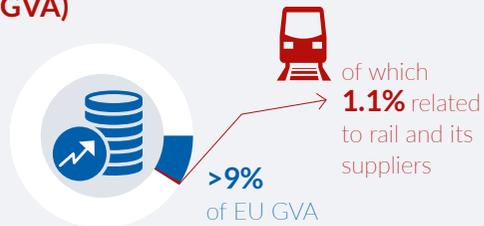


The Connecting Europe Facility (CEF) and its wider benefits

Transport generates jobs and growth economy-wide, for prosperity and cohesion across the EU

Transport sector* importance for the EU's economy (in gross value added, GVA)

* incl. services, manufacturing, maintenance, construction



Transport sector* importance for jobs in the EU

* incl. services, manufacturing, maintenance, construction



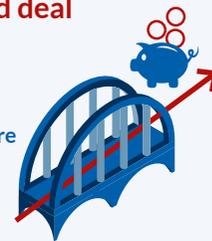
Transport's wider socio-economic benefits



Investing in transport infrastructure is smart

It's a good deal

Invest an extra 1% of GDP in infrastructure



Get min. 1.5% extra GDP over 4 years (IMF estimate)

It will help deliver on the EU's policy objectives



It will help meet the growing transport demand

Preventing bottlenecks allows economic growth

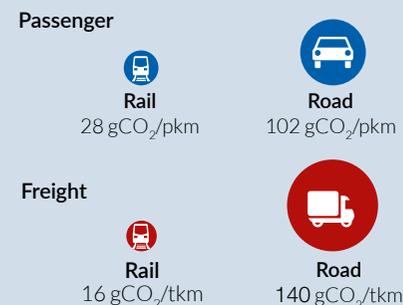
EU's predicted freight transport (in tonne-km. 2015=100)



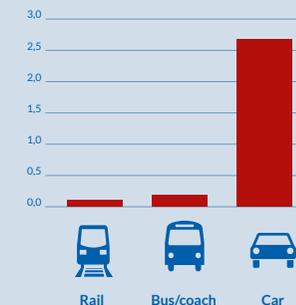
Investing in rail is even smarter

Rail is the greenest and safest land transport mode

Specific CO₂ emissions by transport mode¹



Fatalities per billion passenger-km²



Removing rail bottlenecks/missing links

+ Digitalisation

= > 30% potential capacity increase

external costs (e.g. carbon emissions) through higher rail modal share



¹ 2014 data compiled by European Environment Agency (2017)
² 2011-15 data compiled by European Union Agency for Railways

CEF is the best tool to invest in the EU through transport

Expected benefits from the 2014-2016 CEF calls



900,000 job-years



EUR 264 billion extra GDP



Rail enhancements:
 - Tracks: **5,788 km** equipped with ERTMS, **1,753 km** electrified
 - Rail wagons: **138,000** equipped with low-noise brakes

Further expected CEF benefits from investing in the EU's nine Core Network Corridors



Up to **13 million** job-years



Up to **EUR 4,500 billion** of cumulated GDP, or 1.8% extra GDP in 2030



Modal shift → reduction of external costs, e.g. **decarbonisation**

Example: Rhine-Alpine Corridor, estimated impacts until 2030:

- **2.2 million job-years**
- **EUR 743 billion of GDP**

A sample of TEN-T cross-border projects that CEF is funding or could fund in future

Fehmarnbelt Fixed Link

World's longest immersed road and rail tunnel, connecting Scandinavia and continental Europe through Denmark from 2026-28

COST
 Funding needed:
 EUR 7.1 billion



PROJECTED BENEFITS

- ✓ 160km detour avoided for freight trains → decarbonisation
- ✓ EUR 118 billion extra GDP until 2030
- ✓ 55,000 direct + indirect jobs during construction | 261,000 extra jobs thanks to improved transport links

Rail Baltica

Largest railway infrastructure project in the Baltics for 100 years, linking the capital cities of Estonia, Latvia, Lithuania and Poland from 2026

COST
 Funding needed:
 EUR 5.8 billion



PROJECTED BENEFITS

- ✓ Standard-gauge connection enabling new intermodal and multimodal logistics and passenger solutions
- ✓ > EUR 18 billion extra GDP
- ✓ 37,000 direct + indirect jobs during construction

Brenner Base Tunnel

World's longest underground rail connection, stretching between Austria and Italy, removing key bottlenecks from 2026

COST
 Funding needed:
 EUR 8.7 billion



PROJECTED BENEFITS

- ✓ 2/3 shorter travel time for passengers (80 down to 25 minutes)
- ✓ 70% rail freight modal share as long-term target
- ✓ EUR 124 billion extra GDP until 2030
- ✓ 130,500 direct jobs during construction | 272,500 extra jobs thanks to improved transport links

High speed rail link Dresden - Praha

Dresden - Ústí n.L - Praha, with 26 km base tunnel, allowing up to 230 km/h from 2035

COST
 Funding needed:
 EUR 4.5 billion



PROJECTED BENEFITS

- ✓ 1/2 the travel time for passengers (2h15 down to 1h)
- ✓ Higher rail freight capacity and lower noise emissions in Elbe Valley
- ✓ EUR 5.6 billion extra GDP over 15 years
- ✓ 12,300 jobs thanks to improved transport links