

BULLETIN IV/2007

Editorial

With the opening of the Lötschberg base tunnel Switzerland recently completed a first key element of the New Rail Link through the Alps (NRLA). Work on the Gotthard base tunnel is also making excellent progress. Without an extension of the capacities on the railway lines before and after this axis in Italy, Switzerland and Germany, the benefits of these enormous feats of engineering will however remain limited.

At a conference in Karlsruhe last November, the UECC and the Community of Chambers of Commerce and Industry on the North-South Railway Axis Rotterdam-Genoa (CCC) highlighted the amount of work that still has to be done for TEN-Project No. 24.

At the meeting, the associations also adopted the "Declaration of Karlsruhe" in which they called upon the relevant authorities to increase their efforts to complete this project.

My best wishes to all of you for a successful New Year with many more large and small improvements in all the areas of European transport policy.

*Dr. Rainer Füeg
Secretary General*

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North-South Railway Link from Rotterdam to Genoa



Source: Communauté der Chambres de Commerce de l'axe ferroviaire Nord-Sud

On 15 November 2007 the UECC and the Community of Chambers of Commerce and Industry on the North-South Railway Axis Rotterdam-Genoa (CCC) signed the Declaration of Karlsruhe, calling for an extension of the rail link in the Rhein valley. At the press conference, the associations pointed out that only Switzerland and the Netherlands were making a major effort to upgrade this important freight transport axis. Switzerland has finished the Lötschbergtunnel and is continuing work on the Gotthardtunnel.

In the Netherlands, the Betuwe-Line provides a non-stop link for freight transport between the port of Rotterdam and the German frontier. The relevant German authorities were called upon to take the necessary steps and provide the required financial backing to ensure that the extension of the railway link to four tracks is completed by 2016 at the latest. The full text of the Declaration of Karlsruhe (German version) can be downloaded from the UECC website (www.uecc.org).

Reactions to UECC resolutions

Jörg Hennerkes, state secretary in the German federal ministry of transport, thanked the UECC for its comments on the new masterplan for freight transport and logistics and called them an important con-

tribution to the current debate. The new masterplan is expected to be published in the first quarter of 2008.

Missing links and bottlenecks in the European transport network

As the final report of this year's survey of the missing links and bottlenecks in the European transport network shows, the member States of the European Union still have a great deal of work ahead if they want to adapt the transport infrastructures to the growing needs and demands of the population and the economy.

The upgrading of the European transport network must be speeded up to make sure that insufficient infrastructure capacities do not jeopardise economic development and prosperity. The final report has been distributed to all member Chambers of the UECC.

Top priority projects for the UECC:

Rail transport:

TEN 1 - Brenner base tunnel

TEN 17 - Baudrecourt-Strasbourg-Stuttgart-Ulm-Munich-Vienna-Bratislava

TEN 22 - Budapest-Vienna-Prague/Nuremberg

TEN 24 - Lyon-Genoa-Basel-ARA-ports

Road transport:

Brussels/Cologne-Luxemburg-Nancy-Dijon/Basel (E21-E23-E29-E44)

Brussels/Antwerp-Aachen-Cologne-Erfurt-Dresden-Prague (E40)

Frankfurt-Basel-Milan (E9)

ARA-ports-Cologne-Frankfurt-Nuremberg-Vienna-Budapest (E35-E41-E45-E56-E60)

Waterways:

TEN 18 - Straubing-Vilshofen

TEN 30 - Seine-Schelde

Rhine-Rhone waterway link

European Union proposes more funds for transport infrastructures

The European Commission will support the upgrading of transport infrastructures in Germany and invest more than three hundred million euros in selected projects by 2013. This emerges from the list of 29 projects which transport commissioner Jacques Barrot recently presented to the European Parliament. The funding programme for the European transport networks includes, among other projects, the extension of the railway link Paris-Stuttgart-Vienna-Bratislava and the fixed rail/road link over the Fehmarn Belt between Germany and Denmark. The largest individual project is the upgrading of the railway axis Berlin-Erfurt-Nuremberg-Austria-Italy-Palermo.

Austrian projects will also receive additional funding: for example, the EU has proposed to invest almost 800 million euros in the Brenner tunnel. Among the other projects receiving significant support are the high speed line between Lisbon and Madrid (Evora-Medira), the "Rail Baltica", studies for the Triest-Divaca link between Slovenia and Italy, the Seine-Scheldt inland waterway link and the development of the Danube waterway.

As can be seen from the choice of the projects, the Commission intends to use 56% of the total funds for construction works and studies regarding cross-border projects.

11.5% of the funds will be allocated to the inland waterways and 74.2% to railway projects. In addition, the Commission selected proposals made in connection with the European Rail Traffic Management system (ERTMS), the Intelligent Transport System (ITS) and Air Traffic Management (ATM).

The proposed projects will now be sent to the member States and the European Parliament. After the agreement of the TEN financing committee, the European Parliament will exercise its right to review the proposals. It is expected that the Commission will adopt its final project funding decisions at the beginning of next year.

Germany will increase its truck tolls

Germany plans to increase its motorway tolls for trucks by 0.6 to 6.2 cent per kilometre as from 1 October 2008, depending on the emission class of the trucks. The federal government is to decide on the draft for a "directive to amend the regulation on motorway tolls and vehicle licences", which includes these changes, in

December this year. With the new rates, the federal ministry of transport intends to differentiate the truck tolls more closely according to the vehicles' emission class and reward those truck users who have installed particle filters in their Euro-2 and Euro-3 trucks.

In Memoriam

Jean-Marie Billaut, president of the Chambre de Commerce et d'Industrie de Saône-Loire, who represented the group of French Chambers in the executive commit-

tee of the UECC since 2003, died last October. We offer our sincere condolences to his family.

Agenda 2008

Executive committee:

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|-------------------|---------------|
| 7 February 2008 | Straubing (D) |
| 19/20 June 2008 | Brussels (B) |
| 24 September 2008 | Basel (CH) |

General assembly:

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| 24/25 September 2008 | Basel (CH) |
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Working group "Waterways"

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| 7 February 2008 | Straubing (D) |
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Working group "General Transport"

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| 8 February 2008 | Würzburg (D) |
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