European Council of Civil Engineers

E-JOURNAL 14 JULY 2017

NEWS FROM:

- Georgia
- Hungary
- Turkey

INSIDE THIS ISSUE:

65th ECCE General Meeting

65th ECCE General Meeting group photo

The 65th ECCE General Meeting was held on 2nd – 3rd June 2017, in Antalya, Turkey, hosted by the Turkish Chamber of Civil Engineers (TCCE). On 1st June, the ECCE Executive Board meeting was held.

The 65th ECCE General Meeting was well attended. The opening speeches were made by TCCE President Cemal Gökçe, ECCE Turkey Delegate Tuğrul Tankut and ECCE Immediate Past President and Acting President Wlodzimierz Szymzcak.

Among the distinguished guests were TCCE President Cemal Gökçe, TCCE Secretary General Hüseyin Kaya, TCCE Treasurer Cem Oğuz, ECCE Honorary Vice President Hermann Sturm and EAMC Secretary General Nicola Monda.

During the 65th ECCE General Meeting the **Azerbaijan Association "Support for the professional development of the civil engineers (ACE)"** joined ECCE as Associate Member for two years. Then the admission of ACE to ECCE as Full Member will be assessed.

In the meeting, the *ECCE activity report since October 2016* was presented by ECCE Acting President Wlodzimierz Szymczak, ECCE Vice President / President Elect Aris Chatzidakis and ECCE ExBo Member Jose Francisco Saez Rubio. The ECCE Position Papers that are currently being elaborated were also presented and discussed in the General Assembly and the steps towards their finalization were figured. The Position Paper on *"Infrastructure and Water Management"* is being prepared by a team led by George Demetriou from Cyprus. The Position Paper *"Appropriate regulation for the practice of civil engineering in Europe"* is being prepared by Jose Francisco Saez Rubio from Spain and Aris Chatzidakis from Greece.

During the 65th ECCE General Meeting it was officially announced the event of *3rd European Engineers Day* that is co-organized by ECCE, ECEC and FEANI. Also, ECCE Acting President made known to the General Assembly that the Year 2018 will be proclaimed as the *"European Year of Civil Engineers"*. This initiative will be executed by ECCE in cooperation with its Members and the WCCE.

Wlodzimierz Szymczak welcoming ACE President Aydin Piriyev to ECCE

The initiative of the ECCE Member Georgian Society of Civil Engineers about the creation of a *"Seismic Engineering International Center (SEIC)"* in Georgia was also presented. This scheme will be under the umbrella of ECCE and it is commonly supported by all ECCE Members.

EAMC Secretary General Nicola Monda delivered a presentation regarding the *Engineering Association of the Mediterranean Countries* and their actions and plans. Additionally, the World Council of Civil Engineers *(WCCE) - UNESCO partnership agreement* was presented by WCCE Executive Director and ECCE ExBo Member Jose Francisco Saez Rubio.

Following the approval of the ECCE accounts for the year ending on 31 December 2016 and the presentation of accounts up to May 2017 by ECCE Vice President / Treasurer Dimitar Natchev, the meeting ended with the planning of the 2018 meeting programs and the 66th General Assembly meeting in October 2017. The 66th ECCE General Meeting will be held in Vienna organized by the Austrian Federal Chamber of Architects and Chartered Engineering Consultants (bAIK) adjacent to the 3rd European Engineers Day. The spring meeting of 2018 will be held in Estonia organized by the Estonian Association of Civil Engineers. Finally, the autumn meeting of 2018 will be held in London organized by the Institution of Civil Engineers as part of a big celebration of Civil Engineering as it will be held together with the celebra-

tion of the *200th ICE anniversary*, WFEO's 50th celebratory event and the Triennial with the American Society of Civil Engineers and the Canadian Society of Civil Engineers.

The European Council of Civil Engineers would like to express its gratitude to the Turkish Chamber of Civil Engineers for the successful organization of 65th ECCE General Meeting and their exceptional hospitality.

3rd European Engineers Day "Concerns about Engineering Excellence"

The European Engineers Day 2017 will be held on 5th October, in Vienna. It will be co-organized by the European Council of Civil Engineers (ECCE), the European Council of Engineers Chambers (ECEC) and the European Federation of National Engineering Associations (FEANI) together with ENAEE acting as a co-sponsor. The focus will lay on this years´ topic **"Concerns about Engineering Excellence"**, which covers different aspects of professional challenges as for example (de)regulatory issues, issues of quality requirements in regard to Engineering Education, procurement procedures, price/quality competition etc.

Invited speakers: Paul Boulos (MWH), Markus Beyrer (BusinessEurope), Hubert Gambs (Eureopean Commission DG GROW), Prof. Leo Chini (University of Economics and Business Vienna), Ioannis Golias (Technical University of Athens), Jean-Louis Marchand (FIEC).

The event venue is at the "Haus der Ingenieure", which is located in the center of Vienna.

Programme:

09:00 – 10:00	Registration
10:00 – 10:30	Opening by Presidents of ECCE, ECEC and FEANI
10:30 – 11:45	Morning Session - Speeches
11:45 – 12:15	Coffee Break
12:15 – 13:30	Afternoon Session - Speeches
13:30 – 14:30	Lunch Break
14:30 – 15:30	Round Table Discussion
15:30 – 16:00	Presidents´ final Statements

Side Programme:

19:00	Cocktail Reception at the Viennese City Hall

For more details please see **3rd European Engineers Day 2017**.

66th ECCE General Meeting
4 and 6 October, Vienna, Austria

SAVE THE DATE!

The 66th ECCE General Meeting will take place on Wednesday 4th and on Friday 6th October 2017, in Vienna, Austria hosted by the Federal Chamber of Architects and Chartered Engineering Consultants / Section for Chartered Engineering Consultants / Federal Expert Group for Civil Engineering. This year's autumn ECCE General Meeting will be organize adjacent to the 3rd European Engineers Day which is going to be held on Thursday 5th October.

The venue of the meeting on Wednesday 4 October is at the "Haus der Ingenieure" and on Friday 6 October at the Federal Chamber of Architects and Chartered Engineering Consultants offices. Both venues are located in the center of Vienna.

Stay updated through our website here.

Be an ECCE Member (EUCivEng)
ECCE Individual Membership

The European Civil Engineer

The profession of the Civil Engineering is mostly performed where the construction is being made, in Europe or in any part of the world.

Today, within the European Union, construction companies have activities in many countries, so civil engineers have to move to foreign countries and to work all over Europe.

To allow this professional movement EU published a Directive on Professional Mobility, to facilitate the recognition of Civil Engineers across Europe.

Nevertheless the Directive considers under this title, professionals with quite different academic or professional backgrounds, what can lead to unclear situations for society.

The EU Directive on Mobility proposes the creation of a European Database of Civil Engineers, interconnected through national organizations.

ECCE appeared in1985 to promote the quality of Civil Engineering with a professional recognition where academic/ professional quality is guaranteed by the national organizations.

ECCE as representative of those organizations, and to promote quality in professional recognition, is opening its membership to individual members, allowing for their image recognition as European Civil Engineers.

Join ECCE, be a EUCivEng!

ECCE goals:

- To present in Brussels the views of the European civil engineers.
  (ECCE participates in the High Level Tripartite Forum for Construction in EU)
- To establish international contacts with other associations.
  (ASCE, JSCE, KSCE, ECCREDI, Mediterranean countries, etc.)
- To promote the relevant professional information across Europe
  (Publication of e-journal, books, reports, etc.)
- To organize Conferences across Europe about Civil Engineering
  (See the conferences presentations in ECCE website)

May I become an Individual ECCE Member?

Yes, although ECCE is an association of national organizations, individual civil engineers may also be Individual Associate Members,with access to all the information and discussion forums, but they may not vote in ECCE General Assemblies.

Being an ECCE individual member you will have the reference EuCivEng.

What do I get as an ECCE Individual Member?

- **If you just want to be an ECCE member**, you will receive:
  The e-journal and all relevant information from EU Commission
- **If you want to come to our meetings**, you will get:
  Participation in 2 International conferences per year;
  Participation in 2 General assemblies per year;
  Participation in Brussels Engineers Day each 3 years;
  To be in contact with civil engineers across Europe (EU and nonEU).
- **But if you want to be really active,**
  You are welcome to participate in the discussion forums or to propose position papers to be submitted to Brussels.

May I become an Individual ECCE Member?

Yes, although ECCE is an association of national organizations, individual civil engineers may also be Individual Associate Members,with access to all the information and discussion forums, but they may not vote in ECCE General Assemblies.

Being an ECCE individual member you will have the reference EuCivEng.

And you get also the ECCE membership card !

- The ECCE card identifies you, through your national organization, as a Professional of Civil Engineering in your country and a **EUCivEng** in ECCE.
- It is expected that in the future the card will allow an automatic civil engineering identification across Europe, according to the EU Mobility Directive, when national organizations implement their database of Civil Engineers.

How can I become an ECCE Individual Member?

Please send to ECCE headquarters (ecce_sps@otenet.gr):

1. Registration Form
2. Document from your ECCE National Organization as a proof that you are member of it
3. Excel sheet with your information
4. Photograph
5. Excel sheet with your name and address

After receiving the notification of acceptance of your application from the ECCE General Secretary, you will be asked to proceed to the **Payment of the Subscription Fee** according to the **Payment Details** that follow.

What are the Payment Details?

- To be an ECCE individual member there is an **anual fee of 20 euros**.
- If you are **older than 65 you pay only once 30 euros** and you become member with unlimited validity.
- You can pay in packages of 3 years (60 euros) or 5 years (100 euros),
  plus 8 euros, **with each package, for mail and printing of a new card.**

The payment should be sent by bank transfer to:

National Westminster Bank plc, Charing Cross Branch

BIC	NWBK GB 2L
IBAN	GB28 NWBK 6072 1408 5260 60
Bank Address:	National Westminster Bank plc, PO Box 113, Cavell House, 2A Charing Cross Road, LONDONWC2H 0PD
Account Name:	European Council of Civil Engineers
Account Number:	550/00/08526060
Sort Code:	60-40-05

Please ensure that your payment includes your name as a reference.

After payment send a copy of the bank transfer to ecce_sps@otenet.gr and you will become ECCE member and you will receive the membership card.

Join us now!
Become an ECCE Member (EUCivEng)

High Level Tripartite Strategic Forum, 5th Meeting

6th March 2017, Brussels

EUROPEAN COMMISSION
Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Industrial Transformation and Advanced Value Chains
Clean Technologies and Products

ECCE was invited to participate in the HLF since its first meeting a few years ago. Until last year Fernando Branco ECCE Former President was representing ECCE in the HLF. Current ECCE Vice President / President Elect Aris Chatzidakis took over this role since the beginning of this year.

The objective of the meeting was to reflect upon the recently published Winter Energy Union Package and its flag-ship action on "Accelerating clean energy in buildings" with its particular focus on the construction value chain. The meeting also set the priority areas and actions that will serve as the base for the future of the Construction 2020

Strategy.
The meeting was chaired by Ms Fulvia Raffaelli, Head of Unit - Clean Technologies and Products (acting), DG for Internal Market, Industry, Entrepreneurship and SMEs.

Mr. Cozigou (Director, Industrial Transformation and Advanced Value Chains, DG for Internal Market, Industry, Entrepreneurship and SMEs) spoke about the Energy Union and flagship action on construction and he underlined the importance of the construction sector and confirmed that it is currently high on European Commission (EC) agenda.
Mr Čergelis (Chief Desk Officer of the Design, Construction Products and Process Standardisation Division, Ministry of Environment of the Republic of Lithuania) shared the Lithuanian experience with digitalisation of the construction sector.
Mr Enrique Corral Alvarez, CEO of Fundación Laboral de la Construcción, spoke about the skills for sustainable construction.
Ms Agnes Schuurmans, Manager Public Affairs – Sustainability, Group Public Affairs & Health, Rockwool International A/S, delivered a presentation on Innovative approaches for resource efficient, sustainable construction.
During the open floor discussion ***ECCE expressed the opinion that although much of the focus has been on energy efficiency, renovation of buildings and infrastructure also involves a wide range of other features, including resistance to disasters; there is a large stock of technical infrastructure works that need to be renovated.***
The HLF agreed that the Winter Energy Package is broadly appreciated by its members. Smart financing and smart buildings are a good avenues to be pursued, along with informing the end-users of potential of "smart industry". Concerning BIMs, SMEs would like to make more use of them but need a better understanding and financial support.
Mr Jan Maarten de Vet, Ecorys, reported on the main discussion points.
In the end, Ms Lowri Evans Director-General DG for Internal Market, Industry, Entrepreneurship and SMEs closed the meeting, stressing the point to the need of accelerating actions.
More information as well as presentation of the 5th Meeting of the High Level Tripartite Forum can be found here.

Polish Infrastructure 2017

8 February 2017, Warsaw, Poland

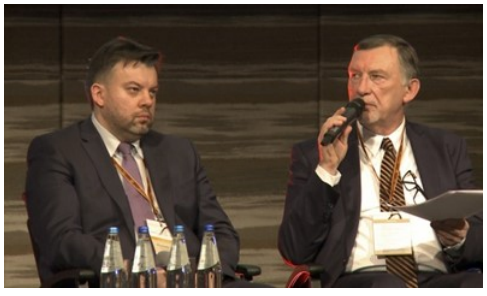
ECCE Immediate Past President, Wlodzimierz Szymczak was invited to participate as a Guest of Honor in the 8th edition of the "Polish Infrastructure and Construction" conference that was held on 8 February 2017, in Warsaw, Poland.

The event was organized under the honorary patronage of the Ministry of Infrastructure and Construction and provided an opportunity for representatives of the most important companies of the sectors to discuss the most pressing issues in the industry.

There were four discussion panels with the following topics:

- Innovative solutions in public procurement and investment funding
- Paths to the future (roads)
- Intelligent organization of public transportation
- The developing construction in Poland

The event culminated in the "Infrastructure and Construction Diamonds" awards gala, formally opened by a speech of Włodzimierz Szymczak – ECCE Immediate Past President. During the gala the most prominent companies and people who distinguish among other companies in the branch by their actions and initiatives were rewarded.



"Agri deserti" a modern phenomenon?

By Mr. Dr. Otmar Schuster President European Senate - Economic
Vorsitzender des Zentrums Europäischer Netzwerke für Innovation und Technologie, Mülheim a.d. Ruhr

1. Introduction

The streams of refugees report about deserted cities and territories, uncultivated

acres and pastureland, about failed states, war and terrorism and a huge amount of wasted capital. Today, the under-used areas or even abandoned fallow land are the outward sign for rural depopulation as a global phenomenon.

The rural depopulation often is anticipating the streams of refugees, triggered by the hope for a better life in town. It is taking place even in developed countries. This worldwide trend is leaving behind dead capital of real estates.

Even in the highly developed countries, the public institutions are with extreme care rarely in a position to hold the people in the country side. The problems are just existential as then in the Roman times. In addition, today, the industrially structured agricultural economy gives no space for existence to the traditional way of farming. The consequences of such a development are severe. Poverty and overpopulation in the cities, lack of progress and freedom of movement on the country side. The reasons for that often lie in a retardation of the real and legal infrastructure and nonfunctioning markets of the agricultural products.

How is it possible to master this negative trend? How can we bring up jobs and reduce poverty?

2. An age-old phenomenon

Not only in the times of slash-and-burn farming the population left behind burnt out and devastated places. They came back, when the nature had recovered.

No, even in a highly developed state like the Roman empire, where the people enjoyed central heating, warm bathes and even service people like image consultants the agriculture was highly developed. The farmers knew sophisticated technologies of cultivation; the property of the Roman citizen never was as secure as before or after. But they knew the phenomenon of "**agri deserti**", triggered by the involvement in hostilities or by economic change, when the local agriculture was no more profitable because of new street building and cheaper fruits from other regions. The population in the cities had to be nourished and entertained – that is well known. But the necessary food products had to be carried from far places like Karthago. The fields in the neighborhood of such cities became waste grounds. The imperial administration tried to resist that development by the settling of veterans and used their ability to coerce the *coloni* to stay where they were, to preserve this tax source.

When the west – Roman empire was nearing its decline in 376 nChr., some reports say, that there were 200.000 gothic arrivals waiting at the opposite shore of the river Donau. They were seeking asylum to reach safety from the Hun's violence. Whilst the emperor Valens welcomed the refugees hoping for cheap soldiers and for gaining a lot of gold with them – the history took a different course. If it was the lack of fortune in the hostilities or if the big shortcoming of the Roman society came into effect, that only a small group of Roman citizen lead a life worth living and that the major part of the population was active in the insurgency or at least were not defending energetically their Roman system, that is not easy to decide today. It is a fact at the end, that the Roman way of life and culture started to decay.

The phenomenon of "agri deserti" is not a phenomenon of the agriculture only, it takes place in the whole economy from day to day in width and depth. The socialism had no means against it and declined. In the market economy it is accepted as necessary form of living and dying. Market economy produces surpluses by its nature.

Where people earn money, other people approach, produce surpluses and the prices inevitably decline. Even more it happens in the globalization; the economy cannot exist with the low prices and has to give up.

When we built in my firm 1998 our first GPS device we did not know, that in a time span of 4 years we were no more able to produce it in Europe; the production went to China. It was the same process as in the textile or photo-industry – all ingenuity did not help to stem against this trend.

3. What can we do?

To stop such detrimental processes the interaction between most different counter measures is necessary: Establishment of basic state structures such as property and mortgaging evidence, principled and thorough daily work, so that even small credits can be executed cost-effectively. Social housing in the local scale and the use of renewable energy are important factors for the development of the future economy. The unimpeded use of media as well in the country side, transparent methodology for the evaluation of local real estates and the securing of their application by education and – very modern – application of App's are necessarily confluent methods.

All organizational provisions do not change anything as long as value added chains do not exist in the different layers of the economy.

For that it is not enough to establish a law for the country's culture and economy instead it is necessary to strengthen the brisk communal life and reinforce the self-esteem of the population.

It is necessary to support the professional structures in their abilities to control their professions and stem against the tide of corruption. If this happens, the game can be won.

Entrepreneurial people stem against such negative trends. Diligence combined with physical and mental effort enable increase in capacity and production. A wheat corn today produces 48 wheat corns in one growing season;

the cows became real production machines, bringing six to eight times more milk than a normal cow. The biggest chance for the improvement of the situation lies in the internet. It makes services possible, which are far from the target persons.

When I became Public Appointed Surveyor in 1973, we measured and adjusted some 20 or 30 coordinates a day; today, we harvest with one turn of the laser scanner 5 Million coordinates and the evaluation of the point cloud is not much slower. If we cannot withstand the competition, we try to occupy a lucrative niche and try to be king in that smaller area.

The developed states try to establish a best possible infrastructure, so that the domestic, local production agricultural, industrial, commercial and medial hopefully will not come to its end.

Beginning with the building of railways and streets until the latest media the efforts of the government are over the decades necessarily huge.

It is a common knowledge today that the establishment of a securing system for property is necessary for the economy nowadays.

More than 1000 years after the Romans we succeeded to install a just ground tax system, which became very important for the public household and as well the economy. An overall soil fertility appraisal system happened to be installed in Germany as late as 1925!

These sorts of systems were going to be installed in many countries, but in as many countries the systems became ineffective or were going to be destroyed. The huge amount of public money unsuccessfully invested lead to a policy under the principle “fit for purpose”, which only means that the invested capital must meet the function and not more. In other countries property system with nationwide coverage are opposed by the class of big owners or pressure groups of professionals like the lawyers.

It is for me an open question, if doing the bare minimum will save or improve the situation, because the sector of the geodata infrastructure is small compared to other parts of the government and the technical and societal impacts are breathtaking. The fate of the investment is related to the fidelity in principles, diligence, precision, ongoing investments and thoroughness in handling the systems in a corruption free space over a long time. E-government can be performed by public or private servants.

In many countries the dealing with public loans is careless, even reckless to other people; it lead to a huge accumulation of debts, which cannot be paid off under regular circumstances. Often the creditor countries waive repayment to make the situation bearable for such countries.

Of course economizing is a wholesome principle, but it is not enough to put the economy sufficiently in operation. Before that happens the organizational frame- and preconditions in a society must be in order.

Until now the measures focus on improvement of the infrastructure, which gives the rural population unhindered and quick access to the municipal until world-wide markets. Quick internet makes service people compatible in their service work even if they live at the country side.

The artificial partitioning of local and international markets by regulation is a double edged sword. The bigger the concerns about unfair competition in the economy, the more the politics is willing to speak for artificial partitioning. In connection with the international aid we speak about the so called micro-macro paradox, which shows that well-meant help out of subsidized agricultural markets destroy the local markets. As often experienced – this is not the solution. The solution lies in a wise policy and well scaled political measures. The social market economy has proven its ability, but the market regulations like barriers must be wise and thoroughgoing.

4. The social and economic interrelationships.

It should not be forgotten, that the democratic togetherness as well as the acceptance of competition combined with altruism and the open market economy system, they all live of social preconditions, which they have not made by themselves nor they are able to produce: Ethical human image based on natural law, perceptions of a good society order and the willingness to subordinate the own properties to the common good.

The loss of ethical certainty characterizes the societies today.

One must acknowledge that democracy and social market economy – despite being areligious - depend on such preconditions which they cannot create within themselves. This is a dogmatic idea of the federal judge Dr. Böckenförde and concerns the ethical attitude of the human being entering their “business” democracy and market economy. The different experiments and hopes the human beings would acknowledge a “world ethos” (Küng) or come to a world ethics (Dalai Lama) did not did not make profound impact. But it is understandable that the political developments in Europe and America in direction of democracy and market economy are based on the fundament of a Christian ethics.

Their aberrations and confusions happened in the times of the heavy negation of the Christian heritage. Japan and India show in contrast, that other religions can serve basic values, which impact stability in democracy and economy. In China this remains to be seen. The school of Mao Tse Tung has not been able to teach the people in the difference between Mine and Thine.

The effect of the dogmatic sentence of Dr. Böckenförde is the question, if the people in the lowest to the uppermost societal layer accept deeply the constitution and the laws set upon.

Such aberrations are normally called “Corruption”. This disease has a lot of different faces. It is usually spreading from the top to down in the society and permeates through every crack. It means that every person has to give gratuities for every official act.

It is unbelievable to observe how the refugees just coming to Germany are ready to pay all their money to suspect

persons, hoping to circumvent laws and regulations, which seem to keep them from their luck. In their eyes laws and regulations are set in by governing people for their advantage. Such regulations deserve to be circumvented.

But even the proven, representative democracies are not free of that disease. I learnt it in my own profession: When I started my business, to my astonishment, I realized that in some surrounding cities the official siteplans were designed in the public offices against gratuity and given to the clients without an invoice. For the applicants this was advantageous, for they could be sure, that obstructive facts would not be recorded and the building application has the best chance to be approved. The building approval has a big value for the applicant with comparatively big sums of money.

There were cases as well, in which the official surveys were performed by public servants in private order and the result of the survey was signed by private colleagues for a small gratuity. These times are gone since three decades, but it shows that no nation has the right to waive its nose in the air. Nowadays the German public servants are better paid and our colleagues are better controlled. Effectual control is an important part of the market economy.

Despite such insights governments face serious challenges with the enforcement of a sentence like: **"consequent separation of consulting and decision"**. There are countries like Armenia even ahead. The acknowledgement and enforcement of such a sentence is important for the acceptance of laws and regulations by the citizen. He will fight for his survival on his own land, as long as he acknowledges the governmental regulations as protective and fair.

The municipal building and planning regulations impact big differences between the value for the citizen's land, if he enjoys owning residential land or only communal or agricultural use. Numerous nuances are possible. But even if the land allows residential use, the market or better the supply must exist, to convert the official classification into cash. The generous designation of building land is not a solution. For it needs public investment, it has to be scarce.

Under the political and economic circumstances of the Federal republic of Germany things are easy: new people bring supply for living room, even if it is paid by the public. The house owners can fill their vacancies and all the economy around the real estate is pawing full of pleasant anticipations. The aged society is hoping that the new offspring will pay in future their pensions and the political parties hope form votes.

The expectations of the emperor Valens are not far from that. The dual citizenship nowadays shows the susceptibility of the political parties to such foolishness.

The kings of Prussia – Prussia is since a long time erased from the map – acted wisely and generously with the impoverished land ("sand box"). They domiciled the refugees of their time and gave them building material, cattle and agricultural implement as basic facilities and they could estimate that the agricultural and skilled knowhow would bring the success for their countryside. The religious belief of such people was an additional element, which made it easier on the basis of the 10 biblical commandments to integrate the people into their state.

The Germany of the 19th century with its explosive growth of the population had America as an outlet – like the whole Europe, but it mastered the challenge of the rural depopulation very well. As well the domiciling of the polish workers at the end of the century was a masterpiece of the settlement policy and management.

With affordable housing, pig and chicken the settlers were content and hardworking in a longer lasting integration process.

The reality nowadays looks different: The fallow land or the vacancies do not nourish the refugees, even if they would have a basic hardware. The difference of knowledge to fill up modern working places is huge.

The necessary helper jobs, which could solve the problems are not any more existing. The German economy has dragged itself out of the swamp after the war, when 12 Million refugees came and wanted to be integrated. The new technology has substituted such jobs meanwhile.

5. The regulatory policies

The phenomenon of "agri deserti" is old. As we have seen the old methods do not cover the questions nowadays. Young people run around with smart phones, goggle at them, search Pokémon, but they communicate on a low level of civilization. The fallow land is more an indication of idle time. Therefore we have to find new answers how to develop the capabilities of people so that they can use their time to earn their own living and find their chance for getting their piece of added value, which is necessary for a life integrated in the society.

For that regulatory preconditions have to be set, which demand achievable tasks from the people or refugees and bring them so in a position for getting a chance for the development of their personality, their economic and intellectual life.

The Prussian state mastered this task with a stern discipline in school and a rigorous education to the secondary virtues: diligence, honesty and parsimony. In the confusion of the mental dispositions this task is nowadays definitely more complex and difficult.

The modern state needs institutions, in which the people trust, because of their just and effective operating. These institutions must be represented by leaders, which noticeably and credibly are oriented to a well-functioning state; no matter whether they are public employees or performing public duties entrusted with official tasks.

Such institutions in our professional sector are land registry and Cadastre, public mapping & control and the valuation practice, altogether the public geo-information. It can be organized in a public or partly private way, but the institution has to be strengthened and controlled.

The economy needs geo-information as a secure and transparent basis, the clearness and legal consequence of all measures are necessary. In this respect all pro cedures must run-off in a principled way, if the economy shall

orientate itself on the legal situation. In many countries such principles are lacking.

Fit for purpose and principled working.

The control of the real estate market has to be firstly channeled by certain principles, which are proven to be just and adequate:

What are such principles for the land registry and cadastre?

Absoluteness of Real Rights, which means, that the content of the register applies to everybody, has to be observed by everybody and is protected against everybody. This concerns the content of the registry and also the site of the boundary border.

Numerus Clausus of Real Rights, which means that nature and content are regulated by law, that real rights to be registered must belong to a legal catalogue. There exists legal compulsion of using special types of rights to be laid down in the register.

Principle of clarity and definiteness – extent and content must be clear and definite.

Principle of the "abstract nature in rem" – the transaction on legal rights has to be separated in "obligation" (formal) and "execution" (conveyance).

Principle of legality – the land registry as a guardian has to check each entry or application concerning legality. The same concerns the definition and legal fixation of the property border and parcel border. No boundary or parcel border in the cadastre without the written will of the neighbored owners.

Principle of public disclosure, which means, that all transactions and creations of legal rights are subject to formal, legal acts. Only the chartered owner or holder of legal rights can provoke changes.

In addition some principles are important for the real estate cadastre:

Property boundaries have to be acknowledged in a formal act by the neighboured owners of property – equivalent rights.

Property cadastre and property register must correspond sharply.

Survey methods used must deliver results on-to-one.

The surveyor's decision and result of fixing the border may not be questioned by other surveying being secured by tolerance of errors in the right way. Any court then can follow the experts' opinion about the legal boundary border.

Mistakes must be solved and removed by legally defined procedures. Mistakes, which get obvious, have to be removed by

a) the relevant persons,

b) following written and legal procedures,

c) such procedures must be documented.

Following these procedures consequently, property register and property cadaster will survive a long time.

6. Hope for the future?

But there is hope as well:

The refugees coming to Europe in these days show impressively how admirably well they are exploring the standard of living and all possibilities in the European countries. There are huge educational reserves, which can be used for the reconstruction of their home economies in towns and country side. Such mental properties will pay off in the fight against "agri deserti". Our support of the refugees will deliver the ethical base.

In Roman times "agri deserti" were defined as parcels, which did not bring any fiscal revenue. Nowadays the problem is not the fiscal revenue, because the tax for fallow land is minimal. The problem is that being an owner of fallow land, the land does not help to get a new basis of life. On the contrary, the ownership more and more is burdened with public duties demanding measures against contamination or treating the environment or maintaining the ways and waters, sometimes in neighborhood assistance.

So the following chances remain for the owner of fallow land

a) Getting revenue from the work on a fallow land is very difficult.

b) The role of the fallow land as a mortgage object is reduced to nearly zero because of the new banking regulations in Europe, which do less refer to value of the land but on the long time ability to repay the mortgage out of other sources of money.

c) So there remains the speculative illusion, to push the land in a higher class of legal use. The best one is the residential use.

In the developing countries there is a chance still for the way a) as long as the policy is wise, the political measures are scalable and the collateral local regulations are adapted.

Looking back to the centuries of international aid to undeveloped countries one must notice that the lent money from the rich nations did not reach to the small peasant or establish the right economic surrounding for the farmer.

The international aid has only success in a good policy environment.

Only when capital is allocated to its most productive use, it will generate an economic benefit; and this only can happen, when governments are given incentives to respect und to support those industries, which can contribute to a countries longer-term potential. The hard part is the longevity of infrastructure, which can only be achieved, if the economy on the whole is growing.

The right measures make the commercial life on the country side survive.

Foreign development investment FDI is welcome, if it is scalable conditioned.

The remittance of the people abroad cannot be underestimated, because it really helps the families to develop their existence at least their survival.

At least the infrastructure for micro-finance and savings has to be developed as well in a scalable way.

No market ideology other than one rooted in the movement of capital and competition has succeeded in getting the greatest number of people out of poverty, in the fastest time. But social market economy needs sharp borderlines and control by strong institutions.

Mr. Dr. Otmar Schuster
President European Senate - Economic
Vorsitzender des Zentrums Europäischer Netzwerke für Innovation und Technologie, Mülheim a.d. Ruhr

HAUS DER GEOINFORMATION
Dr.-Ing. OTMAR SCHUSTER – Dr.-Ing. HANNS-F. SCHUSTER – Dipl.-Ing. MARTINA BUSCH
Öffentlich bestellte Vermessungsingenieure, Löhberg 78, 45468 Mülheim a.d. Ruhr, Germany

www.geohaus.de

"Transformation of Transportation Policies: Planning the Reduction of Greenhouse Gas

Selma ŞEKERCİOĞLU, Beyhan İNCEKARA

Abstract

The structural problems based on the transportation sector in Turkey cause drawbacks in the transportation policies. When the general features of transportation policies in Turkey were examined, main problems were imbalance of transportation mode distribution, ineffectiveness of sustainable transportation types in terms of infrastructure, failure in putting sustainable transportation types into practice in an urban kind of way and lack of implementations by local administrations regarding mass transportations and transportation with bicycles which impair the environment the least. Within this context, it is clear that energy efficiency regulations do not have a comprehensive regulation on transportation. Therefore, medium-term planning for creating available transportation policies has an importance in terms of ensuring the developments regarding sustainability of the sector and struggle with the climate change. Within the scope of a longer-term planning, it is seen that no explicit objectives are present regarding the reduction of greenhouse gas in the transportation sector, data collection and monitoring systems regarding greenhouse gas emission in terms of urban transportation are inefficient and the organizational structure has deficiencies. Putting incentive policies which will reduce the greenhouse gas emissions into practice and a re-regulation on taxation and pricing systems are regarded necessary to make up these deficiencies. At this point, it is necessary to state that the advancements regarding the reduction of greenhouse gas emissions and transportation planning should follow a parallel course within the scope of sustainability objectives. It is also necessary to state that the long-term comprehensive planning to be developed will contribute greatly not only to transportation sector but also to achieving the greenhouse gas reduction objectives of Turkey. In conclusion, it is believed that planning the greenhouse gas reduction policies and transportation policies in an integrated way is required and it may eliminate the structural problems. Within this scope, the present study aims to determine the structural problems in the current transportation planning and underline that the emission reduction development can be ensured with incentive mechanisms by focusing on differences in the levels of information and awareness particularly within the stages of decision-making and planning.

Keywords: *Transportation policies, greenhouse gas reduction, climate change*

Introduction

Transportation sector is one of the fastest-growing sectors in the last period. Transportation infrastructure investments are regarded as investments receiving the most share from the budget particularly in developing countries. Thus an increase in the pressure it creates on the environment is also seen. Transportation sector stands out in the climate change plans particularly based on emissions. This study which was carried out within this framework firstly will focus on the transportation policies and the distribution of its modes and then discuss the climate change and greenhouse gas emissions with a perspective of sustainability.

1. Transportation Policies

1.1 Definition of Transportation and Transportation Modes

Transportation, in an economic sense, refer the activity of transporting the production goods from their production locations to the place where they will be consumed. Therefore, this action involves raw materials, production factors (equipment, human, enegy etc.) and products. (Basık, 1983).
Transportation sector which is in a close relationship with the other branches of economy has both directly and indirectly impacts on economy. Transportation sector with its consumer position is directly responsible for the economic outcomes in terms of the sectors which produce transportation vehicles, and plays a decisive part in creating industry and production structures (Kuyucuklu, 1993). While transportation services and its infrastructure in terms of commercial and social life are among the primary necessities, the functionality of transportation has a great importance on the creation of industrial zones, and a planning is being carried out by way of considering the means of transportation in creating these zones.

Therefore transportation expresses the allocation of transportation vehicles and resources in order to the meet the social needs, makes up a specific part of the economic resources of a country with its macroeconomic aspect and represents the financial values formed by the relationship between the organizations providing transportation services and ultimate consumer in an microeconomic scale.

When transportation is examined in terms of transportation modes in the general sense; speed on the highways generally varies according to traffic flow conditions such as road condition, its gradients, bends, intersections, number of lanes and platform width, and the infrastructure can be realized cheaper and in a shorter time compared to other systems, and it requires less fixed investment in terms of transportation vehicles compared to other systems (İncekara, 2016).

Railway transportation can be defined as conducting the transportation which is realized in order to provide people and goods with place and time utility through locomotives on the rails. The most important elements enabling the railway transportation's competition with the other transportation modes are distance and time (Holloway,1998).

Transportation along with today's energy problem has a special importance in terms of energy consumption. Rail transport provides two benefits regarding energy consumption. The first one is that it consumes less energy compared to other transport types. The second one is availability of electric energy.

Water transportation makes it possible to transport cargo in great amounts in long distance between ountries and intercontinental with a much cheaper cost compared to other systems and plays an important part in the foreign trade of countries because of this feature.

Airline transportation enabling transportation to be realized with airline is a transportation system which has been growing in important for the last years. Airline transportation is an area where rapidly changing technological developments can be implemented in the transportation sector. Ticket prices which were reduced by the capacities expanding through the economies of scale, development of planes with less noise and low emission have important impacts on the service quality of airline companies (Tübitak, 2003).

1.2 Transportation Policies

Transportation policies, in a general sense, ensure the reduction of transportation costs as well as the increase in the production in macro economy, and thus the increase in the productivity of the sectors and general economy and in the international trade and competition (Özen et all., 2016).

When the plans regarding the transportation sector from the foundation of the republic until today are examined, the findings are highly important. According to Elmas et al. (1999), importance was placed on highways in transportation after the 1950s. Railways gained importance during the Republic period, and 3.360 km railway was constructed in spite of financial difficulty in that period. Within the systems of highway transportation in 1997, it is seen that passenger transportation took a share with 94.8% and cargo transportation took a share with 92.6%.

Table 1: Investment and realization shares of transportation types in the five-year development plans (%)

	Highway		Railway		Other	
	Planned	Realized	Planned	Realized	Planned	Realized
1st Five-year Development Plan (1963-1967)	71.2	71.2	17.5	17.5	11.3	11.3
2nd Five-year Development Plan (1968-1972)	72.7	72.7	18.8	18.8	8.5	8.5
3rd Five-year Development Plan (1973-1978)	52.0	74.6	22.4	13.9	25.6	11.4
4th Five-year Development Plan (1979-1984)	60.7	74.6	24.6	10.6	14.7	14.8
5th Five-year Development Plan (1985-1989)	49.2	43.3	21.9	16.0	28.9	40.7
6th Five-year Development Plan (1990-1994)	78.9	82.7	8.5	7.2	12.6	10.1

Resource: Compiled from I-VI Five-year Development Plans

As it can be seen from Table I, the objectives in the first and second plan in all the transportation modes were met. In the third plan, an investment has been achieved above the targeted investment regarding highways. However, the same situation does not apply to the investment types in railway and other modes. These were below the targeted rates. A surprising result occurred in the fifth plan covering the period 1985-1989, and the rates including highway transportation mode deviated. However, investments of transportation such as water and airline transportation showed an increase and rose above the objective. And again, the objectives were not met in the sixth plan.

In the plan periods VI and VII, a decrease occurred from 18% to 7.5%. In the plan period VIII., construction of 170 km highway and access road was completed, and the whole network of highways reached 1,944 km with the 117 km road which was transferred to İstanbul Metropolitan Municipality. Most of the newly divided roads were constructed with surface treatment, and the procedures have been initiated to transform it to hot bituminous mixture.

When trade and multimode transportation in a global and regional scale gained importance across the world, extension of distances in which the cargo can be transported without any problem highlighted the speed element. When the transportation mode systems in Turkey are examined, it can be seen that the insufficient development in the infrastructure of railway and water transportation and the fact that the most suitable transportation type is the highway transportation caused the cargo and passenger transportations to be realized mostly by highways. This situation lead to an imbalance between transportation types. Transportation modes, in a successful transportation planning, should be organized in a balanced and coordinated way. Additionally, one of the most important aspects which have become prominent in the last period regarding transportation is environment. As it will be stated in the second section of the study, air pollutions and climate changes due to high carbon emission prompted several countries to develop systems regarding transportation which are more sensitive towards nature and which consume less fuel.

According to the report of OECD (2008), a financial incentive was proposed for terminating the utilization of old vehicles with a law adopted in July 2003 in order to decrease the pollution which motor vehicles cause. As stated in the report, several vehicles were disqualified with the tax reduction of USD 732 million in 2004 in which the program ended.

2. Climate Change and Transportation Policies

2.1 Relationship between Climate Change and Transportation Policies

Climate change, in a general definition, represents the change occurring in the climate, and while this process can be natural it can be affected by human activities as well. The negative sense attributed to the climate change, within this scope, represents the rapid change of climate cycle together with the increase in the global temperature levels due to the breaking the climate's natural cycle by human activities. Firstly, industrialization and life style changes accompanied by it resulted in the increase regarding fossil fuel usage.

Fossil fuel usage increases the density of gases in the atmosphere such as carbon dioxide and methane and causes mostly irreversible impacts on the nature. This gas density increase named as greenhouse gas effect and causing the World to get warm will continue to affect cumulatively. Therefore, the density of these gases in the atmosphere should be stabilized in a specific level, and thus preventing a greater damage. However, in addition to reduction of greenhouse gas emissions and the process of taking necessary measures, it is known that adverse effects of the climate change deriving from the global temperature increase will continue for a while (Chapman, 2007)
One of the most important human activities which cause climate change is transportation. Both the pressure which fossil fuels used for transportation cause on environment and their consumable feature in the long term necessitate the transformation to be realized in the transportation policies.

According to Peng et al., transportation sector has a relationship with climate change in two distinctive way. It is possible to categorize them as the infrastructure used for transportation and impacts deriving from transportation. In other words, both the raw materials and the processes used for the development of transportation sector and the mobilization increase deriving from the development of the sector cause a pressure on the climate. In all transportation types, particularly highway transportation, fossil fuel usage rate is very high. Therefore, the process containing the first stages of the production, transportation plans and finally the utilization of transportation vehicles has a primary importance (Chapman, 2007).

Greenhouse gas emissions arising from fuel consumption between 1971 and 2014 increased at 57.9% worldwide (IEA, 2016). According to data of year 2014, in the OECD countries while the part of transportation in the distribution of CO2 emissions by sectors is 29%, according to IEA statistics the part of CO2 emissions based on fuel consumption is 23% (OECD, 2016; IEA, 2016). In other words, the percentage of the transportation sector in the greenhouse gas emission rates is higher in the developed countries.

When the sectors of transportation are examined, it can be seen that the three quarters of the emissions deriving from transportation in 2014 arises from highway transportation. Because the highway transportation is regarded as the transportation mode which has the biggest share. When the data between 1990-2014 are examined, it can be seen that while the emission of the transportation sector increased by 71% in total, it increased by 95% in the water transportation and 95% in the airline transportation (IEA, 2016). The reason of this high rate in the airline transportation is demonstrated as the decline of plane ticket prices with the low-cost transporters and the advantage of speed factor in terms of this transportation mode. Highway and airline transportations are the two sub-sectors which cause the most greenhouse gas emission in the transportation sector. As for railway, it is the transportation type whose transportation activity is the highest, and thus causing the least greenhouse gas emission.

2.2 Sustainable Transportation Planning

Transportation has three different effects namely global, urban and local. While the global effects are associated frequently with the greenhouse gas emission, at the urban and local levels the problems arising from the extension of highway transportation areas are discussed. Therefore the arrangements on greenhouse gas emission should be discussed as a whole at a global level, and the policies which are developed as national should have a multilayered effect including the local level.

Sustainable development refers to development in order to meet today's needs by considering next generations (World Commission on Environment and Development, 1987). The notion has made progress in the last 30 years. Within this scope, sustainable transportation planning means re-planning the transportation as sustainable. Accordingly, it is required to carry out a planning with a wide range including infrastructure investments, and R&D activities regarding transportation vehicles and fuel.

The measures which can be taken regarding transportation can be gathered under seven titles. Utilization of alternative fuels, incentive of petrol saving vehicles, reducing vehicle utilization, reducing areas used for transportation, developing smart transportation systems, integrated transportation systems and finally reducing the trips (Peng et

al., 2010). Additionally, greenhouse gas emission fee implementation may also cause the transportion behaviors to change. According to Boarnet (2010), in the event that the demand elasticity is high, there will be a decrease in the externalities deriving from the emissions as well. Since the price sensitivity of vehicle utilization will increase with the area usage and infrastructure works, pricing and area usage planning should be evaluated altogether. In other words, increases and decreases in the price should be evaluated with the area usage and should have a complementary feature.

Developing a more sustainable transportation policy and the EU policies due to the membership aspect have an importance in terms of Turkey's policy transformation. While the problems in the transportation area regarding environment can be listed as tariffing and taxing environmental costs deriving from transportation, the solutions of the problems deriving from these transportation types are penalizing the violations in question regarding highway, railway, water and airline transportation, improving the environmental norms regarding emissions and reducing environmental pollutions. Within the scope of transportation policy, the works regarding implementation of emission standard for highway vehicles, improving the fuel quality and incentive for the renewable fuel utilization, reducing the emissions of ship transportations and developing sustainable transportation systems comes into prominence (Goral, 2007):

3. Transformation of Transportation Policies in Turkey

Transportation policies, in a general sense, is divided as strategical transportation economy policies and applied transportation economy policies. The Strategical Transportation Policies approach economy with a macro angle. Big transportation investments and renewals which have been carried out are included in these policies. As for the Applied Transportation Economy policies, they produce transportation policies at a micro level; in other words, at the level of local governments. During the last periods, expenses for the transportation sector has increased, and the transportation sector has had the highest share among other expense items. While transportation investment share of Ministry of Transportation in the total of public expenditures was 17% in 2003, it rose approximately to 45% in 2015. According to the 10th Development Plan, 34 percent of the public fixed capital investments between 2014 and 2018 is planned to be allocated to transportation sector.

Table 2 Plan Period Public Expenditures

	The 9th Plan Period Realization (million liras)	The 9th Plan Period Realization (share percentage)	The 10th Plan Period Realization (million liras)	The 10th Plan Period Realization (share percentage)
Agriculture	39,947	10.2	50,087	12
Mining	8,483	2.2	12,522	3
Manufacture	3,809	1	3,757	0.9
Energy	28,655	7.3	15,026	3.6
Transportation	146,123	37.4	141,914	34
Tourism	2,087	0.5	2,504	0.6
Housing	6,409	1.6	4,174	1
Education	47,886	12.3	66,783	16
Health	21,887	5.6	21,287	5.1
Justice	5,072	1.3	6,261	1.5
Security	3,894	1	4,591	1.1
Drinking Water	25,847	6.6	29,218	7
Sewage	21,746	5.6	24,209	5.8
Technological Research	6,889	1.8	10,435	2.5
Other	21,951	5.6	24,626	5.9
TOTAL	390,684	100	417,393	100

Resource Compiled from the 9th Development Plan

The change which occurred in the transportation sector in Turkey caused the share of Turkey in the total emission increase. According to data of Turkish Statistical Institute, while transportation sector was responsible for the emissions by 15,8% in 2014, emissions increased by 172% in the period after 1990. In the report by Turkish Industry and Business Association, it is stated by providing these rates that the transportation objectives regarding Turkey's greenhouse gas emissions in the Strategy documents regarding both Climate Change and Transportation are not emphasized sufficiently.

The most concrete step to be taken regarding Turkey on this matter is to create a more integrated transportation policy by including greenhouse gas emissions in the transportation planning. Within the Climate Change Action Plan prepared by Turkey while the transportation sector is the area included in the planning and an emphasis was laid towards the reduction of greenhouse gas emissions in the Strategy paper prepared by Ministry of Transportation, it is seen that there were no concrete objectives determined (Ministry of Transportation, 2011)

While the transportation part of the Climate Change Action Plan underlines increasing the shares of the railway and water transportation especially in the areas of cargo and passenger transportation, it also underlines that the share of the highways on these areas should be decreased. However, the target year was set as 2023 for the plans to be prepared regarding the measures to be taken on this subject (Ministry of Environment and Urbanization, 2011). Even though the strategy paper with its framework nature does not include a detailed planning, the time given for making detailed plans makes difficult to implement the objectives realistically.

While 91% of the greenhouse gas emissions of Turkey deriving from the transportation sector arises from the highways, the railways have the lowest emission rate by 0.8% (Ministry of Transport, Maritime Affairs and Communications, 2015). In parallel with these statistics, while the strategy paper prepared by Ministry of Transportation underlines the the development of railways, it states that sensory and monitoring systems are planned to be integrated for only greenhouse gas emissions in the highways (Ministry of Transportation, 2011).

Turkey's 6th Communication on Climate Change presented within the cope of Climate Change Framework Convention is the most comprehensive instrument which has been prepared so far. According to this, all policies related to climate change are established by the centralized administration. The document summarized the most concrete developments compared to other documents and drew attention to the emission share of the highways. It is also emphasized that disqualifying some motor vehicles from traffic with the notifications 49, 53, 56, 57, 62, 63 and 66 prepared by the Ministry of Transportation and technological developments created a tendency in emission reduction. Furthermore, it is stated that the document was prepared coordinated with the other strategy papers and it summarized all the objectives stated in all strategy papers (Ministry of Environment and Urbanization, 2016).

Changing the usage habits can be encouraged in the plans to be prepared by raising awareness of the mass using the transportation means on this subject. The most important step for Turkey to take in the short term is to consider greenhouse gas emissions and to carry out both urban and interurban plans. Attention should be given on mass transportation by changing the people's vehicle usage habits within the scope of urban sustainable transportation plannings and it is required to consider not only the economic purposes but also the environmental and cultural assets when the plannings are carried out. Additionally, a more efficient planning is needed for cargo transportation as well.

Accordingly, plannings should continue to be carried out comprehensively across the country and should be integrated with other policy areas. It is required to state that a planning including all the areas related with one another and involving not only the Ministry of Transportation but also the other share-holders such as the Ministry of Environment and Urbanization is needed. Furthermore, if the transportation investments are considered to be in a continuous upward trend, the importance of carrying out these investments within the framework of predetermined plans in accordance with the climate change becomes prominent.

In this context, the following recommendations can be given to make the transportation sector in Turkey more efficient and productive:

- Increasing the energy consumption productivity in order to reduce the problems arising from the excess demand for the highway transportation
- Encouraging new vehicle technology development
- Increasing the fuel productivity in all the transportation modes and exploring and popularizing alternative fuel consumptions
- Disqualifying the 20-years or above vehicles whose energy consumption is high
- Increasing the productivity in cargo and passenger transportation
- Increasing the share of railway and water transportation in mass transportation
- Ensuring the transformation of urban usage habits
- Developing greenhouse gas monitoring systems
- Developing incentive and taxing systems

Conclusion

Realization of the planning in three stages has an important in terms of functionality. At this point, in the first stage the related institutions at urban and national levels are expected in the short time to develop means such as mass transportation which will reduce the vehicle usage level. In the medium term, it is required to draw attention on preparing the strategy papers which the related institutions developed as the first stage of producing integrated policy should be carried out harmoniously with each other. Especially the incentive of smart systems will be able to realized with the development of coordination among the institutions in the stage of fulfilling the obligations deriving particularly from international agreements. Observation of the problems which can occur regarding the implementation can be seen as a prerequisite for producing more reliable and long-term policies.

It is required to give a separate importance to the modes of transportation during the planning of transportation policies and to support the transportation types, in particular the railway transportation, which cause less emission. In this context, measures such as incentive of subway usage in urban transportation, plannings regarding the construction of new subway lines, reserving lanes for bicycle lanes and for the those who use bicycles in existing roads should be taken. Using multi-modal transportation method in order to improve both interurban and international transportation enables this sector to be more efficient.

Providing data necessary during preparing the transportation policies is as much important as creating the policy. At this point, it is important to gather data regarding greenhouse gas emissions and to develop a more technological infrastructure. It is also required to enhance the follow-up mechanism for analyzing the greenhouse gas deriving from not only transportation but also different production areas such as industry and energy within the scope of greenhouse gas reduction objectives of Turkey. Since the technological infrastructure to be established on this subject will provide more reliable data regarding transportation sector, it will result in more realistic strategy preparation.

In the stage of plan realization, it is expected to create the suitable incentive and taxing mechanism depending on the measures which the state takes. On this subject, including the transportation sector in the long term into the scope of Carbon Market which is being established in Turkey necessitates the operation of the mechanisms such as incentive and taxing in the process. Therefore, a mindset transformation from individuals to institutions is needed. Qualified personnel on this subject should be employed, and an attempt should be made to ensure this transformation to be healthier both in public institutions and in the private sector.

Sources

Akı, B. (2015). Sürdürülebilir Ulaşım Planlamaları ve Çevre Üzerindeki Olumsuz Etkileri. 2nd International Sustainable Buildings Symposium. 28-30 May 2015.
Basık, F.O. (1983). Ulaştırma İşletmelerinde Maliyet Muhasebesi, No:7, Eko-Bil Yayını, İstanbul.
Boarnet, M. G. (2010). Planning, climate change, and transportation: Thoughts on policy analysis. Transportation Research Part A, 44, 587-595.
Chapman, L. (2007). Transport and climate change: a review. Journal of Transport Geography. 15, 354-367.
Elmas, G. and Yıldızhan B. (1999). Türkiye'de Ulaşım Politikaları Ve Trafik Kazalarının Ekonomik Analizi, II. Ulaşım ve Trafik Kongresi, 08.02.2017, http://arsiv.mmo.org.tr/pdf/11174.pdf
Goral, C. (2007). Ulaştırmacılara Ağır Şartlar, 09.02.2017 http://www.kaptanhaber.com/haber/8617/ulastirmacilara-agir-cevre-standartlari.html.
Holloway, J. C. (1998). The Business of Tourism, 5'th Edition, New York: Longman Publishing.
IEA. (2016). CO2 Emissions from Fuel Combustion. 14.02.2017, https://www.iea.org/publications/freepublications/publication/CO2EmissionsfromFuelCombustion_Highlights_2016.pdf.
Incekara, B. (2016). Ulaştırma Harcamaları – İktisadi Büyüme İlişkisi: Türkiye Üzerine Ekonometrik Bir Uygulama. Doktora Tezi, İstanbul Üniversitesi, Sosyal Bilimler Enstitüsü
Kuyucuklu, N. (1993) Türkiye İktisadı, Filiz Kitabevi, İstanbul.
Ministry of Environment and Urbanization. (2011). Türkiye Cumhuriyeti İklim Değişikliği Eylem Planı 2011-2023. 15.04.2017. https://www.csb.gov.tr/db/iklim/banner/banner591.pdf.
Ministry of Environment and Urbanization. (2016). Türkiye İklim Değişikliği 6. Bildirimi. 14.04.2017. https://www.csb.gov.tr/db/destek/editordosya/Turkiye_Iklim_Degisikligi_Altinci_Ulusal_Bildirimi.pdf.
Ministry of Transportation. (2011). Türkiye Ulaşım ve İletişim Stratejisi Hedef 2023. 14.04.2017. http://www.sp.gov.tr/upload/xSPTemelBelge/files/93C5Y+Turkiye_Ulasim_velletisim_Stratejisi.pdf.
Ministry of Transportation, Maritime Affairs and Communications. (2015). İstatistiklerle Ulaştırma, Denizcilik ve Haberleşme 2003-2015. 14.04.2017. http://www.udhb.gov.tr/images/istatistik/0c3de9b9fe1505c.pdf.
OECD. (2016). Recent trends in the OECD: energy and CO2 emissions. 10.02.2017, https://www.iea.org/media/statistics/Recent_Trends_in_the_OECD.pdf.
OECD. (2008). OECD Çevresel Performans İncelemeleri. 08.02.2017, https://www.oecd.org/env/country-reviews/42198785.pdf.
Ozen S. and Koldemir B. (2016). Ulaştırma Genel Politikaları Ve Planları Sorunu ve çözüm Yaklaşımları 08.02.2017, http://www.imo.org.tr/resimler/ekutuphane/pdf/3185.pdf.
Peng, Z., Shen S., Lu, Q., Perch, S. (2010). Climate Change and Transportation. M. Kutz (Eds.) Handbook of Transportaion Engineering Volume II. in (35.1-35.24). New York: McGraw Hill.
Saatçioğlu, C. (2011). Ulaştırma Ekonomisi, Teori ve Politika, Gazi Kitabevi, Ankara.
TBMM. (2006). 9th Development Plan (2007-2013). 20.01.2017. s.27-28, https://pbk.tbmm.gov.tr/dokumanlar/kalkinma-plani-9-genel-kurul.pdf.
TUBITAK (2003) Vizyon 2023 Ulaştırma ve Turizm Paneli, Ulaştırma Birinci Aşama Raporu, Ankara.
TUSIAD. (2016). Ekonomi Politikaları Perspektifinden İklim Değişikliğiyle Mücadele. TÜSİAD-T/2016 T/2016, 12-583. ISBN 978-605-165-019-7. İstanbul.
UN. (1992). United Nations Framework Convention on Climate Change. 10.02.2017, http://unfccc.int/files/essential_background/background_publications_htmlpdf/application/pdf/conveng.pdf.
World Commission on Environment and Development. (1987). Our Common Future. 13.02.2017, http://www.un-documents.net/our-common-future.pdf.

Selma ŞEKERCİOĞLU[1], Beyhan İNCEKARA[2]
[1], Asst. Prof., Nişantaşı University, İstanbul, Turkey, [2] Asst. Prof, Nişantaşı University, İstanbul, Turkey

Selma Şekercioğlu. Tel. 0212 210 10 10 E-mail address: selma.sekercioglu@nisantasi.edu.tr
Beyhan İncekara. Tel. 0212 210 10 10 E-mail address: beyhan.incekara@nisantasi.edu.tr

News from ECCE Members

Georgia

GSCE President Iuri Svanidze

I. In March of the current year it was held the meeting between the members of the Georgian Society of Civil Engineers (GSCE) Yuri Svanidze and members of Georgia Parliament Committees, where issues on a project prepared by the Government of Georgia on "Spatial Arrangement and Construction" were discussed. It was discussed also the topic of "Architect, Urban Planning and Construction Activities" in Georgia.
In regard with Georgia code projects joint consideration that will enable our country in implementation in further of the comprehensive, stipulated by international standards of architecture and construction codes.

Yuri Svanidze in his speech positively evaluated the decisions made by the committees in the Parliament and invitation of representatives of the Georgian Society of Civil Engineers (GSCE) to the Parliament Working Group.
The approved and supported by the Committee of Education and Science and the Committee on Sector Economy and Economic Policy proposal of President Yuri

Svanidze to establish in Georgia under the umbrella of the European Council of Construction Engineers (ECCE) the International Seismic Resistance Construction Center.

II. According to the decision made by the Georgia Parliamentary Committees, was attended the meeting by Deputy Minister of Economy and Sustainable Development Irma Kavtaradze and representatives of Georgian Society of Civil Engineers President Yuri Svanidze, Honorary Vice-President, Academician Nodar Medzmariashvili, World Architecture Members Academic Giorgi (Giga) Batiashvili and Merab Chkhenkeli, where were considered the issues of mutual cooperation on the draft of Georgia Code on "Architecture, Urban Development and Construction Activity". The Ministry supports the establishment of close relations with the professional Georgian Society of Civil Engineers (GSCE) and our involvement in the legislation issues of architecture and construction field.

III. On 15 June this year was held the joint workshop of official member of European Council of Civil Engineers (ECCE) the Georgia Society of Civil Engineers (GSCE) and worldwide well-known “Midas IT Informational Technologies company” on presentation of “Midas IT” program workshop that is applied in industrial, civil engineering, transport and hydraulic engineering field.
The workshop was attended by representatives of governmental, private structures and representatives of professional societies.
The event was chaired by the President of the Georgian Society of Civil Engineer' (GSCE) Yuri Svanidze.

On behalf of South Korea company the workshop was led by Jun Sin Hoone and other representatives of the firm that widely explained the various directions of the application of the program in the construction field.
The reliability of the program has been verified from the implementation of it in various international projects. It has been evaluated as high level by our specialists and proposals were made to further study it in Georgia and consider its wide application.
The official member of European Council of Civil Engineers (ECCE) the Georgian Society of Civil Engineers (GSCE) will continue the organization of international events in Georgia construction sector.

Hungary

The General Assembly of the Hungarian Chamber of Engineers elected new President, Vice Presidents and Board on the 6th May 2017

HCE President Gyula Nagy

The delegates of the GAM of the Hungarian Chamber of Engineers elected as president for a four year’s period **MSc Mech. Eng. Mr Gyula Nagy** President of the Professional Section for Building Mechanics, Managing Director of Piraton Komplex Ltd. He will take over the presidency of the chamber from MSc Civil Eng. Mrs. Etelka Barsi-Pataky who chaired the Hungarian Chamber of Engineers for 8 years.

MAGYAR MÉRNÖKI KAMARA

Vice Presidents:

- MSc Survey Eng. Ferenc Kassai
- MSc Mech. Eng. Tamás Lengyel
- MSc Civil Eng. Csaba Holló
- MSc Civil Eng. Botond Madaras

The new president pointed out in his inaugural speech that the chamber has to use efficiently the professional and legal possibilities based on its organization as a self-governing public body.

The key to the growth of the national economy is the activity of highly qualified engineers, there is an utmost need to develop further the continuative professional education on the frame of the Chamber of Engineers.

G. Szőllőssy

Twenty years of Hungarian Chamber of Engineers

It was one hundred and fifty years ago, when the Society of Hungarian Engineers was first founded. Since then engineers have expressed their togetherness several times in different forms – each appropriate to the times. The next step was in 1923, when based on the *"Act on Regulating the Engineering Services"* the Chamber of Architects and Engineers was founded. The chamber was dissolved just before the end of World War II. After the changes of the political system, the legislation once again ensured the self-governance of the engineers unanimously accepting the "Act on the Chambers of the Engineers and Architects" in 1996, on the basis of which the Hungarian Chamber of Engineers was funded again.

The Hungarian Chamber of Engineers celebrated this 20th year's anniversary of the reorganization of the chamber in Budapest on the 27th January 2017. There was a conference organized, marking the history of the past time and on the challenges of engineers in the 21st Century.
It was a great honour, that the key speaker of the conference was Dr. János Áder, President of Hungary. The lecture gave a short overview of great engineers, personalities of the past, and describing the most important issues of our age, expressed the importance of engineering activities today. The president submitted with examples the problems of energy, water management, and sustainability. High ranking presenters gave short abstracts to these issues.

G. Szőllőssy

Turkey

The Turkish Chamber of Civil Engineers Organized the 12th Transportation Congress

TCCE Chairman Cemal Gökçe

The Turkish Chamber of Civil Engineers organized the 12th Transportation Congress on 24-25-26 May 2017 in Adana, Yaşar Kemal Culture Center. Transportation policy-themed of the congress, for 3 days 12 sessions 4 keynotes, 24 oral presentations, 3 poster presentations with up-to-date information and researches on the subjects were shared.
During the opening speech of the Congress, TCCE's Chairman Cemal Gökçe emphasized that transportation problems should be solved with a planned approach on scientific scale. He also noted that the need for fossil-fuelled fuels in the world is still of importance today, drawing attention to the increase in greenhouse gas emissions. Later, the President of the Congress Organizing Committee Prof.Dr. Güngör Evren made an opening speech explaining that it is necessary to produce scientific solutions to transportation problems. Later on, TCCE' s Adana Branch Chairman Halil Çağdaş Kaya talked about "the effects of the population increase on the transportation problem" and TCCE' s Istanbul Branch Chairman Nusret Suna "the problem of transportation is related to the development of economies, societies and social life".

After the opening speeches, the congress sessions were started. The speaker of the first meeting, Çiğdem Toker who is the reporter of Cumhuriyet Newspaper, made a speech on "Financing of Highway Projects as a Policy Instrument" and then Prof. Dr. Güngör Evren made a speech about "Planning Initiatives in Terms of Transportation Policies". In the next session, speaker Cüneyt Elker made a presentation about "Do we have a transportation policy?". Following this session, the invited speaker is İsmail Hakkı Acar gave a presentation on "Constantly Growing Traffic Problems in Our Cities: Causes and Measures to be Taken".
Following the invited speakers, for 3 days, 24 oral presentations, 3 posters and updated information and researches about the subject were shared and the 12th Transportation Congress was completed.

News from ECCE International Partners

American Society of Civil Engineers

ASCE 2017 Convention

The American Society of Civil Engineers invites you to attend the ASCE 2017 Convention held on October 8-11 in New Orleans.
Among the broad range of activities planned, the Society's flagship gathering will take advantage of the location to explore how the city and its infrastructure have rebounded since 2005.

Three reasons to attend the ASCE 2017 Convention in New Orleans:

- Learn how New Orleans and other major cities are using used resiliency and recovery to strengthen social justice and community life.
- Hear first-hand accounts from experts on natural disaster response and recovery.
- Gumbo! It's fun to say and great to eat.

Check the **Convention website** frequently as more information is available. **Add to your calendar**.

A special week of celebrating, inspiring, and Dreaming Big about engineering

In 2017, Engineers Week and its outreach events have been infused with the energy and spirit of *Dream Big: Engineering Our World*. The DiscoverE foundation adapted ASCE's just-opened giant screen movie as **the week's official theme**.
Explore how Society members jumped into activities from Family Day to the Future City finals to Introduce a Girl to Engineering Day. **Engineers Week 2017**

Dream Big is a HUGE film. Literally. A new film for IMAX® and giant screen theaters that will take viewers on a journey of discovery from the world's tallest building to a bridge higher than the clouds and a solar car race across Australia. The film shows more than the ingenuity behind these marvels—it reveals the heart that drives engineers to create better lives for people worldwide.
Dream Big: Engineering Our World trailer
Free *Dream Big* materials: ASCE | DiscoverE

The 2017 edition of ASCE's acclaimed infrastructure Report Card is here

On March 9, the all-new edition of ASCE's most cited work – the 2017 *Report Card for America's Infrastructure* was released. Every four years, the American Society of Civil Engineers' Report Card for America's Infrastructure depicts the condition and performance of American infrastructure in the familiar form of a school report card — assigning letter grades based on the physical condition and needed investments for improvement.

Find out more about the 2017 Infrastructure Report Card here
Watch the video for the 2017 Infrastructure Report Card.

Japan Society of Civil Engineers

2017 JSCE Annual Meeting

The 2017 JSCE Annual Meeting “Future Challenges and Globalization in Civil Engineering” and International Program will be held at Kyushu University Ito Campus in Fukuoka City, Fukuoka Pref. on September 11 to13.

The International Program includes the following meetings:
1) International Roundtable Meeting (RTM),
2) The 19th International Summer Symposium & International Workshop for Young Civil Engineers,
3) 11th WEFO Joint Symposium on Disaster Risk Management,
4) Technical tour, and receptions.

This year’s International RTM will discuss “Implementing ICTs within the Construction Industry” and will be chaired by Dr. Shinichi Akutagawa, Professor, Graduate School of Engineering, Dept. of Civil Engineering, Kobe University. The keynote speaker will be Dr. Kazuyoshi Tateyama, Professor, College of Science and Engineering, Dept. of Environmental System Engineering, Ritsumeikan University.

Outline

Civil engineering is the professional engineering discipline that deals with designing, constructing, maintaining and improving natural and built environments. Because of its characteristics, it is recognized as the integrated discipline of science and technology in natural and sociocultural environments, socio-economy, urban planning and development, geography, and more. In other words, that science and technology shapes society, builds quality infrastructure, and provides a safe, comfortable and resilient living environment.

Recently industry in general has seen many technological developments and innovations such as Information and Communication Technologies (ICTs), Internet of Things (IoT) and Artificial Intelligence (AI), big data, and drones. Those developments and innovations have been increasing awareness among practitioners of the benefits of utilizing ICTs and changing the scenery of industry at the same time. The practitioners in construction, agriculture, and healthcare industries for example have started adopting those technologies in field.

The construction industry, with the introduction of ICTs, is seeking for feasible and effective measures to improve the performance of construction processes in terms of productivity, quality, safety, work force, cost, time, information exchange and management, data collection on life-cycle performance of structures. Also they anticipate drawing attention and bringing wider groups of engineers including female and senior engineers in their field. The diffusion of ICTs in the construction industry will be making impact on civil engineers’ life, way of thinking, sense of values and attitudes toward their profession.

While adopting ICTs in construction projects, the industry should develop efforts in many ways to promote that smoothly. It is essential to foster the culture of utilizing the technologies, to cultivate tech-savvy civil engineers, and to develop guidelines, regulations and rules, and systems, in cooperation with academia and public sector.

In this discussion, construction practitioners and researchers in academia, public and private sectors will introduce their strategies, efforts, and cooperation/ collaboration with different disciplines, and share the issues facing them in the adoption of ICTs in the construction industry and projects. They will consider advantageous possible strategies and methods to adopt the new technologies and explore the future civil engineering industry to be.

Korean Society of Civil Engineers

KSCE 2017 Convention

KOREAN SOCIETY OF CIVIL ENGINEERS

The KSCE 2017 Convention will be held on October 18-20, 2017, at BEXCO, Busan, Korea (http://www.bexco.co.kr/eng/Main.do).

KSCE President and Board Members for Year 2017

Young Suk Park, Ph.D., Professor at Myongji University assumed the position of the KSCE President for the Year 2017.

The reappointed board members related to the KSCE international activities are as follows:
• Sang-Ho Lee, Vice President, International Affairs / Professor at Yonsei University
• Jae-Yeol Cho, Chair, International Affairs Committee / Professor at Seoul NationalUniversity

The KSCE's slogan for this year, **"Civil Engineering, along with the People!"**, supports the idea that civil engineering has always been and will always be providing benefits directly to the people, leaving various assets to the future generation. The KSCE hopes to share this message with ECCE, and anticipates a continued close relationship and active exchange along with the new leadership for the Year 2017.

The ECCE and KSCE have been actively cooperating since signing an Agreement of Cooperation in 2013. Continuing this effort, ECCE and KSCE are looking forward to preparing their future for the mutual benefit of their society members and countries.

News from ECCE Partners and other organizations

Finalization of Common Training Principles for Engineers Project (ECEC)

The European Commission (Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs) has contracted the European Council of Engineers Chambers (ECEC) to analyze the possibilities for establishing Common Training Principles for Engineers. The project started beginning of April 2016 and was concluded in January 2017. The Project covered five focus regulated professions of Civil and Environmental Engineers, Electrotechnology Engineers, Mechanical and Industrial Engineers, Mining Engineers and Geodetic Surveyors. The objective of the project was to develop proposals on an information collection done in Member States as well as after broad consultation among relevant stakeholders. The concept of "Common Training Principles" is highly important for the "engineering world" in Europe. It offers the possibility to gain automatic professional recognition in Europe and thus enhance the mobility in Europe and also build a negotiation base for international mutual recognition agreements.

The final documents are now available here:

Survey Report

Project Report

ECEC Recommendations

World Council of Civil Engineers and UNESCO join forces to promote engineering for sustainable development

A partnership agreement was signed on March 14th between the World Council of Civil Engineers (WCCE) and UNESCO in order to strengthen their collaboration. Their common efforts will focus on the integration of sustainability in engineering curriculum and accreditation of civil engineering education, and on the promotion of engineering in sustainable development.

The agreement was signed by Mr Alfonso Alberto González Fernández, President of WCCE, and Ms Blanca Elena Jiménez-Cisneros, Executive Secretary of UNESCO's International Hydrological Programme, representing Flavia Schlegel, Assistant Director-General for Natural Sciences, UNESCO.

For further information visit WCCE website or access the presentation that was delivered on this topic by the WCCE Executive Director Jose Francisco Saez Rubio during the 65th ECCE General Meeting here.

Engineering Association of the Mediterranean Countries (EAMC) ExBo meeting

The EAMC ExBo meeting took place on 20-21 January 2017, in Rome Italy. ECCE Vice President / President Elect Aris Chatzidakis was nominated by ECCE to participate in the EAMC ExBo meeting in Rome as he is also ExBo member of EAMC representing ECCE. The meeting was hosted in the premises of CNI at Via XX Settembre 5 in Rome.

The first day was a common meeting of the technical committees with the participation of ExBo members so that the agenda of each technical committee could take a final form.

The second day was the report from the committees to the ExBo and the ExBo meeting.

The ExBo gave his approval to the agendas of the committees and faced the current financial and organizational problems. The main concern was the participation of the missing Mediterranean countries to the EAMC and especially Turkey. The EAMC ExBo were informed by Letter that the Ordem dos Engenheiros of Portugal will join EAMC in the next assembly.

It was decided during the meeting that the 2nd General Assembly of EAMC would be hosted by the Technical Chamber of Greece in Crete Island on 12 and 13 May this year.

2nd EAMC General Meeting

The 2nd EAMC General Meeting was held on 12-14 May, in Rethymno, Grete hosted by the Technical Chamber of Greece. ECCE as Member of EAMC was invited to participate in the meeting. ECCE Vice President / President Elect Aris Chatzidakis who is an EAMC ExBo Member too, represented ECCE in this event.
The Assembly was supported by the Local Authorities and the Parliamentarian Assembly of Mediterranean countries (PAM).
On May 12th the EAMC ExBo meeting and the meeting of the Technical Committees Chairmen took place.
On May 13th the General Assembly Meeting was held. Mr. Panagiotis Kouroumblis, the Greek Minister of Maritime & Island Policy addressed a welcome speech at the opening of the General Assembly Meeting. The General Assembly Meeting was followed by a Technical Event under the title "Reshaping existing Bridges". On the last day a visit to the Water Supplies Projects, constructed, surveyed and managed by the Organization for the Development of Crete S.A. was organized.

8th Meeting of the Professional Associations of Civil Engineers of the Portuguese and Spanish Speaking Countries

The 8th Meeting of the Professional Associations of Civil Engineers of the Portuguese and Spanish Speaking Countries took place on 8th March 2017, in Buenos Aires, Argentina.
On 9th and 10th March the 1st Civil Engineering Conference was held organized by the Professional Council of Civil Engineers of Argentina.
ECCE was invited to participate in this meeting and it was represented by ExBo Member Jose Francisco Saez Rubio.

ECCREDI Council Meeting

The ECCREDI Council Meeting was held on Thursday 6 April 2017, at the offices of the Construction Confederation in Brussels. The meeting was attended by a number of associations such as ACE, EAE, ECCS, ELGIP, ENBRI, EOTA and FIEC. Mr. Vincent Berrutto, Head of Unit, EC EASME and Mr. Peter Wouters, Manager INIVE were invited as guests.
After the opening of the meeting and the approval of the minutes of the previous ECCREDI Council meeting, a number of topics were discussed. Firstly the "European Construction, built environment and energy efficient buildings Technology Platform" (ECTP), the Horizon 2020 and other EU initiatives were discussed. Then, Mr. Peter Wouters, Manager INIVE presented the QUALICHeCK project and next Mr. Vincent Berruto, Head of Unit EC EASME - Executive Agency for Small and Medium-sized Enterprises talked about the involvement of EASME energy team in H2020 energy calls and orientations for smart energy buildings (https://ec.europa.eu/easme/en/energy) and the Energy Efficiency Data hub. Following this presentation, the ECCREDI action plan and administrative matters were discussed and finally the present ECCREDI members presented some of their activities and initiatives.
Last but not least, note that Sue Arundale (FIEC) was elected as new president for the period 2017 – 2019.
The next ECCREDI Council Meeting is planned for November 2017.

FIEC: Ensuring mobility and a level playing field in the Internal Market: key challenges for the sustainability of the construction industry

"Ensuring the right balance between the opening of the EU Internal Market and those rules and tools aimed at ensuring a level playing field for companies and the respect of workers' rights are key challenges for the long term sustainability of the construction industry" declared FIEC President, Jean-Louis Marchand, during the 2017 FIEC conference in Stockholm.
"Several Member States are still facing dramatically high unemployment rates, in particular amongst young people, whilst at the same time in others, companies cannot find workers with the right skills. We need mobility within the EU, but not at any price." added Jean-Louis Marchand.
The construction industry is confronted with fraud and abuse, caused by, amongst other things, difficulties in controlling cross-border situations, due to a lack of data exchange between Member States and loopholes in the existing legislation. This situation is affecting genuine companies, in particular SMEs, workers, as well as our socio-economic models and our welfare systems.
The various stakeholders (contractors, workers, public authorities, inspection authorities,...) from all over the EU presented and exchanged their views on the tools that have been put in place, or that are being envisaged, both at EU and national level, to ensure a level playing field.
Particular attention was given to the "Social ID cards" that have been introduced in various Member States (Belgium, France, Finland, Luxembourg, Sweden,...) in order to ensure transparency and facilitate controls on construction worksites.
"It is in our interest and it is our duty to continue to cooperate with our Social Partner, the EFBWW, and with the EU and national authorities, in order to ensure that the tools and measures put in place adequately take into account the circumstances of our industry" concluded Jean-Louis Marchand.

FIEC annual statistical report 60 is now available
Construction industry continues its slow recovery process
FIEC reports a 2.2% recovery in activity in the overall EU construction industry in 2016 and forecasts the same increase in 2017 (+2.2%).
“After reaching the bottom in 2013, activity keeps slowly recovering in the construction industry” declared FIEC President Jean-Louis Marchand, as he presented FIEC’s annual statistics at the federation’s Congress 2017 in Stockholm. “In 2016 an increase in activity was seen in almost all segments, except those that are the most dependent on public investment.” added Marchand. “And 2017 will finally show an overall increase in activity.”
“Overall, EU total construction output amounted to €1,278 billion in 2016, which represents an increase of 2.2% compared to 2015”, reported Marchand. “This is positive, but we will still need time to recover the pre-crisis levels.”

Read the press release
Order the statistical report: order form

FIEC launches its Manifesto "Making BIM a global success"
BIM is improving productivity and competitiveness, but challenges remain
"BIM is transforming construction and the industry needs to lead the effort to encourage widespread uptake across the entire value chain. With this background FIEC has launched its manifesto, to highlight the potential of BIM in terms of facilitating the implementation of EU policy. The document "Making BIM a global success” also summarises the challenges that could delay full adoption by all companies in all sectors” says Kjetil Tonning, Vice President of FIEC and President of its Technical Commission, who has led a working group made up of representatives of FIEC’s Member Federations as well as contractors, industry and academic experts and even a former government minister. (...)"
FIEC press release
BIM Manifesto
Order form

New EFCA President elected for a three-year term

EFCA President Kevin Rudden

EFCA have appointed Kevin Rudden as President for a three-year term at their 2017 General Assembly meeting and conference in Copenhagen.
Speaking about his new role, Kevin Rudden said, “The European Union is a unique political phenomenon, characterised by a diverse set of languages and cultural beliefs. Significant pieces of European legislation delivered by means of directives impact significantly on the engineering consultancy and construction industry when implemented in member states.
EFCA play a crucial role in sculpting such directives so that issues, which critically impact on the industry, are addressed centrally rather than leaving them to be remedied individually in 28 member states.”
Kevin’s first involvement with EFCA began in 2005 as a representative at the European Construction Safety Forum. He was later a member of the EFCA Working Party on the Temporary and Mobile Sites (Health & Safety) Directive 92/57 from 2007 to 2009. Since 2014, Kevin acted as Director on the Board of EFCA.
Kevin is a past President of The Association of Consulting Engineers of Ireland (ACEI) in 2015/2016, the voice of Consulting Engineers in Ireland.

News from EU

Call for proposals of €800 million for cross-border energy infrastructure
On 26th April, the European Commission launched a call for proposals, under the Connecting Europe Facility (CEF), to co-finance energy infrastructure projects in electricity, gas and smart grids. The call for proposals will run until 12th October. The subsidy agreements are expected to be signed by February 2018.
The projects may be studies or construction works. They will be assessed on the basis of their state of maturity, cross-border dimension, contribution to removing bottlenecks in energy flows and contribution to the security of supply. The extent, to which they support the integration of renewable sources and the development of smart grids as well as how they address the challenge of connecting those countries suffering from energy isolation, will also be evaluated.
To qualify, projects must feature on the list of Projects of Common Interests (PCIs). This list comprises 195 key infrastructure projects considered essential for the completion of the single energy market.
The CEF provides €5.35 billion for energy infrastructure for the period 2014-2020.

Results of the 2016 CEF "SYNERGY" call
On 24th April, the EU Member States approved the Commission's proposal to invest €22.1 billion through the Connecting Europe Facility (CEF) in seven projects which will help develop more sustainable transport and energy infrastructure. Four of the selected initiatives relate to the transport priorities "motorways of the sea", "maritime ports" and "multimodal transport". They will receive EU funding of €8.8 million in order to develop natural gas solutions. Three of the initiatives selected will develop electricity solutions for roads (e.g. charging stations along the TEN-T network), railways and multimodal transport.

More information can be found here.

Investments in EU Transport: Commission proposes €2.7 billion for 152 projects
On 23 June the European Commission proposed to invest €2.7 billion in 152 key transport projects that support competitive, clean and connected mobility in Europe. In doing so, the Commission is firmly delivering on its Investment Plan for Europe and on Europe's connectivity including the recent "Europe on the Move" agenda. Selected projects will contribute to modernising rail lines, removing bottlenecks and improving cross-border connections, installing alternative fuel supply points, as well as implementing innovative traffic management solutions. This investment is made under the Connecting Europe Facility, the EU's financial mechanism supporting infrastructure networks, and will unlock €4.7 billion of public and private co-financing. Such investment will not only modernise Europe's transport network but also stimulate the economic activity and spur job creation. This year, out of the total €2.7 billion, the Commission is allocating €1.8 billion for the 15 Member States eligible for support from the Cohesion Fund (For the 2014-2020 period, Cohesion Fund support concerns Bulgaria, Croatia, Cyprus, the Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia) in order to further bridge infrastructure disparities.
Further information can be found here.

Statement by Catherine Trautmann, North-Sea Baltic TEN-T Corridor Coordinator
On 26 June, Catherine Trautmann, North-Sea Baltic TEN-T Corridor Coordinator stated: “I am pleased that on 23 June 2017 the European Commission announced almost half a billion euro for two projects on the global Rail Baltica project. This is a significant amount of money, considering the total pot available was €2.7 billion, and this was divided out between 152 projects across Europe. The Rail Baltica line forms part of the North-Sea Baltic TEN-T Corridor. Competition for funding under this third Connecting Europe Facility (CEF) call was strong, and the number of projects proposed far exceeded the available funding. In this context, I am very pleased that Rail Baltica secured so much funding from the CEF – just over one sixth of the funding available under this CEF call.
The funding is split in the following way between two important projects:
€110 million is available for the joint project by consortium RB Rail, between Lithuania, Latvia and Estonia.
€338 million is available for the Białystok – Elk line, meaning 80% of the Rail Baltica line in Poland will be complete by 2023.
This is on top of the €1.2 billion in funding provided by CEF to the Rail Baltica project in previous calls. As in previous years, the funding comes with certain conditions to be met.
This was the last call where the national envelopes reserved for cohesion Member States applied. It is remarkable that all three Baltic States, as well as Poland, not only managed to fully consume their allocation but will obtain funding under the cohesion call that goes beyond these envelopes. Out of the 110 million Euros recommended amount for the Baltic States' application, 19 million Euros comes on top of the national allocations of the Baltic States. This is the first time that the Commission has attributed additional funding beyond the national allocations, showing the Commission's strong commitment to the Rail Baltica project.”
Further information can be found here.

Miscellaneous

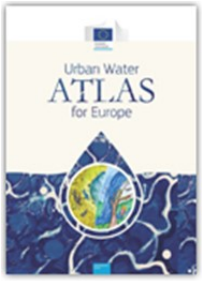
Road Safety Awards: Commission rewards initiatives in Greece, France, Portugal, Romania and Sweden

At a ceremony in Bucharest on 26 June, the European Commission presented the Excellence in Road Safety Awards 2017 to five winners. This prize recognizes commitments to road safety that have a significant impact on saving lives on Europe's roads.
Awards went to

- the Heracles Group of Companies, a member of LafargeHolcim (Greece),
- the Ville de Martigues (France),
- the CTT Correios de Portugal,
- the Romanian Automobile Club, and the Motorförarnas Helnykterhetsförbund (Sweden).

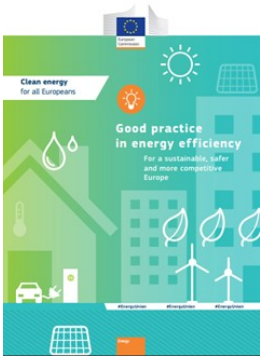
For the second time, a special prize was dedicated to Jacques Barrot, former Transport Commissioner and ardent supporter of road safety. The **Romanian Automobile Club** was selected by the audience present at the ceremony from among the five winners.
Violeta **Bulc** said: *"While road safety is our common goal, national and local actors are best placed to design solutions to meet national and local road safety challenges, through innovative measures, through tougher action against dangerous drivers and through better education and awareness-raising. The Excellence in Road Safety Award is a unique opportunity to reward the best practice, to recognise the hard work all of you are doing on a daily basis and to raise awareness about this great project in Europe and beyond."*
More information can be found here.

Urban Water Atlas for Europe - 360° view on water management in cities



On 27 April 2017, the European Commission published the Urban Water Atlas for Europe.
The publication – the first of its kind – shows how different water management choices, as well as other factors such as waste management, climate change and even our food preferences, affect the long-term sustainability of water use in our cities.
The new atlas illustrates the role of water in European cities and informs citizens as well as local authorities and experts about good practices and cutting-edge developments that can contribute to ensuring that water is used more efficiently and sustainably, helping to save this valuable resource. Detailed factsheets in the Urban Water Atlas for Europe present the state of water management in more than 40 European cities and regions, together with a number of overseas examples.
More information can be found here.

Good practice in energy efficiency



The European Commission published a new report on Good practice in energy efficiency, for a sustainable, safer and more competitive Europe. This brochure presents examples of good practice from policy implementation, technology development and investment in energy efficiency across different sectors and throughout all 28 Member States.

The report tackles:

- Cross-cutting measures to support energy efficiency
- Energy efficiency in buildings
- Energy efficiency in industry, businesses and services
- Energy efficiency of products
- Setting the right public policy framework
- Unlocking financing for energy efficiency investments

Good practice in energy efficiency

Production in construction down by 2.3% in euro area (January 2017 compared with December 2016)

In January 2017 compared with December 2016, seasonally adjusted production in the construction sector decreased by 2.3% in the euro area (EA19) and by 1.5% in the EU28, according to first estimates from Eurostat, the statistical office of the European Union. In December 2016, production in construction fell by 0.6% in the euro area, while it grew by 0.2% in the EU28.
In January 2017 compared with January 2016, production in construction decreased by 6.2% in the euro area and by 3.3% in the EU28.
The report can be found here.

The EU in 2016

Do you want to know what the European Union achieved in 2016? What progress it made in delivering on its priorities? The measures it took to boost jobs, growth and investment? The ambition behind the newly-launched European Solidarity Corps? The good progress made on migration? The new trade partnership agreed with Canada? And how EU citizens benefited from the Union?
You can find the answers to all these questions and more in The EU in 2016."
Find the report here.

Upcoming events

12th WCCE General Assembly

The 12th WCCE's General Assembly will be hosted by the TURKISH CHAMBER OF CIVIL ENGINEERS, founding member of the organization. The activities regarding 12th WCCE General Assembly will be held from 19th to 21st October 2017 in Antalya.
This meeting will be an opportunity to review WCCE's contributions to their several partnerships with UN agencies such as UN-Water, UNESCO, UNDSR, etc. Such WCCE contributions will require dissemination and contributions by WCCE member organizations in order to replicate successful schemes in the commitment of our profession as a whole on the accomplishment of UN's 2030 Sustainable Development Goals.
Further information will be delivered shortly on WCCE website.

9th International Conference on Contemporary Problems of Architecture and Construction

The conference will be held at the Batumi Shota Rustaveli State University from 13 to 18 September 2017.

HISTORY

In 2008 National University of Architecture and Construction of Armenia initiated and organized the international conference entitled “Contemporary problems of architecture and construction” in Jermuk, Armenia. In 2010 the 2nd conference was organized in Jermuk, Armenia with the same title. The 3rd conference was organized in Beijing, China in collaboration with the Beijing University of Civil Engineering and Construction from November 20 to 24, 2011, with the participation of representatives from China, Armenia, Poland, USA, Russia, France, Italy, UK, Georgia, Moldova and Thailand. The 4th conference under the same title was held in the Polish city of Czestokhowa from September 24 to 27, 2012, as a joint effort of the National University of Architecture and Construction of Armenia, the Beijing University of Civil Engineering and Construction with the participation of representatives from Poland, Armenia, China, USA, Russia, Italy, Georgia, Czech Republic, Germany, Slovakia, Belarus, Ukraine and Hungary. The 5th conference was organized in Saint Petersburg, Russia by the Saint Petersburg University of Architecture and Construction, which took place from June 25 to 28, 2013 as a joint effort of the above-mentioned. The 6th conference was organized by the University of Ostrava in Ostrava, Czech Republic from June 24 to 27, 2014 and the 7th in Florence, Italy with the University of Florence and Fondazione Romualdo del Bianco from November 19 to 21, 2015, with the participation of representatives from Italy, Armenia, China, Poland, Russia, Czech Republic, Kazakhstan, Iran, Georgia, Ukraine, Portugal, USA, Lithuania, Netherlands, Mexico, Philippines, Columbia. Proceedings of two previous (3-rd in Beijing, China, 2011 and 6-th in Ostrava, Czech Republic, 2014) conferences were indexed in Scopus.

AIM

The main aim of the conference is to present the scientific research results and their practical solutions in the fields of civil engineering and architecture, as well as to establish and enhance international scientific cooperation among universities in different countries.

ORGANISERS

Batumi Shota Rustaveli State University
National University of Architecture and Construction of Armenia, Armenia
Beijing University of Civil Engineering and Architecture, China
Czestochowa University of Technology, Poland
St. Petersburg State University of Architecture and Civil Engineering, Russia
VSB-Technical University of Ostrava, Czech Republic
University of Florence, Italy

For further information please visit the Conference website.

4th ICEES — 4th International Conference on Earthquake Engineering and Seismology

11 Oct 2017 - 13 Oct 2017 • Eskişehir, Turkey

As one of the main threats of life and property safety, earthquakes constitute one of the most important issues for Turkey. Earthquake hazard is a significant concern in major part of the country. Principal aim of the 4rd International Conference on Earthquake Engineering and Seismology (4ICEES) is to bring all national and international researchers within the earthquake engineering and seismology disciplines together, and to facilitate their participation in a scientific environment.
Association of Earthquake Engineering of Turkey (TDMD) agrees in principle to organize these conferences every two years in different locations of Turkey.
In the fourth conference, which will be held in Eskişehir city with the participation of numerous universities, governing bodies and private sector companies, presentations and discussions will be organized through parallel sessions. Each session will focus on a particular theme. There will be no invited speaker in the conference and every participant will have equal opportunity to present the research findings if approved by the Scientific Committee.
For more information visit the Conference website.

2017 International Conference on Structural and Civil Engineering

21-23 September 2017, Lyon, France

Human beings have gone through millions of years of long road, building updated from burrowing, nesting, and palace to high-rises today, leaving a classic and long history of architectural culture. With the rapid development of science and technology, energy depletion, environmental degradation, opportunities and challenges both arise, the grim reality for us go deeply into what we need to build? What is the future of architecture and civil engineering? 2017 International Conference on Structural and Civil Engineering (ICSCE 2017) will be held in Lyon, France during September 21-23, 2017. ICSCE 2017 will focus on green architecture, intelligent architecture, design of practicality and artistic. We sincerely welcome researchers, engineers, academicians as well as industrial professionals from all over the world to present research results and development activities in structural and civil engineering. Prof. Wong Kwai Kwan from University of Lyon/ENTPE, France and other distinguished professors will address keynote speeches.
For more information please visit the Conference website.

World Engineering Forum (WEF2017)
WFEO General Assembly

The National Council of Italian Engineers is honoured to organise the World Engineering Forum, due to take place from 27th of November to 2nd of December, 2017, at the Congress Center "La Nuvola", in Rome **(WEF2017 - www.wefrome2017.com).**
The main topic of the Forum will be: **"*Safeguarding Humankind's Heritage*"**.
Engineering's commitment is to help material wealth within a sustainable development perspective. Technological research and smart applications should support countries in safeguarding material, social and cultural heritage of each community of people.

Engineers coming from all over the would will meet and compare each other on different experiences. If you have ideas or proposals to share, please contribute to the **call for papers** until 4th September.

Topics of the call for papers are the following:
1. Preserving the environment in a sustainable perspective
2. Engineering for climate change
3. Engineering to safeguarding humankind's heritage (vs. natural disaster, wars, terrorist acts and others)
4. Information security for humankind's heritage
5. New technologies to safeguard humankind's heritage
6. New perspectives on safeguarding humankind's heritage (focus on young engineers and women engineers)

European Council of Civil Engineers

European Council of Civil Engineers

Secretariat:
P.O. Box 136 41, NTUA Patission Street Complex, (28th October) & Stournari Street,10682 Athens, Greece

Tel.: +30 210 9238170
Fax: +30 210 9235959
E-mail: ecce_sps@otenet.gr
Web: www.ecceengineers.eu

"Civil Engineers at the Heart of Society Building Life Quality and a Sustainable Environment"

The European Council of Civil Engineers (ECCE) was created in 1985 out of the common concern of the professional bodies for Civil Engineers in Europe that the Civil Engineers working together across Europe could offer much more to assist Europe advance its built Environment and protect the natural environment.

At the European Union level, ECCE aims to promote the highest technical and ethical standards, to provide a source of impartial advice, and promote co-operation with other pan-European organizations in the construction industry. ECCE also advises and influences individual governments and professional institutions, formulates standards and achieves a mutual compatibility of different regulations controlling the profession, and formulates standards for a European Code of Conduct of the Civil Engineering Profession and disciplinary procedures applicable throughout the Union.