

## The most common erroneous claims made by S21 supporters:

- **"Kopfbahnhof 21 is a phantom project"**

K21 is feasible, fundable and able to obtain the necessary planning consent.

- **"K21 involves building new rail lines through residential areas"**

It calls for two new tracks to be built in the Neckar valley. The line crosses the Neckar at the industrial area in Obertürkheim and then runs in a tunnel to emerge by the A8 motorway at Denkendorf. This route also provides a connection to the airport.

- **"The rail system in Stuttgart is a real problem"**

Stuttgart's railway station is one of the most efficient in Europe and has the second highest rating for punctuality in Germany!

- **"Without S21 Stuttgart will be cut off from the high-speed rail network"**

Stuttgart is already an important part of the high-speed rail network and is the starting point and destination for a number of high-speed rail routes.

- **"Stuttgart 21 is an essential "economic stimulus package" for the Stuttgart region**

K21 will boost the economy and job market of the region to a similar degree.

## Help us to stop Stuttgart 21!

- Support the many demonstrations, events and "Schwabenstreiche"\*  
Details can be found at: [www.kopfbahnhof-21.de](http://www.kopfbahnhof-21.de)
- Tell friends and acquaintances
- Support our work by making a donation for the "Aktionsbündnis gegen Stuttgart 21" [Alliance against Stuttgart 21] to BUND Regionalverband Stuttgart, Südwestbank AG, KTO [A/C] 618 052 020, BLZ [sort code] 600 907 00



\*A "Schwabenstreich" (which translates as "act of folly") is a one-minute protest against Stuttgart 21, during which the protesters use whistles, drums, vuvuzelas and anything else that comes to hand in order to make as much noise as possible. Held every day at 7 p.m., the "Schwabenstreich" serves as a reminder of the massive popular opposition to the project.

**Visible and sustained resistance by tens of thousands of citizens will make it politically impossible to implement S21!**

## Further information:

### News and press reports about K21

[www.kopfbahnhof-21.de](http://www.kopfbahnhof-21.de)

### Press reports and background information from experts

[www.parkschuetzer.org](http://www.parkschuetzer.org)

### News about the resistance movement with a daily press review

[www.bei-abriss-aufstand.de](http://www.bei-abriss-aufstand.de)

[kontakt@infooffensive.de](mailto:kontakt@infooffensive.de)

**K21** ja zum Kopfbahnhof  
Bahnhof mit Vernunft.

[kontakt@infooffensive.de](mailto:kontakt@infooffensive.de) | [www.kopfbahnhof-21.de](http://www.kopfbahnhof-21.de)

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Now, more than ever

**Stuttgart 21**  
**concerns us all!**

**Yes to Kopfbahnhof 21**  
means yes to keeping and improving  
the aboveground station



K21 Illustration: © Prof. Roland Ostertag, Visualisierung Pro eleven



Citizens protesting against S 21



Simulated view of the planned construction site in the Schlossgarten



The Schlossgarten in full bloom



The station - a listed architectural monument

## Arguments against Stuttgart 21 (underground station):

- S21 would have to work at full capacity just to handle the current level of rail traffic in Stuttgart!
- S21 has disadvantages for regional rail services
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  - Much longer connection times, susceptible to delays, the number of platforms and the platform area will be halved, increased cost of regional rail services
- S21 will cost 5.3 billion euros according to the Federal Audit Office\*
- S21 harbours incalculable risks:
  - Over 60 km of tunnels to be bored under the city through extremely difficult rock
  - No acceptable fire fighting and rescue concept for the tunnel system
- Unforeseeable risks associated with the planned lowering of the groundwater level
- Construction noise and traffic chaos – during a construction period of 15–20 years (if not more) – which will also affect Stuttgart's suburbs
- S21 and the urban development associated with it will reduce the natural air-flow through the city, increase air pollution and lead to an even greater build-up of summer heat in the basin in which Stuttgart is situated

S21 is exclusively a prestige and real-estate project!

## Arguments for Kopfbahnhof 21:

- K21 = development and modernisation of the existing aboveground station
- K21 can handle more trains with better punctuality than S21 (see table)
- Convenient, barrier-free access to connecting trains, level access to all platforms
- 28-minute journey time to Ulm possible by linking with the new line
- Alternative routes are available with K21 if one of the mainline routes or the S-Bahn is blocked
- Possible to operate an integrated regular-service timetable\*\* (= ideal connections)
- The Schlossgarten with its centuries-old trees is preserved
- The Paul Bonatz-designed station building (a listed architectural monument) is preserved
- K21 can be implemented in phases while train services continue running

\*\* ITF (integrated regular-service timetable): rail services are provided regularly at set intervals, reliable connections are provided with services in different directions without wasting time through long waiting periods.

## Comparison Stuttgart 21 – Kopfbahnhof 21

	Stuttgart 21	Kopfbahnhof 21
Cost ratio***	2 € €	1 €
Tunnel bore length (2 bores)	approx. 66 km	approx. 24 km
Connection times	longer than today	ITF**=> 45% shorter than with S21
Travelling times	shorter for a few users	shorter for many users
Stuttgart - Ulm travel time	approx. 28 min.	approx. 28 min.
Capacity	44 trains per hour	52 trains per hour
Punctuality	extremely critical	high
Implementation	full	phased

\*\*\* If S21 is subject to the expected cost increases of almost 3 billion euros, the cost ratio of S21 to K21 becomes even more favourable to K21 at 3:1

## History of the Stuttgart 21 project

1994 Project announced; modernisation of aboveground station not even considered; protest movement arises	2004 Stuttgart Mayor Wolfgang Schuster promises that a referendum will be held on the project if the costs increase	2009 Funding agreement signed in a surprise move intended to present opposition with a fait accompli
1995 Signature of framework agreement	2007 67.000 signatures calling for a referendum are ignored	2010 2 Feb. - official start of construction work 25 Aug. - start of demolition of North Wing of station

Abandoned between 1995 and 2004 because it was judged uneconomic, the project was subsequently artificially resuscitated!

\* According to the Federal Audit Office: 5.3 billion euros. Rail consultants Viereggs & Rössler put the cost at 6.9 - 8.7 billion euros, depending on degree of price increase.