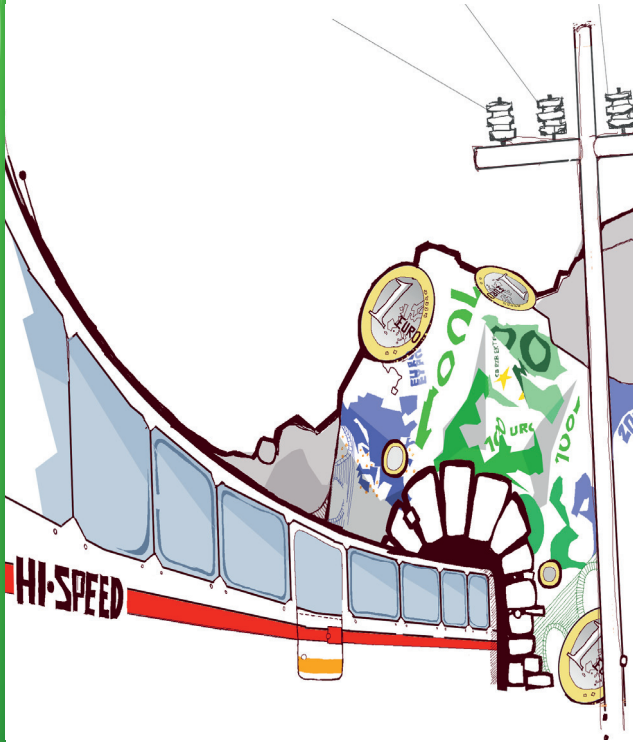


CHANGE OF PERSPECTIVE

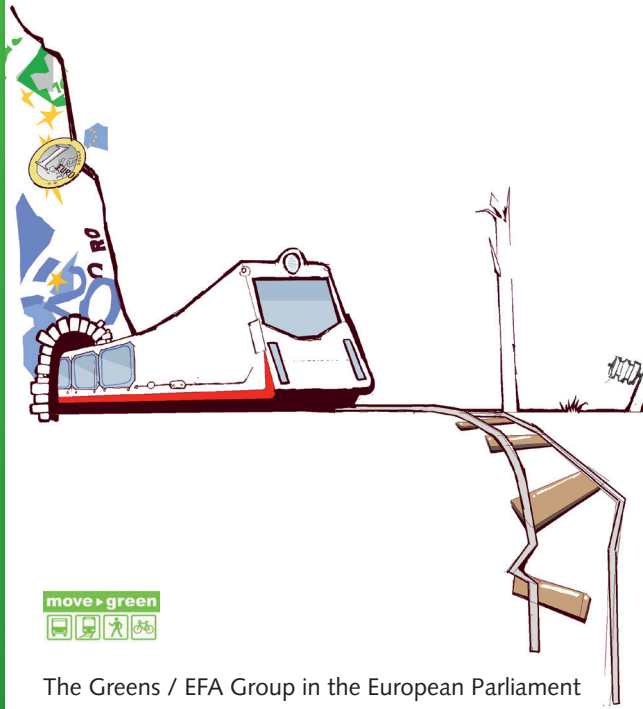
The role of infrastructure and therefore the guiding principle of decision-making should be to improve the quality of life of European citizens. Investment decisions should not merely be taken for the sake of maximising transport volumes and financial profit.



WE NEED A REVIEW CLAUSE FOR CONSTRUCTION PROJECTS TO PUT AN END TO SYSTEMATIC COST EXPLOSIONS

Green TEN-T Website (EN/DE/FR)
www.green-ten-t.eu

Weblinks
www.bankwatch.org
www.transportenvironment.org
www.wwf.org
tentea.ec.europa.eu



The Greens / EFA Group in the European Parliament
European Parliament
Rue Wiertz 60
BE-1047 Brussels

WWW.GREENS-EFA.EU



The Greens | European Free Alliance
in the European Parliament



**RETHINK
EU TRANSPORT
INFRASTRUCTURE!**

**» FOCUS ON EUROPEAN
ADDED-VALUE
» STOP UNSUSTAINABLE
XXL-PROJECTS**



The Greens | European Free Alliance
in the European Parliament

WHAT ARE THE TEN-T?

The Trans-European Transport Networks (TEN-T) are a project of the European Union to co-fund the establishment of a transport infrastructure connecting all EU Member States. Ever since its first conception however, a contradiction exists between the number and size of projects and the available financing. The existing network is a patchwork – it has gaps – and they are exactly where the borders are.

On the one hand, the financial and economic crisis worsens this situation, but on the other it offers a unique opportunity to create a more sustainable transport infrastructure that saves money, for example by minimizing external social and environmental costs. More transparency and participation of the citizens are needed to act smart and concentrate on networking, supporting smaller projects and improving existing trans-border rail links.

THEREFORE, THINK AND ACT GREEN!

THE CURRENT PROBLEMS

- » Member States **increased the list of projects**, while at the same time **decreasing the available funds** (from €31 billion to €23 billion)
- » in reality, the funds are divided between a very small number of mainly **large-scale national projects**
- » experience shows that ex-ante project appraisals are usually too positive while **total costs are systematically underestimated**
- » many projects **lack connection** with the rest of the network
- » there are many **cross-border regional rail** connections that are often in a worse condition than before World War II, but these are **not taken into account**

COST EXPLOSION OF XXL-PROJECTS (ESTIMATES)

Fehmarn Belt Fixed Link

2008: approx. €4.3 billion
2012: approx. €5.5 billion

Via Baltica (suspended)

2006: approx. €457 million
2009: stopped

Highway in Antwerp

2000: approx. €600 million
2010: approx. €3 billion

Feeder Railway Wendlingen-Ulm (part of Stuttgart 21)

2001: approx. €1.47 billion
2013: approx. €2.90 billion

Brenner Base Tunnel (BBT)

2002: approx. €4.5 billion
2012: approx. €8.0 billion

Lyon-Turin Project (incl. tunnel)

2002: approx. €12 billion
2012: approx. €26 billion

OUR ALTERNATIVES

The existing connection with ferries is more than sufficient and can easily adapt to variable traffic density. Furthermore, the operating companies plan to upgrade their fleet to "Zero Emission Ferries".

Strong citizens' protests led the European Commission to sue the Polish government, who finally stopped the road project and the destruction of the EU protected nature reserve. The alternative is Rail Baltica.

In a popular referendum held in 2009 the majority of voters rejected the construction of the highway project through Antwerp. The alternative would be to channel the long-distance traffic through the port and around the city.

The line was planned to enhance capacity but is too steep to be used by conventional freight transport. The alternative would be to invest in the old cross-border-connections Stuttgart - Zurich, Ulm-Bregenz and Freiburg-Colmar.

The alternative would be to use existing rail connections between Austria and Italy (principle of shortest way), capacity of the rail tunnels in Switzerland and the Tauern pass and thereby also to reduce the noise impact.

Alternatively, we would need a comprehensive transport policy that promotes multi-modal transport, introduces fees for heavyweight road transport and upgrades already existing railway connections between France and Italy.

WHAT WE HAVE ALREADY ACHIEVED

- » **inclusion of environmental requirements** in planning and construction of infrastructure
- » **addition of the European cycling network 'EuroVelo'** to the European projects including the 'Iron curtain trail' as route 13
- » EU funding for the retrofitting of rail freight wagons to **reduce noise** at the source
- » introduction of the **standard European Rail Traffic Management System (ERTMS)** in the 'Single European Railway Area'

WHAT SHOULD HAPPEN

- » concentrate on creating European added-value by bridging missing **cross-border rail links**
- » make EU-funding conditional on **socially and ecologically sustainable projects**
- » prioritise projects that can be implemented in a **timely and cost-effective way**
- » advance the **upgrade of existing and inoperative lines** before new projects are implemented
- » **better interconnection** of different transport modes