MISSING RAILWAY LINKS:
A challenge for cohesion and growth in border regions

UNLEASHING POTENTIALS:
Emerging cross-border pilot initiatives

INTRODUCTION

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« Comprehensive analysis of the existing cross-border rail transport connections and missing links on the internal EU borders »
DG Regio, March 2018

365 identified cross-border rail connections in the inventory

176 missing or promising links

38 shortlisted projects

48 potentially most beneficial missing links

19 rather positive stakeholder assessment
The 19 potentially most beneficial missing links with a rather positive stakeholder assessment.
Estimated investment sum for the 38 shortlisted projects in the study:

~ 4 billion €

= ~ 100 million € total investment for each project

By extrapolation, this corresponds to an investment need of:

17.6 billion € to finance all 176 missing or promising links

1.9 billion € to finance the 19 potentially most beneficial missing links
Investing in a Missing Link

Typical project financing outline
(based on existing provisions)

100 millions € total investment sum

10 millions €
10% Studies

90 millions €
90% infrastructure works

CEF: technical studies
(co-financing: 50%)
-> 4,5M€ EU

CEF: infrastructure works
(co-financing 30%)
-> 30M€ EU

INTERREG: Feasibility study
Up to 1 million € (co-financing 50%)
-> 0,5M€ EU

Based on this example, there is a need for **European funding** of about 35 millions € per Missing Link

665 millions € to fund the Top 19
The missing links in the top 19 are at the heart of cross-border employment in Europe:

- 7 are located in regions with more than 20% cross-border employment
- 5 are located in regions with 10 to 20% cross-border employment
- Only 2 out of 19 are located in regions with less than 5% cross-border employment

Carte: EuroStat
26 out of the 48 potentially most beneficial projects are not in the TEN-T

10 out of the 19 projects with positive stakeholder assessment are not in the TEN-T