

**Question for written answer E-004638/2018**  
**to the Commission**  
Rule 130  
**Michael Cramer (Verts/ALE)**

Subject: The economic viability and eligibility of the new section of track planned between Dresden and Prague

The Saxon regional government and the Czech government are planning to build a new section of railway between Dresden and Prague. To do this, they intend to include funds from the Connecting Europe Facility. According to the German government the project has a cost-benefit ratio of 1.3, but there are doubts as to the project's economic viability. In order to achieve the target 52-minute journey time between Dresden and Prague, the 56 km stretch between Dresden and Usti nad Labem is being designed for a maximum speed of 200 km/h, and the 80 km Czech stretch between Usti nad Labem and Prague is being designed for a speed of 350 km/h. However, this means that speeds of over 230 km/h would only be possible on an eighth of the EC route between Hamburg and Prague. Given that trains designed for speeds of over 249 km/h entail considerably higher costs in terms of procurement and operations, having them run on this route would appear to be economically unviable, and therefore unlikely.

- 1) In light of the TEN-T Guidelines, does the Commission consider these different design speeds to be viable?
- 2) What is the Commission's view on the feasibility of transferring freight transport from the existing, less steep route?
- 3) What is the maximum co-financing rate the EU can provide for this project?