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*Address by the President of IABSE*

The Swedish and Danish Groups have taken the initiative to organise this important conference on "Cable-Stayed Bridges - past, present and future". This is an excellent example of a joint arrangement in keeping with the aim of IABSE to develop and exchange know-how in order to make civil and structural engineering activities contribute to the development of society.

Several modern construction technologies for both the tunnel and bridge part have been introduced and set the trend for future major links crossing waterways. The tunnel was specifically dealt with at the IABSE Colloquium on Tunnel Structures in Stockholm in 1998. The 8 km bridge with a world-record combined rail and motorway cable-stayed span of 490 m will be almost completed in 1999, an excellent timing for an international conference on cable-stayed bridges to be held in Malmö in June 1999.

This event will be another high-quality event in the endeavour to assemble the structural engineering profession globally with the purpose of exchanging know-how and ideas regarding trend-setting structural engineering for the future.

Klaus H. Ostenfeld
President of IABSE

Welcome Address

The modern cable-stayed bridge has been developed during the second half of the 20th century, and is today the preferred bridge type for main spans in the range from 200 m to 500 m (and in some cases beyond).

The combined bridge and tunnel project of the Öresund link for dual mode transport of high speed railway and motorway is a vital element in the formation of a Northern European financial and commercial centre, the gateway to Scandinavia and the Scandinavian peninsula. The project is an excellent example where Scandinavian bridge and tunnel engineering with international contribution is cooperating, resulting in a high quality modern structural engineering product as a symbol of this new activity for the 21st century.

Most cable-stayed bridges are built to carry roads across rivers and straits, but in a few cases also railways are crossing over the bridges. Among the cable-stayed bridges carrying both road and railway traffic, the Öresund Bridge stands out as the biggest and most heavily loaded bridge of this type. It seems, therefore, to be a good opportunity to link the completion of this bridge to an international conference covering a wide variety of topics related to the static and dynamic behaviour of cable-stayed bridges.

For the first time in the history of IABSE two National Groups jointly arrange an international conference. As chairmen of the Danish and Swedish Groups we cordially invite all engineers interested in cable-stayed bridges to come to Malmö, Sweden in early June 1999.

Niels J. Gimsing
Chairman of the Danish
Group of IABSE
Chairman of the Scientific Committee

Hans Ingvarsson
Chairman of the Swedish
Group of IABSE
Chairman of the Organising Committee