

Stuttgart21/High-Speed-Line to Ulm: A 12 Billion € Tax-Waste

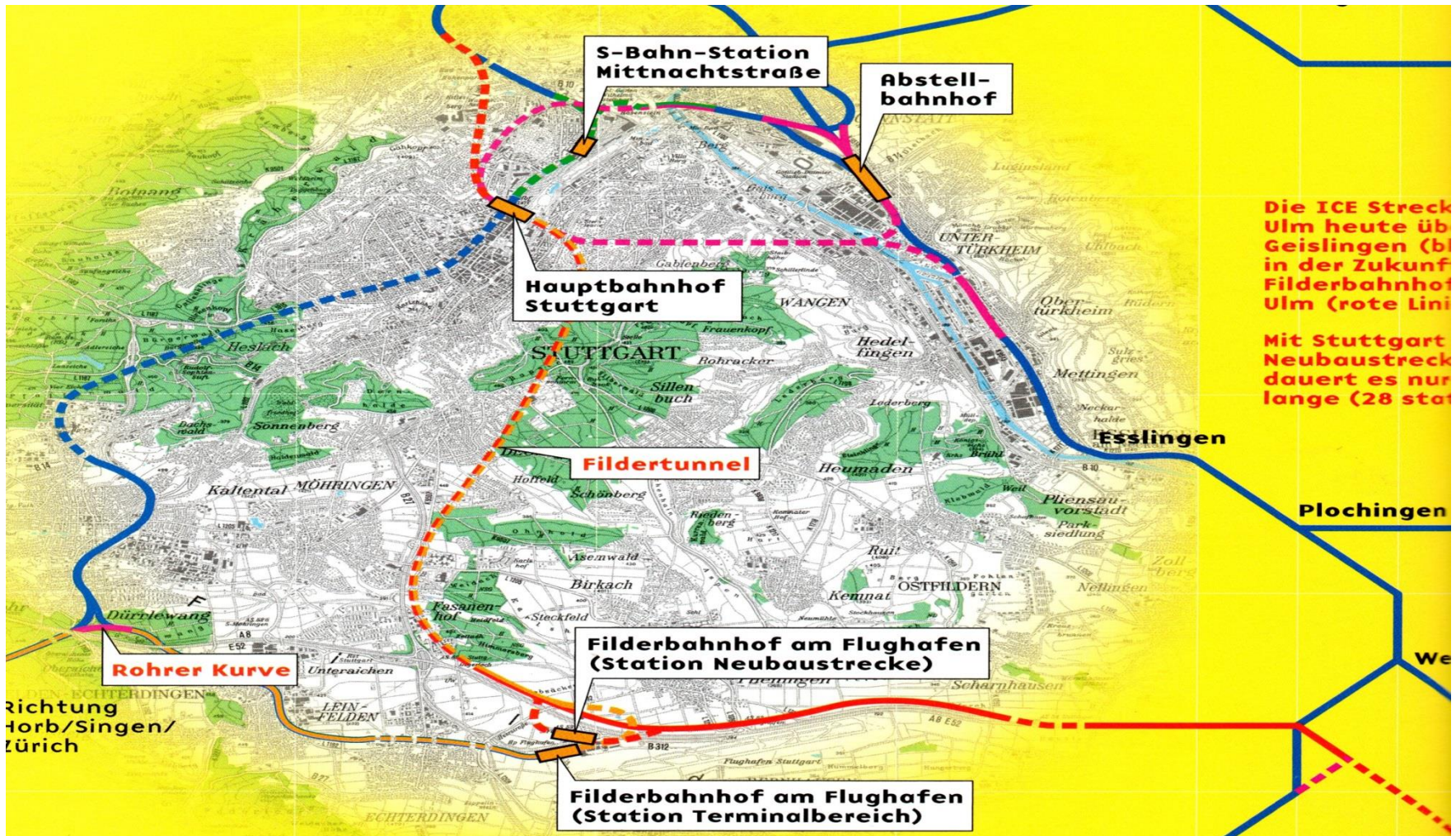
This Train-Tunnel-Excess needs to be illuminated,

To see, that the planned 100 kilometer tunnels are not necessary, damage the quality of the train network, but maximise the profit of German Rail DB AG;

To recognize, that „Megalomania“, a mental disease is the power, which moves these projects.

Alternative TEN-T Days
Innsbruck, July 5th, 2013
Prof. Dipl.-Ing. Karl-Dieter Bodack, M.S.

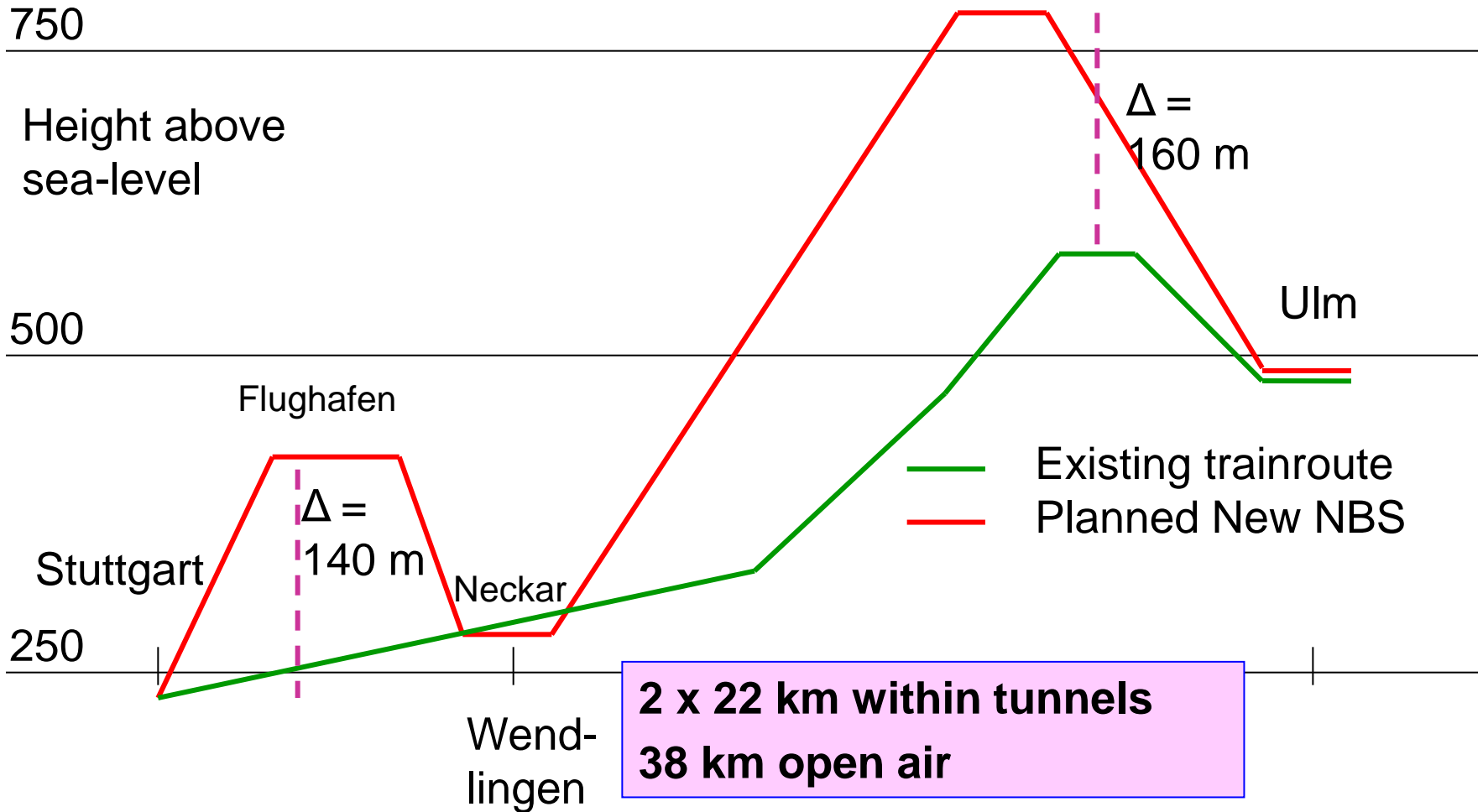
Stuttgart 21: New World: 60 km Tunnel underneath a living City



Less Future

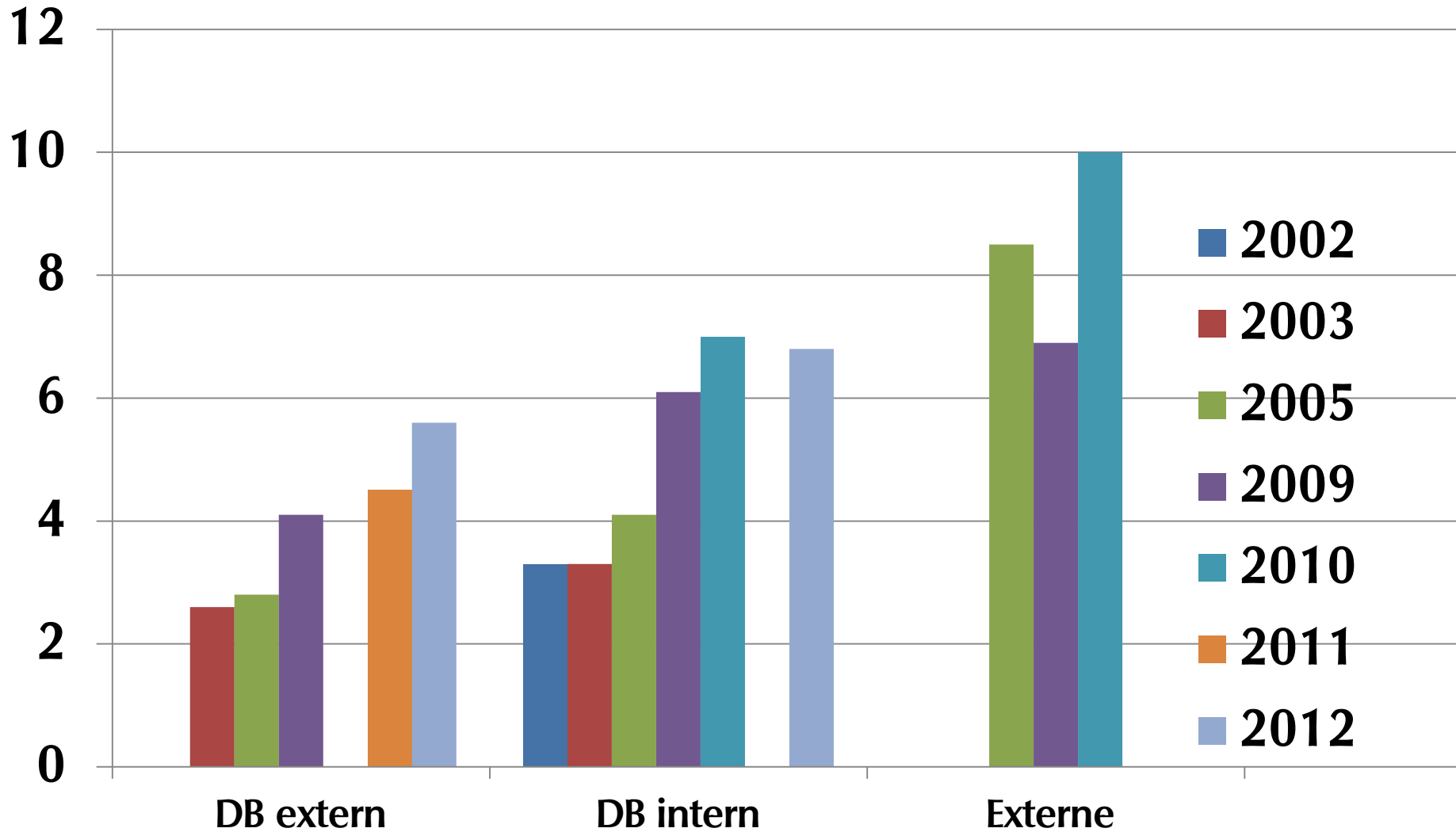
- 20 years planning, 15 for construction,
- High water risks in the city area
- Extreme dangerous geologic underground
- Firesafety/emergency-escape until today unsolved,
- Accident-risk through sloping tracks and platforms
- 8 Tracks instead of 17 today:
only 30 trains/hour instead of 50 today,
- High speed but worse train-connections,
Faster: Per passenger average 30 seconds.
- Escalators, lightning: More energy-consumption,
- Space for ten thousand offices and appartements?

Planned new Route Stuttgart-Ulm is anti-ecological and uneconomic



Cost Tragedy in Billion Euro

only City-Area, Route to Ulm 5 Billion extra!



New Line to Ulm: Taxpayers pay forever

- **No Freight traffic possible (Grade 3,3%)**
- **Investment real. calculated : 5,2 Mia. Euro**
based on final figures of Nürnberg-Ingolstadt

Annual costs in addition to ex. line: -300 Mio.Euro

Reduction costs of trainhours: +40 Mio.Euro

Higher fares, more passengers: +60 Mio.Euro

Remaining costs per year: -200 Mio Euro

- **Extra Fee 20 Euro per passenger or**
➤ **200 Mio. Euro every year from taxpayers**

Many Lies against the Truth

❖ No alternative

----- there are many!

❖ More railway-traffic possible

----- new station has only 60% capacity

❖ Investment 5 Billion Euro

----- real costs about 12 Billion Euro

❖ We handle the risks

----- lot of risks create unnecessary dangers

❖ New office space in the city

----- offices could be built above existing tracks

❖ Save energy and CO2

----- Grades and tunnels needs/cause much more.

Easy Alternatives

- Offices could be built across existing tracks,
- Existing track to the airport could be activated,
- Building new lines in flat country would cost only 10...20% of underground-infrastructure,
- Existing secondary line without grades could be improved for freight-trains,
- Short tunnels along existing line would protect people against noise and accelerate trains.

9...10 Billion Euro tax could be saved!

Obvious Causes of the Tax-Waste

- Constructor DB AG is advised by the German government to make profit;
- Government allows DB AG to keep **18%** of tax-investment for own management:
- Track-planning costs about **10%**,
Tunnel-planning only **5%** of total costs
- Tunnel-infrastructure costs **5...10** times more than open-air-structure
- **Tunnels create maximal profit!**
- **and have a very effective lobby!**

The hidden Causes of Tax-Waste

A specific kind of addiction in personality, named by Benedikt Weibel, former CEO of SBB **„Megalomania“**, a heightening of selfishness and arrogance, which overcomes more or less many politicians, as more, as higher they climb up.

Addicted persons are not open for reasoning, ignore their illness, tend to break laws...