



More **EU budget** for **transport**

The best Investment
Plan for Europe!



EU Transport is a huge employer

20 million people work
in the transport sector
(10% of total EU employment)



But the cost of TEN-T completion is high!

500 billion euro of investments
needed to complete TEN-T



And with the current budget, TEN-T will not be completed!

Only 2 billion euro left in the current
CEF budget until 2020 whereas CEF calls for
projects are highly oversubscribed

National investments in transport
infrastructure at historic low (0.8%)



TEN-T Completion: More jobs and growth to come

10 million additional jobs and
1.8% GDP growth expected by 2030



EU economy cannot afford not completing TEN-T

Non-completion of TEN-T will cause
around 3.2 billion euro GDP loss and
11 million job-years not created

1

TRANSPORT IS AN ENABLER OF ECONOMIC GROWTH AND JOBS

Transport is a strong economic sector, creating direct and indirect **jobs for over 20 million people**, accounting for 10% of total EU employment. However, these figures only represent a small part of the economic importance of transport.

The economic growth and jobs of all European industries heavily depend on the well-functioning of the transport sector. Efficient transport of people and goods are crucial to maintain the competitiveness of the EU economy. European high-quality products would lose their value if not transported in an efficient, reliable and fast manner. **Without transport, there is no economy.**

Moreover, transport affects the daily life of each citizen as a worker, student, traveler/tourist, and consumer. **Without transport, there is no high-quality life.**

Finally, transport plays a crucial role in bridging the gap between remote areas and/or islands with Europe's main economic and industrial centers. **Without transport, there is no internal market.**

2

TRANSPORT FACES IMPORTANT CHALLENGES IN A RAPIDLY CHANGING WORLD

European citizens, customers and shippers require ever more safe, secure, reliable, efficient, green and intermodal mobility. This can be made possible only by **modernizing our transport sector**.

First, this requires improving existing and building new infrastructure in order to face the increasing demand for transport.

Second, transport needs to take full advantage of the opportunities offered by digital technologies. Digitalisation of transport will improve transport management in the whole supply chain, leading to cost reductions.

Third, we need to invest in greener transport: the decarbonisation targets can only be met if all transport modes are adopting greener technologies and enhancing the efficiency of the logistic chain. When transforming our consumer economy into a circular economy, transport needs to be ready to enable the cycle of raw materials to use, recover and reuse again.

Finally, we need to guarantee the best possible transport access and service to the increasing group of ageing people and persons with reduced mobility.

There is not a moment to lose if we want to preserve and boost the competitiveness of the European economy. **This requires investment and funding.**

3

THE EU TRANSPORT SECTOR IS READY

It is our firm commitment to make transport better, greener, cleaner and connected in an increasingly digital world.

Our aim is to make Europe a competitive, mobile and attractive place to live and invest in for the years to come.

Many high-quality projects were already benefiting from co-financing under the Connecting Europe Facility (CEF) calls. Many other projects are in the pipeline.

4

BUT THE TEN-T COMPLETION IS AT RISK

The **Trans-European Network for Transport (TEN-T)** is an ambitious and growth-enhancing policy required to maintain Europe's leading position in transport infrastructure, setting the right priorities in terms of sustainability and cohesion, and bearing in mind the current transport challenges.

The Connecting Europe Facility (CEF) is its financial lifeline. CEF has been an effective mechanism in delivering European transport priorities thus far. In 2014, €12.8 billion of grants were allocated to 263 projects, after a massive oversubscription of three times the amount proposed. However, a high number of **high-quality projects were rejected due to insufficient EU budget.**

Moreover, economic pressures have put a significant strain on national budgets, leading to a historic low level of public investments. **This is an unbearable risk for current and future growth and jobs.**

5

NO JUNKER PLAN WITHOUT CEF GRANTS

The transport sector is making its best efforts to take advantage of the financial instruments offered by the **Juncker Plan (EFSI)** and will continue to do so.

However, many projects facing important financial gaps are not bankable but they provide strong societal return on investment and are crucial to help achieve the EU energy and climate goals.

For these projects, **CEF grants remain a vital ingredient to complete the TEN-T network.**

6

MORE EU BUDGET FOR TRANSPORT: THE BEST INVESTMENT PLAN FOR EUROPE

We are not just asking for money, we are asking for the necessary means to make the TEN-T network, a smart and well thought transport infrastructure plan for Europe, a reality.

On its own it will create **10 million additional jobs by 2030**. We want to be able to exploit at the fullest the synergies between transport, energy and digitalisation to keep our continent at the forefront of the 21st century.

For this reason, **the transport sector urges the European Parliament and the Council to increase the Connecting Europe Facility (CEF) budget in the upcoming review of the Multi-Annual Financial Framework.**





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ACI EUROPE – Airports Council International Europe; **ASECAP** – Association Européenne des Concessionnaires d'Autoroutes et d'Ouvrages à Péage; **A4E** – Airlines for Europe; **CER** – Community of European Railway and Infrastructure Companies; **CLECAT** – European Association for Forwarding, Transport, Logistics and Customs Services; **CLIA EUROPE** – Cruise Lines International Association; **EBU** – European Barge Union; **ECASBA** – European Community Association of Shipbrokers and Agents; **ECF** – European Cyclists' Federation; **ECG** – The Association of European Vehicle Logistics; **ECSA** – European Community Shipowners' Associations; **EFIP** – European Federation of Inland Ports; **EIM** – European Rail Infrastructure Managers; **ERFA** – European Rail Freight Association; **ESC** – European Shippers' Council; **ESO** – European Skippers' Organisation; **ESPO** – European Sea Ports Organisation; **ETA** – European Tugowners Association; **EuDA** – European Dredging Association; **EUROPLATFORMS E.E.I.G** – The European Association of Logistics Platforms; **EUTMETNET** – European National Meteorological Services Network; **FEPORT** – The Federation of European Private Operators; **FTA** – Freight Transport Association; **INE** – Inland Navigation Europe; **IRU** – International Road Transport Union; **POLIS** – European Cities and Regions Networking for Innovative Transport Solutions; **UIP** – International Union of Wagon Keepers; **UIRR** – International Union for Road-Rail Combined Transport; **UNIFE** – The Association of the European Rail Industry