

## VII Annex

### 1 References

- AENA** - Aeropuertos Españoles y Navegación Aérea. 1999. *Plan director del aeropuerto de Barcelona*. Barcelona
- Aéroport Lyon-Satolas** et al. 1996. *Satolas 2015*. Lyon
- Aéroport Lyon-Satolas. 1998. *Développement de Satolas*. Lyon
- Ajuntament de Barcelona**. 1987. *Àrees de nova centralitat*. Barcelona
- Ajuntament de Barcelona. 1989. *Eurocities – Barcelona's conference 1989*. Barcelona
- Ajuntament de Barcelona. 1990. *Eurocities Newsletter*. July. no.3. Barcelona
- Ajuntament de Barcelona. 1991. *Eurocities Newsletter*. December. no.8. Barcelona
- Ajuntament de Barcelona. 1996. *Barcelona - La segona renovació*. Barcelona
- Ajuntament del Prat de Llobregat**. 1994. *Convenio de cooperación en infraestructuras y medio ambiente en el delta del Llobregat*. Prat del Llobregat
- Albers, G.** 1997. *Zur Entwicklung der Stadtplanung in Europa*. Braunschweig/Wiesbaden: Vieweg
- APEB** - Associació Pla Estratègic Barcelona. 1990. *Barcelona 2000: I Pla estratègic econòmic i social*. Barcelona
- APEB. 1994. *II Pla estratègic econòmic i social Barcelona 2000*. Barcelona
- APEB. 1999. *III Pla estratègic econòmic i social Barcelona – en la perspectiva 1999-2005*. Barcelona
- Apel, D./ Henckel, D. et al.** 1995. *Flächen sparen, Verkehr reduzieren*. Berlin: Deutsches Institut für Urbanistik
- Arenas, M./ Basiana, X. et al.** 1995. *1984-1994 Barcelona transfer*. Barcelona: ACTAR
- Bagnasco, A./ Le Galès, P.** ed. 2000. *Cities in contemporary Europe*. Cambridge: Cambridge University Press
- Banister, D./ Berechman, J.** 2000. *Transport investment and economic development*. London: UCL Press
- Barcelona Regional**. 1995. *Estudi sobre la definició del sistema ferroviari Sant Andreu-Sagrera i la seva repercussió urbanística*. Barcelona
- Barcelona Regional. 1996a. *Infrastructures i sistemes generals metropolitans*. Barcelona
- Barcelona Regional. 1996b. *Infrastructures i sistemes generals metropolitans*. Application text for the EC award for regional planning. Barcelona
- Barcelona Regional. 1996c. *www presentation of Barcelona Regional*. Barcelona
- Barcelona Regional. 1998a. *Informe sobre el document: Marc general de l'arribada de l'AVE a Barcelona*. Barcelona
- Barcelona Regional. 1998b. *Estudi comparatiu de les alternatives d'acces a Barcelona de la nova línia ferroviària d'ample internacional*. Barcelona
- Barcelona Regional. 1999. *Barcelona – new projects*. Agència Barcelona Regional. Barcelona
- Barnier, V./ Tucoulet, C.** 1999. *Ville et environnement. De l'écologie urbaine à la ville durable*. Paris: La documentation Française
- Barthes, R.** 1957. *Mythen des Alltags*. translation 1964. Frankfurt/M.: Suhrkamp
- Barthes, R. 1967. *Elements of Semiology*. London: Jonathan Cape
- Barthes, R. 1977. *Image-Music-Text*. London: Fontana
- BBR** - Bundesanstalt für Bauwesen und Raumordnung. 2001. *Informationen aus der Forschung des BBR*. no.4. 9/01. Bonn
- BDA** – Bund Deutscher Architekten/ **DB** – Deutsche Bahn AG. eds. 1996. *Die Renaissance der Bahnhöfe*. Braunschweig/Wiesbaden: Vieweg
- Bentvelsen, T.G./ Visser, J.G.** 1991. *De Hogesnelheidslijn in de Randstad – beleid en besluitvorming omtrent een grootschalig infrastructuurproject*. Delft: Delftse Universitaire Pers
- Benz, A./ Frenzel A.** 1999. La création du Verband Region Stuttgart. In: Jouve, B./ Lefèvre, B. eds. *Villes, Métropoles: les nouveaux territoires du politique*. Paris: Anthropos
- Berger, P.L./ Luckmann, T.** 1969. *Die gesellschaftliche Konstruktion der Wirklichkeit*. Frankfurt/M.: Fischer
- Bertolini, L./ Spit, T.** 1998. *Cities on rails – the redevelopment of railway station areas*. London: Routledge
- BfLR** - Bundesforschungsanstalt für Landeskunde und Raumordnung. 1996. *Nachhaltige Stadtentwicklung – Herausforderungen an einen ressourcenschonenden und umweltverträglichen Städtebau*. Bonn: BfLR Verlag
- Biehl, D. et al.** 1986. *The contribution of infrastructure to regional development*. Luxemburg: Office for official publications of the EC
- BMBAu** – Bundesministerium für Raumordnung, Bauwesen und Wohnungsbau. 1993. *Raumordnungspolitische Orientierungsrahmen*. Bonn: BfLR
- BMBAu. 1995. *Raumordnungspolitische Handlungsrahmen*. Mittelfristiges Arbeits und Aktionsprogramm. Bonn: BfLR
- BmBAu. 1997. *Entscheidungen der Ministerkonferenz für Raumordnung 1993-1997*. Bonn: BfLR
- BMV** – Bundesministerium für Verkehr. 1992. *Bundesverkehrswegeplan*. Bonn
- BMVBW** – Bundesministerium für Verkehr, Bau- und Wohnungswesen. 2001. *Verkehr in Zahlen*. Berlin
- Bonneville, M.** 1997. *Lyon – métropole régionale ou euro-cité?* Paris: Anthropos
- Borja, J./ Castells, M.** 1997. *Local y global. La gestión de las ciudades en la era de la información*. Madrid: Taurus
- Bourdieu, P.** 1991. *Language and Symbolic Power*. Cambridge: Polity Press
- Bourdieu, P./ Passeron, J.-C./ de Saint Martin, M.** 1965. *Academic Discourse: Linguistic Misunderstanding and Professional Power*. Stanford: Stanford University Press
- Bruinsma, P./ Rietveld, G.** 1997. *The accessibility of European cities*. Department of spatial economics. Amsterdam Free University. Amsterdam
- Büllingen, F.** 1997. *Die Genese der Magnetbahn Transrapid*. Soziale Konstruktion und Evolution einer Schnellbahn. Wiesbaden: DUV
- Busquets, J.** 1992. *Barcelona – evolución urbanística de una capital compacta*. Barcelona: Mapfre
- Capdevila, R.** 2000. Catalunya I la xarxa ferroviària per a l'alta velocitat. In: *Les oportunitats del Tren d'alta velocitat a Lleida*. 29-46. Lleida: Pages editors
- Castells, M.** 2000. *The rise of the network society*. 2<sup>nd</sup> ed. Oxford: Blackwell Publishers
- CEC** – Commission of the European Community. 1990a. *Rapport du group de travail à haut niveau pour le développement d'un réseau Européen de trains à grand vitesse*. Brussels: Office for official publications of the EC
- CEC. 1990b. *Comunicación sobre una política ferroviaria comunitaria*. COM(89) 564 final. Brussels

- CEC. 1993. *White book: Growth, competitiveness, employment: Challenges and paths to enter the 21<sup>st</sup> century*. Buletin of the EC, Supplement 6/93. Brussels
- CEC. 1994. *Decision proposal of the European parliament and Council on Community orientations for the development of a transeuropean transport network*. Official diary of the EC. no. C220/1. Brussels
- CEC. 1997. *The EU compendium of spatial planning systems and policies*. Regional development studies no.28. Luxemburg
- CEC. 1998. *Interactions between HST and air passenger transport*. COST 318. DG VII. Brussels: Office for official publications of the EC
- CEC. 1999. *Large scale infrastructures and quality of urban shape*. COST action C2. vol. 1+2. Brussels: DG Science, Research and Development
- Cheshire, P.C./ Hay D.G.** 1989. *Urban problems in Europe: An economic analysis*. London: Unwin Hyman
- Chodkiewicz, C.** 2000. *La métropolisation en France et en Allemagne. Les régions métropolitaines de Lyon et Stuttgart*. PhD. Université Pierre Mendès France de Grenoble
- COURLY** – Communauté Urbaine de Lyon. 1997. *Le Grand Lyon – économie d'une métropole européenne*. Lyon
- COURLY. 1997a. *Sites d'accueil d'entreprise dans le Grand Lyon*. Lyon
- COURLY. 1998. *Millénaire 3 – 5 défis pour demain*. Lyon
- COURLY. 1999a. *Millénaire 3 – Les axes stratégiques du projet d'agglomération*. Lyon
- COURLY. 1999b. *Grands enjeux territoriaux de l'agglomération lyonnaise*. Lyon
- COURLY. 2000. *Millénaire 3 – Une agglomération compétitive et rassemblée*. Lyon
- COURLY/ LET. 1989. *Lyon, noeud de communications Européen*. Lyon
- COURLY/ SEPAL. 1992. *Schéma directeur de l'Agglomération lyonnaise – Lyon 2010*. Lyon
- COURLY/ Ville de Lyon. 1999a. *Projet urbain – strategy for urban renewal*. Lyon
- COURLY/ Ville de Lyon. 1999b. *Rapport d'orientation Lyon confluence*. Lyon
- COURLY/ Ville de Lyon. 2000. *Lyon confluence – a key project for Lyon*. Lyon
- DATAR** - Délégation à l'Aménagement du Territoire et à l'Action Régionale. 1991. *Prospective et territoire*. Paris
- DATAR. 1994. *Débat National pour l'aménagement du territoire – document d'étape*. Paris
- DB** – Deutsche Bahn AG. 1995a. *Strategie Netz21 - Hintergrundmaterial*. Frankfurt/M.
- DB AG. 1995b. *Presse Information*. 16.11.95. Frankfurt/M.
- DB Projekt GmbH Stuttgart21**. 1996a. *Abstimmung mit den Belangen der Raumordnung. Teil 1 – technische Planung*. Stuttgart
- DB Projekt. 1996b. *Das Synergiekonzept Stuttgart 21*. 2<sup>nd</sup> ed. Stuttgart
- DB Projekt. 1997a. *Was ist eigentlich Stuttgart21?* Stuttgart
- DB Projekt. 1997b. *Stuttgart21 - Das Raumordnungsverfahren*. Stuttgart
- DB Projekt. 1997c. *Stuttgart21 Projektmagazin*. autumn 1997. Stuttgart
- DB Projekt. 1998 *Stuttgart21 Projektmagazin*. spring 1997. Stuttgart
- DB Projekt. 1999 *Stuttgart21 Projektmagazin*. spring 1997. Stuttgart
- Decoutère, S. et al.** 1993. *La mise en valeur des terrains de gare*. Rapport no.27. Schweizerischer Nationalfonds zur Förderung der wissenschaftlichen Forschung. Abteilung nationale Forschungsprogramme. ed. Zurich
- Deltametropool**. 1998. *Deltametropool verklaring*. Delft
- Deltametropool. 1999. *Deltametropool in Europees perspectief*. Delft
- Depana**. 1996. *El Delta del Llobregat, un projecte de futur*. Barcelona
- Derrida, J.** 1967. *Of grammatology*. 1976 translation. Baltimore/London: The Johns Hopkins University Press
- Derrida, J. 1967. *Writing and difference*. 1978 translation. Chicago: The University of Chicago Press
- Deutscher Bundestag**. 1997. *Raumordnungsgesetz*. Baugesetzblatt I, 2081-2102. Bonn
- DFVLR** - Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumverkehr/ INRTS/ NIT. 1984. *A study on the development of a High Speed Train network in the European community*. Paris
- Donati, P.R.** 2001. *Die Rahmenanalyse politischer Diskurse*. In: Keller et al. 2001, 145-175
- dRO** – Dienst Ruimtelijke Ordening Amsterdam. 1994. *Hogesnelheidslijnen naar Amsterdam. Achtergrond nota*. Amsterdam
- dRO. 1994a. *A city in progress. Physical planning in Amsterdam*. Amsterdam
- dRO. 1996. *Bereikbaar Amsterdam*. Stuurgroep ruimtelijke investeringen. Amsterdam
- dRO. 1998b. *Masterplan Amsterdam Zuidas*. Amsterdam
- dRO. 1998b. *Toekomst verkenningen Amsterdam*. vol.1-3. Amsterdam
- dRO. 1999. *Amsterdam on the Ij*. Project brochure. Amsterdam
- dRO. 2000. *Amsterdam Zuidas*. Amsterdam: Projectbureau Zuidas
- DST** – Deutscher Städtetag. 1999. *Die Städte und die Bahn. Bahnhöfe und Bahnliegenschaften*. series E. no.31. Berlin/ Köln
- Dupuy, G.** 1991. *L'urbanisme des réseaux – Theories et méthodes*. Paris: Armand Collin
- DVWG** – Deutsche Verkehrswissenschaftliche Gesellschaft. 1992. *Die Zukunft der Flughäfen. Auf der Suche nach neuen Konzeptionen*. series B. no.154. Bergisch-Gladbach
- Easton, D.** 1965. *A framework for political analysis*. Englewood Cliffs: Prentice-Hall
- ERT** – European Roundtable of Industrialists. 1984. *Missing links*. Upgrading Europe's transborder ground transport infrastructure. Paris
- ERT. 1988. *Keeping Europe mobile*. A report on advanced transport systems. Paris
- ERT. 1989. *Need for renewing transport infrastructure in Europe*. Proposals for improving the decision making process. Paris
- Estevan, A./ Sanz, A.** 1996. *Hacia la reconversión ecológica del transporte en España*. Madrid: Los libros de la catarata
- EURICUR** - European Institute for Comparative Urban Research. 1997. *The High Speed Rail: Servicing the planning and development of Europe's metropolitan cities*. Summary report. Rotterdam: EURICUR
- Fairclough, N.** 1989. *Language and power*. London: Longman
- Fairclough, N. 1992. *Discourse and social change*. Cambridge: Polity press
- Fairclough, N. 1995. *Critical discourse analysis. Papers in the critical study of language*. London: Longman
- Faludi, A.** 1973. *A reader in planning theory*. Oxford: Pergamon Press
- Fischer, F./ Forester, J.** 1993. eds. *The argumentative turn in policy analysis and planning*. Durham/ London: Duke University Press
- Floeting, H./ Henckel, D.** 1993. *Lean production, Telematik, Just-in-time*. Stadträumliche Wirkungen neuer Produktions- und Logistikkonzepte. In: *Stadtbauwelt*. vol.120. no.48. 2621-2629
- Flyvberg, B.** 1993. *Outline of an applied ethics for sustainable development: Aristotle, Foucault and progressive phronesis*. Aalborg: Department of Development and Planning, Aalborg University
- Foucault, M.** 1966. *Archeologie des Wissens*. 1981 translation. Frankfurt/M: Suhrkamp

- Foucault, M. 1971. *Die Ordnung des Diskurses*. 1974 translation. München: Hanser
- Foucault, M. 1975. *Discipline and punish – The birth of the prison*. 1991 translation. Harmondsworth: Penguin
- Foucault, M. 1978. Politics and the study of discourse. In: *Ideology and Consciousness*. no.3. 7-26
- Font, A./ Llop, C./ Vilanova, J.M.** 1999. *La construcció del territori metropolità. Morfogenèsi de la regió urbana de Barcelona*. Barcelona: MMAMB
- Fraser, N.** 1994. *Widerspenstige Praktiken – Macht, Diskurs, Geschlecht*. Frankfurt/M: Suhrkamp
- Funke, U. et al.** 1992. *Raumordnung und Europäische Hochgeschwindigkeitsbahn*. Forschungsbericht T2468. München: Novaplan
- Gaebe, W.** ed. 1997. *Struktur und Dynamik der Region Stuttgart*. Stuttgart: Verlag Eugen Ulmer
- Gee, J.P.** 1999. *An introduction to discourse analysis: Theory and method*. New York: Routledge
- GenCat** - Generalitat de Catalunya. 1995. *Pla Territorial General de Catalunya*. Barcelona
- Georger, O.** 2001. Staff member UIC - HST division. Information request by author. 16.9.2001.
- GIP Transalpes** – Groupement d'Interêt Publique. 1996a. *Possibilité de desserte de Lyon-Satolas à partir du reseau ferroviaire*. Lyon
- GIP Transalpes. 1996b. *Quels developpements permettent les nouvelles gares TGV-TER en RRA*. Lyon
- GIP Transalpes. 1999a. *Transalpine Lyon-Turin: Cartes&Schémas*. Lyon
- GIP Transalpes. 1999b. *Quels sont les atouts ou les objectifs de la transalpine et comment les résumer*. Press release 8.12.99
- Görlitz, A./ Burth, H.P.** 1998. *Politische Steuerung*. Opladen: Leske+Budrich
- Graesser, A.C./ Gernsbacher, M.A./ Goldman, S.R.** 1997. *Cognition*. In: van Dijk 1997, 63-110
- Graham, S./ Marvin, S.** 2001. *Splintering urbanism. Networked infrastructures, technological mobilities and the urban condition*. London/ New York: Routledge
- Habermas, J.** 1973. *Legitimationsprobleme im Spätkapitalismus*. Frankfurt/M.: Suhrkamp
- Habermas, J. 1981. *Theorie des kommunikativen Handelns*. 2 vol. Frankfurt/M.: Suhrkamp
- Habermas, J. 1985. *Der philosophische Diskurs der Moderne. Zwölf Vorlesungen*. Frankfurt/M.: Suhrkamp
- Hacking, I.** 2000. *The social construction of what?* Cambridge Mass.: Harvard University Press
- Hajer, M.A.** 1995. *The politics of environmental discourse*. Oxford: Clarendon press
- Hajer, M.A. 2000. Transnational networks as transnational policy discourse: Some observations on the politics of spatial development in Europe. In: Faludi, A./ Salet, W. eds. *The revival of strategic planning*. Dordrecht: Kluwer
- Hajer, M.A./ Zonneveld, W.A.** 2000. Spatial planning in the network society – rethinking the principles of planning in the Netherlands. in: *European Planning Studies*. vol.8, no.3, 339-57
- Hall, P./ Pfeiffer, U.** 2000. *Urban future 21 – A global agenda for twenty-first century cities*. London: E&FN Spon
- Harvey, D.** 1995. Die Postmoderne und die Verdichtung von Raum und Zeit. In: Kuhlmann, A. ed. *Philosophische Ansichten der Kultur der Moderne*. 48-79. Frankfurt/M.: Fischer
- Healey, P.** 1992. Planning through debate: The communicative turn in planning theory. In: *Town Planning Review*. vol.63. no.2. 143-162
- Healey, P. 1997. *Collaborative planning: shaping places in fragmented societies*. Basingstoke: Macmillan
- Heil, K.** 2000. Stadtentwicklungsplanung und Nachhaltigkeit – neuer Wein in alten Schläuchen? Bemerkungen über die Perspektiven eines nicht mehr ganz neuen Leitbegriffes in der Planung. In: *Informationen zur Raumentwicklung*. no.1. 21-33
- Hilligardt, J.** 1998. Planungsprinzipien für eine nachhaltige Siedlungsentwicklung in Verdichtungsräumen. *Raumentwicklung und Raumordnung* No.1: 9-19
- HSL project organisation.** 1999. *Partnering the private sector in tomorrows transport*. Utrecht
- Hübler, K.H.** 1999. Genügen die klassischen normativen Siedlungsstrukturkonzepte den Anforderungen einer nachhaltigen Raumentwicklung? *Raumentwicklung und Raumordnung*. no.4: 241-47.
- Hübler, K.H. et al.** 1999. Nachhaltige Raumentwicklung auf regionaler Ebene. Befunde und Perspektiven. In: *Raumentwicklung und Raumordnung*. no.7. 477-89.
- Hübner, H. et al.** 1997. *Transrapid zwischen Ökonomie und Ökologie*. Eine Technikwirkungsanalyse alternativer Hochgeschwindigkeitsverkehrssysteme. Wiesbaden: Deutscher Universitäts Verlag
- IBBW** - Innovationsbeirat der Landesregierung Baden-Württemberg. 1998. *Ein Land im Aufbruch – Entwurf eines Leitbildes für Staat und Gesellschaft, Wirtschaft und Beschäftigung, Bildung und Wissenschaft, Forschung und Technologie*. Stuttgart
- ICES** - Interdepartmentale Commissie Economische Structuur. 1996. Een missie voor de ruimtelijk-economische structuur. The Hague: EZ
- IMBW** - Innenministerium Baden-Württemberg. 1989. *Stellungnahme des Landes Baden-Württemberg zu den Untersuchungen der DB für die Ausbau-/Neubaustrecke Plochingen-Günzburg*. Stuttgart
- IMBW. ed. 1994. Baden-Württembergische Verwaltungspraxis. no.6. 121-36. Stuttgart
- Jäger, S.** 1999. *Kritische Diskursanalyse. Eine Einführung*. Duisburg: DISS-Studien
- Jessen, J.** 1997. Stadtmodelle im europäischen Städtebau – kompakte Stadt und Netz-Stadt. In: Becker, H./ Jessen, J. /Sander, R. ed. *Ohne Leitbild? Städtebau in Deutschland und Europa*. Stuttgart/ Zürich: Krämer
- Jessen, J. / Lenz, B./ Vogt, W.** 2000. *Neue Medien, Raum und Verkehr. Wissenschaftliche Analysen und praktische Erfahrungen*. Opladen: LeskeBudrich
- Jouve, B./ Lefèvre, C.** eds. 1999. *Ville, metropole: les nouveaux territoires du politique*. Paris: Anthropos
- Jouve, B./ Lefevre, C. ed. 2003. *forthcoming*
- Julià, J.** 1998. *La gestació del model ferroviari espanyol del segle XXI – una visió desde Catalunya*. paper presented at the seminar "Infrastructures estratègiques en la competició internacional". El Prat del Llobregat 12.12.1998
- KEBW** - Kommunalentwicklung Baden-Württemberg. 1994. *Entwicklungskonzept Filder – Leitbild*. Stuttgart
- Keller, R. et al.** 2000. *Handbuch Sozialwissenschaftliche Diskursanalyse*. Band 1. Theorien und Methoden. Opladen: Leske+Budrich
- Klein, O.** 1999. Les modifications de l'offre de transport: Des effets automatiques à l'innovation socio-technique – l'exemple de la grand vitesse. In: *Espaces et Societé*. no.95. 95-126
- Koleskas, D.** 1992. *L'effet TGV. Analyse des effets de l'arrivée du TGV dans les villes*. Lille: ENVAR
- Kroger, R.O./ Wood, L.A.** 2000. *Doing discourse analysis. Methods for studying action in talk and text*. London: Sage
- Lacan, J.** 1982. *The Language of the Self. The Function of Language in Psychoanalysis*. Baltimore/ London: The Johns Hopkins University Press
- Laclau, E./ Mouffe, C.** 1985. *Hegemony and socialist strategy*. London/New York: Verso
- Lamprecht, M./ Thierstein, A.** 1998. Nachhaltige Entwicklung und Raumordnung. *Raumentwicklung und Raumordnung* no.2,3: 101-10

- Landtag Baden-Württemberg.** 1993. *Gesetz über die Stärkung der Zusammenarbeit in der Region Stuttgart*. Drucksache 11/3067. Stuttgart  
Landtag Baden-Württemberg. 1998. *Landesmessegesetz*. Drucksache 12/3575. Stuttgart
- LeDuc, M./ Baye, E./ Drouet, D.** 1995. *Services publics de réseau et Europe*. Paris: La documentation française
- Lepper, M.** 1996. Vision Zukunft: Projekt Bahn21. In: *Deine Bahn*. 3/96, 131-35
- Luhmann, N.** 1971. *Politische Planung. Aufsätze zur Soziologie von Politik und Verwaltung*. Opladen: Westdeutscher Verlag
- Lutter, H./ Pütz, T.** 1993. Erreichbarkeit und Raumentwicklung der Regionen in Europa. Welche Rolle spielen die Fernverkehrssysteme? In: *Informationen zur Raumentwicklung*. no.9/10. 619-37
- Mabrouk, T.B. / Jouve, B.** 1999. La difficile émergence de la Région Urbaine de Lyon. In: Jouve, B./ Lefèvre, C. eds. *Ville, métropole: les nouveaux territoires du politique*. Paris: Anthropos
- Marcou, G.** 1994. L'organisation politique et administrative. In: Marcou, G./ Kistenmacher, H./ Clev, H.G. *L'aménagement du territoire en France et en Allemagne*. 61-66. Paris: La documentation Française
- Mayntz, R./ Scharpf, F.** 1995. *Der Ansatz des akteurszentrierten Institutionalismus*. In: id. ed. *Gesellschaftliche Selbstregulierung und politische Steuerung*. 39-60. Frankfurt/New York: Campus
- MF - Ministerio de Fomento.** 2000. *Estudio informativo del proyecto LAV Madrid-Barcelona-frontera francesa*. vol. I+II. Madrid
- MF / MMA – Ministerio de Medio Ambiente.** 2000. *Revista del Ministerios de Fomento y de Medio Ambiente*. no. 491. 11/12 2000. Madrid
- MF/ MMA.** 2000. Los retos del siglo XXI. In: *Revista del Ministerio de Fomento y de Medio Ambiente*. no. 488. 7/8 2000. Madrid
- MISEREOR/ BUND.** eds. 1996. *Zukunftsfähiges Deutschland*. Wuppertal-Institut für Klima, Umwelt, Energie. Basel
- Monheim, H.** 1996. Die Bahn – Stütze einer ökologischen Verkehrswende. In: BDA/DB. eds. *Die Renaissance der Bahnhöfe*. 293-301. Braunschweig/Wiesbaden: Vieweg
- MOPTMA – Ministerio de Obras Públicas, Transporte y Medio Ambiente.** 1994. *PDI - Plan Director de Infraestructuras 1993-2007*. Madrid
- Mouffe, C.** 1988. Radical democracy: Modern or postmodern? In: Ross, A. ed. *Universal abandon? The politics of postmodernism*. Minneapolis: University of Minnesota Press
- Mouffe, C. 1993. *The return of the political*. London: Verso
- Mouffe, C. 2001. For a politics of democratic identity. In: *Antagonisms*. Barcelona art report 2001. Exhibition document. 1-6. Barcelona
- Mouffe, C./ Critchley, S.** 1997. *Deconstruction and pragmatism*. London: Routledge
- Müller-Raemisch, H.R.** 1990. *Leitbilder und Mythen in der Stadtplanung 1945-1985*. Frankfurt/M.: Verlag Waldemar Kramer
- Neidhard, F./ van den Daele, W.** 1996. ed. *Kommunikation und Entscheidung. Politische Funktionen öffentlicher Meinungsbildung und diskursiver Verfahren*. Berlin: Edition Sigma
- Neumeister, K.H.** 1995. Anforderungen des Luftverkehrs an ein integriertes Verkehrssystem. In: *Zweites Forum Luftverkehr – Integriertes Verkehrskonzept Boden/Luft*. Schriftenreihe der Deutschen Verkehrswissenschaftlichen Gesellschaft. B179. 20-26. Bergisch-Gladbach: DVWG
- Newman, P./ Thornley, A.** 1996. *Urban planning in Europe*. London and New York: Routledge
- NS – Nederlandse Spoorwegen.** 1996. *De wereld van de hogesnelheidstrein*. Arnheim: NS corporate development
- NS Vastgoed.** 1999. *Fondsvorming stationslocaties - vastgoedfonds NV*. Interne notitie. Utrecht
- NS/ GVB – Gemeentevervoersbedrijf Amsterdam.** 1997. *Collectief vervoer in knoop zuid - kiezen voor kansen*. Amsterdam
- Nullmeier, F.** 2001. *Politikwissenschaften auf dem Weg zur Diskursanalyse?* In: Keller et al. 2001, 285-311
- Parlement Français.** 1995. *Loi no.95-115 du 4 février 1995 d'orientation pour l'aménagement et le développement du territoire*. Paris
- Parlement Français. 1999a. *Loi no. 99-533 d'orientation pour l'aménagement et le développement durable du territoire*. Paris
- Parlement Français. 1999b. *Loi n°99-586 du 12 juillet 1999 relative au renforcement et à la simplification de la coopération intercommunale*. Paris
- Potter, J.** 1996. *Representing reality: Discourse, rhetoric and social construction*. London: Sage
- Potter, J./ Wetherell, M.** 1987. *Discourse and social psychology*. London: Sage
- Potter, J./ Wetherell, M. 1995. Discourse analysis. In: Smith, J./ Harré, R./ van Langenhove, L. eds. *Analyzing qualitative data*. 47-56. London: Routledge
- ProBahn.** 2001. <http://www.pro-bahn.de/bawue/stg21.htm>. 26.8.2001
- Prognos.** 1997. *Wirtschaftliche Rahmenbedingungen, Standortanalyse und Nutzungsvorschläge für das Areal "Stuttgart21"*. Endbericht. Basel
- Prognos. 2001. *Gleitende Mittelfristprognose für den Güter- und Personenverkehr*. project no. 96.676/2000. Basel
- Provincie Noord-Holland.** 1998. *Agenda voor omgevingsbeleid. Discussiestuk*. Haarlem
- PTMB – Pla Territorial Metropolitana de Barcelona.** 1998. *Pla Territorial Metropolitana de Barcelona – Memòria*. Barcelona
- Rade, A./ Rosenbeg, W.** eds. 1995. *Transrapid in der Diskussion*. Berlin: Kooperationsstelle Wissenschaft/Arbeitswelt TU Berlin
- Regio Randstad.** 1999. *De Randstad op weg naar de 5de nota*. Utrecht
- Reuter, W.** 2000. Zur Komplementarität von Diskurs und Macht in der Planung. In: *DISP*. no.141, 4-16
- Reuter, W. 2001. Öffentlich-privates Partnerschaftsprojekt „Stuttgart21“. Konflikte, Krisen, Machtkalküle. In: *DISP*. no.145. 29-40
- Richardson, T.K.** 2000. *Environmental integration in infrastructure planning: A Foucauldian discourse analysis of the trans-European transport network*. PhD. Sheffield Hallam University
- RKB - Regierungskommission Bundesbahn.** 1991. *Abschlussbericht der Regierungskommission Bundesbahn*. Bonn
- ROA – Regionaal Orgaan Amsterdam.** 1993. *Regionaal Verkeers- en Vervoersplan*. Amsterdam
- ROA. 1995. *Greater Amsterdam Board up and coming*. Press release. Amsterdam
- ROA. 1998a. *Regionaal stuurplan 1995-2005*. Amsterdam
- ROA. 1998b. *Gebundelde kwaliteit. Economische ontwikkelingsstrategie voor de regio Amsterdam*. Amsterdam
- RoValTain - Syndicate mixte d'Aménagement de Romain, Valence, Tain.** 1999. *Développement territorial et parc à thème autour de la nouvelle gare TGV d'Alixan*. Saint Marcel les Valence
- RP – Regierungspräsidium Stuttgart.** 1997a. *Raumordnerische Beurteilung – Aus- und Neubaustrecke Stuttgart-Augsburg*. Kurzfassung. Stuttgart
- RP Stuttgart. 1997b. *Raumordnerische Beurteilung – Aus- und Neubaustrecke Stuttgart-Augsburg*. Stuttgart
- RRA – Région Rhône-Alpes.** 1990. *Exercice TGV Villes et territoire*. Lyon
- RRA. 1991. *Schéma d'aménagement et de développement*. Rapport en matière de transports et communications. Lyon
- RRA. 1992. *Schéma d'aménagement et de développement – Rhône-Alpes demain*. Lyon

- RRA. 1997. *Schéma régional de transport*. Lyon
- RUL – Région Urbaine de Lyon. 1994. *RUL 2010. Charte d'objectives de la région urbaine de Lyon*. Lyon
- RUL. 1998. *Entreprises et territoire – clés du développement durable de la RUL*. Lyon
- RUL. 1999. *Rayonner dans l'Europe des grandes métropole: les défis de la RUL*. Lyon
- Sabatier, P.A. ed. 1999. *Theories of the policy process*. Boulder/Colorado: Westview Press
- Salmerón i Bosch, C. 2000. *Del segle XIX al segle XXI: torna l'era del ferrocarril*. Barcelona: Generalitat de Catalunya
- Saussure, F. 1974. *Course in General Linguistics*. London: Fontana/Collins
- Schliebe, K. 1983. Raumstrukturelle Wirkungen des Schienenschnellverkehrs in Deutschland. In: *Informationen zur Raumentwicklung*. no.4. 213-42
- Schütz, E. 1996. *Stadtentwicklung durch Hochgeschwindigkeitsverkehr*. PhD. University Kaiserslautern
- SEMALY/ ISIS. 1996. *Possibilité de desserte de Lyon-Satolas à partir du réseau ferroviaire*. Lyon
- SGAR - Secrétaire General aux Affaires Régionales. 1999. *Directive Territoriale d'Amenagement de l'aire urbaine de Lyon – DTA*. Lyon
- Smith, M.P. 2001. *Transnational urbanism*. Oxford: Blackwell publishers
- SMK – Stuttgarter Messe und Kongreßgesellschaft mbH/ Weidleplan. 1993. *Standortanalyse Internationale Messe Region Stuttgart*. Kurzfassung. Stuttgart
- SNCF - Société Nationale des Chemins de Fer. 1997. *Liaison ferroviaire transalpine Lyon-Turin*. Présentation général du projet. Lyon
- Soja, E.W. 2001. *Postmetropolis. Critical studies of cities and regions*. Oxford: Blackwell publishers
- Spangenberg, J.H./ Bonniot, O. 1998. *Sustainability indicators – A compass on the road towards sustainability*. Wuppertal paper no.81. Wuppertal
- Spiekermann, K./ Wegener, M. 1993. Zeitkarten für die Raumplanung. In: *Informationen zur Raumentwicklung*. no.7. 459-87
- Stadt Stuttgart. 1996a. *Amtsblatt Sonderdruck*. Nr.22. 30.5.1996. Stuttgart
- Stadt Stuttgart. 1996b. *Rahmenkonzept/Entwurf Stuttgart21 Städtebau*. Stuttgart
- Stadt Stuttgart. 1996c. *Flächennutzungsplan 2005. Erläuterungsbericht*. Draft 18.7.1996. Stuttgart
- Stadt Stuttgart. 1996d. *Amtsblatt Sonderdruck*. Nr.37. 12.9.1996. Stuttgart
- Stadt Stuttgart. 1997a. *Rahmenplan Stuttgart21*. Stuttgart
- Stadt Stuttgart. 1997b. *Stuttgart21 - Städtebauliches Gutachten*. Stuttgart: Karl Krämer Verlag
- Stadt Stuttgart. 1998. *Flächennutzungsplan 2010*. Draft 1.10.1998. Stuttgart
- Stadt Stuttgart. 1999. *Amtsblatt Sonderdruck*. Nr.31. 5.8.1999. Stuttgart
- Stadt Stuttgart. 2001. 26.8.2001 <http://www.stuttgart.de>
- Strohl, M.P. 1994. *Europe's High-Speed Trains. A study in geo-economics*. Westport/London: Praeger
- Tewdwr-Jones, M. 2002. *The planning polity: planning, government and the policy process*. London: Routledge
- Tomlin, R.S./ Forrest, L. et al. 1997. *Discourse semantics*. In: van Dijk 1997, 63-110
- Troin, J.F. 1997. Les gares TGV et le territoire : Débat et enjeux. In: *Annales Géographiques*. no.593-94. 34-50
- UIC - Union Internationale des Chemins de Fer. 1989. *Proposal for a European HST network*. Paris: UIC
- UIC. 2000. *High Speed Rail. Successes and challenges*. Paris: UIC
- Umkehr Stuttgart. 1998. *Die Alternative : Stuttgart21 mit Kopfbahnhof*. Stuttgart
- Umkehr Stuttgart. 2000. *Die Alternative zu Stuttgart21: Chance für Stadt und Region*. Stuttgart
- V&W – Ministerie van Verkeer en Waterstaat. 1990. *Second transport structure plan*. The Hague
- V&W/ VROM / EZ. 1997. *Planologische Kernbeslissing – PKB HSL-Zuid. Deel 4*. The Hague
- V&W/ EZ – Ministerie van Economische Zaken. 1997. *The right business in the right place*. The Hague
- V&W/ VROM – Ministerie van Volkshuisvesting Ruimtelijke Ordening en Milieubeheer. 1991. *Nederlands deel hogesnelheidsverbinding Amsterdam-Brussel-Parijs. Ontwerp PKB*. The Hague
- V&W/ VROM. 1994. *Nederlands deel hogesnelheidsverbinding Amsterdam-Brussel-Parijs. Nieuwe HSL-nota*. The Hague
- V&W/ VROM/ EZ. 1995. *Planologische Kernbeslissing - PKB Schiphol en Omgeving. Deel 4*. The Hague
- Valkhoff, H. 1999. Franse ruimtelijke ordening wil meer duurzaamheid en minder centralisme. In: *ROM Magazine*. no.4. 27-28
- van den Berg, L. 1982. *Urban Europe. A study of growth and decline*. Oxford: Pergamon
- van den Berg, L./ Pol, P.M. 1997. *TGV and Eurocities. The integration of the high-speed-train in 14 European cities*. Rotterdam: EURICUR
- van den Berg, L. / Pol.P.M. 1999. *The High Speed Train station and urban revitalisation*. Rotterdam: EURICUR
- van Dijk, T. 1985. ed. *Handbook of discourse analysis*. 4 vol. London: Academic Press
- van Dijk, T. 1997. ed. *Discourse as social interaction*. Discourse Studies vol.2. London: Sage
- van Dinteren, J./ Fancello, M. 1994. The High Speed Train system, urban developments and real estate. In: *Tijdschrift voor Economische en Sociale Geografie*. vol.85. no.2. 165-70
- van Eemeren, F.H./ Grotendorst, R. et al. 1997. *Argumentation*. In: van Dijk 1997, 208-29
- Ville de Lille. 1994. *Euralille, the 21st century in the making*. 4. Lille: Magenta images
- VMBW – Verkehrsministerium Baden-Württemberg. 1992. *Stellungnahme der Landesregierung zu den Planungen der DB im Abschnitt Stuttgart-Ulm*. Stuttgart
- VMBW. 1995. *Generalverkehrsplan Baden-Württemberg*. Stuttgart
- VMBW. 1995. *Von der Bahnreform zur Verkehrsreform. Neue Privatisierungstendenzen im Verkehr*. conference proceedings. 11./12.5.1995. Stuttgart
- Voelzkow, H. 2000. Regieren im Europa der Regionen. Vom Wohlfahrtsstaat zum Wettbewerbsstaat, vom Makro-Korporatismus zum Meso-Korporatismus? In: *Informationen zur Raumentwicklung*. no.9-10. 507-17
- Voogd, H. 2001. Social dilemmas and the communicative planning paradox. In: *Town Planning Review*. vol.72 no.1.77-95
- VROM – Ministerie van Ruimtelijke Ordening en Milieubeheer. 1991. *Vierde nota (EXTRA) over de ruimtelijke ordening – Op weg naar 2015*. The Hague
- VROM. 1995. *Nederland 2030*. The Hague
- VROM. 1996. *Spatial planning in the Netherlands – bodies and instruments*. The Hague
- VROM. 1998. *Nieuwe Sleutelprojecten – Tussentijdse evaluatie*. The Hague
- VROM. 2000a. *Voortgangsrapportage Nieuwe Sleutelprojecten 2000*. The Hague
- VROM. 2000b. *Notitie vernieuwing ABC-locatiebeleid*. The Hague
- VROM. 2001. *Ruimte maken, ruimte delen. Vijfde nota over de ruimtelijke ordening*. The Hague
- VROM/ EZ – Ministerie van Economische Zaken. 1999. *Nota ruimtelijk economisch beleid*. The Hague
- VROM/ EZ/ V&W/ LNV. 1999. *De ruimte van Nederland. Startnota ruimtelijke ordening*. The Hague
- VRS – Verband Region Stuttgart. 1998. *Regionalplan*. Stuttgart.

- VRS. 1999. *Regionalverkehrsplan*. Stuttgart
- VRS/ IHK** – Industrie und Handelskammer Region Stuttgart. 1998. *Die Region Stuttgart im Standortwettbewerb. Ein Vergleich zwischen Regionen in Deutschland und Europa*. Stuttgart
- VRS/ Weidleplan**. 1998. *Aktualisierung 1998 der Standortanalyse Landesmesse im Rahmen der Teilfortschreibung Regionalplan*. Stuttgart
- WBGU** - Wissenschaftlicher Beirat Globale Umweltveränderungen. 1996. *Horizontale Integration - Das Syndromkonzept*. Jahresgutachten. Bonn: Bundesverlagsanstalt
- Wentz, M.** ed. 1996. *Stadtentwicklung*. Frankfurt/M.: Campus
- Wetherell, M.** 1998. Positioning and interpretative repertoires: conversation analysis and post-structuralism in dialogue. In: *Discourse & Society*. 9/3. 387-412
- Whitelegg, J./ Holzapfel, M.** 1993. The conquest of distance by the destruction of time. In: Whitelegg/ Hultén/ Flink 1993. 203-12
- Whitelegg, J./ Hultén, S./ Flink, T.** eds. 1993. *High Speed Trains. Fast tracks to the future*. Leeds: Leading Edge
- WMBW** – Wirtschaftsministerium Baden-Württemberg. 1993. *Regionalkonferenz Stuttgart. Zusammenfassung der Ergebnisse*. Stuttgart
- WMBW. 2000. *Landesentwicklungsplan Baden-Württemberg*. Draft 03. 07. 2000. Stuttgart
- Wolf, J.** 1996. *Nachhaltige Raumentwicklung – ein Beitrag zu einem neuen Leitbild der Raumordnung*. Berlin: VWF Verlag
- Wolf, W.** 1995. *Stuttgart21. Hauptbahnhof im Untergrund?* Stuttgart: Neuer ISP Verlag
- WRR** - Wetenschappelijke Raad voor Regeringsbeleid. 1999. *Spatial development policy - summary of the 53<sup>rd</sup> report*. The Hague
- Yiftachel, O. et al.** 2002. *The power of planning. Spaces of control and transformation*. London/ New York: Kluwer Academic/ Plenum Publishers
- Zängl, W.** 1993. *ICE – Die Geisterbahn. Das Dilemma der Hochgeschwindigkeitszüge*. München: Raben
- Zembri, P.** 1997. Les fondements de la remise en cause du Schéma Directeur des liaisons ferroviaires à grand vitesse : Des faiblesses avant tout structurelles. In: *Annales Géographiques*. no.593-94. 183-94
- Zumkeller, D.** 1994. Ausbau oder Rückbau? Entwicklungstendenzen im Personenverkehr. In: *Schriftenreihe Verkehr*. no.5. University Kassel

## 2 Personal interviews

### 2.1 List of interviewees

- Anelli, M.** 1999. Senior planner. COURLY. Département de déplacement urbain. 22.12.1999. Lyon
- Bakker, R.** 2000. Senior planner. Provincie Noord-Holland. Department of strategic policy development. 4.4.2000. Haarlem
- Bekker, M./ Gravemaker, P.M.** 2000. Senior planners. Departments of spatial planning and economic development. ROA. 23.3.2000. Amsterdam
- Belil, M.** 2001. Senior planner. Borakasi Consultants. Interview by author 31.1.2001. Barcelona
- Bertolini, L.** 2000. Researcher. Amsterdam Institut for the Metropolitan Environment. 20.3.2000. Amsterdam
- Bihr, U.** 2000. Senior advisor. Spatial development department. WMBW. 26.7.2000. Stuttgart
- Blanc, G.** 1999. Director. Agence des Villes Lyon. 10.12.1999. Lyon
- Boelens, L.** 2000. Senior advisor planning. Holland Railconsult. 11.4.2000. Utrecht
- Bonnafous, A.** 1999. Scientific director. LET. 1.12.1999. Lyon
- Bonneville, M.** 1999. Professor. Université de Lyon II. Département d'urbanisme. 9.12.1999. Lyon
- Borja, J.** 2000. Director. Associate European Consultants. 15.12.2000. Barcelona
- Buffing, T.** 2000. Senior advisor. Transport planning department Amsterdam. 14.3.2000. Amsterdam
- Calvet, F.** 2000. Head of planning department. Autoritat del Transport Metropolità. 5.10.2000. Barcelona
- Catrain, L.** 1999. Senior planner. RRA. Département de transports. 16.12.1999. Lyon
- Chabert-Reuty, S.** 1999. Business director. Aéroport Lyon-Satolas. 23.12.1999. Lyon
- Chassagne, B.** 1999. Senior planner. RRA. Département d'aménagement du territoire. 16.12.1999. Lyon
- Clusa, J.** 2000. Economist. Barcelona Regional. 15.9.2000. Barcelona
- Constatin, B.** 1999. Director SGAR. 15.12.1999. Lyon
- Delaygue, M./ Morandas, P.** 1999. Senior planners. DRE. 20.12.1999. 1.12.1999. Lyon
- Demyck-Martyr, E./ Peek, G.J.** 2000. Staff members. NS Vastgoed. 5.4.2000. Utrecht
- Dorbec, O.** 1999. Senior planner. SNCF. Direction gares RRA. 8.12.1999. 1.12.1999. Lyon
- Dykman, J.** 2000. Senior policy advisor. Regio Randstad. 5.4.2000. Utrecht
- Frieling, D.** 2000. Professor at Spatial planning department. Technical University Delft. 20.3.2000. Amsterdam
- Gagneur, J.** 1999. Researcher at Centre d'Études sur les Réseaux, les Transport, l'Urbanisme et les constructions publiques - CERTU Lyon. Interview by author 23.12.1999. Lyon
- Garvelink, J.** 2000. Director of urban nodes department. Holland Railconsult. 10.3.2000. Amsterdam
- Gimenez Capdevila, R.** 2001. Professor at Institute of Territorial studies. University Pompeu i Fabra. 8.2.2001. Barcelona
- Haas, H.** 2000. Senior planner. WRS. Interview by author 24.7.2000. Stuttgart
- Herce, M.** 1999. Professor at Universidad Politècnica de Catalunya. Escola Superior d'Enginyeria. Departament d'Urbanisme. Interview by author 3.9.1999. Barcelona
- Hoffman, R.M.** 2000. Project manager "new key projects". Rijksplanologische Dienst. VROM. 24.3.2000. The Hague
- Julià, J.** 2000. Transport planner. Barcelona Regional. 13.6.2000. Barcelona
- Jung, M.** 1999. Head of planning department. Flughafen Stuttgart GmbH. 25.4.2000. Stuttgart
- Kenntner, T.** 2000. Deputy business manager. DB Projekt Stuttgart21 GmbH. 21.7.2000. Stuttgart
- Maisonnier, C.** 1999. Head of planning department. DRE. 3.12.1999. Lyon
- Moulin, J.L.** 1999. Head of strategic planning department. COURLY. 8.12.1999. Lyon
- Pfeifer, G.** 2000. Staff member. Verkehrsclub Deutschland. 18.7.2000. Stuttgart
- Pié, R.** 2000. Professor at Urban and spatial planning department. Politecnical University of Catalonia. ETSAV. 20.9.2000. Barcelona
- Plassard, F.** 1999. Scientific director Laboratoire RIVES, ENTPE Lyon. 1.12.1999. Lyon
- Poelstra, H.** 2000. Senior advisor transport. Physical planning department Amsterdam. 27.3.2000. Amsterdam
- Pol, P.M.** 2000. Researcher at EURICUR. Erasmus University Rotterdam. 24.3.2000. Rotterdam
- Postma, T.** 2000. Senior planner. HSL project organization. 11.4.2000. Utrecht
- Rueda, S.** 2000. Director sustainable development department. Ajuntament de Barcelona. 13.7.2000. Barcelona
- Schaafsma, M.** 2000. Senior planner. Urban development department. Schiphol real estate. 13.3.2000. Haarlemmermeer
- Scherrer, F.** 1999. Prof. Département d'urbanisme. Université Lyon II. 23.11.1999. 1.12.1999. Lyon
- Soriano Villar, I.** 2000. Director of communication department. GIF. 22.9.2000. Madrid
- Soulier, J.** 1999. Senior planner. COURLY. Urban planning department. District La Part Dieu. 21.12.1999. Lyon
- Stuckenbrook, P.** 1999. Head of project group Stuttgart21. Physical planning department Stuttgart. 19.7.2000. Stuttgart
- Sukel, M.** 2000. Senior policy advisor. Department of infrastructure and transport. Kamer van Koophandel Amsterdam. 15.3.2000. Amsterdam
- Teyse, P.Y.** 1999. Director of planning and economic promotion. Chambre du Commerce et Industrie. 8.12.1999. Lyon
- Vallee, D.** 2000. Senior advisor. Transport planning department. VRS. 20.7.2000. Stuttgart
- van der Hoeven, L.** 2000. Head of spatial development department. NS stations. 14.3.2000. Amsterdam
- van Hierden, C.W.** 2000. Transport planner. Physical planning department Amsterdam. 10.3.2000. Amsterdam
- Wagemaker, A.** 2000. Senior planner. Physical planning department Amsterdam. 10.3.2000. Amsterdam
- Wehling, H.G.** 2001. Professor at Department of political science. University of Tübingen. 27.3.2001. Stuttgart
- Zahn, J.** 1999. Senior planner. ADERLY. 2.12.1999. Lyon

**2.2 Interview guideline**

All interviews have been tape recorded. The average duration was 60-90min.

- 1. What is the chronology of discussions, proposals and projects for the integration of the HST in your country/ region/ urban region/ city?  
.....  
.....  
.....
- 2. What have been the respective contributions from your organization?  
.....  
.....  
.....
- 3. What have been the objectives and intentions of your organization related to the HST? (e.g. spatial, urban, technical, transport, economic, social, ecologic)  
.....  
.....  
.....
- 4. Which locations and transport junctions has your organization studied and proposed as a HST station?  
.....  
.....  
.....
- 5. What would be the respective role of each HST station location within your country/ region/ urban region/ city?  
.....  
.....  
.....
- 6. What kind of urban developments has your organization studied and proposed for HST station locations? (e.g. functions, extensions, transformations, financing, phases, alternatives)  
.....  
.....  
.....
- 7. What plans, studies, publications, memorias, etc. can be consulted or obtained to deepen the requested information?  
.....  
.....  
.....



### 3 Abbreviations and acronyms

ADERLY	Agence pour le Développement de la Région Lyonnaise
AENA	Aeropuertos Españoles y Navegación Aérea
APEB	Associació Pla Estratègic Barcelona
BBR	Bundesanstalt für Bauwesen und Raumordnung
BfLR	Bundesforschungsanstalt für Landeskunde und Raumordnung
BMBau	Bundesministerium für Raumordnung, Bauwesen und Städtebau
BMV	Bundesministerium für Verkehr
BR	Barcelona Regional SA
BRP	Bundesraumordnungsprogramm
BVWP	Bundesverkehrswegeplan
CEC	Commission of the European Community
COST	European Cooperation in the field of Scientific and Technical Research
COURLY	Communauté Urbaine de Lyon
DATAR	Délégation à l'Aménagement du Territoire et à l'Action Régionale
DB AG	Deutsche Bahn AG
DFVLR	Deutsche Forschungs- und Versuchsanstalt für Luft- und Raumverkehr
DRE	Direction Régionale d'Equipments
ERT	European Roundtable of Industrialists
EURICUR	European Institute for Comparative Urban Research, Rotterdam
EZ	Ministerie van Economische Zaken
GIP Transalpes	Groupement d'Interêt Publique Transalpes
IBBW	Innovationsbeirat der Landesregierung Baden-Württemberg
IHK	Industrie- und Handelskammer
IMBW	Innenministerium Baden-Württemberg
INRTS	Institute National de Recherche sur les Transports et leur Sécurité
LET	Laboratoire d'Economie du Transport. Université Lyon II
LNV	Ministerie
MMA	Ministerio de Medio Ambiente
MMF	Ministerio de Fomento
MOPTMA	Ministerio de Obras Públicas , Transporte y Medio Ambiente
NIT	Netherlands Institute of Transport
PTMB	Pla Territorial Metropolità de Barcelona
ORA	Raumordnungspolitischer Orientierungsrahmen
RKB	Regierungskommission Bundesbahn
ROA	Regionaal Orgaan Amsterdam
RoValTain	Syndicate mixte d'Aménagement de Romain, Valence, Tain
RP	Regierungspräsidium
RRA	Région Rhône-Alpes
RUL	Région Urbaine de Lyon
SGAR	Secrétaire General aux Affaires Régionales
SMK	Stuttgarter Messe- und Kongressgesellschaft mbH
SNCF	Société Nationale des Chemins de Fer
UIC	Union Internationale des Chemins de Fer
V&W	Ministerie van Verkeer en Waterstaat
VMBW	Verkehrsministerium Baden-Württemberg
VROM	Ministerie van Volkshuisvesting Ruimtelijke Ordening en Milieubeheer,
VRS	Verband Region Stuttgart
WBGU	Wissenschaftlicher Beirat Globale Umweltveränderungen
WMBW	Wirtschaftsministerium Baden-Württemberg
WRR	Wetenschappelijke Raad voor Regeringsbeleid

## 4 Examples of document analysis

### 4.1 RRA 1992. Rhône-Alpes demain – reinventons la proximité. Lyon

	QUOTATION	NOTES
1-3	avant propos	trust in the own <b>"trumps"</b> two basic orientations of the plan: <b>"rooting"</b> (memory, identity) and <b>subsidiarity</b> (both directions)
4-10	introduction	EU integration requires <b>decentralization</b> in France, decentralized countries have <b>"small capitals"</b> (5); concentration of <b>international functions</b> in Paris=> <b>new role of RRA</b> => prosperity of France (6) <b>Satolas</b> : alternative Geneve rather than Paris (6) promote <b>cooperations and exchange</b> within France and Europe: RRA between <b>"Grand axis</b> of economic development" and <b>"mediterranean axis"</b> (Spain and Italie) => <b>benefit from flows</b> (7) flows => "across the region a certain number of <b>new spaces of development anchorage</b> " (9) objective: equal <b>access to services</b> incl. sport, leisure, culture: quality of life defined in <b>"everyday-life spaces"</b> as spatial reference
11-44	Rhône-Alpes, constantes et évolution "région métropole ..." (12)	RRA: <b>"critical size"</b> population, surface: <b>"4 motors of Europe"</b> international cooperation; <b>victim of centralism</b> (budget, competences) (12), <b>deficits</b> in functions of economic decision making, large facilities, finance (15) => potential as <b>"metropolitan region"</b> for South-East, <b>national balance, alternative</b> to saturated Paris (13) <b>"industrial vocation"</b> , identifies <b>key sectors</b> with <b>"level of excellence"</b> (16), existing specialization in regional cities: <b>"poles of competence"</b> – old sectors and structural fragility form <b>cohesion threat</b> (17) <b>environmental preservation</b> : special economic importance of <b>agriculture and tourism</b> (19) <b>spatial trends</b> : periurbanisation, sprawl, rural depopulation; rural and urban areas have the <b>same needs of services</b> (22)
	"La Région doit avoir un poids économique et une qualité humaine suffisants pour peser en Europe. Cela passe par ledynamisme de l'industrie et des services, l'innovation sociale, le développement et la valorisation du potentiel de recherche, la qualité de l'appareil de formation, le fonctionnement de nos collectivité territoriales en réseau, et surtout par l'implication réelle des citoyens dans ces projets." (37)	<b>no concentration</b> of activities in RRA: like Paris in France? (34) <b>identified threats</b> : insufficient decentralization, loss of regional initiative, long term unemployment, social problems in the "banlieu", road traffic growth, environmental stress; => region takes initiative: metropolization (see quotation 37) <b>historic development</b> : Lyon centre of flows of merchandise, finance and trade fair <b>until centralism</b>
	"Le flux de transport ne fait souvent que traverser une région sans acun échange avec elle. Rhône-Alpes doit donc choisir et maîtriser les flux dont elle assure le passage." (42)	EU: threat of <b>East orientation</b> , opportunity of dynamics in <b>Spain and Italy</b> => RRA is <b>"European crossroads"</b> , <b>"interface"</b> between North and South; <b>valorize flows, reduce nuisances</b> (30); <b>"select and manage flows"</b> (42); priority of <b>regional railway network</b> <b>"grand environmental policies"</b> are announced for the protection of water and air, energy management, urban and regional transport, waste treatment, landscape protection, risk management - but remain unspecified (40) need for an "ethics of the planet", "take into account in every decision" limitation of ressources (41) policy: <b>"open up to exterior"</b> and <b>"dialogue in the interior"</b> (43)
45-73	Rhône-Alpes pour vivre "Mais il est possible, en améliorant notre reseau de transports, de rapprocher chaque habitant de Rhône-Alpes des endroits où il dispose de ces service." (48)	first policy choice: <b>"equilibrate internal demographic migrations"</b> (45) <b>service proximity</b> also through <b>accessibility</b> (46) <b>cohesion and coherence</b> : orientation of action at <b>everyday-life needs</b> and <b>access of every inhabitant</b> (47) => <b>improve internal communication</b>
	"Les espaces du quotidien doivent correspondre à des réalité vécues: rythme de vie, cadre de vie, espace de travail, espace de loisirs, espace de rayonnement familial, espace scolaire, espace social." (57)	Paris: concentration; model RRA: <b>"cities at 1h distance"</b> , proximity of <b>natural spaces</b> ; <b>"develop diversity"</b> (52) <b>rural areas</b> : global project per "bassin de vie", accord maintenance, reinforce services (55) ca.50 <b>"everyday-life spaces"</b> : dynamics for economic activity, one space but with different scales (58) (114) <b>proximity = 1h</b> , with different modes => different scales: road congestion => <b>public transport</b> development (rail and road); <b>inter-city connections</b> (60)

74-116	Rhône-Alpes pour demain	<p>support development by <b>"multiple centres</b>, disseminated across the territory" (74); cities in RRA appear as a <b>"dense network"</b></p> <p><b>"dispersion and variety"</b> = use for <b>complementarity</b> and <b>"combining energies"</b> =&gt; organized by <b>"project spaces"</b> economic and social networks; <b>"confirm strong points"</b>: specialization (76)</p> <p>rural area: <b>"escape the concentration"</b>, maintain services and attractiveness (77)</p> <p>=&gt; EU <b>competitiveness</b>; RRA must have <b>international functions</b> (80); <b>Lyon: network</b> with other cities in RRA <b>condition</b> for higher ranking in EU (81); RRA must <b>"make an effort to change the categorie"</b> (82) <b>RUL: multipolar</b> organization (83)</p> <p><b>history</b>: exchange conditioned prosperity</p> <p><b>transport growth: acceptable</b> if it corresponds to <b>social demand</b> or <b>economic necessity</b>, taking into account env. impacts (86);</p> <p><b>decentralization</b> ("everyday-life spaces") and ICT =&gt; <b>less mobility</b> motifs (87) <b>multimodality</b> instead of new infrastructure; <b>rail</b>: reinforce <b>freight</b> and <b>regional</b>; expand <b>public transport</b> (88); <b>debate and justify</b> new infrastructure projects: <b>consultation</b> (89)</p> <p><b>Satolas</b>: <b>"essential node"</b>; reserve <b>space</b> in proximity; link <b>Lyon-Satolas</b>; link <b>Satolas-Region</b> (91); <b>regional axes</b>: Valence-Annecy (HST) Lyon-Grenoble (HST) Lyon-St.Etienne (rail+road)</p>
	"Parce que les sites industriels et économique stratégiques naissent presque toujours aux intersections des grands axes de communications, le développement de nouvelles infrastructures de communication ne peut que favoriser l'apparition de nouveaux sites économiques en forte croissance, susceptibles de répartir de nouvelles activités à l'intérieur du territoire régional." (96)	<p><b>priority projects rail</b>: 3xHST =&gt; <b>regional HST</b>(95)</p> <p>7 <b>"espaces à enjeux"</b>: economic activities are mostly "born close to intersections of large infrastructure axes". <b>new infrastructure</b> favours <b>new economic development sites</b> =&gt; <b>distribute new activities</b> (96)</p> <p>accessibility =&gt; attracts activity (97)</p> <p><b>balanced development</b> - avoid concentration in one centre (101)</p> <p><b>regional development agency</b> demanded: evaluation, prospects, communication, organisation, <b>investor help desk</b> =&gt; <b>conflict CCI</b></p> <p>2 principal objectives: <b>regional equilibration</b> + <b>internationalization/connection</b> (118)</p>

#### 4.2 ROA 1998a. Regionaal stuctuurplan 1995-2005. Amsterdam

	QUOTATIONS	NOTES
5-12	samenvatting	
		agglomeration with urban and green zones, satellites radially connected by infrastructure with heart of the region, polycentric structure, functional accents: Schiphol, Westport (employment), Almere (housing) growth of functions => scale enlargement expected
13-17	inleiding	
	"Economie en milieu kunnen elkaar echter ook versterken. De milieukwaliteit is een onderdeel van de aantrekkelijkheid van de regio als woon- en werkgebied. Verwaarlozen van het milieu betekent op termijn een verslechtering van de concurrentiepositie. Een sterke economie biedt daarnaast meer kansen voor noodzakelijke investeringen in het milieu." (17)	explains significance of the plan as a planning instrument and the specificity of urban regions (16)
		"visible tension field" economy/envionment, mutual strengthening possible, economic growth as <b>condition for environmental improvement</b> : environmental quality as a <b>location factor</b> (17)
		relevance of a regional structure plan as a planning instrument: apart from spatial development trends, significance of large agglomerations as the <b>"motors of economy"</b> , interregional competition would lead to <b>"scale enlargement"</b> (= ROA) and the interdependence of "central and peripheric municipalities" (18)
19-21	de regio	
	"Door de uiteengelegde structuur biedt de Randstad voor een aantal voorzieningen die bij een metropool horen echter onvoldoende draagvlak. Onderzoek naar de onderlinge realties binnen de Randstad toont aan dat de Randstad functioneel uiteenvalt in een zuidvleugel en een noordvleugel." (113)	description of the region focuses physical development and spatial trends within the ROA area (19);
		explanations: the region is placed in a wider context in reference to the 4 <sup>th</sup> report: European integration, internationalization and <b>interregional competition</b> the <b>Randstad-metropole</b> would be comparable to European metropolises (112), yet without sufficient "supporting surface", the Randstad "falls apart" into a north and a south "wing"; the north wing is identified as "one of the <b>draught horses</b> of the Dutch economy" (113); functional structure of the north wing is said to show <b>complementary parts</b> (113);
		main characteristic of the development of the Amsterdam agglomeration: <b>"tension field"</b> between city centre with the Ij-oever projects, and the "office area" at Zuid/WTC (115)
		detailing for subareas-Amsterdam: locations of Ij-oevers and Zuidas are seen as "partly <b>complementary and competing</b> " which requires coordination of the programmes (1105)

23-28	de ambities	<p>"De regio stelt zich ten doel om ook in Europees perspectief een belangrijk rol te spelen. Als vestigingsplaats voor bedrijven, kantoren en instellingen dient de regio volledig mee te tellen op het internationale niveau. De aanwezigheid van voldoende voorzieningen van internationaal niveau, zowel op cultureel als maatschappelijk gebied en op het terrein van bijvoorbeeld winkelveorzieningen, en een kwalitatief hoogwaardige woonmilieu zijn zaken die hiertoe bijdragen." (23)</p> <p>"Een belangrijk motief voor de vorming van het ROA is een versterking van de positie van de regio in Europees verband en het stimuleren van economische en maatschappelijke groei. Niet alleen gaat het dan om het toenemen van de werkgelegenheid ten behoeve van een toenemend aantal inwoners, maar ook om het betaalbaar houden van het sociale systeem. Wanneer de samenleving dergelijke doelstellingen na wenst te streven zal het ook de gevolgen daarvan dienen te accepteren." (t28)</p>	<p>main objectives: <b>offer space</b> for social developments, create an "attractive international <b>business location</b>" and improve the <b>quality of environment</b> and "every-day-life environs" (23); "theme" and "strategy": "growth in sustainability" (23)</p> <p>explanations-criteria-<b>sustainable growth</b>: to strengthen the position of the urban region is said to be an "important motive" for the formation of the ROA; "certain conditions" could avoid a conflict between "sustainability and "growth", use growth to correct negative impacts (t28) criteria-conditions: Dutch planning principles: concentration, differentiation and densification; nature and landscape have to be <b>protected</b> (24)</p>
29-48	trends en keuzen	<p>"Doelstellingen: Het versterken van de nationale en internationale concurrentiepositie van het ROA, mede door het versterken van het internationale karakter van de economie in het ROA een evenwichtig functioneren van de arbeidsmarkt een evenwichtige spreiding van de economische groei over de regio, inclusief het stimuleren van economisch groei in het noordelijk deel van de regio" (35)</p> <p>"Bovenstaande belangrijke economische gebieden in het ROA vormen slechts een onderdeel van het bestaande geheel aan infrastructurele voorzieningen. Het is dit geheel dat de regionale ruimtelijke economie structureert." (35)</p> <p>"Infrastructurele verbindingen, zowel voor het openbaar vervoer als voor het weg verkeer, zullen moeten worden verbeterd. . . . Met name ten behoeve van een verbeterde economische structuur kan hier worden gesproken van de aanleg van de hogesnelheidslijnen vanuit Duitsland en Frankrijk, de Zuidtangent, de Noord-Zuidlijn, en de aanleg van de (verlengde) Westrandweg . . ." (36)</p>	<p>first subject of "general development": international economic competition (31), "sectoral development" employment: European unification, competitive position of the urban region "quality of the city as business location" would become decisive; focus development of <b>secondary centres</b> in the urban region like Sloterdijk, Zuidas, Zuidoost (33); economic centres and infrastructure form a "<b>whole</b>" that structures "<b>regional spatial economy</b>" (p34); "<b>mainport</b>" development of Schiphol important for regional <b>job growth</b> (p34);</p> <p>objectives: national and international competitive position of the ROA area (35), <b>balanced regional distribution</b> of economic growth: impulse the North, profit from the growth in the South ("diversion") (34) <b>reduce car mobility</b> (36); development of Sloterdijk and IJ-oeveren as "contact points" with the North (37); measures: improve international image, HST lines to assure the accessibility of new and existing economic centres, mainport development of Schiphol, supply of office space and industrial land, attract new activities, high grade facilities, location policy, public transport investment (HST, Noord-Zuidlijn, Zuidtangent) and <b>densification of the nodes</b> (36)</p> <p>"sectoral development" transport: coordination of functions to <b>limit mobility growth</b>; shift to environmentally friendly modes, zero-growth of regional car mobility until 2005 (38); location policy: only <b>A location</b> outside the centre is <b>Zuidas</b>, possibility of A development of Duivendrecht (Zuidoost) (t123)</p> <p><b>deconcentration outside ROA</b>: on the national level the ROA area has been losing relative weight as a workplace location 1963-87, slight increase until 1990 (t41)</p>
49-76	het regionaal plan		<p>employment-airport: "<b>mainport</b>" development of Schiphol is regarded as "necessary"; improved public transport access, HST: "get potential air-travellers into the train"; two HST stops in Amsterdam: should be further considered (53); employment-land supply: stimulate economic development in the North, complementary to South: Zuidas</p> <p>transport: regional public transport (Noord-Zuidlijn, bus-station at CS, Zuidtangent, IJ-rail, Amstelveenlijn) HST in the 7<sup>th</sup> place "regional spatial projects": orientated at realization (programme, responsibilities, financing), "strategic character", different responsibilities (government, ROA, municipalities); categories: housing (urban, peripheric), economic development areas (Zuidas in the 6<sup>th</sup> place), public transport (HST 7<sup>th</sup>), road, landscape (69)</p>

### 4.3 BMBau 1993. Raumordnungspolitischer Orientierungsrahmen. Bonn: BfLR

	QUOTATION	NOTES
1	ORA	
		<p><b>4 basic objectives:</b>            equal living conditions in all subareas            integrate changes in Europe (opening East, EU integration) into spatial development orientation            assure and develop decentral settlement structure            protect natural bases of life            orientative, not binding (2)</p>
3-10	Leitbild Siedlungsstruktur	
	<p>"Die bisher wirtschaftsstarke Regionen und Zentren sind in Zeiten eines zunehmenden internationalen Wettbewerbs und wachsender Standortkonkurrenzen in ihrer Funktionsfähigkeit zu sichern und weiterzuentwickeln." (4)            "Die größeren Stadtregionen des Bundesgebietes [...] sind regionale Wachstumsmotoren für die räumliche Entwicklung des Bundesgebietes insgesamt. Sie sind jedoch gleichzeitig durch hohe Belastungen in ihrer Funktionsfähigkeit zunehmend beeinträchtigt." [6]</p>	<p>identified trends: <b>more interweaving</b> between regions in Germany and Europe; <b>area of influence</b> of urban regions extends; <b>approximation of conditions</b> in urban and rural spaces; <b>structural problems</b> in peripheral areas, role of certain regions: <b>landscape conservation</b>, requires compensation (3)            strengthen and develop <b>economically strong regions</b> and centres: "spatial supporters of performance"; maintain model of "<b>decentralized concentration</b>": "corresponds to the <b>location needs</b> of economy and population"; <b>no one-sided promotion</b> of growth-regions (blue banana) and <b>strengthening of autonomous forces</b>;  <b>city networks</b>: specialization of urban regions: <b>synergy effects</b>, increasing exchange of performance (4)            large <b>urban regions</b>: regional "<b>motors of growth</b>" and <b>highest stress</b>" (6) measures: public transport: radial and tangential, approximation of housing and workplaces, develop "<b>relief places</b>": "with own profile", "no dormitory town", cooperation (7)</p>
11-14	Leitbild Umwelt und Raumnutzung	
	<p>"Die einzelnen Regionen müssen Vorsorge dafür treffen, daß ihre Umwelt ein wichtiger Standortfaktor ist und bleibt." [12]</p>	<p>"relieve, rehabilitate, protect"; large scale <b>interconnection of open spaces</b>; consider also "<b>ecological structural weakness</b>"; "environment is an important <b>location factor</b>"; no contradiction between economy and ecology, but <b>mutual conditioning</b> (12)</p>
15-18	Leitbild Verkehr	
	<p>"Der Ausbau des deutschen und des europäischen Hochgeschwindigkeitsnetzes [...] leistet sowohl einen wichtigen Beitrag zur besseren Verknüpfung der hochrangigen Zentren untereinander als auch gleichzeitig zur Verlagerung des Individualverkehrs auf die Schiene. Diese Netz kann in bestimmtem Umfang ebenfalls den europäischen Flugverkehr entlasten." [16]</p>	<p>BVWP: favours East-West connections; measures: "<b>disentangle transport</b> with different scopes", public transport priority: <b>radial and tangential</b> (regionalization of railways contributes); coordinate <b>urban and transport</b> development (15)            development of HST network: "contributes to improved interconnection of <b>high ranking centres</b>", "<b>shift of IT to the rail</b>", "<b>can relieve European air transport</b> to a certain degree", requires connection with <b>public transport</b> and <b>international airports</b> (16)</p>
19-20	Leitbild Europa	
	<p>"Aus Bundessicht gilt es, die Stellung der Stadtregionen von europäischem Rang zu sichern und auszubauen, wobei auch hier das Leitbild der dezentralen Konzentration zugrundezulegen ist." [19]</p>	<p>"strengthen the <b>urban regions of European rank</b>" according to model of <b>decentralized concentration</b> (19) ESDP should consider: polycentric settlement structure, international city networks, improved accessibility, demands "<b>swift development of the TENs</b>"; EC measures in Germany: environmental rehabilitation East, "<b>integration of the new Länder into the TENs</b> as central condition for realization of <b>cohesion objectives</b> of the EC" (20)</p>
21-24	Leitbild Ordnung und Entwicklung	
	<p>"Hervorzuheben ist deshalb, daß der Abbau der räumlichen Ungleichheiten sich langfristig nur durch die gezielte Förderung der regionalen Eigenentwicklung erreichen läßt. Hierbei fällt – bei aller staatlicher Verantwortung – den privaten Investitionen die Schlüsselrolle zu." [21]</p>	<p><b>equal living conditions</b>: dynamic objective, differs in space and time; task of the state: assure legal security, <b>technical infrastructure</b>, public facilities; "promote autonomous regional development: esp. extension of settlement structure, technical infrastructure, improve location qualities" (21)</p>

#### 4.4 Barcelona Regional 1996a. Infraestructures i sistemes generals metropolitanes. Barcelona

	QUOTATION	NOTES
1-11	presentació	
	"Tenint en compte la globalització de l'activitat econòmica, cal garantir que les grans infraestructures (aèries, marítimes, ferroviàries, viàries i de telecomunicacions) siguin una oferta de nivell internacional per al conjunt de l'àrea de Barcelona." (2)	globalization – infraestructures as <b>location factor</b> (3) underlines the economic and demographic weight of Barcelona, but accentuates the <b>low infrastructure endowment</b> (Biehl: Catalonia = 34%, HH = 100%)
	"Un creixement diferencial de l'Aeroport de Barcelona respecte d'altres aeroports podrà aconseguir-se ampliant-ne l'hinterland amb els 10.5mio. habitants addicionals de les cinc regions mes pròximes. Sense la xarxa del TAV difícilment es podria aconseguir aquest objectiu." (6)	HST + airport = <b>enlarged catchment area</b>
	"El creixement de la mobilitat obligada i els seus valors absoluts han superat ja en molts casos, la mobilitat obligada i expliquen la demanda creixent d'infraestructures que està potenciada al mateix temps per els canvis que resulten de la flexibilització en l'organització de l'activitat econòmica" (7)	growing mobility demand non-work-trips and flexibilization <b>infrastructure demand</b>
	"Els nous processos territorials i econòmics que s'han generalitzat a les principals aglomeracions metropolitanes són la internacionalització de la economia, la flexibilització de l'organització industrial, la suburbanització de la residència, la descentralització de l'activitat econòmica, la difusió territorial dels serveis, l'augment de la mobilitat de persones i mercaderies i l'aturada del creixement demogràfic global." (8)	trend analysis: <b>internationalization</b> of large metropolitan areas flexibilization of industry, suburbanization, spatial diffusion, mobility increase
	"Per competir adequadament en un context global, la ciutat metropolitana necessita encara importants inversions en infraestructures econòmiques (...) i infraestructures mediambientals (...) d'ambit metropolità. Aquestes inversions han de ser compatibles i complementaries amb les actuacions públiques de millora de qualitat de vida (...), la contenció del consum del sòl i l'enfortiment de les centralitats urbanes." (9)	<b>dualism</b> : compatible infrastructure <i>and</i> environment?
	"La transformació i el creixement de les grans ciutats, que avui ja no tenen uns límits territorials definits, es configuren per mitjà de tres grans factors: la inversió empresarial, la política econòmica general i l'organització del territori." (9)	urban transformation and growth through <b>3 factors</b> : private investment, economic policy, territorial organization
	"De totes aquestes factors [Biehl: location, agglomeration, economic structure, infrastructure endowment], són les infraestructures les que permeten un marge més gran d'actuació de les instàncies públiques." (11)	<b>infraestructures</b> are the parameter to be influenced by public policy quotes PDI as exemplary (1.2% of GDP)
12-36	xarxes	
	"Una vegada concretades les necessitats que ha de satisfer una determinada xarxa, és essencial analitzar i discutir l'impacte territorial que comporta, considerant com a directriu essencial la d'evitar el malbaratament del territori i alhora aconseguir la isotropia necessària perquè tota la població del territori tingui una qualitat urbana homogènia." (12)	achieve necessary <b>isotropia</b> <b>homogeneous urban quality</b> as condition of equity <b>specialization of the railways</b> mode in the "services where it results to be competitive" (13) government: Madrid-Barcelona only passengers – Barcelona-border mixed (13)
		"for space and cost problems the <b>new line cannot pass via Sants</b> , but via Sagrera" => Litoral (14) <b>airport link only for passengers</b> (PTMB: mixed), airport station integrated into the new terminal (14) objective: railway ring around Barcelona, Vallés station, maximum flexibility for exploitation(16)
39-57	Pla Delta del Llobregat	
	"Barcelona ha de convertir-se juntament amb Madrid, en el gran pol logístic del país. . . . Barcelona potencia el seu caràcter d'àrea logística intermodal i port meridional d'entrada per al trànsit amb la conca mediterrània, amb Europa en general i amb Orient." (39)	city = <b>intermodal logistic pole</b> – geopositioning <b>model Barcelona</b> : like with the Olympics – "consens, coordination of efforts, complicity of public and private actors, institutional leadership" (39)
	"El projecte de Barcelona com a centre logístic no és un projecte a llarg termini. O hi treballem ràpidament o ja no caldrà fer-lo." (40)	logistics require fast development: <b>time pressure</b> from competition
	"Hem deprofitar que la logística és una instal·lació neta i no contaminant i aconseguir que contribueixi no només a la qualificació productiva del territori sinó a la seva qualificació mediambiental." (40)	<b>clean logistics</b> => qualification of environment (!)
	"La xarxa d'infraestructures d'alta velocitat en ample UIC ha de tancar una anella entorn de Barcelona amb connexions cap a França i Madrid-Sevilla, amb una terminal principal de viatgers a la Sagrera, una segona terminal a l'aeroport i una tercera estació al Vallés per aquest ordre de prioritats." (43)	HST line forms a ring around Barcelona; <b>3 HST stations</b> Sagrera: principal station - Sants: second terminal - Vallés: third station airport: 450.000t cargo + 60-100ha industrial or logistic activity(42)
	"Són, doncs, determinants pels serveis que presta l'aglomeració, els	<b>accessibility</b> => economic development

<p>factors de mobilitat interna i externa (en especial la vinculada a processos logístics) i en especial els aeroports, que esdevenen un element central de l'accessibilitat a la metròpoli amb una incidència econòmica especialment significativa." (44)</p>	<p>especially: airport</p>
<p>"Arreu del món es manifesta una gran interdependència entre les economies de les regions desenvolupades, . . . tot competint entre elles per la localització de les activitats productives. En aquest situació agafa especial rellevància la seva situació geogràfica, les infraestructures de comunicació i la qualitat mediambiental." (44)</p>	<p>global competition =&gt; <b>geo-position, infrastructure, environmental quality</b> as decisive factors accessibility =&gt; airports</p>
<p>" En aquest sentit es preveu potenciar al transport públic (ferroviari, autobus i transport lleuger), com a única forma de resoldre de forma raonable els problemes d'accés [to the airport] que pot representar el volum de passatgers previst, . . ." (50)</p>	<p><b>airport growth</b> &lt;= public transport access</p>
<p>" En conjunt podem concloure que l'entorn immediat de l'aeroport disposa d'unes bones condicions per a la localització de les activitats que forçosament aquest induirà . . . Finalment l'aeroport pot contribuir a la dinàmica de terciarització progressiva de l'àrea, es a dir de la millora de la seva qualitat urbana de l'àrea." (51)</p>	<p>airport induces activity + improves urban quality of the area justification for the development of airport city: <b>critical mass of population</b> (266.000), general job growth, land reserves, low degree of tertiarization, high unemployment (25%) (51)</p>

## 5 Figures and graphs

Fig.I. 1	The Àrea Metropolitana de Barcelona as an example: Urban growth and transformation 1956-94; Source: Font/Llop/ Vilanova 1999 – The phases identified by the authors are described as “aggregation”, “dispersion” and “polarization” ( <i>ibid.</i> 102-8) .....	20
Fig.I. 2	Europe after the integration of the HST: A contraction of geographical space through the selective improvement of accessibility; Source: GIP transalpes1999, 10 .....	21
Fig.I. 3	Urban transformation through the HST: The large-scale project “Euralille”, literally “built on” the accessibility change by the new HST line London/Paris/Brussels. In the background, the old downtown area of Lille. Source: Ville de Lille 1994, 4 .....	22
Fig.I. 4	Structure of the research process (focusing problems) juxtaposed with the structure of the study report (focusing conclusions) .....	24
Fig.II. 1	Three dimensions of a “discursive planning space”. Source: author .....	37
Fig.II. 2	Relevance of sources and survey methods for different analysis steps for the discourse dimensions; Source: author .....	39
Fig.II. 3	Discursive functions of planning documents; source: author .....	40
Fig.III. 1	Influences of HST planning and operation on spatial development; following Schütz 1996, 11 – <i>modified</i> .....	46
Fig.III. 2	Short-term influence of the HST on the development of motorway traffic volumes in France; Source: Schütz 1996, 56 .....	48
Fig.III. 3	Transport market of the HST in relation to road and air transport, depending on operating speed and travel distance; Source: CEC 1998, 164 51 .....	48
Fig.III. 4	Possible relationships between (HST) accessibility and economic development at the regional level; following Banister/ Berechman 2001, 325 – <i>modified</i> .....	51
Fig.III. 5	Proposal for a European HST network and the 14 key projects; source: CEC 1994 .....	63
Fig.III. 6	Planning principles for a sustainable spatial and urban development at the level of products and processes; Sources: Hillgardt 1998, 14; Hübler 1999, 246; Hübler et al. 1999, 482 .....	66
Fig.IV. 1	European urban regions with several HST station locations; source: UIC (Georger 2001) .....	67
Fig.IV. 2	Exclusion criteria and discarded urban regions .....	69
Fig.IV. 3	Overview: Spatial and administrative delimitations .....	70
Fig.IV. 4	Location of the four case study regions in a future European HST network; Plan source: UIC 2000. ....	71
Fig.IV. 5	Planned HST connection of Rhône-Alpes and the Lyon region; Source: RRA 1997, 18 - <i>modified</i> .....	72
Fig.IV. 6	HST station locations in the Lyon region: Satolas airport, La Part Dieu and Perrache; Source: RRA 1991 .....	73
Fig.IV. 7	ZAC La Part Dieu 1982 – an attempt to mitigate the results of the failed development previous to the HST station locations decision; source: Decoutère et al. 1993, 31 .....	80
Fig.IV. 8	“Plan technopole” – external accessibility and the 4 principal development locations for high-technology activities: COURLY 1997a, 3 .....	85
Fig.IV. 9	Confluence project – structure plan; source: COURLY 1999b, 10 .....	86
Fig.IV. 10	City network Rhône-Alpes – pointing to the metropolitan “hub” Lyon; source: RRA 1992, 75 .....	92
Fig.IV. 11	Schéma directeur – large scale development sectors of the agglomeration; source: COURLY 1992, 181 .....	95
Fig.IV. 12	“A common scheme for Rhône-Alpes and its neighbors”; source: GIP Transalpes 1999a, LF21 .....	98
Fig.IV. 13	Planned HST connection of the Amsterdam region and the Randstad; source: VROM/ EZ/ V&W/ LNV. 1999, 21 – <i>modified</i> .....	106
Fig.IV. 14	HST station locations in the Amsterdam region: Centraal Station, Zuid/ WTC and Schiphol airport; source: ROA 1998a, 69 – <i>modified</i> .....	107
Fig.IV. 15	Public transport infrastructure projects in the ROA area: Noord-Zuidlijn, Zuidtangent, Ringlijn, Ij-rail; source: ROA 1993, 44 .....	113
Fig.IV. 16	The <i>Ij-oever</i> project with the central station and the future <i>Noord-Zuidlijn</i> crossing; source: dRO 1994, 199 .....	114
Fig.IV. 17	Zuidas masterplan – urban structure and infrastructure coverage; source: dRO 2000, 9 .....	116
Fig.IV. 18	Urban networks and the “space economic mainstructure” in the discussion of the 5 <sup>th</sup> spatial planning report – development scenario “Stedenland plus”; source: VROM/ EZ/ V&W/ LNV. 1999, 36 .....	124
Fig.IV. 19	Planned rail infrastructure and the nine “focal points” of development; source: dRO 1996, 1 .....	128
Fig.IV. 20	“Netherlands in the periphery” and “The regions grow towards each other”; source NS 1996, 5 .....	130
Fig.IV. 21	Integration of the Zuidas in the “principal economic development axis” - and secondary position of the central station; source: NS/ GVB 1997, 4 .....	131
Fig.IV. 22	Accessibility map for Noord-Holland and the Amsterdam region: HST line, motorways, regional rail and “transferia”; source: Provincie 1998, 39 .....	134
Fig.IV. 23	Main office locations and regional infrastructure in the Amsterdam region; source: ROA 1998b, 68 - <i>modified</i> . ...	136
Fig.IV. 24	Infrastructures, “Mainports”, “economic development zones” and “urban housing” in the Randstad; source: RegioRandstad 1999, 44 .....	138
Fig.IV. 25	“City ports” in the Deltametropolis; source: Deltametropool 1998, 18 .....	139
Fig.IV. 26	Planned HST connection of Baden-Württemberg and the Stuttgart region; source: WMBW 1998, 45 – <i>modified</i> ..	146
Fig.IV. 27	HST station locations in the Stuttgart region: Hauptbahnhof and Stuttgart airport; source: VRS 1999, Annex1, Fig.3 – <i>modified</i> .....	147
Fig.IV. 28	Track alternatives for the HST in the central area of the Stuttgart region; source: DB Projekt 1996a, 79. ....	153
Fig.IV. 29	HST station between new trade fair and airport extension; source: Wulf & Partner 2000 – <i>modified</i> .....	155
Fig.IV. 30	Stucture plan “Stuttgart21” – concentration of „retail, culture and services” in the HST station area; source: Stadt Stuttgart 1997a .....	157
Fig.IV. 31	Six “European Metropolitan Regions” and “connecting corridors”; source: BMBau 1997, 57 .....	161
Fig.IV. 32	“The synergy-concept”, summarized in a diagram; source: DB Projekt 1996, 2 – <i>modified</i> .....	172
Fig.IV. 33	Three out of 10 urban design proposals for the central area – The focus on the “urban development project” deflects from other implications of HST integration; source: Stadt Stuttgart 1997b, 9 .....	175
Fig.IV. 34	Regional structure plan – integration of airport and HST station with a new regional development axis; source: VRS 1998 .....	178



Fig.IV. 35	Planned integration of the HST in Catalonia and the Barcelona region; source: Institut Geogràfic de Generalitat – <i>modified</i> .....	185
Fig.IV. 36	HST station locations in the Barcelona region: Sants, Sagrera, Barcelona airport and Vallés; source: PTMB 1998, 45 – <i>modified</i> .....	186
Fig.IV. 37	Overall infrastructure networks and the territorial (re) distribution of the population were the main subjects of the PTGC – the integration of the HST remained largely abstract; source: Generalitat 1995, M28 .....	193
Fig.IV. 38	“Areas of centrality” in the PTMB – highlighting the two centers for administration and services ( <i>centro direccional</i> ) at the airport and in the Vallés coinciding with the HST station areas; source: PTMB 1998, 216 – <i>modified</i> .....	194
Fig.IV. 39	Ring-road construction and the 12 “new central areas”; against the priority of the Olympic projects, Sagrera remains a “long-term opportunity”; source: Ajuntament de Barcelona 1987, 8 – <i>modified</i> .....	196
Fig.IV. 40	“Second renovation” of Barcelona: transformation of the eastern sector including the HST station at Sagrera; source: Ajuntament 1996, 203 .....	197
Fig.IV. 41	“New projects” for Barcelona – concentration of large-scale urban transformations in the eastern and the western periphery, coinciding with the new HST stations; source: Barcelona Regional 1999, 8 .....	200
Fig.IV. 42	Alternatives examined by the MF: HST access through the Vallés and along the coast. Finally, a combination of both has been decided; source: Barcelona Regional 1998a, 12 – <i>modified</i> .....	202
Fig.IV. 43	Spain in the periphery of Europe – the HST as a development orientation; source: MOPTMA 1994, 9 .....	203
Fig.V. 1	Weighted relevance of discourse dimensions for the axes of comparative analysis; source: author .....	225
Fig.V. 2	Synopsis - Metropolization discourse: Concepts for the integration of the HST; source: author .....	237
Fig.V. 3	Synopsis - HST integration and institutional change; Source: author .....	246
Fig.V. 4	Synopsis - Floorspace distribution in new HST station area developments; sources: Decoutère et al. 1993; dRO 1998b; Stadt Stuttgart 1997a .....	251
Fig.V. 5:	Synopsis - Floorspace distribution in central HST station area developments; sources: COURLY/ Ville de Lyon 2000; dRO 1999; Stadt Stuttgart 1997a .....	253
Fig.V. 6	Synopsis - Projects and partnerships at HST station locations; Source: author .....	254