



UNION EUROPÄISCHER INDUSTRIE- UND HANDELSKAMMERN (UECC)
FÜR VERKEHRSFRAGEN

UNION EUROPÉENNE DES CHAMBRES DE COMMERCE ET D'INDUSTRIE (UECC)
POUR LA POLITIQUE DES TRANSPORTS

UNIE VAN EUROPESE KAMERS VAN KOOPHANDEL (UECC)
VOOR VERVOERSVRAAGSTUKKEN

UNION OF EUROPEAN CHAMBERS OF COMMERCE AND INDUSTRY (UECC)
FOR TRANSPORT

BULLETIN

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Editorial

At the UECC's General Assembly in Breda (NL), Zoltan Kazatsay, Deputy Director-General of the Directorate-General for Energy and Transport, gave a presentation on the European Union's transport policy after the midterm review of the Commission's 2001 White Paper on Transport. He mentioned the expansion of the EU and the current security problems as some of the most important challenges the Commission is facing today.

The UECC especially welcomes the fact that the EU Commission has given up its (unrealistic) targets concerning the modal shift and is now calling for an appropriate use of all modes of transport.

At its meeting in Breda, the UECC also decided to change its name in order to emphasise its main purpose and focus of activity. It is now called "Union of European Chambers of Commerce and Industry for Transport". The UECC's internet pages have been completely redesigned and updated accordingly. You will find the new website at www.uecc.org.

*Dr. Rainer Füeg
Secretary General*

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Annual report 2005/2006

1. Focal points

The UECC discussed its new strategy for 2006-2008, which will serve as a basis for future activities.

In addition to the waterway projects concerning the Danube and the link between the Rhine and the Rhone, the most important issues were:

- The Eurovignette directive
- The midterm review of the White Paper on transport
- The EU's NAIADES programme for inland waterway transport
- The initiation of a project designed to examine the economic impact of environmental standards on the transport market
- Security in international aviation

The UECC adopted resolutions on the following subjects:

- The UECC reviews proposals to amend the EU directive on the charging of heavy goods vehicles for the use of certain infrastructures (Basel, December 2005)
- The UECC calls for an upgrading of the A35 motorway in the Alsace and for better access to the transport networks in Germany and Switzerland (Zurich, January 2006)
- New studies for a waterway link between the Rhine and the Rhone (Zurich, January 2006)
- The UECC demands the upgrading of the RN 57 as part of the road connection Luxembourg / Lorraine / Franche-Comté / Switzerland (Zurich, January 2006)

- Adequate funds required to finance high-performance transport structures in Europe (Basel, March 2006)
- The EU Commission's draft proposal for a directive on security in the intermodal transportation chain (Antwerp, June 2006)
- The UECC demands the upgrading of the Rhine-Rhone axis (Breda, September 2006)
- Straubing-Vilshofen: the UECC calls for an acceleration of the planning procedures (Breda, September 2006)
- EU proposal for a revision of the directive 2320/2002 on common rules in the field of civil aviation security (2005/0191 (COD)) (Breda, September 2006)

2. Personal changes

Mr. Joseph Küttel (Geneva) was elected as a new member of the executive committee. He replaces Mr. Paul von Gunten. The Dutch Chambers have yet to appoint a successor to Mr. Walter Groenendal (Amsterdam), who also resigned as per the end of 2006.

3. Membership

The UECC was able to welcome the Chamber of Commerce of Dijon (F) as a new member.

In the summer of 2006 the president of the UECC reviewed future strategies with representatives of the various national groups, and the secretary general visited member chambers in Hungary, Romania and Bulgaria to discuss their needs and concerns with regard to the UECC. More chambers from these countries will be invited to join the UECC.

Resolutions

Straubing-Vilshofen: the UECC calls for an acceleration of the planning procedures

The improvement of conditions on the Danube waterway between Straubing and Vilshofen is essential for European inland shipping companies and their customers, as was recognised by the European Parliament and the Council of Ministers in April 2004, when they decided to include the project in the list of the 30 priority projects of the trans-European Transport Network. In March 2006, the Bavarian Government published the results of a study which had examined various proposals for an upgrade. According to the report, variant C/C 2.80 would guarantee a draught of 2.50 m during 80 % of the year.

The UECC calls upon the Bavarian and the German Governments to speed up planning procedures for this important project.

Rhine-Rhone Axis

The UECC demands the upgrading of the railway links between the Rhine and the Rhone basins (project No. 24 of the trans-European transport network) in order to ease traffic congestion in this strategic multimodal transport corridor.

The UECC draws particular attention to the following projects:

- Upgrading of the railway line between Offenburg and Basel to two tracks in both directions, as a means to link up this stretch to the two planned railway routes across the Alps, i.e. the Lötschberg route (to be opened in 2007) and the Gotthard route (to be completed by 2016)
- Construction of the Wisenberg tunnel to the south of Basel, in order to improve conditions for freight traffic on the Basel-Bern route
- Upgrading of the railway tunnel on the Mulhouse-Belfort-Dijon section to size B1, which would improve conditions for container trains on this route – this project must be included in the French Government's project plans for 2007-2013.

The UECC also calls for a rapid and full realisation of other infrastructure projects planned for the Upper Rhine Valley and for an improvement of the connections to European transport networks.

EU proposal for a revision of the directive 2320/2002 on common rules in the field of civil aviation security (2005/0191 (COD))

The UECC draws the European Commission's attention to the following points:

External expertise

The UECC believes that, contrary to the EU's proposal, the companies and airports concerned must be consulted before the directive is adopted so that they can evaluate whether the measures proposed are realistic and economically viable.

Parliament must be consulted

The European Commission suggests that the procedural and technical regulations should be adopted by the so-called comitology procedure, which involves only the Commission and representatives of the member states. The UECC, on the other hand, believes that parliamentary control is essential, bearing in mind the far-reaching effects of the measures.

Financing

The European Commission must provide clear rules for the financing of such measures. The amount of funding by the member states must be defined by applying the same criteria throughout the European Union. Any charges levied for security reasons must be reinvested to improve security.

Cost benefit analysis

A cost benefit analysis must be applied to any measures introduced to improve aviation security. Possible implications for the business environment must be assessed in advance.

Measures to tighten aviation security

The EU transport ministers adopted more stringent measures to tighten aviation security at a recent meeting in October 2006. The new rules contain restrictions

on the amount of liquids permitted in hand luggage. The deployment of armed security personnel on board was also discussed.

Priority for freight traffic

European rail freight companies are demanding more rail routes between Sweden and Italy and between the Benelux countries and Italy, which would include connections with priority for freight transport. A study for both corridors has already

been commissioned. The results will be submitted to the European Commission, which has its own plans for a rail freight network.

Netherlands and Belgium promote freight railway

The Dutch and Belgian ministries of transport have asked rail network operators ProRail and Infrabel to update their traffic forecasts and cost estimates for the modernisation of the freight railway "Iron

Rhine" between the port of Antwerp (B) and Roermond (NL). The possibility of extending the line into Germany is also being assessed.

Germany introduces tolls on three federal roads

The European Union will allow Germany to levy tolls for trucks on three federal roads, namely the B75 between the A261 and A253 motorways, the B4 north of the A23 until Bad Bramstedt and the B9 between the German-French frontier and the A65

motorway. These roads have been suffering from increased traffic from trucks seeking to avoid motorway tolls. The road charges will be applicable as from January 2007.

Working group "General Transport"

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Alpine crossing routes in Switzerland

The Swiss government has proposed new measures to reduce the amount of heavy goods vehicles crossing the Alps. The proposals include increased investment in the promotion of rail freight transport, the speeding up of the construction of "rolling motorways", funding for the building of terminals and the creation of an "Alpine Crossing Exchange".

Aviation security

The EU intends to revise its 2002 directive on aviation security. However, the new proposal does not include any significant improvements for the companies involved, on the contrary, it is likely that the new provisions governing the implementation of the rules will increase the burden on the companies. The proposal contains chapters on monitoring and vetting aircraft, rules regarding forbidden goods, the shipment of airfreight and the easing or strengthening of security checks. Member states will be allowed to apply even stricter

measures as long as they remain objective and non discriminatory. Member states, airport operators, airlines and other com-

panies will be required to draw up security plans. The UECC has adopted a resolution on the subject (s. above).

Working group "Waterways"

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Rhine – Rhone link

At the meeting of the working group in Mulhouse last August, J. Dalaise said that the French inland shipping industry has grown by 40 % over the last ten years. This boom has encouraged efforts to improve infrastructures and reduce red tape. Priority is given to high-capacity networks and international waterways, such as the Seine (Le-Havre-Paris), Rhone-Saône and Moselle-Rhine.

The Seine-Escaut project has been given the highest priority, and a "Déclaration d'utilité publique" is expected for the end of 2007. However, the problem of financing the project has yet to be solved.

Studies are currently being conducted to examine the market potential and possible impact on the environment of the Moselle-Saône project, which is planned for 2020-2025.

Mr. Dalaise recognises the strategic importance of a Rhine-Rhone link, but does not believe that a route through the Doubs valley would be acceptable for political reasons. Therefore he would prefer a route leading from the Upper Rhine via Mulhouse-Montbéliard to the Moselle-Saône link at Port-sur-Saône.

NAIADES – An Integrated European Action Programme for Inland Waterway Transport

Austria has suggested setting up a fund of EUR 120 million, to be financed by the EU, the member states and the inland shipping industry, with each sector contributing a third of the funds. The companies concerned are prepared to invest the proceeds from the reserve fund, created as a result of the scrapping programme, which has now been concluded, in the implementation of NAIADES. The European Commission and the member states have yet to approve the Austrian proposal. The EU budget for 2007 – 2013 does not make any specific provision for financing NAIADES, so funds will have to be transferred from other areas.

New security guidelines for river ports

The implementation of the ISPS Code (International Ship and Port Facility Security) and the corresponding security guidelines have been causing new problems for the inland ports. The ISPS code applies to cargo handling facilities that deal with international river sea ships and therefore have to secure their premises. Security measures include fencing, constant monitoring, security plans, etc. All ports that contain facilities that are subject to the ISPS code must now ensure the security of the entire port area. Ports are losing business, because the security cost increases are forcing many forwarding companies to choose other modes of transport.

Agenda 2007

Executive committee:

16 February 2007:	Austria
22 June 2007:	Arnhem (NL)
27/28 September 2007:	Frankfurt (D)

General assembly:

27/28 September 2007	Frankfurt (D)
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Working group "General Transport"

15/16 January 2007	Basel (CH)
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Working group "Waterways"

15/16 January 2007	Basel (CH)
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