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Adoption of the 2011 budget:

Once more, investment expenditures in the TEN-T programme suffer the most!

FIEC takes note with relief of the final compromise on the 2011 budget, officially adopted today by the European Parliament, which will allow the European Union to avoid the risk of having to operate under the system of “provisional twelfths”. Considering the deep economic crisis our economy is bogged down in, European institutions have agreed on a “reasonable” 2.9% budget increase, in order to reflect the new competences of the EU ensuing from the entry into force of the Lisbon treaty. The new role of the Parliament in the procedure has turned out to be largely positive to reach an agreement.

“Nevertheless, we deeply regret that the political compromise has been made at the expense of investment programmes, notably of the Trans-European Transport Network (TEN-T) programme”, stresses Mr. Jacques Huillard, FIEC Vice-President in charge of legal and economic matters.

Indeed, compared with the initial proposal based on investment needs, **the TEN-T budget has been cut by nearly 5% in payment credits.** This means that the cut will directly affect ongoing studies and construction projects.

Mr. Jacques Huillard recalls that “the TEN-T budget had already been cut by two thirds during the 2005 budget negotiations, from €20 billion to € 8 billion. So this crucial investment programme once more suffers the most from budget stricture. This questions the feasibility of achieving the objectives of the Europe 2020 Strategy for a smart, sustainable and inclusive growth...”

For the next financial framework which will start in 2014, FIEC calls the EU to live up to its promises, and to bring at least one fifth of the total remaining costs of the 30 TEN-T priority projects, that is at least €30 billion upon the €150 billion which will still have to be financed.

FIEC is the European Construction Industry Federation, representing via its 34 national Member Federations in 29 countries (27 EU & EFTA, Croatia and Turkey) construction enterprises of all sizes, i.e. small and medium-sized enterprises as well as “global players”, carrying out all forms of building and civil engineering activities.

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