

Título: *La Política Europea de Transportes: análisis de los efectos territoriales de los enlaces fijos*

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ABSTRACT

Creating a logical integrated transport network is a basic goal of the European Union policies. The Trans-European Transport Network will ensure the Internal Market competitiveness, create employment and develop a sustainable mobility for goods and persons. Another aim is to reinforce cohesion among its territories.

Transport is a key element in the development of the activities either productive or social. For that reason historically the governments had run transport initiatives. EU identified the borders as the breaking points in the networks, there were 15 different networks, one for each Member State.

The legal basis of the common transport policy is reflected in the Treaty establishing the European Economic Community [Treaty of Rome, Title IVth, art. 74-84, 1957]. The Commission approved the First Action Plan for the Trans-European Transport Network (TEN-T) in 1990. The plan intended to integrate the different networks in one unique. That idea was materialized in 1994 in the Essen Conference. There the participants defined the 14 Priority Projects (PP) that would integrate the existing mosaic in one only European transport network. In 1996 the Decision 1692/96/EC was approved, including the directives of the common transport policies and the priority projects. The scheduled horizon to build up the network was 2010. The priority projects involved actions in the railroads, the roads, the maritime routes, the ports, the airports, the interior channels of water and some more related to the integration of the operating and management systems. Due to delays in the implementation progress, new Members incorporations and traffic growth, the directives were redefined in 2004 [Decision 884/2004/CE]; from 14 to 30 priority projects. At 2008, only 4 are finished: the Öresund Bridge (2000), the Malpensa's airport in Italy (2001), the railroad line Cork-Dublin-Belfast-Stranraer (2001) and the Betuwe line (2007).

All of them cost more than 1.000 million \$ each and for this reason they are included in the megaproject category. In the case of megaprojects, a budgetary deviation means a big amount of capital. They are implemented assuming bigger risks than those of the ordinary projects because of the uncertainty about achieving the expected results.

Denmark is country regionally segregated. It has a peninsula that connects with the Continental Europe and 407 islands. Despite that fact, Danish have constructed a complete road and rail network, in the water barriers they established regular ferry services. This occurred in the big Danish straits: Great Belt sound, Öresund and Fehmarn Belt sound.

Nevertheless, in 1980 some reforms had to be implemented because the Nordic Countries claimed they would change their transport routes by quick ferry services, avoiding Denmark if the fixed links were not constructed immediately.

The case studies are the Danish megaprojects in the Baltic Sea: Great Belt Fixed Link in Denmark, Öresund Bridge between Denmark and Sweden and Fehmarn Belt Fixed Link between Denmark and Germany.

The **Fixed Link in the Great Belt** sound was the first Danish project, it was approved in 1987. It connects the cities of Nyborg and Korsør. Since 1997/1998, the west-east networks (Jutland/Funen- Zealand/islands) have been assembled, solving the "national bottleneck".

Öresund Bridge project was agreed by the Danish and Swedish authorities in 1991. Since 2000 connects two major cities: Copenhagen (Denmark capital) and Malmö, in Sweden. It overcomes the cross border barriers, but its main achievement was the interregional integration. It has originated the today's named Öresund Region. The analysis for both implementation processes include: the ex ante stage, the constructive period and the ex post stage.

Fehmarn Belt is not yet constructed but in the future will connect Fehmarn Island in Germany with Lolland Island in Denmark. It is still in the design stage. The study includes its precedents revision, the agreements reached until now and their possible effects.

Öresund Bridge and Fehmarn Fixed Link are the TEN-T priority projects 11 and 20. They will reinforce the corridor Hamburg-Copenhagen-Malmö/Lund and beyond to Stockholm [IXth of CODE-TEN Project]. The whole cohesion will produce a new north agglomeration.

It has been noted that success of fixed links projects is connected with other infrastructures investments.