



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 14.06.1995
COM(95)222 final

ANNUAL REPORT 1994 COHESION FUND

COMPLEMENT

(presented by the Commission)

Preliminary note

The regulation establishing the Cohesion Fund took effect on 26 May 1994. On that day the Cohesion Fund replaced the cohesion financial instrument established on 1 April 1993 following the decision taken by the Heads of State and Government at the Edinburgh Summit in December 1992.

On 17 January 1995 the European Commission issued its annual report concerning the cohesion financial instrument covering the period from its establishment to its replacement by the Cohesion Fund.

The present report covers the period from 26 May 1994 until 31 December 1994 and thus completes the reporting on activities for the all calendar year 1994.

In order to facilitate the reading of the present report, page references to the report on the cohesion financial instrument have been inserted throughout the text. By adopting this report the Commission fulfils its obligation under the regulation establishing the Cohesion Fund to produce an annual report on the activities of the Fund.

It is intended to establish a consolidated version of the report on the cohesion financial instrument and on the Cohesion Fund covering 1993 and 1994. The consolidated report, which will not be legally binding, will be given a wide distribution to serve as a vehicle of information on the Fund's activities to a wide audience.

CHAPTER 2 - FINANCIAL ASSISTANCE COMMITTED AND PAID BY THE FUND
(page 6)

2.3. IMPLEMENTATION OF THE BUDGET (page 8)

(Tables 1 and 2) see pages 3 and 4

TABLE 1

Utilization of Appropriations financial year 1994												
Appropriations for commitments: financial year 1994: 1.853 M ECU - Carryover from 1993: 136.300 ECU						Appropriations for payments: financial year 1994: 1.679 M ECU Carryover from 1993: 64.411.000 ECU						
M.S.	COMMITMENTS				TOTAL	BREAK DOWN	PAYMENTS				TOTAL	BREAK DOWN
	Environment	%	Transport	%		%	Environment	%	Transport	%		%
ES	519.315.325	51	498.907.910	49	1.018.223.235	54,95	136.688.294	32,3	286.088.122	67,7	422.776.416	46,16
GR	198.093.761	60	134.030.657	40	332.124.418	17,92	141.769.862	89,9	15.912.389	10,1	157.682.251	17,22
IRL	71.821.955	43	96.034.842	57	167.856.797	9,05	23.249.556	26,7	63.778.344	73,3	87.027.900	9,5
PO	134.199.142	40	200.183.857	60	334.382.999	18,05	54.539.242	22	193.767.974	78	248.307.216	27,1
TOTAL	923.430.183	-	929.157.266	-	1.852.587.449	99,97	356.246.954	-	559.546.829	-	9915.793.783	99,98
TECHN. ASS.	-	-	-	-	511.942*	-	-	-	-	-	198.940,20	0,02
TOTAL	923.430.183	49,8	929.157.266	50,2	1.853.099.391	100	356.246.954	38,9	559.546.829	61,1	915.992.723,20	100
Balance of Commitment Appropriations 1994:						Balance of Payment Appropriations:						
(1.853.000.000 - 1.852.963.091) = 36.909						(1.679.000.000 - 851.581.723,2) = 827.418.277						
* from 136.300 commit upon carryover												

Table 2 - Budget IMPLEMENTATION 1993/1994

M.S.	1993 Commitment	%	1994 Commitment	%	TOTAL 1 Commitment	%	1993 Payment	%	1994 Payment	%	TOTAL 2 Payment	%	BALANCE TO PAY (T1-T2)	%
ES	854.450.703	54,9	1.018.223.235	54,95	1.872.673.938	54,86	420.780.513	57,6	422.776.416	46,15	843.556.929	51,23	1.029.117.009	58,24
GR	280.364.000	17,9	332.124.418	17,92	612.488.418	17,94	148.116.155	20,3	157.682.251	17,21	305.798.406	18,57	306.690.012	17,35
IR	141.887.100	9,1	167.856.797	9,05	309.743.897	9,07	67.673.611	9,3	87.027.900	9,50	154.701.511	9,40	155.042.386	8,77
PO	283.568.700	18,1	334.382.999	18,04	617.951.699	18,10	94.010.547	12,9	248.307.216	27,11	342.317.763	20,79	275.633.936	15,60
Technical Assistance	374.125	0,02	511.942	0,03	886.067	0,03	7.500	0,00	198.940	0,02	206.440	0,01	679.627	0,04
Total	1.560.644.628	100	1.853.099.391	100	3.413.744.019	100	730.588.326	100	915.992.723	100	1.646.581.049	100	1.767.162.970	100
Allocation Carryover from 1993	1.565.000.000		1.853.000.000		3.418.000.000		800.000.000		1.679.000.000		2.479.000.000		939.000.000	
			136.300						64.411.000					

2.3.1 SPAIN (page 12)

(a) Environment

The Spanish authorities submitted a variety of projects for financing under the Cohesion Fund, covering such areas as water supply, water quality control, erosion control, beach restoration, river bank management, nature conservation and industrial pollution control measures. They also increased the number of projects concerned with waste treatment and for the first time submitted urban environment projects.

Environment projects account for 51% of the total amount of assistance granted from the Cohesion Fund to Spain up to the end of 1994 and were thus substantially greater than those submitted under the cohesion financial instrument.

Between June and December 1994 the Commission approved financing by the Cohesion Fund for 28 projects and groups of projects and for four studies on the environment. The breakdown is given in the table below:

(ECU)

	PROJECTS	STUDIES	TOTAL
Total eligible cost	585 751 390	2 638 595	588 389 985
Cohesion Fund assistance	497 888 672	2 489 917	500 378 589
Commitments from 1984 budget	497 888 672	2 489 917	500 378 589

The projects approved are broken down by category in the table below:

(ECU)

Category	No of projects	Total eligible costs	CF contribution	
				%
Water supply	7	176 374 241	149 918 102	30
Water quality control	1	45 811 312	38 939 615	8
Waste water collection and treatment	5	68 653 496	58 355 468	12
Erosion control	11	212 864 589	180 934 898	36
Waste management	2	45 772 388	38 906 530	8
Urban environment	2	36 275 364	30 834 059	6
Studies	4	2 638 595	2 489 917	-
Total	32	588 389 985	500 378 589	100

The following paragraphs give more details, highlighting the most important projects within each category. All of the projects approved respond to the priorities outlined in the Community's Fifth Action Programme on the Environment and Sustainable Development and the objectives of Article 130r of the Treaty.

1. Water management

1.1. Water supply

This category includes seven projects to improve or provide good-quality water supplies to large towns and areas affected by drought and consequent water shortages. They are concerned mainly with the provision of the infrastructure required to bring drinking water to these areas from the sources of supply (pumping stations, pipelines, tunnels, purification plants, etc.).

A large water supply project to install an automatic network to provide information on water from the Guadalquivir basin received ECU 25.4 million from the Cohesion Fund.

2. Water purification and quality control

2.1. Collection and treatment of waste water

Five projects for the installation of infrastructure for the collection and treatment of waste water were financed. These installations are intended to reduce pollution of residual water, improve health conditions and protect ecosystems.

2.2. Water quality control

A second network of 85 automatic early-warning stations aimed at monitoring water quality in all the major Spanish river basins is receiving ECU 38.9 million to extend and improve the first project financed by the cohesion financial instrument. The system will provide real-time information on a number of water-quality parameters.

3. Erosion

3.1. The coast

Four groups of projects concern coastal improvements, the restoration of degraded lengths of coastline and the restoration of beaches on various stretches of the Mediterranean and Atlantic coasts.

3.2. Restoration of water basins

The main project in this category is Picrha I and II (integrated plans for the restoration of water supplies and the environment in water basins). The project is primarily concerned with reducing erosion through reafforestation and the construction of dykes and dams and with flood prevention. Total financial assistance allocated amounts to ECU 71.3 million.

A series of projects to consolidate and strengthen river banks and edges, provide access to water courses, restore degraded areas and improve water works in the country's basins is also being financed.

Two other projects concerning the canalization of the river Miraflores in Seville and protection of sections of the river Nalón in Asturias have received assistance from the Cohesion Fund which will permit an improvement in the quality of life of those living in the municipalities affected and the sustainable development of the area.

3.3. Restoration of the environment

A group of projects is concerned with the restoration of the natural environment and degraded areas through the construction of roads, the restoration of abandoned railway lines for use as "green corridors" and the decontamination of ground polluted by toxic waste.

3.4. Climatic change

A climate monitoring project to detect climate change and its impact on the environment involves the collection and treatment of data on the climate system for use in studies relating to climatic phenomena.

4. **Waste management**

A group of projects includes measures to reduce and offset the environmental impact of industrial activity.

A series of projects is concerned with the provision of apparatus for the selective collection of solid urban waste, the part-financing and cleaning up of nine unauthorized tips, the construction of four intermediate deposits, engineering work for a compost factory and waste treatment in the Jalón basin.

5. **Urban environment**

A project for the regeneration of the historical centre of Barcelona by demolishing buildings to create open spaces and gardens.

A group of projects to monitor urban and industrial atmospheric pollution, noise pollution in Madrid and the reduction of noise along roads.

(b) **Transport (page 16)**

On 21 December 1994 the Commission approved finance from the Cohesion Fund for the following nine transport infrastructure projects in Spain:

Total eligible cost	ECU 857 631 387
Cohesion Fund assistance	ECU 728 986 669
Commitment from 1994 budget	ECU 493 347 931

Roads

Three projects, including the Gijón bypass, concern the northern route from La Coruña to Irún (N-632) in Asturias.

Two projects will improve communications in southern Spain by extending the Costa del Sol expressway from San Roque to Guadiaro and completing the Madrid-Bailén-Granada-Málaga route with 116 km of expressway between Bailén and Albolote. This project will receive assistance amounting to ECU 263 million.

A further project will widen the N-VI between Madrid and Villalba and improve traffic conditions for the 76 500 vehicles which use this route every day.

A bypass for Lérida, on the N-II between Madrid and the French frontier via Barcelona, will also be constructed.

Railways

The two rail infrastructure projects comprise a series of works required for running speeds of 200/220 kph on the Valencia-Barcelona, Madrid-Alicante and La Encina-Valencia lines including the removal of level crossings, the redesign of stations, doubling of the track and electrification of certain sections.

These two projects will improve rail connections between the major urban centres located on the Madrid-Valencia-Barcelona triangle and served by national-gauge railways.

2.3.2. Portugal (page 19)

(a) Environment

Applications by Portugal in 1994 meant that the strategy for assistance devised in 1993 could be followed through the installation of major systems for the supply of water, the treatment of waste water and the management of urban waste in the most densely populated parts of the country (Lisbon, Oporto and the Algarve).

There were fewer individual small projects than in 1993 since, with one exception, all the projects costing less than ECU 10 million were submitted as phases of larger measures.

Provision of drinking water

The majority of projects concern major networks for the capture and distribution of water in the regions of Lisbon, Oporto and the Algarve where assistance from the Cohesion Fund has been requested for the Odeleite-Beliche water system, a major project which will receive investment totalling over ECU 100 million.

In the Alentejo, where the continuing drought is creating severe water shortages, two projects have been submitted, including the Alqueva dam, which forms part of a large multipurpose undertaking where investment will total over ECU 200 million.

Portugal has submitted only one project outside these three priority regions. This concerns finance for a drinking water distribution network in Madeira.

Waste water treatment

In general, the eight projects received concerning the metropolitan areas of Lisbon and Oporto represent a continuation of assistance under the cohesion financial instrument in 1993. This is particularly true of the cleaning up of the rivers Trancão and Ave and the treatment of water discharged in the Oporto coastal area.

Most of the six projects concern the cleaning up of the Ria Formosa nature park in the Algarve. All the projects form part of a broader range of assistance, further stages of which will be submitted to the Cohesion Fund in the years to come.

Waste

Although there are more projects concerning the treatment of urban waste than in 1993, such projects are still comparatively few in number. The principal ones concern the sorting and selective collection project in Oporto and the first stage of large project which should serve several municipalities on the left bank of the Tagus in Lisbon.

Conservation of protected areas

A measure for the reafforestation and protection of nature parks and protected areas will be implemented in three consecutive phases, the first of which was submitted and approved in 1994.

Projects approved

Between the entry into force of Regulation (EC) No 1164/94 of 16 May 1994 and the end of 1994, 23 projects, including eight studies, were adopted and assistance totalled ECU 128 million.

(ECU million)

Type of project	No	%	Cohesion Fund assistance	%
Drinking water	7	31	56.1	44
Waste water	12	52	56.2	44
Waste	3	13	10.3	8
Protected areas	1	4	5.4	4
TOTAL	23	100	128.0	100

(b) Transport (page 22)

Roads

As part of the policy of relieving congestion in the main urban areas, the "Freixo" bridge and the bridge over the Tagus will also improve access and increase mobility on the major road routes of which they form part.

Projects approved

Between the entry into force of the Cohesion Fund Regulation and the end of 1994, five projects and three studies were approved for assistance totalling about ECU 438 611 000 and ECU 362 000 respectively.

For the year as a whole, assistance by mode of transport from the cohesion financial instrument and the Cohesion Fund was broken down as follows:

(ECU million)

Type of Project/Study	No	Cohesion instrument/Fund assistance	%
Roads	8	540.2	96.7
Railways	1	5.1	1.0
Ports	7	13.1	2.3
Total	16	558.4	100

2.3.3. Greece (page 23)

(a) **Environment**

Community assistance to environmental measures in 1993-94 accounted for 61% of assistance to Greece.

The breakdown of assistance by objective is as follows:

	<u>1993-94</u>
water supply	59%
waste water treatment	31%
waste management	1%
nature protection	7%
historic sites	2%

Water supply

Community assistance from the cohesion financial instrument for the major project to supply water to Athens from the river Evinos totalled ECU 166 million. The figure for 1993-94 is ECU 188 million.

Purification of waste water

In addition to the projects listed above, a number of further projects were financed in 1993-94. The most important were the installation of purification equipment in Kalochori near Thessaloniki, Serres and Ptolemais.

(b) Transport (page 28)

Ten decisions were adopted in the transport infrastructure sector. Their total cost is ECU 327 million and assistance from the Fund amounts to ECU 278 million.

Since the total cost of the project to electrify the railway line from Piraeus to Athens and Thessaloniki is ECU 179 million, with Community assistance amounting to ECU 152 million, the decision was adopted with the appropriations committed in annual instalments.

Four other decisions concerned the amendment of earlier decisions under the cohesion financial instrument and mergers of stages of projects into a single project.

Three decisions concerned studies undertaken by the Piraeus port authority.

Assistance by type of transport is as follows:

1. AIRPORTS	TOTAL COST	CONTRIBUTION FROM THE FUND (ECU million)
Corfu airport*	8 718	7 410
2 RAIL		
Electrification Piraeus-Athens-Thessaloniki**	179 654	152 706
Thessaloniki-Alexandroupolis	31 200	26 520
Paleofarsalos-Kalambaka*	33 900	28 815
3 ROADS-MOTORWAYS		
Piraeus	32 011	27 209
Serres-Promachon*	19 500	16 575
Kardia-Kallikratia*	21 800	18 530
4 PORTS (studies)		
Thriassio-Ikonio	183	183
Master Plan	140	119
Investment programme	44	38
	-----	-----
TOTAL	327 150	278 105

* Amendment of a decision taken under the cohesion financial instrument

** Decision with commitments in annual instalments

The part of the Community contribution which concerns subsequent instalments of the project for the electrification of the line from Pireaus to Athens and Thessaloniki should be committed in future years.

A further part of this contribution, which corresponds to the first stage of the decisions on amendment and merger, was committed using appropriations from the cohesion financial instrument.

This means that the appropriations committed in 1994 by the Cohesion Fund for all these decisions totalled ECU 122 million.

2.3.4 Ireland: Overview (page 31)

Between 26 May and 31 December 1994, the Commission approved new decisions or modifications of decisions previously taken which granted a total of ECU 126.9 million of assistance to Ireland of which ECU 73.6 million, or 58 % of the total, was for transport projects and ECU 53.3 million, or 48 %, was for environment projects.

The table below gives a breakdown of projects by category:

Commitment of aid to projects in Ireland:
May - December 1994

(ECU million)

Transport	Number of new projects	Assistance granted	% of total
1. Roads.....	7	46.3	36.5
2. Rail.....	0	20.8	16.4
3. Ports.....	2	6.5	5.1
Total	9	73.6	58.0

(ECU million)

Environment	Number of new projects	Assistance granted	% of total
1. Water Treatment.....	1	32.4	25.6
2. Water Supply.....	0	17.7	14.0
3. Technical assistance.....	5	3.1	2.4
Total	6	53.3	42.0

GRAND TOTAL	15	126.9	100
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(b) Ireland : Transport Projects (page 41)

Roads

Between 26 May and 31 December 1994, The Commission approved ECU 46.3 million in assistance for road projects, either by approving new projects or by granting additional assistance to projects approved earlier. The grant rate in all cases was 85 %.

All of the aid concerned projects on the main corridors of the trans-European road network.

The projects which received Cohesion Fund assistance were the following:

(ECU million)

Route	Project Name	New project or modification of existing project	Aid granted
N1 Dublin - Belfast	Balbriggan By-pass	modification	1.1
	Drogheda By-pass	modification	0.5
	Dunleer - Dundalk road	modification	0.3
Dublin Ring Road	Southern Cross	new project	1.8
	South-East Motorway	new project	1.9
N11 Dublin - Rosslare	Arklow By-pass	new project	2.1
	Killarney Road interchange	modification	0.7
	Enniscorthy - Wexford	modification	0.03
N25 Rosslare - Cork	Killongford - Dungarvan	modification	0.6
	Belview Port Access	modification	0.02
	Lee Tunnel	modification	2.9
N7 Dublin - Cork/Limerick	Kildare By-pass	new project	1.9
	Portlaoise By-pass	new project	3.7
N7 Dublin - Limerick	Nenagh By-pass	new project	13.9
Main Road Corridor Improvement 1993	twelve projects on TEN	modification	4.6
Main Road Corridor Improvement 1994	seven projects on TEN	new project	10.4
TOTAL			46.3

Rail

The Commission approved ECU 20.8 million in assistance for rail projects between 26 May and 31 December 1994. The following two projects, which had already been approved in 1993, received additional assistance which came to 85% of the total cost:

(ECU million)

Name	Type of project	New project or modification of existing project	Assistance granted
Dublin - Belfast	Mainly track and signalling replacement	modification	20.6
Belview Port Access	Bridge and level crossing access to port	modification	0.2
TOTAL			20.8

Ports

The Commission approved ECU 6.5 million in assistance to port projects between 26 May and 31 December 1994. As in 1993, Cohesion Fund investment following the strategy of concentrating on the four largest ports (Dublin, Rosslare, Waterford and Cork).

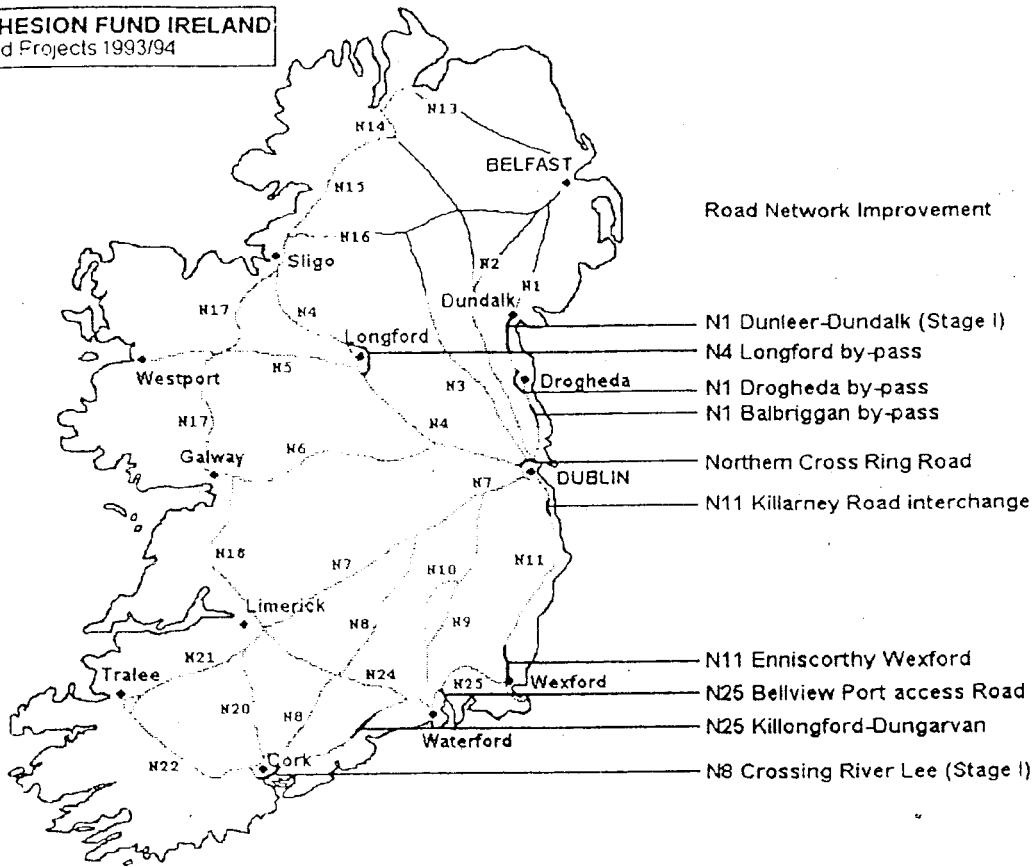
The projects approved for the first time, or modified following earlier Commission approval, were the following:

(ECU million)

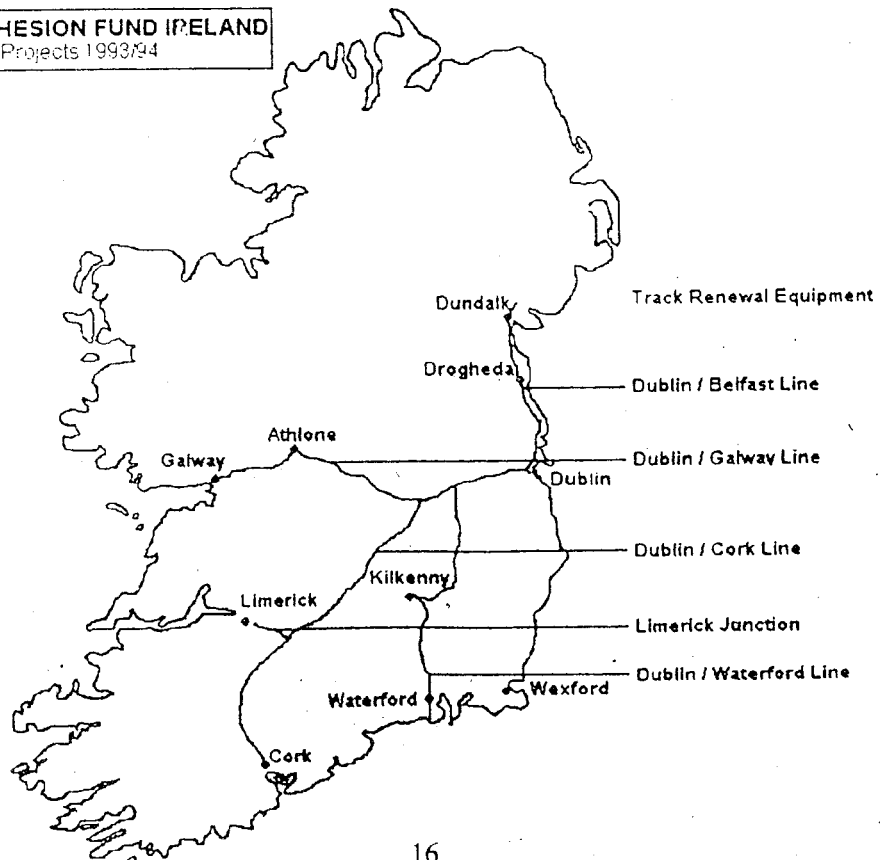
Port	Project Name	New project or modification of existing project	Assistance granted
Waterford	Port dredging	new project	1.2
Cork	Expansion of ferry terminal	modification	2.0
Cork	New tug	new project	3.2
Total			6.5

The aid rates varied from 85 % for the dredging project in Waterford to 3/4 for the tug project and 2/3 for the ferry terminal in Cork. The lower aid rates take account of additional revenue which will be generated when the projects are completed.

COHESION FUND IRELAND
Road Projects 1993/94



COHESION FUND IRELAND
Rail Projects 1993/94



2.4. ASSISTANCE FOR STUDIES AND TECHNICAL SUPPORT MEASURES (page 44)

Details of technical assistance contracts concluded after 25 May 1994 are given in Annex XII.

2.4.2. On the Commission's initiative (page 44)

Study on the water resources of the Iberian peninsula

The Cohesion Fund undertook a study to collect, analyse and assess data currently available on the water resources of the Iberian peninsula. This should give details of the resources available now and in the future and of the quality of water in the basins shared by Spain and Portugal.

2.4.3. At the request of the Member States (page 46)

(a) Spain

The Commission approved four studies on the environment submitted by the Spanish authorities for payment by the Cohesion Fund:

- a group of preparatory studies concerning technical assistance for the assessment and cost/benefit analysis of environmental projects to be financed by the Fund. The studies were financed at 100%;
- technical assistance to prepare strategic frameworks for groups of projects concerning the coast and water courses was financed at 100%;
- a study on the prior assessment of the technical, economic and ecological viability of removing soil pollution through crops and natural procedures for purifying liquid industrial effluent in countries with a Mediterranean climate was financed at 85%;
- a study into the remote sensing of basic information of the environment to contribute to the rational management of water resources was financed at 100%. The general aim of the study was to identify and quantify the basic environmental parameters affected by the various sectoral policies affecting planning, such as water management and the agricultural and forestry policies.

A study on the macro-economic assessment of projects part-financed by the Fund was financed at 100%. Assistance totalled ECU 30 000.

(b) Portugal

Under the Cohesion Fund, two preparatory studies in the transport sector were approved for the ports: one concerns the general loading terminal at Sines and the other the works required to complete replanning of the quays at Rocha de Conde d'Obidos and Alcântara Norte in the port of Lisbon.

A study to identify and assess the positive impact on the environment of the inner and outer Lisbon ring roads was also approved.

A decision to part-finance a technical assistance measure on the steps to be taken as part of the monitoring and information measures concerning the work of the Cohesion Fund in Portugal was also adopted.

In the environment sector, the Cohesion Fund financed two studies on the treatment of water in the Algarve designed to find solutions appropriate for coastal areas which are particularly sensitive from an environmental point of view.

Two other studies dealt with the treatment of urban waste. These were financed with particular attention to preparations for the introduction of a "green dot" system.

2.4.5 Amounts of payments made between 26 May and 31 December 1994 are shown for each Member State: (page 48)

(ECU)

M.S.	PAYMENTS		BALANCE	TOTAL	%
	ADVANCES	INTERMED.			
SPAIN	215 741 428	94 395 724		310 870 258	100
Environ.	76 932 109	20 502 256		97 434 365	31 34
Transport	138 809 319	73 893 468	733 106	213 435 893	68 66
GREECE	27 141 609	66 607 722		113 648 851	
Environ.	13 858 140	63 978 802	19 899 520	97 736 462	
Transport	13 283 469	2 628 920		15 912 389	
IRELAND	15 004 676	62 577 866		77 582 211	
Environ.	3 876 603	17 035 270		20 911 542	
Transport	11 128 073	45 542 596		56 670 669	
PORTUG.	53 727 529	159 370 168		213 121 642	
Environ.	21 337 834	32 549 676		53 884 510	
Transport	32 389 695	126 820 492	26 945	159 237 132	
Total	311 616 242	382 951 480	20 659 571	715 222 962	

**CHAPTER 4 - ASSESSMENT OF PROJECTS AND MEASURES ADOPTED UNDER
THE COHESION FINANCIAL INSTRUMENT (page 59)**

**4.2. CONTRIBUTION TO THE REINFORCEMENT OF TRANS-EUROPEAN
TRANSPORT NETWORKS**

Considerable progress was made in the second half of 1994 in financing transport projects which will provide important new links in the transport networks, or will substantially improve existing links. A feature to note is that a higher proportion of assistance in this period was granted to projects relating to the rail network. In total around 26% of Cohesion Fund assistance approved for transport between 26 May and 31 December 1994 went towards railway projects. This compares with 15% over the period covered by the interim cohesion financial instrument (1 April 1993-25 May 1994).

As the tables below show, a total of 52 transport network projects (including studies) were approved in the second half of 1994 involving total eligible costs of ECU 1921.38 million and ECU 1622.46 million of Cohesion Fund assistance. The amount committed out of the 1994 budget for these projects was ECU 767.9 million.

Among the most significant projects to be financed were the following :

Spain

Bailén-Granada motorway
Madrid-Valencia railway line upgrading (200/220 kph)
Valencia-Barcelona railway line upgrading (200/220 kph)

Portugal

Tagus bridge
Marateca-Montemor motorway (Lisbon-Madrid corridor)

Greece

Piraeus-Athens-Thessaloniki railway electrification
Thessaloniki-Alexandroupolis railway improvement

Ireland

Dublin ring road (Southern Cross)
Cork-Dublin railway upgrading

TENS PROJECTS APPROVED FOR ASSISTANCE
(26 MAY 1994 -31 DECEMBER 1994)

Table 1: BY MEMBER STATE

(ECU million)

MEMBER STATE	No of projects*	Total eligible costs	Cohesion Fund contribution	Commitments 1994 budget
SPAIN	9	857.63	728.99	493.35
PORTUGAL	8	528.07	438.97	80.66
GREECE	15	327.15	278.11	121.63
IRELAND	20	208.53	176.38	72.25
TOTAL	52	1 921.38	1 622.45	767.89

*includes studies

TABLE 2 : BY TRANSPORT SECTOR

(ECU million)

SECTOR	No of projects	Total eligible costs	Cohesion Fund contribution	Commitments 1994 budget
ROADS	29	1 406.98	1 185.18	482.62
RAIL	12	497.28	422.69	273.25
AIRPORTS	2	8.72	7.41	4.85
PORTS	3	7.61	6.47	6.47
STUDIES	6	0.80	0.70	0.70
TOTAL	52	1 921.38	1 622.45	767.89

4.8. THE ROLE OF THE EUROPEAN INVESTMENT BANK IN THE ASSESSMENT OF PROJECTS (page 75)

4.8.2. Implementation

The results of cooperation:

Between September and December 1994, an initial reaction was given to 18 projects.

4.9. COORDINATION WITH THE CHRISTOPHERSEN GROUP (page 77)

The work of the Christophersen Group proceeded with renewed intensity in the second half of 1994 following the endorsement given by the Corfu Council in June. The Council welcomed the work undertaken by the Group, agreed on a first priority list of 11 major transport projects and "attached importance" to the other transport projects which were listed in the Group's interim report. It also asked the Group to examine the question of relevant networks in the field of the environment.

The Cohesion Fund continued its close involvement with the work of the Group, following in particular the preparation of its final report to the Essen Council. In this report the list of high priority projects was expanded to 14, of which the following five are of direct interest to the Fund :

Project	Cohesion Fund assistance (1993-94) (ECU million)
- High Speed Train South (Madrid-Barcelona-Montpellier and Madrid-Barcelona-Dax)	8.0 (feasibility studies)
- Greek motorways (PATHE and Via Egnatia)	80.2
- Lisbon-Valladolid road corridor	52.6
- Cork-Dublin-Belfast rail link	32.5
- Ireland/UK/Benelux road link (Irish section)	35.0
TOTAL	208.3

In addition to the ECU 208.3 million of assistance approved for these projects in 1993-94, a further ECU 1.1 billion of grant aid has been formally applied for by the Member States (primarily for the Greek motorways). Additional applications for assistance are anticipated in 1995 and subsequent years.

As regards the projects which fall into the lower priority categories in the Christophersen Group's report to Essen Council, the Cohesion Fund has a direct or indirect interest in the following:

- combined transport in Portugal and Spain
- Marateca-Elvas motorway
(Lisbon-Portugal/Spain border)
- Brindisi-Otranto motorway (interest for Greece).

The Christophersen Group report also gave prominence to certain Europe-wide projects relating to the implementation of new technologies and traffic management systems. The Cohesion Fund has helped to finance two important examples of such projects :

- Vessel Traffic Management System in Spain - set of stations/equipment for the surveillance of maritime traffic;
- Air Traffic Management Systems in Greece

The Essen Council of 9 and 10 December 1994 endorsed the revised lists of priority projects and adopted the Christophersen Group's main recommendations relating to the transport networks. It also agreed that the development of networks in certain environmental sectors should be studied.

The Cohesion Fund Directorate organized two project seminars in the context of the Christophersen Group's work. These related to the priority projects Lisbon-Valladolid motorway (7 October) and Cork-Dublin-Belfast-Larne-Stranraer rail link (30 November).

The purpose of these seminars was to bring the parties concerned together in order to review progress on the projects, to identify obstacles to their implementation and to explore ideas for their acceleration, including possibilities for private finance. The open discussions which resulted clarified a number of issues concerning these two projects and gave rise to useful follow-up action. Among the positive outcomes that can be reported are :

Lisbon-Valladolid road corridor

- clarification of the timetable and priority accorded to the project by both the Portuguese and Spanish authorities;
- encouragement of the Portuguese authorities to seek private financing for at least part of the route;
- invitation from the Commission to both the Spanish and Portuguese authorities to present feasibility studies on cross-frontier sections to the Cohesion Fund for financing.

Cork-Dublin-Belfast-Larne-Stranraer rail corridor

- possibility of extending the priority route to include two feeder rail lines (Belfast-Londonderry and Limerick) in order to improve its economic viability;
- prospect of accelerating planned expenditure on Cork-Dublin section if financed by the Cohesion Fund;
- identification of a series of investments which might enhance the rail link and thus enable it to benefit fully from the favourable political situation in Ireland/Northern Ireland.

CHAPTER 5 - MONITORING AND SUPERVISION (page 78)

5.1. Monitoring Committee: Spain

The second meeting of the Monitoring Committee was held in Madrid on 14 December 1994. It looked at progress on each of the projects approved by 30 June 1994.

The Commission took the opportunity to explain the criteria and requirements laid down by the Community directives on public procurement, since it had had difficulty in ascertaining whether certain Spanish projects complied with these directives.

The Commission also asked for explanations on the criteria used to select projects in order to avoid overlapping financing from other financial instruments.

Overall, progress on projects was considered satisfactory, particularly in the transport sector, where the explanations provided covered the delays and variations in costs which had affected certain projects. Most of the variations in costs were the result of prices for land which differed from the original estimates.

The next meeting of the Committee was fixed for 16 March 1995.

5.5. Commission inspections of the financial management of the projects approved (page 81)

Pursuant to Article 12(4) of Council Regulation (EC) No 1164/94, the Commission undertook a series of measures to check the accuracy of the declarations submitted by the Member States to support their applications for assistance and the existence of administrative and accounting documents concerning projects which had received financial assistance from the Cohesion Fund.

The missions carried out by the Commission between 26 May and 31 December 1994 to monitor the management and sound implementation of the projects approved were as follows:

(a) Missions undertaken by Directorate SG-H and projects inspected:

Mission to Portugal from 18 to 20 July 1994 to inspect projects: 93/10/65/006, 93/10/61/006, 93/10/61/014, 93/10/61/015, 93/10/61/018, 93/10/61/019,

Mission to Ireland:

- on 20 and 21 July 1994 to inspect projects: 93/07/65/007, 93/07/65/008, 93/07/61/031, 93/07/61/038,
-

Missions to Greece:

- from 13 to 16 June 1994 to inspect projects: 93/09/61/001, 93/09/61/002, 93/09/61/003, 93/09/61/004, 93/09/61/005, 93/09/61/006, 93/09/61/007, 93/07/61/008, 93/09/61/012, 93/09/61/013, 93/09/61/014.
- on 20 and 21 October 1994 to inspect project 93/09/61/039,
- from 19 to 22 December 1994 to inspect projects: 93/09/65/003, 93/09/65/004 and 93/09/65/014;

(b) Mission undertaken by Financial Control with participation of the Directorate SG-H and projects inspected

to Ireland from 8 to 11 November 1994 to inspect projects: 93/07/65/002, 93/07/61/014 and 93/07/61/021,

(c) Technical verification missions carried out with the assistance of scientific consultants

Specific missions for the technical assessment of projects and/or progress of work may also be undertaken by consultants selected for that purpose through technical assistance. For example, between 19 and 23 December 1994, projects 93/09/61/011 and 93/09/61/074 were inspected.

5.7. Fraud and Irregularity (page 83)

The Commission received no reports of fraud in connection with projects approved under Council Regulation (EC) No 1164/94.

The Commission did find one case of irregularity concerning the Waterford Main Drainage project 93/07/61/021 in Ireland.

The Local Authority responsible for the execution of the project declared in 1993 expenditures whose relationship with the project was not established. This point was immediately accepted by the Department of Environment which is in charge of coordination of environmental projects in Ireland.

The Commission has agreed a new statement submitted by the Irish authorities in support of their payment request which excludes the aforementioned expenditure.

5.8. Legal proceedings in progress (page 83)

The Commission is not aware of any legal proceedings in progress in connection with projects approved under Council Regulation (EC) No 1164/94.

CHAPTER 6 - INFORMATION AND PUBLICITY (page 84)

6.4. Information to interested parties (page 85)

Barcelona, 22 November 1994 Information seminar on the Cohesion Fund organized by the Spanish confederation of employers' organizations (CEOE) following the successful meeting in Madrid on 17 May 1994. This was a similar seminar aimed at the same public but held in Barcelona. Some 80 people attended.

Salamanca, 23 November 1994 This was a presentation of the Cohesion Fund to the congress on finance for roads in the European Union organized by the Department of civil engineering and transport in the Polytechnic University of Madrid. Three hundred people attended and received documentation on the Cohesion Fund.

Brussels, 29 November 1994 An information day on the Cohesion Fund and how firms can compete for public contracts was organized by the Assemblée des Chambres Françaises de Commerce et d'Industrie, Entreprise Equipement-France and the Chambre Française de Commerce et d'Industrie en Belgique and attended by representatives of the Greek, Spanish, Portuguese and Irish Chambers of Commerce together with some fifty people from French firms. Following this day, a report will be published in the magazine "Interconsulaire" (print run 18 000 copies) which is distributed to all Chambers of Commerce and Industry in France, Regional Chambers of Commerce and Industry, Eurocentres and small firms.

- Annex 12** List of studies and technical support measures in 1994 - Cohesion Fund
- Annex 15** New details of environmental projects and transport projects
- Annex 16** Maps of road and rail transport in each country

ANNEX 12

List of studies and technical support measures in 1994 - Cohesion Fund

XVI-E Cohesion Fund			FINANCIAL MANAGEMENT OF TECHNICAL ASSISTANCE CONTRACTS					
1 CONTRACTS - signed in 1993						INIT.	END	ECU
name of society/person responsible			SPECIALIZATION					
1.1	FROM APPROPRIATIONS UNDER A - 2600							
1.1.1	L.S.E		STUDY OF AN IMPACT ANALYSIS MODEL			06.11.93	04.12.93	30.000
1.2	FROM APPROPRIATIONS UNDER B2 - 3000							
1.2.1	93.00.A.T.001	FILIPPI	FILIPPI	METHODOLOGY FOR TRANSPORT PROJECTS		13.7.93	30.6.95	41.000
1.2.2	93.00.02.007	A.T.E.I.	WAGENDORP	EDUCATIONAL MATERIALS		31.12.93	31.1.94	3.125
1.2.3	93.00.02.005	B.E.I	La MARCA	ASSESSMENT OF COHESION FUND PROJECTS		01.10.93	31.12.94	325.000
2	CONTRACTS - signed in 1994 from appropriations under B2 - 3000			STUDIES/TECHNICAL ASSISTANCE (CF)				
2.1	94.00.00.001	CONAPRO	PANITSIDIS	PROJECTS/STUDIES (FC) CIVIL WORKS		01.3.94	28.02.95	38022,20
2.2	94.00.02.002	UNIVERSITE DE GAND	VERSTRAETE	WASTE WATER TREATMENT		01.03.94	28.02.95	51.500
2.3	94.00.02.003	D.K.M. Economics Consultants ltd	Mc CATHY	PORT INFRASTRUCTURES IN IRL		01.3.94	28.02.95	31.126
2.4	94.00.02.004	A.T.E.I.	WAGENDORP	EDUCATIONAL MATERIAL		25.3.94	24.5.94	803
2.5	94.00.02.005	WRc plc	Mr D.PROKTOR	Galway city & its environs: Study waste waters trt		06.10.94	05.01.95	28.960
2.6	94.00.02.006	MONTGOMERY WATSON LTD	Mr WALLWORK	METHODOLOGY FOR ENVIRONMENT PROJECTS		14.10.94	13.10.96	125.416
2.7	94.00.02.007	MOTT MAC DONALD	Mr P.LAURENCE	COMBINED TRANSPORT RAIL PROJECTS		14.10.94	13.10.96	131.500
2.8	94.00.02.008	S.T.C. consulting eng.	M. Fr. LIVA	Piping for water installations		02.12.94	01.12.96	40.400
2.9	94.00.02.009	KNIGHT PIESOLD & PARTNERS	M. PANIARAS	Evinos project		02.12.94	30.11.95	39.137
2.10	94.11.15.001	M.V.E.	M.V.Esteves	PRESENTATION MATERIAL FOR THE COHESION FUND		21.12.94	21.01.95	9.426
			TOTAL AMOUNT OF TECHNICAL ASSISTANCE CONTRACTS SIGNED IN 1993 AND 1994 FROM THE APPROPRIATIONS UNDER b2-3000 AND a					895415,20

ANNEX 15

Projects

IRELAND

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 93/07/65/013: Cork Harbour Tug

NATURE AND SUMMARY DESCRIPTION: The project consists of the purchase of a 35 T bollard pull water tractor tug with fire fighting equipment to replace an existing tug owned by the Port Authority. The tug will be used only by the Cork Harbour Authorities and there will be no unjustified restriction of access to its use.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: Cork Harbour Commissioners
Address: Custom House Street, Cork, Ireland.

4. **LOCATION:** Co. Cork

5. **COST OF THE INVESTMENT:**

- Total: 4.326 Mecu
- Eligible cost for assistance from the Fund: 3.817 Mecu

6. **SCHEDULE OF WORKS:** - Start: 1/1/1994
- End: 16/12/1995

7. **ASSISTANCE GRANTED:** (85 %) 3.245 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** The main benefits will come from savings to operators from the use of fewer tugs, a reduction in delays and lower freight costs through the use of larger vessels.

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 93/07/65/036: Kildare By-pass

NATURE AND SUMMARY DESCRIPTION :The project consists of the design and planning stage of a 12 km motorway by-pass of Kildare town, which, when completed, will include two interchanges.
2. **BENEFICIARY MEMBER STATE:** Ireland
3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Name National Roads Authority
Address: O'Connell Bridge House, Dublin 2, Ireland.
4. **LOCATION:** Co. Kildare
5. **COST OF THE INVESTMENT:**

- Total: 55.719 Mecu

- Eligible cost for assistance from the Fund: 2.213 Mecu
6. **SCHEDULE OF WORKS:**
- Start: 01/01/1995
- End: 1999
7. **ASSISTANCE GRANTED:** (85 %) 1.881 Mecu
8. **FINANCING PLAN (See Annex)**
9. **SOCIO-ECONOMIC BENEFITS:**

The project will reduce travel times between Dublin and Cork/Limerick, will increase the capacity of the route, will relieve the town of Kildare of a substantial proportion of through traffic and will improve access to the south and mid-west regions.
10. **RATE OF RETURN :** The internal rate of return for the project is estimated at 11 %.

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 93/07/65/038: Nenagh By-pass

NATURE AND SUMMARY DESCRIPTION : The project involves the construction of a 11.2 km of new single carriageway road bypassing the town of Nenagh and an associated 4.8 km link road from the N52 road north of Nenagh.
2. **BENEFICIARY MEMBER STATE:** Ireland
3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: National Roads Authority
Address: O'Connell Bridge House, Dublin 2, Ireland.
4. **LOCATION:** Co.Tipperary
5. **COST OF THE INVESTMENT:**

- Total:	17.318 Mecu
- Eligible cost for assistance from the Fund:	17.318 Mecu
6. **SCHEDULE OF THE WORKS:**

- Start:	1993	
- End:	1998	
7. **ASSISTANCE GRANTED:** (80 %) 13.854 Mecu
8. **FINANCING PLAN:** (See Annex)
9. **SOCIO-ECONOMIC BENEFITS:** The project will relieve the town of Nenagh of a significant proportion of through traffic, provide significant time savings to users of the Dublin - Limerick road and improve access to the South - West region.
10. **RATE OF RETURN :** The internal rate of return for the project has been estimated at 11%.

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 93/07/65/041: Dublin Ring Road: Southern East Motorway

NATURE AND SUMMARY DESCRIPTION: The project consists of the design and planning stage of a 10.4 km motorway section of the Dublin Ring Road linking the planned Southern Cross section to the N11 route south of Dublin city.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Name	National Roads Authority
Address:	O'Connell Bridge House, Dublin 2, Ireland.

4. **LOCATION:** Co. Dublin

5. **COST OF THE INVESTMENT:**

- Total:	54.426 Mecu
- Eligible cost for assistance from the Fund:	2.252 Mecu

6. **SCHEDULE OF WORKS:**

- Start:	01/01/1998
- End:	post 1999

7. **ASSISTANCE GRANTED:** (85 %) 1.914 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** The cost-benefit analysis for the project has not yet been completed since it forms part of the planning stage.

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 93/07/65/042 - Arklow By-pass

NATURE AND SUMMARY: The project consists of the provision of a 12 km dual carriageway by-pass of Arklow town in south Co. Wicklow, including two interchanges.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Name: National Roads Authority
Address: O'Connell Bridge House, Dublin 2, Ireland.

4. **LOCATION:** Co. Wicklow

5. **COST OF THE INVESTMENT:**

- Total: 39.627 Mecu
- Eligible cost for assistance from the Fund: 38.435 Mecu

6. **SCHEDULE OF WORKS:**

- Start:	01.09.1995
- End:	31.09.1998

7. **ASSISTANCE GRANTED:** (85 %) 32.670 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** The project will reduce travel times between Dublin and the ports of Rosslare and Waterford, will relieve the town of Arklow of a significant part of through traffic, will improve road safety and will improve access to the South-East region.

10. **RATE OF RETURN :** The internal rate of return for the project is estimated at 12%.

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 94/07/65/001: Dredging: Waterford port

NATURE AND SUMMARY DESCRIPTION: The project involves the dredging in three locations to remove silt and gravel to achieve 6 metres minimum depth of water in the approaches to the terminal at Belview and to provide a turning basin.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Name: Waterford Harbour Commissioners
Address: Harbour Office, Georges Street, Waterford

4. **LOCATION:** Co. Waterford/Co. Kilkenny

5. **COST OF THE INVESTMENT:**

- Total:	1.418 Mecu
- Eligible cost for assistance from the Fund:	1.418 Mecu

6. **SCHEDULE OF WORKS:**

- Start:	31.05.1994
- End:	30.12.1994

7. **ASSISTANCE GRANTED:** (85 %) 1.205 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** The project will reduce delays to shipping companies because of tidal conditions. It will also reduce unit costs due to the use of larger vessels and will improve safety in the port. The internal rate of return for the project is estimated at 6 %.

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. PROJECT : 94/07/65/007: Portlaoise By-pass

NATURE AND SUMMARY DESCRIPTION: The project involves the construction of a 12.5 km of motorway bypassing the town of Portlaoise, including one interchange.

2. BENEFICIARY MEMBER STATE: Ireland

3. BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:

Name: National Roads Authority
Address: O'Connell Bridge House, Dublin 2, Ireland.

4. LOCATION: Co. Laois

5. COST OF THE INVESTMENT:

- Total:	50.641 Mecu
- Eligible cost for assistance from the Fund:	30.298 Mecu

6. SCHEDULE OF WORKS:

- Start:	1994
- End:	1997

7. ASSISTANCE GRANTED: (85 %) 25.753 Mecu

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project will reduce travel times between Dublin and Cork/Limerick, increase capacity on the route, relieve the town of Portlaoise of a substantial proportion of through traffic and improve access to the South, mid-West and South-West regions.

10. RATE OF RETURN : The internal rate of return for the project is estimated to be 10 %.

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 94/07/65/010 Dublin Ring Road : Southern Cross

NATURE AND SUMMARY DESCRIPTION: This project forms a major part of the Dublin Ring Road and involves the construction of 1.3 km of single carriageway and 9.6 km of dual carriageway extending the existing western section of the Ring Road to the south and east and providing a link to the N11 Dublin - Rosslare road.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: National Roads Authority
Address: O'Connell Bridge House, Dublin 2, Ireland.

4. **LOCATION:** Co. Dublin

5. **COST OF THE INVESTMENT:**

- Total:	75.6 Mecu
- Eligible cost for assistance from the Fund:	62.7 Mecu

6. **SCHEDULE OF THE WORKS:**

- Start:	1996
- End:	1999

7. **ASSISTANCE GRANTED:** (85 %) 53.295 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** The project will improve access across an arc from the west to the south of Dublin city. It will also improve access to Dublin airport and the seven national routes linked to the Ring Road.

10. **RATE OF RETURN :** The internal rate of return for the project has been estimated at 36 %.

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 94/07/65/011: Main road corridor improvement

NATURE AND SUMMARY DESCRIPTION: The project covers seven similar road improvement projects on part of the major road corridors where the construction of entirely new roads is not justified and mostly involves the strengthening and widening of existing roads.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: National Roads Authority
Address: O'Connell Bridge House, Dublin 2, Ireland.

4. **LOCATION:** Co. Cork, Tipperary, Clare, Limerick, Westmeath.

5. **COST OF THE INVESTMENT:**

- Total:	12.210 Mecu
- Eligible cost for assistance from the Fund:	12.210 Mecu

6. **SCHEDULE OF THE WORKS:**
- | | |
|----------|---------------|
| - Start: | 2nd Qtr. 1994 |
| - End: | 3rd Qtr. 1994 |

7. **ASSISTANCE GRANTED:** (85 %) 10.379 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** Given the relatively small size of each project, it would be impractical to carry out cost-benefit analyses on each of the seven projects. However, the intention is to increase road capacity and safe operating speeds on the main road network.

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT N°:** 93/07/61/042 - Industrial contributions to cost of waste water treatment

NATURE AND SUMMARY DESCRIPTION: The study will set out the principles and guidelines for determining the contribution which industry should make towards the capital cost of treatment plants. The study will propose a charging system which meets the requirements of the "polluter pays" principle.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: Economic and Social Research Institute

Address: 4, Burlington Road,
Dublin 14, Ireland

4. **LOCATION:** Ireland

5. **COST OF THE INVESTMENT:**

- Total: 22,644 Ecu

- Eligible cost for assistance from the Fund : 22,644 Ecu

6. **SCHEDULE OF THE WORKS:** - Start: 1/12/1993
- End: 30/5/1994

7. **ASSISTANCE GRANTED:** (85 %) 19,247 Ecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS :** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 94/07/61/002 - Leakage Control Scheme

NATURE AND SUMMARY DESCRIPTION: The study will include a definition of the network in some cases identifying workable zones within the network, installing the necessary control measures and measuring equipment, identification of areas with high level of unaccounted water, categorise, qualify and prioritise areas of high leakage, reduce the leakage and put in place a system to monitor the network.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: a) Galway Corporation
b) Waterford Corporation

Address: a) City Hall, College Road, Galway
b) City Hall, Waterford

4. **LOCATION:** Ireland, Co. Galway and Co. Waterford

5. **COST OF THE INVESTMENT:**

- Total:	1.247 Mecu
- Eligible cost for assistance from the Fund :	1.247 Mecu

6. **SCHEDULE OF THE WORKS:** - Start : 1/09/1994
- End: 31/12/1996

7. **ASSISTANCE GRANTED:** (85 %) 1.060 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** (N.A)

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT :** 94/07/61/003 - Environmental Project Assessment

NATURE AND SUMMARY DESCRIPTION: The study will propose methodologies to be used in choosing and prioritising environmental services projects for support under the Cohesion Fund which meet the legal and practical requirements of the Cohesion Fund regulation.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: Department of the Environment

Address: O'Connell Bridge House
Dublin 2, Ireland

4. **LOCATION:** Ireland

5. **COST OF THE INVESTMENT:**

- Total: 62,339 Ecu
- Eligible cost for assistance from the Fund : 62,339 Ecu

6. **SCHEDULE OF THE WORKS:** - Start : 1/08/1994
- End: 31/12/1995

7. **ASSISTANCE GRANTED:** (85 %) 52,988 Ecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** (N.A)

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT :** 94/07/61/004 - Sewage sludge management pilot project Killarney

NATURE AND SUMMARY DESCRIPTION : The pilot project forms the first step to the provision of a centralised sewage sludge management facility at Killarney, Co. Kerry, to treat the sludge produced at the Killarney waste water treatment works and from various towns and villages surrounding Killarney. The pilot plant is necessary to investigate the optimum treatment technology and to test this before the construction of a full scale plant.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: Kerry County Council

Address: Aras an Chontae, Rathass
Tralee, County Kerry, Ireland

4. **LOCATION:** Ireland

5. **COST OF THE INVESTMENT:**

- Total: 1.59 Mecu
- Eligible cost for assistance from the Fund : 1.59 Mecu

6. **SCHEDULE OF THE WORKS:** - Start: 1/08/1994
- End: 31/12/1995

7. **ASSISTANCE GRANTED:** (85 %) 1.35 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** (N.A)

10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 94/07/61/005 - Strategic study of water requirements in Dublin region

NATURE AND SUMMARY DESCRIPTION : This study will set out guidelines for determining the further supply of and demand for water in the Dublin Region. The aim will be to examine the proposed investment programme prepared by Dublin Corporation and to consider alternative methods for meeting the demand of water.
2. **BENEFICIARY MEMBER STATE:** Ireland
3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: Dept. of the Environment
Address: O'Connell Bridge House, Dublin 2, Ireland
4. **LOCATION:** Dublin, Ireland.
5. **COST OF THE INVESTMENT:**

- Total: 623,392 Ecu
- Eligible cost for assistance from the Fund: 623,392 Ecu
6. **SCHEDULE OF THE WORKS:** - Start: 1.12.1994
- End: 31.12.1995
7. **ASSISTANCE GRANTED:** (100 %) 623,392 Ecu
8. **FINANCING PLAN:** (See Annex)
9. **SOCIO-ECONOMIC BENEFITS:** (N.A)
10. **RATE OF RETURN:** (N.A)

**Publication of the main points of the Decision to grant assistance under
Regulation 1164/94 establishing the Cohesion Fund**

1. **PROJECT:** 94/07/61/006 - Greystones sewerage scheme (Stage II)

NATURE AND SUMMARY DESCRIPTION: This environmental project covers the second stage of an project which comprises the construction of a sewerage scheme for the town of Greystones, County Wicklow, and the adjoining villages of Delgany and Killincarrig. The project involves abandoning the existing outdated sewage treatment works, the construction of a new secondary treatment plant, the laying of a collection system and the provision of pumping stations. The treatment works provide for full sludge treatment by digestion and dewatering. Effluent disposal is by a long sea outfall.

2. **BENEFICIARY MEMBER STATE:** Ireland

3. **BODY RESPONSIBLE FOR THE IMPLEMENTATION OF THE PROJECT:**

Name: Wicklow County Council
Address: Council Office, Wicklow, County Wicklow, Ireland

4. **LOCATION:** Ireland, Co. Wicklow

5. **COST OF THE INVESTMENT:**

- Total:	16.408 Mecu
- Eligible cost for assistance from the Fund :	16.408 Mecu

6. **SCHEDULE OF THE WORKS:**
- | | |
|----------|---------------|
| - Start: | February 1993 |
| - End: | February 1996 |

7. **ASSISTANCE GRANTED:** (85 %) 13.947 Mecu

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:** The Cost-benefit Analysis indicates that an internal rate of return of the order of 7% is achievable.

10. **RATE OF RETURN:** (N.A)

GREECE

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.09.65.003 and 94.09.65.014

Extension of the terminal buildings (2nd phase) at Corfu airport and construction of a fire station.

Brief description

- (a) Extension of 4 300 cu. m. to the terminal buildings. The first phase concerns the structure of the building while the second comprises its completion and the work required to bring the extension into use.
- (b) Construction of a fire station (ground floor and first floor measuring 1 326 sq. m.

2. BENEFICIARY MEMBER STATE: Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministry of the Environment

4. LOCATION: Corfu

5. COST OF THE INVESTMENT

- **Total:** ECU 8 718 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 8 718 000

6. WORK SCHEDULE:

- **Start:** 1 January 1993
- **Finish:** 1 July 1996

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Better service for aircraft and passengers
Capacity to meet any increase in traffic movements
Greater revenue from tourism

10. RATE OF RETURN (where applicable):

Internal rate of economic return: 4.75%
Current net value: - DRA 79 million
Current cost/benefit ratio: 0.97

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.09.65.005

Piraeus ring road linking Agios Dionissios to Schistou Avenue

Brief description

Road and technical works on the 8.5 stretch of road linking Piraeus passenger port with the commercial port and both ports to the national road network.

The project comprises the following sections:

- (a) Agios Dionissions - Gr. Lambraki (1.7 km)
- (b) Gr. Lambraki - Kontopoulou (1 km)
- (c) Kontopoulou - interchange for fishing port (2.3 km)
- (d) Interchange for fishing port - N. Ikonio (3.5 km)

2. BENEFICIARY MEMBER STATE: Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Port of Piraeus authority

4. LOCATION: Attiki

5. COST OF THE INVESTMENT

- **Total:** ECU 32 011 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 32 011 000

6. WORK SCHEDULE:

- **Start:** 1 January 1993
- **Finish:** 31 December 1995

7. ASSISTANCE GRANTED: (85%)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

- (a) Links between the Piraeus port complex and its hinterland.
- (b) Reduction of traffic in the town of Piraeus and the surrounding area.

10. **RATE OF RETURN (where applicable):**

Internal rate of economic return:	10.7%
Current net value:	DRA 20 billion
Current cost/benefit ratio:	1.24

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.09.65.006 and 94.09.65.006

Completion of broadening of the railway track between Paleofarsala and Kalambaka.

Brief description

(a) Completion of a standard gauge track 80 km long so that speeds of 150 kph can be reached between Paleofarsala and Kalambaka. Of this line, about 58 km has already been built. The project involves completion of the infrastructure on the line over the remaining 22 km and laying of track along the whole length, including the construction of automatic level crossings.

(b) This stage of the project includes the following works:

- Fanari - Trikala sub-sector

Technical works and earthworks costing ECU 2 450 000

- Paleofarsalos - Fanari sub-sector

Preparation of infrastructure and provision of equipment for track-laying at a total cost of ECU 2 450 000

(c) The project includes all the works at (a) other than those at (b).

2. BENEFICIARY MEMBER STATE: Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Greek railway authority (OSFG)

4. LOCATION: Districts of Karditsa and Trikala

5. COST OF THE INVESTMENT

- Total: ECU 33 900 000

- Eligible basis for calculation of assistance from the Fund: ECU 33 900 000

6. WORK SCHEDULE:

- **Start:** 15 July 1993
- **Finish:** 31 December 1997

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

This widening will make the line compatible with the rest of the railway system.

The improvement of the superstructure including the installation of automatic level crossings will enable speeds to be increased to 150 kph.

Implementation of the project will reduce journey times from 2 hours to 45 minutes and avoid transshipping loads.

10. RATE OF RETURN (where applicable):

Internal rate of economic return: 4.4%
Current net value: - DRA 2.6 billion
Current cost/benefit ratio: > 1

**Publication des éléments essentiels des décisions
d'attribution d'un concours financier au titre du Règlement n°
1164/94 instituant le
Fonds de cohésion**

1 - Projet n° : 93/09/65/008
94/09/65/008

Construction of deviation for the improvement of the existing railway line Thessaloniki-Alexandroupolis.

Nature et description sommaire :

Within the framework of improvement of the existing railway line Thessaloniki-Alexandroupolis, the construction of the following works is anticipated :

A. Construction of the local deviations :

- a) from km 16+100 up to km 21+100
- b) from km 32+500 up to km 40+700 (before the Railway Station of Kilkis)
- c) from km 173+700 up to km 192+300 (six local deviation between Serres and Drama)
- d) from km 316+700 up to 322+300 (two local deviations before the Railway Station of Xanthi)
- e) from km 379+500 up to km 386+500 (two local deviations after the Railway Station of Komotini)

With the constructions of the above deviations of total length 35 km the speeds of the trains will be increased to 150km/h

B. Besides, for the construction preparation of the following additional deviations :

- a) from km 75+500 up to km 100+500
- b) from km 124+100 up to km 129/000

the elaboration of studies and the realisations of expropriations are anticipated

C. The first stage of the project includes expropriations, excavations, structures, preparation of infrastructure, provision of material for the alignment and design fees of a total amount of 4.000.000 ECU

D. The second stage of the project includes all the works described in A and B with the exception of the works described in C.

2 - État membre bénéficiaire:

GRECE

3 - Organisme responsable de la réalisation du projet:

Hellenic Railways Organisation

4 - LOCALISATION :

Thessaloniki, Kilkis, Serres, Xanthi and Komotini

5 - COÛT DE L'INVESTISSEMENT:

- TOTAL :31.200.000

- BASE (ÉLIGIBLE) DU CALCUL DU CONCOURS DU FONDS: 31.200.000

6 - ECHÉANCIER DES TRAVAUX : - DÉBUT: 15.10.1993
- FIN :31.12.1998

7 - CONCOURS ATTRIBUÉ : (85%)

8 - PLAN DE FINANCEMENT : (VOIR ANNEXE)

9 - DESCRIPTION DES AVANTAGES SOCIO-ÉCONOMIQUES:

the upgrading of the railway line will:

- increase maximum train speed to 150 km/h and so it will reduce travel time

contribute to the development of peripheral regions and the improvement of sea and land transport corridors connection

- improve of the connection between Greece and EU countries

10 - RENTABILITÉ :

Taux interne de rentabilité économique :

Valeur actualisée nette :

Rapport coûts/bénéfices actualisés :>1

Publication des éléments essentiels des décisions
d'attribution d'un concours financier au titre du Règlement n°
1164/94 instituant le
Fonds de cohésion

1 - **Projet n°** : 93/09/65/022
94/09/65/022

Upgrading of the national road Thessaloniki-Serres-Promachon.

- a) **Section** : Lagada intersection-Derveni intersection
(6km)
b) **Section** : Lefkonas- Sidirokastro (3km)

Nature et description sommaire :

a) **Section** : Lefkonas-Sidirokastro

It concerns the modification of the existing road into a motorway with 2 lanes at total width 21m from km 8+700 to km 16+000. The construction of soil works, technical works, paving, coating with asphalt and signalisation are foreseen, along the whole length of the road as well as the construction of secondary roads.

There will also be the formation of the temporary intersections Palaiokastros-Vamvakofytos-Kamarotou and Ambelas.

Finally there will be an adjustment and a connection with the previous section from km 0+000 up to km 8+7000

b) **Lagada interchange-Derveni interchange**

concerns widening of the existing road to a length of 6km in order to create three lanes in every direction instead of two lanes that exist today.

The sections will be separated by a central barrier and the total width of the road will be 26m. The construction of sideway roads is also foreseen.

c) The first stage of project includes expropriations, design fees, excavation of 300.000m³ small structures and other earthworks.

d) The second stage of project includes the works described in point a) and b), with the exception of the works described in point c).

2 - **État membre bénéficiaire:**

GRECE

3 - Organisme responsable de la réalisation du projet:

Ministry of Public Works

4 - LOCALISATION :

Thessaloniki-Serres

5 - COÛT DE L'INVESTISSEMENT:

- TOTAL :19.500.000

- BASE (ÉLIGIBLE) DU CALCUL DU CONCOURS DU FONDS: 19.500.000

6 - ECHÉANCIER DES TRAVAUX : - DÉBUT: 1994

- FIN :31.12.1997

7 - CONCOURS ATTRIBUÉ : (85%)

8 - PLAN DE FINANCEMENT : (VOIR ANNEXE)

9 - DESCRIPTION DES AVANTAGES SOCIO-ÉCONOMIQUES:

The highway connects Thessaloniki through Serres to the Greek-Bulgarian border (Promachon) and improves the interconnection between Greece and EU through Bulgaria.

10 - RENTABILITÉ :

Taux interne de rentabilité économique : IRR=20%

Valeur actualisée nette : 15 millions Dr

Rapport coûts/bénéfices actualisés : 2,95

**Publication des éléments essentiels des décisions
d'attribution d'un concours financier au titre du Règlement
n° 1164/94 instituant le
Fonds de cohésion**

**1 - Projet n° : 93.09.65.024
94.09.65.024**

**Completion of the Thessaloniki-N.Moudania Motorway,
Kardia-N.Kallikratia section (10km).**

ature et description sommaire :

a) The project concerns earthworks, technical works, paving and coating with asphalt with total length of 10km. The road will have total width of 22 metres with 2 lanes in every direction and a central island.

The construction of a parallel road network is also foreseen as well as the construction of two interchanges at different levels in the Messimeri and Lakoma position.

b) The stage of project includes complementary studies, expropriations, excavation of 50.000m³, small structures and other earthworks.

c) The project includes the works described in a) with the exception of the works described in b).

2 - État membre bénéficiaire:

GRECE

3 - Organisme responsable de la réalisation du projet:

Ministry of Public Works

4 - LOCALISATION :

Thessaloniki- Chalkidiki

5 - COÛT DE L'INVESTISSEMENT:

- TOTAL : 21.800.000

- BASE (ÉLIGIBLE) DU CALCUL DU CONCOURS DU FONDS: 21.800.000

6 - ECHÉANCIER DES TRAVAUX : - DÉBUT: 1994
- FIN :31.12.1997

7 - CONCOURS ATTRIBUÉ : (85%)

8 - PLAN DE FINANCEMENT : (VOIR ANNEXE)

9 - DESCRIPTION DES AVANTAGES SOCIO-ÉCONOMIQUES:

The completion of the motorway Thessaloniki-N.Moudania with the upgrading of this remaining section Kardia-N.Kallikratia. This motorway which serves significant traffic is an access to T.E.N.

10 - RENTABILITÉ :

aux interne de rentabilité économique : IRR=11,5
Valeur actualisée nette : 11 billion Dr
Rapport coûts/bénéfices actualisés : 2,15

Publication des éléments essentiels des décisions
d'attribution d'un concours financier au titre du Règlement n°
1164/94 instituant le
Fonds de cohésion

1 - **Projet n°** : 94/09/65/004

Electrification of the Piraeus-Athens-Thessaloniki railways line

Nature et description sommaire :

Electrification of Piraeus-Athens-Thessaloniki railways line, having total length 520 km. It includes the new sections Tithorea-Lianokladi and Angelismos-Leptokaria. The project includes all the relevant works as contact line, protection power and substations.

2 - **État membre bénéficiaire:**

GRECE

3 - **Organisme responsable de la réalisation du projet:**

Hellenic Railways Organisation

4 - **LOCALISATION :**

Attiki, Viotia, Larissa, Pieria, Imathia, Thessaloniki

5 - **COÛT DE L'INVESTISSEMENT:**

- TOTAL : 179.654

- BASE (ÉLIGIBLE) DU CALCUL DU CONCOURS DU FONDS: 179.654

6 - **ECHÉANCIER DES TRAVAUX :** - DÉBUT: 1.11.1994
- FIN : 31.12.1999

7 - **CONCOURS ATTRIBUÉ :** (85%)

8 - **PLAN DE FINANCEMENT :** (VOIR ANNEXE)

9 - **DESCRIPTION DES AVANTAGES SOCIO-ÉCONOMIQUES:**

The modernisation of the major railway line of the country aiming to achieve railway speeds of 200 km/h and increase in average speed by 15%

10 - RENTABILITÉ :

Taux interne de rentabilité économique : IRR=21.5%

Valeur actualisée nette : 172bill drs or 610 MECU

Rapport coûts/bénéfices actualisés : 8

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.09.65.034

Study of a rail project to link the Ikonio container terminal in the Port of Piraeus with the planned station at Thriassio.

Brief description

Study of alternative technical solutions (preliminary stages)
Feasibility study (cost/benefit)
Environmental impact study

2. BENEFICIARY MEMBER STATE: Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Piraeus port authority

4. LOCATION: Attiki

5. COST OF THE INVESTMENT

- Total: ECU 183 103
- Eligible basis for calculation of assistance from the Fund:

6. WORK SCHEDULE:

- Start: 1 November 1994
- Finish: 31 March 1995

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Link between the commercial port of Piraeus and the national railway network.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.09.65.035

Medium and long-term strategic plan for the port complex prepared by the Piraeus port authority (Master Plan)

Brief description

Preparation of a medium and long-term strategic plan for the port-complex prepared by the Piraeus port authority.

2. BENEFICIARY MEMBER STATE: Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Piraeus port authority

4. LOCATION: Attiki

5. COST OF THE INVESTMENT

- Total: ECU 140 954
- Eligible basis for calculation of assistance from the Fund:

6. WORK SCHEDULE:

- Start: 1 November 1994
- Finish: 30 June 1995

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Development of the Piraeus port complex over the next twenty years.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.09.65.036

Environmental impact study on the investment programme for 1994-96 prepared by the Port of Piraeus authority.

Brief description

Sectoral and overall environmental impact study of projects planned for 1994-99.

2. BENEFICIARY MEMBER STATE: Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Piraeus port authority

4. LOCATION: Attiki

5. COST OF THE INVESTMENT

- Total: ECU 44 758
- Eligible basis for calculation of assistance from the Fund:

6. WORK SCHEDULE:

- Start: 31 August 1994
- Finish: 30 September 1994

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The search for solutions which will avoid deterioration of the environment around the port of Piraeus and perhaps improve it.

Main points of Decisions to grant assistance

1. PROJECT N°: 93/09/61/012
93/09/61/013
93/09/61/014

Name and summary description:

SOIL PROTECTION, REFORESTATION AND FOREST PROTECTION

2. BENEFICIARY MEMBER STATE: GREECE

3. BODY RESPONSIBLE FOR
IMPLEMENTATION OF THE PROJECT:

MINISTRY OF AGRICULTURE

4. LOCATION:

WHOLE COUNTRY

5. COST OF THE INVESTMENT:

Total: 14.2 MECU

Eligible cost for assistance from the Fund: 12 MECU

6. SCHEDULE OF WORKS: -Start: July 1994
-End: December 1994

7. ASSISTANCE GRANTED: (85%)

8. SOCIO-ECONOMIC BENEFITS:

ECONOMIC AND PUBLIC INTEREST

9. RATE OF RETURN: (non applicable)

Main points of Decisions to grant assistance

1. **PROJECT N°:** 93/09/61/063
94/09/61/063

Name and summary description:

Water supply and sewerage for Mytilene

2. **BENEFICIARY MEMBER STATE:** GREECE

3. **BODY RESPONSIBLE FOR
IMPLEMENTATION OF THE PROJECT:**

Ministry for the Interior/ Mytilene Municipal Water
Supply and Sewage Corporation

4. **LOCATION:** Northen Aegean

5. **COST OF THE INVESTMENT:**

-Total: 22.6 MECU

-Eligible cost for assistance from the Fund:
19.2 MECU

6. **SCHEDULE OF WORKS:** -Start: 1 January 1993
 -End: 31 December 1997

7. **ASSISTANCE GRANTED:** (85%)

8. **SOCIO-ECONOMIC BENEFITS:**

Completion of the network and link-up with biological
purification plan; improvement od public health.

9. **RATE OF RETURN:** (non applicable)

Main points of Decisions to grant assistance

1. **PROJECT N°:** 93/09/61/074
94/09/61/011-2
94/09/61/011-3a
Name and summary description:

Work to facilitate the supply of water from the Evinos to Athens: second stage. Temporary intake of water from the area upstream of the Evinos dam Sections of roads for easy access to different Evinos works
2. **BENEFICIARY MEMBER STATE :** GREECE
3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Ministry for the Environment, Regional Planning and Public Works (YPECODE)
4. **LOCATION:** Western Greece
5. **COST OF THE INVESTMENT:**

-Total: 95.874 MECU

-Eligible cost assistance from the Fund: 81.493 MECU
6. **SCHEDULE OF WORKS:** -Start: April 1994
-End: December 1995
7. **ASSISTANCE GRANTED: (85%)**
8. **SOCIO-ECONOMIC BENEFITS:**

The project aims to meet Athens' water requirements by exploiting the surface waters of the Evinos basin in order to increase the reserves of the Mornos reservoir, the main source of drinking water for Greater Athens. Delivery of water before completion of the dam.
9. **RATE OF RETURN:** (non applicable)

Main points of Decisions to grant assistance

1. **PROJECT N°:** 94/09/61/001
94/09/61/001-2

Name and summary description:

Drainage and wast-water treatment facilities in Loutrakion
2. **BENEFICIARY MEMBER STATE:** GREECE
3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Ministry of Regional Planning, the Environment and Public Works (YPECODE)/Municipality of Loutrakion
4. **LOCATION:** Peloponnisos
5. **COST OF THE INVESTMENT:**

-Total: 13.9 MECU

-Eligible cost for assistance from the Fund:
11.8 MECU
6. **SCHEDULE OF WORKS:** - -Start: February 1994
-End: 31 December 1997
7. **ASSISTANCE GRANTED:** (85%)
8. **SOCIO - ECONOMIC BENEFITS:**

Completion of the networks connection and treatment for biological clean-up, reduction of pollution, improvement of public health.
9. **RATE OF RETURN:** (non applicable)

Main points of Decisions to grant assistance

1. **PROJECT N°:** 94/09/61/002

Name and summary description:

National Bank for Hydrological and Meteorological Information

2. **BENEFICIARY MEMBER STATE:** GREECE

3. **BODY RESPONSIBLE FOR
IMPLEMENTATION OF THE PROJECT:**

Ministry of Regional Planning, the Environment and Public
Works (YPEKODE)

4. **LOCATION:** the whole country

5. **COST OF THE INVESTMENT:**

Total: 6,100 MECU

Eligible cost for assistance from the Fund:
5,185 MECU

6. **SCHEDULE OF WORKS:** -Start: 22 February 1994
-End: 31 December 1996

7. **ASSISTANCE GRANTED:** (85%)

8. **SOCIO-ECONOMIC BENEFITS:**

Creation of up-to-date information infrastructure for the
Greek water cycle. Rational management of water resources.
Study of environmental pollution.

9. **RATE OF RETURN:** (non applicable)

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.09.61.006

Brief description

Disposal of waste and rain water from the Kalochori area.

2. **BENEFICIARY MEMBER STATE:**

Greece

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Thessaloniki waste disposal body

4. **LOCATION:**

Central Macedonia

5. **COST OF THE INVESTMENT**

- **Total:** ECU 23 million
- **Eligible basis for calculation of assistance from the Fund:** ECU 19.6 million

6. **WORK SCHEDULE:**

- **Start:** June 1994
- **Finish:** December 1994

7. **ASSISTANCE GRANTED:** 85%

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

- Cleaning up of the Gulf of Thessaloniki
- Improved environment in the Kalochori area

- Better services for residents

10. RATE OF RETURN (where applicable):

Internal rate of economic return:	n/a
Current net value:	ECU 10 million
Current cost/benefit ratio:	n/a

Main points of Decision to grant assistance

1. **PROJECT N°:** 94/09/61/011

Name and summary description:

NATURE ET DESCRIPTION SOMMAIRE: MANAGEMENT OF THE EVINOS CATCHMENT AREA AND HYDROGEOLOGICAL STUDY OF THE EVINOS KARSTIC SYSTEM

2. **BENEFICIARY MEMBER STATE:** GREECE

3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

MINISTRY OF REGIONAL PLANNING, THE ENVIRONMENT AND PUBLIC WORKS (YPEKODE)

4. **LOCATION:**

WESTERN GREECE

5. **COST OF THE INVESTMENT:**

-Total: 0,110 MECU

-Eligible cost for assistance from the Fund:
0,110 MECU

6. **SCHEDULE OF WORKS:** -Start: 5/1994
 -End: 08/1994

7. **ASSISTANCE GRANTED:** 85%

8. **SOCIO-ECONOMIC BENEFITS:**

PROTECTION OF GROUNDWATER FROM DEGRADATION
PRESERVATION OF THE QUANTITIES OF WATER NECESSARY
TO PROTECT THE EXISTING BIOTOPES.

9. **RATE OF RETURN:** (non applicable)

Main points of Decisions to grant assistance

1. **PROJECT N°:** 94/09/61/011-1

Name and summary description:

Expropriation of the Evinos-Fragma-Siranga-Prospelas aqueduct

2. **BENEFICIARY MEMBER STATE:** GREECE

3. **BODY RESPONSIBLE FOR IMPLEMENTATION OF THE PROJECT:**

Ministry of Regional Planning, the Environment and Public Works (YPECODE)

4. **LOCATION:** Western Greece

5. **COST OF THE INVESTMENT:**

-Total: 9 MECU

-Eligible cost for assistance from the Fund:
7,65 MECU

6. **SCHEDULE OF WORKS:** -Start: July 1994
-End: June 1997

7. **ASSISTANCE GRANTED:** (85%)

8. **DESCRIPTION DES AVANTAGES SOCIO-ECONOMIQUES:**

To obtain the necessary land for the construction of the Evinos project and the area to be flooded by the artificial lake. The Evinos project aims to meet Athens' water requirements from the Evinos. Evinos aqueduct-relevant Commission Decisions: C(93)3438 of 3 December 1993 and C(94)675 of 28 March 1994.

9. **RATE OF RETURN:** (non applicable)

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.09.15.001.

Brief description

Measures to support Cohesion Fund projects

2. **BENEFICIARY MEMBER STATE:**

Greece

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Ministry of the Economy

4. **LOCATION:**

Throughout the country.

5. **COST OF THE INVESTMENT**

- **Total:** ECU 15 249 000

- **Eligible basis for calculation of assistance from the Fund:**

6. **WORK SCHEDULE:**

- **Start:** 1994

- **Finish:** 1999

7. **ASSISTANCE GRANTED:** (85%)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Effective preparation, implementation, monitoring, assessment and publicity for Cohesion Fund projects

10. RATE OF RETURN (not applicable)

PORTUGAL

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.10.65.027

Preparatory study on the permanent general loading terminal in the port of Sines.

Brief description:

Feasibility study of a national model, economic and financial appraisal and environmental impact assessment. Small-scale hydraulic tests on a two-berth general loading and container terminal in the port of Sines.

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Administration of the port of Sines

4. LOCATION:

Alentejo (coast)

5. COST OF THE INVESTMENT

- Total: ECU 292 924
- Eligible basis for calculation of assistance from the Fund: ECU 292 294

6. WORK SCHEDULE:

- Start: September 1993
- Finish: July 1994

7. ASSISTANCE GRANTED: (85%) ECU 248 985

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project to construct a permanent terminal which is being studied will permit the port of Sines to handle large cargoes and container ships while offering excellent working and safety conditions.

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.10.65.028

Section of road between Penafiel and Amarante

Brief description:

Construction of a 17.5 km section of the Oporto to Amarante motorway between Penafiel and Amarante

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Brisa-Autoestradas de Portugal sa

4. LOCATION:

Oporto

5. COST OF THE INVESTMENT

- Total: ECU 96 433 000
- Eligible basis for calculation of assistance from the Fund: ECU 54 539 190

6. WORK SCHEDULE:

- Start: 1990
- Finish: Second half of 1997

7. ASSISTANCE GRANTED: (80%) ECU 43 487 352

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

This is an integral part of the main IP-4 road and forms part of the strategy for modernization of the national road network. The project will improve traffic conditions on one of the major east-west routes in Portugal.

10. RATE OF RETURN (where applicable):

The internal economic rate of return of this section of motorway is 17%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.10.65.032

Section of road between Marateca and Montemor

Brief description:

Construction of two sections of motorway totalling almost 42 km between Marateca and Montemor

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Brisa-Autoestradas de Portugal sa

4. LOCATION:

Évora

5. COST OF THE INVESTMENT

- Total: ECU 107 017 000
- Eligible basis for calculation of assistance from the Fund: ECU 46 604 542

6. WORK SCHEDULE:

- Start: 1992
- Finish: Second half of 1997

7. ASSISTANCE GRANTED: (80%) ECU 37 283 634

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

These sections of the A-6 motorway from Marateca to Elvas form an integral part of the main IP-7 road and the European E90. They will be continued towards the interior by means of the A-6 to the frontier at Caia.

10. RATE OF RETURN (where applicable):

The internal economic rate of return of this section is 20.6%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.10.65.033

Section of road from Atalaia to Abrantes

Brief description:

The 24.2 km section from Atalaia to Abrantes forms part of the IP-6 from Peniche to Castelo Branco beginning just after the intersection of the IP-6 and the IC-3 north of Atalaia and provisionally joining the EN-244/3 north of Abrantes.

The project includes 23 structures, nine agricultural crossings and five graded intersections with the local road network. The two viaducts forming part of this section are not included in this project.

The profile of the section is two 7.5 m carriageways separated by a 4 m central reservation. The basic speed will be 100 kph.

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Junta Autónoma de Estradas - JAE

4. LOCATION:

Central Tagus

5. COST OF THE INVESTMENT

- Total: ECU 33 877 000
- Eligible basis for calculation of assistance from the Fund: ECU 33 877 000

6. WORK SCHEDULE:

- Start: October 1993
- Finish: August 1995

7. **ASSISTANCE GRANTED: (85%)** ECU 28 795 450

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Construction of this section will improve dispersal of traffic from the IP-1 and access to the neighbouring agglomerations of Torres Novas and Abrantes and hence, via other sections of the trans-European network, to the frontier towns of Vilar Formoso and Caia.

10. **RATE OF RETURN (where applicable):**

The internal economic rate of return of this section is 14%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 93.10.65.034

Preparatory study on the repair and improvement of the quays at Rocha de Conde de Óbidos and Alcântara Norte

Brief description:

Studies to identify the works required for the repair and improvement of the quays at Rocha de Conde de Óbidos and Alcântara Norte.

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Administration of the port of Lisbon

4. LOCATION:

Greater Lisbon

5. COST OF THE INVESTMENT

- **Total:** ECU 104 900
- **Eligible basis for calculation of assistance from the Fund:** ECU 70 000

6. WORK SCHEDULE:

- **Start:** June 1993
- **Finish:** January 1994

7. ASSISTANCE GRANTED: (85%) ECU 59 500

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

These works will permit construction at the Rocha de Conde de Óbidos quay of a modern terminal for tourist excursions and at the Alcântara Norte quay of a multimodal terminal able to handle 600 000 tonnes per year and vessels of 10 000 tonnes.

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.10.65.003

Impact study on the area adjacent to the construction of the inner (CRIL) and outer (CREL) Lisbon ring roads.

Brief description:

Study to identify and assess the positive impact on the environment of the infrastructure in question.

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Brisa-Autoestradas de Portugal sa

4. LOCATION:

Lisboa e Vale do Tejo

5. COST OF THE INVESTMENT

- Total: ECU 63 400
- Eligible basis for calculation of assistance from the Fund: ECU 63 400

6. WORK SCHEDULE:

- Start: March 1994
- Finish: May 1994

7. ASSISTANCE GRANTED: (85%) ECU 53 890

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

To appraise the impact on the environment of construction of the inner (CRIL) and outer (CREL) Lisbon ring roads.

10. RATE OF RETURN (where applicable):

Not applicable.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.10.65.005

Brief description:

Construction, in the form of a private concession, of a new road bridge, three lanes wide in each direction, over the Tagus between the junction with the Auto-estrada do Norte where it enters Lisbon and that with the Coima regional ring road on the Setúbal peninsula. The total length of 17.2 km and comprises the following works:

- the Sacavém interchange between km 0 and km 0.525;
- the north access, between km 0.525 and km 0.962;
- the main bridge, between km 2.122 and km 2.952;
- the south access viaduct, between km 2.952 and km 13.310;
- the south access, between km 13.310 and km 17.200.

North access

The north access, which constitutes the link with the new bridge, comprises essentially a continuation of the CRIL (from the junction with the Auto-estrada do Norte to the start of the EN-10) and includes the Sacavém interchange. This will link both the CRIL (inner ring road) and the new bridge to the Autoestrada do Norte and the "second ring road."

North viaduct

The north viaduct, 1 160 m long, comprises the structurally separate north and south sections, 488 m and 672 m long respectively.

Main bridge

The main bridge spans the largest navigation channel (the *Cala do Norte*) in the section of the Tagus estuary where the new crossing lies. This will be a reinforced structure 830 m long with a central span of 420.2 m giving free height of 400 m. On each side there will be buttresses to support the towers and three spans of 62.3 m, 70.6 m and 72 m.

South access viaduct

The *south viaduct*, 10 358 m long, comprises the structurally separate north and south sections, 6 578 m and 3 780 m long respectively.

South access

The south access, a section 3.9 km long with a normal cross-section, links the end of the south viaduct to the junction with the Coima regional ring road.

It is planned to build a service station at the end of the south viaduct, together with an *assistance and repair centre* and toll gates across the full width of the road near to the Coima regional ring road.

Links with the existing road network, which do not form part of this project, will comprise the interchange with the planned Coima regional ring road and the southwards extension of the IP-1, which will join the southwards road system towards the Algarve and the link leading to the frontier at Caia.

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

GATTEL - Gabinete da Travessia do Tejo en Lisboa

4. LOCATION:

Region of Lisboa e Vale do Tejo, Lisbon conurbation

5. COST OF THE INVESTMENT

- Total: ECU 716 741 000
- Eligible basis for calculation of assistance from the Fund: ECU 603 170 196

6. WORK SCHEDULE:

- Start: 1994
- Finish: 1998

7. ASSISTANCE GRANTED: (83.7%) ECU 311 211 212

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Growth in traffic using the *25 April* bridge has exceeded expectation. Since the bridge came into service in 1966, traffic has failed to increase only in 1983 and 1984 and in 1993 the average annual rate of growth was over 10%. Average daily traffic in 1993 was more than 120 000 vehicles.

This increase has resulted in a substantial deterioration in the service provided by the bridge and causes traffic jams which block and delay the crossing considerably, particularly at rush hours.

These jams constitute an obstacle to the movement of people between the two sides of the Tagus and have a deleterious effect on living conditions since journeys entail wasted time to an extent far greater than is acceptable for access to major urban centres.

The rate of development of Portugal, and in particular of the Lisbon metropolitan area, requires a swift and substantial improvement in the road crossing of the Tagus in the vicinity of Lisbon.

Construction of the new crossing with the opening of a sixth lane for traffic and the opening of the *25 April* bridge to rail traffic will ease traffic congestion in the short and medium-term.

The new bridge, whose capacity is estimated at about 135 000 vehicles per day in each direction, will enable some 270 000 vehicles per day to cross the Tagus and will meet demand which, by 2010, is expected to reach 77 000 000 vehicles per year or about 210 000 vehicles per day.

10. **RATE OF RETURN (where applicable):**

The analysis of costs and yields is based on the estimated cost of building the new crossing and access roads for the period 1998 to 2018.

The base scenario, which assumes growth in GDP of 2.5% from 1998 and tolls ranging from ESC 280 to 1 350, gives an internal economic rate of return of 9.5%.

Sensitivity analyses show that high growth (3.5% per year) and low growth (1.5% per year) in GDP would increase or reduce profits by 15% as compared with the base scenario, so giving internal economic rates of return of 10% and 8% respectively.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.10.65.006

Freixo bridge and access viaduct

Brief description:

Construction of a gantry bridge in prestressed concrete 705 m long and 36 m wide. This road bridge will be continued towards Gaia by means of an access viaduct 125 m long.

2. BENEFICIARY MEMBER STATE:

Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Junta Autónoma das Estradas - JAE

4. LOCATION:

Greater Oporto

5. COST OF THE INVESTMENT

- Total: ECU 29 951 000
- Eligible basis for calculation of assistance from the Fund: ECU 20 981 000

6. WORK SCHEDULE:

- Start: June 1993
- Finish: December 1995

7. ASSISTANCE GRANTED: (85%) ECU 17 833 850

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Construction of the Freixo bridge will help improve road communications between the two banks of the Douro and reduce congestion in the Oporto metropolitan area.

10. RATE OF RETURN (where applicable):

The project has an internal economic rate of return of 44%..

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.001 and 94.10.61.002 - Studies on water supplies in the Algarve

Brief description

Studies and projects for the construction of two new networks to supply drinking water in the Barlavento and Sotavento areas of the Algarve.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

IPE - Águas de Portugal
Sociedade gestora de participações sociais sa

4. **LOCATION:** Algarve

5. **COST OF THE INVESTMENT**

- Total: ECU 2 715 000
- Eligible basis for calculation of assistance from the Fund: ECU 2 715 000

6. **WORK SCHEDULE:**

- **Start:** 1 February 1994
- **Finish:** 31 December 1994

7. **ASSISTANCE GRANTED: (85%)** ECU 2 307 750

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.003 and 94.10.61.004 - Studies on water supply networks in the Greater Oporto area

Brief description

Studies and projects concerning inter-municipal networks to supply water to the northern and southern areas of Greater Oporto

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

IPE - Águas de Portugal, sociedade gestora de participações sociais sa

4. **LOCATION:** Oporto

5. **COST OF THE INVESTMENT**

- **Total:** ECU 5 889 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 5 889 000

6. **WORK SCHEDULE:**

- **Start:** 1 February 1994
- **Finish:** 31 December 1994

7. **ASSISTANCE GRANTED:** (85%) ECU 5 014 150

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.006 and 94.10.61.007 - Sanitation system for Trancão

Brief description

The sanitation system for Trancão includes the drainage, collection and treatment of waste water from the Trancão water system. This stage includes construction of two stations for the treatment of waste water:

- the station at São João da Talha will treat waste water generated by some 40 000 people and about 85 000 HE of industrial waste;
- the Frielas station will treat waste water generated by some 310 000 people and by local industries. This will be a large station able to deal with an organic load of about 1 000 000 HE by 2001.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Municipality of Loures

4. **LOCATION:** Greater Lisbon

5. **COST OF THE INVESTMENT**

- **Total:** ECU 45 477 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 45 160 000

6. **WORK SCHEDULE:**

- **Start:** January 1993
- **Finish:** February 1998

7. **ASSISTANCE GRANTED:** (85%) ECU 7 594 750

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The network of which these two projects form part should clean up the Trancão water system and improve the quality of water and the environment. It should also reduce the amount of pollution discharged into the Tagus estuary.

The stations covered by this decision will deal with waste water generated by major residential areas in Greater Lisbon and industrial effluent which cannot be handled on the spot.

10. RATE OF RETURN (where applicable):

S. João da Talha station

The current net value is ESC 65 200 000, giving an internal rate of return of 8.61%.

Frielas station

The current net value is ESC 570 265 000, giving an internal rate of return of 8.87%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.008 - Sanitation system for Greater Oporto - Leça sub-system

Brief description

The sub-system for the treatment of waste water from Leça contains a number of components for which assistance from the cohesion financial instrument (Decision C(93) 3977) was requested. This project is intended to complete the operation and includes a treatment station and undersea discharge pipe.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Municipality of Matosinhos

4. **LOCATION:** Metropolitan area of Oporto

5. **COST OF THE INVESTMENT**

- **Total:** ECU 15 326 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 15 326 000

6. **WORK SCHEDULE:**

- **Start:** 1 August 1994
- **Finish:** 30 June 1996

7. **ASSISTANCE GRANTED:** (85%) ECU 13 027 100

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The Leça sub-system will cover the municipality of Matosinhos, which is heavily industrialized (400 units already installed) and whose present population of 160 000 is expected to double over the life of the project (to 2030).

The discharge of untreated urban and industrial effluent is detrimental to the environment, particularly the coast and water courses. Bringing the sub-system into service will put an end to this and restore the environmental quality of the areas affected.

10. RATE OF RETURN (where applicable):

Cost/benefit analysis of the whole project over a 20-year period gives an internal rate of return of 4.7%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.009 - Waste water treatment system for Quinta do Lago

Brief description

The project concerns the construction in two stages of: a network for the collection of waste water and the Quinta do Lago treatment plant with a capacity of 27 000 HE and secondary treatment (phase 1) and the addition of tertiary treatment (phase 2).

The project forms part of a large-scale network to deal with waste water for discharge into the Ria Formosa. Total investment in this network amounts to some ECU 50 million.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Municipality of Loulé

4. **LOCATION:** Algarve

5. **COST OF THE INVESTMENT**

- **Total:** ECU 3 270 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 3 118 000

6. **WORK SCHEDULE:**

- **Start:** July 1994
- **Finish:** June 1995

7. **ASSISTANCE GRANTED:** (85%) ECU 2 650 300

8. **FINANCING PLAN:** (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project will put a stop to the discharge of untreated effluent from a number of urban areas and tourist centres into the Ria Formosa, a nature park protected at Community and international level. There will also be a positive impact on tourism and fisheries.

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.010 and 94.10.61.011 - Drainage and treatment of waste water from Vila Nova de Gaia

Brief description

A series of works for the collection and treatment of waste water from Vila Nova de Gaia: main drains, pipes, lifting stations, the installation of secondary treatment and an undersea discharge pipe for disposal of the final effluent.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Municipality of Vila Nova de Gaia

4. **LOCATION:** Oporto metropolitan area

5. **COST OF THE INVESTMENT**

- Total: ECU 10 853 000
- Eligible basis for calculation of assistance from the Fund: ECU 10 772 000

6. **WORK SCHEDULE:**

- **Start:** 1986
- **Finish:** June 1997

7. **ASSISTANCE GRANTED:** (85%) ECU 9 156 200

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The two projects should ensure the treatment of waste water from an area with a population of about 200 000 which suffers from serious problems of water pollution, particularly in the Douro and large areas of the coastal strip.

Integration of the projects into the regional network for northern Greater Oporto will ensure the technical and economic coherence and effectiveness of the measures.

10. RATE OF RETURN (where applicable):

Analysis gives an internal rate of return of 3.4% for the Atlantic basin project and 4.9% for the northern Douro project.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.012 - Sanitation network for the Ave

Brief description

This project forms part of an integrated system for cleaning up the river Ave and covers the supply and installation of equipment at waste-water treatment stations. This is the continuation of the construction phase, which received assistance from the cohesion financial instrument in 1993 (decision C(93) 2931/1).

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Association of municipalities in the Vale do Ave

4. **LOCATION:** Vale do Ave

5. **COST OF THE INVESTMENT**

- **Total:** ECU 16 305 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 10 030 000

6. **WORK SCHEDULE:**

- **Start:** 1 May 1994
- **Finish:** 30 June 1995

7. **ASSISTANCE GRANTED:** (85%) ECU 8 525 500

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The Ave water system covers about 500 000 people with a density of population of 360 per sq. km. The area is highly industrialized and includes a large number of textile firms.

The present treatment network serves only 8% of the population and most industrial plants discharge their waste direct into surface water, so generating a worrying level of pollution of water resources.

The network for cleaning up the Ave should provide a global and integrated solution to this problem by treating the waste water generated by 75% of the population and solid domestic and industrial waste.

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.013 - Restoration of plant cover in protected areas

Brief description

This is a three-phase project for three consecutive plant growth cycles; the total investment is ECU 15 million.

The first phase involves afforestation, replacement of exotic species, restoration of natural vegetation and the establishment of nurseries. It concerns 13 protected landscape areas and natural parks.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Instituto da Conservação da Natureza

4. **LOCATION:** Various regions

5. **COST OF THE INVESTMENT**

- Total: ECU 6 379 790
- Eligible basis for calculation of assistance from the Fund: ECU 6 379 790

6. **WORK SCHEDULE:**

- Start: March 1994
- Finish: December 1994

7. **ASSISTANCE GRANTED:** (85%) ECU 5 422 822

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The project should encourage plant cover by native species which will regenerate and develop natural ecosystems.

It will also help combat erosion, regulate the water system and reduce the risk of forest fires.

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.014

Brief description

Connection of the main sources of drinking water on Madeira.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Instituto de Gestão da Água

4. **LOCATION:** Madeira

5. **COST OF THE INVESTMENT**

- Total: ECU 21 480 000
- Eligible basis for calculation of assistance from the Fund: ECU 21 430 000

6. **WORK SCHEDULE:**

- Start: 1993
- Finish: 31 December 1996

7. **ASSISTANCE GRANTED: (85%)** ECU 18 215 502

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The project should increase the potential supply of drinking water to Funchal and adjoining areas through interconnections which will rationalize and improve the management of the water available.

10. **RATE OF RETURN (where applicable):**

The internal rate of return is 2.7%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.016 - Increasing the capacity of the Castelo de Bode supply pipe

Brief description

The Castelo de Bode network, which supplies drinking water to the Lisbon area, is being extended in a number of phases, one of which includes increasing the capacity of the intermediate section over a total length of almost 30 km.

This phase, which will double the capacity of four sections over a length of 20 km, completes the works and concludes assistance to this system from the Cohesion Fund.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

EPAL

4. **LOCATION:** Central Tagus

5. **COST OF THE INVESTMENT**

- **Total:** ECU 30 662 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 29 268 000

6. **WORK SCHEDULE:**

- **Start:** March 1994
- **Finish:** May 1995

7. **ASSISTANCE GRANTED:** (85%) ECU 24 877 800

8. **FINANCING PLAN:** (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project to extend the Castelo de Bode network reflects the increase in water consumption by the population of greater Lisbon, about 2 500 000 of whom are connected to it. It should ensure the quality of water required by Directive 80/778/EEC and improve supplies.

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.018 and 94.10.61.021 - Studies on the drainage and treatment of waste water in the coastal and sensitive areas of the Algarve.

Brief description

This is a series of studies and technical projects dealing with solutions for the drainage, treatment and disposal of waste water in the coastal and sensitive parts of the Algarve.

An initial series of studies concerns the protected landscape area of the south-eastern Alentejano and the Costa Vicentina while a second series deals with the Ria Formosa lagoons.

2. **BENEFICIARY MEMBER STATE:** Portugal
3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**
Algarve regional directorate for the environment and natural resources
4. **LOCATION:** Algarve
5. **COST OF THE INVESTMENT**
- **Total:** ECU 1 585 000
 - **Eligible basis for calculation of assistance from the Fund:** ECU 1 585 000
6. **WORK SCHEDULE:**
- **Start:** August 1994
 - **Finish:** February 1995
7. **ASSISTANCE GRANTED: (85%)** ECU 1 347 250
8. **FINANCING PLAN:** (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Not applicable

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.019 and 94.10.61.020 - Waste water treatment network in the Sotavento Algarvio

Brief description

These are two phases of two separate projects: the waste-water treatment station at Vilamoura and the drainage and effluent treatment station at Vale do Lobo.

These form part of the network for cleaning up the Sotavento Algarvio, all the elements of which, irrespective of their location, form part of a general strategy and a coherent whole. The investment required to construct this network is currently estimated at ECU 10 million.

2. **BENEFICIARY MEMBER STATE:** Portugal
3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**
Municipality of Loulé
4. **LOCATION:** Algarve
5. **COST OF THE INVESTMENT**
- Total: ECU 2 488 000
 - Eligible basis for calculation of assistance from the Fund: ECU 2 235 000
6. **WORK SCHEDULE:**
- Start: October 1994
 - Finish: October 1995
7. **ASSISTANCE GRANTED:** (85%) ECU 1 899 750
8. **FINANCING PLAN:** (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The works, which will permit treatment of the waste water from a number of urban centres not connected to the existing networks, should reduce bacteriological pollution by effluent and enable the water recovered to be used for purposes other than drinking.

Integration of all assistance into a coherent network is designed to achieve economies of scale and establish a rational infrastructure.

10. RATE OF RETURN (where applicable):

The internal rate of return of the project concerning the Vilamoura station is 13%.

The Vale do Lobo project will be of benefit to activities related to tourism and fisheries.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.022 - Improved supplies of water from the Alvito dam

Brief description

The project is concerned with improving water supplies from the Alvito dam and includes a water capture system, a treatment station and a network of pipes totalling 86 km.

The Alvito dam is finished and operational.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Association of municipalities

4. **LOCATION:** Alentejo

5. **COST OF THE INVESTMENT**

- **Total:** ECU 6 675 270
- **Eligible basis for calculation of assistance from the Fund:** ECU 6 675 270

6. **WORK SCHEDULE:**

- **Start:** November 1994
- **Finish:** October 1995

7. **ASSISTANCE GRANTED:** (85%) ECU 5 673 979

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The Alentejo suffers from a severe shortage of water and the drought which has afflicted the region for a number of years causes frequent interruptions in supplies. Underground reservoirs are being over-exploited, which is deleterious to water quality.

Increasing the capture capacity of the Alvito dam should resolve the problems of the five municipalities worst affected by the shortfall in supplies.

The project should also reduce dependency on underground water, which will no longer be used as a reserve, so improving the quality of water.

It also encourage people to remain where they are living and check the gradual depopulation of the region.

10. RATE OF RETURN (where applicable):

The project will have a current net value of ESC 7 591 210 000 (at an updating rate of 8%) and an internal rate of return of 8.11%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.023 - Study on the treatment of solid urban waste in the Algarve.

Brief description

The study is a preparation for the establishment of an integrated system for the management of solid waste on the Algarve and includes analysis of the prospects for treatment and exploitation.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Empresa Geral de Fomento

4. **LOCATION:** Algarve

5. **COST OF THE INVESTMENT**

- **Total:** ECU 46 500
- **Eligible basis for calculation of assistance from the Fund:** ECU 46 500

6. **WORK SCHEDULE:**

- **Start:** October 1994
- **Finish:** December 1995

7. **ASSISTANCE GRANTED:** (85%) ECU 39 525

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable

10. RATE OF RETURN (where applicable):

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.024 - Drainage and treatment of waste water from Barcelos

Brief description

Construction of a network for the treatment of waste water including a drain 15 km long, pipes, lifting stations and a treatment station.

The project forms part of the network for drainage and treatment of waste water from norther Greater Oporto, the total cost of which could amount to ECU 100 million.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Municipality of Barcelos

4. **LOCATION:** Barcelos

5. **COST OF THE INVESTMENT**

- **Total:** ECU 14 425 000
- **Eligible basis for calculation of assistance from the Fund:** ECU 14 182 000

6. **WORK SCHEDULE:**

- **Start:** September 1990
- **Finish:** March 1997

7. **ASSISTANCE GRANTED:** (85%) ECU 12 054 700

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The project should ensure appropriate treatment for waste water from Barcelos, reduce the pollution discharged into the river Cávado and eliminate centres of pollution in the ground.

The treated water can be reused for purposes compatible with the level of quality secured, which will improve the overall management of the region's water resources.

10. RATE OF RETURN (where applicable):

The internal rate of return of the project is 3.72%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.026 - System for the sorting of solid waste from Greater Oporto.

Brief description

The project will permit the sorting of materials for their subsequent recycling using a number of methods of recovery. It comprises: establishment of plant equipped to accept waste and a processing centre, selective collections and public awareness campaigns.

2. **BENEFICIARY MEMBER STATE:** Portugal
3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**
LIPOR
4. **LOCATION:** Oporto metropolitan area
5. **COST OF THE INVESTMENT**
- Total: ECU 11 894 000
 - Eligible basis for calculation of assistance from the Fund: ECU 11 894 000
6. **WORK SCHEDULE:**
- Start: December 1994
 - Finish: December 1995
7. **ASSISTANCE GRANTED: (85%)** ECU 10 110 750
8. **FINANCING PLAN:** (See Annex)
9. **SOCIO-ECONOMIC BENEFITS:**

The project will be implemented in seven municipalities in the Oporto metropolitan area and will seek to exploit to the full the opportunities for recycling material from solid urban waste.

10. RATE OF RETURN (where applicable):

The internal rate of return of the project lies between 4% and 6.1%, depending on the hypotheses used. The current net value varies between ESC 1 240 897 000 and ESC 1 973 447 000.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.61.027 - Study on introduction of the "green spot" system in Portugal

Brief description

The study should prepare for introduction of the "green spot" system to encourage and profit from the recycling of packaging.

2. **BENEFICIARY MEMBER STATE:** Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Empresa Geral de Fomento

4. **LOCATION:**

5. **COST OF THE INVESTMENT**

- **Total:** ECU 146 700
- **Eligible basis for calculation of assistance from the Fund:** ECU 146 700

6. **WORK SCHEDULE:**

- **Start:** October 1994
- **Finish:** March 1995

7. **ASSISTANCE GRANTED:** (100%)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable

10. **RATE OF RETURN (where applicable):**

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. **PROJECT No:** 94.10.15.001
Technical assistance measure.

Brief description

Organization of meetings for monitoring, raising awareness and information.
Preparation and distribution of brochures and reports on assistance from the
Cohesion Fund.

2. **BENEFICIARY MEMBER STATE:**

Portugal

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Direcção-Geral de Desenvolvimento Regional

4. **LOCATION:**

Lisbon

5. **COST OF THE INVESTMENT**

- **Total:** ECU 35 194
- **Eligible basis for calculation of assistance from the Fund:** ECU 35 194

6. **WORK SCHEDULE:**

- **Start:** 3 May 1994
- **Finish:** 31 December 1996

7. **ASSISTANCE GRANTED:** (85%)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable.

10. RATE OF RETURN (where applicable):

Not applicable

SPAIN

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.001

Widening of the Madrid (Puerta de Hierro) to Villalba section of the north-west expressway.

Brief description

The project concerns the widening of a 33.2 km section of the N-VI between Madrid (Puerta de Hierro) and Villalba.

This requires construction of a fast lane capable of taking traffic in either direction and separated by rigid barriers from the adjoining carriageways on the section between Puerta de Hierro and Las Rozas and widening to three lanes in each direction of the section between Las Rozas and Villalba (reduction in width of the central reservation).

The project is divided into three sections:

- Puerta de Hierro - Aravaca
- Aravaca - Las Rozas
- Las Rozas - Villalba

The main structure in the project is a bridge over the Manzanares which will be 137.5 m long and 20.7 m wide.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Madrid

5. COST OF THE INVESTMENT

- Total: ECU 136 184 518
- Eligible basis for calculation of assistance from the Fund: ECU 88 903 372

6. WORK SCHEDULE:

- **Start:** 17 December 1991
- **Finish:** 19 June 1995

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Increased capacity and improved service over a larger period off the year in order to avoid the jams which affect 40% of the 76 500 vehicles using this section every day. Average traffic speed at rush hours would increase from 37.5 kph to 72 kph. At present, average speed is 64 kph for light vehicles and 52 kph for heavy vehicles. Completion of the project will raise these speeds to 94 kph and 76 kph respectively.

10. RATE OF RETURN (where applicable):

Internal rate of economic return:	28.1%
Current net value:	ECU 630 million
Current cost/benefit ratio:	6.8

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.003

Bailén - Albolote section of the Bailén - Motril expressway

Brief description

Construction of 116.2 km of expressway between Bailén and Albolote.

The standard profile is two 7 m carriageways, with external shoulders of 2.5 m, internal shoulders of 1 m and a 10.5 m central reservation.

The project comprises four sections:

- the Bailén - Jaén North section: 36.7 km of new road between the junction providing access to Bailén from the CN-IV and the north of the Jaén conurbation.

The works include seven three-leg interchanges, 22 overpasses and 24 underpasses, three bridges taking the expressway over the railway line, three access roads over the railway line, a bridge over the Guadiel and a bridge over the Guadalquivir with three arches 55 m, 110 m and 55 m wide and a continuous mixed deck (metal structure along the length).

Section Jaén North - La Guardia: conversion into expressway of the 13.9 km section of the CN-323 (Bailén - Motril) between Jaén North and the La Guardia junction. This section includes 24 structures.

Section La Guardia - Noalejo: conversion into expressway of the 26.9 km section of the CN-323 between La Guardia and Noalejo. This section includes 29 major structures and 63 items of masonry work for transversal drainage and the canalization of the Guadalbullón, and the excavation of four tunnels, one of which is artificial;

- the section between the Noalejo and Albolote junctions: some parts will be doubled while in other places two new carriageways will be built. This section includes construction of six junctions, 25.4 km of service roads, 21 underpasses, three overpasses and four viaducts.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION:

Granada, Jaén

5. COST OF THE INVESTMENT

- Total: ECU 311 570 396
- Eligible basis for calculation of assistance from the Fund: ECU 309 843 265

6. WORK SCHEDULE:

- Start: 22 January 1994
- Finish: 30 June 1997

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Improved communications between south-east Spain and the rest of the country.

This project will complete the route from Madrid to Málaga via Bailén and Granada and improve access to major tourist areas (Granada, Sierra Nevada, Costa del Sol). On a scale from 1 to 7, access currently stands at 4 and will improve to 3 when the project is completed.

It is estimated that journey times will be reduced by 47 minutes for light vehicles and 51 minutes for heavy vehicles.

10. RATE OF RETURN (where applicable):

Internal rate of economic return:	14.4%
Current net value:	ECU 395 million
Current cost/benefit ratio:	2.3

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.004

Lérida bypass

Brief description

The project concerns construction of the Lérida bypass on the N-II from Madrid to the French frontier via Barcelona.

The standard profile has two 7 m carriageways with external shoulders 2.5 m wide and internal shoulders 1 m wide, a central reservation 9 m wide and seven main junctions.

It also entails construction of 22 overpasses, 32 underpasses and an aqueduct.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Lérida

5. COST OF THE INVESTMENT

- Total: ECU 97 865 525
- Eligible basis for calculation of assistance from the Fund: ECU 97 812 884

6. WORK SCHEDULE:

- Start: 11 December 1993
- Finish: 11 June 1995

7. ASSISTANCE GRANTED: (85%)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The project is intended to improve road safety and provide uniform driving conditions over whole journeys while reducing the impact of through traffic in urban areas.

Average traffic speeds currently standing at 50 kph for light vehicles and 41 kph for heavy vehicles will be raised to 108 kph and 81 kph respectively.

10. **RATE OF RETURN (where applicable):**

Internal rate of economic return:	18.4%
-Current net value:	ECU 170 million
Current cost/benefit ratio:	2.9

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.006

Madrid - Alicante and La Encina - Valencia lines

Phase II (removal of level crossings and adjustment to speeds of 200/220 kph).

Brief description

All works required to adjust speeds on the railway lines between Madrid and Alicante and La Encina and Valencia to 220/220 kph.

Removal of level crossings.

Alcázar de San Juan - La Encina section. Removal of four level crossings at Campo de Criptana and Tomelloso (Ciudad Real).

Alcázar de San Juan - Valencia section. Removal of five overpasses in the municipality of Socuéllamos and two underpasses at Silla.

Alcira - Silla section. Removal of level crossings at Benifayo.

Albacete - La Encina section. Rerouting between km 288 and km 298 and between km 308 and km 319. Bed and track.

Fuente La Higuera - Játiva section.

Fuente La Higuera - Játiva section. Rebuilding of the stations at Mogente and Vallada.

Doubling of track. Fuente La Higuera - Játiva. Track

Electrification of the section between Fuente La Higuera and Játiva.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Albacete, Alicante, Ciudad Real and Valencia.

5. COST OF THE INVESTMENT

- **Total:** ECU 86 697 457
- **Eligible basis for calculation of assistance from the Fund:** ECU 86 102 110

6. WORK SCHEDULE:

- **Start:** 30 December 1993
- **Finish:** 30 April 1996

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Reduction in the journey from Albacete to Valencia by increasing traffic speed.

Safer infrastructure. Improvement in capacity, regularity and fluidity of traffic.

On a scale of 1 to 7, accessibility currently stands at 4. This project will increase it to 2.

10. RATE OF RETURN (where applicable):

Internal rate of economic return: 8.8%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.007

Mediterranean corridor (adjustment of railway lines to speeds of 200/220 kph.
Phase II. Valencia - San Vicente de Calders section)

Brief description

All works required to adjust the Mediterranean corridor lines from Valencia to Tarragona and from Tarragona to Barcelona to speeds of 200/220 kph:

- Valencia - Castellón section

Valencia - Tarragona line. Removal of level crossing at km 61.994 (Burriana road), Villareal (Castellón)

Valencia - Tarragona line. Removal of level crossing at km 34.724 Sagunto (Valencia)

Valencia - Tarragona line. Valencia - Castellón section. Removal of level crossings between km 7 and km 69.

Valencia - Tarragona line. Valencia - Castellón section. Adjustment to speeds of 200/220 kph between km 6 and km 29.

Valencia - Tarragona line. Valencia - Castellón section. Rebuilding of Sagunto station.
- Oropesa - Alcanar section.

Valencia - Tarragona line. Oropesa - Alcanar section. Adjustment of track II to speeds of 200/220 kph.

Automatic block signalling of Oropesa - Alcanar section.

Valencia - Tarragona line. Removal of level crossing at km 91.343 Oropesa del Mar - Castellón.
- Alcanar - Cambrils section.

Valencia - Tarragona line. Alcanar - Camarles section. Doubling of track.
- Tarragona - San Vicente del Calders section.

Tarragona - Barcelona line. Tarragona - San Vicente del Calders section.
Renovation of track and adjustment of geometry to speeds of 200 kph.

2. **BENEFICIARY MEMBER STATE:** Spain
3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**
Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras
4. **LOCATION:** Valencia, Castellón and Tarragona.
5. **COST OF THE INVESTMENT**
 - Total: ECU 146 917 670
 - Eligible basis for calculation of assistance from the Fund: ECU 141 968 777
6. **WORK SCHEDULE:**
 - Start: 30 September 1993
 - Finish: 30 April 1996
7. **ASSISTANCE GRANTED: (85%)**
8. **FINANCING PLAN:** (See Annex)
9. **SOCIO-ECONOMIC BENEFITS:**

Reduction in journey times between Valencia, Castellón, Tarragona and Barcelona by increasing traffic speed.

Future journey times between Valencia and Barcelona are put at 2 hours 30 minutes instead of 2 hours 48 minutes in 1992.

The project will improve the safety of infrastructure, increase capacity and improve the regularity and fluidity of traffic.
10. **RATE OF RETURN (where applicable):**
Internal rate of economic return: 7.6%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.008

Costa de Sol expressway (San Roque - Guadiaro section)

Brief description

The project involves construction of an expressway between San Roque and Guadiaro. The profile comprises two carriageways 7 m or 10.5 m wide (two or three lanes) with external shoulders of 2.5 m and internal shoulders of 1 m.

The width of the central reservation varies between 8 m and 12 m.

The project includes four junctions (at San Roque Est, Higuero, Borondo and Sotogrande) and a number of multi-arched structures with decks in prestressed reinforced concrete.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Cádiz

5. COST OF THE INVESTMENT

- **Total:** ECU 39 231 438
- **Eligible basis for calculation of assistance from the Fund:** ECU 32 370 543

6. WORK SCHEDULE:

- **Start:** 13 December 1995
- **Finish:** 31 May 1996

7. ASSISTANCE GRANTED: (85 %)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Improved communications in southern Spain by extending the Costa del Sol expressway and so improving access to tourist areas (Costa del Sol, Costa Blanca).

On a scale of 1 to 7, access currently stands at 6. This project will improve it to 5.

Traffic speeds on this section, which currently stand at 80 kph for light vehicles and 65 kph for heavy vehicles, should rise to 120 kph and 90 kph respectively.

10. **RATE OF RETURN (where applicable):**

Internal rate of economic return:	19.81%
Current net value:	ECU 64 million
Current cost/benefit ratio:	2.783

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.009

Luarca bypass (Canero - Otur section)

Brief description

The project concerns construction of a bypass 11.6 km long on the CN-634 and CN-632 at Luarca (Asturias).

It includes 20 structures, four of which are viaducts over the Zurranco, Capitana, Ricandi and Canero.

The standard profile has a 7 m carriageway with two 2.5 m shoulders.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Asturias

5. COST OF THE INVESTMENT

- Total: ECU 31 234 370
- Eligible basis for calculation of assistance from the Fund: ECU 28 989 602

6. WORK SCHEDULE:

- Start: 11 October 1993
- Finish: 31 December 1996

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

This project will strengthen the road network and improve inter-regional communications by upgrading the major long-distance routes and increasing their accessibility index.

The present traffic speeds of 60 kph for light vehicles and 49 kph for heavy vehicles could be increased to 100 kph and 81 kph respectively, reducing journey times by 6 minutes for light vehicles and 8 minutes for heavy vehicles.

10. RATE OF RETURN (where applicable):

Internal rate of economic return:	16.2%
Current net value:	ECU 37.55 million
Current cost/benefit ratio:	2.308

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.010

Gijón ring road

Brief description

The project comprises construction of an expressway 7.4 km long to form a bypass between Lloreda and Piles. The profile consists of two 7 m carriageways with external shoulders of 2.5 m and internal shoulders of 1 m, verges of 50 cm and a central reservation of 10 m.

The project includes ten major structures and 35 small masonry works.

There will be three junctions, at Lloreda, Llano and Piles.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Asturias

5. COST OF THE INVESTMENT

- **Total:** ECU 45 514 534
- **Eligible basis for calculation of assistance from the Fund:** ECU 38 295 804

6. WORK SCHEDULE:

- **Start:** 4 December 1993
- **Finish:** 4 December 1996

7. ASSISTANCE GRANTED: (85%)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The project forms part of the road from La Coruña to Irún, which is part of the trans-European road network.

The bypass on the CN-632 will avoid traffic passing through Gijón and provide a route for longer distance provincial and national traffic.

This will channel road traffic between the port of Gijón and the goods station and serve the commercial and industrial areas.

The reduction in average journey speeds from the proposed infrastructure will amount to about 5.3 minutes for light vehicles and 6.4 minutes for heavy vehicles. Present speeds on this section of 50 kph for light vehicles and 41 kph for heavy vehicles could be raised to 90 kph and 73 kph respectively.

10. **RATE OF RETURN (where applicable):**

Internal rate of economic return:	8.252%
Current net value:	ECU 12.9 million
Current cost/benefit ratio:	1.296

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

1. PROJECT No: 94.11.65.011

Novellana - Cadavedo section of the N-632

Brief description

The project comprises a 12.8 km bypass with a width of 2.5 m on the N-632 between Novellana and Cadavedo.

It includes junctions at Cadavedo, Tablizo, Ballota and Novellana. 15 major viaducts (14 traditional multi-arched structures with rectilinear geometry and a viaduct with a 105 m arch over the Cabo valley) and a tunnel 212.32 m long (with an internal section of an arc with radius 5.5 m).

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministerio de Obras Públicas, Transporte y Medio Ambiente
Dirección-General de Carreteras

4. LOCATION: Asturias

5. COST OF THE INVESTMENT

- Total: ECU 51 961 821
- Eligible basis for calculation of assistance from the Fund: LCU
33 345 030

6. WORK SCHEDULE:

- Start: 19 March 1993
- Finish: 31 December 1995

7. ASSISTANCE GRANTED: (85%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project will improve road safety and make traffic conditions more uniform over whole journeys, while reducing the impact of through traffic on urban areas.

It will improve the quality of service on a route bearing a heavy daily load averaging 7 805 vehicles, of which 12% are heavy vehicles.

It will reduce journey time by 4.9 minutes for light vehicles and 6.89 minutes for heavy vehicles and reduce the number of fatal accidents each year.

10. RATE OF RETURN (where applicable):

Internal rate of economic return:	7.5%
Current net value:	ECU 3.9 million
Current cost/benefit ratio:	1.8

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 93.11.61.042-050

1. BRIEF DESCRIPTION

Improvement of the beds, banks and sides of water courses in the water catchment basins of the Ebro, Jucar, Guadalquivir, Duero, Guadiana, Segura, North, Tagus, and South.

The main purpose is to

- consolidate and reinforce banks and sides
- ensure access to water courses
- restore degraded areas and renovate hydro installations

In each catchment basin, the works involve:

- Ebro - 8 schemes along 20 km of river bank
- Jucar - 7 schemes along 16 km of river bank
- Guadalquivir - 6 schemes along 13.5 km of river bank
- Duero - 5 schemes along 15 km of river bank
- Guadiana - 8 schemes along 13 km of river bank
- Segura - 4 schemes along 14 km of river bank
- North - 4 schemes along 14 km of river bank
- Tagus - 6 schemes along 15.8 km of river bank
- South - 4 schemes along 13 km of river bank

(The exact river bank areas concerned are detailed in the aid applications.)

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas - MOPTMA

4. LOCATION:

Autonomous Communities: Aragon, Cantabria, Navarra, Castile-La Mancha, Valencia, Andalusia, Castile-Léon, Murcia, Galicia, Asturias, Extremadura, Madrid.

5. COST OF THE INVESTMENT

6. **WORK SCHEDULE:**

- **Start:** January 1993
- **Finish:** December 1997

7. **ASSISTANCE GRANTED:** (100%) ECU 24 539 419

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The project will:

- reduce erosion due to loss of tree cover over 9 800 ha of land, mainly in the catchment areas most subject to erosion (Segura and Jucar), and install 1 600 dykes and regulating dams between the main hydro facilities;
- protect and improve banks and associated habitats along water courses and reservoirs, prevent flooding and spates and restore water flow in water courses.

10. **RATE OF RETURN** (where applicable):

6.86%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT Nos: 93.11.61.052, 053, 055, 057-059

1. BRIEF DESCRIPTION

Regeneration of beaches

The works are designed to regenerate the beaches listed below, which have suffered serious erosion:

- Beaches at Maresme (Barcelona)
 - bringing in 3.5 million cubic metres of sand along a 5 km stretch of coast
 - demolition of 91 cubic metres of dyke
 - redevelopment of the seafront promenade in San Vicente de Montalt and Arenys de Mar along a 1.5 km stretch. Demolition of 1 180 cubic metres of existing installations

- Beaches at Calafell, Vendrell and Roda de Bara (Tarragon)
 - bringing in 2.6 million cubic metres of sand along a 12 km stretch of coast

- Beach at Zurriola (Guipuzcoa)
 - constructing a breakwater and extending the wall channelling the Urumea River for a further 60 metres
 - bringing in 1.1 million cubic metres of sand along a 850 m stretch of coast

- Beach at Isla Cristina (Huelva)
 - bringing in 300 000 cubic metres of sand along a 1.5 km stretch of coast

- Beach at La Barossa (Cadiz)
 - bringing in 463 000 cubic metres of sand along a 800 m stretch of coast

- Beach at Benalmadena - second stage (Malaga)
 - bringing in 546 000 cubic metres of sand along a 1.1 km stretch of coast
 - demolition of existing groynes and construction of two new dykes.

2. BENEFICIARY MEMBER STATE: Spain

- **Total:** ECU 12 798 441
- **Eligible basis for calculation of assistance from the Fund:** ECU 12 798 441

6. WORK SCHEDULE:

- **Start:** 1.6.1993
- **Finish:** 31.12.1994

7. ASSISTANCE GRANTED: (85%) ECU 10 878 674

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The benefits are as follows:

- general satisfaction of those living along the rivers in question
- upgrading the river areas
- raising the general level of welfare among the population
- reducing risks of spates and flooding.

10. RATE OF RETURN (where applicable):

Depending of the river basin concerned, the internal rate of return is between 6.8% and 13.5%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 93.11.61.056

1. BRIEF DESCRIPTION

Reconstruction of the seafront promenade at Orillamar, La Coruña

The works are designed to improve the area round the Hercules Tower and Saint Amaro's cove by creating a green belt of 46 ha, in order to restore the natural environment, enlarge the promenade reserved for pedestrians and lay out an archaeology park.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Directorate-General of Coasts - MOPTMA

4. LOCATION: Galicia

5. COST OF THE INVESTMENT

- Total: ECU 4 254 823
- Eligible basis for calculation of assistance from the Fund: ECU 4 254 823

6. WORK SCHEDULE:

- Start: 1.11.1993
- Finish: 31.12.1994

7. ASSISTANCE GRANTED: (85%) ECU 3 616 599

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Directorate-General for Coasts - MOPTMA

4. LOCATION: Catalonia, Basque Country, Andalusia

5. COST OF THE INVESTMENT

- **Total:** ECU 27 815 513
- **Eligible basis for calculation of assistance from the Fund:** ECU 27 815 513

6. WORK SCHEDULE:

- **Start:** 1.6.1993
- **Finish:** 31.12.1994

7. ASSISTANCE GRANTED: (85%) ECU 23 643 186

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The benefits are as follows:

- benefits for users of the beaches
- raising general level of satisfaction of local population
- overcoming time lost in gaining access to coast.

10. RATE OF RETURN (where applicable):

Depending on the beach concerned, the rate of return varies between 14.5% and 21.8%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT Nos: 93.11.61.071 and 074 - Channelling the Miraflores in Seville and protecting part of the Nalon in Asturias

1. BRIEF DESCRIPTION

- (a) Laying a concrete channel for the Miraflores along a stretch of 3.295 km to the point where it joins the Tamarquillo. Works at the point of confluence, underwater tunnels and 300 metres of improvements to the river bed by putting in rocks.
- (b) Dredging of the Nalon along 1.2 km, at a width of between 50 metres and 60 metres, protection of banks by constructing a dyke of rocks along 1074 metres and concrete walls along 126 metres. Modification of 562 metres of road and construction of footbridge.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province of Seville and Region of Asturias

5. COST OF THE INVESTMENT

- **Total:** ECU 2 493 588
- **Eligible basis for calculation of assistance from the Fund:** ECU 2 493 588

6. WORK SCHEDULE:

	Miraflores	Nalon
- Start:	April 1993	March 1993
- Finish:	February 1994	October 1994

The benefits are as follows:

- benefits for users of the beach
- raising general level of satisfaction of the local population
- overcoming time lost in gaining access to the coast.

10. RATE OF RETURN (where applicable):

15.9%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.001 - Waste water treatment plant - Aljarafe III.

1. BRIEF DESCRIPTION

Construction of infrastructures and works needed for the treatment of waste water from five municipalities (Villamanrique de la Condesa, Aznalcazar, Sanhicar la Mayor, Huévar and Pilas) belonging to the Aljarafe group of communes, as part of the creation, in Aznalcazar and Villamanrique de la Condesa, of two waste water treatment plants capable of treating a throughput of 8 846 250 m³/year. Once the water is treated, concentrations of BOD₅ and suspended solids will be in accordance with the requirements of Directive 91/271/EEC (25 mg/l and 30 mg/l respectively).

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province: Seville
Autonomous Community: Andalusia

5. COST OF THE INVESTMENT

- Total: ECU 11 076 408
- Eligible basis for calculation of assistance from the Fund:
ECU 11 076 408

6. WORK SCHEDULE:

- Start: 10/94
- Finish: 12/94

7. ASSISTANCE GRANTED: (85%) ECU 9 414 946

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The expected benefits are the protection of the population and their goods and possessions, less damage to agriculture and less hours of work lost.

10. RATE OF RETURN (where applicable):

Miraflores: internal rate of return 17.1%

Nalon: internal rate of return 10.7%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.002 - Water supply to the areas of Almoguera and Mondejar, south of Guadalajara and south-east of Madrid.

1. BRIEF DESCRIPTION

All the works needed to supply water to 21 agglomerations in the Autonomous Community of Castile-La Mancha and six agglomerations in the Autonomous Community of Madrid by taking water from the Tajuña river and channelling it to two regulation points including treatment stations from which the water will be distributed by gravity or by means of small pumping stations.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas (MOPT) y (MA)
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province: Guadalagara and Madrid

5. COST OF THE INVESTMENT

- Total: ECU 15 437 111
- Eligible basis for calculation of assistance from the Fund:
ECU 15 437 111

6. WORK SCHEDULE:

- Start: 7/94
- Finish: 12/95

7. ASSISTANCE GRANTED: (85%) ECU 13 121 544

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Improving the water supply to the areas concerned will permit more rational and sustainable water management, harmonization of the use of water with other

9. SOCIO-ECONOMIC BENEFITS:

The project will provide a systematic improvement in the quality of water discharged into rivers as part of the preservation and protection of the Donana natural park, a particularly interesting ecosystem at both Spanish and international level.

10. RATE OF RETURN (where applicable):

10.83%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.004 - Hydraulic and sanitary measures for the Pilon river (Gijon) and construction of a receiving pit for the Nalon river (Asturias) in Spain

1. BRIEF DESCRIPTION

The first measure concerns water management of the segment of the Pilon upstream from the A-56 until its mouth, over a distance of 2 655m and the construction of a general collector parallel to the river. The work also includes the construction of secondary collectors, a coastal collector, junctions for secondary pipelines and ancillary works. The second measure concerns the construction of a collector to carry waste water to the treatment station at Frieres.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Municipalities: Gijón, San Martín del Rey, Aurelio and Laviana
Autonomous Community: Asturias

5. COST OF THE INVESTMENT

- **Total:** ECU 12 823 397
- **Eligible basis for calculation of assistance from the Fund:**
ECU 12 823 397

6. WORK SCHEDULE:

- **Start:** 9/94
- **Finish:** 12/96

7. ASSISTANCE GRANTED: (85%) ECU 10 899 887

natural resources, reduction of losses, improvement of water quality and the conservation and restoration of the natural environment.

10. **RATE OF RETURN (where applicable):**

36%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.005 - Waste water treatment plants - Elda-Petrel.

1. BRIEF DESCRIPTION

Construction of general collectors for Monovar and Sax, to collect the waste water from these two agglomerations and some of the waste water from Elda and Petrel; expansion of the existing treatment plant serving Elda and Petrel, to treat waste water so that it can then be discharged into a river or used for irrigation.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province: Alicante
Autonomous Community: Valencia

5. COST OF THE INVESTMENT

- Total: ECU 7 118 034
- Eligible basis for calculation of assistance from the Fund: ECU 7 118 034

6. WORK SCHEDULE:

- Start: 10/94
- Finish: 12/95

7. ASSISTANCE GRANTED: (85%) ECU 6 050 328

8. FINANCING PLAN: (See Annex)

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The provision of integral waste-disposal facilities for the area west of Gijon and the elimination of discharge of waste into the Nalon are intended to optimize the quality of river water. The planned measures currently concern 141 168 inhabitants (219 717 in the future), and a total volume of water treated by the treatment plants of 12.9 hm³/year, increasing to 20.6 hm³/year by 2015.

In addition, the project will have a positive impact on the development of rural and coastal tourism and fisheries and will improve the well-being of the population.

10. **RATE OF RETURN (where applicable):**

6.35%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.006 - creation of an automated information network concerning the Guadalquivir catchment area in Spain

1. BRIEF DESCRIPTION

The purpose of this project is to improve the effectiveness with which the waters of the Guadalquivir are managed. This is necessary because of the river's irregular flow rate (long low-water periods and strong swells). The project will also make it easier to gather information on the water in the catchment area, thereby facilitating water-management decision making.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Autonomous Community: Andalusia

5. COST OF THE INVESTMENT

- **Total:** ECU 30 993 384
- **Eligible basis for calculation of assistance from the Fund:**
ECU 29 921 178

6. WORK SCHEDULE:

- **Start:** 12/93
- **Finish:** 12/96

7. ASSISTANCE GRANTED: (85%) ECU 25 433 001

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project will provide sufficient waste water treatment infrastructure to reduce the waste-water pollution rate in the Vinalopo valley (population of 110 000 inhabitants equivalent) to levels at which it can be discharged into the Vinalopo river and then used for irrigation in the area.

In addition, the project will have a positive impact on the development of rural tourism and agriculture, as well as improving the well-being and quality of life of the local population.

10. RATE OF RETURN (where applicable):

12.07%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.007 - Study

1. BRIEF DESCRIPTION

Technical assistance for the preparation of strategic frameworks for groups of projects concerning the coast and watercourses.

Preparation of separate documents constituting the strategic frameworks for groups of projects concerning the coast and watercourses. Each document should cover the following points: the overall diagnosis of existing problems, the general implementation strategy, a brief description of each project, a list of groups of projects and the priorities set. In the case of groups of projects concerning watercourses, it will be necessary to demonstrate, case by case, that each project fits into the overall strategy.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de la Planificación - Ministry of the Economy

4. LOCATION:

Several Autonomous Communities.

5. COST OF THE INVESTMENT

- Total: ECU 39 658
- Eligible basis for calculation of assistance from the Fund: ECU 39 658

6. WORK SCHEDULE:

- Start: 1.5.1994
- Finish: 30.6.1994

7. ASSISTANCE GRANTED: (100%) ECU 39 658

9. SOCIO-ECONOMIC BENEFITS:

The project will make it possible to:

- monitor swells to prevent or minimize injuries to persons and damage to crops;
- facilitate the management of water resources with a view to optimizing their distribution and use, particularly in the event of short- and medium-term shortages (this situation requires special control of the resources in question);
- substantially increase the information available by creating an automated network, which must be fully reliable;
- contribute to the implementation of the security plan for dams by the Dirección-General de Obras Hidráulicas.

10. RATE OF RETURN (where applicable):

19%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.008 - Study

1. BRIEF DESCRIPTION

Technical assistance to assess and carry out a cost-benefit analysis of projects part-financed by the Cohesion Fund in Spain

Group of eight technical assistance studies with a view to preparing the documents required under Community rules for the following environmental projects eligible for financial assistance from the Cohesion Fund: coastal measures; integrated water cycle (water supply); water supply 2; dam for water supply; 2nd phase of "PICHRA" and "LINDE"; waste water treatment and "SAICA", urban environment, other environmental programmes and "PITMA 94".

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Planificación - Ministry of the Economy

4. LOCATION:

Several Autonomous Communities.

5. COST OF THE INVESTMENT

- Total: ECU 363 497
- Eligible basis for calculation of assistance from the Fund:
ECU 363 497

6. WORK SCHEDULE:

- Start: 14.6.1994
- Finish: 31.12.1994

7. ASSISTANCE GRANTED: (100%) ECU 363 497

8. **FINANCING PLAN:** (See Annex)
9. **SOCIO-ECONOMIC BENEFITS:**
Not applicable.
10. **RATE OF RETURN (where applicable):**
Not applicable.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.009 - Study

1. BRIEF DESCRIPTION

Technical assistance for the macroeconomic assessment of projects part-financed by the Cohesion Fund.

Study concerning the *ex-post* macroeconomic assessment of projects approved in 1993 to receive assistance from the cohesion financial instrument and the *ex-ante* appraisal of projects presented in 1994.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Planificación - Ministry of the Economy

4. LOCATION:

Several Autonomous Communities.

5. COST OF THE INVESTMENT

- Total: ECU 30 000
- Eligible basis for calculation of assistance from the Fund: ECU 30 000

6. WORK SCHEDULE:

- Start: 15.6.1994
- Finish: 31.12.1995

7. ASSISTANCE GRANTED: (100%) ECU 30 000

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable.

10. **RATE OF RETURN (where applicable):**

Not applicable.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.010 - Water supply dams

1. BRIEF DESCRIPTION

(a) heightening of the Torre de Abraham dam:

The project involves heightening an existing dam by 10 m in order to increase its regulation capacity by 30 hm³/year with a view to supplying water to various communes in the province of Ciudad Real and the internationally important "Tablas de Daimiel", a wetland area included in the Ramsar Convention.

(b) Construction of the Viboras dam:

This project involves the construction of a dam to supply drinking water to 13 communes in the provinces of Cordoba and Jaen, with a population of 142 137 inhabitants in about thirty years.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Provinces: Ciudad Real, Jaen
Autonomous Community: Castile-La Mancha, Andalusia

5. COST OF THE INVESTMENT

- **Total:** ECU 15 610 408
- **Eligible basis for calculation of assistance from the Fund:**
ECU 15 610 408

6. WORK SCHEDULE:

Not applicable.

10. **RATE OF RETURN (where applicable):**

Not applicable.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.011 - Water supply works - 2

1. BRIEF DESCRIPTION

The purpose of these projects is to ensure the supply of water to various places, taking account of the increase in demand during the summer. The main measures of the various projects are described below:

- Improving the supply of water to and the treatment of water from the Entrepeñas and Buendia reservoirs: this project involves various measures in the 26 agglomerations supplied by the Entrepeñas and Buendia reservoirs.
- Supplying water to the Guadamar municipalities and other places: the project involves linking the old water supply system, fed by the Zujar reservoir, to the Serena reservoir.
- Guadamar dam - installing outlets: this project supplements the previous one and involves building a regulation dam.
- Supplying water from the Valuengo artificial lake to Fregenzal de la Sierra: this project will supplement the current supply to wells serving the area's villages by installing an outlet from the Valuengo artificial lake.
- Supplying water to the Bullaque valley - Torre Abraham: this project involves supplying water to the four agglomerations in the valley by installing a derivation outlet from the artificial lake.
- Water-raising station bringing water from the Puente Nuevo reservoir to the Sierra Boyera reservoir: the purpose of the project is to rectify the water shortage (caused by drought) of the Sierra Boyera reservoir in order to supply water to 22 communes.
- Water supply to the agglomerations of Loma de Ubeda: the purpose of the project is to adapt the water-supply network of the Loma de Ubeda area to the new supply situation resulting from the heightening of the Aguascebas dam.
- Supply of water to Torre del Mar and El Rincon: the purpose of the project is to extend the pipeline network from the Viñuela artificial lake to the reservoirs of Torre del Mar and Rincon de la Victoria.
- Exploitation of the water tables of the Guadalorce catchment area in order to supply Malaga: the project involves 55 surveys to attempt to solve the supply problems facing the western Costa del Sol during the summer.

- Emergency work to supply Villarasa and Bonares from the Corumbel Bajo reservoir: the project is to find an urgent solution to the water shortage caused by the recession of groundwater.
 - Works to supply Almuñecar (Phase 1): the purpose of the project is to link the supply network fed by the Molvizar dam to a pipeline from the Beznar reservoir with a view to solving the supply problems of Almuñecar.
 - Treatment plant at Melilla: this project involves the construction of a treatment plant for the production of drinking water for Melilla with a capacity of 0.23 m³/second.
- Expansion of the treatment plant at Ceuta: the purpose of the project is to expand the treatment plant at Ceuta and increase its production capacity from 0.25 m³/s to 0.275 m³/s.
- Works to bring water from Beninar to Aguadulce: the purpose of the project is to complete the work and facilitate its entry into operation so as to ensure the adequate supply of Almeria.
 - Expansion of the water-raising plant at Torrealta del Taibilla: this project involves expanding the flow rate from the Tagus-Segura diversion channel with a view to adapting it to the capacity of the new treatment plant at Torrealta.
 - Improving treatment plants on the left bank of the channel: the purpose of the project is to mitigate the effects of sludge discharged from the treatment plants into the Tagus-Segura post-diversion channels and to treat the sludge.

2. **BENEFICIARY MEMBER STATE:** Spain

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Dirección-General de Obras Hidráulicas (MOPT) y (MA)
 Paseo de la Castellana 67
 28071 Madrid
 Spain

4. **LOCATION:**

Provinces: Cuenca, Guadalajara, Ciudad Real, Badajoz, Cordoba, Jaen, Malaga, Huelva, Grenada, Melilla, Ceuta, Almeria, Alicante and Murcia.

Autonomous Communities: Castile-La Mancha, Extremadura, Andalusia, Comunidad Valenciana and Murcia.

5. COST OF THE INVESTMENT

- **Total:** ECU 40 883 297
- **Eligible basis for calculation of assistance from the Fund:**
ECU 40 883 297

6. WORK SCHEDULE:

- **Start:** 3/94
- **Finish:** 7/94

7. ASSISTANCE GRANTED: (85%) ECU 34 750 802

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The main benefits from the projects will be as follows:

- increase in water resources, particularly drinking water, for 3 600 000 people;
- conservation of ground water;
- encouragement of sustainable development in the regions concerned, particularly in the tourism sector, thanks to the indirect multiplier effect on the growth of economic activity, tourism in particular;
- improvement of the quality of life (removal of water restrictions);
- improvement of health conditions by reducing infectious outbreaks;
- prevention of production losses;
- creation of new ecosystems facilitating the development of woodland fauna. The new artificial lakes can be transformed into wetland capable of hosting populations of water birds.

10. RATE OF RETURN (where applicable):

25%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.12 - Improvement of the water supply to Melilla
(Phase 1)

1. BRIEF DESCRIPTION

Project to supply water from the collection of surface water in Melilla and from tankers from mainland Spain to cover 50% of the water requirements of the population of Melilla, which is currently supplied exclusively from well-water which is beginning to show signs of overexploitation.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province: Melilla
Autonomous Community: Andalusia

5. COST OF THE INVESTMENT

- Total: ECU 18 048 023
- Eligible basis for calculation of assistance from the Fund:
ECU 17 784 089

6. WORK SCHEDULE:

- Start: 10/94
- Finish: 10/97

7. ASSISTANCE GRANTED: (85%) ECU 15 116 476

8. FINANCING PLAN: (See Annex)

- Start: 01/94
- Finish: 06/97

7. **ASSISTANCE GRANTED:** (85%) ECU 13 268 846

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The main advantages will arise from the greater availability of water and the satisfaction of the population, as well as from the reduction in the pressure on ground water from overexploitation, the conservation of nature and the use of the reservoirs for recreational purposes.

The projects will also contribute to the rational and sustainable management of water resources, in accordance with the objectives of the Community's policy and action programme on the environment and sustainable development in the European Union.

10. **RATE OF RETURN (where applicable):**

18.8% - Torre de Abraham
22.8% - Viboras

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.013 - Water supply to Algodor, Tarancon and southern Madrid

1. BRIEF DESCRIPTION

Project to supply water by installing outlets from the Almoguera dam on the Tagus and a gravity supply network of around 60 km with several bypasses. The project will make it possible to supply 71 communes and a total population of 314 486 inhabitants in twenty years. Current water supply comes from poor-quality well water.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas (MOPT) y (MA)
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Provinces: Cuenca, Toledo, Guadalajara and Madrid
Autonomous Communities: Madrid and Castile-La Mancha

5. COST OF THE INVESTMENT

- Total: ECU 22 792 541
- Eligible basis for calculation of assistance from the Fund:
ECU 22 461 368

6. WORK SCHEDULE:

- Start: 10/94
- Finish: 10/97

7. ASSISTANCE GRANTED: (85%) ECU 19 092 162

9. SOCIO-ECONOMIC BENEFITS:

The benefits of the project will be those derived from the greater availability of water and the satisfaction of the population, as well as from the reduction in the pressure on ground water from overexploitation.

The project will also contribute to the rational and sustainable management of water resources, providing a sufficient quantity of drinking water of adequate quality to supply 66 000 inhabitants, in accordance with the objectives of the

Community's policy and action programme on the environment and sustainable development in the European Union of 1 February 1993.

10. RATE OF RETURN (where applicable):

13.4%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.014 - Treatment plants for the production of drinking water.

1. BRIEF DESCRIPTION

1. **Desalination plant, Ibiza:**
The project involves the installation of a sea-water desalination plant at San Antonio Abad, operating by inverse osmosis.
2. **Desalination plant, Formentera:**
The project involves the installation of a sea-water desalination plant at San Francisco, operating by inverse osmosis.
3. **Regulation reservoir, Las Palmas:**
The project involves the construction of a reservoir with a capacity of 250 000 m³ close by the desalination plant.
4. **Desalination plant, Galdar-Agaete:**
The project involves the installation of two lines, each capable of producing 1 500 m³ desalinated water, with a view to doubling the capacity of the current plant, which already has two lines of the same capacity.
5. **Desalination plant, Adeje-Arona:**
The project involves the installation of a sea-water desalination plant at Granadilla de Aboma, operating by inverse osmosis.
6. **Pipelines feeding the Murcia treatment plant:**
The project involves the laying of 13 482 m of asbestos cement pipeline with a view to feeding the treatment plant from an existing pipeline which collects water directly from the Tagus-Segura diversion channel.
7. **Regulation tank for the Murcia treatment plant:**
The project involves the construction of a regulation tank, to be fed by 6 150 m of asbestos cement pipeline.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Obras Hidráulicas (MOPT) y (MA)
Paseo de la Castellana 67

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The benefits of the project will be those derived from the greater availability of water, the satisfaction of the population and the improvement in the quality of the water supplied.

The project will also contribute to the rational and sustainable management of water resources, in accordance with the objectives of the Community's policy and action programme on the environment and sustainable development in the European Union.

10. **RATE OF RETURN (where applicable):**

29.8%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.015 - Waste water treatment plant, Adeje-Arona

1. BRIEF DESCRIPTION

Construction of a waste water treatment plant in the municipalities of Adeje and Arona in order to bring the current the disposal and treatment network up to standard. Work includes the installation of collectors and discharge facilities, the construction of pumping stations, the installation of a bypass to the underwater outlet channel and installation of waste water treatment facilities.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province: Santa Cruz de Tenerife
Autonomous Community: Canarias

5. COST OF THE INVESTMENT

- Total: ECU 16 212 428
- Eligible basis for calculation of assistance from the Fund:
ECU 16 212 428

6. WORK SCHEDULE:

- Start: 10/94
- Finish: 12/97

7. ASSISTANCE GRANTED: (85%) ECU 13 780 563

8. FINANCING PLAN: (See Annex)

28071 Madrid
Spain

4. LOCATION:

Provinces: Baleares, Murcia, Las Palmas de Gran Canaria and Santa Cruz de Tenerife

Autonomous Communities: Baleares, Canarias, Murcia

5. COST OF THE INVESTMENT

- **Total:** ECU 34 276 790
- **Eligible basis for calculation of assistance from the Fund:**
ECU 34 276 790

6. WORK SCHEDULE:

- **Start:** 5/94
- **Finish:** 12/96

7. ASSISTANCE GRANTED: (85%) ECU 29 135 271

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The expected benefits of this project are: the revenue from exploitation, conservation of ground water, the indirect multiplier effect, utilization for recreational purposes and improved health conditions.

10. RATE OF RETURN (where applicable):

21%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.16 - Network of automatic alert posts in river basins -
"SAICA" - Phase II

1. BRIEF DESCRIPTION

Creation of the right operating conditions, installation and commissioning of a network of automatic alert posts fully equipped for the real-time transmission of a certain number of water-quality parameters. It is planned to set up 85 alert posts in nine river basins, to transmit data to the front-end computer of the Directorate-General for Water Quality by satellite (VSAT).

The project also involves the following additional measures:

- provision of new measurement apparatus for some of the automatic alert posts from phase 1;
- work to adapt the network of laboratories responsible for monitoring the quality of the organisms found in the basins concerned;
- provision of automated equipment and an internal network for the SAICA data-processing centres;
- analysis of the data provided by the water-quality monitoring network so that the data can be used to draw up quality objectives for the different sections of watercourses in accordance with their current and future uses.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

The Ebro, Duero, Tagus, Guadiana, Guadalquivir, Jucar, Segura, Norte and Sur basins.

5. COST OF THE INVESTMENT

- Total: ECU 45 811 312

9. SOCIO-ECONOMIC BENEFITS:

The main benefit of the project will be to bring up to standard the waste water disposal network in order to reduce waste water pollution in the communes of Adeje and Arona (population affected: 95 000) and reuse the treated water.

10. RATE OF RETURN (where applicable):

7.4%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.018 - Total treatment and reuse of waste water in Mar Menor-Sur (Murcia)

1. BRIEF DESCRIPTION

Construction of a waste-water treatment plant at Mar Menor-Sur; installation of an underwater emergency spillway and a system for the reutilization of treated water (delivery installation, regulatory reservoir and link-up to irrigation installation°.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Province: Murcia
Autonomous Community: Murcia

5. COST OF THE INVESTMENT

- Total: ECU 21 423 229
- Eligible basis for calculation of assistance from the Fund:
ECU 21 423 229

6. WORK SCHEDULE:

- Start: 10/94
- Finish: 12/97

7. ASSISTANCE GRANTED: (85%) ECU 18 209 744

8. FINANCING PLAN: (See Annex)

- Eligible basis for calculation of assistance from the Fund:
ECU 45 811 312

6. WORK SCHEDULE:

- Start: 11/94
- Finish: 12/96

7. ASSISTANCE GRANTED: (85%) ECU 38 939 615

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The project will provide the following gains:

- continual diagnosis of the water quality by segment of watercourse, in accordance with the uses to which each is put. Sampling and analysis will be carried out every 15 minutes, around the clock 365 days a year in each of the 200 automatic alert posts making up the SAICA system.
- Statistical data, the creation of graphs and reports on water quality. Periodical reports and memoranda (monthly and annual) showing the variations recorded for the posts and for particularly sensitive segments of watercourses as well as the trends recorded for each river basin.
- Automatic alerts prohibiting certain uses, particularly for supply purposes.
- Development of strategies to control, monitor and penalize the discharge of polluting substances (river inspection).
- Simplification of procedures, computerization, authorization to discharge waste and penalties.
- Preparation of the reports provided for in the EC Directives.

10. RATE OF RETURN (where applicable):

9.16%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.19 - PICRHA project (integrated plans to restore the water and environment of river basins) and measures for 1994.

1. BRIEF DESCRIPTION

The type of measures included in the plans fall into two groups:

- restoration of water and woodland, soil conservation and restoration of the aquatic environment;
- improvement and cleanup of river beds, adjustment and protection of river banks, regulation of the uses of watercourses and artificial lakes.

The plan has three phases:

1. Assessment and classification by order of priority of the measures for 1994 and some of those for 1995.
2. Implementation of investment programme.
3. Review and monitoring of compliance with objectives.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Paseo de la Castellana 67
28071 Madrid
Spain

4. LOCATION:

Autonomous Communities: 14 (Andalusia, Aragon, Asturias, Cantabria, Castile-Leon, Castile-La Mancha, Catalonia, Comunidad Valenciana, Extremadura, Galicia, Madrid, Region de Murcia, Comunidad Foral de Navarra, Pais Vasco).

9. **SOCIO-ECONOMIC BENEFITS:**

The project will provide the Mar Menor-Sur area with a treatment infrastructure with sufficient capacity to solve the problem of the discharge of waste water all along the Manga (direction north-south, emptying into the Mediterranean) and the southern fringe of the Mar Menor (direction east-west, emptying into the Mar Menor). It will also enable treated water to be reused for the irrigation of farmland or green areas.

The project will also contribute to improving the quality of the environment in the area concerned, treatment to eliminate the polluting substances in the waste generated by human activities and health conditions in the Mar Menor and on the Mediterranean coast, reconstituting the ground water of the Mar Menor, currently overexploited and full of salt, beautifying the landscape by creating green areas and improving the availability of water, currently inadequate.

10. **RATE OF RETURN (where applicable):**

6.67%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.20

1. BRIEF DESCRIPTION

PITMA-94

A set of 367 projects grouped into three categories according to the type of measure:

Category A: Projects to reduce and correct industrial pollution (66% of the investment)

Category B: environmental research and development projects (32% of the investment)

Category C: environmental information and dissemination projects.
(The list of projects is attached to the aid application)

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Secretariat of State for Industry

4. LOCATION:

Autonomous Community: all, except for the islands, Ceuta and Melilla.

5. COST OF THE INVESTMENT

- **Total:** ECU 22 593 372

- **Eligible basis for calculation of assistance from the Fund:**
ECU 22 593 372

6. WORK SCHEDULE:

- **Start:** 1.9.94

- **Finish:** 31.12.1996

7. ASSISTANCE GRANTED: (85%) ECU 19 204 366

8. FINANCING PLAN: (See Annex)

5. COST OF THE INVESTMENT

- **Total:** ECU 55 140 971
- **Eligible basis for calculation of assistance from the Fund:**
ECU 55 140 971

6. WORK SCHEDULE:

- **Start:** 1/93
- **Finish:** 12/95

7. ASSISTANCE GRANTED: (85%) ECU 46 869 825

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The benefits of the project are:

- the reduction of erosion through the reforestation of 9 800 ha, mainly situated in the basins suffering most from erosion (Segura and Jucar) and through the creation of 1 600 checking dikes and dams between the main hydrotechnical structures;
- the protection and improvement of river banks and habitats around watercourses and artificial lakes (concerns 130 km of river bed and bank);
- the prevention of flooding and swells, restoring the normal flow of watercourses by building flood defense and channelling along nearly 100 km, particularly at points where rivers pass by or through inhabited areas.

10. RATE OF RETURN (where applicable):

6.86%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.021

1. BRIEF DESCRIPTION

Environmental regeneration of Ciutat Vella - Barcelona.
Pla Central del Raval.

"El Pla Central del Raval" is an integrated project for the environmental regeneration of the historic centre of Barcelona, involving the demolition of five blocks of houses with a view to creating a large central space covering 235 m x 60 m. The main measures included in the project are:

- the expropriation and demolition of the buildings (1 384 dwellings and 293 commercial premises), i.e. a total of 127 buildings and a built-up area of 117 678 m². The plan includes the rehousing of the residents in new or renovated flats in the same district;
- the creation of hardens, squares and passages covering a total area of 41 030 m² and the construction of parking places for residents.

The implementation of the project will structure the entire area around open spaces and gardens and facilitate the movement of pedestrians and cyclists as well as the renovation of all the basic infrastructure networks.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General para la Vivienda, el Urbanismo y la Arquitectura (MOPTMA)

4. LOCATION:

Catalonia

5. COST OF THE INVESTMENT

- Total: ECU 24 228 686
- Eligible basis for calculation of assistance from the Fund:
ECU 24 228 686

6. WORK SCHEDULE:

9. SOCIO-ECONOMIC BENEFITS:

The benefits are as follows:

- Savings in water, raw materials and natural resources
- Reduction of pollution from industrial waste
- Reduction of atmospheric and other forms of pollution.

10. RATE OF RETURN (where applicable):

11.36%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.022

1. BRIEF DESCRIPTION

Environmental restoration

Group of projects involving:

- the environmental restoration of public works.
A set of measures to restore the natural environment, particularly areas blighted by the construction of public road infrastructures.
The following measures are planned:
 - restoration of the natural environment around the CN-260 from Seo D'Urgell to Puigcerda-Lerida,
 - restoration of the natural environment around the Barajas-Pavones intersection and the Villaverde crossing - Toledo intersection on the M-40 ringroad around Madrid,
 - restoration of the natural environment around the O section of the Murcia ringroad,
 - restoration of the natural environment around the Puerto de la Cadena section of the Murcia-Cartagena expressway (Murcia);

- restoration for recreational purposes of disused railway lines.
A set of measures to restore abandoned railway lines for use as "green corridors" reserved for tourism, sport and cultural activities.
The following measures are planned:
 - Madrid-Valle del Tietar (Picadas-San Juan)
 - Gibrleon-Ayamonte (Lepe-Ayamonte)
 - Astillero-Ontaneda (Astillero-Obregon)
 - Medina de Rioseco-Palanquinos (Palanquinos-Valencia de Don Juan)
 - Camas-Seville
 - Arcos de la Frontera-Olvera (Sierra de Cadiz);

- decontamination of polluted soil.
Measures to detect, characterize and decontaminate ground and ground water polluted by toxic waste:
 - Bahia de Portman - Murcia. The following measures are planned: studies to identify the best strategy for restoration; preparation of the project; implementation of initial work.
 - characterization of polluted sites listed in the national inventory of polluted land. Several of the sites listed in the inventory will be the subject of more detailed study.

2. BENEFICIARY MEMBER STATE: Spain

- Start: 1.12.1994
- Finish: 31.21.1995

7. ASSISTANCE GRANTED: (85%) ECU 20 594 383

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The only quantifiable advantages are environmental. The study is based on a comparison of prices by m³ of dwellings in good condition in the Raval district and those in other areas of Barcelona which enjoy an average environmental quality. For dwellings with equal characteristics, the difference in prices reflects the part of the price linked to quality of environment. The difference in value is multiplied by the number of dwellings in the area affected by the project, whereby its expected benefits can be calculated.

10. RATE OF RETURN (where applicable):

IRR: 32%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.023

1. BRIEF DESCRIPTION

Control and monitoring of atmospheric and noise pollution and reduction of noise along major roads.

The group of projects concerns the supply, installation and maintenance of equipment and accessories for networks for the monitoring of atmospheric pollution, long-distance transport of polluting substances and noise pollution; it also involves works to reduce noise levels along major roads by installing sound shields.

The following measures are planned:

- monitoring of atmospheric, urban and industrial pollution: a set of 14 phases involving the installation of 18 automatic posts and 15 information boards for the control of atmospheric pollution; 11 control posts for long-distance transport of polluting substances and the expansion of the data-processing centre of the Directorate-General for Environmental Policy;
- monitoring of noise pollution: installation of a monitoring network in Madrid, made up of a central unit, six fixed posts, four information boards for the benefit of the public, two semi-mobile posts, four radars and a measurement laboratory;
- reduction of noise along national highways by installing four sets of sound shields at the following strategic points:
 - A-2 expressway (Francisco Ferrer) Zaragoza,
 - N-IV highway (Jardines del Eden allotments), Seville
 - N-620 highway (Plaza del Rey, Lada junction), Burgos
 - N-393 highway (western ringroad), Murcia.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Política Ambiental MOPTMA

4. LOCATION:

Autonomous Communities: Andalusia, Asturias, Aragon, the Balearic Isles, Castile-La Mancha, Castile-Leon, Catalonia, Extremadura, Galicia, Madrid, Murcia, Pais Vasco, Comunidad Valenciana.

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Dirección-General de Política Ambiental MOPTMA

4. **LOCATION:**

Autonomous Communities: Andalusia, Aragon, Comunidad Cantabrica, Castile-Leon, Catalonia, Madrid, Murcia

5. **COST OF THE INVESTMENT**

- **Total:** ECU 15 088 198
- **Eligible basis for calculation of assistance from the Fund:**
ECU 14 941 777

6. **WORK SCHEDULE:**

- **Start:** 1.2.1994
- **Finish:** 31.12.1995

7. **ASSISTANCE GRANTED:** (85%) ECU 12 700 510

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The benefits are as follows:

- control of the erosion process;
- improving road safety;
- using the areas concerned for recreational purposes;
- reducing soil and water pollution;
- decontaminating ground and using land for other purposes.

10. **RATE OF RETURN (where applicable):**

ERR: 15.77%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.025

1. BRIEF DESCRIPTION

Monitoring of the climate and detection of climatic change and its impact on the environment.

Involves collecting, processing and archiving data on the climate and using this data for the purpose of studies on climatic phenomena.

The project includes the following measures:

- modernization and optimization of the data-processing system by equipping the land-based meteorological centres with hardware and software; supply and commissioning of the data-processor; expansion of the main system and replacement of the FACOM so that it can support the new applications and the mathematical process for climatic modelling, including hardware, software and technical assistance;
- communication system, including receipt, checking and dissemination of climatic data from traditional networks. It includes the first and second phases of the telecom system;
- merging of the existing data bases into a single national data bank comprising a documentation system and national data archives;
- traditional observation network providing the basis for equipping the network, including:
 - 2nd phase, airports, comprising a data management system for groups responsible for forecasting and monitoring for airports,
 - automatic meteorological stations, whereby ground-level information is obtained. This measure involves the supply and installation of 14 systems for regional concentration of data and one national system (equipment for calling the automatic stations, storing and processing data) used for collecting and exploiting the meteorological parameters obtained from the national network of automatic stations,
 - national data archives;
- specific networks for climatic and environmental observation (tendering procedure for equipment for stations and surveys);
- installation of a network of 15 meteorological radars integrated into the monitoring system. The network will comprise: the radar equipment, installation of radiocommunication systems for communication with the regional centre and Doppler equipment on the national radar network; in addition, the infrastructure needed to instal the equipment (access routes, electricity lines, installations, metal tower and protective fencing);
- climatic studies on the climate and how it can be used as a natural resource among others; other studies with a view to improving the forecasting of the natural phenomena causing disasters. Meteorological and climatic research.

5. COST OF THE INVESTMENT

- **Total:** ECU 13 671 126
- **Eligible basis for calculation of assistance from the Fund:**
ECU 12 046 678

6. WORK SCHEDULE:

- **Start:** 1.7.1993
- **Finish:** 31.12.1996

7. ASSISTANCE GRANTED: (85%) ECU 10 239 676

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Direct and indirect creation of jobs, protection of public health from the dangers of pollution; protection of the environment against the dangers of atmospheric pollution and acid rain; other social benefits.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.026

1. BRIEF DESCRIPTION

Infrastructure and facilities for the protection of the environment. Solid urban waste management.

A set of projects to provide infrastructures for the selective collection of solid urban waste, containment and rehabilitation of unauthorized dumps, initiatives to support integrated waste management, composting and waste treatment.

The following measures are planned:

- **Recycling facilities:**
Creation of three collection centres for household waste in Asturias (Aviles, Oviedo, Gijon). These centres will have all the equipment needed to load, unload and transport waste. Establishment of recycling points in agglomerations.
- **Provision of containers and mobile facilities:**
Installation of the infrastructure needed for the selective collection of used paper and glass for recycling. Installation of paper containers of 3m³ and 1m³ and glass containers as well as collecting trucks.
- **Support for management plans:**
Construction of four relaying stations in Huelva (Almonte and Isla Cristina), Cordoba (Montoro) and Cantabria (Santander), with a view to the treatment of 117 611 tonnes/year of waste.
- **Containment and rehabilitation of dumps:**
Planned measures: containment and rehabilitation of nine dumps in Catalonia (Vallbona d'Anoia - Barcelona), Galicia (El Zondal - Vigo), Andalusia (Zahara de la Sierra - Cadiz; Rute, Fuente Palmera, Penarroya and Montoro - Cordoba), Cantabria (Alto Campo - Reinosa) and Aragon (Sobrarbe - Huesca).
- **Compost manufacturing plan at Pradejon (La Rioja):**
Phase I of the construction of the compost factory (civil engineering works), which will treat and process livestock and agricultural waste into natural fertilizers.
- **Integrated programme for the Jalon:**
Management of solid urban waste, as part of an integrated programme for the environmental restoration of the Jalon basin. The project aims at the processing of 14 584 tonnes/year of waste.

2. BENEFICIARY MEMBER STATE: Spain

2. **BENEFICIARY MEMBER STATE:** Spain

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**
Directorate-General of the National Meteorological Institute - MOPTMA

4. **LOCATION:**
All the Autonomous Communities

5. **COST OF THE INVESTMENT**
 - Total: ECU 46 150 655
 - Eligible basis for calculation of assistance from the Fund:
ECU 29 931 314

6. **WORK SCHEDULE:**
 - Start: 1.1.1994
 - Finish: 31.12.1996

7. **ASSISTANCE GRANTED: (85%)** ECU 25 441 616

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**
Direct job creation, meeting the objectives of the environmental protection policy,
other social benefits.

10. **RATE OF RETURN (where applicable):**
Not applicable.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.027

1. BRIEF DESCRIPTION

Coastal improvements.

Set of projects to restore deteriorated stretches of coastline, improve beaches and access thereto.

Planned measures:

- Development and improvement of the area around Rodiles beach (Villaviciosa - Asturias):
The area around the beach has been severely blighted by intensive and uncontrolled public use.
Planned measures: clean-up and clearing of the eucalyptus wood; demolition of existing buildings; creation of a lawned slope; closing off of beach using logs to prevent access by cars; creation of a picnic area in the eucalyptus wood; construction of a sanitary block and building for surveillance services; creation of a promenade on the top of the breakwater which protects the right bank of the ria.
- Development of the natural environment of the San Pedro beach (Cudillero - Asturias):
Planned measures: creation of plant cover in the dune area to facilitate the conservation of the dunes and consolidate their structure; clean-up and rehabilitation of deteriorated areas; tree planting and installation of benches and fountains; construction of a wooden walkway along the Esqueiro river and creation of a service area.
- Development of the rest area at Quebrantos beach (Soto del Barco - Asturias):
Planned measures: improvement of access and creation of parking space outside the rest area proper; construction of a cycle path and traffic channelization; construction of a building to house sanitary facilities and the lifeguards' post; creation of spaces reserved for temporary bars.
- Development of the area around Arealonga beach (Vicedo - Lugo):
Planned measures: elimination of road traffic in the dune area; installation of wooden walkways for access to the beach without damaging the dunes; provision of services and facilities for public use.
- Improvement of the area around the Marosa beach (Cervo - Lugo):
Planned measures: elimination of road traffic in the immediate vicinity of the beach; construction of a parking area and a building to house the sanitary facilities and lifeguards' post.

- Protection of the dunes on Langosteira beach (Finisterre - La Coruña):
Planned measures: demolition of the fencing and concrete reinforcements in the public area; construction of a pedestrian path in flexible materials cordoning off the public access area and protecting the dunes; construction of wooden walkways for access to the beach, platforms and observation points for access to the dunes and to prevent their destruction; creation of recreational and meeting areas.
- Development of the environment of the Neda edge of the Ferrol ria (Neda - La Coruña):
Planned measures: construction of dissuasive parking areas and a pedestrian path along the ria, made from lightweight materials and landscaped with indigenous plant species.
- Development of the Lourido beaches (Poio - Pontevedra).
Planned measures concern a segment of the coastline 1 600 m long covering an area of 71 000 m². Planting of a row of trees and construction of wooden walkways, pedestrian paths and a cycle path.
- Seaside promenade on Compostela beach (Vilagarcia de Arosa - Pontevedra):
Planned measures: demolition of buildings on the public area; development of access points to prevent enormous concentrations of people and construction of a seaside promenade 2 100 m long and covering an area of 20 000 m².
- Development of Portonovo beach (Sangenjo - Pontevedra):
Planned measures: construction of a pedestrian path linking Silgar and Baltar beaches along the edge of the Punto de Vicano and its wooded area; development of Baltar beach (construction of paths and tree planting to insulate the beaches and dunes from the road); construction of buildings to house the beach services.

2. **BENEFICIARY MEMBER STATE:** Spain

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Directorate-General for Coasts - MOPTMA

4. **LOCATION:**

Autonomous Communities: Asturias and Galicia

5. **COST OF THE INVESTMENT**

- Total: ECU 11 531 380

- Eligible basis for calculation of assistance from the Fund: ECU 11 531 380

6. WORK SCHEDULE:

- **Start:** 1.9.1994
- **Finish:** 31.11.1995

7. ASSISTANCE GRANTED: (85%) ECU 9 801 637

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The benefits are as follows:

- benefits for beach users,
- benefits for the environment (rehabilitation of natural spaces),
- benefits for leisure (use of recreational areas, game areas, picnic areas and seaside promenades),
- time savings for access to the coast.

10. RATE OF RETURN (where applicable):

IRR for all the projects: more than 30%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.028

1. BRIEF DESCRIPTION

Rehabilitation of deteriorated stretches of the Spanish coastline.

Set of projects involving the following measures:

- Repairs to channels in the Guernica ria (Bizcaya):
Planned measures: repairs to slopes along 850 m; rehabilitation and clean-up of old river bed over 420 m; construction of a threshold at 50 cm and another at 40 cm to maintain a constant water level at low tide.
- Rehabilitation of the Victoria and Noja marshes (Cantabria):
Planned measures: digging of a channel around the marsh area to ensure even distribution of the fresh water coming in from the wetland and construction of rustic wooden fencing; dredging of the existing channels to improve the circulation of water within the marsh and construction of an outlet channel; demolition of existing walls and restoration of a tide-driven mill;
- Protection of the dunes on the Esteiro-Xove beach (Lugo):
Planned measures: demolition of existing infrastructures; stabilization of the dune range; regulation of public use by constructing paths and access points.
- Rehabilitation of the dunes and wetland of the Carraqueros-Boiro beach (La Coruña)
Planned measures: demolition of the road, restoration and rehabilitation of the original bed, construction of a pedestrian walkway and reforestation of the area.
- Seaside promenade and rehabilitation of the deteriorated stretch of coastline at Esteiro-Muros (La Coruña):
Planned measures: clean-up of the banks of the mouth of the river Major; construction of a timber seaside promenade; creation of green spaces covering an area of 6 420 m²; construction of a walkway 40 m long and 2.5 m wide linking the two banks at the river mouth, all along a 950 m long segment.
- Development and protection of the Doninos-El Ferrol beach (La Coruña):
Planned measures: demolition of the road along the dune ridge, construction of a pedestrian path; creation of green spaces and recreational areas.

- Rehabilitation of the Lanzada isthmus (Pontevedra):
Planned measures: demolition of the existing road, construction of wooden pedestrian walkways, transformation of what are now a runway and a road intersection into recreational areas.
- Rehabilitation of the natural environment of La Cola beach - Aguilas (Murcia):
Planned measures: demolition of the beach road, superficial excavation and remodelling of the beach with sand brought from inland, construction of access paths.
- Rehabilitation of the Mata-Torre Vieja natural park (Alicante):
Planned measures: demolition of the segment of road built on the dune ridge; development of access points and parking areas; provision of facilities and construction of a nature information centre and an artificial lake.
- Rehabilitation of the Los Clicos-Yaiza lake (Lanzarote):
Planned measures to restore the entire coastal range/lagoon: spreading of sand over a beach 30 m long; closure of the tombolo area by means of a rock breakwater to prevent the beach from being submerged; construction of an underwater dike 55 m long in the tombolo area; construction of a semi-submerged dike acting as a breakwater.

2. **BENEFICIARY MEMBER STATE:** Spain

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**

Directorate-General for Coasts - MOPTMA

4. **LOCATION:**

Autonomous Communities: Canary Islands, Cantabria, Galicia, Murcia, Pais Vasco, Comunidad Valenciana

5. **COST OF THE INVESTMENT**

- **Total:** ECU 11 758 865
- **Eligible basis for calculation of assistance from the Fund:**
ECU 11 758 865

6. **WORK SCHEDULE:**

- **Start:** 1.9.1994
- **Finish:** 31.3.1995

7. ASSISTANCE GRANTED: (85%) ECU 9 995 035

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

- Benefits for beach users,
- benefits for the environment (rehabilitation of natural spaces),
- benefits for leisure (use of recreational areas and seaside promenades),
- time savings for access to the coast.

10. RATE OF RETURN (where applicable):

The IRR of most of the projects exceeds 30%. For the others it varies between 2.13% and 28.74%.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.029

1. BRIEF DESCRIPTION

Renovation and regeneration of beaches.

Series of projects comprising:

- Regeneration of dunes and improvement to open spaces at the beach of Cuchia, Miengo (Cantabria);
proposed schemes: regeneration of the beach and dunes by bringing in 20 000 cubic metres of sand; stabilisation of row of dunes; replanting of the dune slopes with local species of trees and bushes; construction of service areas, parking lots and pedestrian accesses; restoration of degraded parts of the area, in particular the fringes of a wetland.
- Renovation of the beach at Guadalquiron, San Roque (Cadiz, Andalusia);
proposed schemes: bringing in sand from nearby underwater deposits; creation of a dry fringe to the beach occupying 750 m by 50 m; construction of a forward, half-underwater dyke of rocks to hold in the new sand.
- Regeneration and protection of the beach at Garrucha, Almería (Andalusia);
proposed schemes: bringing in 421 242 cubic metres of sand from nearby ravines along a stretch of 1000 m; demolition of existing breakwaters; construction of three free-standing dykes spaced 200 metres apart; construction of a 240-metre-long jetty to enclose the beach between the harbour entrance and the jetty.
- Renovation of degraded beaches at Mojacar, Almería (Andalusia);
proposed schemes: bringing in 900 000 cubic metres of sand along a 4042 m stretch of coast, obtained from dredging the harbour at Purcasa de Carboneras.
- Bringing in sand and construction of an underwater dyke (beaches of Calnegre and Hacienda dos Mares - Cartagena and San Javier (Murcia);
proposed schemes: renovation of 1 800 metres of beach with a width of 40 m by bringing in 200 000 cubic metres of sand; construction of two underwater dykes of 395 m and 790 m length.
- Renovation of degraded beaches at Almarda and Corinto Sagonte (Valencia);
proposed schemes: bringing in between 400 000 and 1 million cubic metres of sand to re-establish a stable beach profile; construction of two jetties to stabilise the regenerated beach.

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Política Ambiental MOPTMA

4. LOCATION:

Autonomous Communities: Andalusia, Aragon, Asturias, Cantabria, Catalonia, Galicia, Rioja

5. COST OF THE INVESTMENT

- Total: ECU 23 268 250
- Eligible basis for calculation of assistance from the Fund: ECU 23 179 016

6. WORK SCHEDULE:

- Start: 1.4.1994
- Finish: 31.12.1995

7. ASSISTANCE GRANTED: (85%) ECU 19 702 164

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

Reduction of pollution by adequate treatment of waste; rehabilitation of land with a view to putting it to a different use; savings on the cost of waste management by recycling; savings in raw materials and energy

10. RATE OF RETURN (where applicable):

17.91%

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.030 - Study to collect basic data on the environment by remote sensing, with a view to rational management of water resources

1. BRIEF DESCRIPTION

Collecting objective and accurate data on the physical conditions surrounding economic activities so as to anticipate problems caused by population loss, degradation of the soil, stress on water tables, regeneration of wetlands, nature conservation.

Measures to cushion the effects of different sectoral policies with an impact on regional development planning.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Planificación Territorial
Salvador de Madariaga 1
28071 Madrid
Spain

4. LOCATION:

All Autonomous Communities

5. COST OF THE INVESTMENT

- **Total:** ECU 1 244 257
- **Eligible basis for calculation of assistance from the Fund:** ECU 1 244 257

6. WORK SCHEDULE:

- **Start:** October 1994
- **Finish:** September 1996

7. ASSISTANCE GRANTED: (100%) ECU 1 244 257

2. **BENEFICIARY MEMBER STATE:** Spain

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:**
Directorate-General of Coasts (MOPTMA)

4. **LOCATION:**
Autonomous Communities: Andalusia, Cantabria, Murcia and Valencia

5. **COST OF THE INVESTMENT**
 - **Total:** ECU 13 328 012
 - **Eligible basis for calculation of assistance from the Fund:** ECU 13 328 012

6. **WORK SCHEDULE:**
 - **Start:** 1.9.1994
 - **Finish:** 31.3.1996

7. **ASSISTANCE GRANTED:** (85%) ECU 11 328 810

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**
The benefits are the following:
 - benefits for the users of the beaches
 - benefits for the environment (renovation of natural countryside)
 - benefits in terms of leisure activities (recreational areas and walks along the coast)
 - easier access to the coast.

10. **RATE OF RETURN (where applicable):**
Internal rate of return varies between 9.20% and 19.83%, and up to 30% in some cases.

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.031 - Study

1. BRIEF DESCRIPTION

Prior appraisal of technical, economic and environmental viability of reducing soil pollution by cultivation techniques and natural methods of removing liquid industrial effluents in countries with a Mediterranean climate.

Description of preparatory stages for identifying new ways of restoring polluted soils and treating waste liquid effluents by direct treatment of the soil, by controlled infiltration and cultivation techniques based on the natural self-cleansing properties of the soil.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Ministry of Economics -
Dirección-General de Planificación Territorial

4. LOCATION:

All Autonomous Communities

5. COST OF THE INVESTMENT

- Total: ECU 991 183
- Eligible basis for calculation of assistance from the Fund: ECU 991 183

6. WORK SCHEDULE:

- Start: 1.10.1994
- Finish: 30.9.1996

7. ASSISTANCE GRANTED: (85%) ECU 842 505

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

The study will help identify and quantify the basic environmental parameters affected by the different sectoral policies with an impact on regional development planning (policies on water management, agriculture, forestry). The trends in all these parameters will be studied, with special attention to the management of natural resources and in particular water resources.

10. **RATE OF RETURN (where applicable):**

Not applicable

**Publication of main points of decisions to grant financial assistance under
Regulation (EC) No 1164/94 establishing a Cohesion Fund**

PROJECT No: 94.11.61.032 - PICRHA project (integrated plans for restoring the water-carrying and environmental capacity of water catchment basins)

1. BRIEF DESCRIPTION

The schemes in the plan divide into two kinds:

- restoration of water reserves and forest cover, soil conservation and restoration of water-related environment
- cleansing and improving water courses, straightening and protecting banks, regulating use of water courses and reservoirs.

The plan has three stages:

1. Evaluating and prioritising 1994 schemes and some of those for 1995
2. Carrying out investment programme
3. Reviewing and monitoring the meeting of targets.

2. BENEFICIARY MEMBER STATE: Spain

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

Dirección-General de Calidad de las Aguas
Plaza de San Juan de la Cruz, s/n, 67
28071 Madrid
Spain

4. LOCATION:

Autonomous Communities: Andalusia, Aragon, Asturias, Castile-Léon, Castile-La Mancha, Catalonia, Valencia, Extremadura, Galicia, Madrid, Murcia, Navarra, Basque Country

5. COST OF THE INVESTMENT

- Total: ECU 28 869 905
- Eligible basis for calculation of assistance from the Fund: ECU 28 869 905

8. **FINANCING PLAN:** (See Annex)

9. **SOCIO-ECONOMIC BENEFITS:**

Not applicable

10. **RATE OF RETURN (where applicable):**

Not applicable

Overview maps for road and rail transport projects

The following maps were created for illustrative purposes only. They serve to indicate where the Cohesion Fund projects are located on the trans-European networks. The maps have no legal importance and do not commit the Commission.

For each country, two maps indicated road and rail projects respectively

IRELAND

Trans-European

Road network



Cohesion Fund



Rosslare

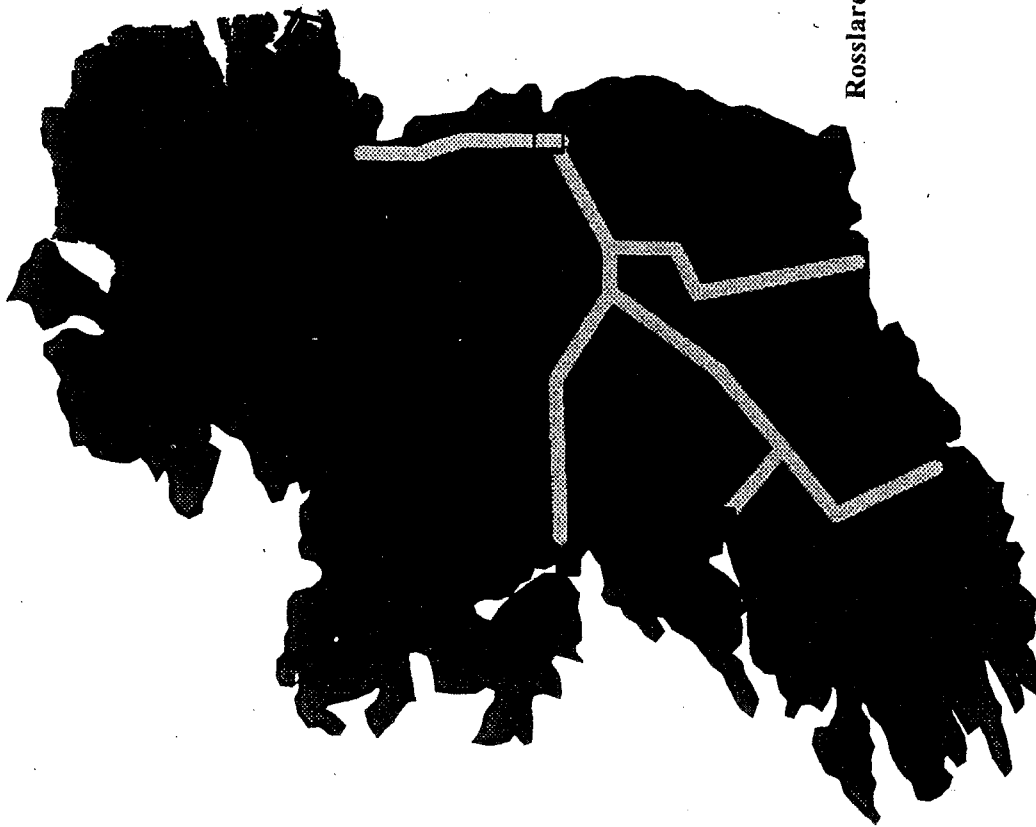
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IRELAND

Trans-European

Rail network

Cohesion Fund



Rosslare

GREECE

Trans-European

Road network —

Cohesion Fund

Igoumenitsa

Patra

Saloniki

Alexan-
droupolis

Athina



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GREECE

Trans-European

Rail network



Cohesion Fund



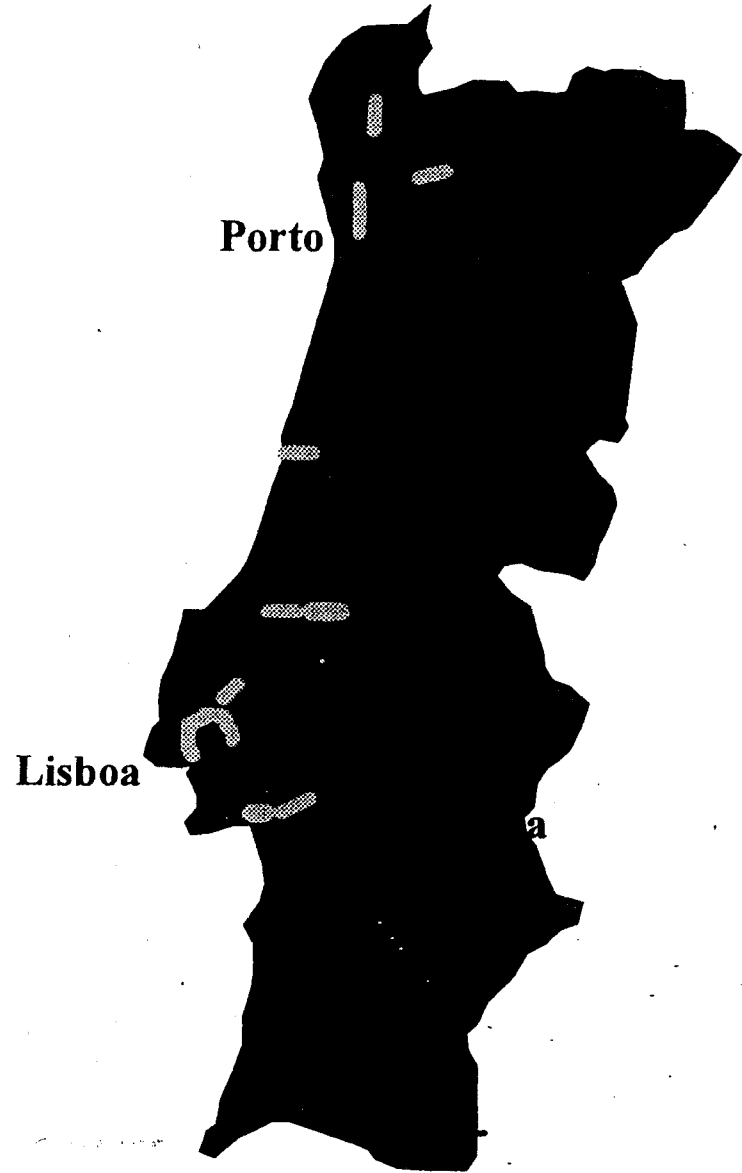
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PORTUGAL

Trans-European

Road network ———

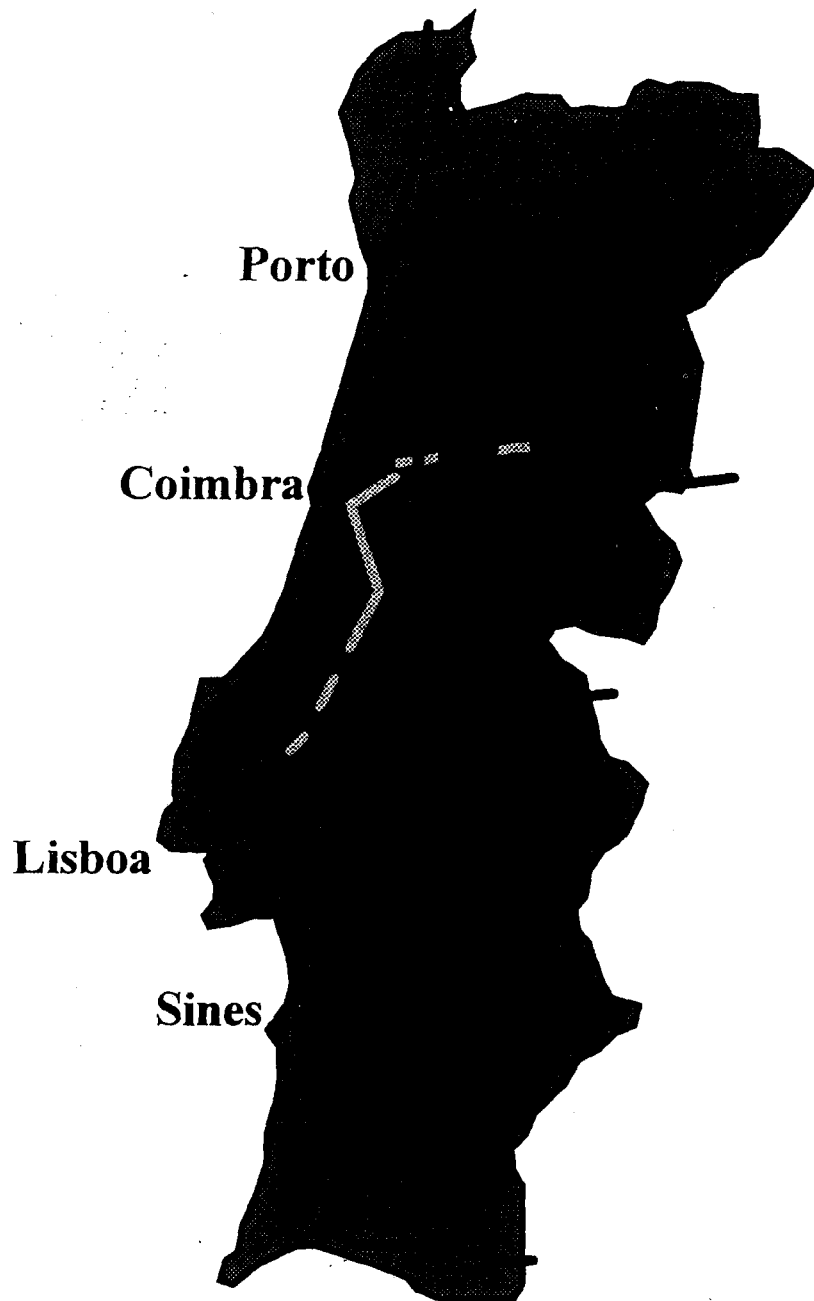
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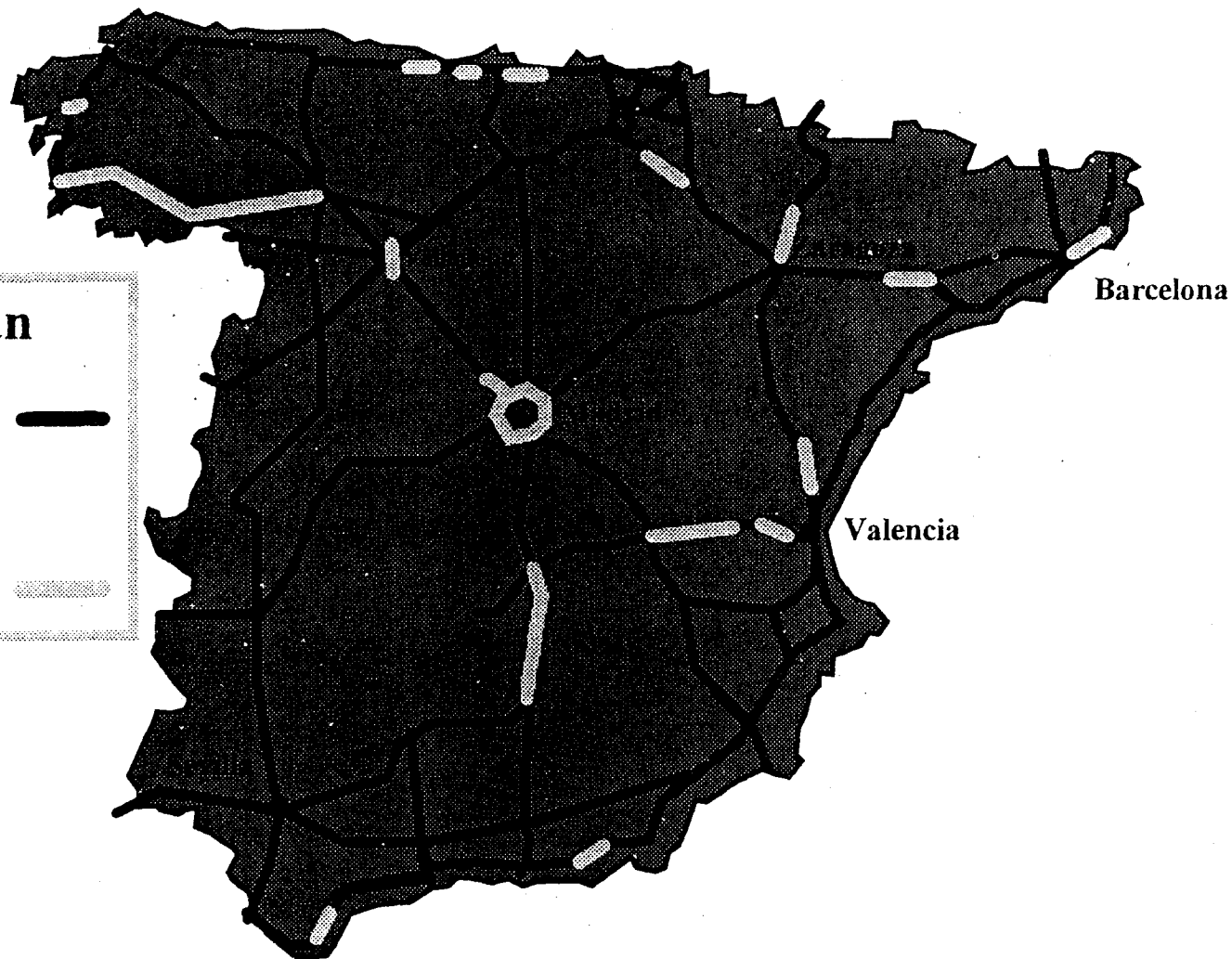
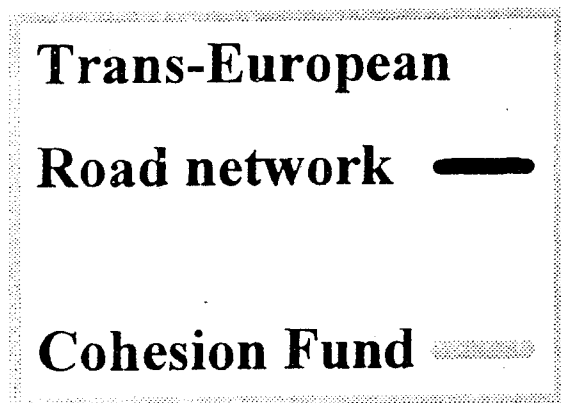
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PORTUGAL

Trans-European	
Rail Network	—————
Cohesion Fund

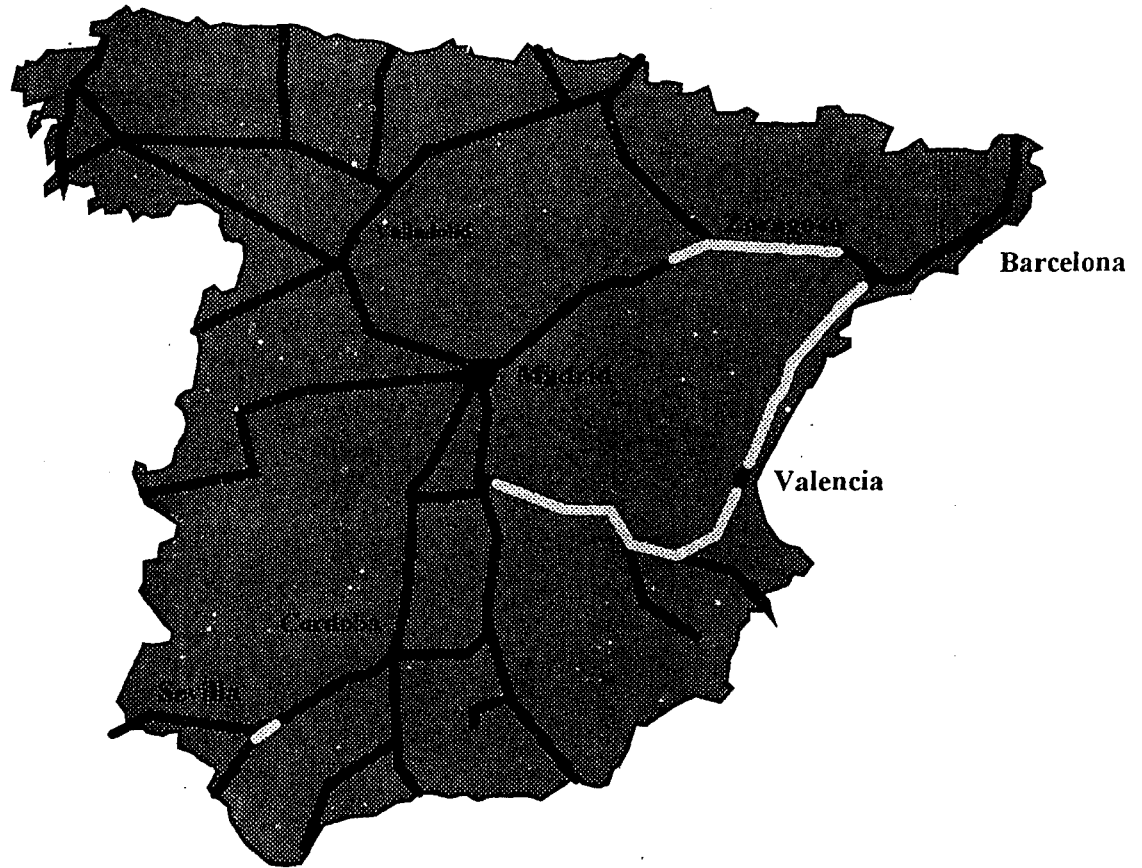


SPAIN



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SPAIN



Trans European

Rail Network —

Cohesion Fund ·····

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