

Infrastructure, Growth and the internal Market: EU transport and Infrastructure Policy

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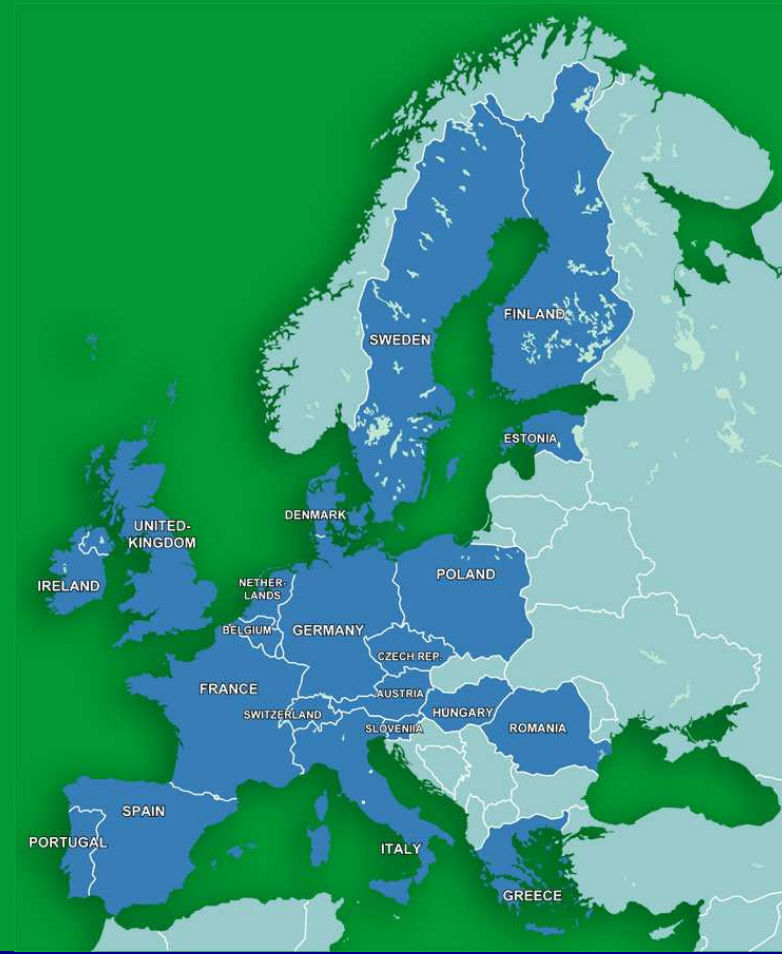


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About T&E

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Structure

From Cardiff to Lisbon by Gothenburg

- Cardiff process on integration of environmental objectives
- Lisbon strategy on a dynamic Europe
- Gothenburg sustainable development strategy

European transport policy challenges

- Chances of EU policy
- How are chances met?
- EU's impact on member states
- NGO's impact on member states



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From Cardiff to Lisbon by Gothenburg





The Cardiff process

- Create a balance between economic and ecological concerns
- Response of the Maastricht Treaty => economic domination
- Integrate environmental concerns in all EU policies:
 - Agriculture
 - Energy
 - Transport
- Decided by the European Council in Cardiff in 1998
- Integrated in European Treaty, article 6 => article 6 watch!
- Very important 5 years ago => almost forgotten now!

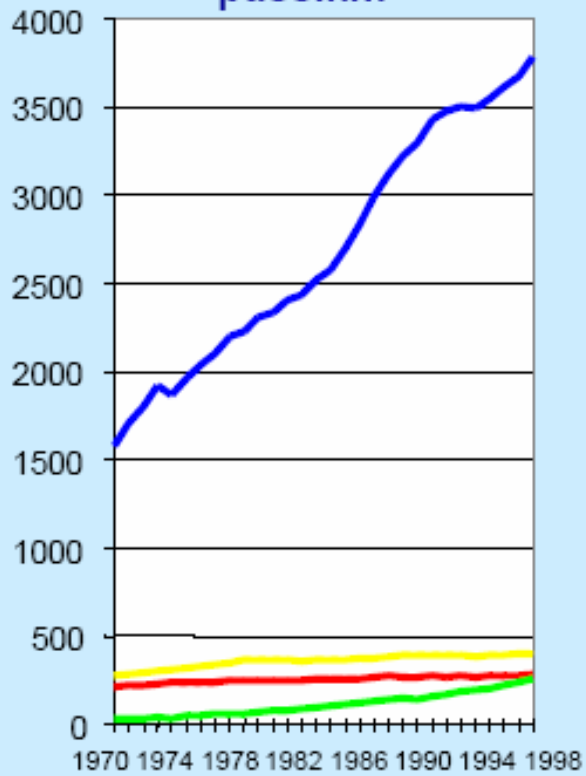
The Lisbon strategy

- Objective: EU should become most dynamic and competitive economy in the world
- Focus on economic growth, employment and competition
- Decided by the European Council in Lisbon 2000
- Initially same level as Cardiff and Gothenburg
- Becomes priority only over time
- Commissioner Barroso and Verheugen request environmental legislation only if it serves Lisbon target
- Lisbon strategy dominates

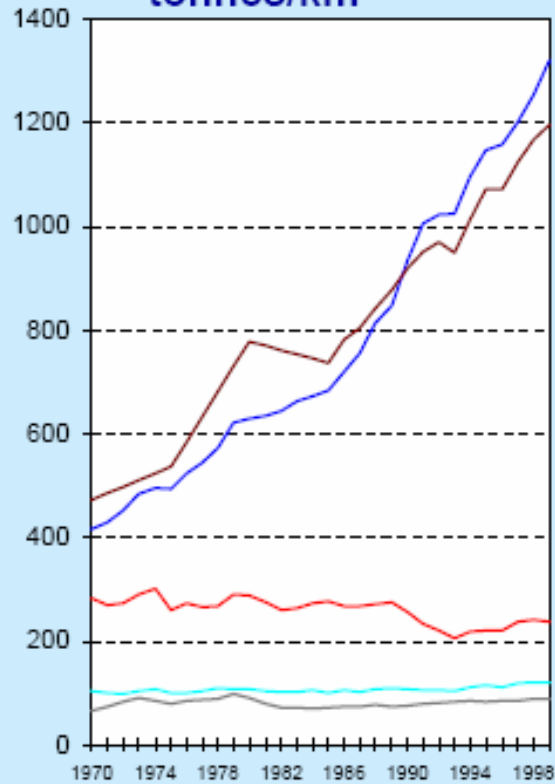
Gothenburg: Sustainable Development Strategy

- Objective: Ensure a development for EU which respects the future needs
- Balance economic, social and environmental objectives
- Define political objectives for policy areas:
 - Agriculture
 - Energy
 - Transport
- Decided by the European Council in Gothenburg, June 2001
- Asks in the field of transport to
 - Decouple economic growth and transport growth
 - Modal shift from road to more environmental friendly modes

**Passengers in billion
pass.km**



**Goods in billion
tonnes/km**



Goods

Road 44%
Sea 41%
Rail 8%
Inland waterways 4%

Passengers

Road 79%
Rail 6%
Air 5%

- Cars or lorries
- Coach
- Inland waterways
- Short-sea shipping
- Air
- Rail
- Pipeline



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European Transport policy challenges?





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Chances of EU policy



The Treaty

Treaty of Maastricht (1992)

- opening of the national transport market
- strengthen four freedoms: goods, people, services, capital
- reinforced the political, institutional and budgetary foundations for a common transport policy in the EU
- included the concept of the trans-European network for transport
- asked for a plan for transport infrastructure at European level (objectives, priorities, guidelines)

Treaty of Nice (2001)

- Article 6 on integration of environmental considerations
- Adds quality of life, health and environment as objectives

EU's Common Transport Policy

White Paper on Common Transport Policy (2001): European Transport Policy for 2010: Time to decide

- Less Congestion
- Decoupling
- Modal shift (away from roads): stabilise rail freight at 1998
 - Liberalisation of railways
 - TEN-T policy
- Transport Safety: reduce road deaths to 50 %

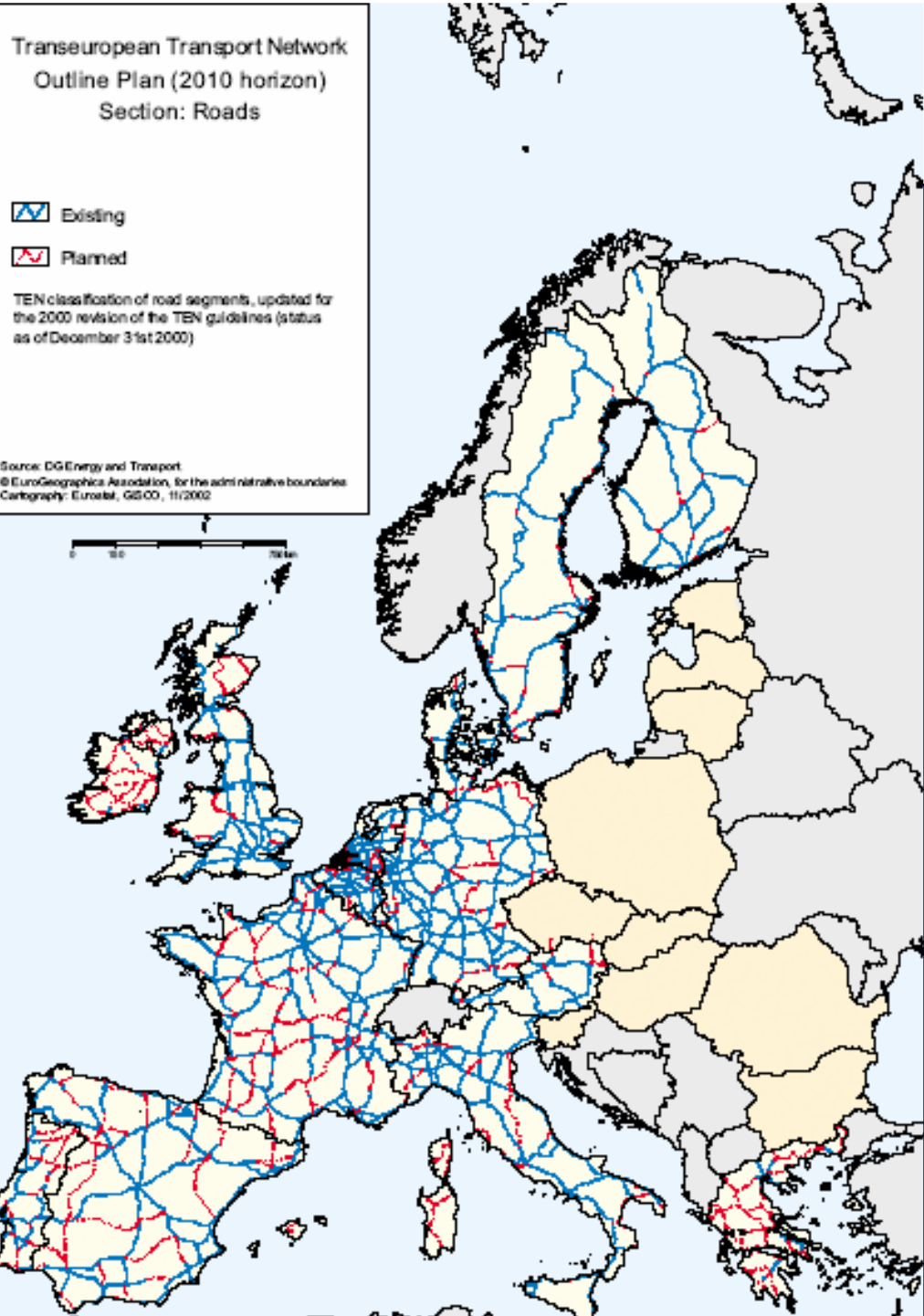
Trans-European Transport Network (TEN-T)

Motivation

- Creating the EU's Internal Market requires efficient connections between all regions
- Should reduce regional disparities and boost the European economy
- National networks have to become interconnected and interoperable
- Balance investments in transport modes
- Focus was in 1992 on EU15 regions, later on EU25' 254 regions and now also on 26 neighbouring countries

TEN-T

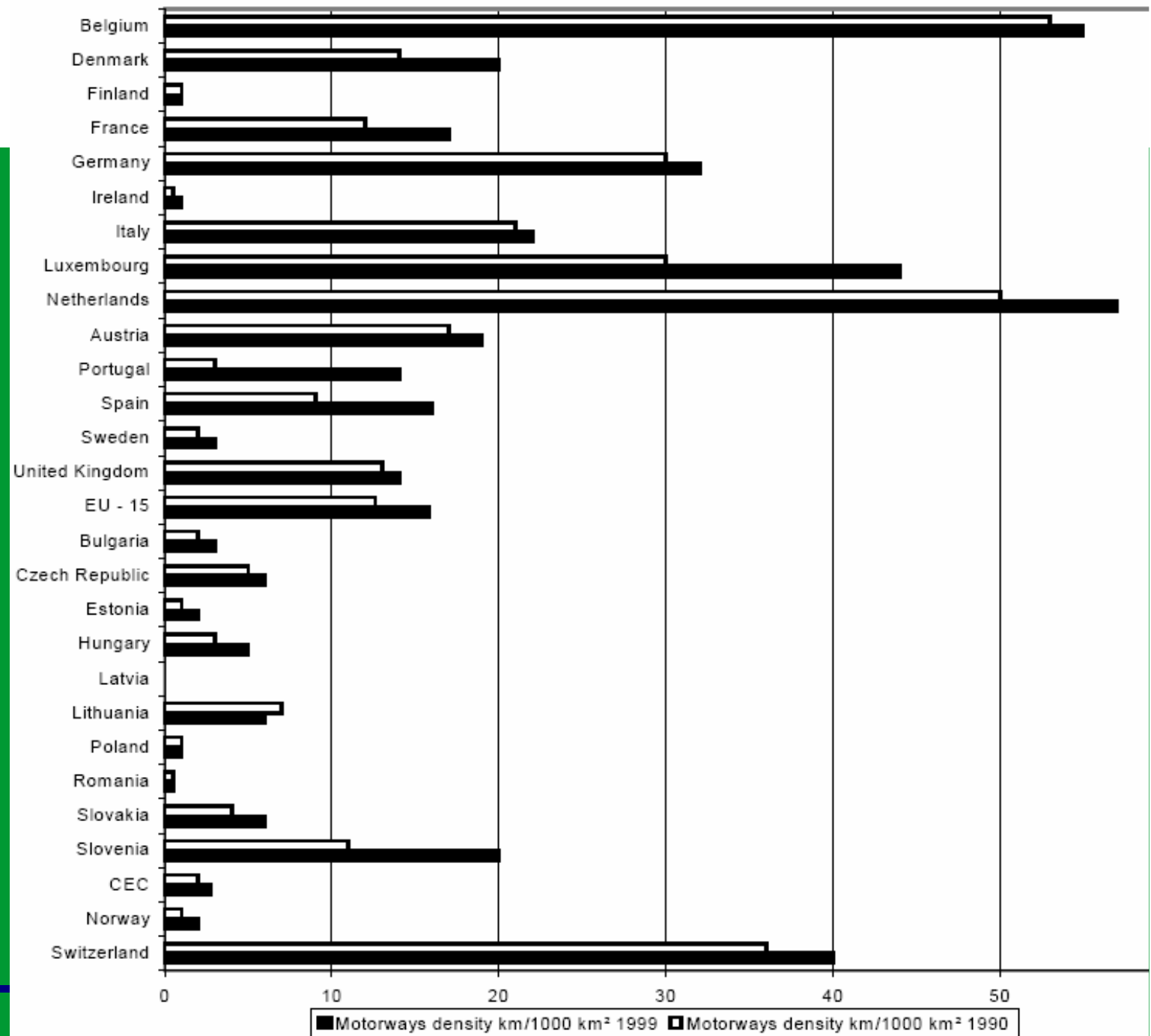
ROADS



TEN-T Priority Projects

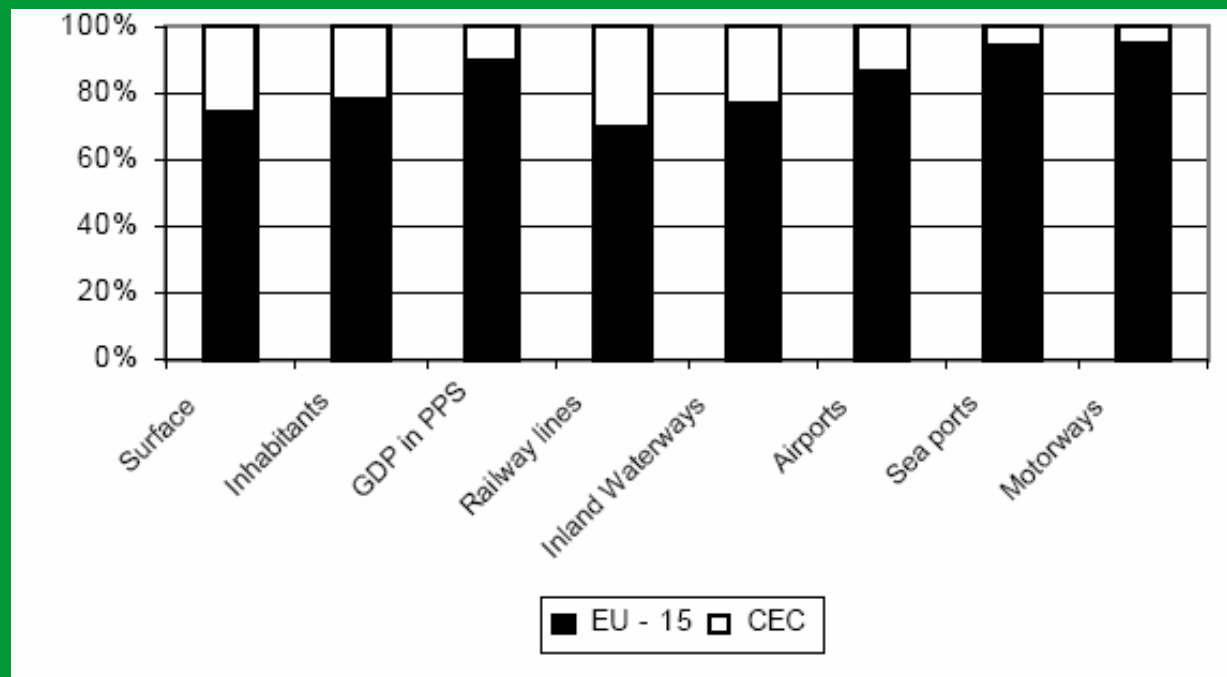


Development of road density



Infrastructure Needs in New Member States

- Plans: around 20,000 km of new roads and 30,000 km of new rail, estimated costs of nearly 100 billion euro between now and 2015.



TEN-T

- TEN-T gives access to public funds
- Funds from:
 - European Investment Bank (EIB)
 - European Commission (DG Transport)
 - European Commission (DG Regio)
 - National / Regional Bodies
 - Private Sector
 - Users
- Total costs until 2020: € 600.000.000.000 (=600 billions)
 - Hurricane Katrina: Costs to Insurers approx. € 25 billions
 - Total approx. € 500 billions
 - Annual Public Expenditure of Romania: 9 billions

EU Support for TEN-T Project

- Estimated total costs priority projects 2020: 200 billions
- 2001 – 2006 : € 4,17 billions
2007 – 2013 (Financial Perspectives): € 20 billions for TEN-Ts
+ Cohesion Funds (?)
+ Funds for Neighbourhood Policy (?)

Share of Costs

- 30% for priority projects
- 50% for cross border projects
- 15% other projects
- 50% interoperability, safety and security

TEN-T Environmental Safeguards

Revised TEN-T guidelines contain a number of environmental safeguards:

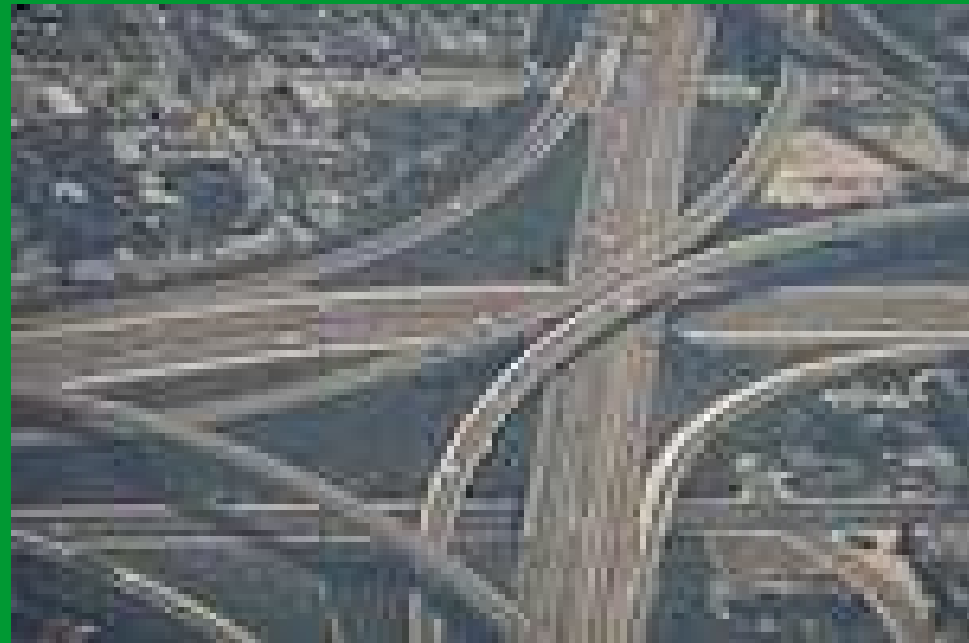
- EU funding for TEN-T projects is conditional on compliance with EU environmental legislation;
- There are obligatory impact assessment procedures for planned projects according to the appropriate EU laws;
- The Commission will develop methods for coordinating Strategic Environmental Assessment across borders;
- There is a clear cross reference to EU environmental Directives in the guidelines, particularly the Birds and Habitats Directives;
- The Commission must produce regular reports to Council and Parliament on the progress of TEN-T.

Strategic Environmental Assessment

- SEA directive (2001/ 42/EC13) requires from all EU member states environmental assessment of certain plans and programmes, including transport ones
- The Commission has also proposed making SEA obligatory for the planned revisions of the TEN-T guidelines in 2003, but only when it concerns sensitive parts of the network (European Commission, 2001e).
- Open Question about the implementation

TEN-T Problems

“There are no clear and incontestable conclusions regarding the local industrial or commercial fabric”
(ECMT 2001)



TEN-T Problems

Economic Questions

- Over-Investment in transport infrastructure
- Good use of taxpayers money?
(return on investment)
- Are the calculations for individual projects correct?
- What projects are really needed and which ones are “white elephants” ?
- Economic risks due to wrong / dressed-up CBA:
 - Costs underestimated
 - Benefits overestimated

TEN-T Problems

Traffic and environmental

- More transport infrastructure leads to more transport growth
- Socio-economic benefits per ton-kilometer are declining
- Destruction of local economic cycles
- More environmental pollution
- Growing energy demand of the transport sector
- Conflict with landscape planning nature conservation areas and cultural heritage

T&E requirements

- A full Strategic Environmental Assessment of the whole network must be carried out
- Local networks must be prioritised
- Cost-benefit analysis must be improved. Transport growth and GDP growth must be decoupled.
- Integrate the needs of the Natura 2000 network into the TEN-T.
- The TEN-T guidelines revision must fully respect the provisions of the Water Framework Directive.
- The European Investment Bank (EIB) should not be given a new mandate of providing a special fund for TEN-T until it improves its access to information and environmental procedures.

Chances and risks

Chances

- Cardiff process / Article 6 / European Treaty
- White paper on common transport policy: modal shift, Marco Polo, pricing
- SEAs / EIAs
- Aarhus convention

Risks

- TEN-T policy focused on big projects
 - Huge funds => huge incentives
 - Lack of transparency
 - Lack of coherence of EU policy
- ⇒ Chances not met !!!
- ⇒ No coherent influence on Member States



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NGO's impact on Member States



Source: Alpine Initiative

Watch Dog

What

- Follow project plans
- Point to problems
- Search for partners: networking

When

- Master Plan / Programmes
- Project Development
- Construction

Whom

- National and regional governments
- Independent experts

Experts and Trouble shooter

STOP

End of constructions
No alternative possible

REROUTING

Finding a better route
Alternative planning



COMPENSATION

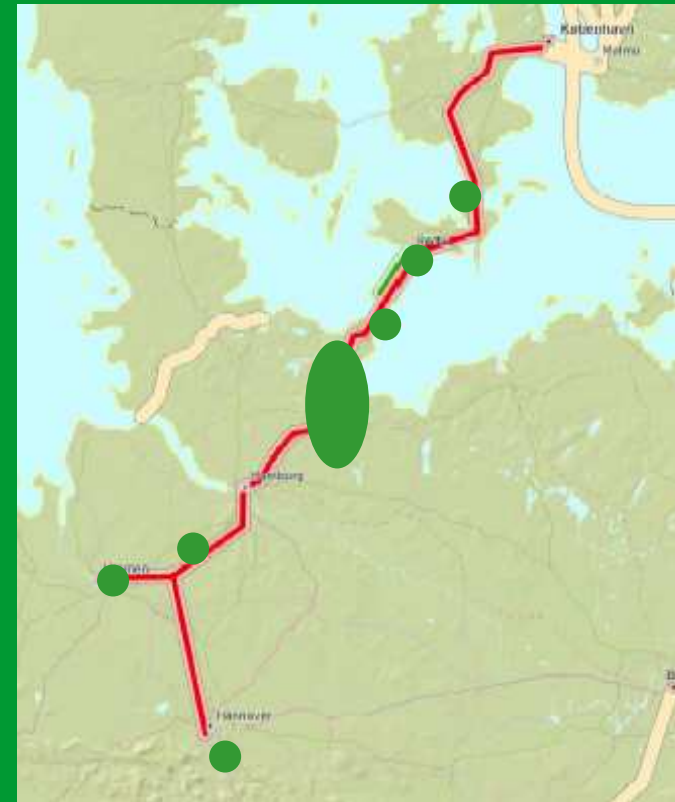
Relocation of conservation area
Financial compensation

IMPROVEMENT

Better integration of
constraints

Knowledge and contact base

E.g. new project:
Mapping Conflict areas
between TEN-T and
environmental
TEN-T and NATURA 2000



For more information

www.t-e.nu



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Thank you for your attention.

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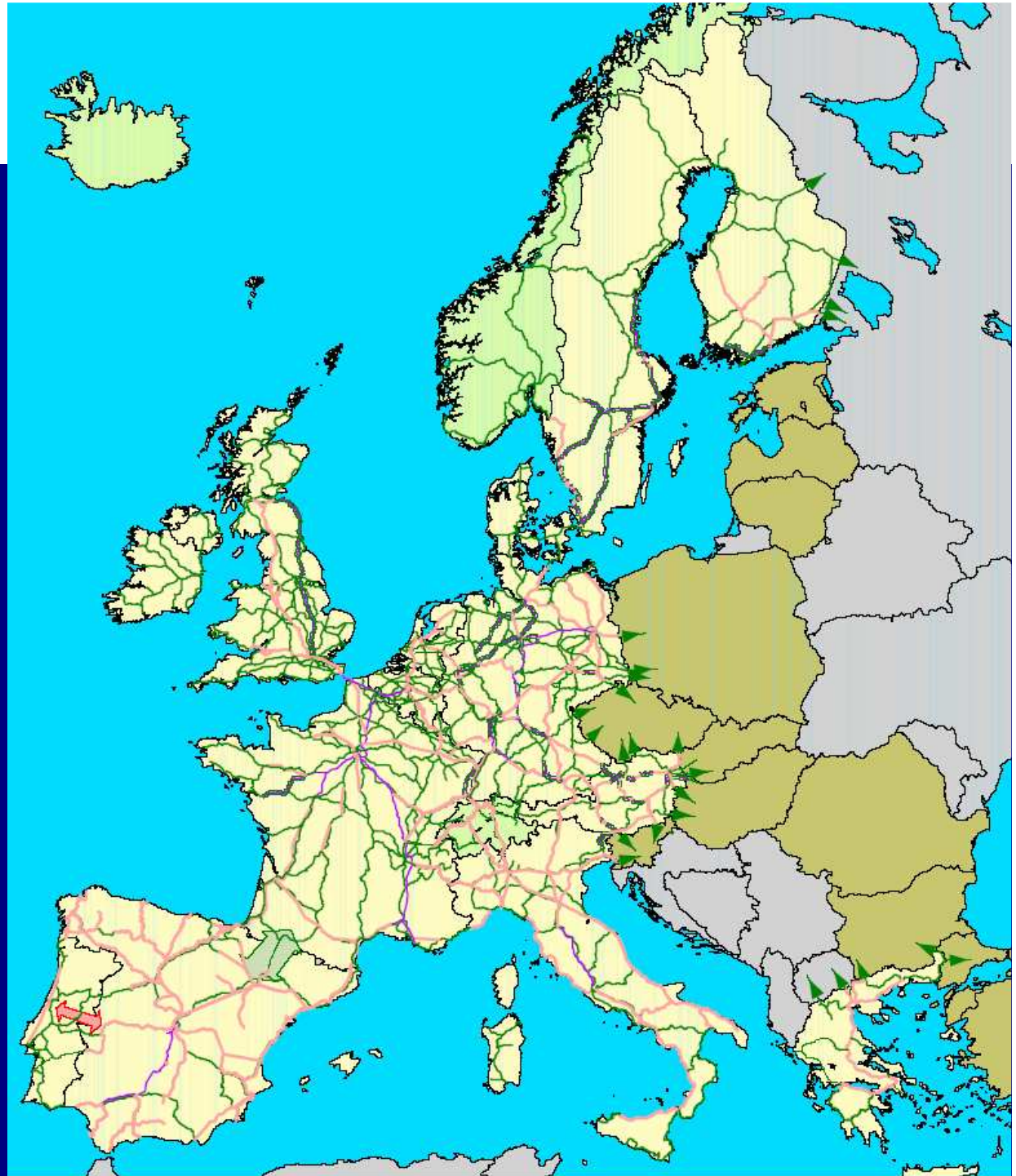
Backup Slides

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TEN-T

RAILWAYS





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TEN-T

AIRPORTS





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TEN-T INLAND WATERWAYS



TEN-T

MOTORWAYS OF THE SEA

