Question for written answer E-001992/2018
to the Commission
Rule 130
Michael Cramer (Verts/ALE)

Subject: Viability of the Fixed Fehmarn Belt Link

The Danish minority government reached an agreement in October 2017 with the Dansk Folkeparti to reduce prices on the Storebælt Bridge by 15%. This reduced price has been in force since 1 January 2018 and, according to the Danish government, has resulted in the bridge's payback period being extended by two years (a deadline of 2031 rather than 2029).

The Danish government's plans are having an impact on traffic heading to Scandinavia from central Europe. The Danish Ministry of Finance has calculated that this price reduction for the Storebælt Bridge will draw traffic away from the Fehmarn Belt route, which in turn means the payback period for the Fixed Fehmarn Belt Link as it currently stands will be extended by three years, from 36 to 39.

In view of these changes, will the Commission maintain or amend its defined benefit plans for the Fixed Fehmarn Belt Link as part of the TEN-T programme, and to what extent?

How is the Commission making sure that funds granted exclusively for the railway infrastructure are solely being used for this aspect of the Fixed Fehmarn Belt Link?