

**Question for written answer P-010269/2010
to the Commission**

Rule 117

Knut Fleckenstein (S&D)

Subject: Reduction in TEN-T funding for the Fehmarn Belt Fixed Link, Project 2007-EU-20050-P, part of TEN-T Priority Project 20

In its Mid-Term Review of the Trans-European Transport Network's multiannual work programme (MAP), released on 27 October 2010, the Commission announced that funding for the Fehmarn Belt Fixed Link, Project 2007-EU-20050, was to be cut by EUR 73.2 million.

The basis for the project is Commission Decision C(2008)7998. The Commission appears to believe that completion of the project will be delayed from 2013 to 2015 and that the costs will be lower than expected. It concludes from this that EUR 73.2 million less in EU funding will be required (EUR 265.7 million rather than EUR 338.9 million). The Commission's MAP report does not indicate why the Commission believes that project costs will fall. Looking at the total project costs and the proposed reduction in EU funding, the percentage of EU funding for the project will fall by some 3 % from 26.6 % to 23.3 %. However, this does not mean that total project costs will fall – the justification used by the Commission for its action – but merely that the proportion of the funding provided by the EU will be reduced.

Can the Commission explain clearly why it believes that total project costs will fall and therefore why funding is to be reduced by EUR 73.2 million?

Can the Commission explain clearly why it believes that significant savings could specifically be made in this part of EU Priority Project 20, a cross-border project, moreover, despite the fact that costs are more likely to rise than fall, given the strict application of European and national legislation?

To what extent was and is the Danish Ministry of Transport involved in this process?

Does the Commission believe that the conditions it has specified will be met so that the project can be completed before 2015? (page 135, TEN-T Mid-Term Review, October 2010).