True progress is above ground!

"Stuttgart 21", despite all the political claims to the contrary, is a step which only "works" with double seizure, resulting in shorter trains with smaller capacities and then having a subsequent walk of 300 metres – climb stairs from a depth of 25 metres or use lifts from the airport in contact with water. Consequence: the economic benefit of the north and east sides of the city will remain private and museum railways will claim use of "Stuttgart 21" only works together with the substantial additional cost increases. The cost cap of €8.2 billion. Experts expect the tunnels to have Initial cost estimates were originally €2.5 billion. – that would have been in 2019. In 2013 the long-distance trains which will result in train delays permission for the mix between local, regional and DB AG has failed several times since 2002 to get its definitely be cut off from regional transport. geo logical zone.

Incalculable risks for the mineral springs • The economic benefit of the north and east sides of the city will remain private and museum railways will claim use of "Stuttgart 21" only works together with the substantial additional cost increases. The cost cap of €8.2 billion. Experts expect the tunnels to have Initial cost estimates were originally €2.5 billion. – that would have been in 2019. In 2013 the long-distance trains which will result in train delays permission for the mix between local, regional and DB AG has failed several times since 2002 to get its definitely be cut off from regional transport. geo logical zone.

Demolishing the existing tracks as a precondition – that would have been in 2019. In 2013 the long-distance trains which will result in train delays permission for the mix between local, regional and DB AG has failed several times since 2002 to get its definitely be cut off from regional transport. geo logical zone.

So the plan is totally inadequate. After a heavy fire the whole would lead right into the layers of toxic smoke. emergency exits via stairs are much too long and would function even without terminus station The modernized terminus station would cost rail capacity for projected growth – this is offered railway operations.

Therefore: true progress is above ground!