

FLASH ECONOMICS

ECONOMIC RESEARCH

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For a European infrastructure investment label

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While it is appropriate to salute these initiatives on account of their multiplier effect as well as on account of public investment needs, we nonetheless regret the fact that they are not well enough coordinated with European ambitions. European infrastructure is, however, essential to reinforce the EU's competitiveness and to preserve its cohesion at a time when real savings are fragmenting. Let us not forget that out of thirty European infrastructure projects identified as priority ones since 2004, as of today, only five have been carried out.

We also regret the fact that at a time when public expenditures and public-private partnerships (PPP) are drying up, the growing appetite of markets for infrastructure is not being efficiently satisfied by national projects. It is indeed difficult today to compare the real value, the economic benefit and the risk of an infrastructure project at a time when every government and national agency is applying its own rules to assess and share project risks.

The definition of a European label bringing coherence to assessment, selection and risk sharing could therefore – by offering greater project visibility and stability – contribute very significantly to deepening funding supply, in particular, in project bonds.

ECONOMIC RESEARCH

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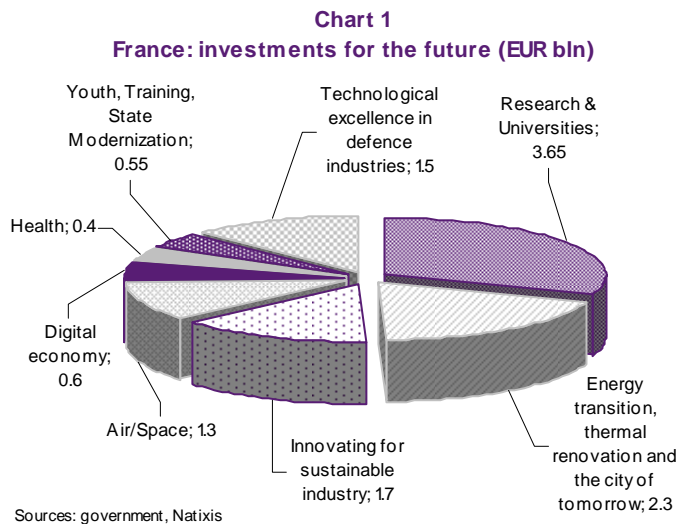
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ECONOMIC RESEARCH

New investment plans decided at national level

For several months, European governments have frequently shown their respective intentions to continue national infrastructure investment plans.

After the “large loan” or “investments for the future” begun in 2010 and provided with a global budget of EUR 35 billion, France presented a second public investment program at the start of July. The new program can this time benefit both from public and private co-funding (EU, communities, companies etc.). This 12 billion euro investment within the 2025 time frame will hinge on eight major areas of intervention (**chart 1**). The objective has remained the same as before: furthering infrastructure that is useful to the economic development of France.



This is also true of the United Kingdom, which announced at the end of June that it wanted to dedicate GBP 100 billion (EUR 116 billion) in infrastructure projects within the 2020 time frame, including 70 billion in transport and 20 billion in education. Once again, this infrastructure project only has a national scope given that it makes it possible to link London to the north of the country (Manchester and Leeds), i.e. nearly 340 km.

In this connection, a report published on July 17, 2013 by the Pension Insurance Corporation and Llewellyn Consulting recommends creating a national investment bank to regulate and fund domestic infrastructure projects, a bank that would benefit from a political independence comparable to that of the Bank of England.

Finally, in 2013, Ireland and Italy both launched new infrastructure projects of EUR 250 million each.

For Ireland, this plan, which applies equitably to education, housing and transport, continues the initial EUR 2.25 billion plan started in 2012 and funded by PPP.

As far as Italy is concerned, the emphasis has been on research, innovation and the competitiveness of startups. More generally, Italy dedicated EUR 1.1 billion in infrastructure and transport expenditure in 2013, i.e. less than 0.1% of its GDP.

Investment in infrastructure: the best lever...

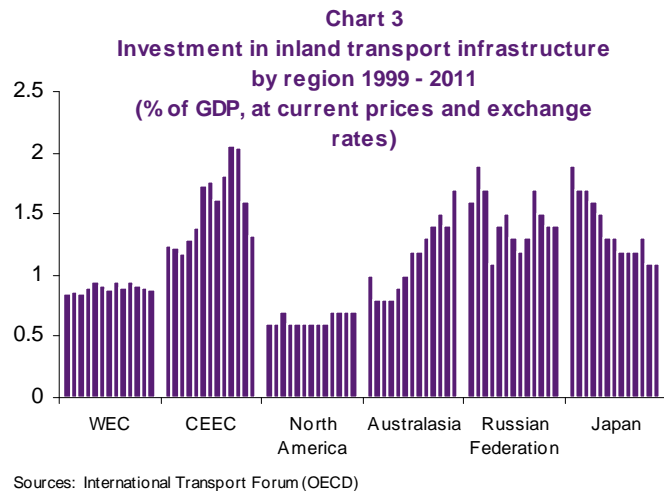
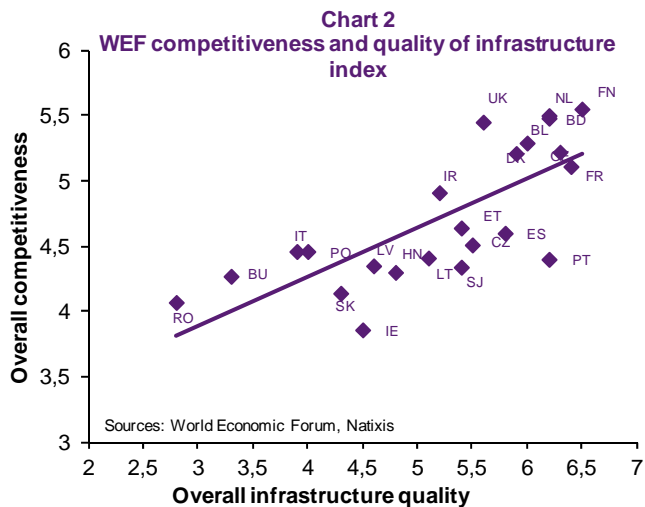
In one sense, these new national initiatives have to be saluted.

Although the European countries have to maneuver within extremely tight budgetary constraints, they finally seem to want to give growth another chance at the expense of all-out austerity. The latter has in fact proved to be counterproductive in the current environment of zero interest rates and weak external demand.

We have shown elsewhere that public investment has significant multiplier effects on business activity to the extent that it induces a positive demand shock and increases factor productivity:¹

- GDP elasticities in investing in transport infrastructure are very high (0.18 after five years in the Eurozone);
- because rising GDP is reflected by an increase in tax revenue, *a priori*, investment in infrastructure finances itself;
- the quality of infrastructure is closely related to the competitiveness of the economies (**chart 2**).

Finally, because investment in infrastructure has more impact on business activity in difficult economic times than in normal economic situations, it is, in the current situation, a lever that is capable of increasing GDP and reducing the burden of public debt.



¹ See Flash 2013-227: "How large is the infrastructure multiplier in the euro area?"

... that Western European countries are nonetheless having trouble activating

That said, investment in infrastructure is still too low in Europe.

The OECD forecasts development in transportation infrastructure twice as fast as that of world GDP between now and 2030, and the Commission has estimated that needs in Europe will come to EUR 1.5 trillion over the next eight years.² Yet, Western European countries and the United States dedicate an ever lower share of their GDP to transportation infrastructure compared to other world regions, in particular with respect to Eastern Europe or Australasia, which have clearly made a distinct effort (**chart 3**). This is not a question of degree of economic development: in Germany, public investment is even so much lower that it is not enough to maintain the net value of infrastructure.³

It seems to us that funding questions contribute to the low level of infrastructure investment in Europe:

- traditionally, European countries resort to public budgets to make investments, and this is a funding source that tends to dry up in a crisis (**chart 4**);
- between 2003 and 2007, mixed sources of funding such as PPPs experienced a boom in Europe, but these sources also tend to drain away (**chart 5**) because they are unable to free themselves completely from public budgets;
- Europe on the other hand is making only marginal use of disintermediated infrastructure funding sources such as project bonds, while China resorts to them heavily (**chart 6**).

In this respect, we have already reported that public investments carried out at European level in the form of project bonds, EIB, EU or ESM debt would be an effective solution to these problems.⁴

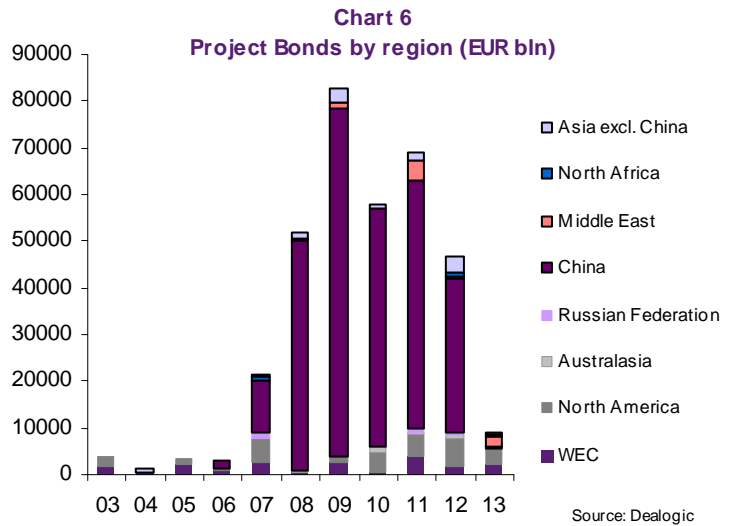
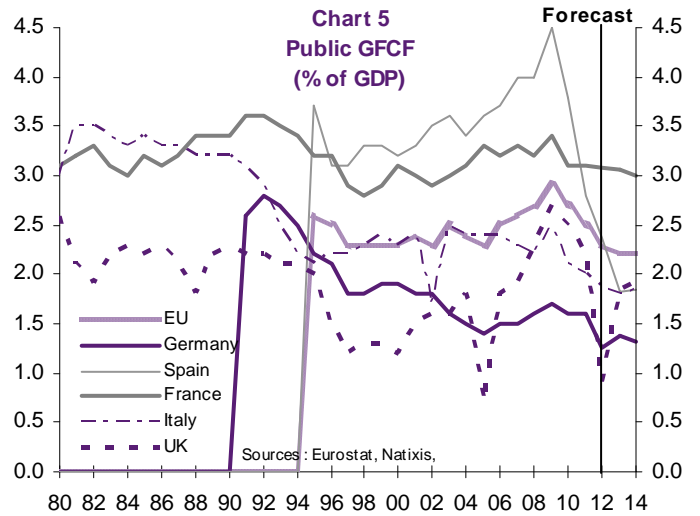
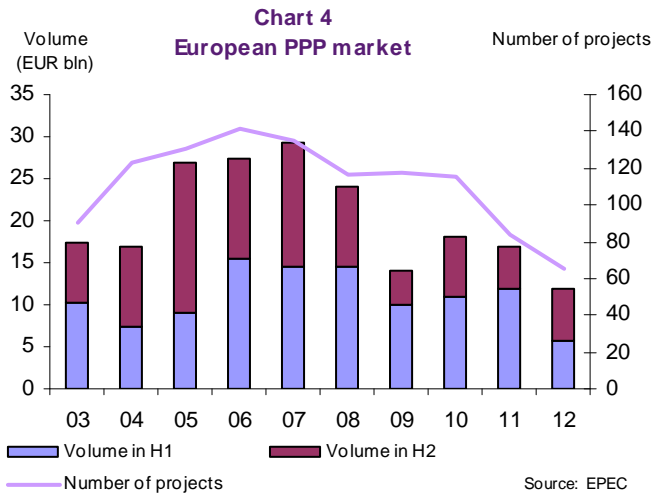
Europe's low level of reliance on project bonds does not stem from insufficient funding supply. Many investors (life insurers for example) are reserving ever greater lines for this type of investment.

It is the lack of transparency and stability in defining projects at national scale that is a brake on investor enthusiasm. Today, while every national agency applies its own project assessment (*value for money*) and risk sharing rules, it is not easy to compare the real value and the risk taken in an infrastructure project. The definition of a European label bringing European coherence into assessment, selection and risk sharing could therefore – by offering greater project visibility and stability – contribute very significantly to deepening private funding supply.

² European Commission – October 2011 – “A growth package for integrated European Infrastructures”.

³ See Flash 2012-732: “Small-scale macroeconomics of the infrastructure market”.

⁴ See Flash 2013-280 “Can additional public investments be financed by public debt in the euro zone?”



Moreover, there are a great many European projects that are still unfinished

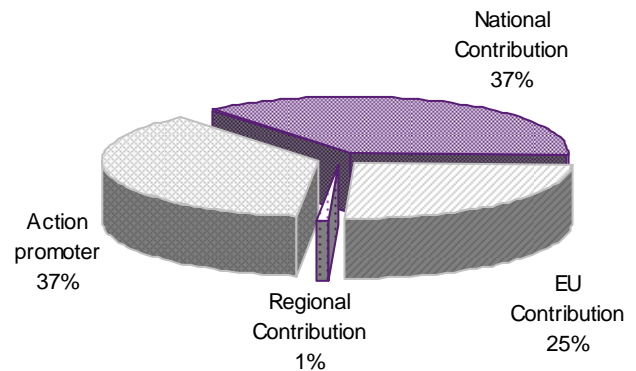
If it is appropriate to salute these new national infrastructure investment plans with respect to growth, it can be feared that they may go against the published objectives of the Trans-European Transport Network, which aim to further competitiveness, job creation and cohesion at EU scale to the extent that they are not coordinated with other European projects.

Out of the thirty European projects identified as priority ones since 2004, only five have been carried out. In parallel, 47 non-priority projects concerning at least France, the United Kingdom, the Netherlands and Italy should be completed in 2014 for a total cost of EUR 684 million, 25% funded by the EU (chart 7).

In order to combat the fragmentation in progress in the EU's real savings, it would, nonetheless, be useful to further European programs defined on the basis of a trans-border logic rather than nation programs.

Finally, given the lower degree of transparency that national projects offer them in the absence of a European label, it is obvious that European projects, the economic utility of which leaves no doubt, satisfy private investor appetite more easily.

Chart 7
TEN-T project funding since 2011



Source: TENT-T EA

**Conclusion: for a
European
infrastructure
investment label**

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While it is appropriate to salute these initiatives on account of their multiplier effect as well as on account of public investment needs, we nonetheless regret the fact that they are not well enough coordinated with European ambitions. European infrastructure is, however, essential to reinforce the EU's competitiveness and to preserve its cohesion at a time when real savings are fragmenting. Let's not forget that out of thirty European infrastructure projects identified as priority ones since 2004, as of today, only five have been carried out.

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**Appendix:
classification used****Western European countries (WEC)**

Austria
Belgium
Denmark
Finland
France
Germany
Greece
Iceland
Ireland
Italy
Luxembourg
Netherlands
Norway
Portugal
Spain
Sweden
Switzerland
Turkey
UK

Central and Eastern European Countries (CEEC)

Albania
Bulgaria
Croatia
Czech Republic
Estonia
FYROM
Hungary
Latvia
Lithuania
Montenegro
Poland
Romania
Serbia
Slovakia
Slovenia

North America

Canada
Mexico
US

Australasia

Australia
New Zealand

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