



uecc



2019 ELECTIONS TO THE EUROPEAN PARLIAMENT UECC POSITIONS ON TRANSPORT POLICY

ENGLISH



FOREWORD

Currently, Europe faces many complex challenges. It is therefore important to stress that only a strong confederation, accepted and supported by its citizens, is capable of meeting the current global crises determinedly.

The link between the members is the transport infrastructure. This is the basis for development and participation of all regions and countries.

The experiences made during the last years make it very clear that a well-performing infrastructure not simply exists or is provided. A clear political will to maintain and develop an infrastructure based on the needs of the economy, concrete impulses and then focused promotion and coordination are badly needed.

The elections to the EU-Parliament in May 2019 are an important milestone in these proceedings. In the coming five years the course towards a trendsetting and performing infrastructure have to be set. In this brochure, the Union of European Chambers of Commerce for Transport (UECC) uses the opportunity to present its positions.

With these positions the UECC represents 60 regional Chambers of Commerce from six European countries along the Rhine, the Rhone, the Danube and the Alps.

We are looking forward to your reading of our brochure and to fruitful discussions based on it.

Dr. Christoph Juen
UECC President

Dr. Rainer Füeg
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REINFORCING AND EXPANDING THE NETWORKS

The maintenance and extension of the European Transport Network based on the needs of the economy by eliminating bottlenecks and filling gaps has a high priority for the economy. Because well-performing roads, railways and inland waterways as well as efficient nodes such as airports, ports and terminals are a decisive prerequisite for an unhindered transport of persons and goods throughout Europe. A high quality of connections, flexibility and the possibility to calculate travel and delivery times reliably assure affluence and jobs. Much too often, however, interregional routes are congested because of alternatives are lacking. Congestion, diversions and additional costs for commuters and companies result. The aim of a forward-looking European Transport Policy should be to maintain the transport network continuously and to enhance it consequently.

THE UECC THEREFORE DEMANDS:

- ▶ Accelerate the building of new and the extension of existing transborder connections within the European Union and with neighbouring states consequently!
- ▶ Position axes like the Rhine-Alpine-Corridor or the „Main Line for Europe“ (Paris -Budapest/Bratislava) in a stronger and more strategic way!
- ▶ Build far-reaching connections for the future by means of the Trans-European Networks, and connect them with the „Belt and Road Initiative (BIR)¹¹“
- ▶ Promote the possibilities of digitalisation and automation of transport and the opportunities of digital information about transport connections!
- ▶ Reduce substantially the planning times for infrastructure projects, especially on axes that are crucial for Europe!



SECURE THE FINANCING OF TRANS-EUROPEAN NETWORKS

The high demand for and the overdraft of the 2014-2020 EU-budget „Connecting Europe Facility“ (CEF) clearly show the extent of the need for starting capital for European transport infrastructure. Many projects to fill gaps in transborder connections and to eliminate bottlenecks on crucial European axes do not have sufficient rentability – at least in the view of an individual member state. Subsidies here have proven most effective, as most often private investors cannot be found. In order to provide the high amount of finances needed for the core TEN-T as well as for the supporting net, the CEF-budget should be continued and enlarged after 2020.

THE UECC THEREFORE DEMANDS:

- ▶ Continue the „Connecting Europe Facility“ as a program granting subsidies for starting projects!
- ▶ Return the only vaguely defined and heavily contested positions for „military mobility“ in the CEF budget to the general CEF budget!
- ▶ Focus on financing transborder projects, projects with an added value from a European perspective and on transport technology!



ENSURE COMPETITION BETWEEN MODES OF TRANSPORT

The European transport network relies on optimal transborder connections for all modes of transport. Be it in goods transport along the logistic chain or in passenger transport: multimodality is a reality today already and will grow more strongly in future. A good example of this is the New Railway Link through the Alps (NRLA) connecting Switzerland and Italy. It is one of the most important freight corridors connecting the seaports of Northern Europe via Germany with Northern Italy. The users themselves decide which means of transport they prefer in what situation, as becomes a liberal economic and social order. This is true for the economy as well as for private citizens.

THE UECC THEREFORE DEMANDS:

- ▶ Provide infrastructure on a European level, enable multimodality and promote it!
- ▶ Do not discourage multimodal transport by overzealous safety demands, disproportional environmental standards or noise regulations!
- ▶ Safeguard fair competition between the modes of transport, so the users can decide what is best for them in any given situation!
- ▶ Advance transborder network planning and reduce technical obstacles!

ROAD TRANSPORT OF GOODS – ENABLE INNOVATION

The majority of the European goods transport will take place on roads in future as well, and it will grow further. Innovative concepts therefore have to be developed to avoid burdening roads unnecessarily. Uniformly enforced regulations for a fair competition between the different modes of transport as well as between logistic operators in Europe are to be enacted. At the same time bureaucratic demands (e.g. documentation of minimal wages, of the driving and rest periods) are to be unified as far as necessary and to be streamlined to give the single market in Europe a chance when competing with other markets.

THE UECC THEREFORE DEMANDS:

- ▶ Avoid distortion of competition by diverging national fiscal burdens and regulations (on safety, travel bans, measurements, different national interpretations of driving and rest periods, different handling of the documentation of legal minimum wages)!
- ▶ Research into innovative concepts like the use of alternative fuels or of new vehicle technology and enable their realisation all over Europe!

RAIL TRANSPORT – PUSH LIBERALISATION

The EU has enabled the opening of many markets through its policy of liberalisation. The results were decreasing prices, and in some cases even a rising quality of the transport conditions. The intended liberalisation of the rail market, however, is still not realised in all member states. It is therefore even more important to push liberalisation. Besides the promotion of interoperability of the European railway system, the empowerment of the European Railway Agency is needed, in order to provide a unified European registration office for transborder operations.

THE UECC THEREFORE DEMANDS:

- ▶ Ensure access of new operators to the railway system without discrimination!
- ▶ Transparency in the allocation of rail capacity and technical regulations!
- ▶ Concrete programs for better technical and administrative compatibility in the European railway system!

KEEP WATERWAYS EFFECTIVE AND COMPETITIVE

Inland navigation is providing an important contribution to supply the industry, and it relieves road and rail. This is especially true in the catchment area of Rhine, Rhone and Danube. The conditions have to be created to keep inland waterways competitive. The functionality of the system has to be assured in the long run - also in view of the more frequent periods of low water levels and other effects of climate change.

THE UECC THEREFORE DEMANDS:

- ▶ Ensure the continuation of inland navigation on the Rhine on the basis of the Act of Mannheim of 1868!
- ▶ Improve the fairway conditions on Rhine, Rhone and Danube and adapt further waterways to the needs of modern navigation!
- ▶ Strengthen inland ports as nodes for international connection between inland navigation, rail and trucks!
- ▶ Promote autonomous driving on waterways as in other modes of transport!



DEVELOP AIR FREIGHT IN EUROPE

The vast majority of air transport within the EU occurs internationally. Airspace, however, still is monitored along national borders. The European institutions have prepared the way for a single European Sky by enacting two packages of measures in 2004 and 2009. But the goals are still far from reached. Effective air transport is crucial for freight and passengers alike. Only by air the important long-distance exchange becomes possible. The functionality of air transport therefore must not be reduced by further fees, such as a kerosene tax or mark-ups to passenger tickets.

THE UECC THEREFORE DEMANDS:

- ▶ Prepare the framework for an effective European Air Management!
- ▶ Harmonise the conditions for competition (e.g. fees) and abolish fees that are demanded in some individual states only!
- ▶ Orient climate protection strictly in line with the globally unified instrument CORSIA and abolish the exceptionalism of including travel within Europe into emission trade!
- ▶ Balance fairly the interests of operational needs of airports and of protection needs of residents!

MAKE ENVIRONMENT PROTECTION BUSINESS-FRIENDLY

The economy is committed to an active environmental policy. All means of transport have already done much to improve their efficiency. The environment automatically profits from these steps. Thanks to technical improvements, especially goods transport has emitted fewer pollutants and has become quieter. But still goods transport is being made more expensive by continued market distortions on a European level – often with financial consequences for the economy. EU requirements should not reduce competition, as only healthy companies can afford innovation and advanced technologies.

THE UECC THEREFORE DEMANDS:

- ▶ Do not reduce the negative effects of mobility by bans and regulations, but by incentives and technical progress!
- ▶ Implement internalisation of external costs in a harmonised way throughout Europe!
- ▶ Develop new drive technologies and multi-modal transport solutions ambitiously and with equal rights!
- ▶ Formulate European standards and quality goals for the environment in a coherent and precise manner!





ABOUT US

The Union of European Chambers of Commerce and Industry for Transport (UECC), founded in 1949, is an association of 60 Chambers of Commerce from Germany, France, Luxembourg, Netherlands, Austria and Switzerland.

The UECC represents the interests of around 2.5 million European companies in the catchment area of Rhine, Rhone, Danube and the Alps.

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