

European Communities

EUROPEAN PARLIAMENT

Working Documents

1983 - 1984

19 March 1984

DOCUMENT 1-1520/83

Report

drawn up on behalf of the Committee on Transport

on improving transalpine railway links

Rapporteur: Mr V. GABERT

PE 88.194/fin.
Or. De.

On 16 November 1981, the European Parliament referred the motion for a resolution tabled by Mr CAROSSINO and others, pursuant to Rule 47 of the Rules of Procedure, on improving transalpine railway links (Doc. 1-717/81) to the Committee on Transport as the committee responsible and to the Committee on Economic and Monetary Affairs and the Committee on Budgets for opinions.

The Committee on Transport decided at its meeting of 27 November 1981 to draw up a report on this motion for a resolution, and, at its meeting of 29 January 1982, appointed Mr COTTRELL rapporteur.

On 13 May 1982, the European Parliament referred the motion for a resolution tabled by Mr PININFARINA, pursuant to Rule 47 of the Rules of Procedure, on the improvement of port and road infrastructures in Liguria and Piedmont in a European perspective (Doc. 1-198/82) to the Committee on Transport as the committee responsible and to the Committee on Regional Policy and Regional Planning for an opinion.

The Committee on Transport decided at its meeting of 25 June 1982 to deal with this motion for a resolution in its report on improving transalpine railway links.

At its meeting of 14 July 1982, the Committee on Transport held an exchange of views on the report and decided to postpone consideration of the subject pending the submission of two documents being prepared by the Commission.

At its meeting of 21 June 1983, the Committee on Transport accepted the reasons put forward in writing by Mr COTTRELL and the European Democratic Group for not drawing up a report. On 22 June 1983 Mr GABERT was appointed the new rapporteur.

The rapporteur had fact-finding talks with the Austrian Minister of Transport and the chairman of the Austrian railway company in August 1983 and with the Swiss Minister of Transport and the chairman of the Swiss railway company in October 1983.

The Committee on Transport considered the draft report at its meeting of 25 January 1984.

It adopted the motion for a resolution unanimously at its meeting of 29 February 1984.

The following took part in the vote: Mr Seefeld, chairman (also deputizing for the rapporteur); Dame Shelagh Roberts and Mr Carossino, vice-chairmen; Mr Albers, Mr Karl Fuchs (deputizing for Mr Hoffmann), Mr Gallagher (deputizing for Mr Gabert), Mr Gouthier (deputizing for Mr Cardia), Mr Key, Mr Klinkenborg, Mr Loo (deputizing for Mr Ripa di Meana), Mr Moreland (deputizing for Mr Cottrell), Mr Nikolaou (deputizing for Mr Lagakos) and Mr Veronesi (deputizing for Mr Martins).

The report was tabled on 2 March 1984.

The deadline for tabling amendments to this report will be indicated in the draft agenda for the part-session at which it will be debated.

C O N T E N T S

	<u>Page</u>
A. Motion for a resolution	5
B. Explanatory statement	10
I. Introduction	10
II. Short, medium and long-term measures planned by the railway companies to improve transalpine rail links	12
III. Long-term options for transalpine railway links	17
IV. The preparation of transport policy measures for the Alps	19
C. Annexes	
I Motion for a resolution Doc. 1-717/81	
II Motion for a resolution Doc. 1-198/82	

The Committee on Transport hereby submits to the European Parliament the following motion for a resolution together with explanatory statement:

MOTION FOR A RESOLUTION

on improving transalpine railway links

The European Parliament,

- having regard to the motion for a resolution by Mr CAROSSINO and others (Doc. 1-717/81);
 - having regard to the motion for a resolution by Mr PININFARINA on the improvement of port and road infrastructures in Liguria and Piedmont in a European perspective (Doc. 1-198/82);
 - having regard to the reports drawn up on behalf of the Committee on Transport by Mr KALOYANNIS on relations between the European Community and Yugoslavia in the transport sector (Doc. 1-920/83) and by Mr KLINKENBORG on transport problems in Greece with particular reference to infrastructure development (Doc. 1-1525/83),
 - having regard to the report by the Committee on Transport (Doc. 1-1520/83);
 - whereas:
- A. Community policy for the development of rail transport in the Alps must take particular account of the fact that the central portions of more transalpine railway links run through the territories of two non-member countries, namely Switzerland and Austria; to improve the railway connection to Greece, the Community must also pay considerable attention to transit railway routes through a further non-member country, namely Yugoslavia;
- B. according to the principles put forward in the resolution of 9 March 1982 on the future of the Community railway network¹, the Community's policy for the development of the railway network should be based on the European infrastructure master plan drawn up by the International Union of Railways with the participation of the ten Community railway authorities and the railway authorities of Austria and Switzerland;

¹ OJ No. C 87 of 5.4.1982, p.43 ff.

C. the European infrastructure master plan provides for five main transalpine railway links:

(a) Basle $\left\{ \begin{array}{l} \text{St Gotthard Tunnel - Chiasso} \\ \text{Lötschberg Tunnel-Simplon Tunnel-Domodossola} \end{array} \right.$ Milan

(b) Hamburg-Munich-Innsbruck-Brenner Pass-Verona-Bologna

(c) Paris-Lyons-Mt. Cenis Tunnel-Turin $\left\{ \begin{array}{l} \text{Milan} \\ \text{Genoa} \end{array} \right.$

(d) Munich-Salzburg-Tauern Tunnel-Villach-Karawanken Tunnel-Belgrade-Athens

(e) Vienna-Semmering Pass-Villach-Pontafel Pass-Udine $\left\{ \begin{array}{l} \text{Trieste} \\ \text{Venice} \end{array} \right.$

and the main line along the coast

(f) Marseilles-Ventimiglia-Genoa;

D. the railway companies in the countries through which these routes pass have increased both capacity and speed on all the lines by means of short- and long-term development projects and technical improvements and will be undertaking still more work in the future;

E. the European Community has provided financial support from its transport budget for the construction of the Domodossola II marshalling yard, rendered necessary by the development of the Lötschberg-Simplon line (line a);

F. other projects to improve railway infrastructures on the main transalpine routes and the connecting routes are eligible for Community aid from either the transport budget or other financial instruments;

G. the work currently planned by the railway companies operating in the Alps will ensure that the capacity of the transalpine lines will be sufficient to deal with increases in traffic, as far as they can be estimated at present, until the first half of the next century;

H. if these measures taken by the railway authorities are to be fully effective, however, it is essential that the delays caused by formalities and controls at border crossings, particularly on the Italian border, be eliminated;

I. despite all improvements, however, it is not possible on existing transalpine routes to attain the high speeds required to make the railways fully competitive with other forms of transport;

- J. high speeds can be achieved on transalpine railway routes only by means of deep-seated tunnels passing under the mountain ridge; preliminary studies are under way for such tunnels on three transalpine routes;
- K. according to available financial estimates, there must be a substantial increase in the volume of transalpine railway traffic to justify the cost of just one of these three proposed projects;
- L. Most headway has been made in the talks between the German Federal Railways, the Austrian Federal Railways and the Italian State Railways on several possible variations of a Brenner base tunnel;
- M. the decision as to which of the three projects under discussion should be implemented first can be taken only at political level, after the problem of economic viability has been solved;
- N. only by means of a political decision taken by all the transport authorities throughout the region of the Alps and covering all means of transport will it be possible to increase the volume of transalpine railway traffic in such a way as to make the construction of new tunnels economically possible;
- O. because of its advantages in terms of ecological protection and energy-saving, the railway, with the possibilities it offers for combined transport, is the most suitable means of transport in this region which requires particular ecological protection, and should be used as the principal means for all transalpine (long-distance) goods transport;
- P. the Commission¹ and the European Parliament² have proposed a number of measures to promote the development of combined transport which have so far met with only limited response from the Council of Ministers³; by means of such measures it would be possible to increase the volume of transalpine traffic in the near future;
- Q. existing forms of international cooperation in the transport sector have not produced any tangible results as regards a transport programme for the Alps;
- R. other forms of international cooperation should therefore be found to solve the problem of transalpine transport;

¹Proposals of 5.12.1980 and 25.2.1982 for a directive on measures to promote the development of combined transport, COM(80) 796 final and COM(82) 71 final;

²Resolution of 18 September 1981, OJ No. C 260 of 12.10.1981, p. 120, GABERT report, Doc. 1-395/81;

³Council Regulation (EEC) No. 1658/82 of 10 June 1982, OJ No. L 184 of 29.6.1982, p.1

1. Emphasizes the need for the European Community, particularly the Member States concerned, and the other countries in the region to begin talks immediately with a view to drawing up, on the basis of equality and mutual respect, a transport programme for the Alps covering all means of transport which will ensure the protection of this unique region and provide the best possible answer to transport needs;
2. Welcomes and supports the joint efforts made by the railway companies operating in the Alps, on the basis of the European infrastructure master plan, to increase the efficiency of existing lines on the main transalpine routes through extensions and technical improvements;
3. Calls on the European Community and the other countries in the region to agree on further measures to promote the development of combined transport so that greater use will be made in the near future of this particularly advantageous means of transalpine transport;
4. Calls on the Commission, when selecting infrastructure projects eligible for financial support from the Community's transport budget, to give high priority to projects to improve transalpine railway links and their connecting lines;
5. Draws attention to the fact that the European Community can also make use of other financial instruments to support projects to improve transalpine railway links;
6. Points out that, under certain circumstances, non-member countries may also receive aid from Community financial instruments upon application;
7. Hopes that Yugoslavia in particular will take advantage as soon as possible of the loans available from the European Investment Bank under the cooperation agreement with the Community and use them to improve its railway network, and that the Republic of Yugoslavia will be offered subsidized interest rates by the Community.
8. Considers that the construction of at least one base-to-base tunnel under the main Alpine ridge will mark the way for the future development of rail transport;
9. Urges all authorities with responsibility for transport in the Alps to cooperate in drawing up a joint transport programme to serve as a basis for forward-looking infrastructure plans;
10. Takes the view that this programme should be based on the principle that transalpine (long-distance) goods transport must chiefly be concentrated on the railways, using the possibilities of combined transport, and that the railways must in turn guarantee the speed, punctuality and reliability of such transport;

11. Recommends that during the next parliamentary term the Committee on Transport should make use of the existing forms of interparliamentary cooperation to examine the possibilities and prospects of holding a conference of all the authorities in the Alps responsible for transport policy at parliamentary and governmental level to establish the basis of a joint transport programme for the region ;
12. Instructs its President to forward this resolution to the Council and the Commission, the Parliaments of Switzerland, Austria and Yugoslavia, the International Union of Railways and the Group of the ten railway companies of the Community.

Explanatory statementI. Introduction

1. The European Parliament first called for the improvement of transalpine transport links¹ many years ago and it reiterated its demands immediately after the first direct elections².
2. Transalpine transport poses particular problems within the common transport policy for three different reasons:
 - The Alps constitute a natural obstacle to passenger and goods traffic on routes from Italy to France and Germany and cause extensive bottlenecks.
 - A large proportion of the transalpine routes pass through the territories of non-member countries which the Community must respect and treat as equal partners.
 - The fact that the Alps are of outstanding ecological importance to the whole of Europe, both as a unique natural region with its own flora and fauna, and as a water reservoir and climatic factor, precludes any transport developments (traffic density, infrastructure measures) which could threaten the sensitive ecological balance of the region.
3. In assessing the possibilities for improving transalpine railway links, there are two different time scales to be considered:
 - the short and medium term: here the need is to identify measures to improve transalpine railway transport which the railway companies operating in the Alps can plan and implement on their own initiative with the funds available to them.
 - the long term: it is necessary here to determine to what extent new lines, constructed on the level-track principle using long base tunnels, are necessary to achieve a modern transalpine railway

¹ Last referred to before direct elections in the resolution of 16 January 1979 on the present state and progress of the common transport policy, OJ C 39 of 12.2.1979, p. 16, SEEFELD report, Doc. 512/78;

² Oral question by Mr Seefeld, Mr Albers, Mr Gabert, Mr Gatto, Mr Key and Mr Loo on European solutions to the problems of transit traffic in the Alpine region (Doc. 1-298/79), Debates of the European Parliament, Report of Proceedings of the sitting of 24 September 1979.

service and are economically viable, and to establish which authorities should decide on the implementation of such measures and finance them.

4. The general transport policy measures required for the short and medium-term development of infrastructures for rail transport were outlined by the European Parliament in its resolution of 9 March 1982 on the future of the Community railway network¹.
5. The possibilities for long term projects to improve transalpine railway links were discussed in detail in the report by Mr NOE² on the improvement of traffic infrastructures across the Alps, which formed the basis of the European Parliament's resolution of 5 June 1973³.
6. Efforts to solve the problem of transalpine transport at Community level have so far produced few tangible results⁴. It is therefore appropriate to divide this report into three sections:
 - first, an assessment of whether the short and medium-term infrastructure improvements in the Alps planned by the railway companies on their own initiative are sufficient;
 - second, an examination of the possibilities for a political decision in favour of more far-reaching options;
 - lastly, reaffirmation of the idea of a transport programme for the Alps covering all means of transport.

¹ OJ C 87 of 5.4.1982, p. 43 ff, GABERT report, Doc. 1-982/81;

² Doc. 85/73;

³ OJ C 49 of 28.6.1973, p. 12;

⁴ This is reflected in the Council's answer to written question No. 1322/81 by Mr SEEFELD, Annex III to this report.

II. Short, medium and long-term measures planned by the railway companies to improve transalpine rail links¹

7. Under the European infrastructure master plan of the International Union of Railways, on which the European Parliament also based its proposals for a railway infrastructure policy², the transalpine railway links are classified under five different trunk routes. It is therefore appropriate to take each of these routes in turn in order to summarize existing plans. It should not be forgotten that the coast route Marseilles-Ventimiglia-Genoa also plays a part in transalpine transport.

8. Paris-Lyons-Turin-Milan-Trieste Line (Annex I/1)

The only remaining capacity problems on the first section of this route are in the Paris suburbs where the TGV line has not yet been completed. An additional track is to be laid on some stretches near Lyons and approaching the Italian border. On the Italian side, one or, in some cases, two additional tracks are to be laid and the substructure is to be reinforced to take axle weights of up to 22 tonnes.

9. Basle-Milan-

Genoa
Florence-Rome
Line (Annex I/2)

This line branches into two alternative routes over the Alps:

Basle-Olten-Lucerne-St Gotthard tunnel-Chiasso-Milan, and

Basle-Olten-Zollikofen-Lötschberg tunnel - Simplon tunnel - Domodossola-Milan.

The capacity of the St Gotthard line, which is already utilized almost to the full with 250 trains per day, is to be increased still further by some additional improvements (a Lucerne by-pass line). In view of this, the last few years have seen a progressive extension of the Lötschberg-Simplon line as an alternative route; by 1990 there should be a continuous two-track line allowing speeds of up to 160 kph.

¹ For a detailed description of the planned measures, see Annex I;

² Resolution of 9 March 1982 on the future of the Community railway network, OJ C 87 of 5.4.1982, p. 43 ff.

10. As a result of the development of Lötschberg-Simplon Line, a second marshalling yard was needed at Domodossola. The European Community has supported the first two stages of this extensive project with a grant of 7 million ECU from Chapter 781 of the 1982 budget¹. The work is due to be completed by 1986. Because of the international importance of this line, the third and fourth stages of the project, due to be implemented at a later stage, should be eligible for further financial aid from the Community.

11. There are also plans for a series of measures to increase capacity in the short term (1986/87) on the Italian sections from Chiasso and Domodossola to Milan and from Milan to Genoa and to Florence and Rome. The Italian railway company has an extensive long-term development programme for these sections, which includes the new Florence-Rome 'Direttissima' currently under construction. The improvements on the Milan-Genoa section are particularly important for the development of the Swiss and South German hinterland of the port of Genoa. In view of the objectives proposed by the Committee on Transport for a policy on ports², it is in the Community's interest to provide financial assistance to hasten the modernization of this line.

12. Once the two-track development of the Lötschberg-Simplon line is completed the two Basle-Milan routes will each have a freight carrying capacity of 12 million tonnes per year. The Swiss railways currently carry between 10 and 11 million tonnes per year on the North-South routes³ and the volume of freight is likely to increase in the future even if economic growth is slow. Capacity on the Basle-Milan line will nonetheless be sufficient until well into the next century. The efficiency of the line as a whole therefore depends primarily on the early commencement of the long-term development work planned by the Italian railway company.

¹ Commission Decision 83/474/EEC of 12 September 1983, OJ L 260 of 21.9.1983, p. 23 ff.

² CAROSSINO report, Doc. 1-844/82;

³ See the figures relating to the development of freight transport between Italy and Northern Europe, Annex II.

Hamburg-Munich-Innsbruck-Verona-Bologna Line (Annex I/3)

13. Measures to increase capacity on the Brenner Pass line, the central section of this route, are planned on both the Austrian and Italian sides, for completion between 1986 and 1990. Important projects are planned for both the northern and southern sections of the route (e.g. construction of a new Hannover-Würzburg line, a Munich North marshalling yard, a Verona marshalling yard and two-track development of the Verona-Bologna section).
14. The substantial increase in the volume of traffic over the Brenner Pass in recent years relates almost exclusively to road transport. The percentage of freight transported by road rose from 13% (0.4 million tonnes) in 1960 to 74% (11.5 million tonnes) in 1981, whereas the volume of rail freight increased from 2.7 million tonnes in 1960 to only 4.0 million tonnes in 1981. The Brenner line currently has a substantial reserve capacity of 9.7 million tonnes per year (=71%). The ÖBB therefore estimates that if the volume of traffic continues to increase at the same rate, the capacity of the Brenner section will be sufficient at least until the year 2015. The problems which are posed by large volumes of traffic because of the insufficient capacity of the connecting Italian lines should be solved by rapid implementation of the medium and long-term plans of the FS.

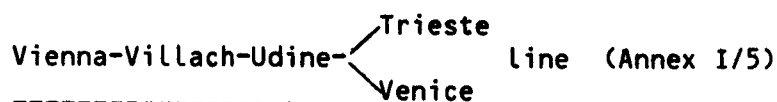
Munich-Villach-Belgrade-Idomeni-Athens Line (Annex I/4)

15. This line is now of central importance to Community transport policy as a result of the accession of Greece¹. The key portion of the line is the Tauern tunnel. In 1968 the ÖBB began the construction of a second track on the southern approach and in 1975 it commenced work on the two-track development of the northern approach. The work is due to be completed by the year 2000. The large Villach-Fürnitz shunting depot is being built at the junction of this line with the Vienna-Trieste line and the first stage of the work has just been completed.
16. The Tauern line is also working at below capacity at present. Reserve capacity on the mountain section is estimated at around 1 million tonnes per year (23%). Once the second track is completed there will therefore

¹ With regard to the development of the sections in Greece, see the report by Mr KLINKENBORG on transport problems in Greece (Doc.

be no difficulty in dealing with the expected volume of traffic. Reserve capacity on the line to Yugoslavia through the Karawanken tunnel is already higher than 70%.

17. The bottlenecks on this line occur on the Yugoslavian side, starting at the outdated border station of Jesenice, modernization of which has only just begun. It is thus essential to the development of rail transport between Greece and Central Europe that Yugoslavia should modernize its railway network. Under the cooperation agreement between the Community and Yugoslavia, EIB loans of up to 200 million ECU may be granted to Yugoslavia for transport infrastructure projects, and it is therefore to be hoped that Yugoslavia will make use of this financial aid as soon as possible to modernize its railway network and that the Community will offer subsidized interest rates for this purpose.



18. The ÖBB attaches particular importance to the development of this line. A base tunnel is to be constructed under the Semmering and the entire section as far as the Italian border will be two-track. Italian Railways is also working on the two-track development of the section from Trieste to Tarvisio via Udine (Pontebbana line). No completion date has been set for these long-term projects.
19. Community discussions of transport policy have on a number of occasions pointed to the need for adequate links between the Venice/Trieste region and the Central European transport network¹. Rapid two-track development of the Pontebbana line via Tarvisio to Villach and the completion of the Villach-Fürnitz shunting depot would provide an efficient link with Munich via the Tauern line and (in the future) with Vienna via the Semmering tunnel.
20. If this link were completed rapidly there would therefore no longer be any need for the plans under consideration in Italy to construct a tunnel under the Plöcken pass (Montecroce Carnico). There is, in any case little prospect of this tunnel being constructed since Austria

¹ Most recently in the opinion drawn up by Mr A. GOUTHIER, on behalf of the Committee on Transport, for the Committee on Regional Policy and Regional Planning, on a Trieste-Friuli-Venezia Giulia-Europe integrated operation (Doc. 1-104/83).

will not accept such a plan under any circumstances because of its policies on tourism and environmental protection. Every effort should therefore be made to ensure that priority is given to the two-track development of the Pontebbana line via Tarvisio to Villach.

21. The construction of two tracks on the Villach-Udine section is of particular importance to the Community because it will promote the development of the hinterland of the port of Trieste and help to provide an efficient alternative to the Brenner route, using the Tauern and Pontebbana lines. This work should therefore be completed as quickly as possible with financial aid from the Community.

Development of other Alpine railway lines in Austria and Switzerland

22. Independently of the extension of these major transalpine routes, the Swiss and Austrian Railways are also implementing programmes to develop their national railway networks. Mention should be made here of the construction of the Furka tunnel in Switzerland which now enables the Furka line to operate throughout the year. In Austria the current priority is the construction of the Vienna and Villach shunting depots. In 1983 work was started on the development of the Schober pass line which links Salzburg on one side and Passau and Linz on the other with Graz and Zagreb via Selzthal. It is planned to convert the Vienna-Linz-Salzburg link to a high-speed line.
23. These projects indicate that Switzerland and Austria do not necessarily share the same interest as the Community in the rapid development of the transalpine trunk routes. For Austria in particular, the development of East-West links is of greater importance than the development of North-South links.
24. While Switzerland is developing transport infrastructures as part of its overall transport policy and has so far expressed no interest in financial assistance from the Community, the latter should respond to Austria's wish for financial support towards transport infrastructure projects and enter into discussions on this matter and on important railway projects.

III. Long-term options for transalpine railway links

25. In the case of transalpine passenger transport, even more than in the case of goods transport, the railways are increasingly losing business to the roads. 93% of passenger traffic over the Brenner pass uses the road and only 7% the railway. Undoubtedly the difference in journey time plays a major role in passenger transport (e.g. 11 hours from Munich to Florence by rail as compared with 6 hours by car).
26. The transalpine railway links will only be able to achieve speeds which can compete with road transport and, over medium distances, with air transport, if new lines are constructed on the level-track principle using deep-seated base tunnels.
27. The report by Mr NOE on the improvement of traffic infrastructures across the Alps (Doc. 85/73) discussed the possibilities of three projects of this sort: a St Gotthard base tunnel, a Brenner base tunnel and a Splügen base tunnel. In the 10 years since the writing of the report the discussion of these projects has also included some new proposals concerning the Brenner line in particular. There has been no significant progress towards the implementation of any of the proposals. The preliminary discussions on the Brenner base tunnel have so far made the most headway.
28. The problem lies in the magnitude of all these projects. The construction of a base tunnel up to 60 km long would take an estimated 15 years and could involve unforeseeable geological risks. In addition, further improvement of the approach lines would be needed in order to achieve the desired efficiency. According to 1983 estimates, the cost of the work on the Munich-Verona line, including the construction of a 60 km base tunnel, would total around 10,000 million ECU (excluding the servicing of interest payments).
29. This means that the investment involved is beyond the capabilities of the railway companies. In addition, given the present state of competition between railway and road transport, there is little hope that such an investment will prove profitable. The Austrian and Swiss authorities are consequently extremely reticent about these projects.

30. The construction of base tunnels must therefore be regarded as an investment in the future of transalpine railway transport; it cannot, however, progress beyond the planning stage until the states concerned agree to adopt a transport policy which will guarantee a substantial increase in the volume of transalpine railway traffic.
31. For this reason it is not necessary at present to decide which of the three base tunnels under discussion (Brenner, St Gotthard or Splügen) should be given priority in the likely event that only one of them can be implemented.
32. The Splügen project undoubtedly has advantages in view of the geographical area to which it would give access and the fact that it would create a direct North-South link to connect up with the important new lines in Germany and Italy. However, the project would require the construction of new and fairly long approach lines (through the Hinterrheim valley and along Lake Como), which would provoke large-scale opposition, particularly from environmentalists and conservationists.
33. In addition to this financial consideration, the railway companies also have two technical reasons for preferring the Brenner and St Gotthard projects:
- if a new base tunnel is constructed parallel to existing lines, sections of the approach lines can be used as soon as they are completed as alternative routes to extend the capacity of the existing lines;
 - in order to ensure efficient operation of the railway services after the entire line has been completed it would also be advantageous to concentrate traffic on as few lines as possible so that direct through trains can be used and time-consuming shunting operations avoided.
34. It is clear from the foregoing that basic political decisions must be taken now if these forward-looking plans for railway transport are to come to fruition. Once basic political decisions have been taken regarding the roles of the various forms of transport in the Alps, the existing proposals will have to be examined thoroughly in the light of these decisions and priorities must be established for their implementation.

IV. The preparation of transport policy measures for the Alps

35. There is as yet no transport programme for the Alps which gives priority to the development of rail transport, nor are there any signs of such a programme being adopted. Existing forms of international cooperation are not specialized enough or not effective enough for the development of such a programme.
36. The European Community negotiates with non-member countries, notably Austria, but also Switzerland and Yugoslavia, on transport matters. The discussions relate in particular to mutual arrangements for transit traffic. The particular problems of transport in the Alps are of only secondary concern.
37. It is particularly regrettable that the European Community has no overall transport programme. While Switzerland, for example, has for years been working seriously and successfully on an overall transport programme, European transport policy in its present state appears fragmentary and unpredictable to non-member countries, and the Community, despite the Commission's efforts, is not regarded as a serious negotiating partner.
38. Within the framework of the European Conference of Transport Ministers there exists, in name at least, 'cooperation' between all the countries in the region of the Alps. It has not, however, produced any definite results or solutions to transport problems in the Alps. This is because priority is given to national transport policies, which have always treated the Alps as a marginal problem (in the geographical and metaphorical sense).
39. If progress is to be made towards solving transport problems in the Alps, it will be necessary
- firstly, to bring to the conference table all those responsible for transport policy in the states concerned, and
 - secondly, to use this opportunity to draw their attention to the particular problems in the Alps, which can be solved only if the region is regarded as a geographic, economic and natural entity without reference to jurisdictional and national borders.

40. A conference of the Ministers of Transport of the countries concerned cannot, of course, be held without preparation. In addition, it must be decided who should convene the conference.
41. In order to prevent such a proposal being obstructed by red tape, this report proposes a parliamentary initiative. The European Parliament, together with the parliaments of the states concerned, should have sufficient political authority to call the ministers responsible to the conference table.
42. The initiative would first have to be prepared through cooperation at interparliamentary level, of which the directly-elected European Parliament has had favourable experience during its first term of office.
43. Mention should be made of the successful joint efforts of the European Parliament's Committee on Transport and the transport committees of the national parliaments to save the air traffic control centre run by EUROCONTROL in Maastricht. This example demonstrates that inter-parliamentary cooperation is possible even when not all the Community Member States are affected by the problem in question.
44. The good relations which the European Parliament has established through its delegations with the parliaments of Austria, Switzerland and Yugoslavia could also help to awaken or increase political interest in these countries in the organization of a conference on a transport policy for the Alps.
45. The European Parliament's Committee on Transport is in a suitable position to take the lead in this initiative. With a view to the forthcoming second direct elections to the European Parliament, it is therefore proposed that Parliament should recommend its Committee on Transport to take up this matter during its next term and take the necessary practical steps.

EUROPEAN PARLIAMENT

COMMITTEE ON TRANSPORT

Draft report
on
improving transalpine railway links

A N N E X E S

Rapporteur: Mr GABERT

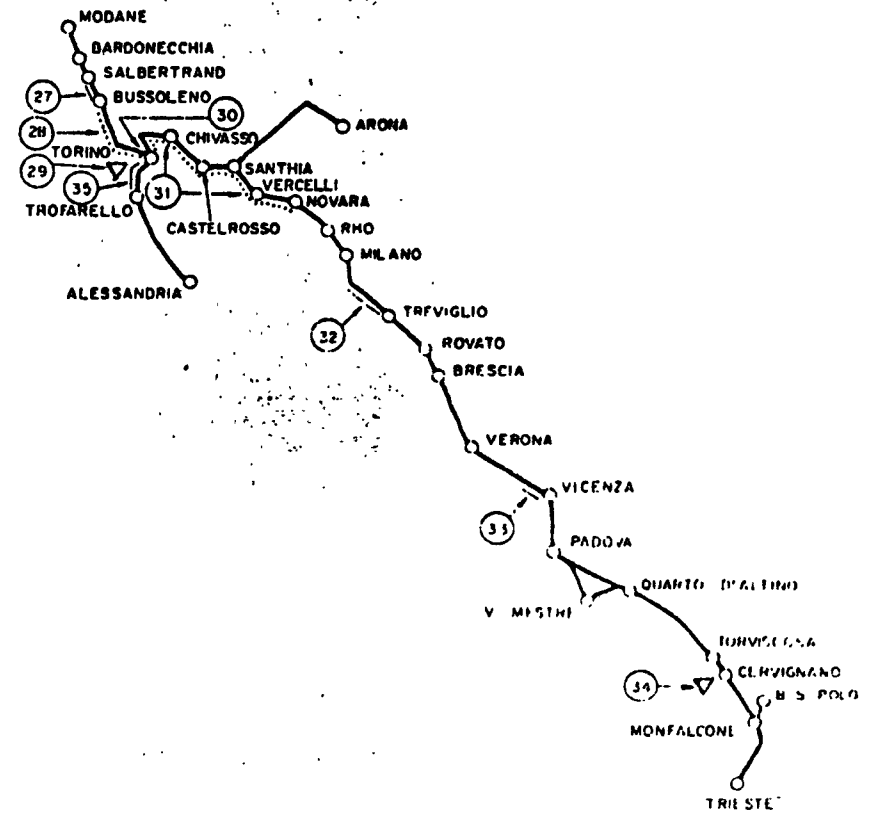
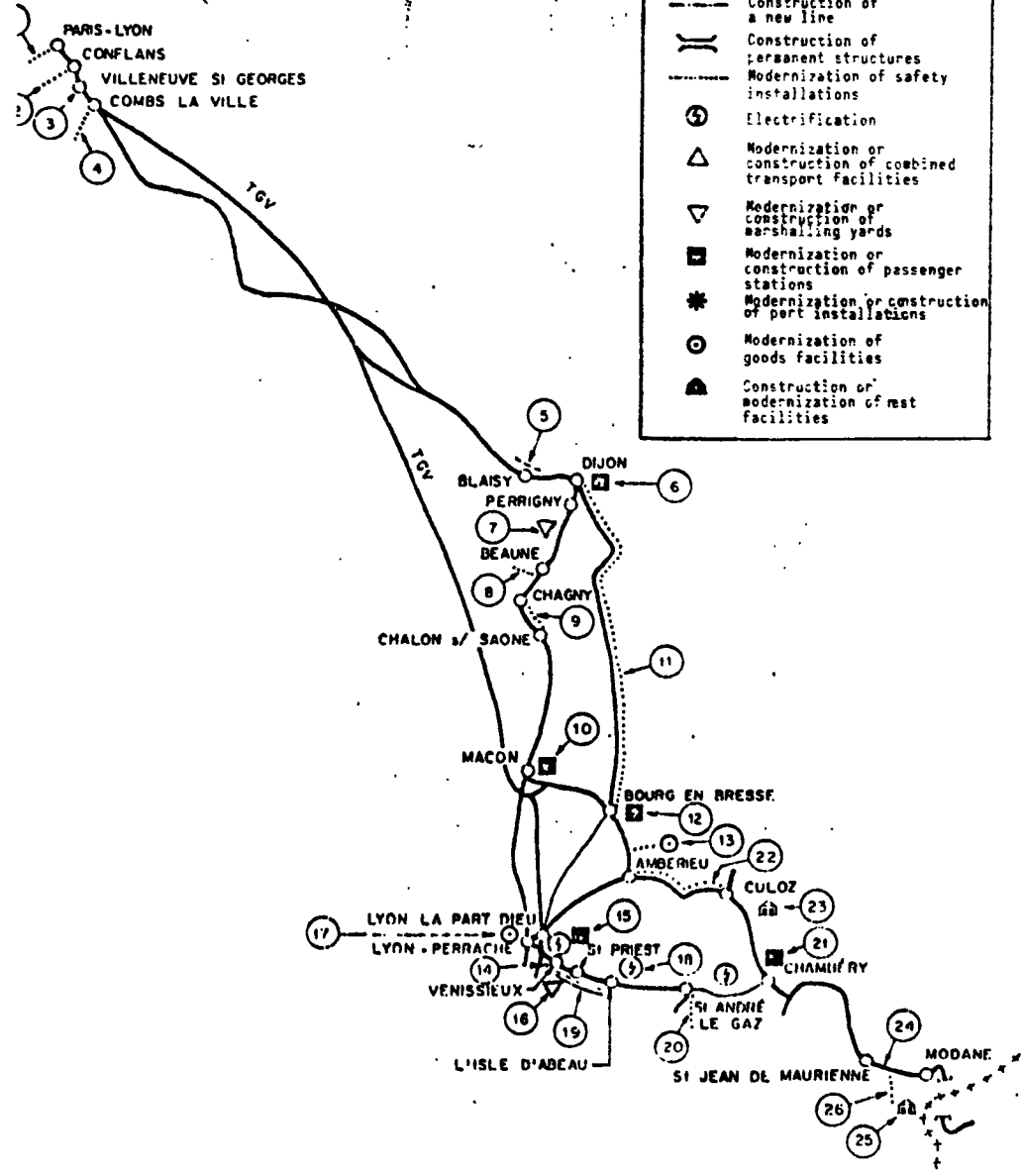
25.1.1984

PE 88.194/C

PARIS - LYON - TORINO - MILANO - TRIESTE
ALESSANDRIA

Short and medium-term projects

- KEY -
- Increased capacity and higher speed
 - Construction of an additional track
 - Construction of a new line
 - Construction of permanent structures
 - Modernization of safety installations
 - Electrification
 - Modernization or construction of combined transport facilities
 - Modernization or construction of marshalling yards
 - Modernization or construction of passenger stations
 - Modernization or construction of port installations
 - Modernization of goods facilities
 - Construction or modernization of rest facilities



Short and medium-term projects

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Paris-Lieusaint	Up-line from Paris-Lyon ①	Complete modernization of installations with a new signal box covering a wide area	1988	69.3	Improvement in speed and traffic flow, increased capacity, energy saving
	Conflans ②	Safety installations on service lines	1983/85	5.7	Improved safety and traffic flow
	Villeneuve St-Georges ③	Depot: improvement to north entry, cleaning machinery and grid iron for electric locomotives	1983/85	4.0	Better maintenance of rolling stock, particularly for international traffic
	Combs-la-Ville ④	Merger of signal boxes	1983	10.5	Improved traffic flow
Lieusaint-Dijon	Blaisy bas ⑤	Elimination of single-track stretches	1983/84	1.8	Higher speeds and improved traffic flow
	Dijon ⑥	Modernization of passenger facilities	1984/86	8.1	Improved passenger service

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

PARIS - LYON - TORINO - MILANO - TRIESTE

Short and medium-term projects:

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Lieusaint-Dijon (continued)	Dijon (cont'd) ⑦	Dijon/Perrigny: Improvements to installations	1984/88	10.0	Increased capacity of the railway complex (marshalling) and improved traffic flow
Dijon-Lyon (not included) via Mâcon	Beaune ⑧	Transfer of points controls to the passenger station	1986	2.0	Traffic flow, capacity
	Chagny-Châlon sur Saône ⑨	Merger of signal boxes, increased speed and remote control of installations	1984/86	9.0	Improved traffic flow and increased speed
	Mâcon ⑩	Modernization of passenger facilities	1984/85	1.5	Improved passenger service
Dijon-Lyon (not included) via Ambérieu	Dijon-Bourg ⑪	Modernization of the line equipment	1985/87	3.2	Increased capacity and higher speed
	Bourg en Bresse ⑫	Modernization of passenger facilities - renovation	1984/86	2.4	Improved passenger service

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

Short and medium-term projects

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Dijon-Lyon (not included) via Ambérieu	Ambérieu (13)	Merger of signal boxes, construction of a cleaning yard for rolling stock and modernization of equipment for repairing damage to rolling stock	1983/87	21.0	Improved traffic flow, higher speed and increased capacity of all installations for international traffic
Mâcon-Bourg en Bresse	Nil	- token entry			
Lyon-Chambéry via St-André Le Gaz	Lyon complex	(14) Modernization of equipment and electronic monitoring of traffic	1984	2.4	Improved traffic flow in the Lyon region
		(15) Construction of a new station at Lyon Part Dieu	1983	65.0	Increased capacity and improved passenger facilities
		(16) Lyon/Venissieux: modernization of the marshalling yard	1987	20.0	
		(17) Lyon Perrache station: additional sidings for passenger trains and improvement of goods relay facilities	1983/85	3.8	

¹ The numbers in circles refer to the map of the line to which this table relates

² As at January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

Short and medium-term projects

ALESSANDRIA

Section of Line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Lyon-Chambéry via St-André le Gaz (continued)	(Lyon) St-Priest - St-André le Gaz - Chambéry (18)	Electrification with modernization of signaling and telecommunications systems and permanent counter-flow installations	1983/85	55.0	Increased capacity and performance on the line
	Lyon-L'Isle d'Abeau (19)	Expansion of capacity and some three-track stretches	1988	32.2	Increased capacity
	St-André le Gaz (20)	Revision and modernization of safety equipment	1983/85	4.8	Improved traffic flow
	Chambéry (21)	Modernization of passenger facilities	1986	9.7	Improved passenger service
Ambérieu (not included) - Chambéry (not included)	Ambérieu-Culoz (22)	Construction of permanent counter-flow installations	1987/88	9.6	Improved traffic flow
	Culoz (23)	Rest room for train crews	1984/85	1.0	

¹The numbers in circles refer to the map of the line to which this table relates
²As at January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

Short and medium-term projects

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Chambéry (not included) - Modane	St-Jean de Maurienne-Modane (24)	Equipment for the recovery of energy on the line and in sub-stations	1983/84	2.5	Energy saving
	Modane (25)	Rest room for FS staff	1984/85	1.9	Improvement of the working conditions for drivers and other staff on international trains
	(26)	Reorganization of the 'import' lines with remote control of points	1985/87	5.6	Improved international goods transport service

¹ The numbers in circles refer to the map of the line to which this table relates

² As of January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

Short and medium-term projects

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Modane-Torino	Salbertrand-Bussoleno (27)	Construction of two tracks	Work underway - 1983	27.1	Improved capacity
	Bussoleno-Torino (28)	Straightening of the line and reverse-flow (first phase)	1983/86	35.9	Improved traffic flow and safety
	Torino/Orbassano (29)	New marshalling yard	1983/86	55	
	Torino P. Susa - Torino/Stura (30)	Four-track line, development of the rail junction	1984/88	46.0	(in the Turin urban area)
Torino-Milano	Torino-Novara Chivasso-B. Castelrosso (31)	Reverse-flow facility and construction of a third track between Chivasso and Castelrosso	1983/86	5.5	Increased capacity
Milano-Venezia	Pioltello L.-Treviglio (32)	Completion of the four-track line	1983/86	23	Increased capacity
	Vicenza-Bivio Bacchiglione (33)	Construction of a third track	1983	6.4	Increased capacity

¹The numbers in circles refer to the map of the line to which this table relates

²As at January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

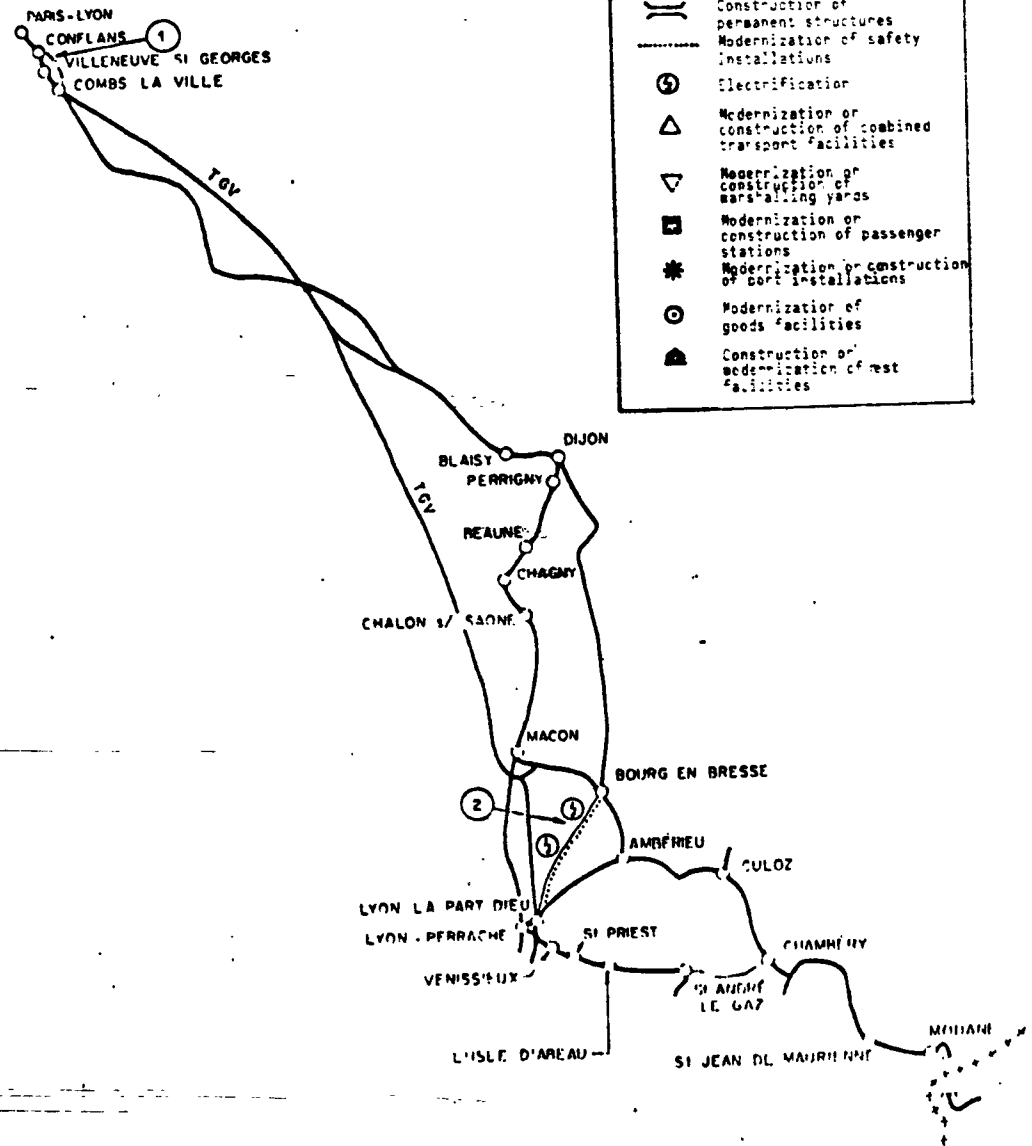
Short and medium-term projects

ALESSANDRIA

Section of Line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Venezia-Trieste	Cervignano (34)	New marshalling yard	1983/88	73.5	
Torino-Alessandria	Torino-Trofarello (35)	Completion of the four-track line	Underway 1986	15.6	Increased capacity for heavy goods trains

¹ The numbers in circles refer to the map of the line to which this table relates
² As at January 1982

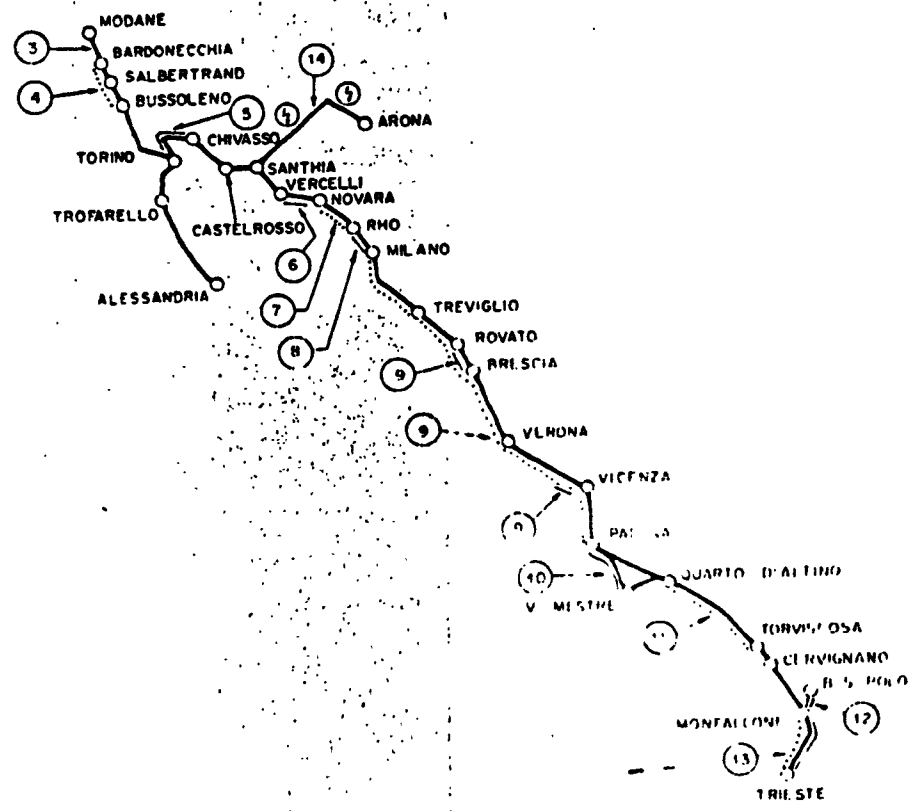
PARIS - LYON - TORINO - MILANO - TRIESTE
ALESSANDRIA



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

Long-term projects



PARIS - LYON - TORINO - MILANO - TRIESTE

Long-term projects

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Paris-Lieusaint	Combs-la-Ville-Villeneuve St-Georges ①	Extension of the TGV line			Capacity in the inner suburbs of Paris
Dijon-Lyon via Bourg en Bresse	Bourg-Lyon single-track line via Sathenay ②	Electrification, modernization of signalling equipment and construction of passing-tracks		20.0	Increased capacity

¹ The numbers in circles refer to the map of the line to which this table relates
² As at January 1982

Long-term projects

ALESSANDRIA

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Modane-Triest	③	Conversion for 22t axle weights		71.4	Improvement of the entire line
Modane-Torino	Bardonecchia-Torino ④	Reverse-flow facility		46.8	Completion of the 'short-term' reverse-flow work between Bussoleno and Torino
Torino-Milano	Torino/Stura-Chivasso ⑤	Construction of four-track line		156.0	Extension as far as Chivasso of the 'short-term' four-track construction
	Vercelli-Bivio Sesia ⑥	Third track		15.3	Increased capacity
	Novara-Rho ⑦	Reverse-flow facility		27.5	Increased capacity and extension as far as Rho of the 'short-term' reverse-flow work between Torino and Novara
	Rho-Milano/Certosa ⑧	Construction of two tracks		39.9	Increased capacity

¹The numbers in circles refer to the map of the line to which this table relates
²As at January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

Long-term projects

ALESSANDRIA

Section of Line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Milano-Venezia	Milano-Padova ⑨	Reverse-flow facility with construction of a third track between Rovato and Brescia and construction of four tracks on the line between Vicenza and Bacchiglione		189.7	Increased capacity
	Padova-Venezia Mestre ⑩	Construction of four tracks		143.6	Increased capacity necessary for the junction with the Bologna-Padova line.
Venezia-Trieste	Quarto d'Altino - Torviscosa ⑪	Reverse-flow facility		38.1	Improved traffic flow
	Bivio Saint Polo-Montfalcone ⑫	Four-track construction		9.2	Development of the junction with the Udine-Trieste line via Gorizia
	Montfalcone-Trieste ⑬	Construction of a third track, reverse-flow facility UIC/CI gauge		100.0	

¹The numbers in circles refer to the map of the Line to which this table relates

²As at January 1982

PARIS - LYON - TORINO - MILANO - TRIESTE

Long-term projects

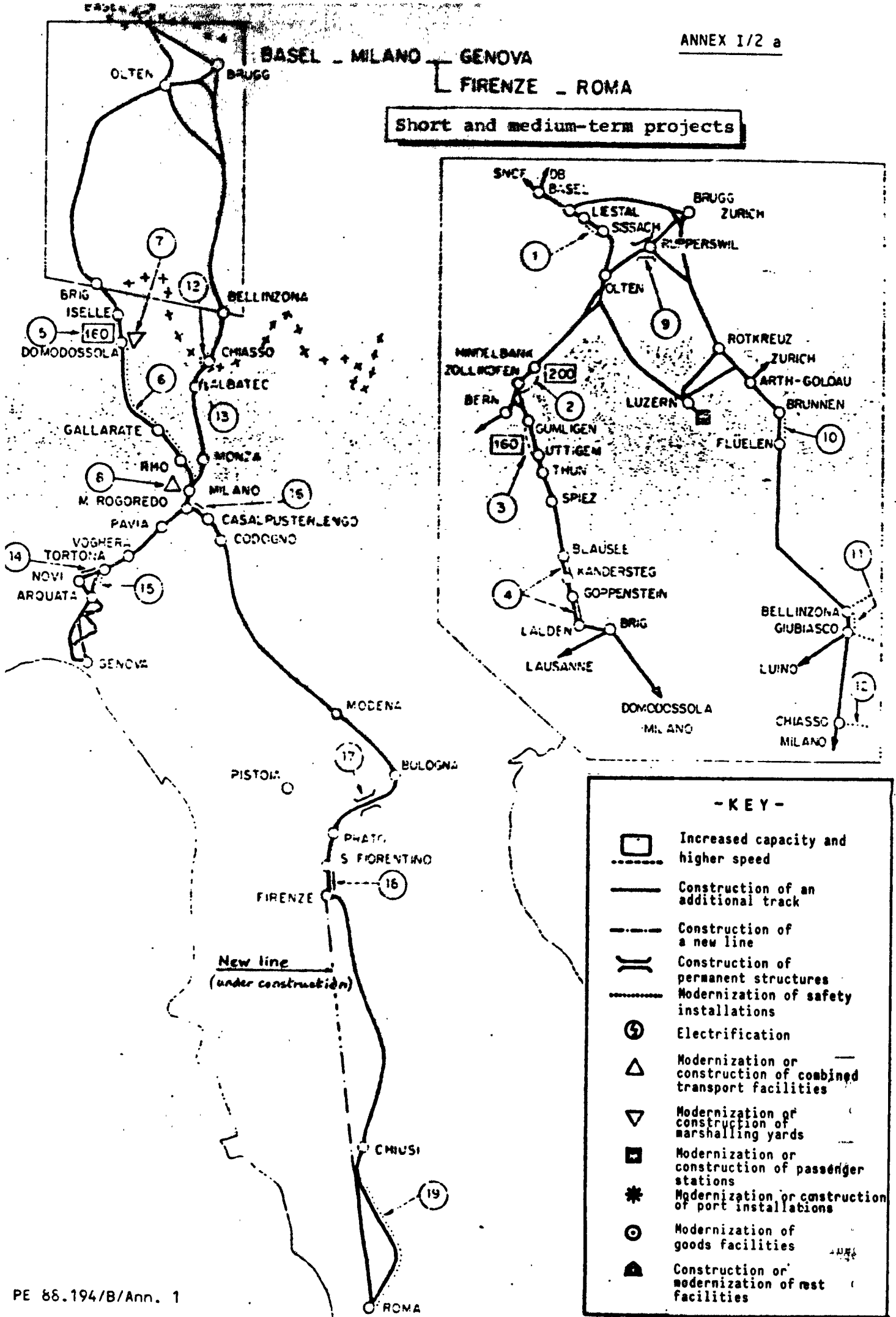
ALESSANDRIA

Section of Line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Arona-Santhia	⑭	Electrification, various improvements		29.1	Loop-line from Domodossola to Torino, bypassing Rho and Novara













¹The numbers in circles refer to the map of the line to which this table relates
²As at January 1982

BASEL - MILANO - GENOVA
 FIRENZE - ROMA

Short and medium-term projects



- KEY -

-  Increased capacity and higher speed
-  Construction of an additional track
-  Construction of a new line
-  Construction of permanent structures
-  Modernization of safety installations
-  Electrification
-  Modernization or construction of combined transport facilities
-  Modernization or construction of marshalling yards
-  Modernization or construction of passenger stations
-  Modernization or construction of port installations
-  Modernization of goods facilities
-  Construction or modernization of rest facilities

Short and medium-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Basel - Olten	Liestal - Lausen - Sissach (1)	Reverse-flow facility and extension of Lausen station	1985-90	17.8	Increased capacity
Olten - Domodossola	Hindelbank Zollikofen Bern (2)	New loopline requiring a tunnel	1985-90	114.5	The line to bypass Zollikofen station Increased capacity (junction)
	Bern - (Gümligen - Uttigen) - Thun (3)	Development (max. speed of 160 km/h) Fourth stage	1983-89	45.8	Increased capacity on the Loetschberg - Simplon approach line because of traffic transferred from the Gothard line which has reached its full capacity of 250 trains per day
	Thun - Brig (4)	Two tracks on two sections	underway 1986	?	BLS network
	Brig - Domodossola (5)	Straightening of the line between Isele and Domodossola	(1986) (?)	23.0	Landslip area (safety, capacity)

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Short and medium-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Domodossola - Milano	⑥	Reverse-flow facility	1983-87	54.2	Capacity
	Domodossola ⑦	New marshalling yard	underway 1986	82.6	Capacity and quality of service
	Milano/ Segrate ⑧	<ul style="list-style-type: none"> . Construction of a combined transport terminal . Modernization of signal boxes 		20.0	Capacity

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Short and medium-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Olten - Chiasso	Olten - Arth/ Goldau via Rapperswil ⑨	Flyover	1983-86	27.0	Increased capacity
	Brunnen - Fluelen ⑩	Reverse-flow facility	1983-89	29.0	Increased capacity

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Short and medium-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Olten - Chiasso (continued)	Bellinzona Giubasco (11)	<ul style="list-style-type: none"> . New safety installations . Reverse-flow facility 	1983-87	18.8	Increased capacity
Chiasso - Milano	Chiasso (12)	<ul style="list-style-type: none"> . New safety installations and other improvements 	1987-...	40.7	Increased capacity New Monte Olimpino Line (adaptation to the new Chiasso - Milano Line)
	Chiasso - Albate C. (13)	<ul style="list-style-type: none"> . Monte Olimpino (second tunnel - 7 km) . New line and additional clearance for piggy-back transport as far as Milano 	1983-87	91.8	Improved gradient (7°/oo instead of 17°/oo)

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Short and medium-term projects

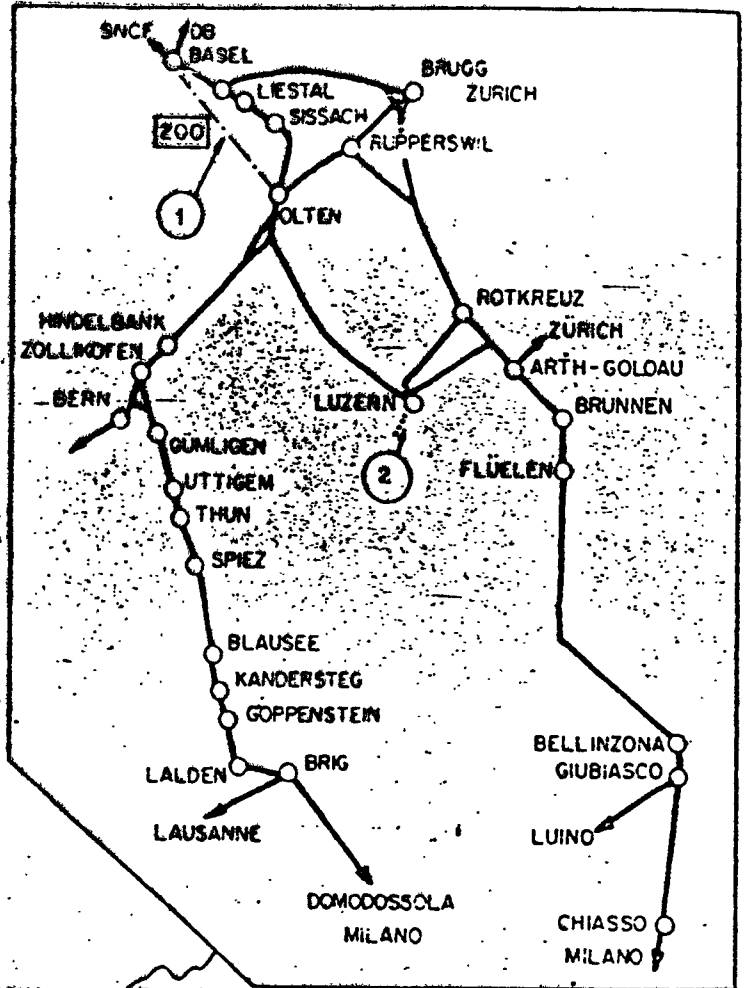
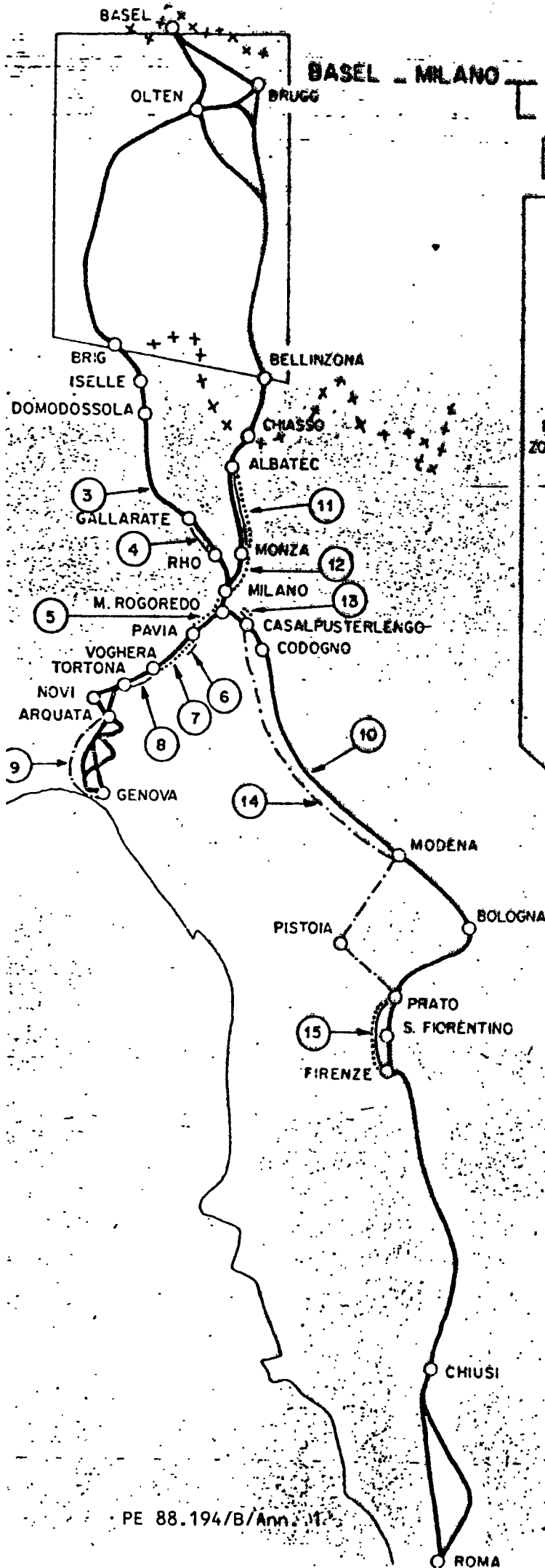
Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Milano - Genova	Milano - Tortona (14)	Two tracks Novi S. Bovo - Tortona	..-1987	7.3	Capacity
	Tortona - Genova (15)	Reverse-flow facility Tortona - Arquata	..-1986	2.8	Capacity and increased speed
Milano - Firenze Roma	Milano - Bologna (16)	Four-track construction on the Line Milano Rog. - Melegnano	underway/ 1985	32.1	Capacity
	Bologna (17)	Construction of covered lines between Bologna and Prato	..-1986	27.5	Protection against rockfalls
	Firenze (18)	Four-track construction on the line between Sesto Fiorentino and Firenze	underway/ 1986	32.1	Capacity
	Chiusi - Roma (19)	Reverse-flow facility	..-1986	8.3	

(1) The numbers in circles refer to the map of the line to which this table relates.













(2) As at January 1982.

BASEL - MILANO - GENOVA
FIRENZE - ROMA

Long-term projects



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

Long-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Basel - Olten	Hauenstein tunnel (1)	New 28-km line with maximum speed of 200 km/h including a new tunnel and reverse-flow facility with 2 track-changing points		452.8	'Swiss transport programme'
Olten - Chiasso	Olten - Arth/ Goldau via Luzern (2)	New safety installations and extension of tracks at Luzern station		30.5	Increased capacity

(1) The numbers in circles refer to the map of the line to which this table refers.

(2) As at January 1982.

Long-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Domodossola - Genova	Domodossola - Genova ③	Alterations for 22 tonne axle weights		41.5	
	Domodossola - Milano ④	Straightening of the line Four track construction on the line between Gallarate and Rho		30.3 105.8	
	Milano Rog. - Pavia ⑤	Completion of reverse-flow facility		23	
	Pavia - B. Gravelone ⑥	Four-track construction and reverse-flow facility		17.8	
	B. Gravelone - Voghera ⑦	Reverse-flow facility		16.3	
	Voghera - Tortona ⑧	Third track		40.9	
	Arquata - Genova ⑨	Third two-track line		304.4	

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Long-term projects

↳ FIRENZE - ROMA

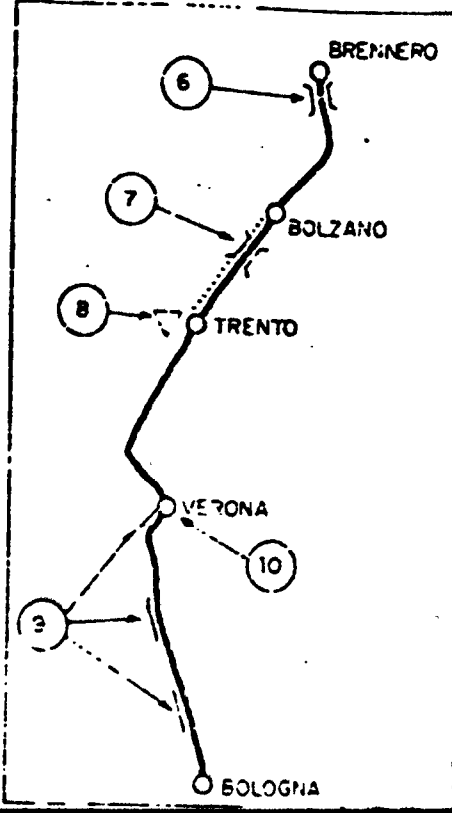
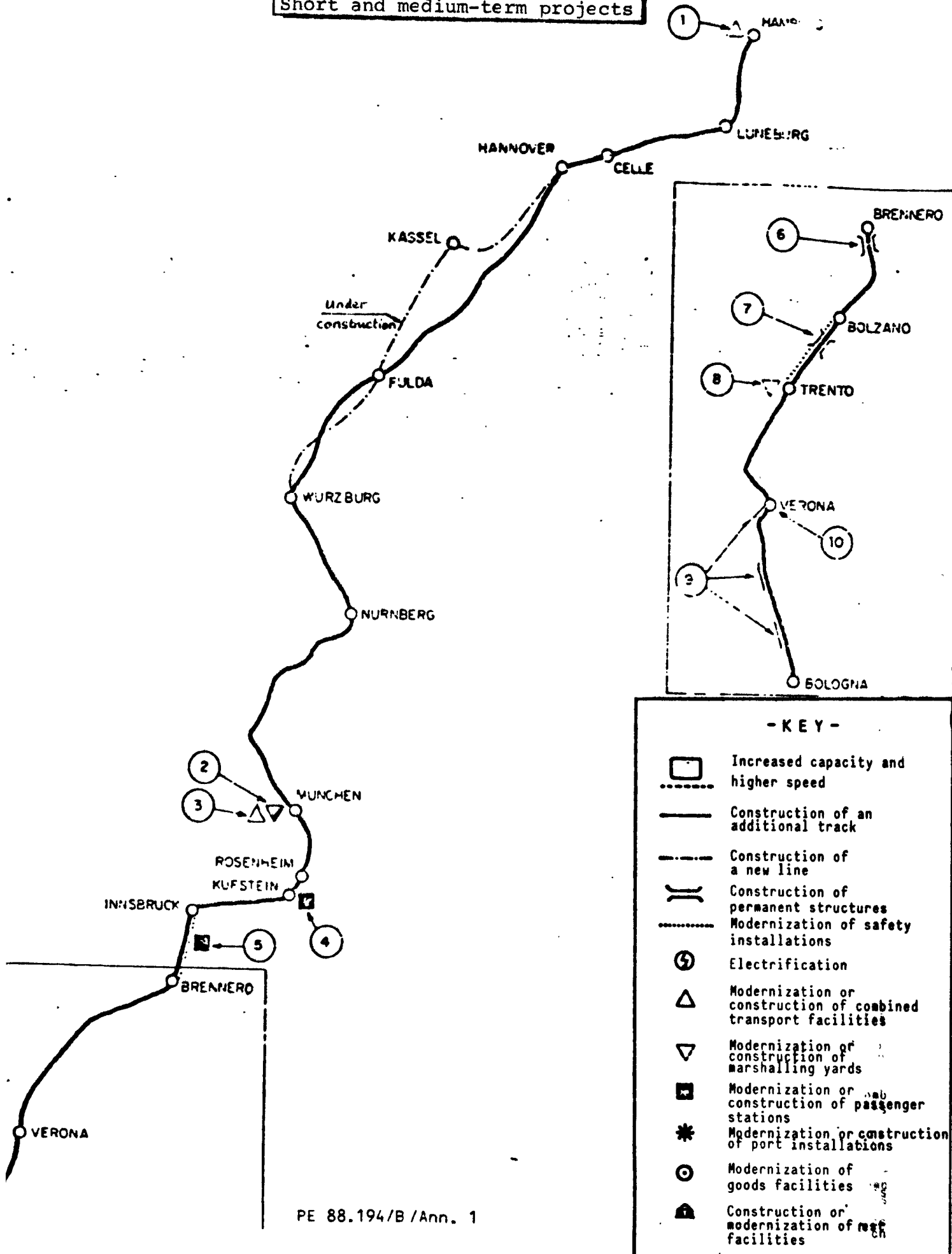
Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Chiasso - Roma	Chiasso - Roma (10)	Alterations for 22 tonne axle weights		124.9	
	Albate C. - Monza (11)	Four-track construction and reverse-flow facility		138.6	
	Monza - Milano (12)	Reverse-flow facility		6.9	
	Melegnano - Casalpuster-Lengo (13)	Four-track construction and reverse-flow facility		200.4	
	Casalpuster-Lengo - Modena - Pistoia - Prato (14)	New line		1,690.8	
	Prato - Firenze (15)	Completion of four tracks and reverse-flow facility		29.4	

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

HAMBURG - WÜRZBURG - MÜNCHEN - INNSBRÜCK - VERONA - BOLOGNA

Short and medium-term projects



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

Short and medium-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Hamburg-Hannover	Hamburg ①	Construction of a traversing yard	1986-89	47.6 (3)	<ul style="list-style-type: none"> . Current volume of traffic: 520 containers per day . Predicted volume of traffic: approximately 1,000 containers per day . Proportion of international traffic: approximately 17%
Hannover - München		Token entry (no project)			

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

(3) Part of project included in the multiannual investment plan of the DB.

Short and medium-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
München - Kiefersfelden (German-Austrian border)	München/Nord (2)	Construction of a new marshalling yard.	1984-89	305 (4)	<ul style="list-style-type: none"> . Predicted volume of traffic: 5,900 wagons per day . Proportion of international traffic: approximately 46%
	München/Riem (3)	Construction of a new traversing yard	1984-86	51.6 (4)	<ul style="list-style-type: none"> . Current volume of traffic: 440 consignments per day . Predicted volume of traffic: 1,100 consignments per day . Proportion of international traffic: approximately 29%
German-Austrian border	Kufstein (4)	Extension of the station - 1st stage -	1984	11.2	Increased capacity
Innsbruck - Austrian-Italian border	Innsbruck - Brennero/Brenner (5)	Modernization of safety installations and stations	until 1990	12.4	Increased capacity

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

(3) Finance not guaranteed.

(4) Part of project included in the multiannual investment plan of the DB.

Short and medium-term projects

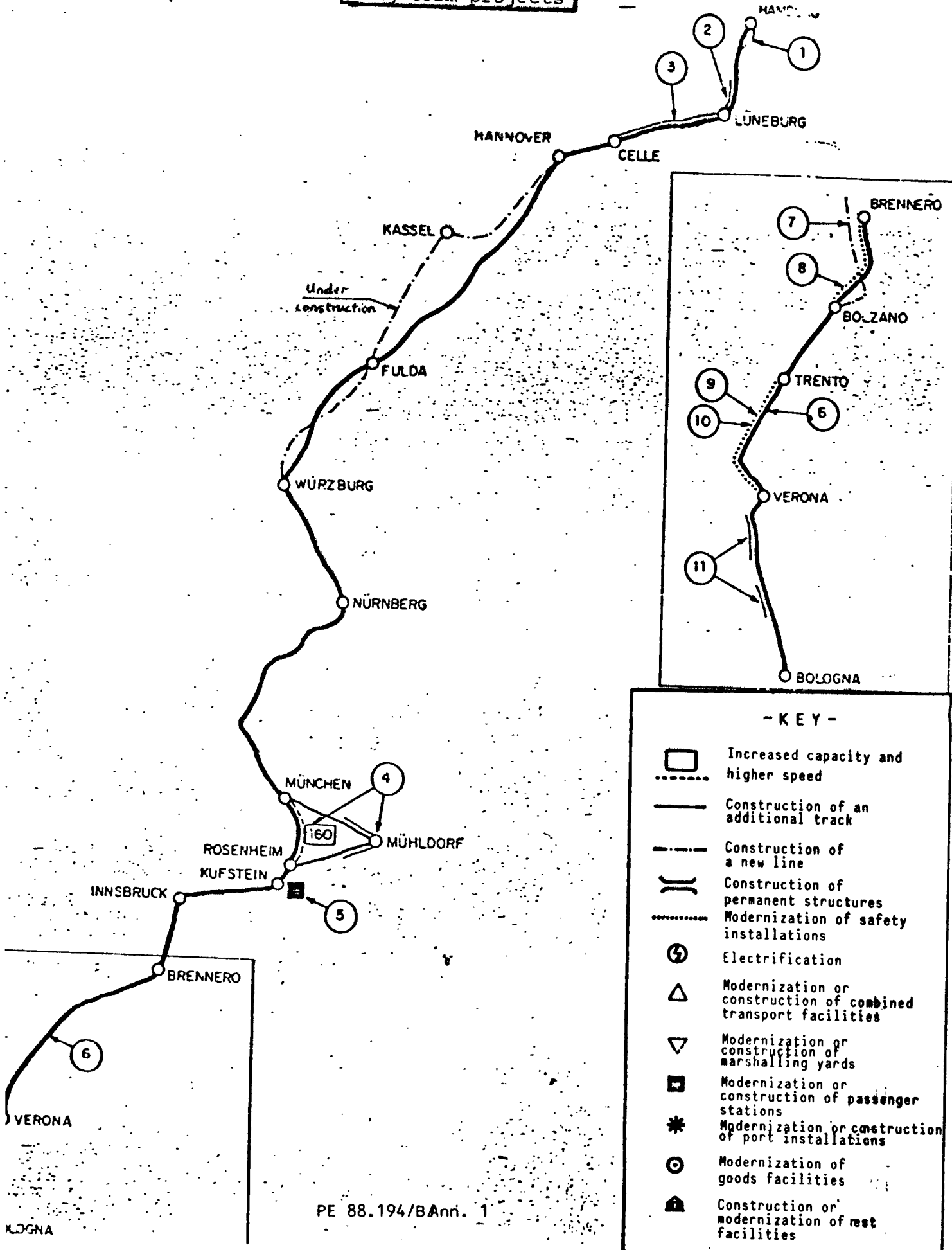
Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Austrian-Italian border - Verona	Border - Bolzano (6)	Additional tunnel lines and reverse-flow facility (first stage)	1983-86	23.0	Increased capacity and speed
	Bolzano - Verona (7)	Reverse-flow facility (first stage) and construction of protection tunnels	1983-86	17.5	Improved safety and increased capacity
		Modernization of the Trento goods station	1983-86	4.6	Increased capacity
Verona - Bologna	(9)	Two tracks on three sections	1983-86	99.5	Currently single track, increased capacity
	(10)	Development of the rail junction at Verona	underway 1986	14.7	

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

HAMBURG - WÜRZBURG - MÜNCHEN - INNSBRÜCK - VERONA - BOLOGNA

Long-term projects



Long-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Hamburg - Hannover	Hamburg - Maschen ①	Construction of a number of additional tracks.		245	Capacity of the section: 250 trains in each direction per day Predicted capacity of the section: 337 trains in each direction per day Proportion of international traffic: approximately 50%.
	Maschen - Lüneburg ②	Construction of a third track to improve capacity		102.3	Capacity of the section: 110 trains in each direction per day Predicted capacity of the section: 173 trains in each direction per day Proportion of international traffic: approximately 45%
	Lüneburg - Celle ③	Construction of a third track to improve capacity		540.0	Capacity of the section: 100 trains in each direction per day Predicted capacity of the section: 162 trains in each direction per day Proportion of international traffic: approximately 45%.

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Long-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
München - Kiefersfelden (German-Austrian border)	München - Rosenheim (4)	Modernization work to improve capacity and speed or Development of the line via Mühldorf (two tracks)		135.0	<ul style="list-style-type: none"> . Capacity of section: 86 trains in each direction per day . Predicted capacity of the section: 150 trains in each direction per day . Proportion of international traffic: approximately 80%
German - Austrian border	Kufstein (5)	Extension of the station - second stage -		18.6	Increased capacity
Austrian - Italian border	Innsbruck - Brennero	Token entry - the construction of a new line is under			consideration
Austrian - Italian border Bologna	(6)	Alterations for 20 tonne axle weights		27.5	Increased capacity for heavy loads
	Brennero - Bolzano (7)	Construction of a new line		1,295.0	Increased capacity and speed
	(8)	Further work on the reverse-flow facility		48.2	Increased capacity

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Long-term projects

Section of line	Exact location of project (1)	Nature of project	Duration of work	Cost million ECU(2)	Purpose of project
Austrian-Italian border Bologna (continued)	Bolzano - Verona (9)	Increased clearance		4.6	Adjustments for piggy-back transport
	(10)	Straightening of the line and further work on the reverse-flow facility between Trento and Verona		83.3	Increased speed
	Verona - Bologna (11)	Continuation of work on the two-track line and reverse-flow facility		306.3	<ul style="list-style-type: none"> • Extension towards the south of the short-term project for reverse-flow facility between Bolzano and Verona • Completion of a second track along the entire section following the short-term projects for a second track on three stretches of the section

(1) The numbers in circles refer to the map of the line to which this table relates.

(2) As at January 1982.

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
München - Salzburg	München/Nord ①	Construction of a new marshalling yard	1984-89	305 ⁴	<ul style="list-style-type: none"> . Predicted volume of traffic: 5,900 wagons per day . Proportion of international traffic: approximately 46%
	München/Riem ②	Construction of a new traversing yard	1984-86	51.6 ⁴	<ul style="list-style-type: none"> . Current volume of traffic: 440 consignments per day . Predicted volume of traffic: 1,100 consignments per day . Proportion of international traffic: approximately 29%

¹ The numbers in circles refer to the map of the line to which this table relates.

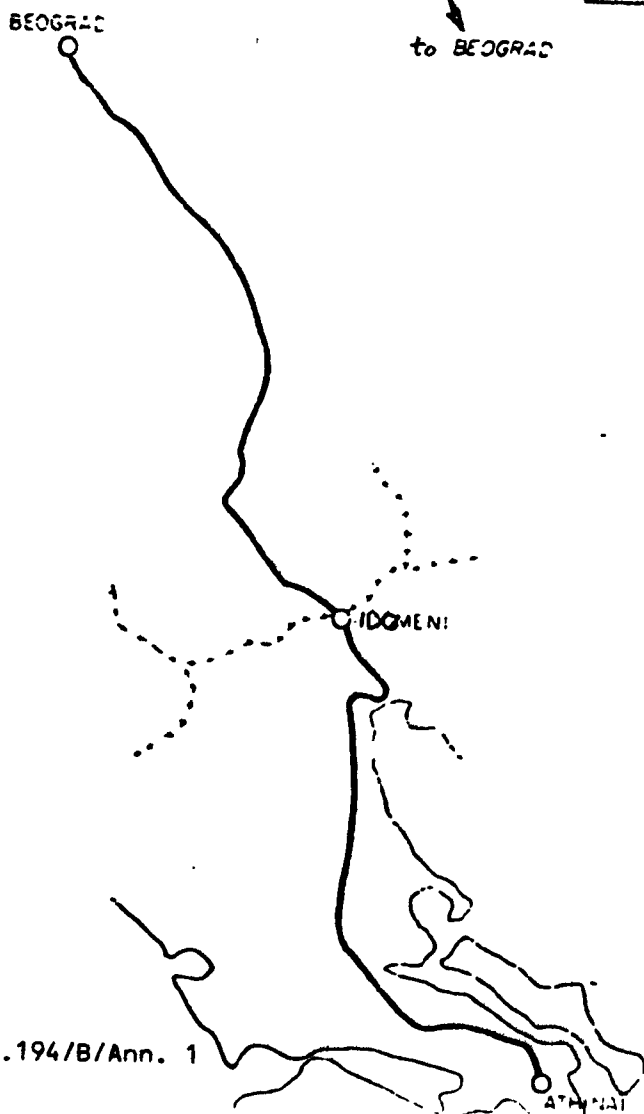
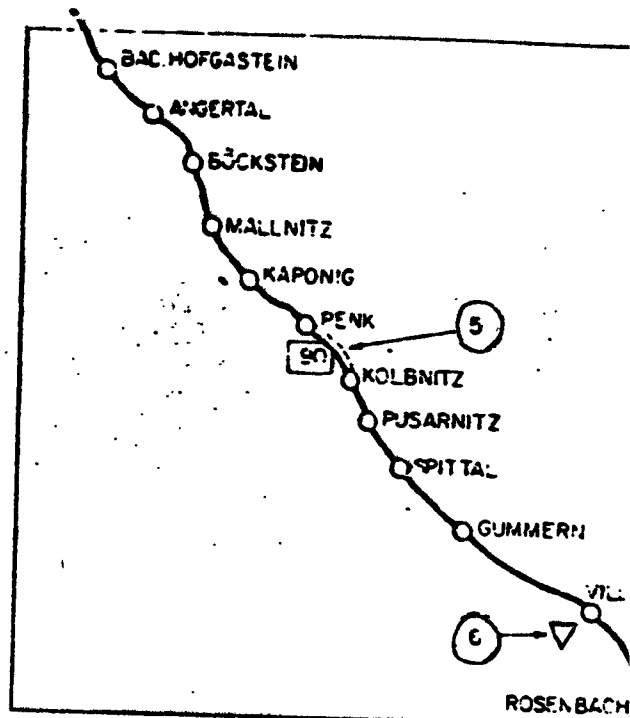
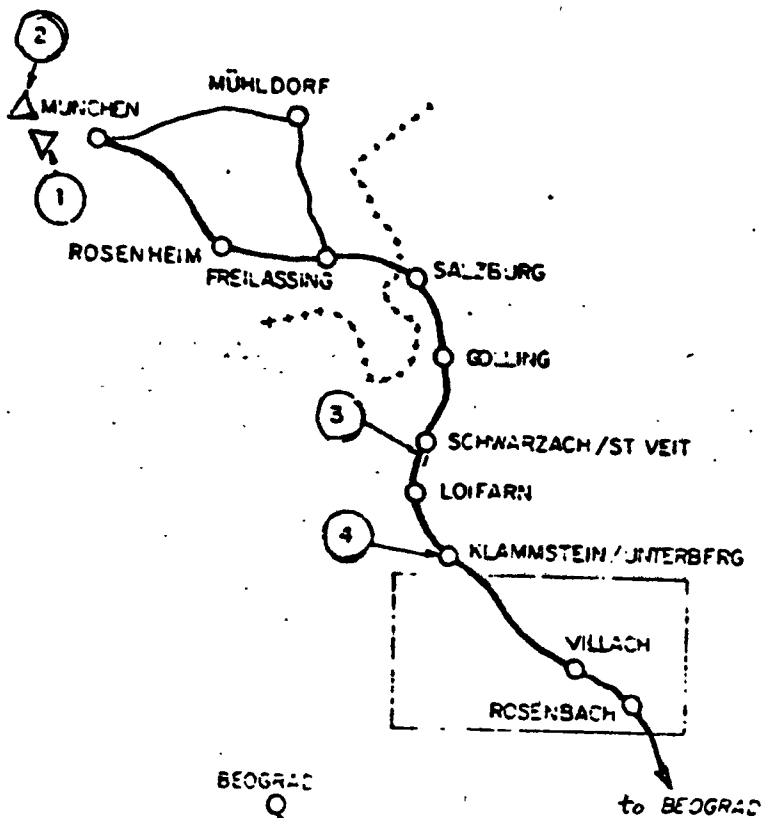
² As at January 1982.

³ Finance not guaranteed.

⁴ Part of project included in the multi-annual investment programme of the DB.

MÜNCHEN - ROSENBACH - (BEOGRAD) - IDOMENI - ATHINAI

Short and medium-term projects



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

Short and medium-term projects

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Salzburg Schwarzach/ St. Veit	Salzburg - Schwarzach/ St. Veit	Token entry:	no projects		
	Schwarzach/ St. Veit (3)	Construction of a holding line and infrastructure improvements	1988-89	6.2	Increased capac ty
Schwarzach/ St. Veit - Villach	Klammstein - Unterberg (4)	Construction of a second track and increased speed (90 km/h)	1989-91	6.2	
	Penk - Kolbnitz (5)	Modernization of equip- ment and increased speed (90 km/h)	1983-89	37.2	

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

Short and medium-term projects

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Villach - Austrian - Yugoslav border - Jesenice	Villach - Süd (6)	Construction of a marshalling yard	1987	167.4	Increased capacity (international traffic to and from Italy and Yugoslavia)

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

Short and medium-term projects

Section of line	Exact location of project	Nature of project	Duration of work	Cost million ECU ¹	Purpose of project
Idomeni - Thessaloniki	Idomeni - Thessaloniki	Improvements to the line on the flat sections, renewal of superstructure, signalling system, remote control, improvements to telecommunications and electrification	1983-1986	59	- Improvements to the line - Electrification
	Thessaloniki	Improvements to the marshalling yard at Thessaloniki	1985-1986	(2)	- Increased capacity
Thessaloniki - Plati	Thessaloniki - Plati	Improvements to telecommunications and renewal of the superstructure	1984-1987	16	- Improvements to the line
Plati - Larissa	Plati - Larissa	Two-track construction and improvements to the line to allow speeds of up to 200 km/h, signalling system and improvements to telecommunications	1984-1989	170	- Modernization of the line
Larissa - Domokos	Larissa - Domokos	Two-track construction and improvements to the line to allow speeds of up to 200 km/h, signalling system and improvements to telecommunications	before 1983-1986	40	- Modernization of the line

¹ As at January 1982
(2) A study is to be drawn up

Short and medium-term projects

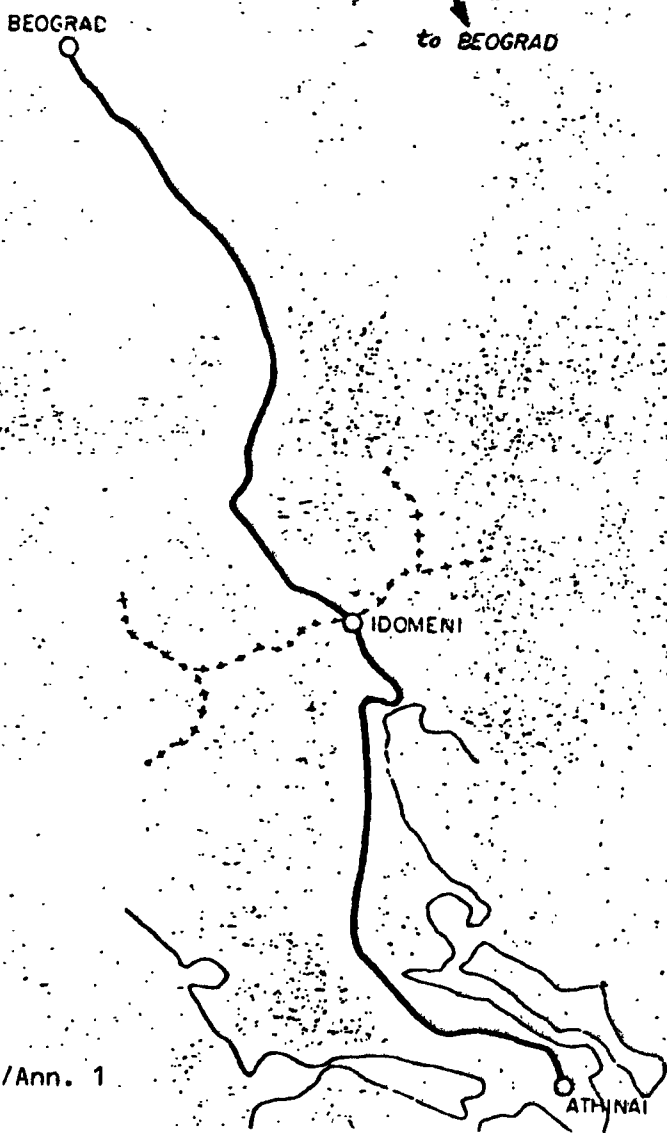
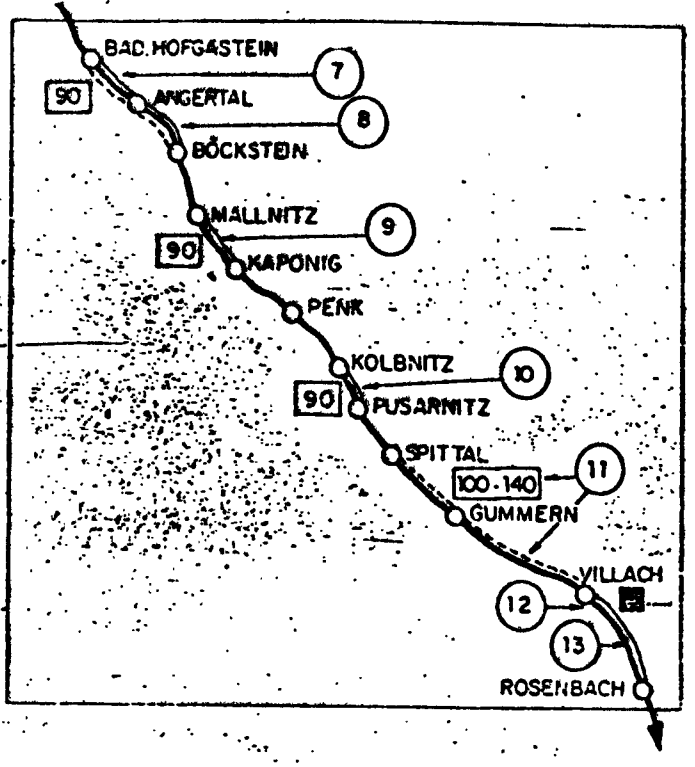
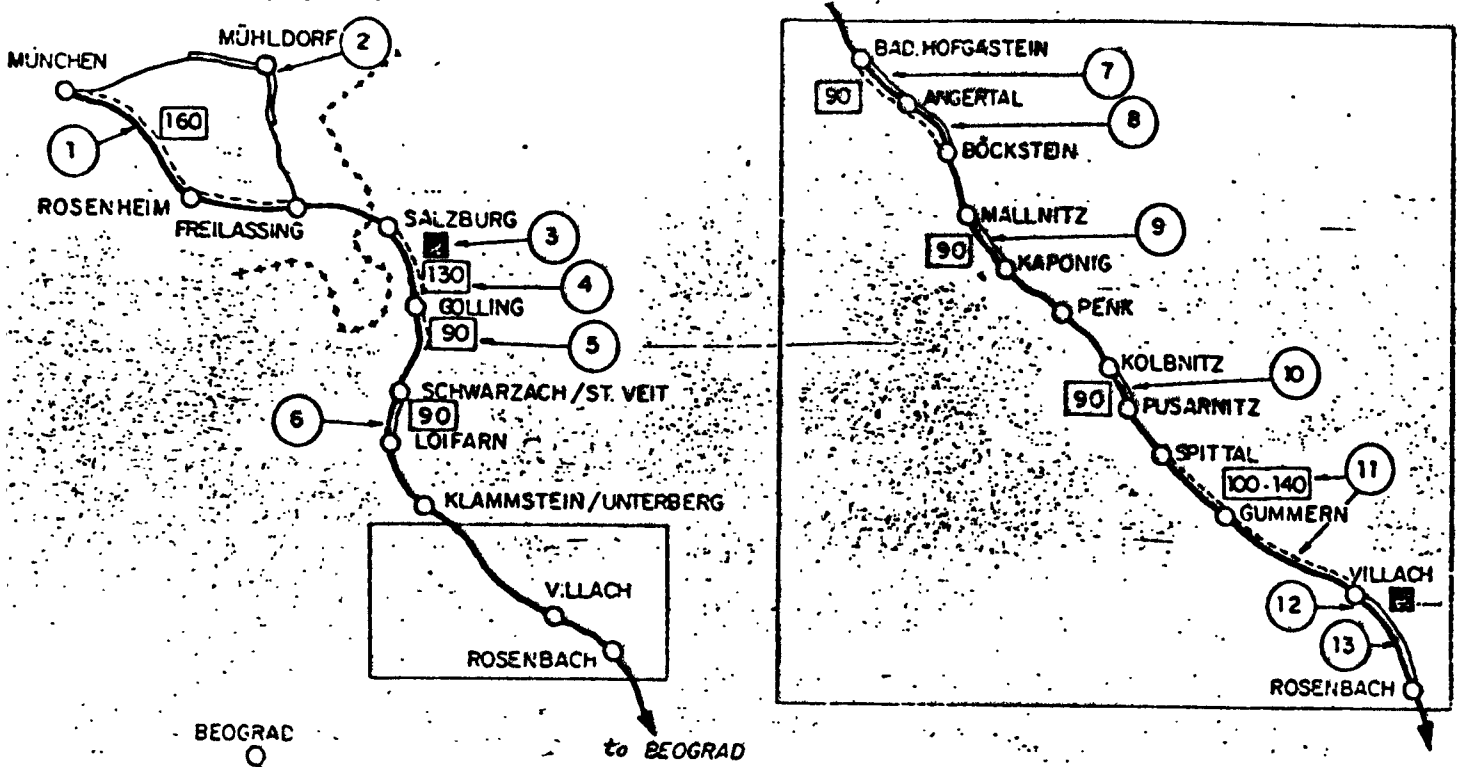
Section of line	Exact location of project	Nature of project	Duration of work	Cost million ECU ¹	Purpose of project
Domokos - Tithorea	Domokos - Tithorea	Signalling system, remote control and improvements to telecommunications	before 1983-1986	11	- Improvements to the line
Tithorea - Inoi	Tithorea - Inoi	Two-track construction with improvements to the line to allow speeds of up to 200 km/h, signalling system and improvements to telecommunications	before 1983-1986	50	- Modernization of the line
Inoi - Athinai	Inoi - Athinai	Signalling system, improvements to telecommunications and electrification	1984-1986	32	- Improvements to the line - Electrification
	Athinai	Complex of marshalling yards, goods stations and commercial installations at Thriassion Pedion	1985-1990	(2)	- Centralization of the various goods services in the region of Athinai

¹ As at January 1982

(2) A study is to be drawn up

MÜNCHEN - ROSENBACH - (BEOGRAD) - IDOMENI - ATHINAI

Long-term projects



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

Long-term projects

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
München - Salzburg	München - Freilassing ①	Modernization work to improve capacity and speed on the route via Rosenheim or ② Development of the line via Mühldorf (second track)		135	<ul style="list-style-type: none"> . Capacity of the section: 86 trains in each direction per day . Predicted capacity of the section: 150 trains in each direction per day . Proportion of international traffic: approximately 80%
Salzburg - Schwarzach/ St. Veit - Spittal/M.	Salzburg ③	Extension of the station first stage		93.0	Increased capacity
		Extension of the station second stage		62.0	
	Salzburg - Golling ④	Improvements to infrastructure and increased speed (130 km/h)		31.0	
	Golling - Schwarzach/ St. Veit ⑤	Modernization and improvement of infrastructures (speed increased to 90 km/h)		93.0	

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

Long-term projects

Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Salzburg - Schwarzach/ St. Veit - Spittal/M. (continued)	Schwarzach - Loifarn (6)	Construction of second track and improvements to infrastructure (speed increased to 90 km/h)		31.0	Increased capacity
	Bad Hofgastein - Angertal (7)	Construction of second track, improvements to infrastructure and increased speed (90 km/h)		24.8	
	Angertal - Bockstein (8)			99.2	
	Mallnitz - Kaponig (9)	Construction of second track and improvements to infrastructure (speed increased to 90 km/h)		62.0	

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

Long-term projects

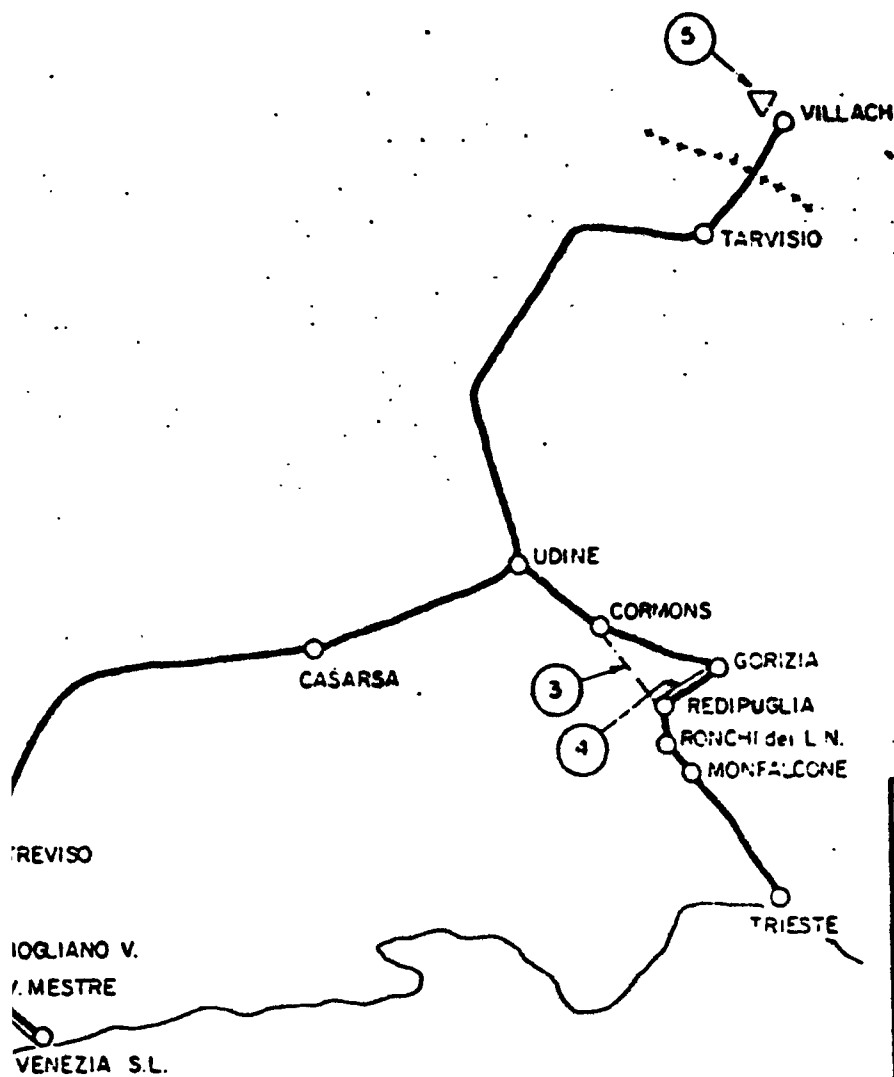
Section of line	Exact location of project ¹	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Salzburg - Schwarzach/ St. Veit - Spittal/M. (continued)	Kolbnitz Pusarnitz (10)	Construction of second track and improvements to infrastructure (speed increased to 90 km/h)		31.0	Increased capacity
Spittal/M. - Villach	Spittal/M. - Gummern (11)	Infrastructure improvements and increased speed (140 km/h and 100 km/h)		18.6	
	Gummern - Villach (11)				
Villach - Austrian- Yugoslav border - Jesenice	Villach - Villach/Auen (12)	Construction of second track and infrastructure improvements Rebuilding of stations and modernization of safety installations		93.0	Increased capacity
	Villach/Auen - Rosenbach/ Austrian- Yugoslav border (13)	Construction of second track and infrastructure improvements		124.0	

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

VENEZIA - UDINE - TARVISIO - (WIEN)
TRIESTE

Short and medium-term projects



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

MÜNCHEN - ROSENBACH - (Beograd) - IDOMENI - ATHINAI

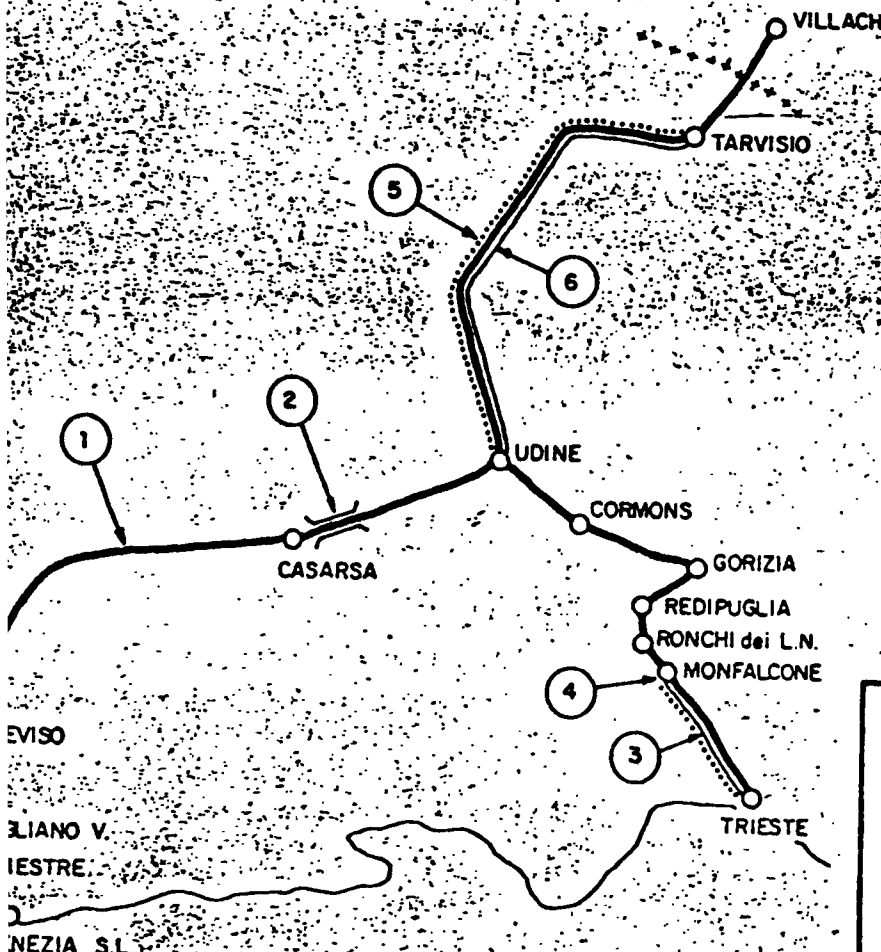
Long-term projects

Section of line	Exact location of project	Nature of project	Duration of work	Cost million ECU ¹	Purpose of project
Thessaloniki - Inoi	Thessaloniki - Inoi	Electrification	1988-1993	130	Electrification
Domokos - Tithorea	Domokos - Tithorea	Construction of second track			Modernization of the line
Inoi - Athinai	Inoi - Athinai	Construction of a new two-track line			The existing two-track line is to be used for suburban trains

¹ As at January 1982

VENEZIA - UDINE - TARVISIO - (WIEN)
TRIESTE

Long-term projects



- KEY -

	Increased capacity and higher speed
	Construction of an additional track
	Construction of a new line
	Construction of permanent structures
	Modernization of safety installations
	Electrification
	Modernization or construction of combined transport facilities
	Modernization or construction of marshalling yards
	Modernization or construction of passenger stations
	Modernization or construction of port installations
	Modernization of goods facilities
	Construction or modernization of rest facilities

VENEZIA — UDINE — TARVISIO (WIEN)
 TRIESTE —

Short and medium-term projects

Section of line	Exact location of project	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Venezia - Udine	Venezia/S.L. ① Venezia/Mestre	Four-track construction (completion)	1983-86	23	Increased capacity
	Trevizo ② - Mogliano/ Veneto	Reverse-flow facility	-87	1.9	Increased capacity
Trieste - Udine	Trieste - Montfalcone - B. Saint-Polo	No projects			
	Redipuglia ③ - Cormons	New line	under way		
	Redipuglia ④ - Gorizia	Construction of second track	under way 1986	13.8	Increased capacity
Tarvisio - Villach	Villach-Süd ⑤	Construction of a marshalling yard	1987	167.4	Increased capacity (international traffic to and from Austria and Yugoslavia)

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

VENEZIA — UDINE — TARVISIO (WIEN).
 TRIESTE —

Long-term projects

Section of line	Exact location of project	Nature of project	Duration of work	Cost million ECU ²	Purpose of project
Venezia - Udine	①	Alterations to take 22 tonne axle weights		75.3	Improvements for heavy goods transport
	Casarsa - Udine ②	Construction of second track on the bridge over the Tagliamento		10.3	The bridge is the only part of the section which does not have two tracks. The construction of a second track will thus eliminate this bottleneck
Trieste - Udine	Trieste - Montfalcone ③	Third track, reverse flow facility, UIC/CI gauge		100	Increased capacity
	Montfalcone - B. Saint-Polo ④	Four-track construction		9.2	Increased capacity
Udine - Tarvisio	⑤	Reverse-flow facility		42.2	More punctual service
Udine - Tarvisio	⑥	Construction of second track		371.0	Increased capacity

¹ The numbers in circles refer to the map of the line to which this table relates.

² As at January 1982.

Volume of total freight transport between Italy and northern Europe (million tonnes)

Year	Rail		Total	Road	Sea	Total
	SBB/BLS	OEBB/SNCF				
1965	7.66	8.11	15.77	2.38	14.20	32.35
1970	10.40	11.25	21.65	5.16	25.90	52.71
1972	9.94	12.66	22.60	8.10	28.20	58.90
1974	9.92	14.01	23.93	11.91	28.20	64.04
1976	8.53	15.00	23.53	16.22	22.00	61.75
1978	8.76	15.91	24.67	19.89	24.60	69.16
1980	11.25	15.17	26.42	22.10	25.27	73.79
1981	10.66	14.35	25.01	24.07	19.43	68.51

In 1981 the total volume of freight transported between Italy and northern Europe was 68.5 million tonnes.

It was divided between the various means of transport as follows:

Road	24.1 million tonnes
Rail	25.0 million tonnes
Sea	<u>19.4 million tonnes</u>
Total	68.5 million tonnes

Of the total 25.0 million tonnes transported between Italy and northern Europe by rail, around 43% was carried by the SBB/BLS and the rest by the SNCF and the OEBB. The figures for the period 1965-1981 show that the continuing increase in the volume of freight has so far been concentrated primarily on the roads. The SBB/BLS have fallen furthest behind while the SNCF and the OEBB show a smaller loss.

WRITTEN QUESTION No. 1322/81
by Mr SEEFELD
to the Council of the European Communities
(19 November 1981)

Subject: Improvement of traffic infrastructures across the Alps

When did the Council deliberate on the report by Mr Noë (Doc. 85/73) on the improvement of traffic infrastructures across the Alps adopted by the European Parliament, and what decisions did it take on the recommendations made by the European Parliament?

Answer
(22 February 1982)

The Council has not discussed the specific problem of improving the traffic infrastructures across the Alps which is the subject of the report referred to by the Honourable Member. However, this is certainly one of the problems the Council will consider during its discussions on transport infrastructures.
