EU Transport is a huge employer
20 million people work in the transport sector (10% of total EU employment)

TEN-T Completion: More jobs and growth to come
10 million additional jobs and 1.8% GDP growth expected by 2030

But the cost of TEN-T completion is high!
500 billion euro of investments needed to complete TEN-T

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

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%)
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.

European citizens, customers and shoppers 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.

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.

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, transport pressures have put a significant strain on national budgets, leading to a historic low quality projects were rejected however, a high number of high-quality projects were rejected due to insufficient EU budget.

The transport sector is making its best efforts to take advantage of the financial instruments offered by the Juncker Plan (ESFII) 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.

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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