



**ANNUAL ACTIVITY REPORT
2008–2009**

PÉTER BALÁZS
European Coordinator

PRIORITY PROJECT No 17

*Paris–Strasbourg–Stuttgart–Vienna–Bratislava
Rail Link*

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The views expressed in this report are those of the European Coordinator and do not represent the official position of the European Commission.

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**I. SIGNIFICANT PROGRESS MADE BY TEN-T PRIORITY PROJECT NO 17 IN 2005–2009:
REVIEW OF FOUR YEARS OF EUROPEAN COORDINATION
I.1 Cornerstones of the cooperation between Member States and the European
Commission – declarations of intent and support**

The implementation of the trans-European transport policy is hindered not only by the shortage of financial resources, but also by coordination problems between the Member States in matters of scheduling, distribution of resources and general planning. To improve the coordination, according to Article 17a of the amended Community guidelines,¹ the Commission may designate European Coordinators for individual priority projects: “The European Coordinator shall promote, in cooperation with the Member States concerned, joint methods for the evaluation of projects and, where appropriate, advise project promoters on the financial package for the projects; consult, together with the Member States concerned, regional and local authorities, operators, transport users and representatives of civil society with a view to gaining fuller knowledge of the demand for transport services, the possibilities of investment funding and the type of services that must be provided in order to facilitate access to such funding.”

At the request of the then Vice-President, Mr Jacques Barrot, Professor Péter Balázs took on this task in 2005 and has been the European Coordinator for TEN priority project No 17 for four years.

2005–2009 was a period of tremendous development in the “Paris–Bratislava” railway axis. The most important milestones of successful coordination and completion in good time of the railway line were already marked out in the first year of activity. With the signature of the declaration of intent by the four Ministers for Transport of France, Germany, Austria and Slovakia on 9 June 2006 in Luxembourg, the Member States agreed to complete the “Paris–Bratislava” railway axis as quickly as possible. To achieve this requires close cooperation between the four countries, which was also provided for in this declaration. A few days later, on 14 June 2006, a declaration of support was signed by authorities, institutions and organisations, which officially undertook to promote the upgrade of railway axis 17. These signatories today include over 100 regional authorities and other participants, such as chambers of commerce and industry, railway companies, industrial firms, universities and other bodies.

A further important highlight of the Coordinator’s activity was the signature of three bilateral treaties between the Member States concerned, i.e. on 14 March 2006 between France and Germany on the construction of the bridge between Strasbourg and Kehl, on 10 July 2007 between Germany and Austria concerning the “Freilassing–Salzburg” cross-border section and on 11 July 2007 between Slovakia and Austria concerning the “Vienna–Bratislava cross-border section. These bilateral agreements ensure the successful upgrading as soon as possible of the cross-border sections along the “Paris–Bratislava” railway line.

I.2 Examples of significant progress in the past four years

During his four-year mandate, the Coordinator has been able to obtain an overview of the developments along the whole length of the “Paris–Bratislava” railway line. This comprehensive knowledge has enabled him to participate actively in the further

¹ Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network.

development of the railway axis. In the process, he has not only mobilised national and regional political forums, but has also cooperated closely with the railway companies and industrial, academic and educational representatives. This committed activity has borne fruit in relation to both the cross-border sections and the removal of bottlenecks.

During his mandate, the Coordinator has repeatedly emphasised that the cross-border sections are the crucial points of the “Paris–Bratislava” railway line. The linking of national railway networks is imperative for a trans-European railway system. The respective Member State takes the decisions concerning the appropriate technical solution for the link, which must be in conformity with the European legislation.

In addition to achieving smooth cross-border railway transport, the Coordinator has expressly advocated interconnections with the airports, with a view to optimising the intermodality of the trans-European transport network.

Furthermore, removing bottlenecks is an important priority.

Strasbourg Central Station–Kehl Bridge–Appenweier

Regarding the “Strasbourg-Kehl-Appenweier” cross-border section, a bilateral treaty between France and Germany was signed on 14 March 2006. Since then, the treaty has been ratified by both Member States, the preparations have gone ahead and work on the Kehl Bridge began in March 2008. An official ceremony marking the start of the work was held on 8 July 2008. This new bridge will allow speeds of 160 km/h and will provide increased capacity with a view to offering new international and regional services. It will also help to make navigation on the Rhine easier. The work is progressing quickly and construction of the bridge over the River Rhine is expected to be completed in 2010.

Munich–Mühldorf–Freilassing–Salzburg

There has been positive follow-up to the bilateral treaty signed on 10 July 2007 between the German Minister for Transport, Mr Tiefensee, and the Austrian Minister for Transport, Mr Faymann. On the Austrian side, the section is being upgraded to three tracks; the construction of the new Salzach bridge was already completed by the end of 2008. A significant part of this section is being commissioned at the end of 2009. The Austrian part of the section is due to be opened in 2013. A detailed analysis has been drawn up for upgrading the German side, according to which the German part of the section should be considered as a whole. This integrated approach was adopted by the German authorities in the application for co-financing under the 2009 annual programme: Germany has received an EU subsidy amounting to EUR 8.04 million to draw up a preparatory study for the electrification of the “Munich–Freilassing” section. This study includes the preparation of an approximate timetable for the construction of this section.

Vienna–Bratislava

This cross-border section is to receive special attention. It forms the hub for four modes of transport and five priority projects: the railway line from Paris to Bratislava, the railway axes from Nürnberg/Dresden to Athens/Sofia and from Vienna/Bratislava to Gdansk, plus the motorway axis from Vienna/Bratislava to Gdansk and the “Rhine/Meuse–Main–Danube” navigable inland waterway. In addition, there are also Vienna and Bratislava airports, which it is planned to interlink with railway axis 17. This intermodal transport hub has a unique geographical location and considerable potential and completion of the project will make a substantial contribution to stabilisation of the passenger and freight service of four modes of transport and to the

sustainable economic development of the whole of Europe. A sum of EUR 129.85 million has been granted from the TEN budget, as well as further funding from the Regional Fund for the “Vienna–Bratislava” cross-border section: these data clearly demonstrate the outstanding importance attributed to upgrading this East-West axis for Europe.

- The bilateral treaty between Austria and Slovakia relates to the establishment of a “Vienna-Bratislava” link, starting from the new central station in Vienna and running via Schwechat to Vienna airport, Petržalka and the stations at Filiálka and Predmestie. A link to Bratislava airport is also planned.

Paris–Baudrecourt–Vendenheim

The first train ran between Paris and Stuttgart as part of the official inauguration of the “Paris–Baudrecourt” section in June 2007. This result was achieved after 5 years of construction work and EU subsidy amounting to a total of EUR 241 million. The 300 km of the first phase of the East European high-speed line in France are designed for speeds of 350 km/h.

- The final 100 km between Baudrecourt and Vendenheim near Strasbourg form the second phase of the East European TGV which when completed will save half an hour over that stretch. The new line will also provide additional capacity which is lacking at present.

Work is about to start on this second phase of the East European TGV. If this section receives the necessary political and financial support, it could be upgraded by 2015. This would complete in full the French part of the “Baudrecourt–Strasbourg–Stuttgart” cross-border section.

Stuttgart–Ulm

After the Federal Government, Deutsche Bahn AG, the Land of Baden-Württemberg, the city of Stuttgart and the region had reached agreement in July 2007 in a Memorandum of Understanding on the construction of “Stuttgart 21”, it became clear to all parties involved that this project would be completed soon. The signature of the financing agreement by the above-mentioned parties took place on 2 April 2009. This historical event gave the decisive impetus to completion of the stretch; the first works between Stuttgart and Ulm have already been carried out. The amount of the TEN subsidisation is clear evidence of the importance which Europe attaches to the removal of this bottleneck: EU subsidies to the tune of EUR 230 million have been earmarked in the TEN-T budget for this section in the past 10 years.

Augsburg–Munich

- The stretch will be completed in 2010 and is designed for speeds of 230 km/h. The special importance of this section is also highlighted by the co-financing from the European Commission, which was granted during the programming periods 1994–1999 and 2000–2006.

Salzburg–Vienna

The Austrian part of the “Paris–Bratislava” railway line has made considerable headway in the past few years. The two bilateral treaties (between Austria and Germany and Austria and Slovakia) have given enormous political and financial impetus to the progress. The most expensive construction work was done between Linz and St. Pölten. The conversion to four tracks of the “Ybbs–Amstetten” section, which will shortly allow a maximum speed of up to 250 km/h (instead of the current 160 km/h), closes the gap in the west of the country. Two particularly important tunnel break-throughs in Vienna and

rapidly progressing work on the tunnels between St. Pölten and Vienna speak for themselves: the work here is advancing apace.

Other stretches

Progress was also made in further sections and in particular preparatory studies were carried out.

To sum up, the “Paris–Strasbourg–Stuttgart–Vienna–Bratislava” railway link is a rapidly advancing, realistic project, rapid completion of which is feasible in the foreseeable future thanks to the active cooperation and investments of the Member States. It is significant that a sum of EUR 438.35 million has been earmarked for this priority project under the multiannual TEN-T programme 2007–2013.

II. 2008-2009 ACTIVITY REPORT

II.1 Progress in the corridor

During 2008–2009, the four participating Member States, i.e. France, Germany, Austria and Slovakia, have made further major efforts towards the completion of this project. The current preparatory work between Baudrecourt and Vendenheim, the official start of work on the Kehl Bridge in July 2008, the signature of the “Stuttgart 21” financing agreement and the “Twin City Declaration”, as well as the break-through of the Lainzer Tunnel and the Wienerwald Tunnel are examples which show the efforts made with high investments. These results along the length of the railway axis convey the image of a concrete project which – barring a few individual stretches – can be completed by 2015.

One can thereby conclude that the Member States are taking concrete action to implement the declaration of intent adopted by the French, German, Austrian and Slovak Transport Ministers on 9 June 2006 in Luxembourg (Annex I). The analysis contained in the present activity report also shows that the successes achieved are founded not least on the direct involvement of the territorial authorities affected by the “Paris–Strasbourg–Stuttgart–Vienna–Bratislava” line and of other players (chambers of commerce and industry, railway companies, representatives of industrial sectors, universities and associations campaigning for completion of this line) which signed a declaration of support (Annex II). The lengthy list of signatories to the declaration shows very clearly that the construction of the “Paris–Strasbourg–Stuttgart–Vienna–Bratislava” line in its entirety as soon as possible is supported by a very strong political and economic will at local and regional level.

During the year under review (2008–2009), the Coordinator attended section inspections at key stages of work, various conferences and numerous meetings. He has also maintained a regular correspondence with all the parties involved in this priority project so as to be able to keep a close watch on developments and convey his views.

In the middle of the year under review, in February 2009, the Coordinator had the opportunity to have a talk with all four Transport Ministers of the Member States concerned. This provided him with insight into the current state of progress of the project and the planned activities in the individual Member States. The four Ministers view the current work along the railway axis positively. These talks led to the Coordinator drawing up an interim report on the developments along the railway axis and presenting it during a personal interview with Vice-President Tajani.

Strasbourg Central Station–Kehl Bridge–Appenweier

Since the official start of the work on 8 July 2008, work on the Rhine bridge has been progressing rapidly, with completion expected by December 2010. The rail link to the Rhine bridge on the French side is also under construction. The fact that this bridge has become a symbol of atonement and international cooperation is shown inter alia by the fact that this place has been chosen as venue for this year's NATO Summit.

Plans have already been drawn up for the section behind the Rhine bridge to the western side of Kehl station; the planning work has not yet started for the remaining section to Appenweier. Against this background, no indications can yet be given concerning the technical construction of the so-called "Karlsruhe curve".

Munich–Mühldorf–Freilassing–Salzburg

The Federal Republic of Germany submitted an application for co-financing for the German stretch of the cross-border section under the TEN-T 2008 annual programme. This application received the green light from the European Commission and Germany has been granted a subsidy amounting to EUR 8.04 million to draw up preliminary planning for the electrification. This is particularly welcome not only because the German part of this cross-border section is being dealt with as a whole, but also since a rough timetable for the construction work for this section is included at the end of this study. The part between Freilassing station and the cross-border bridge over the Saalach has already reached the planning stage. The construction work is under way within Austrian territory with the bridge over the Salzach; commissioning of the entire section is planned for 2013.

During the visit to the Federal Ministry of Transport, Building and Urban Affairs in February 2009, the Federal Minister, Mr Tiefensee, pointed out that the revision of the requirements plan for the nationwide upgrade of the German railway network is currently under way. Only next year will concrete results be available concerning the "Munich–Mühldorf–Freilassing" section.

Furthermore, the Coordinator visited the Bavarian Minister for Economic Affairs and Transport, Mr Martin Zeil. Mr Zeil announced his firm intention to pull out all the stops for the German part of this cross-border section to be completed as quickly as possible. However, it does not seem realistic for the "Munich–Tüßling" section to be constructed before 2015. For the time being, the upgrading of the section from Tüßling to the Austrian border cannot be terminated until the above-mentioned preparatory study has been completed.

Vienna–Bratislava

For the 2007–2013 multiannual programming period, EUR 129.85 million has been assigned to this section, from which the work on the infrastructural component of the new Vienna Central Station and the section up to the Slovak border will be co-financed. The work on the Austrian side already started in 2007 and is proceeding according to plan. The hand-over of the new central station is planned for 2013; the Austrian part of this cross-border section will be commissioned by 2015 at the latest.

These measures not only further improve the link between the cities of Vienna and Bratislava. In addition, the project entails better connections between old and new Member States which will benefit from this line through the considerable savings in time. One need only consider the 40 minutes which will be saved in the future as a result of the construction of the Lainzer Tunnel and the new Vienna Central Station. The ceremonial break-through of the Lainzer Tunnel took place on 25 May 2009.

The “Spange Götzensdorf” project as a whole comprises a railway link between Vienna Airport and the Ostbahn in the Götzensdorf area. The submission for the environmental impact assessment was made in December 2008. Starting the construction work seems feasible in 2011/12, which means that completion in 2014/2015 would be realistic.

During the two-day general meeting of the “Main Line for Europe” (*Magistrale für Europa*) initiative, the Coordinator once again confirmed his opinion that the “Vienna–Bratislava” cross-border section must be the focus of particular interest. This intermodal transport hub, where five TEN priority projects converge, has considerable economic potential on account of its unique geographical location. As the finale to the general meeting, the senior representatives of both cities and the Chairman of the initiative signed the “Twin City Declaration”, in which the signatories confirm their desire to encourage close coordination between all decision-makers to promote the fastest possible completion of this project, to upgrade the stations and their surroundings, to ensure the link-up of international and national transport with local and regional transport and to optimise access to the “Paris–Bratislava/Budapest” railway axis. During the two-day event, the Coordinator had the opportunity to visit the section between Vienna Airport and Vienna South Station.

Baudrecourt–Vendenheim

- The plans for this section are already under way, with work potentially starting in 2010.

Appenweier–Karlsruhe

- The construction of the Rastatt railway tunnel seems to be practicable thanks to the financial support under the Federal Government’s 2nd economic package. However, first of all the ten year-old planning for the tunnel must be revised on account of safety provisions in tunnels which have recently entered into force. The start of construction is scheduled for 2011. Infrastructure modernisation work is being carried out along the “Rastatt–Karlsruhe” section in 2009 (replacement of rails, points, sleepers, gravel and overhead contact lines, removal of several level crossings and installation of sound barriers).

Stuttgart–Ulm

- The first work on the crucial bottleneck of the railway axis, between Stuttgart and Ulm, started this year; work on the major tunnels is expected to begin in 2010. One of the prerequisites for this was the signing of the “Stuttgart 21” financing agreement. After more than 15 years of preparation, the Federal Government, the Land and Deutsche Bahn AG affixed their signatures to this agreement on 2 April 2009. The European Coordinator has monitored progress towards this extraordinarily important event since he took up his post and called for consensus between all parties involved.
- In November 2008, the Coordinator attended the working group meeting of the “Main Line for Europe” (*Magistrale für Europa*) initiative in Ulm, at which the current status of the *SMA study* was presented (more on this subject in the next section). He then gave a town-hall presentation for information to the residents in the catchment area of Ulm on priority project No 17. This evening event was organised as part of the PR work of the city of Ulm “Innenstadtforum City-Bahnhof” (City Station Inner City Forum).
- In February, the Coordinator visited Board members of Deutsche Bahn and the Federal Minister, Mr Tiefensee, to clarify topical issues concerning the “Paris–Bratislava” railway line. The main subjects were the “Stuttgart 21” financing agreement – which at that time had not yet been signed – and the “Munich–Mühldorf–Freilassing” section. The talks were successful and very enlightening. Both Deutsche Bahn and the

Transport Minister showed readiness to find solutions as quickly as possible to the matters raised.

In April, the Coordinator received an invitation to a symposium organised by the “Main Line for Europe” (*Magistrale für Europa*) initiative and the Land capital Stuttgart, where he presented the audience with an overview of the current state of progress of the railway line.

Ulm–Augsburg

The “Neu-Ulm–Augsburg” section still requires more detailed discussions, which have not yet begun. There was no need for these until a decision on the “Stuttgart–Ulm” section had been taken. The analysis can now begin, although in the knowledge that the existing infrastructure could continue meet demand for some time to come. The Bavarian government made considerable efforts this year towards upgrading the “Neu-Ulm–Augsburg” section, including a third track to the west of Augsburg. However, the financing has still not been resolved.

The planning permission documents for the Augsburg station conversion are already to be drawn up this year and then the procedure initiated and carried out. Work could commence in two to three years’ time.

Augsburg–Munich

- The conversion of the “Augsburg–Munich” section to four tracks is proceeding rapidly and the part as far as Mering was completed in 2008; the section to Olching will be finished in 2010. Trains will then be able to run on this section at a speed of 230 km/h thanks to the separation of regional and freight trains from (inter)national high-speed trains.

In November 2008, the Coordinator visited all the construction work on this line between Olching and Augsburg and Mehring station. He was delighted to find that the work is proceeding briskly and that the stretch can be commissioned by the end of 2010.

Also in autumn 2008, the Coordinator paid a visit to the Chairman of Flughafen München GmbH and took the opportunity to emphasise the particular importance of linking Munich Airport to the “Paris–Bratislava” railway axis and the indispensability of a conference of the airports located along this railway line in 2010.

Salzburg–Linz

The “Salzburg–Linz” section is made up of different parts which are at different stages of development. The results of the high-capacity line variants for the “Salzburg–Attnang–Puchheim” link will be presented this year. After all the works have been carried out on the Westbahn in 2013, the journey time between Salzburg and Vienna will be cut by an hour from the present 3 hours 20 minutes to 2 hours 20 minutes. In addition, on 7 November 2008, the first cut of the spade was made for the new Salzburg Central Station.

Linz–St. Pölten

The most significant work was carried out in recent years between Linz and St. Pölten. This section is nearing completion; the upgrading to four tracks throughout its length means a considerable increase in capacity and train speeds of 200 km/h. The work on the “Ybbs–Amstetten” section is progressing at top speed and completion is expected in 2012. Moreover, the further development is also essential of the St. Pölten freight train bypass, which, after building stopped in 2002, can be resumed this year. This part of the railway axis is supported by a considerable sum from Austria’s national economic package.

No other section has inaugurated as many tunnel break-throughs in recent years as that between Sankt Pölten and Vienna. After the break-through of the tunnel under the Wienerwald massif in September 2007, the Stierschweiffeld Tunnel in April 2007 and the Reiserberg Tunnel in February 2008, the break-through for the Lainzer Tunnel was inaugurated on 25 May 2009.

II.2 Further activities

First of all, the activities of the “Main Line for Europe” (*Magistrale für Europa*) association initiative should be emphasised. This association combines regions, cities and chambers of commerce and industry along the “Paris–Bratislava” section and is presided over by the Mayor of Karlsruhe, Mr Fenrich, who in the past conducted studies which contributed to providing a basis for an economic approach to the project in question. It has a permanent working group, which meets four or five times a year and provides a forum for regular exchanges on the latest developments surrounding the project. These were held in Munich, Ulm, Vienna/Bratislava, Stuttgart and most recently in Strasbourg.

Together with KLOK, a consultancy firm, and the chambers of commerce and industry, the “Main Line for Europe” (*Magistrale für Europa*) initiative has also conducted detailed studies on the use of this rail link by freight transport. This work is being pursued through an analysis of the logistics organisation, particularly terminals. The studies and work under the initiative will provide concrete results which can then be taken forward.

The Coordinator welcomes the activities of the “Main Line for Europe” (*Magistrale für Europa*) initiative and thanks those involved for their untiring commitment to upgrading the “Paris–Bratislava” railway line as quickly as possible.

The East European TGV Association is another association working very actively for priority project No 17. During the past three years of the Coordinator’s mandate, the East European TGV Association has been presided over by the former Mayor of Strasbourg, Fabienne Keller. Under her guidance, a large number of activities have been organised, bringing together the economic, scientific, cultural and tourism actors associated with the project. The Coordinator welcomes the East European TGV Association’s activities and thanks it for its commitment to upgrading the “Paris–Bratislava” railway line as quickly as possible.

II.3 Study on construction and operation of European railway corridors

The “Main Line for Europe” (*Magistrale für Europa*) initiative published a detailed atlas in 2006, with particular emphasis on the link between the new “Paris–Bratislava” line and regional and local services. This year too, it is continuing its efforts by launching another study in cooperation with SMA und Partner AG in Zürich.

This study focuses on the “Paris–Bratislava” railway line and investigates, inter alia, how the international agreement on timetables can be organised in good time, i.e. already in parallel with the planning and performance of the construction work, so that maximum benefit for end customers is derived from the investments: ideal journey times and good and frequent connections. This integrated planning of timetable and infrastructure is a prerequisite for a smoothly functioning railway network.

Three developments provide the basis for the investigations: firstly, the creation of a European area guaranteeing freedom of passenger transport; secondly, the knitting together of the high-speed sections in Europe; and thirdly, the liberalisation of

international railway passenger transport. It is therefore necessary to investigate the organisational prerequisites and especially the run-up times so that cross-border high-speed transport development can become a reality. Priority project No 17 is a good example to demonstrate these correlations.

This study is to be published in August 2009.

II.4 Interoperability

Differing technical standards prevent cross-border rail transport on the European rail network. Against this background, it is necessary to undertake joint efforts to harmonise these systems at European level. It is imperative to avoid each Member State investing substantial resources in the development, testing and validation of systems, which are incompatible but correspond to similar needs. Against this background, the European Commission advocated combining the various national research projects and developed a European major industrial project, ERTMS (European Rail Traffic Management System). The standardisation of the many currently co-existing signalling systems will offer several advantages, namely boosting the competitiveness and dynamism of the railway sector, supporting the market integration of railway freight and passenger transport, giving impetus to the European railway equipment market, reducing costs and improving the quality of rail transport. The ERTMS is therefore fully in keeping with the Lisbon strategy.

The ERTMS equipment of the already operational section between Paris and Baudrecourt is to be terminated this year. The remaining 100 km in French territory will be equipped with ERTMS by the time they are commissioned, i.e. by 2015 at the latest.

Within German territory, the section from Appenweier to Karlsruhe, which is also part of priority project No 24, is to be equipped by 2015 according to the declaration of intent for the ERTMS corridor "A". Between Stuttgart and Ulm, the plan is to equip the section by the time the upgraded and new sections have been completed (by 2020 as the latest). Considerable efforts are also being made in the remaining part to ensure that the section in Germany is equipped with ERTMS all along the line.

In Austria, the ERTMS equipment on the "Paris–Bratislava" railway axis will be terminated by 2012 and in Slovakia by the time of the commissioning of the section between the Slovak-Austrian border and Bratislava at the latest, i.e. probably by 2020.

III. CONCLUSIONS AND RECOMMENDATIONS

Priority project 17 "Paris–Strasbourg–Stuttgart–Vienna–Bratislava" is making good progress. Substantial sections have been commissioned: Paris–Baudrecourt, Appenweier–Karlsruhe–Stuttgart (excluding Rastatt), Linz–St. Pölten (apart from some sections around Asten and Ybbs). Important sections will be completed by 2013, the end of the current Financial Perspective: Strasbourg–Kehl–Appenweier, Augsburg–Munich, Linz–St. Pölten–Vienna; others will be well advanced by the end of 2013, including Baudrecourt–Vendenheim and Vienna–Bratislava. The "Stuttgart–Ulm" bottleneck, the most difficult section of the entire line, appears to have made good progress through the signature of the financing agreement; it will be completed in 2020.

There is therefore a prospect of the priority project becoming a tangible reality within a relatively short time, passing through regions of major economic importance, connecting a number of major towns and cities and thereby offering direct access to around 32 million citizens.

However, it should be pointed out very clearly that there are still problems which must be solved in the coming years. The Coordinator therefore recommends making the

necessary preparations to complete some sections as rapidly as possible and taking further transport policy aspects into consideration:

- Ensuring the continuity of the preparations and the ensuing work on the second phase of the East European TGV. Its completion would allow half an hour to be saved on this section.
- Clarification of the approach for the “Munich–Salzburg” section by bringing together all the participants involved to clarify the financing position and the phases for the completion of this section.
- Intermodality: since there are numerous airports along this line, the coordinator recommends linking up all air terminals. To be able to carry out this objective in a coordinated manner, he advises organising an airport conference next year.
- This intermodality is also crucial to the transport of goods: the questions of logistics and terminals etc. could be looked at in greater depth. In this connection it is worth pointing out that priority project No 17 has a whole series of terminals located on nearby navigable waterways. The Coordinator therefore recommends further implementation of the results of the *KLOK study*.
- The Coordinator recommends continuing to exploit the results of the *SMA study* to the benefit of TEN priority project No 17. It could be used to resolve the question of drawing up harmonised timetables at European level.
- The Coordinator recommends equipping the entire railway line with ERTMS to ensure interoperability along the whole of the “Paris-Bratislava” axis.

ANNEXE I

DÉCLARATION D'INTENTION
des ministres des transports de
L'Autriche, la France, l'Allemagne et la Slovaquie
sur le projet prioritaire de RTE-T No. 17
"Paris-Strasbourg-Stuttgart-Vienne-Bratislava"
9 juin 2006
Luxembourg

Les Ministres,

- se référant à la décision N° 884/2004/EC du Parlement Européen et du Conseil du 29 avril 2004 sur les orientations communautaires pour le développement du réseau transeuropéen de transport qui fixe une liste de projets prioritaires parmi lesquels figure l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*",
- se référant au règlement 2236/95 du Conseil, déterminant les règles générales pour l'octroi d'un concours financier communautaire dans le domaine des réseaux transeuropéens, modifié en dernier lieu par le règlement 807/2004 et faisant l'objet d'une nouvelle modification en ce moment,
- constatant que le règlement 2236/95 précité permet d'octroyer des concours financiers communautaires dont le taux maximum est de 50% pour les études, de 20% pour les sections transfrontalières, ainsi que pour les goulets d'étranglement constituant des barrières naturelles et de 10% pour les autres sections,
- se réjouissant de la nomination d'un coordonnateur européen, M. Péter Balázs, pour cet axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*",
- conscient du potentiel considérable que représente la réalisation de l'axe à grande vitesse "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" en matière de croissance économique, d'emplois et d'amélioration de la compétitivité, notamment en facilitant le mouvement des personnes et des marchandises dans l'union européenne entière,
- reconnaissant l'importance de l'axe ferroviaire est-ouest à grande vitesse "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" pour le développement économique des Etats membres de l'UE et leur intégration dans le marché unique,
- apportant leur soutien à la promotion de l'utilisation du transport ferroviaire comme mode de déplacement durable et reconnaissant les bénéfices retirés par les pays en matière de sécurité des déplacements et de réduction de leur nuisance environnementale,
- prenant en compte l'importance de coordonner les efforts des différents pays associés au projet afin de garantir l'intérêt européen commun de l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*",
- conscient du fait que la maximisation des bénéfices microéconomiques et macroéconomiques passe par la réalisation de l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" et que les investissements dans les maillons manquants contribueront également à augmenter la rentabilité des sections déjà existantes,

- constatant les grands progrès déjà réalisés tout au long de l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" et se réjouissant de la mise en service de nouvelles sections de la ligne à partir de 2007,
- soulignant l'importance d'optimiser l'interopérabilité de cet axe en poursuivant une réalisation coordonnée de la ligne entière de sorte que toutes les sections individuelles constituent une seule ligne interopérable,
- poursuivant l'objectif de réaliser le projet "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" dans les meilleurs délais possible dans le cadre des possibilités de financement offertes.

Demandent à cette fin:

1. un cofinancement communautaire, dans le cadre des possibilités offertes par le règlement financier concerné, notamment pour les sections transfrontalières et pour les goulets d'étranglement importants
2. un appui du coordonnateur européen pour assurer la réalisation complète de cet axe ferroviaire dans les meilleurs délais possibles.

Affirment par la présente:

3. poursuivre de façon coordonnée la réalisation de toutes les sections de l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" dans les meilleurs délais possibles dans le cadre des possibilités de financement offertes afin d'en maximiser les bénéfices, de façon à réduire substantiellement les temps de déplacements, en accroissant les capacités du trafic passager et fret, ainsi qu'en assurant un lien optimal intra- et intermodal avec d'autres projets prioritaires (RTE),
4. établir une coopération étroite entre tous les acteurs poursuivant la mise en œuvre coordonnée de l'axe "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*", et en particulier les sections transfrontalières et les goulets d'étranglement,

Hubert GORBACH, Vizekanzler und Bundesminister für Verkehr, Innovation und Technologie der Republik Österreich

Dominique PERBEN, Ministres des transports, République Française

Wolfgang TIEFENSEE, Ministre des transports, République Fédérale d'Allemagne

Pavol PROKOPOVIČ, Ministre des transports, République Slovaque

ANNEXE II

Strasbourg, le 14 juin 2006 DÉCLARATION DE SOUTIEN

à la réalisation du projet prioritaire n° 17 du Réseau transeuropéen de transport concernant l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*"

Les signataires,

- se réjouissant de la signature, le 9 juin 2006 à Luxembourg, par les Ministres des Transports de la République Française, de la République Fédérale d'Allemagne, de la République Fédérale d'Autriche et de la République de Slovaquie, d'une déclaration d'intention associant pour la première fois les quatre Etats membres concernés par la modernisation de l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*";
- se félicitant de la nomination, pour ce projet, d'un coordonnateur européen, M. Péter Balázs, et de la dynamique positive qui a résulté de cette nomination;
- se réjouissant de la signature d'un traité franco-allemand relatif à la construction d'un nouveau pont sur le Rhin, entre Strasbourg et Kehl, pour 2010, qui, après la réalisation de la section Kehl-Appenweier, créera un lien ferroviaire de qualité entre la France et l'Allemagne;
- saluant l'avancée significative des négociations entre l'Allemagne et l'Autriche relatives à la réalisation de la section transfrontalière Salzburg-Freilassing;
- se félicitant des contacts étroits établis entre les autorités slovaques et autrichiennes, permettant d'envisager, entre les deux pays, une coordination efficace pour la réalisation de la section transfrontalière Vienne-Bratislava;
- exprimant leur entier soutien au processus de coordination multilatérale engagé par le coordonnateur européen;
- réitérant leur demande d'un soutien fort de la part de l'Union européenne;
- lançant aux Etats membres un appel pressant afin que l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" soit modernisé dans les meilleurs délais possibles, avec l'objectif d'une réalisation intégrale à l'horizon 2015;
- conscients du potentiel considérable que représente la réalisation de l'axe à grande vitesse "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*", et ses interconnexions, en matière de croissance économique, d'emplois et d'amélioration de la compétitivité, notamment en facilitant la circulation des personnes et des marchandises dans l'ensemble de l'Union Européenne;
- se félicitant de l'importance des investissements réalisés ou prévus par les collectivités locales et régionales dans le but, d'une part, de valoriser les gares et leur environnement, et, d'autre part, d'assurer l'articulation des transports nationaux et internationaux avec les transports locaux et régionaux en vue d'optimiser l'accès des territoires à l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*";

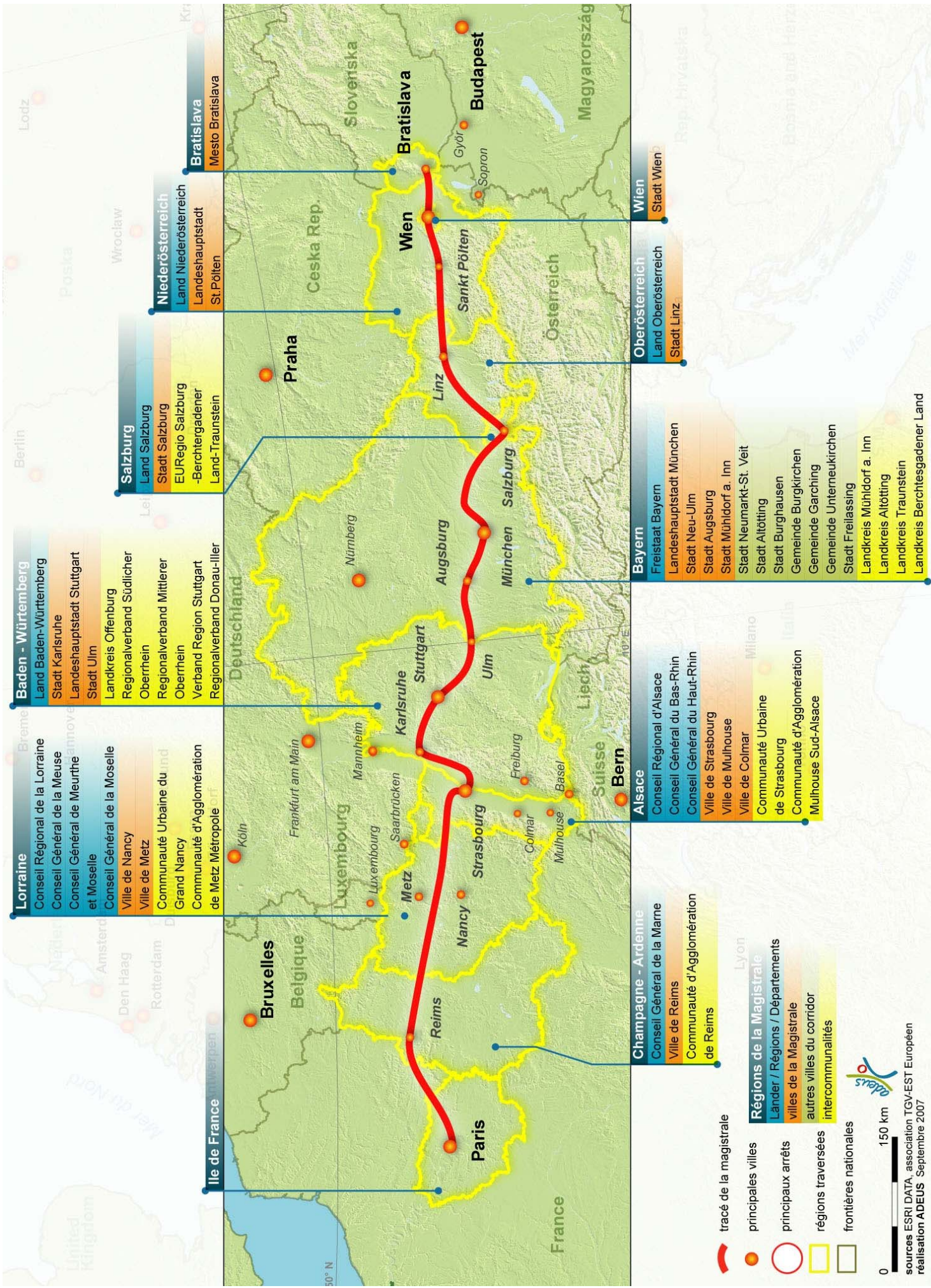
- soulignant l'importance d'intégrer les différents centres d'intermodalité (aéroports, et, pour le fret, les plates formes multimodales);
- constatant les travaux déjà réalisés tout au long de l'axe ferroviaire "*Paris-Strasbourg-Stuttgart-Vienne-Bratislava*" et se réjouissant de la mise en service progressive de nouvelles sections entre 2007 et 2015,

Affirment par la présente:

1. apporter leur appui aux Etats membres et au coordonnateur européen pour poursuivre la modernisation de cet axe ferroviaire d'ici 2015;
2. vouloir créer les conditions d'une coordination étroite entre toutes les autorités compétentes afin de faciliter la mise en œuvre de ce projet et sa réalisation dans les meilleurs délais possibles;

Demandent à cette fin:

3. l'inscription dans les programmations budgétaires nationales des ressources nécessaires à la réalisation des sections manquantes, en vue d'une réalisation complète dans les meilleurs délais et au plus tard pour 2015;
4. un cofinancement communautaire effectif, selon les possibilités offertes par le règlement financier concerné, aussi bien pour les sections transfrontalières que pour les goulets d'étranglement importants, dans le but de garantir l'interopérabilité de la ligne entière,
5. la mise en place d'un schéma de desserte à l'échelle de l'intégralité de l'axe, de façon à réduire substantiellement les temps de déplacements, en accroissant les capacités du trafic passager et fret, ainsi qu'en assurant un lien optimal avec des hubs intermodaux de niveau régional et local, notamment avec les nombreux aéroports situés sur cet axe, et avec d'autres projets prioritaires (RTE).



- Lorraine**
- Conseil Régional de la Lorraine
- Conseil Général de la Meuse
- Conseil Général de Meurthe et Moselle
- Conseil Général de la Moselle
- Ville de Nancy
- Ville de Metz
- Communauté Urbaine du Grand Nancy
- Communauté d'Agglomération de Metz Métropole

- Baden - Württemberg**
- Land Baden-Württemberg
- Stadt Karlsruhe
- Landeshauptstadt Stuttgart
- Stadt Ulm
- Landkreis Offenburg
- Regionalverband Südlicher Oberrhein
- Regionalverband Mittlerer Oberrhein
- Verband Region Stuttgart
- Regionalverband Donau-Iller

- Salzburg**
- Land Salzburg
- Stadt Salzburg
- EU-Region Salzburg -Berchtesgadener Land-Traunstein

- Niederösterreich**
- Land Niederösterreich
- Landeshauptstadt St. Pölten

- Bratislava**
- Mesto Bratislava

- Alsace**
- Conseil Régional d'Alsace
- Conseil Général du Bas-Rhin
- Conseil Général du Haut-Rhin
- Ville de Strasbourg
- Ville de Mulhouse
- Ville de Colmar
- Communauté Urbaine de Strasbourg
- Communauté d'Agglomération Mulhouse Sud-Alsace

- Bayern**
- Freistaat Bayern
- Landeshauptstadt München
- Stadt Neu-Ulm
- Stadt Augsburg
- Stadt Mühldorf a. Inn
- Stadt Neumarkt-St. Veit
- Stadt Altötting
- Stadt Burghausen
- Gemeinde Burgkirchen
- Gemeinde Garching
- Gemeinde Unterneukirchen
- Stadt Freilassing
- Landkreis Mühldorf a. Inn
- Landkreis Altötting
- Landkreis Traunstein
- Landkreis Berchtesgadener Land

- Oberösterreich**
- Land Oberösterreich
- Stadt Linz

- Wien**
- Stadt Wien

- Magyarország**
- Rep. Hrvatska
- Repub. Poljska
- Repub. Slovenska

- Champagne - Ardenne**
- Conseil Général de la Marne
- Ville de Reims
- Communauté d'Agglomération de Reims

- Régions de la Magistrale**
- Land / Régions / Départements
- villes de la Magistrale
- autres villes du corridor
- intercommunalités
- frontières nationales

— tracé de la magistrale
● principales villes
 principaux arrêts
 régions traversées
 frontières nationales



0 150 km

sources ESRI DATA, association TGV-EST Européen
réalisation ADEUS Septembre 2007

ANNEXE III

