



Twin-City-Declaration of the 'Main line for Europe' initiative

General Meeting of the 'Main line for Europe' initiative 'Overcoming boundaries!'

**January 21-22, 2009
Bratislava & Vienna**

The 'Main Line for Europe' initiative is a community of interest consisting of cities, regions and chambers of industry and commerce along the European rail line 'Paris Nancy – Strasbourg – Karlsruhe – Stuttgart – Ulm – Augsburg – München – Mühldorf – Salzburg – Linz – St. Pölten – Wien – Bratislava/Budapest'. The aim of the 'Main Line for Europe' initiative is to achieve the upgrading of the West-East Main Line 'Paris – Bratislava/Budapest' to a continuous high-performance rail line for passenger and freight transport, the provision of an attractive transport service and the line's optimum connection to local and regional public transport along the entire corridor. The Initiative commits itself to work towards these goals.

On the occasion of its General Meeting held in Bratislava and Vienna on 21st and 22nd January 2009,

the 'Main Line for Europe' initiative calls to mind

- the considerable potential that will result from the construction of the complete 'Main Line for Europe' and its various connections to other TEN lines in terms of economic growth, the creation of jobs and the improvement of competitiveness, in particular by facilitating passenger and freight transport in the entire European Union,
- the possibility to create short-term stimuli to the economy by investing in the infrastructure of Main Line sectors not yet implemented - an important aspect in view of the current economic and financial crisis - and, over the medium term, to contribute actively to the reduction of greenhouse gas emissions by 2020, as agreed upon,
- the Memorandum of Understanding, signed in Luxembourg on 9th June 2006 by the ministers of transport of the French Republic, the Federal Republic of Germany, the Republic of Austria and the Republic of Slovakia, associating for the first time the four member states interested in the upgrading of the rail axis 'Paris-Strasbourg-Stuttgart-Wien-Bratislava',
- the wide-spread support given to the priority project No. 17 by the territorial authorities concerned and numerous representatives of business, institutions of higher learning and the rail companies,

the 'Main Line for Europe' initiative confirms its intention

- to promote close cooperation between all decision makers in order to achieve the implementation of the project as soon as possible,
- to upgrade the rail stations and their surroundings and to see to it that international and national transport is connected to local and regional transport in order to optimise access to the rail line 'Paris-Bratislava/Budapest',

the initiative welcomes

- the high commitment and the good cooperation with the E.U. Coordinator for the priority project No. 17, Péter Balázs, and thanks the Coordinator for his activity report 2008/2009,
- the allocation of 438 M € for the upgrading of cross-border sections and bottlenecks in the priority project No. 17 from the 2007-2013 programme,

as far as **Slovakia** is concerned

- the memorandum, signed in April 2007 by the City of Bratislava, the Slovak Railways (ŽSR) and the Slovak Ministry of Transport, on taking joint action to prepare, implement and use the railway infrastructure on the territory of the Slovak capital Bratislava, which is to be constructed to link urban rail transport to long-distance rail transport in the scope of TEN-T 17 project,
- the DUŠ study resulting in the launch of planning on the TEN-T 17 project for the Bratislava city area (this planning was made part of the City's Land Development Plan in December 2008),
- the great efforts made by the City of Bratislava towards the implementation of the TEN-T 17 project,
- the activities performed by the Slovak Ministry of Transport to coordinate and strongly promote the construction of TEN-T 17 on Slovak territory,

as far as **Austria** is concerned

- the fact that all approvals required for the construction of Vienna Central Station were given,
- the considerable progress made in the phased, four-track upgrading of the 'Westbahn' and in the construction of the 'Lainzer Tunnel',
- the improvement of service achieved on 14th December 2008 thanks to the introduction of a two-hourly frequency on the line 'Vienna-Munich',
- the first cut of the spade for the new Salzburg Central Station on 7th November 2008

as far as **Germany** is concerned

- the Federal Government's decision to allocate additional funds from the federal stimulus plan for the section 'Mühldorf-Tüßling' and to implement the upgrading of the section between Freilassing and the German-Austrian border (German-Austrian declaration dated 10th July 2007),
- the fact that four-track operation was started on the section 'Augsburg-Mering' when the timetable was changed on 14th December 2008 and that work on the section 'Mering-Munich' is progressing as scheduled,
- the adoption of the budget 2009 by the German Federal Parliament on 28th November 2008, based on which the financing agreements for the projects Stuttgart 21 and the new line 'Stuttgart-Ulm' can be concluded,

as far as **France** is concerned

- the start of construction work for the new German-French Rhine bridge 'Strasbourg-Kehl' which is to be completed by 2010,
- the above-average utilisation rate of the trains on the high-speed line 'Paris-Baudrecourt' since its opening in June 2007, exceeding by far the expectations both of the Deutsche Bahn and the SNCF,
- the French Government's decision to allocate an additional amount of 35 M € for the completion of the preparatory work on the section 'Baudrecourt-Strasbourg' as part of its scheme to boost the economy,

the 'Main Line for Europe' initiative deems it necessary

- to emphasise the outstanding importance of the intermodal TEN junction 'Vienna-Bratislava' and to promote it as the centre of a junction whose branches extend up to the Baltic Sea, the Adriatic Sea, the Atlantic Ocean and the Black Sea,
- that the 'Trans European Transport Network' policy (TEN-T) be pursued by the European Union beyond the year 2013, taking more account of the high investment required to implement the TEN when establishing the financial framework, and that the Main Line be maintained as a central element of the TEN-T,
- to extend the E.U. Coordinator's mandate with a view to advance the Main Line project more effectively,
- to develop a transnational operation scheme for the entire axis that will considerably reduce travel times, increase passenger and freight transport capacities and furthermore provide optimum connections to intermodal junctions on the regional and local level and in particular to numerous airports along this axis and to other priority projects (TEN),
- for the national states and railway companies concerned to make further progress to fill the gaps that persist in the following sections:

'Vienna-Bratislava':

construction of the new section 'Götzendorfer Spange' as part of the path upgrading the rail infrastructure between Vienna and Bratislava and integrating Vienna Airport into the international long-distance rail network,

'Attnang-Puchheim-Salzburg':

advancing the planning for the upgrading of the section with the aim to reduce travel time between Salzburg and Linz to less than one hour; defining the rail path for an extension of capacity in the section 'Salzburg-Seekirchen/Köstendorf' in 2009,

'Munich-Mühldorf-Freilassing':

conclusion of a binding planning agreement between the Federal Government and the Deutsche Bahn AG on a double-track upgrading (including electrification) of the entire section, taking into account the needs of passenger and freight transport

and the optimum rail connection to Munich Airport and Salzburg Airport and including measures improving the connection to the Bavarian 'Chemical Triangle' which are to be completed by 2015,

'Stuttgart-Ulm-Augsburg':

signing of the financing agreement on 'Stuttgart 21' and the new line 'Stuttgart-Ulm' by the Federal Government, the Deutsche Bahn AG, the State of Baden-Württemberg, the City of Stuttgart, the Greater Stuttgart Region and Stuttgart Airport and launching planning activities and financing procedures for the section 'Neu-Ulm-Augsburg' with a view to put it into operation at the same time as 'Stuttgart-Ulm',

'Kehl-Appenweier-Karlsruhe':

plan approval procedure and financing of the Appenweier curve, financing of the section 'Rastatt-Karlsruhe' for which the plan approval procedure was completed already in 1996 (including the Rastatt tunnel),

'Baudrecourt-Strasbourg':

conclusion of a financing agreement between the French state, Réseau Ferré de France (RFF) and the territorial authorities involved.

Vienna, January 22, 2009

Andrej Ďurkovský

Mayor of Bratislava

Heinz Fenrich

Chairman of the Initiative
„Main Line for Europe“

Mayor of Karlsruhe

Rudi Schicker

Executive City Councillor,
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