

TIPTAP Interim Report summary

The project on “Territorial Impact Package for Transport and Agriculture Policies” (TIPTAP) is primarily developing the TEQUILA model for territorial impact assessment (TIA) that was first elaborated in the Spatial Scenarios project (project 3.2 of ESPON 2006). The aim is “a completely renovated and improved model, tested by experts” (p.6). In substantive terms, TPITAP addresses two areas of EU policy – agriculture and transport (also looking at national policies).

The research explores four types of impacts:

- On the regional situation (economic, social and environmental);
- On regional competitiveness;
- On climate change, and
- Territorial impact (the summative impacts).

Two main aspects of the multi-criteria evaluation are explored – the weighting of criteria (economic compared with social and with environmental) and the “territorial value or utility function” which recognises that regional characteristics may mediate weightings. For example, jobs may be more highly valued in regions with high unemployment than in full-employment regions. Where possible, impacts are assessed at NUTS 3 level, though data limitations mean that agriculture has to be assessed at NUTS 2 level.

The basic question then is how do agriculture policy and (infrastructure and regulatory) transport policy impact on territorial cohesion (which is disaggregated into / defined by territorial efficiency, territorial quality and territorial identity)?

The methodology behind this is described in the report, but in essence 13 experts in agriculture and transport decided that more weight should be given to territorial efficiency and territorial quality than to territorial identity, and that economic growth should be the most important criterion in territorial development and cohesion. A high weight was attached to reducing transport emissions, while landscape fragmentation was weighted the most important factor in the territorial identity group.

Similarly, the experts were put through a process of comparing for different types of regions, the desirability of and vulnerabilities to various impacts. The NUTS3 regional types were urbanized versus rural; “advanced” versus “developing” and Northern, Southern, Western and Eastern regions. In this way more detail could be fed into this version of the TEQUILA model than in the previous runs.

Agriculture

The project is focusing on possible shifts in support within the Common Agricultural Policy between Pillar 1 (farm income support – which currently gets most of the funding) to Pillar 2 (rural development and agri-environmental projects). There are also different scenarios – a buoyant world economy with rising food prices or a low global growth and low food prices. Thus a shift towards Pillar 2 most benefits farmers in less favoured agricultural regions when there are low prices, whereas Pillar 1 will benefit most farms

that can increase production in situations of rising prices. As agriculture is a significant contributor to greenhouse gas emissions, intensification is likely to exacerbate global warming.

Impacts of changes in agriculture will be most felt in areas that are most dependent on it. Thus, job loss in agriculture will be most acutely a problem in regions where there are few other job opportunities. In turn, this is likely to trigger out-migration by young people and an ageing of the population.

The report (pages 28-29) briefly reviews some other recent approaches to modelling agricultural change, e.g. from the Framework Programme. However, none seem able to generate the quality of data that TEQUILA ideally requires. As can be the case with complex multi-criteria evaluation models, the sophisticated model seems likely to have to depend on making several estimates of likely impacts.

Transport

The report gives a brief history of EU transport policy. It notes that target setting for environmental purposes has become a key element in recent years. The project itself will focus on infrastructure (roads, rail – passenger and freight – airports and ports) and pricing. Baseline, high growth and low growth scenarios are developed. Again the TEQUILA model will be used to predict the impacts of the policies, after using DG TREN's TRANS-TOOLS model to bridge between the policies and indicators.

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Other team members: University of Newcastle-upon-Tyne; Free University of Amsterdam; and MCRIT (Spain) as a subcontractor.

Future reports: Final Draft July 2009; Final Report October 2009.

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