 2050”, 17-18 September 2015, European University Institute, Florence, Italy, 10 p, and Poppeliers, R., Di Ciommo, F., Heddebaut, O., Nokkala, M., Jarvi, T., “Insights: Interchange management and governance”, in Monzón, A., Di Ciommo, F. (eds), *City-HUBs : Sustainable and efficient urban transport interchanges*, CRC press, Taylor & Francis, 2016.



● **Professeur Yves CROZET**, professeur émérite à l'Université de Lyon, L.E.T., France

***Regional Impacts of Cross-Channel High Speed and Rail System in France: Accessibility is not enough***

The improvement of accessibility has been an outstanding feature of recent decades. Over a long period of time, *per capita* GDP was increasing at a rate which was similar to the rate of increase in the annual distance travelled. Taking into account the fact that the travel time budget has been almost stable, there is an undeniable correlation between economic growth and speed. From this correlation, can we infer causality? In other terms, can we convert the increases in utility provided by increases in accessibility into potential increases in GDP and number of jobs?

Is it necessary to restate that a correlation does not necessarily reflect causality, and that when causality exists it is not always in the direction we think! The fact that there is a close correlation between accessibility and productivity does not mean that the first causes the second. By comparing the economic growth of French "regions" since 1989, even the correlation between accessibility and economic growth is not obvious. The origin of economic development is therefore not accessibility but agglomeration and accumulated human and technical capital. The same result is obtained as to the level of agglomerations close to the high-speed line between the Channel Tunnel and Paris. The most important thing is the pre-existing agglomeration effect. This obvious fact should discourage us from seeing accessibility improvements as a magic wand. They should not be used to give the impression that we can easily boost growth just by making investments in transport infrastructure, especially when the cost of these infrastructures are astronomic.

**Yves Crozet**, économiste spécialiste des transports, est professeur émérite à l'Université de Lyon (IEP) et ancien directeur du Laboratoire d'Economie des Transports. Il a publié notamment :

Economist and transport specialist, **Professor Yves Crozet** is emeritus professor at University of Lyons and former head of the Transport Economy Lab. His latest publications include:

*Hyper-Mobilité et politiques publiques, changer d'époque?* (Economica, coll. Méthodes et approches, 2016); *Les Transports et le financement de la mobilité* (Fondation pour l'Innovation politique, 2015); *High Speed Rail performance in France: from appraisal methodologies to ex-post evaluations* (The economics of Investment in High Speed Rail, Round table report #155, ITF-OCDE, pages 73-105, 2014), *Extension of the High Speed Rail Network in France: Facing the Curse that affects PPPs in the Rail Sector* (Research in Transportation Economics, Volume 48, December 2014, pages 401–409).

● **Professor Roger VICKERMAN**, Dean for Europe and Professor of European Economics at the University of Kent, United Kingdom

***Wider economic impacts: what evidence from 20 years of the Channel Tunnel?***

How transport affects economic performance has been a recurring theme in discussions on transport appraisal. Traditional views were that a well-constituted cost-benefit analysis would include all such effects as part of the user benefits; to include any additional effects would involve double-counting. However, this depends on assuming that there is perfect competition in the rest of the economy. Where this does not occur there is scope for transport improvements to give rise to increased productivity and agglomeration effects that are cumulative. In this context transport infrastructure can have the potential to transform economies. The debate on these wider economic impacts of major infrastructure projects has developed considerably. This has been particularly the case in the UK over the last 10 years since the appraisal of Crossrail, which provided hard evidence of the scale of these potential impacts. The concern remains, however, that any such local effects may be essentially redistributive rather than having a net impact on economic performance overall. This is significant because it can provide the basis for an argument in support of the use of public funds in a project to ensure the capture of these wider impacts.

In this paper we explore the nature of wider economic impacts and assess their relevance in the case of the Channel Tunnel. The paper draws on evidence from various *ex ante* research studies of the potential impacts of the tunnel and a detailed study of Kent and Nord-Pas-de-Calais after 10 years of tunnel

operation and reflects on developments since. A recurring theme in this is the extent to which major transport improvements may have much greater impact on large economies with initial advantages in terms of economic mass than on smaller intermediate cities. The paper concludes with an assessment of how a range of different policy measures may have impacted on the overall outcome.

**Professor Roger Vickerman** is Dean for Europe and Professor of European Economics at the University of Kent. Educated at the Universities of Cambridge and Sussex, he has an Honorary Doctorate from the Philipps-Universität, Marburg; he is a Fellow of the Academy of Social Sciences; a Fellow of the Royal Society of Arts and a Chartered Fellow of the Chartered Institute of Logistics and Transport. He has been a visiting professor in Canada, Germany, Hungary and Australia.

As Dean for Europe he is responsible for developing the University's strategy towards its European engagement, including strategic oversight of its four European Centres in Brussels, Paris, Athens and Rome and how these fit into its wider global strategy.

Roger Vickerman's research focuses on the relationship between transport (especially infrastructure), regional development and integration in the European Union. He is particularly known for his studies on major infrastructure projects, particularly the EU's Trans-European Networks. He has also recently worked on issues relating to Public Private Partnerships in transport. He has served as a member of SACTRA (Standing Committee on Trunk Road Assessment), as an advisor to Committees of both the House of Commons and House of Lords in the UK Parliament and acted as a consultant to the European Commission, various government departments and regional and local government authorities in the UK and overseas. He is currently a member of the Analytical Challenge Panel to HS2 Ltd. He is the author of 6 books (including the textbook *Principles of Transport Economics*, with Emile Quinet) and over 150 chapters, journal articles and reports. He has edited the *Handbook of Transport Economics* (Edward Elgar, 2011) with André de Palma, Robin Lindsey and Emile Quinet, which brings together state of the art reviews from over 50 of the world's leading transport economists and *Recent Developments in the Economics of Transport, 2 volumes* (Edward Elgar, 2012). He sits on the editorial boards of several journals in both transport and regional science and is Editor in Chief of *Transport Policy*.

● **Ricard ANGUERA CAMÓS**, Senior Manager, ALG-INDRA, Spain

### ***The Channel Tunnel – An update to the Cost benefit Analysis after 20 years of operations***

This paper builds on and provides an update on the ex-post economic evaluation of the Channel Tunnel published by Anguera (2006). The analysis considers now the 20 years of operations of the Channel Tunnel and updates the comparisons of historic costs, demand and revenue projections with the reality of the tunnel since it entered service in 1994. The methodology used to undertake the transport CBA is largely based on the approach developed by Anguera (2006) but has been extended to include the effects of the opening of HS1 and St Pancras International Terminal in London and it now considers the residual values of the main assets involved (tunnels, terminals, fixed equipment, HS1 and stations). The UK-side transport Cost Benefit Analysis considers actual construction and operating costs, actual revenues and the user and producer benefits/losses incurred during this period. The updated transport cost benefit appraisal suggests that whilst the overall project results have improved significantly, with growing passenger and freight demand on the Tunnel, the total resource cost still outweighs the benefits generated. The financial appraisal confirms the poor viability of the investment, extent clearly illustrated by the 2007 financial restructuring that the project required. However, this financial restructuring appears to have set the company on solid financial grounds and it now generates sufficient operating profits to service its debt burden and, since 2009, Eurotunnel has paid out dividends to shareholders.

**Reference:** Ricard Anguera Camós, "The Channel Tunnel—an ex post economic evaluation", *Transportation Research*, Part A: Policy and Practice, Volume 40, Issue 4, May 2006, pp. 291-315.

**Keywords:** Channel Tunnel, Economic evaluation, Ex-post CBA

**Ricard Anguera Camós BEng, MSc**, is currently Senior Manager ALG-INDRA.

He has extensive experience in the transport and infrastructure sectors. With a background in Engineering, his career has focused on transport economics and more specifically in land transport modes. Ricard has developed his professional career in an international context, both in the public and private sector and in the transport industry and



consulting. During his time at the Strategic Rail Authority (UK) he managed international rail freight *via* the Channel Tunnel, and has continued to be involved in Chunnel-related projects acting as a consultant. Ricard was Advisor to the Secretary of State for Planning and Infrastructures of the Spanish Government, where he held critical responsibilities in relation to the cross-border road and rail connections of Spain with France, Portugal and Morocco. He has recently been appointed Senior Manager at INDRA Business Consulting with a primary focus on the road and rail modes.

● **Stephen GASCHE**, Principal Transport Planner – Rail, Kent County Council, United Kingdom  
*The development of improved and seamless cross-border services*

The Transmanche Metro (TMM) project was developed as part of the wider EU funded Interreg IVB North West Europe – Regions of Connected Knowledge (RoCK) project, in which Kent County Council (KCC) and Conseil Regional Nord - Pas-de-Calais cooperated as partners.

The concept of TMM is to link together the regions of Kent and Nord-Pas de Calais by providing a regular through rail service that would commence at London St Pancras and serve Ebbsfleet, Ashford, Calais Frethun, Lille Europe and Brussels Midi. Such a rail service would facilitate regular movement of passengers for business, education, employment and leisure purposes, and would offer new opportunities to a wide range of Kent business and educational institutes which would be able to develop EU connections served by a frequent international rail service.

KCC developed a Business Case for the TMM concept in partnership with *Conseil Regional Nord - Pas-de-Calais*. We have proposed to Eurostar plc a re-worked timetable of three stopping trains in each direction each weekday. Such a pattern of service would benefit capital to capital passengers, who would be able to travel non-stop between London, Lille and Brussels more frequently during the day. Other passengers would benefit from improved connectivity between intermediate stations and both capital cities on the route. The proposal would also provide a regular inter-regional rail service linking Kent stations with those in Nord Pas de Calais.

The Business Case for the project was completed in 2015 and presented to politicians and key industry stakeholders at the final RoCK conference in Brussels in June 2015. The completed Business Case demonstrates the costs and benefits involved in the delivery of such an inter-regional rail service based on two different timetable options.

The important point for Kent is to ensure better international connectivity – via Ashford and Ebbsfleet - with mainland Europe. The opportunity presented by the new leisure development (Paramount) proposed at Swanscombe in North Kent should also provide an incentive for Eurostar to enhance the service between Lille / Calais and Ebbsfleet, enabling day return leisure trips from the near Continent to this new facility. Indeed, this development should be a catalyst for Eurostar to engage positively with us in delivering the level of service we have proposed.

An essential element of the TMM project is the conversion of the “spurs” which link HS1 with Ashford International station. This section of line has conventional UK-style 4-aspect line side signalling with standard UK domestic train protection systems (AWS and TPWS) fitted.

The 1994 fleet of Eurostar trains were equipped with UK domestic signalling to travel over the classic UK network but future international trains, such as those ordered by Eurostar and Deutsche Bahn, will not have these systems as this is not required by EU Technical Specifications for Interoperability. Eurostar’s new fleet of e320 trains, which has been gradually introduced on the London – Paris service since November 2015, will not be able to call at Ashford unless an upgraded signalling solution is delivered.

The Ashford Spurs project - that KCC has initiated under the RoCK Project with Ashford Borough Council, Eurostar plc, HS1 Ltd and Network Rail - aims to ensure train protection is in place to allow existing and future international trains to call at Ashford International Station. Our criteria are that any solution should:

- provide an equivalent level of protection to today’s systems
- be future-proof and not limited to specific classes of train
- be technically acceptable to the stakeholders and the most cost effective solution
- be deliverable by the time the first new trains come into full service.

The project aims to have the Ashford Spurs upgraded to a European compliant signalling system as soon as possible, so as to guarantee that Ashford remains an international station serving the wider population of East Kent and providing a wide range of international rail journeys into the future.

**Stephen Gasche** was appointed to his present post of Principal Transport Planner – Rail at Kent County Council (KCC) in 2012, with responsibility for ensuring the delivery of the key recommendations in the Council's 'Rail Action Plan for Kent'. This Action Plan includes the Council's aspirations for the development of Kent's domestic and international rail services on High Speed 1. Together with the Head of KCC's Brussels Office, Stephen has jointly led the 'Transmanche Metro' project for KCC, and has developed strong partnership working with Eurostar, High Speed 1, Conseil Regional Nord - Pas-de-Calais, Network Rail, Southeastern Railway and Ashford Borough Council on the development of the proposal for a Eurostar-based service between Kent and Nord - Pas-de-Calais. He is also the lead officer at KCC on the Ashford Spurs project. Stephen is a Chartered Member of the Chartered Institute of Logistics and Transport (City of London Polytechnic), and has a Master's Degree in Canon Law (St Paul University, Ottawa).

● **Alain-Henri BERTRAND**, *Grand Témoin*, former Deputy Director General, Eurotunnel

**Alain-Henri Bertrand** holds a degree of the *Ecole Polytechnique*, and the *Ecole nationale de la statistique et de l'administration économique*. He entered SNCF in 1970 and hold senior positions in railway operation and business management prior his joining the Eurotunnel group in 1987 as Operation Director, then Deputy General Director successively in charge of Railway operation, Programmes and Development, Infrastructure, Safety and Maintenance. After he left Eurotunnel in 2006, Mr Bertrand was Director of Railway Circulation in France (2010-2013). He is currently chairman of the Board of Scientific Advisers, *Railenium* (railway technology institute) and railway expert.

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*Vingt années sous la Manche, et au-delà : Régions accessibles, régions en croissance ?*

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## Twenty years under the Channel and beyond

A research and events programme to celebrate 20<sup>th</sup> 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<sup>e</sup> anniversaire de  
la liaison ferroviaire transmanche proposé par Rails et histoire

Twenty years ago, the railway tunnel under the English Channel opened to traffic.

To celebrate this momentous occasion, a programme of scientific events has been launched on Wednesday, 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.

On 19<sup>th</sup> March 2015, the first conference of the programme was dedicated to the ***New aspects of transport geography and economics***. It took place in **Lille**, 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. The second conference, held in **London** on 8 December 2015, dealt with ***Capital and governance in major infrastructure projects***. The third conference, on 16 March 2016 in **Canterbury**, will assess the effects of infrastructure on regional development. 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.

## 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 will culminate at the time of the 30<sup>th</sup> 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.

**The 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.

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.

**Working and communications languages:** English, French

**Distribution of results:** academic circuits, specialist media, general media (new media included)

### The topics studied

Each topic is examined at a suitably styled event staged in 2015 and 2016 and coordinated by a Franco-British team. Appeals for communications are issued at least six months before each of these events.

Inter-disciplinary exchanges are encouraged. Particular care is also given to circulating the material on each topic among the various participants, protagonists and scientists, analysts and academics, contributors past and present, for a better and more comprehensive understanding of the Cross-Channel system.

Five topics have been proposed by the Scientific Board:

1. **New Aspects of Transport Geography and Economics:** please refer to the Lille conference day of 19<sup>th</sup> March 2015 on [www.ahicf.com](http://www.ahicf.com)
2. **Capital and governance of major infrastructure projects:** please refer to the London conference day of 8<sup>th</sup> December 2015 on [www.ahicf.com](http://www.ahicf.com)
3. **Accessible Regions, growing regions?: see above**
4. **Migration and frontiers:** Has the creation of a land border for the UK and the arrival of a larger number of services and high-speed trains worked through between London, Brussels and Paris been a decisive factor in new cross-border relocations of individuals and groups? In migratory flows at European and worldwide level? This topic touches as much on the problem of

illegal immigrants as on the movements of citizens from Schengen and EU States (e.g. London's French population). It also touches on the notion of what constitutes a "border", a concept changing rapidly under the combined pressure of information and communications technologies, internationalisation of exchanges and the geostrategic context. The policies of customs and immigration controls on the train and at cross-Channel departure terminals and their interaction with the transport system will also be examined on this occasion.

**5. International relations, geopolitics and European integration:** at the beginning, the project was hallmarked by its political dimension, in particular the Canterbury Treaty. To what extent does the political, diplomatic and strategic dimension of a major infrastructure project hamper its development? Conversely, have the growing and changing traffic flows and the symbolic nature of the Channel Tunnel affected the foreign policies of adjacent States, relations between France and the UK, attitudes towards Europe, cooperation over defence issues? What impact has there been on the attitudes of inhabitants in the different countries? Is it possible to talk of bi-national organisation cultures or of greater similarities in organisational cultures?

**A final summit** open to all participants will be held to table the results of work and proceedings will be published.

#### 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

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## Vingt années sous la Manche, et au-delà

Un programme de recherche et d'événements à l'occasion du 20<sup>e</sup> 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 20<sup>th</sup> 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 premier colloque international inscrit au programme s'est réuni à **Lille**, carrefour principal du nouveau réseau et lieu de l'annonce, par Margaret Thatcher et François Mitterrand en 1986, du choix du concessionnaire et avait pour titre : **Nouveaux visages de la géographie et de l'économie des transports**. Le deuxième colloque, réuni à **Londres** le 8 décembre 2015, a traité du sujet du **Financement et gouvernance des grands projets d'infrastructure**. Le troisième colloque, qui se réunit à **Cantorbéry**, où Margaret Thatcher et François Mitterrand ont présidé à la signature du Traité intergouvernemental qui a lancé la construction du tunnel, doit évaluer les effets de cette infrastructure sur le développement des régions concernées.

## 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. Son achèvement coïncidera avec le trentième anniversaire du Traité de Cantorbéry, signé le 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 mettra en valeur les thématiques susceptibles de toucher le grand public : mobilité, technologie, aménagement, économie, Europe, régions.

**L'approche** est résolument multidisciplinaire et vise à créer un dialogue à tous les niveaux entre acteurs et scientifiques. Elle encourage également l'échange de points de vue internationaux, en privilégiant les visions croisées entre le Royaume-Uni et la France.

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.

**Langues de travail et de communication** : français, anglais

**Dissémination des résultats** : circuits académiques, medias spécialisés, medias généralistes – y compris nouveaux medias.

## Les thèmes du programme

Cinq thèmes sont proposés par le Conseil scientifique. Chaque thème est étudié lors d'un événement de format approprié, en 2015 et 2016, et coordonné par une équipe franco-britannique. Un appel à communication est lancé au minimum six mois avant chaque événement.

1. **Géographie et économie des transports** (Lille, 19 mars 2015)
2. **Financement et gouvernance des grands projets d'infrastructures** (Londres, 8 décembre 2015)
3. **Régions accessibles, régions en croissance ?** (Cantorbéry, 16 mars 2016)
4. **Migrations et frontières** (2<sup>e</sup> trimestre 2016)
5. **Relations internationales, géopolitique et intégration** (fin 2016)

**Ce colloque final, ouvert à tous**, présentera la synthèse des travaux et donnera lieu à une publication.

## 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

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- **Marie-Noëlle Polino**, directrice, Rails et histoire, Paris

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## 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

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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](http://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

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**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<sup>e</sup>-XXI<sup>e</sup> 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<sup>e</sup> siècle : conflits, répressions et militances en Europe (1930-1970) »**,

**11 juin 2014, 19 mars 2015, 8 décembre 2015, 16 mars 2016 : Événements du programme « Vingt années sous la Manche, et au-delà »**

## Contacts

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## OUR PARTNERS IN 2016

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Partenaire « Étoile du Nord » :

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**Rails et histoire** remercie pour le soutien qu'ils ont apporté au Programme et aux Événements en 2014-2015 :

**We address our special thanks** to our programme Partners and Events Partners in 2014 and 2015:

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Twenty Years under the Channel, and beyond: New Aspects of Transport 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







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