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# **TRANS-EUROPEAN NETWORKS**

## **1997 ANNUAL REPORT**

**from the Commission to the European Parliament,  
the Council, the Economic and Social Committee and  
the Committee of Regions**

**Pursuant to Article 16 of the  
TEN financial assistance regulation 2236/95**

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## 1. EXECUTIVE SUMMARY: AN OVERVIEW OF TEN IN 1997

The Commission is submitting the "Trans-European Networks 1997 Annual Report" to the European Parliament, the Council, the Economic and Social Committee and the Committee of Regions pursuant to Article 16 of the TEN Financial Assistance Regulation n° 2236/95.

The year under review was rich in developments concerning TEN:

- **Concrete progress on individual projects of common interest:**

Steady progress was made on many TEN projects in all three sectors.

- **Legal aspects:**

- (1) modification of Article 129c (1) and 129d in the Amsterdam Treaty;
- (2) adoption of the telecommunications Guidelines;
- (3) updating of the list of TEN energy projects of common interest and of their specifications;
- (4) Commission proposals for the extension of the Interchange of Data between Administrations (IDA-2) programme based on Article 129 D of the Treaty;
- (5) Commission proposals for modifying the TEN transport Guidelines to include seaports, inland ports and intermodal terminals;

- **Financing**

- (6) Publication of the Commission's "Agenda 2000" confirming the financing of TEN in the European Union 15 as a priority in the next financial period and calling for closer coordination of the TEN financial instruments;
- (7) Publication of the recommendations of the High-level group of government and private sector representatives on how public/private partnerships could be facilitated in transport projects;
- (8) Publication by the Commission of two communications on how it proposed to implement in general the recommendations addressed to it and on the competition aspects;
- (9) Review of EIB's operations in favour of TEN leading to new measures in its "Amsterdam special action programme";
- (10) Recommendation by the Luxemburg European Council on Employment that each of the transport "priority" projects henceforth follow a timetable together with an appropriate financing plan.

• **Enlargement and external relations**

- (11) "Agenda 2000" underlined the important role of TEN in creating new links with the Central and Eastern European candidate countries.
- (12) The Third Pan-European Transport Conference in Helsinki in June adjusted the Corridor concept by the inclusion of one new corridor, four Transport Areas, the reinforcement of multimodality and the importance of Intelligent Transport Systems (ITS) in the transport infrastructure.
- (13) Publication of two Commission communications on connecting the Union's transport and energy networks with those of its neighbours;
- (14) The Transport Infrastructure Needs Assessment (TINA) achieved its full speed with the establishment of the technical secretariat in Vienna.

## 2. PROGRESS ACHIEVED ON SPECIFIC PROJECTS

### 2.1 Energy

As regards the 10 priority projects identified by the Essen European Council the situation by end 1997 is as follows:

- All the natural gas priority projects have progressed well:

For the **Iberian gas projects**, the Algeria-Morocco-Spain main pipeline up to Cordoba (project h4), the interconnecting pipeline to Portugal (f6) and the North-South pipeline in Portugal (e5) are operational. Construction works are very advanced on the other sections in Northern Portugal and in Galicia. Construction work for the "Gasoducto Occidental" (pipeline from Extremadura to Asturias) has started on some sections of this pipeline and commissioning of the overall project is planned for 1999.

- For the **Greek gas project** (e6), the main gas pipeline is operational and the high pressure branches and the LNG terminal are under construction.
- For the **Russia-Belarus-Poland-European Union** gas project (h7), the interconnecting pipeline between the Eastern part of Germany and the Western part of Poland is operational and other sections in Germany and in Belarus are under construction.
- The majority of the electricity priority projects are/have been facing authorization problems. These problems generally arise from the opposition of the local environmental protection bodies, which is reflected by the local and national administrations; this is still the case for:
  - the France - Italy project (b6);
  - the France - Spain (Cazaril-Aragon) project (b7);

The state of advancement of all 74 projects of common interest of the Community Guidelines is to be found in Annex I.

### 2.2 Telecommunications

Most of the 28 Euro-ISDN projects funded in 1995 and 1996 are progressing satisfactorily and 10 of them are due to be completed by the end of 1997 (see annex II). A technical review of these projects was made between 20-23 October with the help of independent experts; it was based on the technical evaluation of the intermediate or final results (deliverables) produced by each project.

## 2.3 Transport

Progress on some of the 14 "specific" transport projects identified by the Essen European Council, which require substantial public sector grant support, has been significant. Annex III gives a full picture of the situation. Special mention should be made of the following positive developments:

- (1) **HST/combined transport North-South**
  - (a) Work has started on a further section of the new line Leipzig/Halle - Erfurt;
  - (b) the design studies for the Austrian Inn Valley section are progressing according to plan so that initial work can start in 1998;
  - (c) progress has also been made in the decision-making process for the Brenner base tunnel.
  
- (2) Noticeable progress has been made on all sections of the **PBKAL**:
  - (a) the Western branch of the Belgian section was opened for operation in December 1997, which led to a reduction of 20 minutes in the travelling time between Brussels and Paris and Brussels and London;
  - (b) work has also started on the Eastern branch from Brussels towards the German border;
  - (c) on the Köln-Frankfurt section, work is proceeding faster than originally planned and the opening for operation is now planned for spring 2001.
  - (d) for the UK part, final technical studies have been undertaken which would enable construction work to begin as planned in 1998 though LCR's financing difficulties will need to be resolved for this project to go ahead on schedule;
  
- (3) **HST South**: work has been launched on several sub-sections of the Madrid-Barcelona section: Catalayud - Ricla and Zaragoza - Lleida.
  
- (4) **HST East**: the French government has decided to launch the final studies (APD) and to build a new line between Vaires and Vandières which should start early 2000.
  
- (5) On 1 June work began on the port line section of the **Betuwe Line** in the Netherlands, a high-capacity dedicated freight railway.
  
- (6) On the **Lyon-Trieste** project, studies are on-going; on 3 October 1997 the French and Italian governments agreed an ECU 55 million three-year study programme for the international section:



- (7) **Greek Motorways:** (a) On PATHE (North-South axis), work has been accelerated on several sections. For the Public Private Partnership projects ESSI (Elefsina-Stavros-Spata-Immitos/Ring of Athens) and the Rio Antirio bridge the financial arrangements are near completion and preparatory work is progressing well. (b) As regards Egnatia (East-West axis), new sections have been put out for tender.
- (8) Following the official launch of the **Dublin-Belfast** "Enterprise" Rail Service on 21st October, with a consequent reduction of travelling time to 1h55 minutes, the whole Cork - Dublin - Belfast - Larne - Stranraer project is now nearly complete;
- (9) On **Malpensa** airport, work is progressing according to schedule; it is planned to open the new airport (first phase) in October 1998.
- (10) The construction of the **Öresund** fixed link is progressing according to plan and will be completed by 2000; the Danish access routes will be completed by 1998.
- (11) **Nordic Triangle Multimodal Corridor.**
  - (a) E18 road upgrading projects near Turku and on the Helsinki ring are nearing completion, and work has begun on the E6 Sunninge Sound crossing in Western Sweden.
  - (b) In the rail sector, work continues on the Finnish southern mainline and the Swedish southern mainline and west coast line.
  - (c) Progress has been made with the geological work for the new runway at Stockholm-Arlanda airport and with the construction of new Schengen facilities at Helsinki Vantaa.
- (12) The study of the Newry-Dundalk corridor (part of the **Ireland-UK-Benelux** road project) has been completed and a decision on the next steps is expected shortly. Studies of the English and Welsh sections, and construction work on the Scottish section, should lead to improved traffic management over the whole route.

Studies for the **West Coast Main Line** have evaluated the options for enhancing the command and control systems of the route to achieve Europe-wide interoperability and construction work has begun to modernise the line itself.

### 3. TEN-RELATED LEGISLATION AND COMMITTEES

#### 3.1 Treaty, Guidelines and related legislation

##### 3.1.1 *Modification of Article 129 c (1) and 129 d of the Treaty*

Upon the entry into force of the Amsterdam Treaty, the third section of paragraph one of Article 129 c will be amended to facilitate further the financing by the Union of projects from the private sector. The text will read: "... may support projects of common interest supported by Member States, which are identified in the framework of the guidelines referred to in the first indent, particularly through feasibility studies, loan guarantees or interest-rate subsidies."

In addition, article 129 d will be modified so that all legislative proposals concerning TEN will be subject to the co-decision procedure, whereas at present only the guidelines are subject to co-decision.

##### 3.1.2 *Adoption of the TEN Telecommunications Guidelines*

After a prolonged conciliation procedure these were adopted on 17 June<sup>1</sup>.

##### 3.1.3 *Amendment to the TEN Energy Guidelines*

The Guidelines were modified on 29 May to update the list of projects of common interest<sup>2</sup>. On 11 July the Commission adopted the specifications of the projects of common interest<sup>3</sup>.

##### 3.1.4 *Modification of the TEN Transport Guidelines*

On 17 December the Commission published proposals to extend the TEN transport Guidelines to include seaports, inland ports and intermodal terminals and to amend the title of "Essen" specific project no. 8 ("Multimodal links Portugal - Spain / Europe")<sup>4</sup>.

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<sup>1</sup> Decision 1336/97 of 17 June 1997; OJ L183/12

<sup>2</sup> Decision 1047/97 of 29 May 1997; OJ L152/12

<sup>3</sup> JO L225 of 15 August 1997

<sup>4</sup> COM(97) 681

### 3.1.5 IDA- II proposals

The current IDA programme coming to a close at the end of 1997, the Commission adopted on 12 December proposals for new programme. It defines guidelines and projects of common interest for trans-European networks in the field of telematic exchange of information between administrations together with a programme of measures to ensure the interoperability of these networks and access to them<sup>5</sup>. These proposals are based on Article 129 D of the Treaty.

### 3.1.6 Road transport telematics

The Commission adopted on 20 May 1997 a communication to the Council and the European Parliament proposing a strategy for the application of telematics to road transport in Europe and a list of initial actions.<sup>6</sup> On 17 June the Council declared that it considered the communication as an appropriate basis for future action.

## 3.2 TEN Guidelines committees

### 3.2.1 Energy

The energy Guidelines committee met on 30 April 1997. The main point on its agenda was a Commission proposal on the technical specifications for the projects of common interest. The committee approved the proposal unanimously. The committee also discussed a working paper from the Commission on possible solutions to problems of authorisation for energy projects.

### 3.2.2 Telecommunications

Following the adoption of the telecommunications Guidelines, the Guidelines Committee met for the first time on 12 November. The Committee gave unanimously a favourable opinion on the draft Commission decision adopting the TEN-Telecom multiannual Work Programme and the contents of the open calls for proposals for the 1998 TEN-Telecoms projects.

### 3.2.3 Transport

The transport Guidelines committee met on 28 and 29 April. The main point on the agenda was the preparation of the "implementation report" foreseen by Article 18.3 of the Guidelines and of the "Guidelines revision report" required by Article 21.1. The committee also discussed the setting up of a geographic information system (GIS), the inclusion of ports and other interconnection points in the transport TEN and strategic environment assessment.

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<sup>5</sup> COM(97) 661

<sup>6</sup> COM(97) 223

### **3.3 TEN financial assistance committee**

The TEN financial assistance committee met five times in 1997. In its “horizontal” composition the committee met once, in November, to discuss, among other matters, the Commission’s annual report to the Luxemburg European Council and the annual report pursuant to Article 16 of the TEN financial assistance regulation. The work of the committee in its sectorial forms is described in section 4 below.

Table 1: COMMUNITY FINANCING OF THE TEN IN 1997 (million ECU)

Sector	Type of assistance	Instrument	1993-1994 <sup>7</sup>	1995 <sup>7</sup>	1996 <sup>7</sup>	1997 <sup>7</sup>	TOTAL to date
TRANSPORT	Loans	EIB <sup>8 9</sup>	3 847	3 819	3 504	4 943	16 113
		(of which 14 specific projects)	2 483	1 603	1 189	1 601	6 876
	Loan guarantees	EIF <sup>8 9</sup>	75,9	85,2	303	55	519,1
	Grants	ERDF <sup>9 10</sup>	884,0	115,0	2 639	527,4	4 165,4
		Cohesion Fund	1 887,0	1 108	1 088	1 901	5 984
Grants, interest rate subsidies, loan guarantees and co-financing of studies	TEN budget line B5-700	385	240	280	352	1 257	
	(of which 14 specific projects)	180	181,5	211	211	783,5	
ENERGY	Loans	EIB <sup>8 9</sup>	1 082	910	1 415	854	4 262
	Guarantees	EIF <sup>8 9</sup>	207,7	11,90	270	3,75	493,35
	Grants	ERDF <sup>9 10</sup>	675,7	87,8	1 265	277,3	2 305,8
	Co-financing of studies	TEN budget line B5-710	0	12,2	8,9	24,2	45,3
TELECOMMUNICATIONS	Loans	EIB <sup>8 9</sup>	3 105	839	1 602	1 880	7 426
	Guarantees	EIF <sup>8 9</sup>	156,1	19,40	9	276	460,5
	Grants	ERDF <sup>9 10</sup>	294,7	0	173	0	467,7
	Co-financing of feasibility and validation studies	TEN budget line B5-720	21,9	22,6	16,1	26,6	87,2
TELEMATIC NETWORKS	Grants	TEN budget line B5-721	71,8	47,36	44	46,7	210,06

<sup>7</sup> Moneys committed;

<sup>8</sup> Signed contracts.

<sup>9</sup> TEN and TEN-related projects.

<sup>10</sup> Usually includes appropriations committed for the period 1996-1999.

#### 4. FINANCING THE TEN

Table 1 above gives an overall picture of Union financing of the TEN.

##### 4.1 TEN financial assistance Committee

###### 4.1.1 Energy

The Committee met on 19 September and approved 16 feasibility and other studies in the field of energy for which the Commission is proposing grant aid totalling ECU 18 million. Further details are to be found in Annex IV. Including commitments made earlier in the year, on the basis of proposals approved by the Committee in 1996, total commitments for 1997 come to around ECU 24 million.

**Table 2: TEN energy - Commitments**

	1995		1996		1997	
	MECU	%	MECU	%	MECU	%
<b>ELECTRICITY</b>	6.5	53%	3.7	42%	9.2	38%
<b>GAS</b>	5.7	47%	5.2	58%	15.0	62%
<b>TOTAL</b>	<b>12.2</b>	<b>100%</b>	<b>8.9</b>	<b>100%</b>	<b>24.2</b>	<b>100%</b>

###### 4.1.2 Telecommunications

The Committee met in its telecommunications composition on 25 July and adopted a favourable opinion on granting Community financial aid for projects selected in 1997. On the basis of this opinion 40 projects were selected for support. These projects were the result of three separate calls for proposals.

The first call was made in March 1997 and was based on the 1995 Euro-ISDN Decision, but it also took account, as far as possible, of the new context set by the Guidelines which were adopted subsequently. Twelve projects of common interest were selected for Community financial support concerning generic services, services for SMEs and telecommunications applications in the health sector.

A series of 13 projects of common interest was selected on the basis of a second joint call for proposals on Educational Multimedia, published end 1996. These projects are in areas such as distance training and learning and the provision of multimedia communication platforms for school networks.

Finally, 15 regional projects in 11 Member states were selected for Community financial support concerning the promotion of electronic commerce for SMEs in the tourism sector. This selection was based on a call for proposals published mid-1996.

The total Community financial support for the 40 projects amounts to 21 MECU. A list of all these projects may be found in annex V.

#### 4.1.3 Transport

As regards transport, the TEN financial assistance committee held two meetings in 1997 and gave a favourable opinion on 125 projects and studies for which the Commission proposed financial assistance totalling ECU 352 million. Some 50 of the actions chosen were a continuation of (or complementary to) actions previously supported; Annex VI gives full details.

The Commission received no less than 311 requests for financial assistance, many of them for relatively minor sums. In view of the heavy administrative burden that their processing and management entails, the Commission persuaded the Committee to limit requests for financial assistance for transport projects in the future to a minimum of ECU 500.000. However, in duly justified exceptional cases this limit may be lowered.

As can be seen from Table 3, the Commission has continued to concentrate the greater part of its available resources (60%) on the 14 specific "Essen" projects (including rail traffic management). The proportion given over to other projects of common interest (25%) has increased substantially as compared to 1996.

**Transport: Table 3: Project categories**

	Support 97	%	
	(MECU)	'97	'96
14 specific projects confirmed by the Essen European Council (includes 9 MECU for rail traffic management)	211	60	75
Traffic management (all modes except rail)	52	15	18
Other important projects of common interest (other than the 14 specific projects)	89	25	7
TOTAL	352	100	100

From the point of view of the forms of intervention, table 4 shows that in 1997 the share of direct grants and interest rebate subsidies increased by major proportions - 53% and 66% respectively - while feasibility studies declined by a substantial 36%.

**Transport: Table 4: Forms of Intervention**

	Support 97	%	
	(MECU)	'97	'96
Feasibility studies/Technical support measures	175	50	68
Direct grants	140	40	26
Interest rebates	37	10	6
TOTAL	352	100	100

Table 7. Total ERDF transport sector 1997

TOTAL	Programmed ERDF contribution 1994-99 (MECU)	Commitments up to 1997 (MECU)	Commitments in 1997 (MECU)	Ref./Obs.
	period 1994 - 99		1997	
<b>GREECE:</b>	1163.2	640.1	358.4	
<b>IRELAND:</b>	264.5	133.0	52.5	
<b>ITALY:</b>	1045.0	364.5	33.8	
<b>PORTUGAL:</b>	213.0	-	72.6	
<b>UK:</b>	123.8	-	6.4	
<b>FINLAND:</b>	7.4	3.7	3.7	
<b>TOTAL TRANSPORT</b>	<b>2916.9</b>	<b>1161.3</b>	<b>527.4</b>	(11)

In 1997 the following programmes and projects were the main beneficiaries of commitments for ERDF funding

#### Energy

- The introduction of natural gas into Greece.
- The introduction of natural gas into Portugal and the interconnection of the Portuguese grid to the Spanish networks (under INTERREG II).
- The Spanish section of the Algeria-Morocco-EU gas pipelines and extensions to some Andalusian cities.
- The introduction of natural gas into new Spanish regions (Western pipeline project and the Valencia-Ornhuela-Cartagena project).
- Upgrading of the existing LNG terminal at Huelva and Cartagena.

#### Transport

- PATHE and VIA EGNATIA motorways in Greece.
- Athens - Thessaloniki railway.
- Trunk roads in Italy.
- Trunk roads in Ireland.
- Rail projects in Portugal

The total only includes those Member States where there are estimated figures for TEN



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	period 1994 - 99		1997	
<i>GREECE:</i>	1163,2	640,1	358,4	
<i>IRELAND:</i>	364,5	133,0	52,5	
<i>ITALY:</i>	1045,0	384,5	33,8	
<i>PORTUGAL:</i>	213,0	-	72,6	
<i>UK:</i>	123,8	-	6,4	
<i>FINLAND:</i>	7,4	3,7	3,7	
<b>TOTAL TRANSPORT</b>	<b>2916,9</b>	<b>1161,3</b>	<b>527,4</b>	<sup>(11)</sup>

In 1997 the following programmes and projects were the main beneficiaries of commitments for ERDF funding.

#### Energy

- The introduction of natural gas into Greece;
- The introduction of natural gas into Portugal and the interconnection of the Portuguese grid to the Spanish networks under INTERREG II;
- The Spanish section of the Algeria-Morocco-EU gas pipelines and extensions to some Andalusian cities;
- The introduction of natural gas into new Spanish regions (Western pipeline project and the Valencia-Orihuela-Cartagena project);
- Upgrading of the existing LNG terminal at Huelva and Cartagena.

#### Transport:

- PATHE and VIA EGNATIA motorways in Greece;
- Athens - Thessaloniki railway;
- Trunk roads in Italy;
- Trunk roads in Ireland;
- Rail projects in Portugal.

<sup>11</sup> The total only includes those Member States where there are estimated figures for TEN

#### 4.4 Cohesion Fund

Table 8 below gives the annual commitments made by the Cohesion Fund in favour of TENs transport projects since 1993 in each of the beneficiary Member States. These figures include commitments for projects adopted in the year in question as well as new annual instalments for projects adopted previously.

**Table 8: Cohesion Fund TEN financing: Total by Member States.**

MEMBER STATES	1993	1994	1995	1996	1997	1993-1997
SPAIN	606.4	498.9	610.2	678.8	665.7	3059.5
PORTUGAL	160.8	200.2	240.5	221.5	190.9	1013.8
GREECE	105.1	134	159.7	202.4	283.0	884.4
IRELAND	86	96	97.2	121.8	111.5	512.4
<b>TOTAL</b>	<b>958.3</b>	<b>929.1</b>	<b>1107.6</b>	<b>1224.1</b>	<b>1251.1</b>	<b>5470.2</b>

Table 9 below provides a breakdown of annual commitments by transport sector. This illustrates the continuing predominance of roads in Cohesion Fund financing, reflecting the needs and priorities of the Member States concerned. However, in terms of absolute figures, the financing of other transport modes such as railways and ports is nevertheless important.

Annex IX gives the latest position regarding assistance from the Cohesion Fund for the five specific projects which directly concern the cohesion countries, namely: High-speed train south, Greek motorways, Portugal/Spain-rest of the EU multimodal connections, Cork-Dublin-Belfast rail link and the Ireland-UK-Benelux road corridor.

Project n° 8 (Multimodal link Portugal-Spain/Europe) has changed in scope in 1997 in line with the agreement reached at the Dublin European Council in December 1996, the priority project is now the "Portugal-Spain-rest of Europe multi-modal corridor". In the light of the enlargement of the scope of the project, the amount of Cohesion Fund assistance committed in 1997 and later years is considerably larger than in the 1993-1996 period.

Table 9: Cohesion Fund Ten Financing: Total by Modes.

Sector	1993		1994		1995		1996		1997		Total 1993- 1997	
		%		%		%		%		%		%
Roads & motorways	672.6	70	619.6	66	832.5	75	959.5	78	707.6	57	3791.8	69
Railways	162.2	16	278.5	29	178.4	16	222	18	407.7	33	1248.8	23
Ports	16.1	1	31	3	67.4	6	23	2	21.3	2	158.8	3
Airports	91.7	9	0	0	23.7	2	15.7	1	110.3	9	241.4	4
Vessel Traffic Systems	15.6	1	0	0	5.5	1	4	0	4.2		29.3	1
<b>Total</b>	<b>958.2</b>	<b>100</b>	<b>929.1</b>	<b>100</b>	<b>1107.5</b>	<b>100</b>	<b>1224.2</b>	<b>100</b>	<b>1251.1</b>	<b>100</b>	<b>5470.1</b>	<b>100</b>

#### 4.5 EIB loans

The development of Trans-European networks remains one of the EIB's top priorities. This was reflected again in the Bank's lending activity during the year 1997, with total new loan approvals by the EIB's Board of Directors of ECU 9 318 million and finance contract signatures of ECU 7 677 million, representing one third of the Bank's activity in the Member States. Since 1993, the Bank has approved loans in favours of TENs and related projects for a total of ECU 42 141 million (a 28% increase since last year) and signed finance contracts for a cumulated ECU 27 801 million (38% more than at the end of last year). The total investment cost of corresponding projects is estimated at ECU 132 000 million. See annex X.

Loans approved by the EIB in 1997 for TENs in the **transport sector** amount to ECU 7 033 million (ECU 7 542 million in 1996), resulting in a total of ECU 28 023 million of loans approved for that sector to date. Finance contract signatures reached ECU 4 943 million in 1997 (ECU 3 504 million in 1996), which brings the cumulated amount to ECU 16 113 million.

For the 14 transport projects that were given top priority at the Essen European Council, new loan approvals reached ECU 2 708 million in 1997, for a cumulated total of ECU 11 157 million. Finance contracts for ECU 1 601 million were signed in 1997 (ECU 1 189 million in 1996), which brings the total amount of signatures to date to ECU 6 876 million. New loans approved and signed were

mainly for the first and second phases of the PBKAL high-speed train, the Nordic Triangle and Greek motorways.

In the **energy sector**, ECU 670 million of new loans were approved in 1997 for gas and electricity TENs (ECU 875 million in 1996), for a cumulated amount to date of ECU 5 559 million. With ECU 854 million of new loan signatures in 1997 (ECU 1 415 million in 1996), their cumulated amount now reaches ECU 4 262 million. With an ECU 300 million new loan approved and signed in 1997 for one of the 10 Essen priority projects in the energy sector, cumulated loan approvals stand at ECU 2 548 million and finance contract signatures at ECU 2 040 million.

In 1997, the EIB also provided new loans for European **telecommunication** networks, but not covered by the TEN telecommunication Guidelines, with ECU 1 616 million of approvals (ECU 1 373 million in 1996) and ECU 1 880 million of signatures (ECU 1 602 million in 1996). A total of ECU 8 559 million of loans has thus been approved to date. Finance contracts signed to date reach a total of ECU 7 426 million. About 74% of new loans signed and 85% of those approved in 1997 were for mobile telephony projects.

Following the June 1997 European Council "Resolution on growth and employment", which urged the EIB "to step up its interventions in the area of large infrastructure networks", the Bank's commitment to support the TENs was renewed and reinforced with the approval by its Board of Governors of an "**Amsterdam Special Action Programme**" which, among other things, includes measures in favour of TENs and related infrastructure:

- To support project preparation,
- To provide loans with longer maturities and grace periods,
- To raise the ceiling of lending to 75% (instead of 50%) of project cost (on an exceptional case-by-case basis, when it is deemed appropriate),
- To prepare tailor-made packages for priority projects when necessary and
- To co-operate with the Commission, the EIF and the member states in designing new financial instruments and encouraging the establishment of PPPs.

Table 10: EIB lending for TEN (MECU)

	1993	1994	1995	1996	1997	Total 1993-97
Transport	1908	1939	3819	3504	4943	16 113
(Essen projects)	1346	1137	1603	1189	1 601	6 876
Energy	367	715	910	1415	854	4 262
(Essen projects)	207	315	523	695	300	2 040
Telecoms <sup>12</sup>	1005	2100	839	1602	1 880	7 426
<b>TOTAL</b>	<b>3280</b>	<b>4754</b>	<b>5568</b>	<b>6521</b>	<b>7677</b>	<b>27 801</b>

#### 4.6 EIF guarantees

At the end of 1997 the total EIF portfolio of approved operations since its inception stood at ECU 3 000 million of which ECU 2 200 million had been signed. Of this, TEN projects accounted for ECU 1 548 million, corresponding to 67% of the total (transport 37%, energy 30% and telecommunications 33%).

Overall signatures for 1997 were 769 million (guarantees) and 33.5 million (equity). Of the total of guarantees, ECU 336 million (82%) were for TEN projects, including 278 million in telephone projects, all for mobile telephone networks<sup>13</sup>, in Belgium, France, Ireland, Italy and Hungary. One operation was signed in energy (Portugal, 4 million) and transport (Greece, 55 million), respectively.

Since the creation of the EIF, TEN operations have been guaranteed in nine member states (Belgium, France, Greece, Ireland, Italy, Netherlands, Portugal, Spain, UK) and outside the EU, in Hungary, Slovakia and the Norwegian sector of the North Sea.

Details of these operations are to be found in Annex XI.

Table 11: EIF loan guarantees for TEN

	1994	1995	1996	1997	Total 1994-97
Transport	75.9	85.2	303	55	519.1
Energy	207.7	11.9	270	3.75	493.35
Telecoms	156.1	19.4	9	276	460.5
<b>TOTAL</b>	<b>439.7</b>	<b>116.5</b>	<b>582</b>	<b>334.75</b>	<b>1 472.95</b>

<sup>12</sup> The telecommunication projects do not come within the TEN-Telecom Guidelines

<sup>13</sup> Idem

#### 4.7 ESCS Loans

In 1997 the Commission signed and disbursed two ECSC loans for a total of 130 ECU million for the benefit of TEN projects. These loans concern two Portuguese projects on transport (a new bridge over the Tagus) and energy (natural gas network).

#### 4.8 EEA Financial Mechanism

The European Economic Area Financial Mechanism gave a grant of ECU 7 million for the upgrading and expansion of Lanzarote airport (Spain). It also approved interest rebates on a loan of ECU 156.5 million for the Athens ringroad (part of PATHE), on a loan of ECU 40 million for Irish road improvements and on a loan of ECU 68 million for extensions at Lanzarote, Tenerife and Fuerteventura airports (Spain).

#### 4.9 Member States' financing

Union financing of TEN represents in most cases a small proportion of the total cost, except for some projects in the "cohesion" countries. The greater part of the funding comes either from the public authorities of the Member States or, especially in the energy and telecommunications sectors, from the private sector. The Member States' administrations, however, have not so far been able to provide the Commission with statistics of their TEN spending.

#### 4.10 Financing infrastructure in third countries

With the opening of enlargement negotiations, the linking of the Union's Eastern European and Mediterranean Basin neighbours to its transport, telecommunications and energy TEN is more than ever important and urgent. Given the relative poverty of these countries, however, substantial financial assistance from the international community at large and from the Union in particular is needed. In "Agenda 2000" the Commission argued that it was the trans-European nature of the benefits from these projects which justified continued substantial contributions at the Union level towards their realisation.<sup>14</sup>

In 1997, the EIB approved ECU 509 million of lending for new transport network projects in Central and Eastern Europe and signed ECU 427 million of finance contracts. New loan approvals and signatures for telecommunications projects in the same group of countries reached respectively ECU 667 million and ECU 357 million.

In January 1997 the Ecofin Council agreed new lending mandates for the EIB in Central and Eastern European countries and in the Mediterranean Basin. At the invitation of the Council the EIB has established a pre-accession facility for an overall amount of up to ECU 3 500 million for the period up to 31 January 2000.

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<sup>14</sup> "Agenda 2000" I, pages 11 and 56-57

In 1997, the EIB approved a new loan for the Spanish component of the Morocco-Spain electrical interconnection for which it had financed the Moroccan component in 1994. A loan was also approved and signed for the GR2 gas pipeline in Algeria, which feeds into the two gas pipelines connecting North Africa to Europe through Italy and Spain.

In the spring of 1997 the Commission reorganised PHARE's investment strategy in the Central and Eastern Europe countries; this will result in an increase in spending on infrastructure extending TEN in that region in particular the candidate countries. Commitments of new funds in 1997 were approximately ECU 159 million of which the vast majority was allocated to transport infrastructure projects. Included in these commitments are ECU 100 million which the EP requested to be allotted to infrastructure projects specifically for extension of TEN-Transport along the Crete/Helsinki corridors in Central and Eastern Europe.

Table 12 below analyses these commitments by country and sector:

**Table 12: Phare infrastructure financing 1997**

Country	TRANSPORT (MECU)	ENERGY (MECU)	TELECOM (MECU)
Bulgaria	0	0	0
Czech Republic	4.16	0	0
Estonia	5	0	0
Hungary	33.7	0	0
Latvia	4.1	0	0
Lithuania	4.5	0.8	0
Poland	91	0	0
Romania	0	0	0
Slovakia	0	0	0
Slovenia	6.3	0	0
Multicountry Border-Crossings	9.1	0	0
<b>TOTAL</b>	<b>157.86</b>	<b>0.8</b>	<b>0</b>

Improving infrastructure links with the New Independent States (NIS) is one of the objectives of the Tacis programme, which can now spend up to 10% of its annual budget on investment, including small-scale infrastructure projects, in the context of cross border co-operation. In 1997 Tacis committed around ECU 50 million on such projects in the transport and energy fields.

Spending by the **MEDA** programme to link better the countries of the Mediterranean Basin to the Union is at present marginal (but very useful), being limited to a small number of feasibility studies.



## 5. FINANCING THE TEN: OTHER ISSUES

### 5.1 Giving impetus to the "Essen" projects

In view of the financing difficulties faced by the 14 projects selected by the Essen European Council, the Commission recommended in its submission to the Luxemburg European Council on Employment<sup>15</sup> that, for each of the "Essen projects", the Member States concerned, in liaison with the Commission, should establish a firm timetable and financing plan to provide the demonstration of political commitment to implementation that is essential to create the necessary momentum for decisive action on individual projects, and to create confidence that networks benefits will be captured. This was endorsed by the European Council in its conclusions<sup>16</sup>.

### 5.2 Agenda 2000 and the future financial perspectives

"Agenda 2000" makes a number of important statements about the future development of TEN:

- (1) "Agenda 2000" states that the development of internal policies is a first priority.<sup>17</sup> Elsewhere it specifies that TEN have a special place as a key theme in the context of internal policies<sup>18</sup>.
- (2) The document argues that TEN have a particularly important role to play in creating new links with the Central and Eastern European candidate countries.<sup>19</sup>
- (3) It calls for additional funding to be identified beyond present appropriations.<sup>20</sup> The budgetary resources for TEN should grow faster than GNP<sup>21</sup> and more than proportionately to the enlarged Community GDP<sup>22</sup>.

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<sup>15</sup> SEC(97) 2168, p. 12

<sup>16</sup> Presidency Conclusions, SN300/97

<sup>17</sup> For a stronger and wider Union, Part 1, Beyond 2000, p. 17

<sup>18</sup> For a stronger and wider Union, Part 3, Section III, sub-section 3, p. 68

<sup>19</sup> For a stronger and wider Union, Part 1, Section I, sub-section 1, p. 18

<sup>20</sup> "Agenda 2000" I, page 11

<sup>21</sup> For a stronger and wider Union, Part 3, Section II, sub-section 3, p. 64

<sup>22</sup> Impact Study, Part III, Section 3, p. 134

- (4) The document declares that effective coordination of the various sources of finance for TENs, including development of public/private financing, is essential.<sup>23</sup>
- (5) As regards selection criteria, "Agenda 2000" urges that concentration on a small number of key projects of high quality and proven Union interest, thus ensuring significant impact, is to be the guiding principle for the future<sup>24 25</sup>.
- (6) Finally, the report reaffirms that greater use must be made of forms of assistance other than grants - interest-rate subsidies, guarantees, venture capital holdings and other holdings<sup>26</sup>. The document also mentions several times the need to involve private capital and expertise through public / private partnerships <sup>27</sup>.

### 5.3 Promoting Public / private partnerships (PPP)

#### 5.3.1 Kinnock High-Level Group and follow-up

The High-level Group on public / private partnership financing of TEN transport projects was set up by the Commission, with the agreement of the Transport Council, in September 1996. The group comprised individuals representing all parts of the private sector having an interest in the provision of transport infrastructure, as well as representatives of the public sector nominated by their Ministers of Transport. The Group adopted its final report in May 1997<sup>28</sup>.

The Commission endorsed fully the recommendations of the Group. It adopted on 10 September a communication to the Council, to the European Parliament, to the Economic and Social Committee and to the Committee of Regions setting out how it intended to implement the recommendations which the Group had addressed specifically to it<sup>29</sup>.

The EIB, which participated actively in the work of the High-Level Group, gave its full support to the Group's recommendations and decided to step up its co-operation with the EIF and the Commission in order to better combine existing funding sources, to further develop existing financial instruments (including

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<sup>23</sup> Impact Study, Part III, Section 3, p. 134

<sup>24</sup> For a stronger and wider Union, Part 3, Section III, sub-section 3, p. 68

<sup>25</sup> Impact Study, Part III, Section 3, p. 134

<sup>26</sup> For a stronger and wider Union, Part 1, Section II, sub-section 5, p. 26

<sup>27</sup> For a stronger and wider Union, Part 3, Section II, sub-section 2, p. 63

<sup>28</sup> Final report of the High-level Group on public - private partnership financing of TEN transport projects (VII/321/97)

<sup>29</sup> COM(97) 453

loans with long maturities and grace periods) and, if necessary, to develop new instruments.

The Commission presented the group's report to the June meeting of the Transport Council, and the communication to its October meeting as well as to the Ecofin October meeting. The Transport Council adopted unanimously a set of conclusions calling for Member States to use all appropriate means wherever possible to develop PPP's.

#### 5.3.1.1 Public procurement

The Group recommended that the Commission should elaborate specific Guidelines which would provide greater clarity with regard to public procurement procedures to be followed for the award of transport infrastructure contracts.

Private sector concerns and specific points in EU procurement rules have been examined in order to promote a regulatory framework where flexibility, publicity, negotiation and call for tender would be key issues. The High-Level Group conclusions provide a major contribution to the consultation process on the Green Paper on Public Procurement.

The Commission intends to present soon a Communication on Public Procurement, forming the framework for guidelines on the application of the public procurement legislation to infrastructure projects, covering the relationship between the Public Works (97/37/EEC) and the Utilities (93/38/EEC) Directives, the technical dialogue during the conception phase and other contractual aspects of PPP.

#### 5.3.1.2 Competition policy

The Group found that prospective PPP partners were uncertain of the implications of EU competition legislation. Accordingly the Commission issued on 30 September a communication clarifying its recommendations on the application of the competition rules to new transport infrastructure projects<sup>30</sup>.

As in the case of public procurement, it is impossible for the Commission to propose general rules on exemption from Union competition legislation for large-scale transport infrastructure projects. The Commission therefore urges all interested parties to contact its services as early as possible to discuss the competition issues raised by these projects with a view to solving them.

#### 5.3.1.3 Development of financing instruments

The Group concluded that structurally subordinated loans and early operational stage loans offered a means to alleviate risks caused by uncertainties in early operational stage cash-flow generation. In its communication, the Commission emphasised that these instruments already exist on a limited scale. It suggested

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<sup>30</sup> JO C298 30 September 1997

therefore that their availability should be developed within the framework of the Union's financial institutions with support from Union resources, if necessary and appropriate, to help the emergence of a genuine market. The Commission also announced its intention, in consultation with the EIB and EIF, of examining the setting up of a mezzanine fund focused on TEN projects. The Commission began exploratory discussions with the financial markets about such a fund.

#### 5.3.1.4 Innovative and proactive support

As recommended by the Group, the Commission intends to take a certain number of initiatives, with the technical support of the EIB and the EIF, in order to ensure the optimal and coordinated use of the public resources provided by the TEN budget line and the Union's financial institutions. Such initiatives would clearly need to be supported by the Member States concerned. The Commission intends to encourage and facilitate the early involvement of the private sector in project design, and to ensure that support from the range of Union-level financial instruments is provided in a co-ordinated way most suited to individual projects.

#### 5.3.1.5 Network and trans-European benefits and a PPP database

The Group recommended that trans-European and network benefits should be taken into account when assessing projects and that a European-wide database of PPP projects should be set up. The Commission intends to step up its research into common methodologies, in co-operation with Member States, and to explore the possibilities for the establishment of a PPP database.

### 5.4 Improving coordination

In parallel with its communication on the implementation of the PPP High-level Group's recommendations, the Commission took a number of steps in September to improve internal coordination among its services (and with the EIB, the EIF and other international financial institutions) involved in financing TEN projects. These steps aim at reinforcing strategic priority setting, at encouraging and facilitating the pro-active funding coordination on individual projects and at achieving a better exchange of information between the various financial instruments.

### 5.5 SEM 2000 and Evaluation

In the context of its "SEM (Sound and efficient management) 2000" programme the Commission attaches high priority to evaluating its actions. In November the Commission accordingly discussed with the TEN financial assistance committee its plans for mid-term evaluation in 1998 of its financial support for TEN transport projects. It also launched an evaluation study on Euro-ISDN with a view to reporting to the Parliament and Council by mid-1998, in accordance with Article 10 of Decision 2717/95<sup>31</sup>

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<sup>31</sup> JO L282 November 1995

## 6. EXTERNAL RELATIONS

### 6.1 Enlargement and the pre-accession strategy

By way of preparing for enlargement, the Commission submitted two **communications** to the Council and Parliament on the external dimensions of TEN in the energy<sup>32</sup> and transport sectors.<sup>33</sup>

The “**Energy Networks**” conference in Berlin in December highlighted the importance of network development not only for the Union’s energy supply, but also for international cooperation and development generally

A meeting in December in Bucarest between the Union and the **Black Sea Region** countries approved a memorandum identifying priority energy projects of common interest in the Balkans which would interconnect the Union’s energy networks with those of the Black Sea Region.

The Commission played a major role in the organisation and successful conclusion of the **Third Pan-European Transport Conference** in Helsinki in June 1997, gathering more than 1000 transport decision-makers and experts. The Conference recommended the adjustment of the corridor concept initiated in the previous Conference in Crete by a few extensions to the nine existing corridors, the creation of a new tenth corridor crossing the territory of the former Federal Republic of Yugoslavia, and the inclusion of the concept of “Pan-European Transport Areas”. It also reinforced the multimodal character of these concepts through the inclusion of aviation (international airports) and water transport (important maritime and river ports), and highlighted the importance of telematics and other intelligent applications in the development of pan-European transport infrastructure.

The Senior Officials Group of the **Transport Infrastructure Needs Assessment** (TINA) met in November and took note of the interim report on the developments so far. The regional groups have already done substantial work in collecting and analysing information on the existing infrastructure, and methodology for the TINA analysis has been developed. Studies on traffic flows and infrastructure unit costs are under way. The technical secretariat was set up in Vienna, financed by the Phare programme, and the whole process is now in full swing; the first results will be available in 1998.

Given the administrative problems of the Central and Eastern European countries, they stand to benefit particularly from participation in **IDA** and other European-level telematic programmes. The Commission held discussions in the course of the year with the relevant Central and Eastern European countries’ administrations.

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<sup>32</sup> COM (97) 125 26 March 1997

<sup>33</sup> COM (97) 172 23 April 1997

As regards **telecommunications** the Commission intends to extend the TEN-Telecom to Central and Eastern European countries, NIS and Mediterranean countries through joint actions with the PHARE, TACIS and MEDA programmes, along the following lines:

- involvement of Central and Eastern European countries and Mediterranean countries in TEN-Telecom projects with emphasis in pre-accession countries on TEN-Telecom projects reflecting accession priorities;
- extension of successful TEN projects with complementary support on the investment cost, e.g., in the infrastructure network, coming from other sources than TEN-Telecom funding;
- development of interconnectivity/interoperability projects for fixed, satellite and mobile communication networks;
- awareness actions among potential user communities.

To this purpose a working paper is being prepared by the Commission.

On 4 December 1996 the Commission adopted a report to the Council<sup>34</sup> on cooperation between the EU and the **Central European Initiative**. The report mentions TEN as one of several priority sectors where the Union would be willing to cooperate with the Central European countries involved in the Initiative.

With a view to increasing infrastructure investments in the countries of Central and Eastern Europe related to its pre-accession strategy, the Commission has identified its coordination efforts with EIB, EBRD and IBRD. In October 1997 it launched a working group to develop a framework contingency agreement and the identification of suitable projects to be financed by them and its Phare aid programme.

## 6.2 Structured dialogue

On 27 May 1997 a joint ministerial meeting with the countries of Central and Eastern Europe took place in the field of energy at which various aspects of the external dimension of energy networks were discussed.

On 9 October the Union Transport Ministers and their CEEC counterparts discussed, among other things, the results of the Helsinki Pan-European Transport Conference and progress being made in the "Transport Infrastructure Needs Assessment".

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<sup>34</sup> COM(96) 601 4 December 1996

## 7. THE TEN AS A SOURCE OF EMPLOYMENT

As set out in the Commission Communication "Community policies in support of employment"<sup>35</sup> to the Luxemburg European Council on Employment, TEN have an important role in a medium term employment strategy. Efficient transport, telecommunications and energy infrastructures are vital for EU competitiveness, and thus for long-term growth and sustainable jobs. EU industry needs efficient transport systems, telecommunication networks, and energy supply both to keep costs down and to allow it to provide better service.

Though it is their medium term impact on competitiveness that is crucial in job creation terms, the TEN also create significant numbers of temporary jobs during the construction phase.

Having regard to the provisions on employment in the Amsterdam Treaty, and in particular Article 127.2 thereof, and using statistical information on the implementation of the TEN, the Commission will pursue its work in assessing and reporting on the employment and other outcomes of the different projects.

More specifically, for the information society, there is a need for sustained effort by the private and public sectors to broaden the market, in particular in areas of public interest. It is also urgent to enhance the quality of Internet-based generic services, supporting in particular the development of multimedia satellite services.

## **8. OTHER UNION POLICIES WITH A TEN DIMENSION**

### **8.1 European company statute**

The existence of a European Company Status would facilitate the creation of "project entities" to organise and implement major infrastructure projects and would allow their development into profit-making bodies once construction starts. At present no suitable legal vehicle exists at Union level, thus unnecessarily increasing project costs and hampering development. Following the publication of the "Davignon report" in the spring, the Social Affairs Council discussed the question on 15 December and deliberations will continue during 1998.

### **8.2 Environment**

The Commission continued throughout the year its work on developing a methodology for the strategic environmental assessment of TEN networks and corridors as a whole, as opposed to individual projects. It is expected that this research will be completed in 1998.

"Agenda 2000" underlined that the expansion of TEN would serve to enhance sustainable development and should be accompanied by a move to sounder transport systems, drawing fully on new technology, to address the problems of congestion, pollution and climate change.



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1. ANNEX I: PROGRESS MADE ON TEN ENERGY NETWORKS

Short indication of the stage reached by the projects of common interest included in the Guidelines by end 1997

ELECTRICITY NETWORK PROJECTS

PROJECT OF COMMON INTEREST	
SPECIFICATION	STAGE REACHED AND E.U. FINANCIAL INTERVENTION
<b>a1 UNITED KINGDOM:</b> Connection by submarine cable of Northern Ireland to Scotland	
Island Magee - Coylton link.	Authorisation procedures. Commissioning: 2000. CSF: 81 MECU.
<b>a4 GREECE - ITALY:</b> Connection by submarine cable of Greek network to Italian network through North-Western Greece and South-Eastern Italy.	
Ipiros - Puglia link.	Project declared as "priority project" at the Essen Summit (December 1994). Authorisation procedures. Commissioning: 2000 REGEN (35 MECU); INTERREG II (78,5 MECU); EIB loan (100 MECU).
<b>a7 UNITED KINGDOM:</b> Connection by submarine cable of the Isle of Man.	
North-West England - Isle of Man link.	Feasibility studies and seabed survey. Commissioning: 1999. TEN line: 1997 decision for co-financing of studies.
<b>b1 GERMANY - DENMARK:</b> Connection by submarine cable between the German network (UCPTE) and Denmark's Eastern network (NORDEL).	
Bjæverskov-Bentwisch link	In operation since 1996.
<b>b4 FRANCE - BELGIUM:</b> Completion of connection between the two countries' networks through North-Eastern France and Southern Belgium.	
Moulaine - Aubange line	Authorisation procedures. Commissioning: 1999.
<b>b5 FRANCE - GERMANY:</b> Strengthening of the connections between the two countries.	
Vigy (FR) - Marlenheim (FR) - Uchtelfangen (DE) line.	Authorisation procedures.

<b>PROJECT OF COMMON INTEREST</b>	
<b>SPECIFICATION</b>	<b>STAGE REACHED AND E.U. FINANCIAL INTERVENTION</b>
	Commissioning: 1999.
<b>b6 FRANCE - ITALY:</b>	<b>Connection between the two countries' networks through South-Eastern France and North-Western Italy.</b>
Grand île - Piossasco line.	Project declared as "priority project" at the Essen Summit. (December 1994). Authorisation procedures. Commissioning: 2000. TEN line: 1995 decision for co-financing of studies.
<b>b7 FRANCE - SPAIN:</b>	<b>Land connection between the two countries' networks through South-Western France and Northern Spain</b>
Cazaril - Aragón line or alternative route/layout, including connection to the Sallente - Sentmenat line.	Project declared as "priority project" at the Essen Summit (December 1994). 75% of the Spanish line built. Project suspended. Feasibility studies on new routes ongoing. Commissioning: (1998) postponed. TEN line: 1995, 1996 and 1997 decisions for co-financing of studies
<b>b9 BELGIUM - LUXEMBOURG:</b>	<b>Connection between the two countries' networks.</b>
Aubange - Bertrange	Authorisation procedures. Commissioning: 2000.
<b>b10 SPAIN - PORTUGAL:</b>	<b>Strengthening and completion of connections between the two countries through the regions of Northern Portugal and North-Western Spain</b>
Mesón - Lindoso line.  Aldeadavila - Douro International line	Project declared as "priority project" at the Essen Summit (December 1994). In operation since 1996. CSF (Spain): 3 MECU EIB loan: 26 MECU  Pre-feasibility studies. Commissioning: 2004.
<b>b10(a) SPAIN - PORTUGAL:</b>	<b>New connection between the two countries through the Southern region of Portugal and the South-West of Spain</b>
Balboa - Sines line.	Pre-feasibility studies. Commissioning: after 2000. TEN line: 1997 decision for co-financing of studies.

PROJECT OF COMMON INTEREST	
SPECIFICATION	STAGE REACHED AND E.U. FINANCIAL INTERVENTION
<b>b11 FINLAND - SWEDEN: Strengthening interconnections North of the Gulf of Bothnia</b>	
Petäjäsoski (FIN) - Letsi (S) line. Pikkarala (FIN) - Keminmaa (FIN) - Svartbyn (S) line.	Increasing of the transmission capacity of these lines through the installation of compensation devices. Studies under finalisation. Commissioning: 1997. TEN line: 1995 decision for co-financing of studies.
<b>b12 AUSTRIA - ITALY: Strengthening connections between the North of Italy and the Austrian network.</b>	
Lienz - Cordignano line.	Authorisation procedures. Commissioning: 2004. TEN line: 1995 decision for co-financing of studies.
<b>b13 IRELAND - UNITED KINGDOM (N. IRELAND): Strengthening of connections between Ireland and Northern Ireland.</b>	
Specification not yet defined.	Feasibility studies. Commissioning : after 2000. TEN line: 1997 decision for co-financing of studies.
<b>b14 AUSTRIA - GERMANY: Strengthening of the connections between the two countries</b>	
St Peter - Isar line.	Pre-feasibility studies. Commissioning: after 2000.
<b>b15 THE NETHERLANDS- UNITED KINGDOM: Connection by submarine cable between South-Eastern England and Central Netherlands.</b>	
Rotterdam area - South-Eastern England link	Feasibility studies. Seabed survey in 1998. Commissioning: after 2000. TEN line: 1997 decision for co-financing of studies
<b>c2 DENMARK: Connections by submarine cable between the country's Western (UCPTE) and Eastern (NORDEL) networks.</b>	
Fyn - Sjælland	Project declared as "priority project" at the Essen Summit (December 1994) Project decided. Financing of the project not finalized. Commissioning: (1997) postponed
<b>c3 THE NETHERLANDS: Strengthening connections in the North-East of the country.</b>	
Zwolle - Meeden - Eemshaven line.	In operation since 1996.

PROJECT OF COMMON INTEREST	
SPECIFICATION	STAGE REACHED AND E.U. FINANCIAL INTERVENTION
<b>c4 FRANCE:</b>	<b>Strengthening connections in the North-East of the country.</b>
Sierrentz - Mulbach line.	Authorisation procedures. Commissioning: 1999.
<b>c5 ITALY:</b>	<b>Strengthening and developing connections on the East-West axes in the North of the country and on the North-South axis.</b>
<p><b>Connections on the East-West axis:</b></p> <ul style="list-style-type: none"> <li>- Vado Ligure - Morigallo line.</li>   <li>- Caorso - San Damaso line.</li> <li>- Rondissone-Castelnuovo/Scrvia line.</li> <li>- Turbigo - Rho line.</li> <li>- Turbigo - Baggio line.</li>   <li>- Gorlago - San Fiorano line.</li> <li>- San Fiorano substation.</li> <li>- Turbigo - Piedilago line.</li>   <li>- Piedilago pumping station.</li>   <p><b>Connections on the North-South axis</b></p> <ul style="list-style-type: none"> <li>- Tavarnuzze - Poggio a Caiano - Calenzano line.</li> <li>- Pietrafitta - Santa Barbara line.</li>   <li>- Santa Barbara - Tavarnuzze line.</li>   <li>- Tavarnuzze substation.</li> <li>- Matera - Santa Sofia line.</li> <li>- Galatina - Taranto Nord line.</li> <li>- Pian della Speranza/Roma Nord - Montalto/Suvereto line.</li> </ul> </ul>	<p>Authorisation procedures. Commissioning: 2004.</p> <p>TEN line: 1995 decision for co-financing of studies.</p> <p>In operation.</p> <p>In operation.</p> <p>Under construction. Commissioning: 1999.</p> <p>Authorisation procedures. Commissioning: 2000</p> <p>Under construction. Commissioning: 1997..</p> <p>Under construction. Commissioning: 1997.</p> <p>Authorisation procedures. Commissioning: 2004.</p> <p>Authorisation procedures. Commissioning: 2004. TEN line: 1995 decision for co-financing of studies.</p> <p>Under construction. Commissioning: 1997</p> <p>Authorisation procedures. Commissioning: after 2000. TEN line: 1995 decision for co-financing of studies.</p> <p>Authorisation procedures. Commissioning: 2000. TEN line: 1995 decision for co-financing of studies.</p> <p>Authorisation procedure. Commissioning: 1998.</p> <p>Authorisation procedures. Commissioning: 1998.</p> <p>Authorisation procedures. Commissioning: 1998</p> <p>Authorisation procedures. Commissioning: 1998</p>
<b>c5(a) ITALY:</b>	<b>Strengthening and development of connections on the East-West axis in the North-West of the country and on the North-South axis in the Centre of the country</b>
<p><b>Connections on the East-West axis:</b></p> <ul style="list-style-type: none"> <li>- Chivasso - Magenta line.</li>   <li>- Colunga - Calenzano line.</li>   <p><b>Connections on the North-South axis:</b></p> <ul style="list-style-type: none"> <li>- Pietrafitta - Villavalle line.</li> </ul> </ul>	<p>Feasibility studies. Commissioning: between 2000 and 2002. TEN line: 1997 decision for co-financing of studies.</p> <p>Feasibility studies. Commissioning: between 2000 and 2002. TEN line: 1997 decision for co-financing of studies.</p> <p>Feasibility studies. Commissioning: between 2000 and 2002. TEN line: 1997 decision for co-</p>

PROJECT OF COMMON INTEREST	
SPECIFICATION	STAGE REACHED AND E.U. FINANCIAL INTERVENTION
	financing of studies
<b>c6 SPAIN:</b>	<b>Strengthening and developing connections in the regions in the North of the country and in the regions along the Mediterranean axis</b>
<p><b>Connections in the North:</b></p> <ul style="list-style-type: none"> <li>- Soto-Penagos-Gueñes-Itxaso line.</li>   <li>- Aguayo - "Penagos-Barcina" line.</li> </ul> <p><b>Connections on the Mediterranean axis:</b></p> <ul style="list-style-type: none"> <li>- Almeria - Rocamora line.</li>   <li>- Pinar - Tajo line.</li>   <li>- Caparacena - "Tajo-Almeria" line.</li>   <li>- Sentmenat - Bescanó line.</li>   <li>- Bescanó - "Vic - Baixas" line.</li> </ul>	<p>Authorisation procedures. Some sections are under construction. Commissioning: 2000. TEN line: 1995 and 1997 decisions for co-financing of studies. In operation since January 1997.</p> <p>Under construction. Commissioning: 1997.</p> <p>Under construction. Commissioning: 1997. EIB loan: 25 MECU. In operation since January 1997.</p> <p>Feasibility studies. Commissioning: 2004. TEN line: 1996 decision for co-financing of studies.</p> <p>Feasibility studies. Commissioning: 2004. TEN line: 1996 decision for co-financing of studies</p>
<b>c7 PORTUGAL:</b>	<b>Strengthening connections necessary for interconnections with Spain in the North and Centre of the country.</b>
<p>Pego - Rio Maior II line.</p> <p>Recarei-Douro International line.</p>	<p>Authorisation procedures. Commissioning: 1998.</p> <p>Feasibility studies. Commissioning: 2001. TEN line: 1995 decision for co-financing of studies</p>
<b>c8 GREECE:</b>	<b>Strengthening connections on the East-West axis in the North of the country</b>
Arachthos - Ptolemaïs line.	Pre-feasibility studies. Commissioning: after 2000.
<b>c9 IRELAND:</b>	<b>Strengthening of connections in the North-West of the country</b>
Connections in the county of Donegal.	Feasibility studies. Commissioning: after 2000. TEN line: 1997 decision for co-financing of studies.

PROJECT OF COMMON INTEREST	
SPECIFICATION	STAGE REACHED AND E.U. FINANCIAL INTERVENTION
<b>c10 SPAIN: Strengthening and development of connections in the North-East and West of the country, in particular to connect to the network production capacities of electricity generated from wind-power.</b>	
<p>Connections in the North-East: - in Alava, Aragon and Navarra.</p> <p>Connections in the West: - in Galicia.</p>	<p>Feasibility studies. Commissioning: after 2000. TEN line: 1997 decision for co-financing of studies.</p> <p>Feasibility studies. Commissioning: after 2000. TEN line: 1997 decision for co-financing of studies</p>
<b>c11 SWEDEN: Strengthening and development of internal connections</b>	
<p>Connections in Northern Sweden Connections in Central Sweden Connections in Southern Sweden.</p>	<p>Feasibility studies. Feasibility studies.</p>
<b>c12 GERMANY: Development of connections in the North of the country</b>	
<p>Lübeck/Siems - Görries - Güstrow line. Lübeck/Siems - Krümmel line.</p>	<p>Authorisation procedures. Some sections under construction Görries-Güstrow: commissioned in 1996. Commissioning of the complete lines: 1998</p>
<b>d2 GERMANY - POLAND: Strengthening of the connections between the two countries</b>	
<p>Hagenwerder - Mikulowa line. Neuenhagen (DE) - Vierraden (DE) - Krajnik (PL) line.</p>	<p>Feasibility studies. Commissioning: 1998 Feasibility studies. Commissioning: 2000.</p>
<b>d3 GERMANY - NORWAY: Connection by submarine cable between Northern Germany (UCPTE) and Southern Norway (NORDEL)</b>	
<p>Brunsbüttel - Southern Norway link.</p>	<p>Authorisation procedures and feasibility studies. Commissioning: 2003.</p>
<b>d5 ITALY - SWITZERLAND: Strengthening connections between Northern Italy and Switzerland</b>	
<p>S. Fiorano-Robbia line. Piedilago - Airolo line.</p>	<p>Under construction. Commissioning: 1998. Authorisation procedures. Commissioning: 2004</p>

PROJECT OF COMMON INTEREST	
SPECIFICATION	STAGE REACHED AND E.U. FINANCIAL INTERVENTION
<b>d8 GREECE - BALKAN COUNTRIES:</b> Strengthening of connections between Greece and, respectively, Albania, Bulgaria and former-Yugoslavia, including the restoration of the connections with the North of former-Yugoslavia and the UCPT network	
Philippi (GR) - Plovdiv or Maritsa 3 (Bulgaria) line. Amintaio (GR) - Bitola (FYROM) line. Thessaloniki (GR) - Mostar (Bosnia) - Melina (Croatia) line.	Feasibility studies. TEN line: 1997 decision for co-financing of studies. Feasibility studies. TEN line: 1997 decision for co-financing of studies Pre-feasibility studies.
<b>d9 GREECE - TURKEY:</b> Connections between the two countries through North-Eastern Greece	
Section in Greece: - Thessaloniki - Philippi line. - Philippi - GR/TU border line. Section in Turkey.	Under construction. Commissioning: 1998. Pre-feasibility studies. Pre-feasibility studies
<b>d10 UNITED KINGDOM - NORWAY:</b> Connection by submarine cable between the North/Eastern/Eastern England and Southern Norway (NORDEL)	
Specification not yet defined.	Feasibility studies. Seabed survey in 1998. Commissioning: 2004. TEN line: 1997 decision for co-financing of studies.
<b>d11 THE NETHERLANDS - NORWAY:</b> Connection by submarine cable between the North-Eastern Netherlands (UCPTE) and Southern Norway (NORDEL)	
Eemshaven - Lista link.	The "NorNed cable" project. Feasibility studies and seabed survey. Commissioning: 2001. TEN line: 1996 decision for co-financing of studies.
<b>d13 SPAIN - MOROCCO:</b> Connection by submarine cable between Southern Spain and the Moroccan network.	
Pinar - Tetouan link.	Under construction. Commissioning: 1997. TEN line: 1995 decision for co-financing of studies. INTERREG: 12.5 MECU.
<b>d14 BALTIC RING: GERMANY - POLAND - RUSSIA - ESTONIA - LATVIA - LITHUANIA - SWEDEN - FINLAND - DENMARK - BELARUS.</b> Strengthening and developing connections between these countries' networks by overground and/or submarine cables	



<b>PROJECT OF COMMON INTEREST</b>	
<b>SPECIFICATION</b>	<b>STAGE REACHED AND E.U. FINANCIAL INTERVENTION</b>
<p>Southern Finland - Vyborg (Russia) - Saint Petersburg (Russia) link.</p> <p>Sweden - Finland link (through submarine cable)</p> <p>Sweden - Poland link (through submarine cable).</p> <p>Germany - Poland - Lithuania - Belarus - Russia (East-West High Power Link).</p> <p>Poland - Lithuania link.</p> <p>Other connections: specification not yet defined.</p>	<p>An overall feasibility study for the Baltic Ring projects is ongoing. TEN line: 1995 decision for co-financing of studies.</p> <p>In operation. Feasibility studies for increasing the capacity. TEN line: 1996 decision for co-financing of studies. EIF loan guarantee: requested.</p> <p>In operation. Feasibility studies for increasing the utilisation of the existing link. TEN line: 1996 decision for co-financing of studies.</p> <p>Feasibility studies. TEN line: 1995 and 1997 decisions for co-financing of studies</p> <p>Feasibility studies. TEN line: 1996 and 1997 decisions for co-financing of studies.</p> <p>Feasibility studies. TEN line: 1995 decision for co-financing of studies.</p>
<b>d15 SWEDEN - NORWAY: Strengthening of the connections between the two countries</b>	
<p>Grundfors - Narvik line Mid-Sweden - Mid Norway. South-West Sweden - Oslo region line.</p>	<p>Authorisation procedures. Pre-feasibility studies. Feasibility studies. TEN line: 1997 decision. for co-financing of studies.</p>
<b>d16 EU - BELARUS - RUSSIA - UKRAINE: Development of connections and interface between the (extended) UCPTe network and the networks of third countries in Eastern Europe, including the relocation of the HVDC conversion stations operating previously between Austria and Hungary, Austria and the Czech Republic and Germany and the Czech Republic</b>	
<p>Connections between the UCPTe and CENTREL systems.</p> <p>Connections between the UCPTe/CENTREL systems and the Balkan countries.</p> <p>Connections and interface between the extended UCPTe system and Belarus, Russia and Ukraine, including the relocation of existing HVDC conversion stations.</p>	<p>In operation since December 1995. Feasibility studies for improving the stability of the interconnected operation of the two systems. TEN line: 1997 decision for co-financing of studies.</p> <p>Feasibility studies. PHARE: financing of studies for the connection of Albania, Bulgaria and Romania.</p> <p>Feasibility studies. PHARE/TACIS: financing of interface study. TEN line: 1997 decision for co-financing of studies concerning the relocation of conversion stations of Wien Südost and Dürrohr.</p>

## 2. ANNEX II: PROGRESS MADE ON TEN TELECOMMUNICATIONS PROJECTS

Projects in bold font have been completed

Contract	Title	Main contractor	Total Cost/ EU contribution (Kecu)	Contractual period start/end
<b>TI 1.1/95</b>	<b>Euro labels Profiles</b>	<b>FT Expertel</b>	<b>740/740</b>	<b>4.96/6.97</b>
<b>TI 1.2/95</b>	<b>Euro-ISDN migration</b>	<b>OVUM</b>	<b>491/491</b>	<b>4.96/4.97</b>
<b>TI 2.51/95</b>	<b>Euro-ISDN platform for teleworking</b>	<b>TELES</b>	<b>315/158</b>	<b>4.96/6.97</b>
<b>TI 2.52/95</b>	<b>TELTEST</b>	<b>WRC</b>	<b>2058/1.029</b>	<b>4.96/7.97</b>
<b>TI 2.8/95</b>	<b>INFORMS</b>	<b>IDATE</b>	<b>2118/1.126</b>	<b>4.96/10.97</b>
TI 1.71.3/96	TEN-TREND	Empirica	5.896/2.948	2.97/8/98
TI 2.31/95	VIRTUE	EUROSPACE 2000	1.366/678	4/96/4.98
TI 2.32/95	PLATO	DT	1.180/590	4.96/4.98
TI 2.33/95	WIRE	EADTU	1.260/630	4.96/4.98
<b>TI 2.71/95</b>	<b>SENECA</b>	<b>SEMA</b>	<b>759/397</b>	<b>4.96/10.97</b>
TI 2.72/95	TARGET	North West Institute	977/488	4.96/12.97
TI 1.31/96	MOSAIC	Banca di Roma	1.612/844	5.97/5.98
TI 1.31.1/96	DCC	CSC Ploenzke AG	3.360/1.680	1.97/1.98
TI 1.21.3/96	PADEIA	Telecom Finland	990/495	2.97/2.99
<b>TI 1.3/95</b>	<b>Euro-ISDN BB</b>	<b>SSE</b>	<b>208/208</b>	<b>4.96/4.97</b>
TI 1.51.1/96	TAGIS	Global One	3.600/1.700	1.97/3.98
TI 1.51.2/96	NO PROBLEMS	INFONOVA	3.013/1507	1.97/7.98
TI 1.51.3/96	GTS	Eur. Dynamics	1.107/440	1.97/1.98
TI 1.61.5/96	DYP	Electronic Trade Center	2.515/1.258	2.97/1.99
TI 2.1/95	PH-NET	Commune di Bologna	1.500/750	4.96/4.98
TI 2.2/95	Euro-Traficom	ARS	2612/1.231	4.96/4.98
TI 1.11.3/96	MEDSALUS	Telefonica de Espana	1.026/513	2.97/11.97
TI 1.41.2/96	INFOCITIES	City of Den Haag	10.103/5.000	2.97/2.99
<b>TI 1.6/95</b>	<b>EGL-EK</b>	<b>FT Expertel</b>	<b>321/321</b>	<b>4.96/4.97</b>
TI 2.61/95	IEMP	OMP	530/264	4.96/2.98
TI 23.62/95	PROTONET	INTRASOFT	1.969/984	4.96/2.98
TI 2.63/95	SPORTNET	INTERSPORT	1.529/764	4.96/2.98
TI 2.64/95	TELEBUSINESS	PRODUTEC	971/485	4.96/2.98

3. ANNEX III: PROGRESS MADE ON THE 14 SPECIFIC "ESSEN" PROJECTS

PROJECT	LENGTH (km)	COST (MECU)	AUTHORISATIONS/ TECHNICAL SITUATION	FINANCING	STAGE	COMMENTS
1) High Speed train/combined transport North-South	950	14802	Building permissions progressively awarded for sections; technical studies to be launched for Brenner base tunnel	Partly secured; some difficulties remain	Berlin-Leipzig: work well under way; Leipzig-Nürnberg: work started on sections, Brenner Tunnel still at study stage	Member States concerned intend to establish an EEIG for Brenner base tunnel to carry out the design
2) Paris -Brussels-Köln/Frankfurt-Amsterdam-London (PBKAL)	1176	17 232	Some delays; now all sections on track	Partly secured; some difficulties remain. PPP possible for NL section	Construction work well under way on Belgian and German sections; started on Dutch section	Some delays, but most non-financial problems resolved. Brussels-Paris HSL completed
3) High Speed Train South	1 601	14 072	Procedures completed for some sections; technical studies launched for others	Partly secured; some difficulties remain	Construction work under way on 2 sub-projects of Madrid-Barcelona section.	International section at study stage through an EEIG
4) HST Paris eastern France-south-western Germany (TGV Est)	551	4777	Permissions available for D part. Political decision taken to build a 1 <sup>st</sup> phase between Vaires-Vandières for F part.	Difficulties remain with French part	Final technical studies launched on French part, works should start in 1999 on the section Vaires-Vandières, upgrading works started on German section	High political priority
5) Betuwe Line	160	4094	All political and administrative decisions have been taken.	Public sector will finance the construction, private sector involvement in exploitation foreseen	Construction already started on Port-line. For the A-15 line final planning procedures are near completion. Construction is planned to start mid 1998.	Very early stage of construction, after delays. The project is planned to be finished in year 2005.
6) High Speed Train / Combined Transport - Lyon-Turin-Trieste	734	18 260	Déclaration d'Utilité Publique launched for Lyon-Montmérian section; administrative Authorisation procedures launched for Torino-Venezia	Partly secured; some difficulties remain	Works started in some key nodes in Italy, technical studies on-going on international section	Franco-Italian summit on 3 October 1997 launched three year study programme for international section
7) Greek Motorways	1580	9242	Work on-going on several sections; building perm. awarded, technical studies and tendering procedures under way for others	Three PPP-schemes on PATHE	Initial work under way for three PPP-schemes on PATHE, and some others	Substantial support from ERDF and Cohesion Fund
8) Multimodal link Portugal-Spain - Europe		5900	Procedures completed for certain sub-projects; technical studies under way for others	Subst. support from ERDF and Cohesion F. expected; some difficulties remain	Work on sections of Linha do Norte, Beira Baixa (rail) and Lisboa-Valladolid (road) under way; studies on further projects	Large range of separate sub-projects, of which several still at study stage

9) <i>Conventional rail link Cork-Dublin-Belfast-Larne-Stranraer</i>	502	357	All completed	Some difficulties remain in NI section	Cork-Dublin-Belfast section completed; remainder to be completed by 2000	Largely completed thanks to ERDF and Cohesion Fund support
10) <i>Malpensa Airport</i>		1 047	On track	Financing in place	Construction work well under way, to be completed by 2000	To be opened in 1998 (first phase)
11) <i>Öresund Fixed road/rail Link</i>		4158	On track	Financing in place	Construction work on most of project	On time, completion by 2000
12) <i>Nordic Triangle Multimodal corridor</i>	1 800	10 070	Building permissions being awarded for one section; technical studies under way for others	Partly secured; some difficulties remain	Work under way on E 18 and E 6 roads and main rail axes in Finland and Sweden	Large range of separate sub-projects
13) <i>Ireland-UK-Benelux road link</i>	1530	3 629	Studies on various sections under way	Uncertainties remain	Construction work nearing completion in Ireland, uncertainty for the UK sections	UK's national roads programme subject of a strategic review
14) <i>West Coast Main Line</i>	850	3000	Studies under way	Financing secured, PPP	Construction work started to modernise line	Partnership between private infrastructure and service companies, with public subsidy

4. ANNEX IV: ENERGY PROJECTS FINANCED IN 1997 UNDER REGULATION 2236/95

Commission decision C (97) 1867 of 24 June 1997  
(List of studies co-financed)

Registration number of the study	MEMBER STATE - COMPANY		Maximum eligible cost of the study  (in ECU '000)	Community financial support as percentage of the eligible cost  (in %)	Maximum amount of the Community financial support  (in ECU '000)
	Identification of the project subject of the study and main scope of the study				
E36/96	(c10)	<b>SPAIN - Red Eléctrica de España</b> Reinforcement of the high voltage electricity networks in Aragón, Alava and Navarra in particular to cope with planned increase of wind generation capacity. Economic feasibility, environmental impact and technical studies.	490	50	245
E37/96	(c10)	<b>SPAIN - Red Eléctrica de España</b> Reinforcement of the high voltage electricity network in Galicia in particular to cope with planned increase of wind generation capacity. Economic feasibility, environmental impact and technical studies.	700	50	350
E39/96	(d16)	<b>GERMANY - RWE Energie</b> Inter area oscillations in the UCPTC/CENTREL electricity power system. Dynamic behaviour analysis and remedial studies.	600	50	300
E42/96	(b13)	<b>IRELAND - Electricity Supply Board</b> Coordinated development of the electricity transmission networks in the two parts of Ireland. Feasibility study : share of the Republic of Ireland.	348	50	174
E43/96	(a7)	<b>UNITED KINGDOM -The National Grid Company PLC</b> Electricity interconnection (submarine cable) UK-Isle of Man. Economic feasibility and engineering studies (excluding sea bed survey).	870	50	435
E44/96	(b15)	<b>UNITED KINGDOM -The National Grid Company PLC</b> Electricity interconnection (submarine cable) UK-Netherlands. Economic feasibility and engineering studies (excluding sea bed survey).	1,000	50	500
E45/96	(d10)	<b>UNITED KINGDOM -The National Grid Company PLC</b> Electricity interconnection (submarine cable) UK-Norway. Economic feasibility and engineering studies (excluding sea bed survey).	800	50	400
E47/96	(d15)	<b>SWEDEN - Svenska Kraftnät</b> Increasing electricity transmission capacity between Sweden and South of Norway. Pre-feasibility, feasibility and technical specification studies.	1,000	50	500
E50/96	(d16)	<b>AUSTRIA</b> <b>Österreichische Elektrizitätswirtschafts-AG</b> Relocation of the high voltage AC-DC-AC conversion station of Wien Südost. Economic and technical feasibility study.	150	50	75
E51/96	(d16)	<b>AUSTRIA</b> <b>Österreichische Elektrizitätswirtschafts-AG</b> Relocation of the high voltage AC-DC-AC conversion station of Dürrrohr. Economic and technical feasibility study.	150	50	75
E54/96	(b13)	<b>UNITED KINGDOM - Northern Ireland Electricity PLC</b> Coordinated development of the electricity transmission networks in the two parts of Ireland. Feasibility study : share of the United Kingdom.	145	50	72.5
E56/96	(c5a)	<b>ITALY - ENEL S.p.A.</b> Electricity connection Chirasso-Magenta (East-West axis). Preparatory study for licensing procedures and for environmental impact assessment.	175	50	87.5

Registration number of the study	MEMBER STATE - COMPANY		Maximum eligible cost of the study	Community financial support as percentage of the eligible cost	Maximum amount of the Community financial support
		Identification of the project, subject of the study and main scope of the study	(in ECU 000)	(in %)	(in ECU 000)
E57/96	(c5a)	<b>ITALY - ENEL S.p.A.</b> Reinforcement of North-South and East-West axis : Pietrafitta - Villavalle and Colunga - Calenzano lines. Environmental Impact studies.	200	50	100
E59/96	(d8)	<b>GREECE - Public Power Corporation (PPC)</b> Upgrading at 400 KV of the existing 150 KV electricity interconnection GREECE - ex-Yugoslavia. Economic and technical feasibility and environmental impact studies.	250	50	125
E60/96	(d8)	<b>GREECE - Public Power Corporation (PPC)</b> New electricity interconnection Greece-Bulgaria. Preparatory, economical and technical feasibility and environmental impact studies.	900	50	450
G7/96	(h14)	<b>ITALY - Edison S.p.A.</b> Italian section of the VOLTA natural gas pipeline : from Slovenia/Italian border to Ostiglia. Detailed route design and wayleaves and preparation of detailed environmental impact assessment and other documents required for authorisations.	3,340	50	1,670
G8/96	(h3)	<b>FINLAND-DENMARK-SWEDEEN - Neste Group</b> Nordic natural gas grid Overall feasibility study.	1,200	50	600
G11/96	(g8(a))	<b>SPAIN - ENAGAS</b> Natural gas underground storage at Jumilla and Reus (Mediterranean axis) Preliminary seismic survey.	1,178	50	589
G20/96	(h13)	<b>AUSTRIA - OMV Aktiengesellschaft</b> The PENTA Main (North-South) pipeline system. Technical feasibility study of alternative routes, including evaluation of costs and environmental impact.	92	50	46
G21/96	(g13)	<b>AUSTRIA - OMV Aktiengesellschaft</b> The Eurostorage Baumgarten (ESB) : project to install a new underground storage facility at the cross roads of three major transit pipelines in Baumgarten. Feasibility study.	1,000	50	500
G22/96	(f12)	<b>GREECE - Public Power Corporation (PPC)</b> Greece - Albania : connection between the gas networks of the two countries. Technical and economic feasibility study, including gas demand definition, pipeline routing and design and financial viability study of the North Western Greece Natural Gas pipeline project.	370	50	185
		<b>TOTAL</b>	14,958	50	7,479

Same reference as in the guidelines Decision (OJ L161, 29.06.1996) and in the Decision amending these guidelines (OJ L152, 11.06.1996).

**COMMISSION DECISION C (97) 3352 OF 10 NOVEMBER 1997  
(List of studies co-financed)**

Registration number of the study	MEMBER STATE - COMPANY  Identification of the project subject of the study and main scope of the study	Maximum eligible cost of the study	Community financial support as percentage of the eligible cost	Maximum amount of the Community financial support
		(in ECU '000)	(in %)	(in ECU '000)
E64/97	<b>(b10(a)) SPAIN - Red Eléctrica de España S.A.</b> Balboa - Portuguese border 400 kV electricity line. Feasibility, environmental and basic engineering study.	250	50	125.0
E65/97	<b>(b10(a)) PORTUGAL - Rede Eléctrica Nacional S.A.</b> Sines-Alqueva-Spanish border 400 kV electricity line. Evaluation, environmental, topographic, design and pegging study.	1077	50	538.5
E66/97	<b>(d14) GERMANY - Preussen Elektra AG</b> East-West High Power Electricity Transmission system - Baltic route. Study (Phase 2) including technical, economic, financial, legal and environmental aspects.	2170	50	1085.0
E67/97	<b>(d16) GERMANY - Bayernwerk Aktiengesellschaft (BAG)</b> Appropriate sites in third countries of Central Eastern and South-Eastern Europe for the relocation of the HVDC back-to-back stations of Etzenricht and Vienna-South East. Technical and evaluation study of 8 different sites in 7 countries.	900	50	450.0
E68/97	<b>(b7) FRANCE - Electricité de France</b> Installation of a 225 kV phase displacement transformer at the Pragneres substation. Technical and feasibility study.	200	50	100.0
E69/97	<b>(c9) IRELAND - Electricity Supply Board</b> Reinforcements in the North and West of the ESB transmission system and their interaction with ESB-NIE interconnection. Technical feasibility and environmental studies.	1370	50	685.0
E71/97	<b>(a7) UNITED KINGDOM - The National Grid Company Plc</b> United Kingdom - Isle of Man electricity interconnector (submarine cable). Feasibility study (Phase 2) including sea-bed survey.	2030	50	1015.0
E73/97	<b>(r10) UNITED KINGDOM - The National Grid Company Plc</b> United Kingdom - Norway electricity interconnector (submarine cable). Feasibility study (Phase 2) including sea-bed survey.	2700	50	1350.0
E74/97	<b>(d14) SWEDEN - Vattenfall AB</b> Alternative layout for the Swedish-Polish Link (HVDC electricity interconnection). Additional technical feasibility study including sea-bottom survey.	680	50	340.0
E76/97	<b>(c6) SPAIN - Red Eléctrica de España SA</b> Additional local route alternatives for the electricity line Soto-Penagos. Technical and environmental study.	110	50	55.0
E77/97	<b>(b13) UNITED KINGDOM - Northern Ireland Electricity Plc</b> Coordinated transmission network development between Ireland and Northern Ireland. Environmental impact study.	795	50	397.5
G23/97	<b>(f11) AUSTRIA - Steirische Ferngas Aktiengesellschaft</b> The Krift-Pyhm-Liezen gas pipeline, connecting the TAG and WAG pipelines and reinforcing gas supply to upper Styria. Detailed feasibility study (investigations, geological tests, technical planning, surveying, blueprints and listings, documents for authorization application, detailed documents for tender, preparation for contracting of the location of the line.	797	50	398.5
G25/97	<b>(h6) AUSTRIA - OMV Aktiengesellschaft</b> The TAG III gas pipeline, from Baumgarten to the Italian border along the routings of TAG I and TAG II. Technical, economical and environmental feasibility study.	3000	50	1500.0

Registration number of the study	MEMBER STATE - COMPANY  Identification of the project* subject of the study and main scope of the study	Maximum eligible cost of the study	Community financial support as percentage of the eligible cost	Maximum amount of the Community financial support
		(in ECU '000)	(in %)	(in ECU '000)
G29/97	<b>(g13) AUSTRIA - Rohöl Aufsuchungs Aktiengesellschaft</b> Expansion of the Puchkirchen underground gas storage and its connection to the MEGAL gas pipeline. Detailed feasibility and technical study for locating and construction of wells, facilities and pipeline including seismic, geological and reservoir studies, reservoir simulation, detailed technical planning, documents for authorisation, specification for tenders, right of way contracting.	5824	50	2912.0
G30/97	<b>(g1) IRELAND - Marathon International Petroleum Ireland Limited (MiPIL)</b> The Kinsale Area gas storage project. Feasibility study including seismic evaluation and drilling of a trial well.	9900	50	4950.0
G31/97	<b>(g8) SPAIN - Enagas S.A.</b> Underground gas storage at Huete. Detailed feasibility study (stages 1 and 2), including drilling of a first exploratory well and geological and seismic reservoir studies.	4195	50	2097.5
	<b>TOTAL</b>	<b>35,998</b>		<b>17,999</b>

\* Same reference as in the guidelines Decision (OJ L161, 29.06.1996) and in the Decision amending these guidelines (OJ L152, 11.06.1997).



5. ANNEX V: TEN-TELECOM PROJECTS FINANCED IN 1997

**1996 Projects**  
(Call for Proposals OJ C107 and 573 of 13.4.96;  
Decision E/2016/96 of 18/10/96)

PROJECT	Total Cost	EU Contribution
<b>INFOCITIES</b> City Information Network	10.103	5.000
<b>TEN-TREND</b> Teleworking Remote Enterprise Network Development	5.896	2.948
<b>PAIDEIA</b> Education and training	990	495
<b>MOSAIC</b> Methods and Tools to create and maintain virtual museums.	1.613	844
<b>TAGIS</b> Trans-European access to generic ISDN-based services	3.600	1.700
<b>MEDSALUS</b> Euro-ISDN professional telecollaboration Mediterranean network for healthcare sharing	1.026	513
<b>NO PROBLEMS</b> Non proprietary reliable electronic mail systems	3.013	1.507
<b>DCC</b> Common Digital platform for cultural content	3.360	1.680
<b>GTS</b> Global Telecommunications Services - Generic Services	1.107	440
<b>DYP: Electronic Commerce for SMEs</b>	2.515	1.258

**1997 Projects**  
(Call for Proposals O.J. C84 of 15.03.1997)

Project	Total Cost	TEN Contribution
<b>TEN-TELEMED: Trans-European Network for telemedicine</b>	3.678	1.400
<b>TELE-REMEDY: Remote diagnosis management and education in congenital heart disease: a cost effective telemedicine solution</b>	4.285	1.600
<b>MELIC: Multimedia health information for citizens</b>	2.659	1.814
<b>TELEPOLIS: Local income for content providers through billing and clearing services</b>	2.018	1.009
<b>TEN-ICO-SAT-NET: Trans-European networks via ICO Satellite network</b>	2.033	512
<b>EURO-JOINT: Trans-European telematic advisory network in joining technologies for SMEs in automotive sector</b>	2.334	1.167
<b>NABUCCO</b> Network for access to business connection and co-operation for SMEs	1.723	800
<b>LOGICIP</b> Logiciel interactif pour la co-operation inter-entreprise et le partenariat	581	290
<b>HMS-STEADY: Hybrid Mail Service for Posts</b>	248	124
<b>IBUT-ONE: ISDN Broadcasting Online TV. User Trial</b>	346	150
<b>NITOURA: New Information technologies to open up rural areas</b>	300	150
<b>AGR.EL.MA</b> Online Transaction Databank of Agricultural Wood & Breeding Products	298	149

**1997 Projects**  
**(Call for Proposals OJ C381 of 17.12.1996;**  
**Decisions n°2018 of 17.10.1997 and 2289 of 13.11.1997)**

	<b>Total cost (Kecu) *</b>	<b>EU Contribution (TEN-Telecom budget) (Kecu)</b>
<b>EASI-ISAE</b> Vocational training software tools to assist intellectual and software developers in the production of multimedia	587	401
<b>VES</b> The Virtual European School	1439	762
<b>ETUDE</b> European Trade Union Distance Education	925	438
<b>ASTEP</b> Advanced software for teaching and evaluation processes	902	705
<b>LILIENTHAL</b> Multimedia off and on-line distance learning for European pilot training	2217	1005
<b>NETLOGO</b> The European educational interactive site	566	306
<b>EXE</b> Extranet education; effective use of telematics and hypermedia tools in education	2111	1219
<b>MENTOR</b> Multimedia education network for teaching, output and research	1800	874
<b>VALASPI</b> Experiment in the early learning of languages by video-conferencing	340	162
<b>SCHEMA</b> Social care and higher education in marginal areas	688	688
<b>IN-TELE</b> Internet-based teaching and learning	722	624
<b>EUN</b> European Multimedia Schoolnet	1863	1.168
<b>POST-DOC</b> Post Graduate Training for Doctors in Europe	789	682

\* Total cost eligible under TEN-Telecom budget only. These projects, selected following a joint call of several programmes in the field of multimedia education, also receive support from other EU budget lines.

**1997 Projects: Regional Tourism - SMEs Electronic Commerce**  
**(Call for Proposals OJ C162 of 6.6.1996)**

<b>Region</b>	<b>Total Cost (Kecu)</b>	<b>EU Contribution (Kecu)</b>
<b>Carinthia-AU</b>	855	130
<b>Bornholm-DK</b>	100	30
<b>North Karelia-FN</b>	240	120
<b>Corsica-FR</b>	390	195
<b>Saxony-D</b>	460	230
<b>Brandenburg-D</b>	380	190
<b>Mecklenburg-Vorpommern-D</b>	460	230
<b>Crete-Gr</b>	599	300
<b>Toscana-I</b>	340	170
<b>Veneto-I</b>	400	200
<b>Acores and Madeira-P</b>	258	129
<b>Castilla y Leon-SP</b>	270	135
<b>Galicia-SP</b>	470	200
<b>North of England-UK</b>	710	200
<b>Whole of Ireland</b>	758	360

6. ANNEX VI: TRANSPORT PROJECTS FINANCED IN 1997 UNDER REGULATION 2236/95

S = Study; P = Project; AP = Airport; AT = Air traffic management; C = Combined transport; I = Inland waterway; M = Motorway; MM = Multimodal; MT = Road traffic management; P = Port; R = Rail; TM = Traffic management; VT = Vessel TM; SP = Specific project; DG = Direct grant; FS = Feasibility study; IR = Interest rebate.

Project Title	Project Type	Mode	Project Support	Category	Form
Vienna - Schwechat Airport : Terminal extension to fulfill Schengen requirements.	p	AP	1,00	Other	DG
Renewal of the Voice Communication System and Remote Control Unit at the Area Control Centre in Wien	p	AT	0,90	TM	DG
Pontebbana axis:sub-project Gloggnitz-Mürzzuschlag: Trial bore for Semmeringbase tunnel (see also AU/96/003)	p	R	1,30	Other	DG
Danube axis rail link, section Vienna - Austrian/Slovakian border: upgrading PARNDORF-KITTSEE	p	R	3,00	Other	DG
Brenner axis: design studies Lower Inn Valley section (see also AU/95/114a and AU/96/001)	s	R	9,00	SP	FS
Danube axis rail link; section St. Pölten -Vienna: EIA studies for new double track line in the context of upgrading to 4 tracks	s	R	0,90	Other	FS
Brussels - National (Zaventem) Airport : Surface accessibility study.	s	AP	0,50	Other	FS
Charleroi:Brussels inland waterway (works)	p	I	1,20	Other	DG
Feasibility, EIA,technical studies on Closing of the Ringway R1 Antwerp-North (A1 motorway)	s	M	7,00	Other	FS
Leipzig-Halle Airport : Soil Mechanics Studies and Surveys.	s	AP	1,60	Other	FS
Köln/Bonn - Konrad Adenauer Airport : HST Connection Terminal 2: Phase 1	p	AP	2,00	Other	DG
Berlin-Brandenburg International Airport : Layout studies and studies for road and rail access.	s	AP	1,00	Other	FS
New railway link "Stuttgart 21": Geological and hydrogeological exploration, including trial bore (STUDY)	s	R	3,50	Other	FS
Havel-Oder inland waterway: widening of section near Niederfinow	p	I	0,80	Other	DG
Elbe Inland waterway; port of Dresden-Friedrichstadt: extension of infrastructure	p	I	2,00	Other	DG
Nürnberg-Amberg-Waidhaus -(Prague) motorway (A6): new sections Lohma-Waidhaus and Pfreimd-Woppenhof	p	M	6,51	Other	DG
Motorway extension to 6 lanes between Kamen and Hannover (A2): junction Herford - border between Nordrhein Westfalen and Niedersachsen	p	M	4,00	Other	DG
Feasibility studies (technical, economic, financial, legal, environmental) for a fixed crossing of the Warnow river at Rostock (see also DE/96/018)	s	M	0,46	Other	FS
Feasibility study: HST line Berlin-D/PL border (- Warsaw) and Berlin - D/Cz border (- Prague) in current and new Technology	s	R	0,34	Other	FS
New HST line Halle/Leipzig - Erfurt, section Leipzig - Leipzig airport;	p	R	16,00	SP	DG
PBKAL: new HST line Köln-Rhein/Main: Section Königswinter Nord - Hochheim/Flörsheim/Hattersheim; Los C Limburg - Weilbach/Massenheim	p	R	24,95	SP	DG

Data Acquisition for GLONASS/GNSS (DE/EU)	s	GT	0,50	TM	FS
TEN Telematic system study on transport logistics in the Baltic Sea area	s	MM	0,80	TM	FS
ERTMS (European Rail Traffic Management System) Feasibility Study for harmonisation at the European level of safety and rail traffic management.	s	RT	9,00	SP	FS
North Atlantic ADS-B Network (NAAN) (WP0/WP1)	s	AT	1,00	TM	FS
Investigations concerning an East Harbour Tunnel in Copenhagen	s	M	0,50	Other	FS
Port of Copenhagen, Approach Channel	s	P	0,70	Other	FS
Investigations and detailed planning for the high-speed railway lines Copenhagen-Ringsted (part of line) and Århus-Fredericia (part of line).	s	R	1,00	Other	FS
Construction of Danish access routes to Øresund	p	R	5,50	SP	IR
Construction of the Øresund fixed link	p	R	10,00	SP	IR
REDAN Phase II/III - Air Navigation Data network	p	AT	0,80	TM	DG
Madrid - Barajas Airport : Urbanisation and access study.	s	AP	1,50	Other	FS
ATC modernisation programme study	s	AT	3,40	Other	FS
Study on the Fourth ringroad at Zaragoza	s	M	1,00	Other	FS
Study on the Motorway Levante-Somport. Section: Segorbe-Teruel	s	M	1,70	Other	FS
Logistic system (ZAL) for Spanish Ports	s	P	0,75	Other	FS
Studies and design studies on the Madrid-Zaragoza section, Phase II.	s	R	3,60	SP	FS
Studies and design studies on the Madrid-Valladolid section, Phase I.	s	R	3,20	SP	FS
Studies and design studies on the Fuentes de Oñoro-Valladolid section and the Galician Atlantic branch	s	R	0,80	SP	FS
Studies and design studies on the Mediterranean Corridor	s	R	0,50	Other	FS
Studies and design studies on the Sevilla-Cádiz line	s	R	1,00	Other	FS
Pre-studies for connecting the high-speed lines in the Murcia region with the Mediterranean Arc and Madrid.	s	R	0,50	Other	FS
Surveillance Analysis Support System (SASS)	s	AT	2,80	TM	FS
Satellite navigation (EGNOS)-East Mediterranean	s	GT	0,60	TM	FS
Feasibility study for the implementation of sole means satellite navigation.	s	GT	5,50	TM	FS
Implementation of traffic management and traffic information services in the Central European area (CENTRICO) - Phase 3	p	MT	3,53	TM	DG
Study for traffic management and traffic information services in the Central European area (CENTRICO) - Phase 3	s	MT	3,17	TM	FS
Implementation of traffic management and information services in Northern Europe - VIKING (Phase 2)	p	MT	1,19	TM	DG
Study for traffic management and traffic information services in Northern Europe - VIKING (Phase 2)	s	MT	5,46	TM	FS
Study on traffic management and traffic information services on the TERN in the South European area - SERTI (Phase 3)	s	MT	3,10	TM	FS
Implementation on traffic management and traffic information services on the TERN in the South European area - SERTI (Phase 3)	p	MT	2,25	TM	DG

Study for the implementation of traffic management and information services on the TERN in the South West European area (ARTS)	s	MT	0,50	TM	FS
Implementation of traffic management and information services on the TERN in the South West European area (ARTS)	p	MT	0,63	TM	DG
ATM-ARTEMIS (implementation)	p	AT	1,40	TM	DG
Construction works on the high section of the Maurienne Motorway (A43) : Orelle tunnel, Sorderettes tunnel and pont des Chèvres bridge	p	M	10,00	Other	DG
Port 2000 le Havre (studies)	s	P	0,50	Other	FS
HST East (preparatory works)	p	R	9,40	SP	DG
HST East (technical studies)	s	R	3,60	SP	DG
Studies on HST-South : Perpignan- Spanish border section	s	R	0,50	SP	FS
VTMIS implementation	p	VT	0,29	TM	DG
VTMIS studies	s	VT	0,07	TM	FS
Preparatory works and studies "Peripheral Road of Attica" (Elefsina-Stavros-Spata Airport Motorway & Imittos Western Peripheral Motorway).	s	M	8,00	SP	FS
Technical studies of Patras By-Pass road links with the New Port and the city of Patras.	s	M	0,70	SP	FS
Road study "Siatista - Kristallopigi"	s	M	0,25	SP	FS
Studies for the new double track and high speed line (normal gauge) from Ancient Corinthos until kilometre 40th of the railway line Corinthos-Patras	s	R	1,00	Other	FS
Electronic Toll Collection on Motorways in Greece.	s	MT	0,20	TM	FS
Study for motorway traffic management in Greece	s	MT	0,50	TM	FS
Studies for the SSR Mode S Deployment in Italy (MOSDI)	s	AT	1,00	TM	FS
Malpensa 2000	p	AP	4,00	SP	IR
Bologna - G Marconi Airport : Landside and Airside Improvement Works	p	AP	1,91	Other	DG
Study for the completion of the definitive project of the HS/CT railway section Verona-Venice.	s	R	3,00	SP	FS
Feasibility study for the HST/CT railway branch Venice-Trieste-(Lubiana).	s	R	0,60	SP	FS
Technological infrastructure for the railway line Venice-Tarvisio (Pontebbana).	p	R	3,40	Other	DG
Technological infrastructure for the railway line Adriatica, section Bologna - border Abruzzo/Molise.	p	R	8,00	Other	DG
Upgrade of the gabarit and of the electric traction -line Genoa - Iselle a) Genoa - Novara, phase b) Novara - Domodossola - Iselle.	p	R	8,10	Other	DG
Upgrade Verona's railway premises (direct connection with the Brenner line).	p	R	4,00	SP	DG
Luxembourg - Findel Airport : Terminal extension studies.	s	AP	1,25	Other	FS
Electrification of Luxembourg railway network	p	R	1,00	Other	DG
Study and pre-implementation of an Advanced Surface Movement Guidance and Control System (A-SMGCS)	s	AT	2,00	TM	FS
Amsterdam - Schiphol Airport : Fifth runway studies.	s	AP	2,55	Other	FS

Technical and design studies on the Dutch Section of the PBKAL	s	R	10,00	SP	FS
Technical and design studies Betuweline 1997	s	R	10,00	SP	FS
Port study Groningen seaports (Delfzijl and Eemshaven) "Turntable Groningen Seaports"	s	P	0,35	Other	FS
VTS - improvements in the Netherlands	p	VT	0,60	TM	DG
New ATC centre in Santa Maria	p	AT	2,00	TM	DG
New Lisbon air traffic management and voice communications control systems - "GETALIS"	p	AT	1,00	TM	DG
Lisbon Airport : Expansion Studies : Phase 1 (1997).	s	AP	1,20	SP	FS
New Lisbon Airport : Location Studies : Phase 1 (1997).	s	AP	0,74	SP	FS
Masterplan of the Port of Setúbal	s	P	1,00	SP	FS
Northern Line: Installation of signalling, telecommunications and automatic high-speed controlling systems Alberg.-Alfarelos; Pamp.-Quintans-Ovar	p	R	0,70	SP	DG
Beira Baixa Line: studies on modernisation	s	R	1,25	SP	FS
Northern Line: Studies on signalling and telecommunications on the sub-section Quintans-Ovar.	s	R	1,55	SP	FS
Baltic Sea Telematic Platform, TEDIM	s	MM	0,60	TM	FS
Helsinki - Vantaa airport, construction of Middle terminal (Stage II)	p	AP	1,40	SP	DG
Studies on road sections (E18) in the Nordic Triangle in Finland	s	M	0,90	SP	FS
Construction and improvement of road sections (E18) in the Nordic Triangle in Finland	p	M	3,30	SP	IR
Studies concerning the Euro-Arctic corridor in Finland.	s	MM	0,50	Other	FS
Development of Port Infrastructure in the Nordic Triangle in Finland	s	P	0,70	SP	FS
Studies on railways in the Nordic Triangle	s	R	0,50	SP	FS
Construction and improvement of railways in the Nordic Triangle in Finland	p	R	3,70	SP	IR
Acquisition of new icebreaker in the Nordic Tringle in Finland	p	MM	3,00	Other	DG
Construction of the Swedish access routes to Öresund	p	C	5,00	SP	DG
E6 Lerbo - Torp road upgrading, Sweden	p	M	2,50	SP	DG
Studies for Construction of a new double track: Helsingborg-Landskrona-Kävlinge	s	R	2,00	SP	FS
Investigation for construction of a double track between Varberg City and Hamra (7,5 km)	s	R	1,40	SP	FS
ÖSK: Construction of Öresund fixed link (linked to project N° 85)	p	R	10,00	SP	IR
"Icebreaker 2000"	s	MM	0,50	Other	FS
Pre-operational studies for the integrated use of ADS/CPDLC	s	AT	0,80	TM	FS
Studies for traffic management and traffic information in Wales	s	MT	0,40	TM	FS
A75 Stranraer to Gretna Trunk Road: The Glen	p	M	1,30	SP	DG
English studies on the Ireland -UK -Benelux Road Link	s	M	1,70	SP	FS
UK Ports - Group of Studies	s	P	0,70	Other	FS
The modernisation of West Coast Main Line, between London and Scotland, including works to allow passenger trains to travel at speeds at up to 200 kph	p	R	1,60	SP	DG

Channel Tunnel Rail Link	s	R	24,00	SP	FS
Feasibility study and associated design work for the modernisation of the West Coast Main Line	s	R	7,40	SP	FS
Implementation of traffic management and information services on the TERN in Alpine area CORVETTE (Phase 2)	p	MT	1,10	TM	DG
Study for traffic management and traffic information services on the TERN in Alpine	s	MT	1,35	TM	FS
Study for the implementation of the Roman National Traffic Information Centre (ROMANTIC)	s	MT	1,00	TM	FS
EURO VDL Mode 2 - Phase I	s	AT	1,00	TM	FS
Stockholm-Arlanda Airport, Studies for Runway 3 project	s	AP	0,80	SP	FS
Strategic environmental assessment study of the corridor Nord in France	s	MM	0,07	Other	FS
Strategic Environmental Assessment of the TENs - Corridor demonstration study for the Danube corridor	s	MM	0,04	Other	FS
Strategic environmental assessment study in the trans-Pennine corridor in the UK	s	MM	0,15	Other	FS
Strategic environmental assessment study Adriatic corridor Ravenna - Venice in Italy	s	MM	0,05	Other	FS
Implementation of 8.33 kHz channel spacing - Phase I	p	AT	0,50	Other	DG
			352,00		

7.

## 7. ANNEX VII: IDA PROJECTS FINANCED IN 1997

Project	Initial budget 1997	Transfer +/-	Final budget
SIGL	935.750		935.750
ANIMO	98.500	-98.500	0
PHYSAN	886.500	-309.167	577.333
SHIFT	1.083.500	-1.083.500	0
FIS IDES	0	413.600	413.600
AGRIGATE	0	112.585	112.585
SIMAP	2.462.500	-2.245.642	216.858
CCN / CSI	4.100.000	-100.000	4.000.000
EBTI	1.180.000	-246.000	934.000
QUOTA	160.000	-6.000	154.000
SCENT CIS / FISCAL	1.900.000		1.900.000
SEED - Excise control	0		0
TARIC	1.500.000	264.000	1.764.000
TRANSIT	4.000.000		4.000.000
VIES	1.900.000		1.900.000
Support to customs projects	0	88.000	88.000
Impl & Support at EC level	1.014.550	282.000	1.296.550
X.500 Directories	246.250	-210.000	36.250
STATEL	738.750	-176.401	562.349
DSIS	2.536.375	1.171.787	3.708.162
EXTRACOM	738.750	400.250	1.139.000
SERT	935.750	-477.261	458.489
EIONET	200.000	180.000	380.000
EMCDDA	0		0
EMEA	400.000	300.000	700.000



RESMA	300.000	-280.900	19.100
Translation center	650.000	-290.000	360.000
Awareness & Promotion	640.250	71.260	711.510
Legal framework	200.000	100.000	300.000
Quality assurance	394.000	575.787	969.787
Support to sectors	100.000	-100.000	0
TESTA	1.740.000	2.645.000	4.385.000
Architecture	213.750	-43.750	170.000
Information content interoperability	246.000	-246.000	0
National telematic systems	300.000	189.640	489.640
Intro of E-Mail/Doc. repositories	492.825	861.275	1.354.100
Technical Regulations Information System	541.750	-21.550	520.200
IMP	0	572.246	572.246
ITCG	295.500	49.960	345.460
FOURCOM	689.500	10.650	700.150
CARE	1.182.000	-740.100	441.900
EURES	726.000	-173.000	553.000
TESS	1.970.000	-1.570.000	400.000
FIDES	246.000	-4.000	242.000
REITOX	49.250		49.250
Official Documents of Interinstitutional Communication	1.250.000	124.040	1.374.040
TOTAL	39.244.000		39.234.309

8. ANNEX VIII: MAJOR TEN PROJECTS FINANCED BY THE ERDF IN 1997

1. Natural gas

Member State	Programmed ERDF contribution 1994-99 (MECU)	Committments up to 1997 (MECU)	Committments in 1997 (MECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1997	
<b>SPAIN:</b>				
INTERREG II B	80,0	70,4	51,0	committed in '96
OTHERS			120,9	committed in '96
<b>GREECE:</b>				
INTERREG II B	183,7	183,7	80,5	committed in '96
<b>PORTUGAL:</b>				
INTERREG II BE	140,0	123,0	-	
OTHERS	164,0		22,0	
<b>TOTAL:</b>	<b>567,0</b>	<b>376,7</b>	<b>274,4</b>	

2. Electricity

MS	Programmed ERDF contribution 1994-99 (MECU)	Committments up to 1997 (MECU)	Funds Committed in 1997 (MECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1997	
<b>SPAIN:</b>				
INTERREG II B	12,7	4,7	1,8	committed in '96
Morocco			2,9	committed in '97
<b>GREECE:</b>				
INTERREG II B	20,0	5,8	-	
<b>ITALY:</b>				
INTERREG II B	55,8	16,2	-	
<b>TOTAL:</b>	<b>88,5</b>	<b>26,7</b>	<b>2,9</b>	

### 3. Roads

Roads	Programmed ERDF contribution 1994-99 (MECU)	Committments up to 1997 (MECU)	Committments in 1997 (MECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1997	
<b>GREECE:</b>	907,0	501,0	280,0	committed end '96
PATHE VIA EGNATIA		332,7	141,0	
		168,3	139,0	
<b>IRELAND:</b>	316,7	133,0	52,5	
<b>ITALY:</b>	249,0	-	28,8	committments made in 1996
<b>UK:</b>	40,8		6,4	
<b>FINLAND:</b>	5,8	2,9	2,9	
<b>TOTAL:</b>	<b>1732,3</b>	<b>-</b>	<b>369,9</b>	<b>(1)</b>

### 4. Railways

Railways	Programmed ERDF contribution 1994-99 (MECU)	Committments up to 1997 (MECU)	Funds Committed in 1997 (MECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1997	
<b>GREECE:</b>	215,0	118,2	63,5	committed end '96
<b>PORTUGAL:</b>	213,0 (2)	-	72,6	
<b>FINLAND:</b>	1,6	0,8	0,8	
<b>TOTAL:</b>	<b>1069,4</b>	<b>503,5</b>	<b>136,9</b>	<b>(1)</b>

### 5. Airports

Airports	Programmed ERDF contribution 1994-99 (MECU)	Committments up to 1997 (MECU)	Committments in 1997 (MECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1997	
<b>ITALY:</b>	5,0	-	5,0	commitment in 1997
<b>TOTAL:</b>	<b>54,0</b>	<b>-</b>	<b>5,0</b>	<b>(1)</b>

<sup>1</sup> The total only includes those MS where there are estimated figures for TEN

### 6. Ports

Ports	Programmed ERDF contribution 1994-99 (MECU)	Committ- ments up to 1997 (MECU)	Committ- ments in 1997 (MECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1997	
<b>GREECE:</b>	40,0	20,9	14,9	
<b>TOTAL:</b>	107,0	-	-	(4)

**9. ANNEX IX: MAJOR TEN PROJECTS FINANCED BY THE REGIONAL AND  
COHESION FUND UP TO END 1997**

**A. ESSEN specific projects - Cohesion Fund financing**

PROJECT	Commitments 1993 - 1997						TOTAL commitment to end 1997
	1993	1994	1995	1996	1997	TOTAL 93-97	
	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	
<b>No 3. High speed Train South</b>							
Madrid-Barcelona-Perpignan	8.02	0.00	0.00	0.00	157.6	165.6	299.8
Madrid-Victoria-Dax	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total project No. 3</b>	8.02	0.00	0.00	0.00	157.6	165.6	299.8
<b>No 7 Greek Motorways</b>							
Patras-Athens-Thessaloniki	45.35	13.06	0.00	124.07	59.67	242.15	242.15
Via Egnatia	26.42	9.21	40.74	0.00	65.4	141.77	164.32**
<b>Total project No. 7</b>	71.77	22.27	40.74	124.07	125.07	383.92	406.47
<b>No 8. Multimodal link Portugal - Spain / Europe ***</b>							
Portugese section	23.82	28.80	0.00	0.00	128.83	181.45	565.24
Spanish section	0.00	0.00	0.00	0.00	4.93	4.93	4.93
<b>Total project No 8.</b>	23.82	28.80	0.00	0.00	133.76	186.38	570.17
<b>No 9.</b>							
<b>Cork-Dublin-Belfast-Larne rail link</b>							
Line upgrading	11.87	20.60	21.47	0.00	1.1	55.04	55.04
<b>No 13. Ireland/UK/Benelux</b>							
N1/N7 road corridor in Ireland	8.50	40.19	30.83	30.16	44.24	153.82	236.53
<b>TOTAL SPECIFIC PROJECTS</b>	<b>123.9</b>	<b>111.8</b>	<b>93.04</b>	<b>154.23</b>	<b>461.77</b>	<b>944.76</b>	<b>1568.02</b>

\* Total amount of assistance from Cohesion Fund in Commission decisions approved up to end December 1997 for the period to end 1999.

\*\* It is expected that the Greek Government will apply for a further 100 MECU in assistance for project No. 7 in 1998 and 1999 with the bulk to be committed to the Via Egnatia corridor.

\*\*\* Project No. 8 has changed in scope in 1997 in line with the agreement reached at the Dublin European Council of December 1996. The priority project is now the 'Portugal-Spain-rest of Europe multi-modal corridor'. In the light of the enlargement of the scope of the project, the amount of Cohesion Fund assistance committed in 1997 and later years is considerably larger than in the 1993-1996 period.

**10. ANNEX X : EIB LOANS FOR TEN AND TEN-RELATED PROJECTS IN 1997**  
**TEN-TRANSPORT**

Updated : 31 December 1997

(ECU m)	Loans approved	Finance contracts signed					Total
		93	94	95	96	97	
<b>1. ESSEN PRIORITY PROJECTS AND RELATED PROJECTS</b>	<b>11.157</b>	<b>1.346</b>	<b>1.137</b>	<b>1.603</b>	<b>1.189</b>	<b>1.601</b>	<b>6.876</b>
HIGH SPEED TRAIN/COMBINED TRANSPORT NORTH SOUTH (DE/AT/IT)	384			350			350
HIGH SPEED TRAIN PBKAL (FR/BE/DE/NL/UK)	2.332	370	286	230	119	450	1.455
HIGH SPEED TRAIN SOUTH (ES/FR)							
HIGH SPEED TRAIN EAST (FR/DE/LX)							
BETUWE LINE : COMBINED TRANSPORT (NL/DE)							
HIGH SPEED TRAIN/COMBINED TRANSPORT FRANCE-ITALY (FR/IT)							
GREEK MOTORWAYS (GR)	2.332	171	143	34	159	300	807
PORTUGAL-SPAIN MOTORWAY (PT/ES) - wider project	2.060	805	534	598	66		2.003
RAIL LINK CORK-DUBLIN-BELFAST-[LARNE-STRANRAER] (IE/UK)	44			44			44
MALPENSA AIRPORT (IT)	295		104	20		104	228
FIXED RAIL/ROAD LINK BETWEEN DENMARK AND SWEDEN (DK/SE)	1.841			128	390	283	801
NORDIC TRIANGLE (NO/SE/FI)	1.738		60	149	417	464	1.090
IRELAND - UNITED KINGDOM - BENELUX ROAD LINK (UK/IE)	131		11	50	38		99
WEST COAST MAIN LINE (UK)							
<b>2. OTHER TRANSEUROPEAN NETWORKS PROJECTS</b>	<b>16.866</b>	<b>562</b>	<b>802</b>	<b>2.216</b>	<b>2.315</b>	<b>3.342</b>	<b>9.237</b>
2.1 Road network	6.153	241	436	833	1.409	1.191	4.110
2.2 Rail network	6.211		182	857	674	1.432	3.145
2.3 Inland waterway network and inland ports							
2.4 Seaports	662	59	32	299	32	35	457
2.5 Airports	3.611	224	152	139	190	671	1.376
2.6 Combined transport network	29			5	10	13	28
2.7 Shipping information and management network							
2.8 Air traffic management network	200	38		83			121
2.9 Positioning and navigation network							
<b>TOTAL IN THE EU</b>	<b>28.023</b>	<b>1.908</b>	<b>1.939</b>	<b>3.819</b>	<b>3.504</b>	<b>4.943</b>	<b>16.113</b>
<b>3. PROJECTS IN CENTRAL &amp; EASTERN EUROPE</b>	<b>2.381</b>	<b>469</b>	<b>397</b>	<b>270</b>	<b>553</b>	<b>427</b>	<b>2.116</b>
3.1 Road corridors	1.151	168	153	176	315	262	1.074
3.2 Rail corridors	876	247	138	40	238	75	738
3.3 Ports	89		15	54		20	89
3.4 Airports & ATC	265	54	91			70	215
<b>TOTAL</b>	<b>30.404</b>	<b>2.377</b>	<b>2.336</b>	<b>4.089</b>	<b>4.057</b>	<b>5.370</b>	<b>18.229</b>

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(ECU m)	Loans approved	Finance contracts signed					Total
		93	94	95	96	97	
<b>1. ESSEN PRIORITY PROJECTS &amp; RELATED PROJECTS</b>	<b>2.548</b>	<b>207</b>	<b>315</b>	<b>523</b>	<b>695</b>	<b>300</b>	<b>2.040</b>
1.1 Projects in the European Union	1.261	7	153	333	352		846
ELECTRICAL INTERCONNECTION GREECE - ITALY	100						
ELECTRICAL INTERCONNECTION FRANCE - ITALY							
ELECTRICAL INTERCONNECTION FRANCE - SPAIN							
ELECTRICAL INTERCONNECTION SPAIN - PORTUGAL	57			6	50		56
EAST-WEST ELECTRICAL INTERCONNECTION DENMARK							
NATURAL GAS NETWORK GREECE	526	7			200		207
NATURAL GAS NETWORK PORTUGAL	354		153	102	102		357
GAS INTERCONNECTION PORTUGAL - SPAIN	224			224			224
1.2 Projects with neighbouring countries	1.287	200	161	190	343	300	1.194
GAS PIPELINE ALGERIA - MOROCCO - EUROPEAN UNION	941	200	162	190		300	852
GAS PIPELINE RUSSIA - POLAND - EUROPEAN UNION	346				343		343
<b>2. OTHER TRANSEUROPEAN NETWORKS PROJECTS</b>	<b>3.011</b>	<b>160</b>	<b>401</b>	<b>387</b>	<b>720</b>	<b>554</b>	<b>2.222</b>
2.1 Transeuropean electricity network	1.314	160	142	91	256	298	947
2.2 Transeuropean gas network	1.697		259	296	464	256	1.275
<b>TOTAL IN THE EU</b>	<b>5.559</b>	<b>367</b>	<b>715</b>	<b>910</b>	<b>1.415</b>	<b>854</b>	<b>4.262</b>
<b>3. PROJECTS WITH NEIGHBOURING COUNTRIES</b>	<b>80</b>		<b>80</b>				<b>80</b>
3.1 Transeuropean electricity network	80		80				80
3.2 Transeuropean gas network							
<b>TOTAL</b>	<b>5.639</b>	<b>367</b>	<b>795</b>	<b>910</b>	<b>1.415</b>	<b>854</b>	<b>4.342</b>

(ECU m)	Loans approved	Finance contracts signed					Total
		93	94	95	96	97	
<b>1. PROJECTS IN THE EUROPEAN UNION</b>	<b>8.559</b>	<b>1.005</b>	<b>2.100</b>	<b>839</b>	<b>1.602</b>	<b>1.880</b>	<b>7.426</b>
1.1 Networks & Trunk Echanges	5.466	954	2.006	786	881	486	5.113
1.2 Mobile Telephony	2.522	51	72	53	421	1.394	1.991
1.3 Satellites & Stations	571		22		300		322
<b>2.PROJECTS WITH NEIGHBOURING COUNTRIES</b>	<b>1.562</b>	<b>110</b>	<b>300</b>	<b>130</b>	<b>115</b>	<b>357</b>	<b>1.012</b>
2.1 Networks & Trunk Echanges	1.202	110	300	130	100	312	952
2.2 Mobile Telephony	360				15	45	60
2.3 Satellites & Stations							
<b>TOTAL</b>	<b>10.121</b>	<b>1.115</b>	<b>2.400</b>	<b>969</b>	<b>1.717</b>	<b>2.237</b>	<b>8.438</b>

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11. ANNEX XI: EIF GUARANTEES FOR TEN AND TEN-RELATED PROJECTS IN 1997

**TRANSPORT**

Date	Project	Country	Amount*	% total
17/12/97	Rion-Antirion Bridge	Greece	55	16
Sub-total			55	16

**TELECOMMUNICATIONS**

Date	Project	Country	Amount*	% total
31/07/97	MATAV	non-EU	26.03	
29/08/97	Omnitel (senior)	Italy	51.49	
02/10/97	Digifone	Ireland	25.97	
15/10/97	Omnitel (subordinated)	Italy	51.49	
23/10/97	Bouygues Telecom	France	113.43	
16/12/97	Mobistar	Belgium	8.09	
Sub-total			276.50	82

**ENERGY**

Date	Project	Country	Amount*	% total
05/06/97	Lusitaniagas	Portugal	3.71	1
Sub-total			3.71	1

<b>8 projects</b>	<b>All TEN</b>	<b>335.22</b>
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\* MECU