

WRITTEN QUESTION P-6355/08  
by Sepp Kusstatscher (Verts/ALE)  
to the Commission

Subject: TEN-T Project No 1: Brenner Base Tunnel (BBT)

The ProgTrans study on traffic forecasts for the Brenner Corridor ('Verkehrsprognosen am Brenner Korridor', [www.bbt-se.com](http://www.bbt-se.com)) is one of the key foundations for the Brenner Base Tunnel (BBT) project. For 2030, it is forecasting a volume of six to eight million passengers on the Munich-Verona rail link.

In this connection, the 2008/2009 winter timetable of Trenitalia, Italy's national railways, seems incomprehensible: two more Eurocity connections on the Brenner line between Munich and Verona are being discontinued, thus limiting daily direct Munich-Verona connections to five pairs of trains.

1. How does the Commission explain the fact that official studies assume high passenger volumes on this route whereas, in fact, passenger numbers are evidently falling (otherwise rail connections are hardly likely to be discontinued)? Does the Commission have figures for passenger volumes and trends for the Munich-Verona rail link for the last five years?
2. During assessment of the BBT project, has account been taken of the fact that actual passenger numbers differ from the figures in the study referred to?
3. What is the Commission's overall assessment of the validity of the ProgTrans study as a basis for decisions on large-scale, high-cost rail infrastructure projects which are expected to be loss-making, such as the BBT?