

Open letter

EU Ministers of Transport Meeting, Zaragoza, 8-9 June 2010

<https://www.ten-t-days-2010-zaragoza.eu/>

Open Letter to:

- Mr Siim Kallas, EU Vice President and Commissioner for Transport
- Ministers of Transport of the 27 EU Member States
- Coordinators of TEN-T Priority Projects

and, for information:

- Members of the Transport Commission of the European Parliament
- Members of the Environment Commission of the European Parliament
- EU Media

from the No TAV Valleys, June 7th, 2010

subject: **TEN-T Days 2010 - Trans-European Transport Network - Drawing up the EU Core network - Zaragoza (Spain) 8-9 June 2010**

You will meet tomorrow in Zaragoza, Spain, to identify, on the basis of a consultation document from the European Commission, the key elements of the methodology to draw up the future TEN-T planning and implementation framework.

The methodology you have adopted for this purpose is the collaboration with economic and industrial stakeholders.

We, [signatories](#) of the [Hendaye's Charter](#), represent hundreds of associations in France, Italy and Spain, fighting for decades against high speed rail and believe that to face the future is necessary to open a real democratic debate within the 27 EU Member States.

You are also aware that the real stakeholders are the citizens and not companies that will build the rail lines and rolling stock.

Precisely for this reason we wish to bring to your attention the Hendaye's Charter that we [presented](#) to the European Parliament on May 18th, we invite you to read it.

On that occasion we asked and here we repeat our demands:

- a moratorium on the design and construction of high-speed lines in the European Union,
- the decrease of transport linked to a profound transformation of economic and social model, giving priority to the vicinity and the relocation of the economy,
- the opening of a real public debate in the European Union on this issue,
- the restitution, as a last resort, of the capacity of decision to the most directly affected populations, foundation of an authentic democracy and local autonomy in front of an imposed development model.

We wish to recall that our opposition to the high speed rail lines is based on topics consistent with a viable future of EU citizens.

The realization of high speed rail lines is economically and environmentally unsustainable for the European Union and Member States as, envisaged by its promoters to produce competitiveness, energy savings and reduce CO2 emissions, it increases public debt, CO2 emissions and transfers improper economic and environmental costs to users and taxpayers.

Associations and movements that have signed the Hendaye's Charter continue their actions to raise public and institutions awareness of the need to orient the common transport policy towards a prudent allocation of economic resources with a focus on upgrading of existing railway lines.

A major financial and economic crisis is ongoing in Europe, consequently we believe that the new common transport policy must decide to invest on the basis of careful cost benefit assessments in order not to worsen the deficits in the budgets of Member States and the social and economic desertification that high speed rail lines determine in many regions of the Member States.

1989 - 2010 - 21 years of popular opposition to the new railway line Lyon - Turin