**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.

**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.

<table>
<thead>
<tr>
<th>Length</th>
<th>Travel time</th>
<th>External costs of freight transport**</th>
</tr>
</thead>
<tbody>
<tr>
<td>689 km</td>
<td>5 days*</td>
<td>€0.0113 per t per km</td>
</tr>
<tr>
<td>553 km</td>
<td>13 h</td>
<td>€0.0398 per t per km</td>
</tr>
<tr>
<td>524 km</td>
<td>19 h</td>
<td>€0.0044 per t per km</td>
</tr>
</tbody>
</table>

*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**

- Ship: 5 days
- Truck: 13 hours
- Train: 19 hours