



MEDEF

V N O N C W



CONFINDUSTRIA



Mrs Violeta Bulc
Member of the European Commission

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Impediment to alpine truck transit via the Brenner route

Dear Commissioner Bulc,

The industries of Belgium, France, Germany, the Netherlands and Italy fear an escalation of the conflict over the truck transit via the Brenner route. Alpine transit via the Brenner is essential for the survival and well-functioning of interconnected European value-chains, especially as there is currently no viable alternative for the transportation of goods between the Member States north of the Alps and Italy.

Measures such as block handling, sectoral driving bans, and a corridor toll impede the free movement of goods and cause considerable economic damage. The use of such measures must be considered carefully to avoid jeopardising the competitiveness of European Companies. Driving bans are incompatible with the Treaty-based principle of the free movement of goods. These measures put the internal mobility of the Union at risk. Austria has to acknowledge its specific responsibility as trading partner and part of a core European corridor with strategic importance for the entire TEN-T system.

Tyrol's concern to reduce the use of Inntal and Brenner motorways is understandable. However, traffic obstructions disrupt value chains and threatens jobs, thus rendering the quest for viable transport alternatives the unescapable condition for reforming long-distance cross-border alpine transport. Measures encouraging the use of particularly clean and quiet trucks on the Brenner route are effective means to relieve the strain on the local population in the short term. Yet, rail transport on the Brenner axis will only become a suitable transport alternative for long-distance transport after the completion of the Brenner Base Tunnel in the medium term.

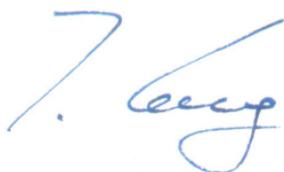
All negotiating parties must now assume responsibility: Germany and Italy must speed up the development of rail access to the Brenner Base Tunnel. However, Austria must

acknowledge its important role as transit country for interconnected European value chains and act in this spirit, preventing local measures from distorting the proper functioning of the internal market.

Therefore, we, the leading business and industry associations from Belgium, France, Germany, the Netherlands and Italy, call on the Commission to prevent an escalation of the conflict and censor the unbalanced restrictive measures on road freight transport. Businesses in Europe need efficient transport routes and planning security to operate. Further increasing the costs for transportation without appropriate alternatives would not be conducive to efficiency and prosperity.

Yours respectfully,

Joachim Lang
Director General
Bundesverband der Deutschen Industrie (BDI)



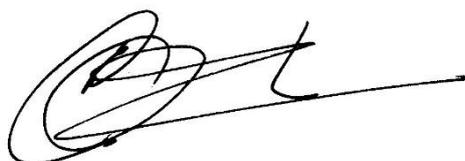
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