

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.

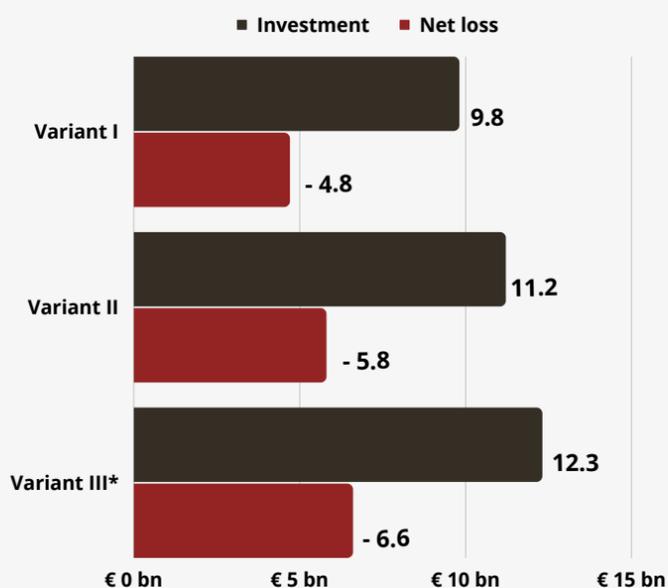
Unacceptably high risks and costs

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

