

TEN-T Multi-Annual Programme

Member States involved:

Germany

Implementation schedule

Start date: January 2007

End date: December 2015

Budget:

National budget: €168,060,649

Regional budget: €55,610,000

Other contributions: €627,442,576

**Total project cost covered
by this Decision: €986,200,000**

EU contribution: €135,086,775

Percentage of EU support:

Works until 31/12/2011: 11.61%

Works from 01/01/2012 to

31/12/2015: 14.34%

Additional information:

Coordinator's Report of
the Priority Project:

http://ec.europa.eu/transport/themes/infrastructure/ten-t-policy/priority-projects/european-coordinators_en.htm

European Commission, DG MOVE

http://ec.europa.eu/transport/index_en.html

Innovation and Networks Executive
Agency (INEA)

<http://inea.ec.europa.eu>

Beneficiary:

Federal Ministry of Transport and
digital Infrastructure

www.bmvi.de

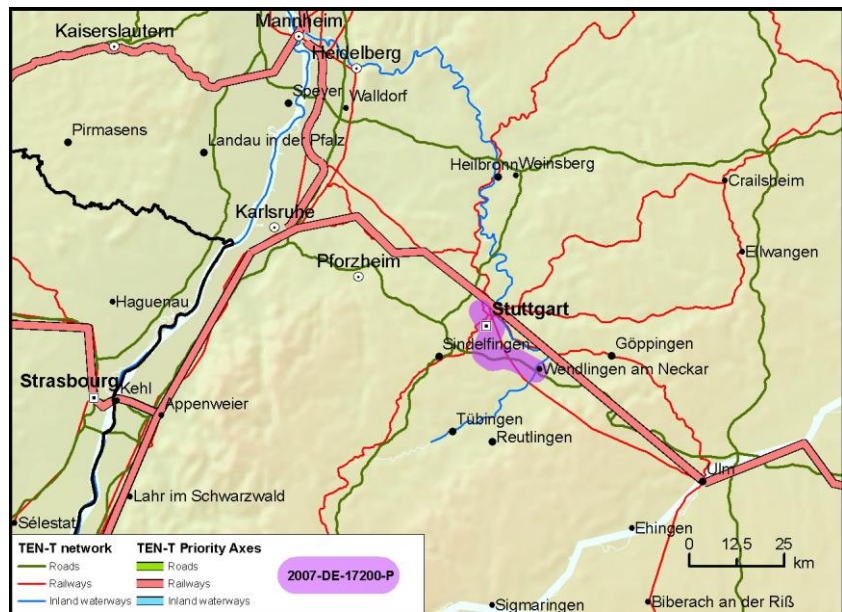
Implementing body:

DB Netz AG

www.deutschebahn.com

Upgrade and construction of the section Stuttgart-Wendlingen including Stuttgart 21

2007-DE-17200-P
Part of Priority Project 17



Source: TEN-T Executive Agency

This project is part of Priority Project 17 (Railway axis Paris-Strasbourg-Stuttgart-Wien-Bratislava). When implemented, these works are expected to reduce the travel time on the entire PP 17 axis.

The project will replace the existing 16-track "dead-end" station by a 8-track through-station and connect the airport with the national rail system. All feeder lines in Stuttgart - and 30 km of the required 57 km of track - will be constructed as tunnels. The project will also improve local and regional commuter traffic. From the airport, the line will continue along the highway to join the Wendlingen-Ulm section.

State of progress on 31 December 2014:

The Action is ongoing. Public consultation procedures have been carried out in 2010 and 2011 which has led to a delay in the project implementation. After these consultations and a subsequent referendum the project was given permission to proceed with implementation while taking into account additional requirements for the protection of the environment as well as the population.

Planning approval was granted for the following sections: 'Anteil Neue Verkehrsstation', 'Anteil Gleisvorfeld', 'Fildertunnel' 'Filderbereich bis Wendlingen', 'Zuführung Feuerbach/ Bad Cannstatt and 'Zuführung Ober-Untertürkheim'. Works for the 'Zuführung Feuerbach/Bad Cannstatt started in February 2014 and the works for the main part of the new station started in August 2014.