



Investing in climate-resilient rail under the next MFF



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Director Operations
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EIM in a nutshell



Founded: March 2002
Legal entity: IVZW (International Non-Profit Association)
Office: Brussels, Belgium
Coverage: 12 countries
Members: 13 full members and 5 associate members
President: Miguel Jorge de Campos Cruz (IP)
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Mission

- EIM promotes the development, improvement and efficient delivery of rail infrastructure in the EU
- EIM represents its members' political, technical and business interests to all relevant EU institutions
- EIM supports business development by providing a forum for cooperation

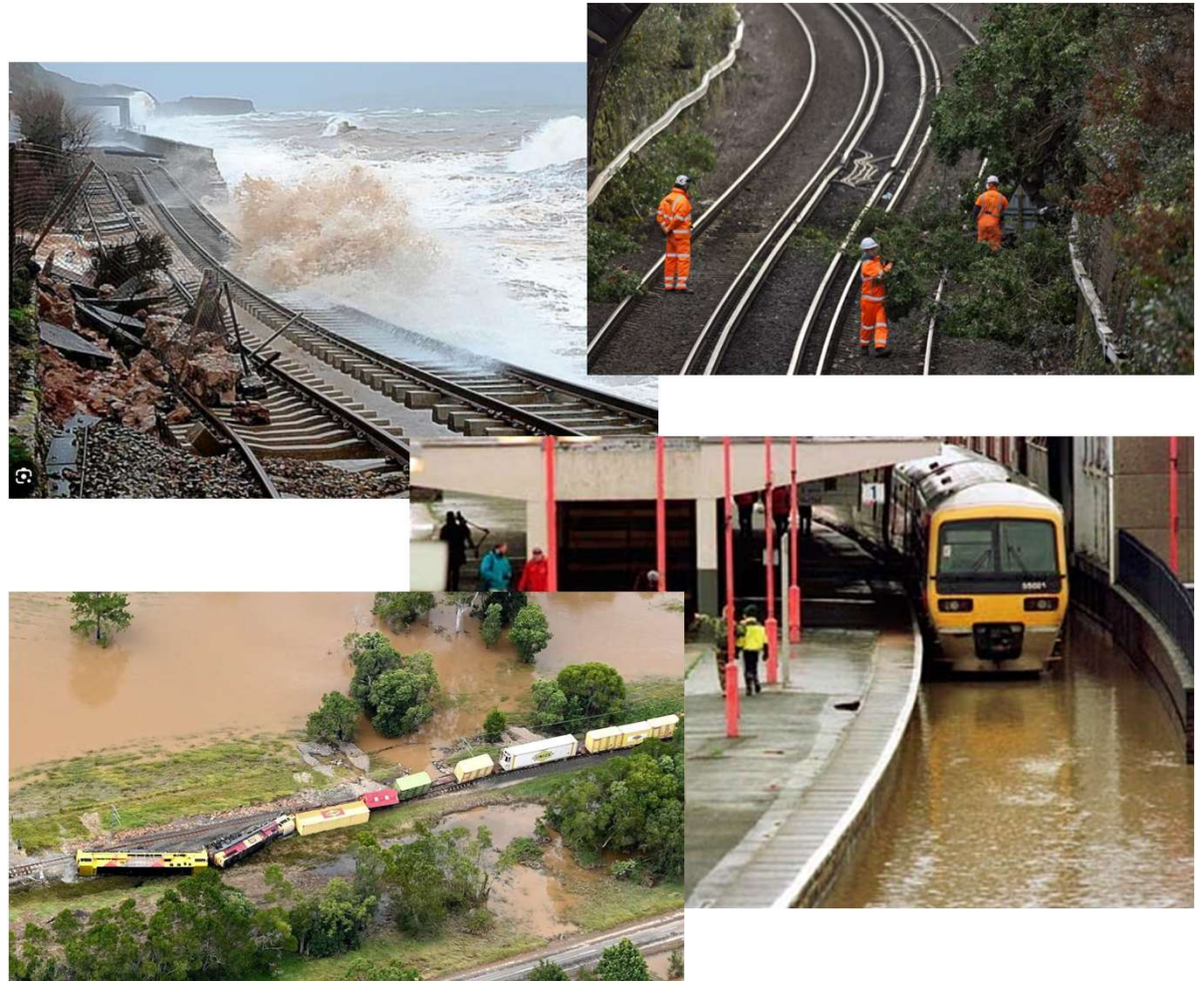
Vision

- EIM supports an open and seamless European rail network, promoting a safe and sustainable transport system

The evidence on the ground

IMs are no longer
anticipating
climate change
They are managing it

This is the new
operating reality
not a sequence of
exceptional events



The evidence on the ground



- **ES** — Valencia DANA, Oct 2024: 232+ km damaged, 300 km freight detour (ADIF)
- **PT** — Lisbon–Porto severed 5 days, Jan 2026; lines closed 6+ months (IP)
- **FR** — weather => single largest cause of disruption, 19% of lost time; 14 hazards on 28,000 km (SNCF-R)
- **BE** — 2021 floods: ~€60m repair, century-old embankments destabilised (Infrabel)
- **PL** — 2024 floods: €220m damage vs €25m repaired — the gap in one image (PKP PLK)
- **NL** — legal disruption threshold breached; thousands of relay boxes to be raised (ProRail)
- **SE** — climate = 5–10% of failures but up to 60% of service interruptions (Trafikverket)
- **NO** — Storm Hans 2023: Dovre line bridge collapse; 5,000 culverts flagged (Bane NOR)

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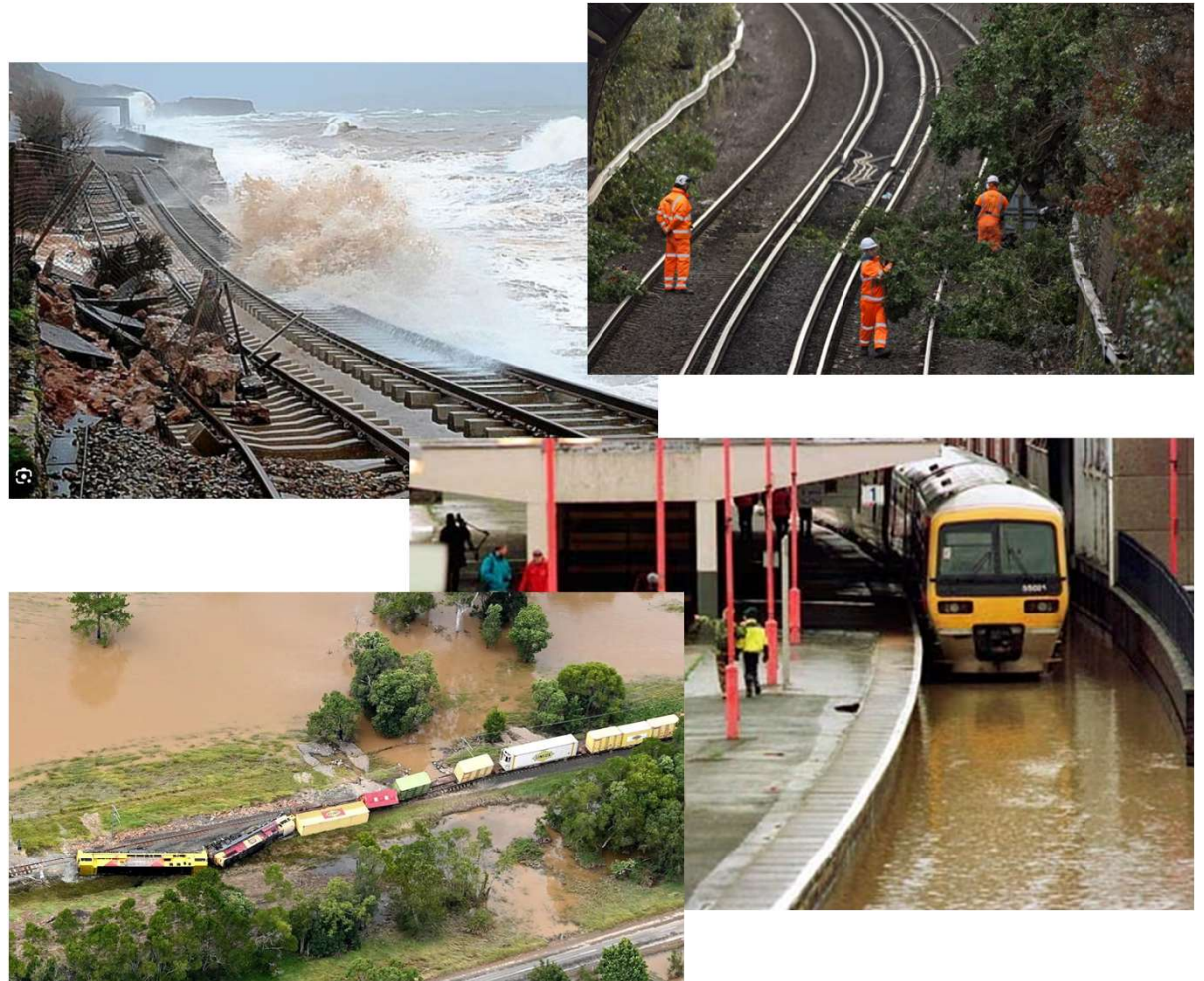


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The EIM message

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March 2026

EIM Position Paper

Investing in Climate-Resilient Rail Infrastructure under the Next EU MFF: The cost of inaction is no longer affordable

Executive summary

Europe's rail infrastructure managers are no longer anticipating climate change. They are managing it daily. From the Valencia floods that paralysed East of Spain's network, to Portugal's severed Lisbon-Porto corridor, to accelerating damage across Belgium, the Netherlands, and the Nordic countries, extreme weather has become the new operating reality. Southern Europe has acted as an early warning of the climate risks that are now spreading northwards across the continent.

The cost of inaction is clear. On flood risk to European railway networks, current estimates of expected damages amount to €581 million per year, projected to rise by 255% at 1.5°C warming and 310% at 3°C under high-emissions scenarios¹. Evidence shows that every euro invested in resilience today saves €8 in avoided losses².

The Draghi, Letta, and Niinistö Reports, the 2025 Preparedness Union Strategy and the Compass all point in the same direction. What is missing is the financial commitment to match the ambition.

EIM calls on the European Parliament, the Council and the Commission to adapt the adaptation of rail infrastructure a dedicated funding priority in the next Multiannual Framework. Concretely, EIM requests that the post-2027 MFF:

- closes the rail adaptation funding gap with adequate resources;
- addresses the increasing frequency and severity of extreme climate events by ensuring financial instruments to manage rising adaptation costs and higher risk for infrastructure;
- shifts from reactive repair to proactive resilience by funding anticipatory investment in infrastructure and early warning systems;
- encourages climate-proofing under EU rail co-financing;
- reforms cost-benefit frameworks to capture the full value of avoided losses and co-benefits;
- supports shared tools and harmonised climate data for infrastructure managers and States.

With adequate funding and vision, we can build the climate-resilient European railway network that the next generation of citizens, businesses and communities will depend on.

**The cost of
inaction is no
longer affordable**

¹ Bubeck, "Global warming to increase flood risk on European railways", *Climatic Change*, 155, pp. 19–36. <https://doi.org/10.1007/s10584-019-02434-5>. To note that study dates from 2019 and uses pre-2019 climate projections — the actual figures today may be higher given updated climate models.
² JRC PESETA IV - Climate change impacts and adaptation in Europe, Joint Research Centre. https://joint-research-centre.ec.europa.eu/impacts-and-adaptation/peseta-climate-change-impacts-in-peseta-iv_en

The figures to drive political decisions...

European Environment Agency

- **€40–50bn/yr** > EU extreme-weather losses : 2021–24 costliest years;
- **€822bn** > since 1980
- **€7–20bn/yr to 2050** > Transport adaptation need;
- **€3.4–3.9bn/yr** committed only → gap **up to €16bn/yr**
- **€581m/yr today** > Rail flood risk → **+255% at 1.5°C, +310% at 3°C** (likely an *underestimate* — pre-2019 models)

JRC PESETA IV Study

- **Every €1 in resilience returns €6** in avoided losses

The cost is competitiveness, not concrete

- Each major disruption erodes the **reliability** industry builds supply chains on
- Freight pushed onto **congested roads** → higher cost, longer delivery, more emissions
- Undermines rail's case as the **competitive, low-carbon** alternative
- Rail is also a **security asset** → climate cuts to corridors = gaps in military mobility & crisis response

Delay does not defer the bill. It inflates it

Where is the EU heading?

- Draghi, Letta's Reports:
Preparedness Union Strategy · Competitiveness Compass
- European Climate Resilience & Risk Management Framework
Feb 2026 > Call for evidence > adoption Q4 2026
 - 3°C global warming → reference scenario as a benchmark for all EU policy
 - Resilience by design → mainstreamed across sectors
 - Risk ownership → clear responsibility in transport, energy, defence, health

The political direction is set. The financial commitment is what's missing

Where is the EU heading?

MFF 2028–2034

~€2tn proposed (16 July 2025)

CEF III → **€81.4bn**

Transport **€33.9bn** · military mobility **€17.6bn** (×10) · energy **€29.9bn** (×5)

EU Council → budget deferred to the MFF endgame

EESC: envelope is ~**€20bn short**

No ring-fenced line for climate adaptation of rail

The the gap is structural, not accidental

What EIM asks

- 1. Close the adaptation funding gap:** ring-fenced rail adaptation line + blended finance (EU grants, EIB, national, private)
- 2. From reactive repair to proactive resilience:** fund anticipatory investment; nature-based solutions as core, not add-ons; technology (early warning, digital twins, predictive maintenance, AI risk modelling)
- 3. Climate-proof every euro:** resilience by design as a *binding* co-financing condition; extend beyond core TEN-T to diversionary/regional lines
- 4. Reform cost-benefit appraisal:** capture avoided losses + co-benefits (EEA "triple dividend")
- 5. Shared tools, harmonised data & knowledge:** common EU risk-assessment methodologies and climate-data platforms for all IMs

Where R&I comes in

Rail4EARTH / WP2 maps directly onto the framework's key leverage points

- **Methodology:** a harmonised, transferable climate-risk assessment method adopted as a common baseline across infrastructure managers.
- **Nature-based solutions:** moving beyond pilots to quantified performance: measurable flood-peak reduction, slope stabilisation, and water retention.
- **Digital resilience:** digital twins, remote sensing, predictive maintenance, and AI-based risk models, deployed as operational tools and structured to be fundable.
- **Transferability:** solutions designed to scale from large infrastructure managers to smaller ones through shared platforms.

R&I de-risks the investment case the MFF has to fund

Where R&I comes in

Prevention costs a fraction of reconstruction > and the return is proven

The political direction is set > the framework is coming > the budget is to be decided now

EIM stands ready to work with EU institutions and you

*With adequate funding, we can build the
climate-resilient European railway the next
generation will depend on*



Thank you for your attention
