

THE IMPACT OF TRANS-EUROPEAN NETWORKS ON COHESION AND EMPLOYMENT

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DESCRIPTION OF ACTIVITIES

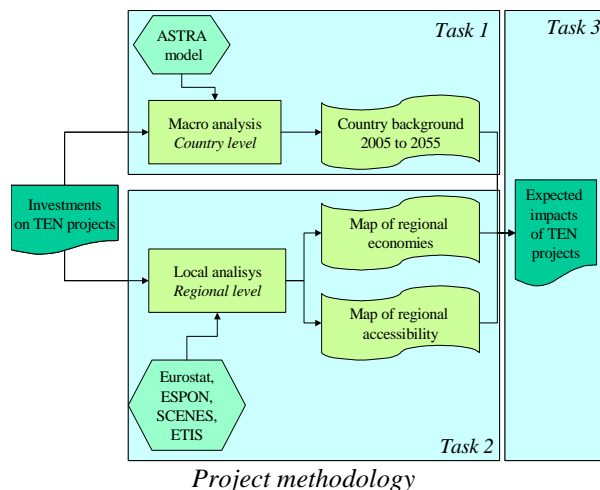
The aim of this study was to assess the territorial aspects of the Trans-European Networks (TENs) impacts in terms of employment and demographic change at different, future time horizons.

The study was carried out considering the two main types of impacts expected in the EU25 regions from large transport infrastructure investments:

- “macroeconomic” impacts, focused on direct investment impacts on GDP and employment;
- “microeconomic” impacts, explained in terms of changes of relative accessibility of regions.

Methodology

The analysis relied on modelling tools, integrated with additional procedures and data processing focusing on the rationalisation of the economic effects. The aspects related to the ‘macroeconomic’ impacts were analysed and quantified mainly using the System Dynamics model ASTRA. The ‘microeconomic’ impacts were explored by making use of the analysis conducted in ESPON, focused on the impact of TENs due to changed accessibility. Both results were used as the basis for more detailed analysis and forecasts.

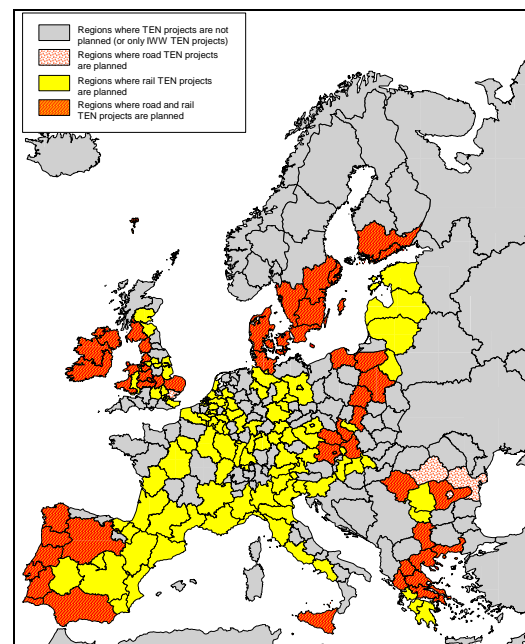


The TEN projects

The TEN impact analysis concentrated mainly on future years because of the significant delay in the projects implementation. Actually, only three of the total projects were completed before 2005 (The conven-

tional rail link Cork–Dublin–Belfast–Larne–Stranraer, the Malpensa airport in Milan and the Øresund fixed rail/road link between Denmark and Sweden).

The latest estimation available on the total cost of the 30 key TENs projects amounts to about € 333 billion. Railways account for the largest share of total TENs investments and 60% of all investments in railways projects focus on four countries: Italy, France, Germany and Spain. Road projects absorb an about 13% share of the overall financial resources, while Lisbon and Malpensa Airports represent the only examples of air investments on TENs projects.



Localisation of road and rail TENs Projects

Main results

The main conclusions of the study can be summarised as follows:

- The extent of the impacts produced by the TENs infrastructure investments is generally low during the operational phase (in the long period) other than during the construction phase (in the short period).
- The impacts of the construction and operational phases do not differ from each other, even if they tend to reach their peak with a different time lag:

the multiplier effect of investments produces positive effects in a relatively short term and tends to fade rapidly while the accessibility effect needs time to become visible, yet, it lasts longer.

c) The local impacts of the construction phase depend heavily on the specialisation of the region.

d) As expected, the construction, the minerals and metals sectors are those benefiting from higher visibility resulting from investments.

e) The accessibility changes impacts of the operational phase of TENs networks depend on complex 'network effects', i.e. the effect produced by a given

infrastructure can spread well beyond the regions where it is actually placed.

f) TENs networks could have negative impacts on some regions due to a lower economic performance in relative terms generated by different levels of accessibility.

g) In terms of cohesion, both positive and negative effects take place according to the region specialisation and the time period analysed.

Consortium

The study has been led by TRT Trasporti e Territorio with the support of CSIL (Centro Studi Industria Leggera).