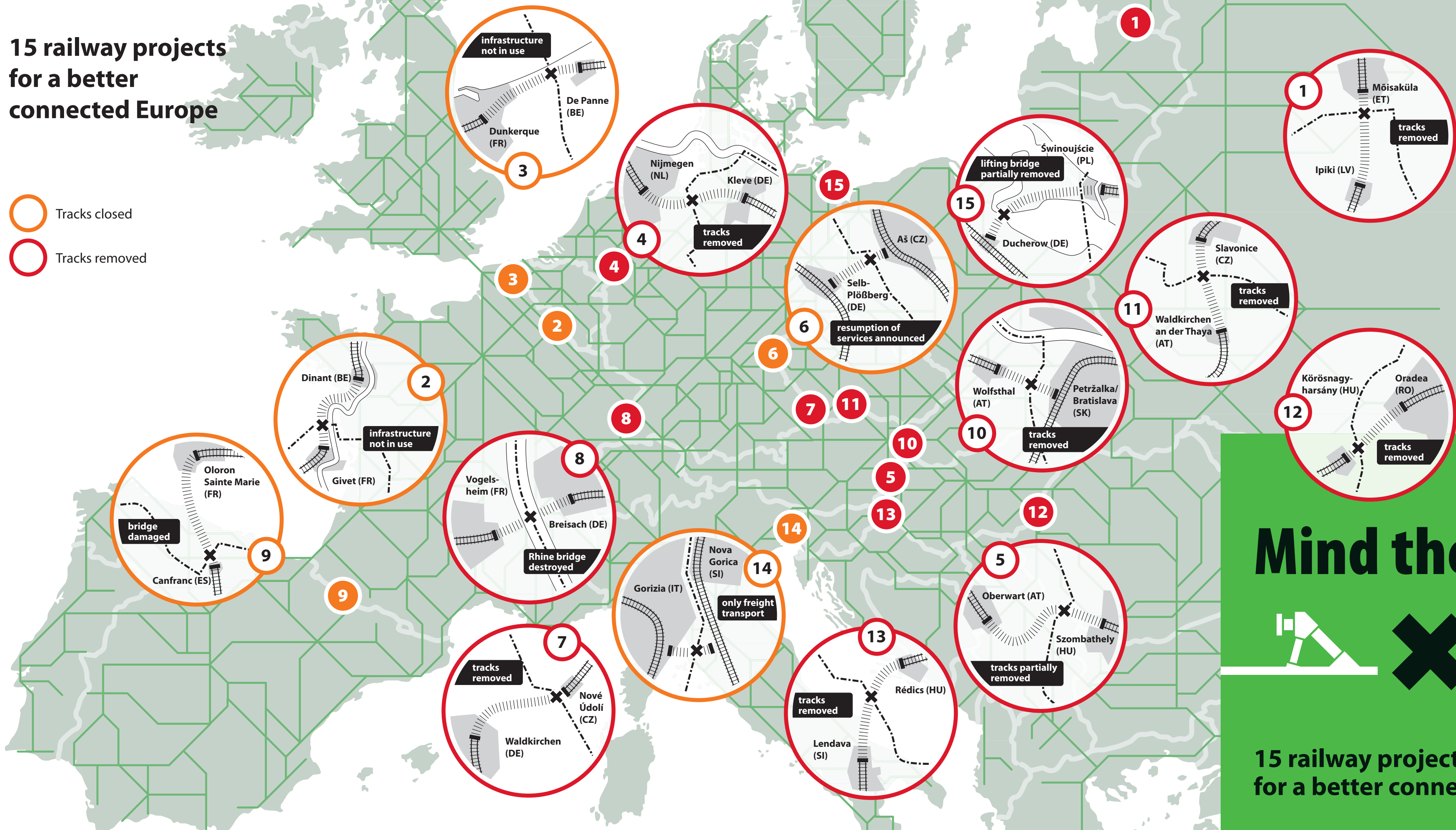


MIND THE GAP!

15 railway projects for a better connected Europe

-  Tracks closed
-  Tracks removed



Mind the gap!



15 railway projects for a better connected Europe

Rapid progress now - instead of megalomaniac projects in a few decades How to wisely spend scarce EU funds

Even though the Iron Curtain came down more than two decades ago, the European railway network remains a patchwork rug full of gaps at the national borders! War and post-war periods left wounds that have not fully healed by now, although the European Union is spending billions of Euros for the Trans-European Networks (TEN-T).

The integration of our continent did not fail due to lack of money; it failed as a result of wrong prioritisation. Extremely expensive major projects, like the Brenner Base Tunnel, the Fehmarn Belt Fixed Link, or the tunnel Lyon-Turin, have already consumed and will continue to consume almost all the available funds for decades. Moreover, they are mainly beneficial to the construction industry and banking sector and not to the environmentally friendly railways.

We Greens have chosen a different approach: instead of megalomaniac showing off, we would like to invest in several specific small-scale cross-border railway projects. According to the slogan „small but mighty“, we analysed more than 250 trans-border connections in the EU focussing mainly on regional tracks off the main corridors.

These projects may not be very prestigious, but they are creating a real benefit for the trans-border connections between people, are much cheaper, and will also help to unburden the environment. Quite often, only a few kilometres of rail infrastructure or the functional cross-border harmonization of the services are missing and people could use the railway instead of the car. On this map, we present the 15 most promising trans-border areas for achieving a better connected European future.

Editors: Jens Müller, Michael Lien, Hans Rihovec
 Paul Reesons, Philipp Cerny, Sara Ott, Nils C. Peters
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More about clever investments in European transport infrastructure on www.missing-rail-links.eu

Michael Cramer,
 Member of the European Parliament
 and initiator of the project

Website: www.michael-cramer.eu
 E-Mail: michael.cramer@ep.europa.eu
 Brussels Office: European Parliament, ASP 4 F 159
 Rue Wiertz 60, B-1047 Brussels, Telephone: 0032 2 28 45779
 Berlin Office: Unter den Linden 50, D-11011 Berlin,
 Telephone: 0049 30 227 78411

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A project by the Greens/EFA in the European Parliament

Initiated by
Michael Cramer, Member of the European Parliament



MIND THE GAP!



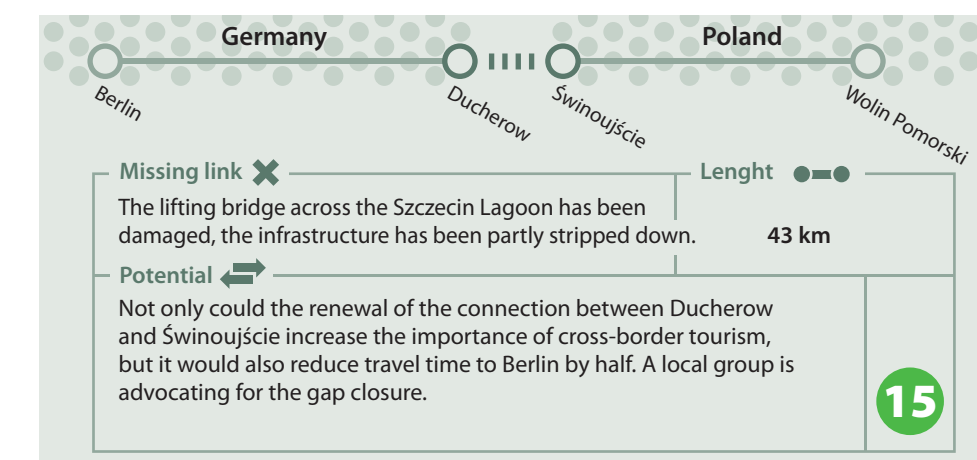
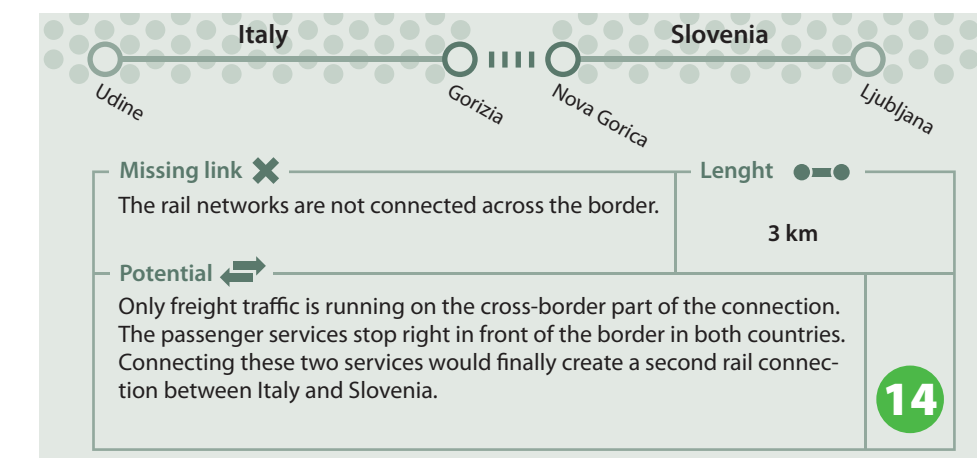
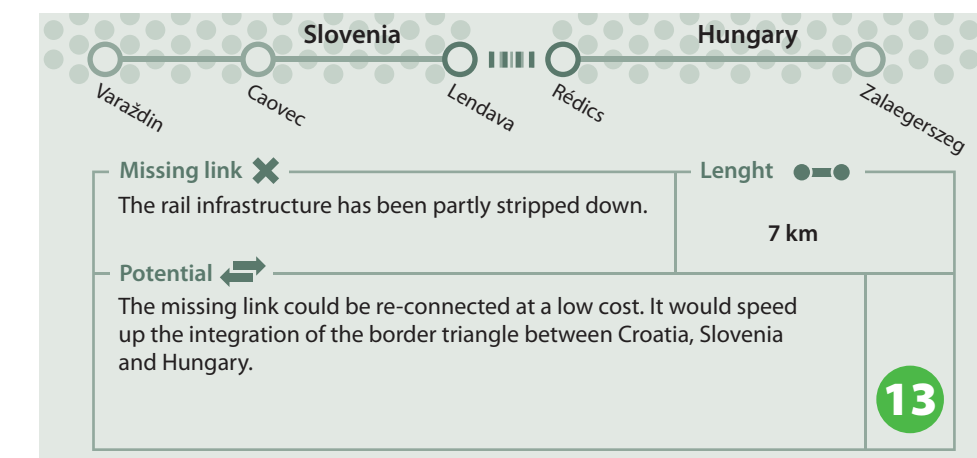
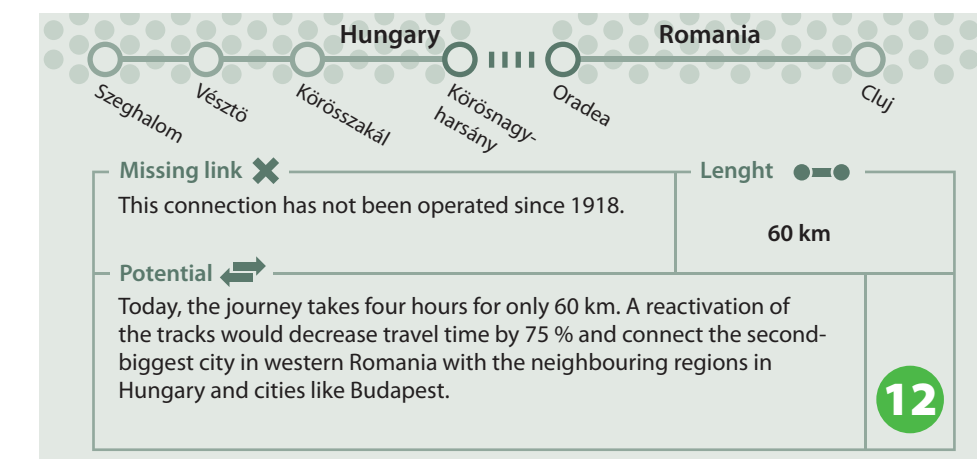
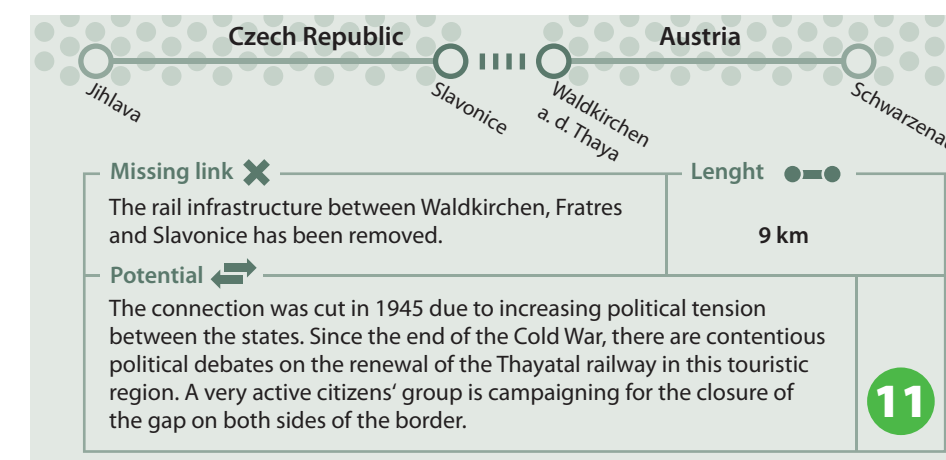
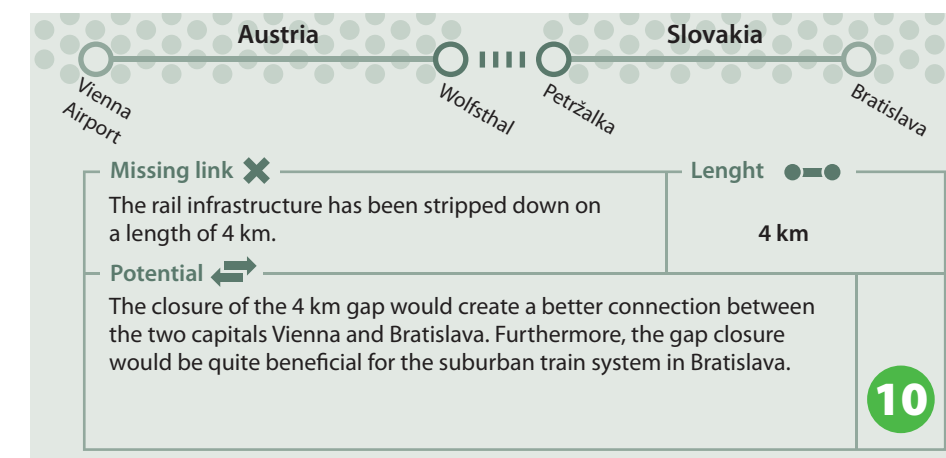
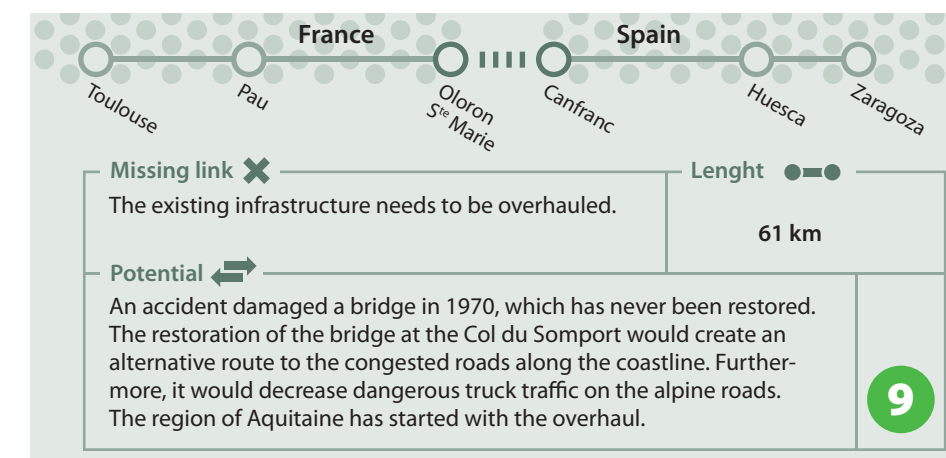
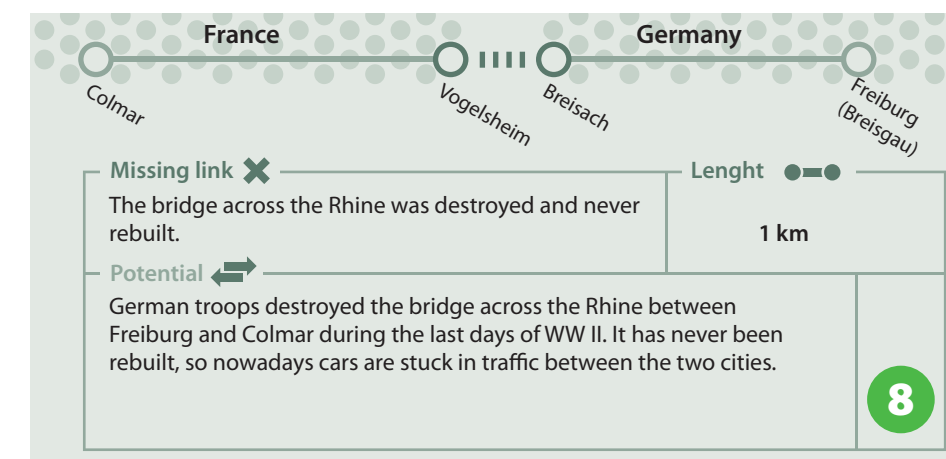
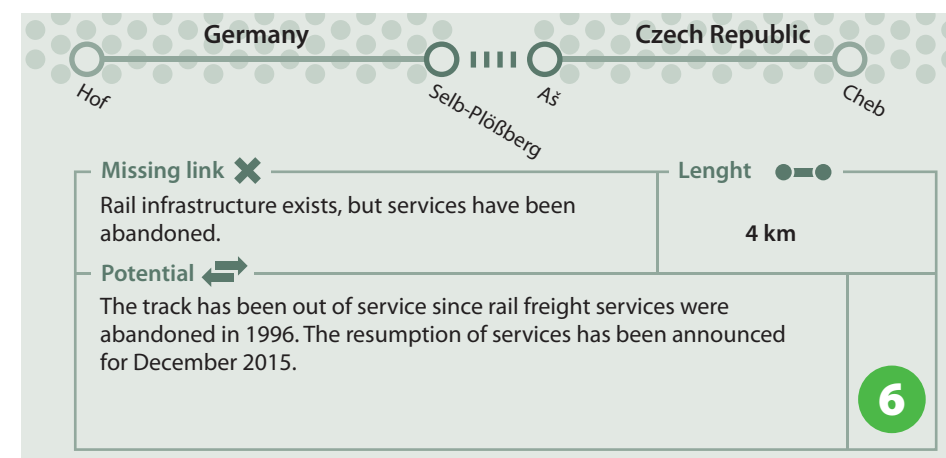
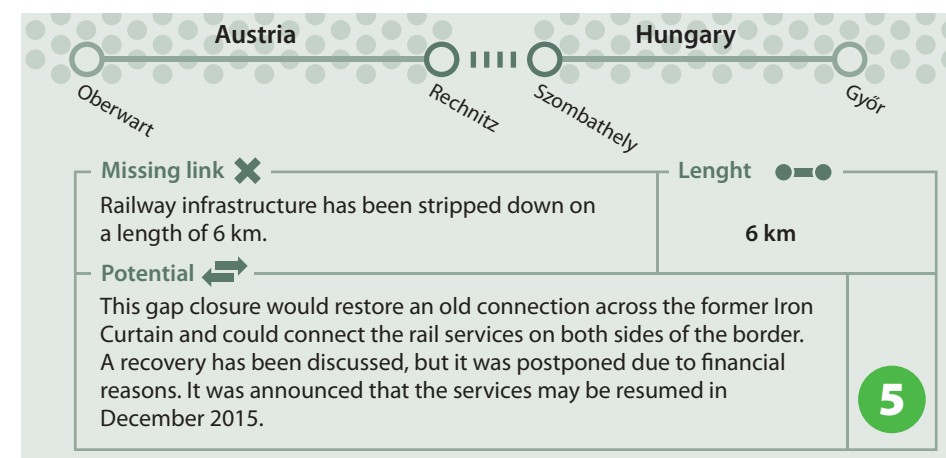
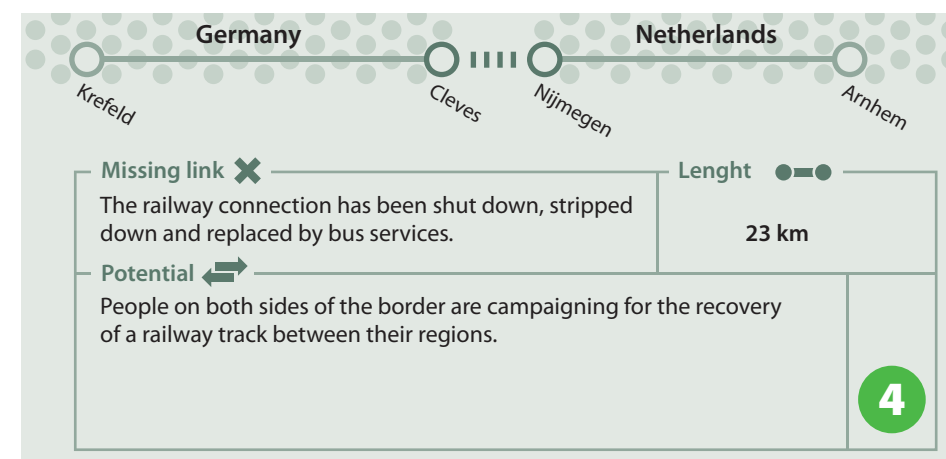
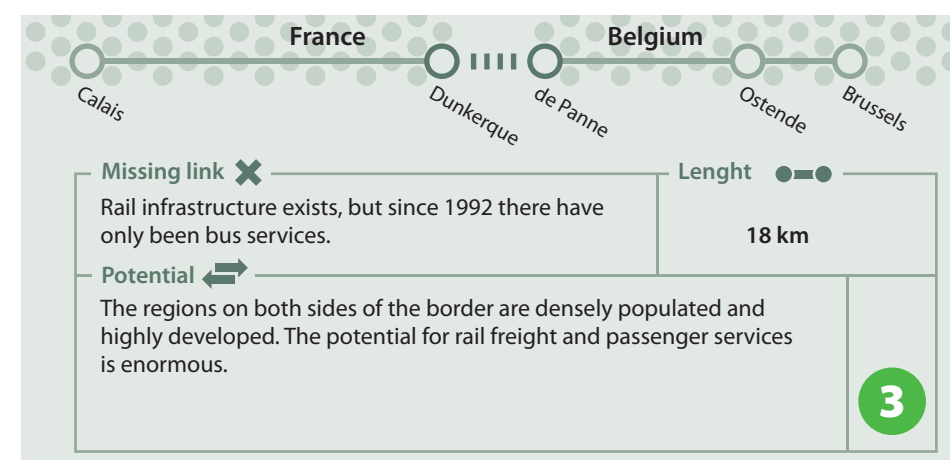
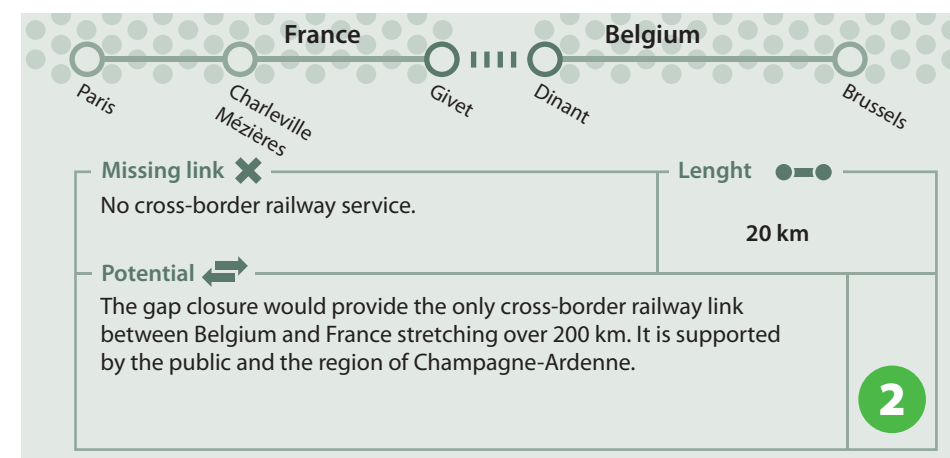
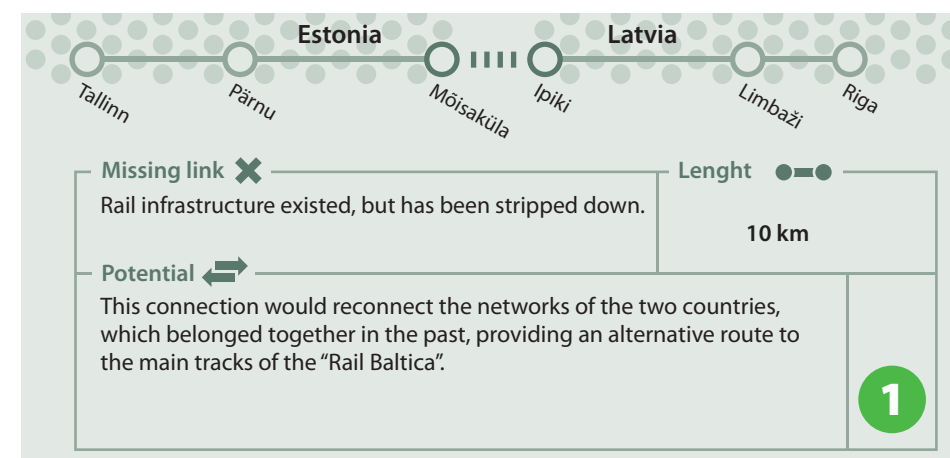
The Greens | EFA
in the European Parliament

15 railway projects for a better connected Europe

We have the choice: major projects or real gap closures?

A few multi-billion Euro projects or real tangible progress for a better connection of Europe? The European Union has the choice. By now, the European transport policies are mainly focussing on major projects for roads, railways and airports. It will take decades and billions of Euros of the public budgets to finish these XXL-projects. These buried funds are missing for the presented gap closures.

Even modest estimates come to the following conclusion: instead of co-financing one single major project, we could close all the gaps and it would only cost a fraction of the funds provided for the large-scale projects.



Five major projects and their efficient alternatives

Major projects:	Alternatives:
Fehmarn Belt Fixed Link 2008: ca. 4.3 billion Euros 2012: ca. 5.5 billion Euros	The existing ferry connections are more than sufficient and are able to smoothly adapt to changing traffic volume. The ferry companies are also planning to upgrade their fleets in order to solely use „zero-emission-ferries“.
Expansion of the Via Baltica (building halt) 2006: ca. 457 million Euros 2009: stopped	Enduring civil protests have caused the European Commission to sue the Polish government in order to stop the construction of a highway crossing an EU-Conservation Area. The alternative to the „Via Baltica“ is the „Rail Baltica“.
Highway crossing Antwerp 2000: ca. 600 million Euros 2010: ca. 3 billion Euros	According to a referendum held in 2009, a majority of the voters were opposed to the construction of a highway crossing Antwerp. An alternative could be a bypass leading the long-distance travel along the harbour outside of the city.
Brenner Base Tunnel 2002: ca. 4.5 billion Euros 2012: ca. 8 billion Euros	An alternative would be the usage of the existing railroad between Austria and Italy (law of the shortest distance) as well as the capacity of the railway tunnels in Switzerland and the Tauern Pass.
Turin-Lyon high-speed railway (including Base Tunnel) 2002: ca. 12 billion Euros 2012: ca. 26 billion Euros	Instead of constructing Europe's longest railway tunnel (spanning over 50 km), we must upgrade the existing connections, strengthen the multimodal traffic and introduce an appropriate truck toll.