Do we need a different priority setting in European investment policy in order to sustainably promote cross-border rail connections?

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My theses

• We need a shift in mobility patterns to stop climate change.

• Public transport has to play a key role.

• European Parliament calls for „doubling public transport use in urban areas by 2030”.
A fragmented Europe

track gauge

traction current

Sources: wikipedia.org & Siemens Mobility
Reasons for fragmentation

The Telegraph

The trains that took us to war

Without railways, the First World War could never have happened, as Michael Portillo explores in his new TV series

A 16 inch railway gun that pulverised the Hindenburg Line, France, 1917-1918. Photo: Alamy
Why we urgently need the railways

Source: European Commission, 2015,
transport data excludes International Bunkers (international traffic departing from the EU)
CO2 emissions by sector (2014)

Trans port: 30% of all CO2 emissions in EU
Use of EU money: The Juncker Fund

Source: CEE Bankwatch et al.: Analysis of the sustainability and transparency of EFSI
Wish list by the Member States

- **Feste Fehmarnbeltquerung**
  - 2008: ca. 4,3 Mrd. €
  - 2012: ca. 5,5 Mrd. €

- **Brenner Basistunnel (BBT)**
  - 2002: ca. 4,5 Mrd. €
  - 2012: ca. 8 Mrd. €

- **Eisenbahnachse Lyon-Turin (mit Tunnel)**
  - 2002: ca. 12 Mrd. €
  - 2012: ca. 26 Mrd. €
The financial reality

Total budget: **24 billions** euros for 2014-2020

- **11 billions euros from the cohesions funds** (for new Member States plus Spain, Portugal, Greece)
- **13 billions euro for all 28 Member States**

It would costs **15,2 billions euros** if the EU would co-finance these three project with 40%.
Green demand for a change of investment policies – with success

- Do we want large-scale projects or real bridging of gaps?
- Idea: investments with a real European added value - for less money
- On this map we presented the 15 most promising trans-border areas; update in 2019
- Since 2017 the COM provides for closures between cross-border gaps
- First call was increased from 110 million euros to 140 million euros.
Are You Interested in European Transport Policies?

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