



European
Commission

COHESION POLICY: STRATEGIC REPORT 2013

Factsheet: Road



Strategic Report 2013 – Programme implementation 2007-2013

Factsheet: Roads

This factsheet has been produced in support of the Commission 2013 Strategic report on cohesion policy programme implementation (2007-2013). It should be read in conjunction with that report (COM(2013) 210) and the accompanying Staff Working Document (SEC(2013) 129) available on this website:

http://ec.europa.eu/regional_policy/how/policy/strategic_report_en.cfm

1. Overview

All but three Member States (AT, DK and LU) use EU funds to co-finance road projects. The overall allocation is EUR 40.8 billion or 11.8% of Structural and Cohesion Funds. It is over 40% more than the allocation to rail (EUR 23.2 billion) and 60% more than the allocation to other transport themes (EUR 16.3 billion).

The convergence regions received almost 98% of these resources. The EU15 to EU12 ratio is 24% to 76%.

Out of four categories of intervention applicable in this area – Motorways, Motorways (TEN-T), National roads and Regional/local roads – investment in TEN-T motorways account for the biggest share of overall allocation (46%), while other motorways represent the smallest part (11%).

The EU wide rate of project selection stood at 89% at the end of 2011.

The majority of Member States, which use Structural and Cohesion funds to co-finance road projects, reported against the core indicators related to roads and their total achievement at the end of 2011 was over 11,000 km of roads either built or reconstructed.

2. Project examples

DE	Programme Saxony	Fund: ERDF	EU: €15 m
Title: Fast link to the E40(A4)			
This project involves construction of a new route to improve road links in Saxony between the German/Polish/ Czech border and the E40 motorway. The aim is to increase road capacity and speed up journey times as the existing road will be unable to cope with rising traffic volumes in the near future. Construction was completed in August 2012. The new trunk road section is of dual-carriageway standard with a statutory speed limit of 100 km/h.			
Source : REGIO project database			

PL	Infrastructure and Environment OP	Cohesion Fund	EU: € 121.2 m
Title: Reconstruction of E40 - National Road no 4 - Section Machowa – Łańcut			
This project, completed in 2012, involved the upgrading of existing sections of the E40 between Machowa and Łańcut to increase load-bearing capacity and travel times. It is a key component of the EU and national road network linking the west to the east of Poland - from the German to the Ukrainian borders - as part of Pan-European Transport Corridor III. The project has a total length of 54.9 km and estimated daily traffic of 22,000 vehicles.			
Source : REGIO Major project database			

SK	Transport OP	Cohesion fund	EU: €67.4 m
Title: E50 – D5 Motorway - Zilina			
The first section of E50/D3 new motorway, to link Žilina in Slovakia with the Czech Republic and Poland, was completed in 2008. This new motorway section of 7 km is of vital importance for the region for Slovakia but also as a transit road linking Žilina with the Skalite border crossing in Poland.			
Source : REGIO project database			

3 Assessment of Implementation

3.1 Tracking EU financial input

The overall allocation for road projects is EUR 40.8 billion or 11.8% of total Structural and Cohesion funds. PL, GR and SK have allocated the biggest share of the funds to roads, while NL, SE and BE – the smallest.

Investment in TEN-T motorways accounts for biggest part of allocation for roads, at 46%. The second largest category of intervention is Regional/local roads (26%) with National roads (17%) and Motorways (11%).

The project selection rate reported for the whole EU at the end of 2011 was 89%. It was 89% for the convergence regions and 82% for the competitiveness regions. Comparing EU15 with EU12, the respective project selection rates are: 105% and 84%.

The progress for three of the five largest recipients of funds for roads (PL, RO and HU) influences the overall project selection rate. They all reported a project selection rate below the EU wide average, even though PL and RO progress much better in the road sector than in rail sector.

10 MS have selected projects worth over 100% of their allocated funding – this includes (in order of size of allocations) GR, ES, LT, LV, IE, CY, BE, FI, SE and NL. In most cases it is due to re-programming, which in the case of the last six MS listed above, is not of major concern due to the low volume in question, but for GR (113%) and ES (154%) is more important.

These shifts could be due to the fact that road projects are relatively less difficult to implement than other transport infrastructure investments. In 2011, there was a tendency in both the EU12 and the EU15 to reallocate funding from rail and other transport projects (e.g. urban transport, airports and ports) to roads, more for improvement than for new construction.

Still, there were as many MS over-selecting, as those reporting a selection rate below the EU-wide average. The five with the lowest project selection rate were (in order of size of allocations): SK (55%), BG (64%), PT (65%), FR (64%) and MT (68%).

If the categories of intervention are taken into account, the highest rate of project selection was reported for the regional/local roads (95%) and the lowest – for Motorways (75%), with TEN-T Motorways (88%) and national roads falling in the middle (92%).

The data was reported by Member States as of 31 December 2011 and has normally evolved with on-going selection processes in 2012.

3.2 Outputs and results

The relevant core indicators for analysis are "Kilometres of new roads", "Kilometres of new TEN roads" and "Kilometres of reconstructed roads".

ERDF/Cohesion Fund core indicators:

For the ERDF/CF the Commission recommends the use of "core indicators" in addition to the programme specific indicators (that vary according to national and regional practice and the specific objectives of the programmes). Use of core indicators has the advantage of allowing the possibility of aggregation but is not obligatory in this period.

The global aggregate achievements presented below are based on 2011 annual reports or, where possible, on updated values for 2011 and 2012 from the Strategic reports.

Achievements against targets are also analysed. Where no targets were set, the achievements were excluded from the analysis reducing the data available in that analysis. From the available data it is clear that some targets were set too low or too high.

- For 24 MS, which report against categories of intervention related to roads, 20 report against at least one of three core indicators relating to roads. These are – in order of size of allocations – PL, CZ, GR, RO, HU, ES, DE, SK, BG, IT, PT, LV, SI, EE, FR, UK, MT, IE, CY, and SE.
- 7 MS (RO, LV, EE, FR, UK, CY and SE) of these did not set target values for any of the three core indicators.

Kilometres of new roads – Table 2.1 and 2.2

- 17 MS reported against this indicator and the combined length of new roads built is 1,714 km. They were concentrated in ES (427 km), HU (339 km) and PL (257 km).
- 10 MS that reported on kilometres of new roads also set targets for this indicator. The highest achievement ratios were reported by IT (47%), CZ (45%) and PT (33%). However, the overall achievement ratio for was only 15%, due in particular to PL, which had achieved only 7% of its target of 3,659 km by end 2011 (more than 50% of combined target values of 10 MS).

Kilometres of new TEN roads – Table 3.1 and 3.2

- 12 MS reported a combined length of new TEN-T roads built of 460 km, concentrated in ES (151 km), RO (87 km) and BG (82 km).
- Three MS that reported new kilometres of TEN-T roads did not set targets for this indicator (DE, RO, UK).
- The highest achievement ratios were reported by SI (100%), ES (74%), and HU (31%). However, the overall achievement ratio was 6%, due in particular to PL and GR, which reported – respectively – 0 km so far against the target of 2,303 km and 4 km only against the target of 1,120 km (more than 75% of combined target values of nine MS).

Kilometres of reconstructed roads – Tables 4.1 and 4.2

- 18 MS reported under this indicator and the combined length of reconstructed roads by end 2011 is 12,399 km. They are concentrated in PL (3,678 km), ES (2,186 km) and PT (1,857 km).
- Five MS that reported kilometres of reconstructed roads did not set targets. The highest achievement ratios were reported by IE (100%), PT (68%) and ES (60%). However, the overall achievement ratio was lower – 48% – mostly due to limited progress made by MS which set targets in excess of 1,000 km (BG, GR and SK). In addition, IT reported only 11 km against the target of 464 km.

Table 1.1: Categories of Intervention examined

Code	Category	Decided Ops - Million € (a)	% Decided OPs of Total Decided (b)	Allocated to selected projects AIR 2011 - million € (c)	% (d=c/a)
20	Motorways	4,577.4	1.3%	3,410.8	74.5%
21	Motorways (TEN-T)	18,565.1	5.4%	16,413.4	88.4%
22	National roads	7,040.9	2.0%	6,352.6	90.2%
23	Regional/local roads	10,594.0	3.1%	10,098.2	95.3%
	Total roads	40,777.3	11.8%	36,275.0	89.0%
	Total all themes	346,717.2		246,983.9	71.2%

Table 1.2: 2007-2011 – Project selection reported by MS

Road				
	Decided OPs (a) - in M.€	% of National SF/CF	Allocated to selected projects AIR 2011 (b) - in M.€	Rate of project selection (2011) (c=b/a)
PL	15,741.1	23.43 %	12,669.1	80.5%
CZ	3,901.4	14.70 %	3,785.5	97.0%
GR	3,380.8	16.73 %	3,831.7	113.3%
RO	3,165.6	16.48 %	2,809.8	88.8%
HU	3,140.1	12.60 %	2,679.5	85.3%
ES	2,130.3	6.15 %	3,282.8	154.1%
DE	1,971.6	7.74 %	1,399.4	71.0%
SK	1,936.1	16.84 %	1,060.6	54.8%
BG	1,012.1	15.17 %	649.3	64.2%
IT	903.4	3.23 %	691.0	76.5%
PT	802.6	3.75 %	522.3	65.1%
LT	676.9	9.99 %	741.7	109.6%
LV	483.0	10.66 %	561.7	116.3%
SI	408.1	9.95 %	400.9	98.2%
CB (ETC)	308.4	3.90 %	374.6	121.5%
EE	290.4	8.53 %	276.3	95.2%
FR	160.4	1.19 %	103.0	64.2%
UK	119.7	1.21 %	114.6	95.8%
MT	106.1	12.63 %	71.8	67.7%
IE	63.5	8.46 %	64.0	100.8%
CY	33.2	5.42 %	111.4	335.5%
BE	14.2	0.69 %	28.9	203.1%
FI	14.1	0.88 %	14.2	101.0%
SE	8.8	0.54 %	19.0	216.4%
NL	5.2	0.31 %	11.8	226.7%
EU	40,777.3		36,275.0	89.0%

Graph 1: Rate of project selection 2007-2011

(ranked left to right according to the size of allocation)

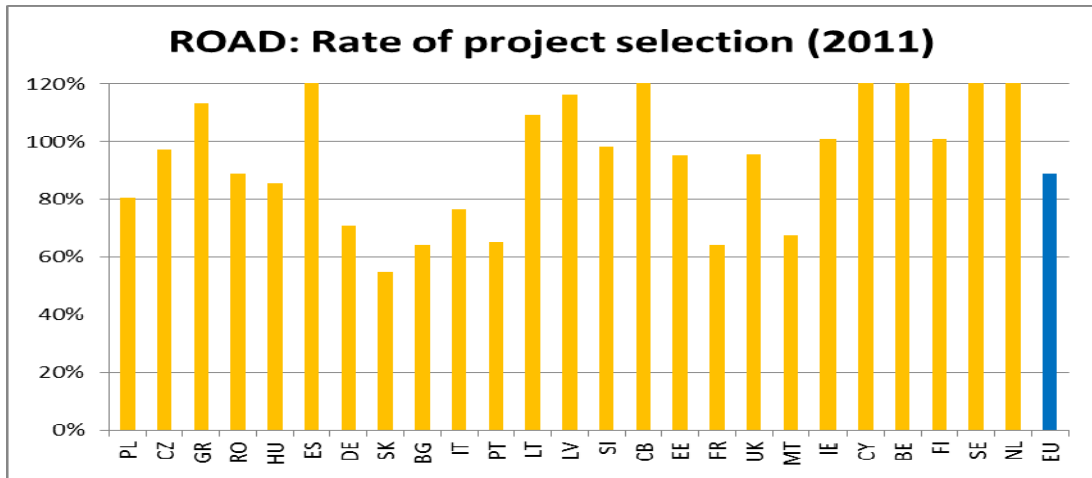


Table 2.1: Kilometres of new roads – overall achievements by Member State

MS	Achieved in km
ES	427
HU	339
PL	257
DE	117
CZ	116
RO	97
BG	82
PT	80
EE	56
IT	48
SK	42
FR	28
UK	12
SE	9
CY	3
SI	0
LV	0
EU	1,714

Table 2.2: Kilometres of new roads – Achievement ratios by end of 2011

MS	Target in km	Achieved in km	Achievement ratio
IT	103	48	47%
CZ	244	110	45%
PT	240	80	33%
ES	1,177	353	30%
HU	319	94	29%
SK	230	42	18%
PL	3,659	257	7%
DE	205	12	6%
BG	249	0	0%
SI	9	0	0%
EU	6,434	996	15%

Table 3.1: Kilometres of TEN roads – overall achievements by Member State

MS	Achieved in km
ES	151
RO	87
BG	82
HU	53
SI	52
SK	20
UK	6
PT	5
GR	4
PL	0
DE	0
CZ	0
LV	0
EU	460

Table 3.2: Kilometres of TEN roads – Achievement ratios by end of 2011

MS	Target in km	Value in km	Achievement ratio
SI	52	52	100%
ES	147	108	74%
HU	170	53	31%
SK	76	20	26%
PT	138	5	4%
GR	1,120	4	0%
BG	249	0	0%
PL	2,303	0	0%
CZ	120	0	0%
EU	4,375	243	6%

Table 4.1: Kilometres of reconstructed roads – overall achievements by Member State

MS	Achieved in km
PL	3,678
ES	2,186
PT	1,857
HU	1,402
CZ	752
RO	680
BG	454
SK	349
GR	310
LV	265
DE	226
EE	170
IE	33
IT	11
UK	10
SE	8
MT	5
CY	3
SI	0
EU	12,399

Table 4.2: Kilometres of reconstructed roads – Achievement ratios by end of 2011

MS	Target in km	Achieved in km	Achievement ratio
IE	33	33	100%
PT	2,750	1,857	68%
ES	2,979	1,786	60%
PL	7,128	3,678	52%
CZ	1,373	706	51%
HU	311	117	38%
SK	1,095	349	32%
GR	1,011	310	31%
BG	2,180	454	21%
DE	100	2	2%
IT	464	11	2%
MT	20	0	0%
SI	23	0	0%
EU	19,467	9,303	48%