

Non-Paper



Environment and Transport in a New Europe

Project regarding the Trans-European Transport Networks TEN-T

Intelligence before concrete – this motto is BUND's (FoE Germany) guiding theme in the work for a more sustainable transport policy in Germany- and now also in the enlarged European Union.

Background

In November 2003 the EU-Commission issued a list with priority projects for the TEN-T. This priority list alone contains projects for 220 billion until 2020, the total cost of all TEN-T projects will amount to 600 billion. Even though the financial situation of the EU and most member countries is bleak, they hold on to this wish list of projects, whose financing is more than uncertain.

By doing so the EU misses the chance to steer in the direction of a more intelligent and sustainable transport system for Europe, but sticks to conventional concepts: Most TEN-T projects are large scale infrastructure projects which in many instances contradict other EU-transport policy objectives, like the integration of environment and transport.

Especially in the accession countries those mega-projects are expected to foster economic growth, but new transport links may often drain a region of its economic potential rather than enhancing it- the regional economy and the environment are overrun by this development. Here EU-funds, through which many of the TEN-T projects are partially financed, serve to hinder development rather than fostering it.

In recent years many NGOs in the EU and accession countries have criticised a number of TEN-T projects from a local perspective, whereas the issue TEN-T has not found its way onto the all- European environmental agenda.

The Project

With our project „Environment and Transport in a New Europe“ we want to achieve a better integration of the regional and local transport activities. It is our objective to emphasize the all-European dimension of the TEN-T and add more weight to the ongoing activities in this field.

We want to support the general deliberation and discussion process regarding TEN-T projects among the European environmental NGOs. We also aim at developing criteria for evaluating the most common European means of funding.

By conducting case studies on a number of projects we want to exemplify that the enlarged EU lacks a sustainable strategy for its future transport policy. We will publish our results and communicate them on regional as well as on the European level. With carefully targeted campaigning in Brussels we want to raise awareness of the implications of the TEN-T projects on the European level, while local activities will serve to raise the public interest in the issue.

Schedule

May:	Kick-Off meeting with Eastern European partner organisations
June/ July:	Research for case studies and a position papers
September:	Workshop in Brussels, Lobbying in Berlin and Brussels
October/ November:	coordinate local activities, PR for case study results
December:	Workshop: Concepts for European Transport Policy and sustainable means of funding
January/ February:	Publication of results, End of project

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