



Main problems in physical infrastructure integration and development

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Main Problems related to the Integration and Development of the Physical Infrastructure

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Is physical integration the arrival point or the start of a deeper integration process?



Integration is essentially a market-based process
that may be stimulated through

- > liberalization of multilateral and preferential trade
 - > facilitation of trade
 - > creation of capacity
- > investment in infrastructure

Physical integration calls attention worldwide again in the globalization process.

International trade and production for the world market are increasingly demanding new efforts in relation to infrastructure as well as an economic policy.

What is the experience in other regions (European Union - EU)?

In no other region in the world, has the integration process among neighboring countries been pursued, over such a long period of time, by such a large number of countries and in such a global way.

Development of infrastructure (particularly road infrastructure) has been a major component of the EU support programs

devoted to the member countries that are candidates for adhesion,

as a solution to regional imbalances

Fondo Europeo de Desarrollo Regional (FEDER)
- European Regional Development Fund
Structural Funds and Cohesion Fund
Phare Program

In all these cases, the funds for financing the infrastructure were made available within the context of a fundamentally broad plan, focused on the facilitation of integration and convergence.

The broad European infrastructure programs cover not only the construction of roads but also road and river projects.

Nevertheless, it is worth mentioning that some of the main initiatives devoted to the creation of transport corridors were not started within the EU scope; they were started by the member states themselves.

The EU and the member states may use
a broad rule related to the assessment of environmental impact,
a fairly favorable legislation for the protection of the environment.

Convention on Environmental Impact Assessment in a Transboundary Context
(UN-ECE Espoo, 1991)/
[Convenio sobre la Evaluación del Impacto Ambiental en un Contexto
Transfronterizo (UN-CEE Espoo, 1991)]

Protocol on Strategic Environmental Assessment (Kiev, 2003)/
[Protocolo sobre la Evaluación Ambiental Estratégica (Kiev, 2003)]

Is the IIRSA a response for the development of integration infrastructure?

Efficacy can be focused according to three different ambition levels

Level 1

Efficacy in terms of the creation of the infrastructure at an international level

[Focus: Problems for the estimation of long-term costs and economic impacts;
Public-Private Associations]

Level 2

Efficacy in terms of the generation of integration and economic convergence.

[Focus: role of the 'regional plan']

Level 3

Efficacy in terms of the generation of environmentally sustainable development

[Focus: role of the Strategic Environmental Assessment and Strategic Action Plan]

What are its strengths and weaknesses?

Strengths

- > High potential impact, with little investment
- > To operate with the Agenda based on Consensus and avoid complicated bureaucracy
- > Important possibilities for financing

Weaknesses/Risks

- > Reduced and limited Strategic Environmental Assessment
- > The role of the regional planning is not clear

Is it positive to operate with three financial institutions?

Thank you!

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