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E-002997/2025

Answer given by Mr Tzitzikostas
on behalf of the European Commission
(5.9.2025)

In the current budgetary period, the Connecting Europe Facility (CEF) is the main funding instrument for the Rail Baltica project. The clear schedule for calls for proposals under the current CEF provided project promoters with a reasonable understanding of when how much funding would be available.

Currently Rail Baltica can also benefit from the European Regional Development Fund, the Cohesion Fund, and the Recovery and Resilience Facility. Certain elements could also benefit from the Security Action for Europe (SAFE) instrument.

For the next multiannual financial period, the Commission proposed a much larger CEF to co-fund cross-border infrastructure. EUR 51.5 billion are earmarked for transport and military mobility projects, which include Rail Baltica. The budget split between transport and military mobility foresees EUR 17.6 billion for the latter, but resources can be redeployed between the two, depending on the needs. Additionally, the Commission proposes measures to simplify funding procedures, also for large ‘global projects’ spanning over several calls, such as Rail Baltica. Rail Baltica could also benefit from the National and Regional Partnerships and the Competitiveness Fund proposed by the Commission. Nevertheless, national funding will remain essential to ensure adequate support to the project.

Going beyond the Rail Baltica project, in 2024, the North Sea – Baltic and the Baltic Sea – Black Sea – Aegean Sea European Transport Corridors of trans-European transport network (TEN-T) were extended to connect Warsaw to Ukraine and to Moldova. Additionally, CEF funds projects to extend the European standard railway gauge into Ukraine.