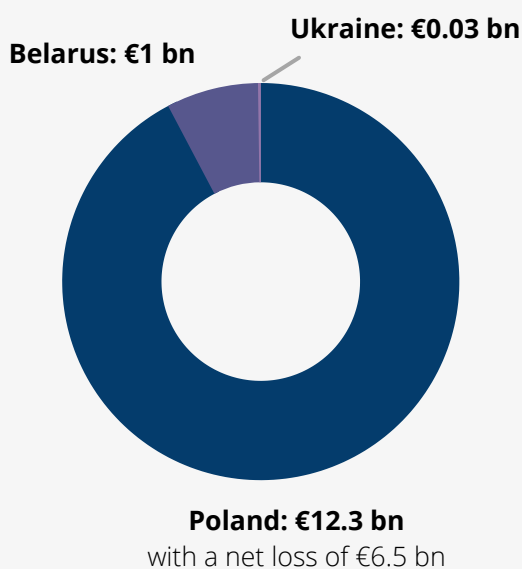


# Investments in E40 waterway doomed to fail

Expert economic assessments have laid bare the huge capital expenditure, investment risks, and societal consequences from the proposed development of the E40 waterway.

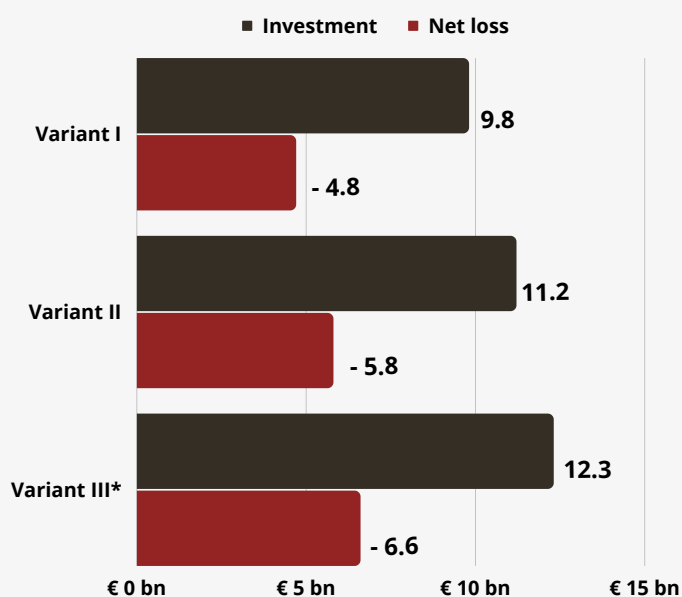
## Unacceptably high risks and costs

Constructing the E40 waterway would far exceed costs of €13 billion. With more than €12 billion, the Polish section would be most expensive and end up losing taxpayers more than €6.5 billion.



## Huge net loss

Each variant of the proposed E40 waterway in Poland would result in a net loss of roughly half of the money invested.



\*Most likely, variant III is the one, the Polish government plans to implement with a net loss of more than € 6.5 billion.

## Water transport vs. road & rail transport

A key section of the proposed E40 waterway runs from Gdansk in Poland to Brest in Belarus. The most likely route would require building 12 dams with locks and additional 7 locks. Fully electrified railway network exists to connect the two cities.

	Length	Travel time	External costs of freight transport**
	689 km	5 days*	€0.0113 per t per km
	553 km	13 h	€0.0398 per t per km
	524 km	19 h	€0.0044 per t per km

\*Not taking into account transport delays as only one ship can pass through each lock

\*\*External costs of inland waterways consist mostly of air pollution, followed by climate change, accidents and well-to-tank costs. For roads, external costs consist mostly of congestion and accidents, followed by noise, air pollution, climate change and well-to-tank. External costs of rail consist of well-to-tank, noise and accidents.

## Time needed to travel along proposed route of E40 waterway in Poland

