

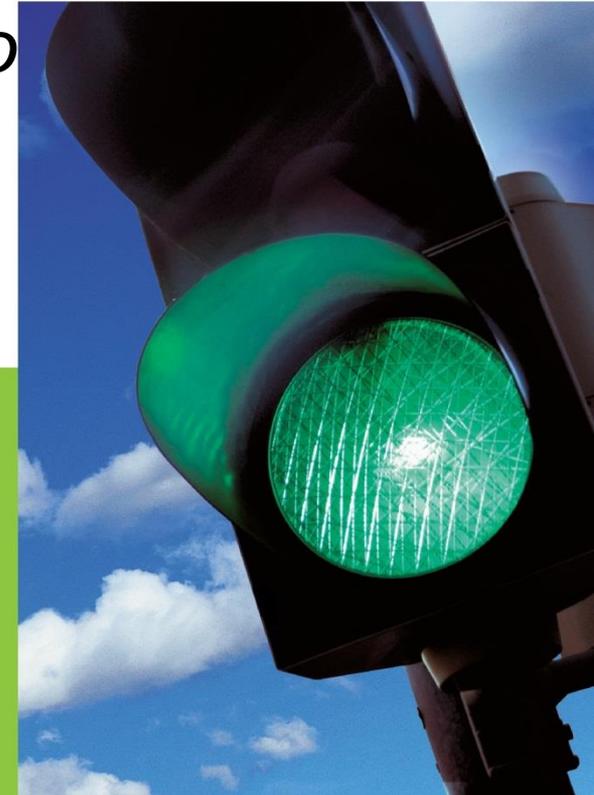


Do we need a different priority setting in European investment policy in order to sustainably promote cross-border rail connections?

Michael Cramer

Member of the European Parliament

Brussels, 11th April 2019

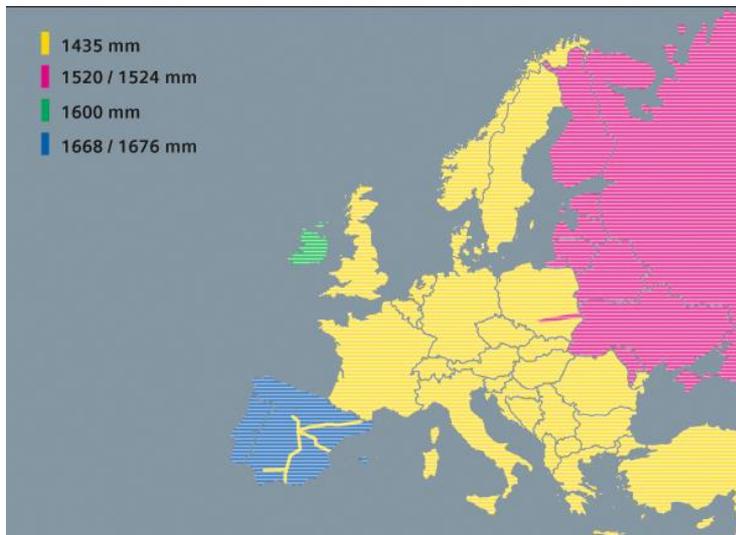


My theses

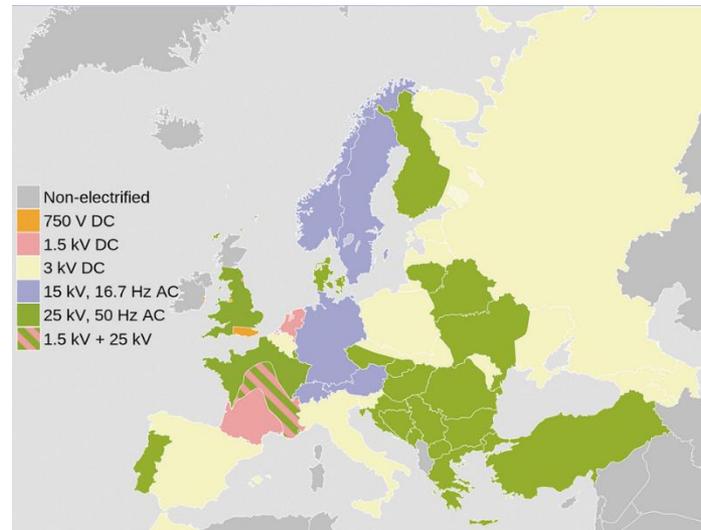
- We need a shift in mobility patterns to stop climate change.
- Public transport has to play a key role.
- European Parliament calls for „doubling public transport use in urban areas by 2030”.



A fragmented Europe



track gauge



traction current

Sources: wikipedia.org & Siemens Mobility



Reasons for fragmentation



A 16 inch railway gun that pulverised the Hindenburg Line, France, 1917-1918 Photo: Alamy

The Telegraph

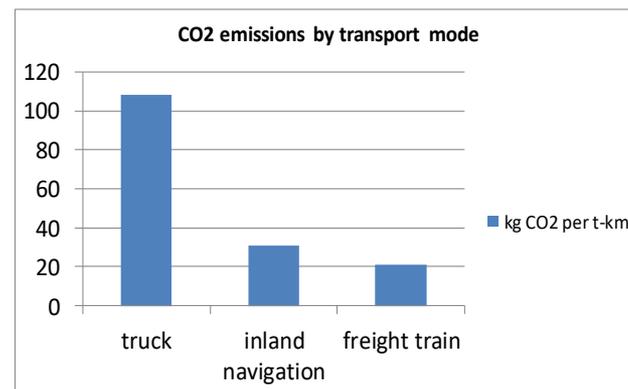
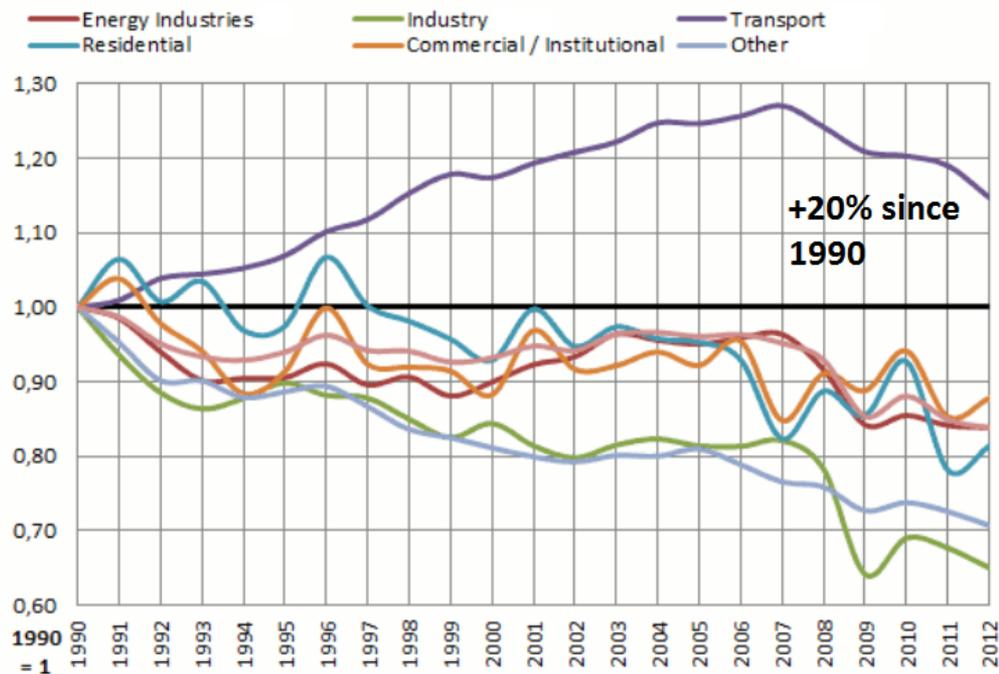
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The trains that took us to war

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



Why we urgently need the railways

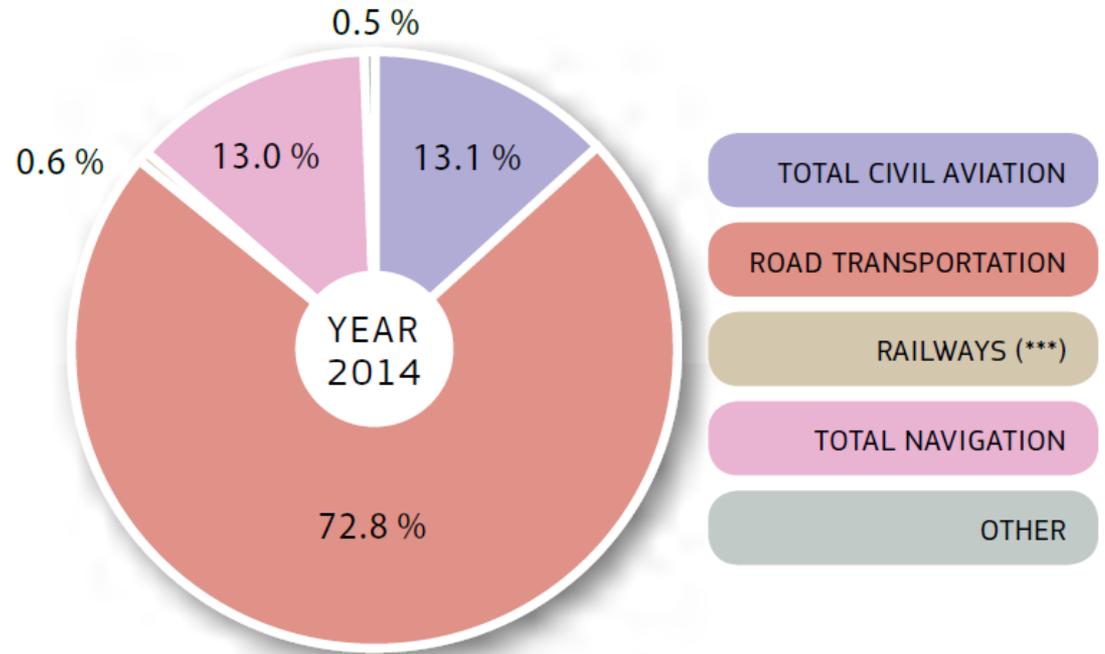


Source: European Commission, 2015,
transport data excludes International Bunkers (international traffic departing from the EU)

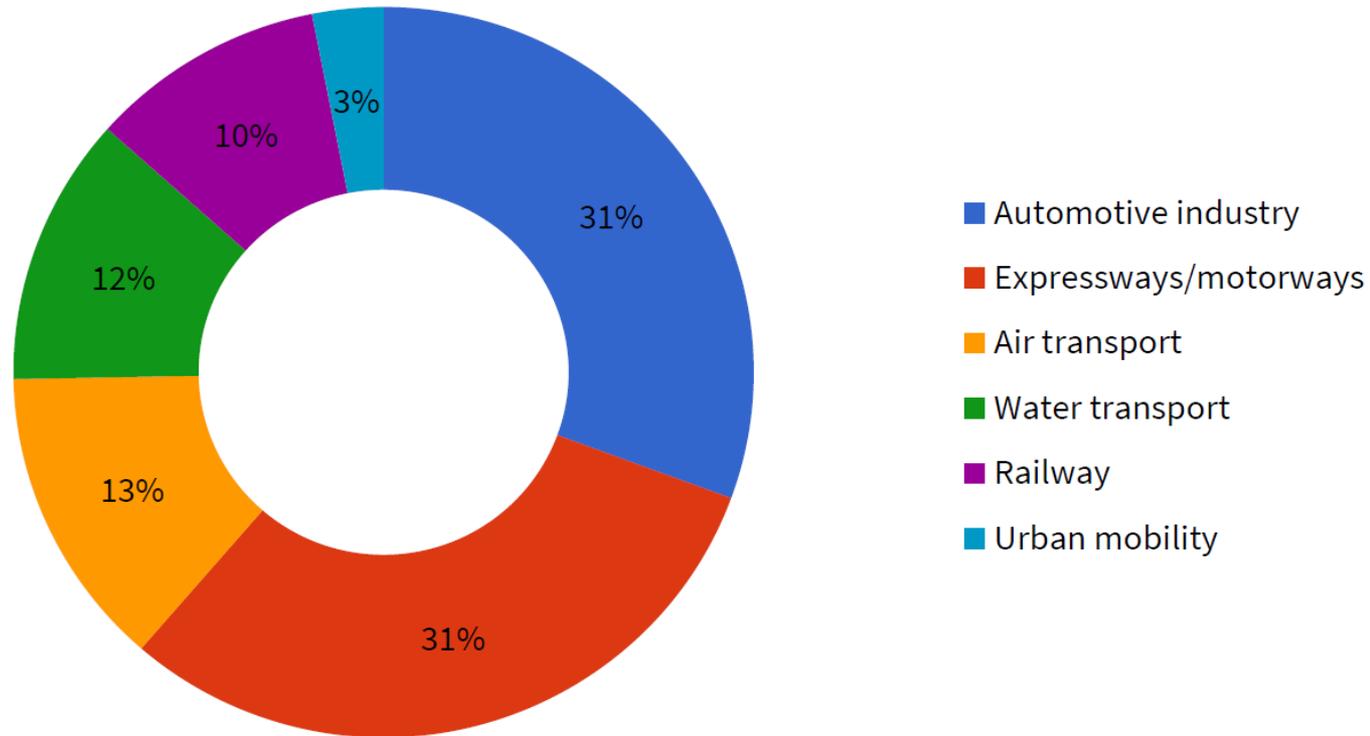


CO2 emissions by sector (2014)

Transport: 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



Großprojekte



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?

www.michael-cramer.eu

