



NEWSLETTER DECEMBER 2010

General Assembly 2011

The next General Assembly of the UECC will take place on 7/8 April 2011 in Frankfurt. On Thursday, April 7, a visit of Frankfurt Airport is planned. The actual General Assembly will be held on Friday, April 8, 2011.

The event is a good opportunity to meet members of the Executive Committee and the Working Group and to discuss any comments or suggestions with regard to the UECC's positions on transport policy. All members are cordially invited to register for the General Assembly.

Road Charging Directive

On October 15, 2010 the European Council published its opinion on the European Parliament's proposal for a directive of the European Parliament and the Council for an amendment of the EU directive 1999/62/EC on the charging of heavy good vehicles for the use of certain infrastructures.

The scope of application remains limited to road haulage. The individual member states are free to levy user charges or tolls for external costs.

At a board meeting at the beginning of December in Luxembourg, the UECC adopted a new resolution, reiterating the following major demands of the European business community:

- **No unilateral charges to be placed on particular modes of transport – no unilateral charges within one particular mode of transport**

- **Uniform regulations within the EU in order to avoid distortion of competition**
- **Incorporation of external benefits and setting off of already paid taxes and dues**
- **No charging of congestion costs exclusively to road haulage**
- **Exact definition of the methods of calculation and maximum limits for the individual cost factors**
- **No extension of the possibility of an extra charge in mountain regions**
- **Reinvestment of the revenues into the road haulage network or for the immediate reduction of negative effects.**

You may find the full text of the resolution on the website www.uecc.org.

Wisenberg tunnel

In an open letter to the new Swiss transport minister Doris Leuthard, the UECC, together with politicians and business associations of Northwestern Switzerland, again emphasised the need for a new tunnel through the Jura mountains.

The Basel area is an important crossroads for transnational passenger and goods traffic. A major part of the entire north-south goods traffic in the European transport network is channelled through the Rotterdam-Basel-Genoa and Antwerp-Lyon/Basel corridors. As decided by the EU Parliament in June 2010, the two corridors mentioned above are included in the network of European priority axes for freight transport. The Wisenberg tunnel is therefore important for the future of international rail infrastructure.

Without the Wisenberg tunnel, Switzerland will not be adequately connected to the European north-south rail network.

As part of the efforts to upgrade European high speed network, the Swiss railways and the Deutsche Bahn announced on 9 July 2010 that they are planning extensive additions to the rail links between the two countries. For this purpose, a new subsidiary shall be founded to oversee the proceedings. More than a billion Swiss Francs shall be invested into the upgrades in Switzerland alone. Without the Wisenberg tunnel, such initiatives cannot be pursued as planned.

The Wisenberg tunnel must therefore be integrated into the rail 2030 concept as a project of the first priority. After decades of planning and a Swiss popular vote in favour of the new tunnel over twenty years ago, the project, which was formally confirmed by the Swiss government in 2009, is now ready to receive the green light.

Calendar 2011

Working group

7 April 2011 in Frankfurt (D)

General assembly

7/8 April 2011 in Frankfurt (D)