



COMMISSION OF THE EUROPEAN COMMUNITIES

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**ANNUAL REPORT OF THE COHESION FUND**

**1995**

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**ANNEX 1 -- GREECE -- TRANSPORT**

(presented by the Commission)

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GREECE  
TRANSPORT

**Publication of essential elements of decisions granting financial assistance under  
Regulation 1164/94 establishing a Cohesion Fund.**

1. PROJET NOS: 93.09.65.001  
94.09.65.021, 025, 026

**Air traffic modernization**

**SUMMARY DESCRIPTION**

- a) Procurement and installation of radar terminals at the international airports of Thessaloniki and Rhodes
- b) Procurement and installation of radar terminals at the international airports of Iraklio and Corfu
- c) Procurement and installation of three long range radars (SSR)
- d) Installation of a system for collecting, handling and disseminating aircraft movement information

2. RECIPIENT MEMBER STATE Greece

3. EXECUTING AGENCY

Ministry for Transport, Civil Aviation Department

Vas. Georgiou 1, 16604 Elliniko

4. LOCATION

Attiki, Crete, Rhodes, Thessaloniki, Corfu

5. COST OF INVESTMENT

Total investment: 38 387 550

Basic investment (eligible for calculation of Fund assistance): 32 387 550

6. TIMETABLE: Commencement: 1.7.1994  
Completion: 31.12.1998

7. ASSISTANCE GRANTED 85%

8- SOCIO-ECONOMIC BENEFITS

Project of lasting benefit

9. CAPACITY (where appropriate)

The project is in line with EUROCONTROL specifications

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

No 93.09.65.004

1. **Project title**

" NEW PORT OF IGOUMENITSA"

2. **Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Syntagma squ. Athens

3. **Authority responsible for implementation**

3.1. Name: YPECHODE

3.2. Address: Char. Trikoupo 182, Athens

4. **Location**

4.1. Member State: GREECE

4.2. Region: IPIROS

5. **Description**

The planned construction work at Igoumenitsa is intended to provide a modern port able to cover handling requirements for passengers and vehicles from and to the north-western gateway of the country up to the year 2020. The new port will be used for foreign traffic.

The work consists of :

- a) construction of a quay, length roughly 760 m, for berthing vehicle - carrying vessels

The quay will be constructed to the south of the existing port. There will be a roughly 300 m gap between the new and existing ports. 5 areas -zone for servicing vessels simultaneously will be constructed. Each of the first three areas will serve one vessel. The next two areas will serve 2 to 4 vessels according their size. All areas could serve simultaneously 7 vessels maximum.

The berthing quay will be constructed of cellular caissons. For the foundation of these owing to the softness of the underlying ground layers in the area Ø 600

compressed rubble piles will be laid in various grids and artificial earth drainage inserted in order to accelerate settlement.

South of the new constructions a space has been reserved for the future train ferry installations.

- b) creation of the new landside zone behind the quay. This will have a total area of 20.5 ha, of which 13 ha will comprise the landside port area (supervised enclosed area) and 7.5 ha outside this will be given over to vehicle parking and roadways.

The following infrastructure work will be required :

- drainage system and link-up to existing drainage culverts
  - provision of water, electricity, telephone lines etc to the vessel berths and all landside installations
  - internal roadways; areas serving various purposes in the landside port zone; port entrances
  - electric lighting and fire extinction
- c) construction of the building required for operation of the port, viz. installations for servicing passengers, roofed control areas, offices and small ancillary/storage areas at the main entrances to the port zone.

The main building for servicing passengers will have an area of 4000 m<sup>2</sup> and the roofed control areas at the two port gateways an area of 5000 m<sup>2</sup>

- d) The first stage of the project includes the construction of a quay of 100m in depth of 12m.
- c) The second stage of the project includes all the works described in point a), b) and c) with the exception of the works described in point d).

## 6. Objectives

- The development of maritime and combined transport between Greece and EU via Italy.
- This project is linked with the "Construction of VIA EGNATIA " which will constitute the main east-west axis of the country.

7. Work schedule

Category of work	Commencement	Completion
Design studies	January 1993	October 1995
Land acquisition	January 1993	December 1996
Main works	January 1993	December 1999
Operational phase	partially from December 1998	

8. Economic and social cost-benefit analysis

The IRR is 3.66%. The socio-economic rate of return is 21.5%.

9. Environmental impact analysis

The project will affect environment. The environmental terms fixed with ministerial Decision No 66586/5.11.1993 form part of the objectives of the project.

10. Cost and assistance (in ecus)

Total cost: 52.110.000

Eligible costs (after 1 January 1993) 3.682.000

(after 6 July 1995) 48.428.000

TOTAL 52.110.000

Cost taken into account for the calculation of assistance (after deduction of revenue): 41.688.000

Rate of assistance : 85%

Cohesion Fund assistance : 35.434.800

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

No 93.09.65.009  
94.09.65.009

**1. Project title**

**"CONSTRUCTION OF DOUBLE TRACK RAILWAY LINE AT THE  
SECTION EVAGELISMOS -LEPTOKARYA"**

**2. Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Syntagma squ. Athens

**3. Authority responsible for implementation**

3.1. Name: OSE

3.2. Address: Karolou 1-3, Athens

**4. Location**

4.1. Member State: GREECE

4.2. Region: LARISSA -PIERIA

**5. Description**

- 1. Construction of new double high speed line road on EVAGELISMOS-  
N.PORON section, length roughly 24 km.**

The commencement point is km 375 near the Evangelismos halt on the existing line. The new alignment runs west of the existing line, bridges the new Athens-Thessaloniki national highway (300 m bridge) and the River Pinios (250 m bridge) and follows the north side of the Tempi valley above the existing railway line, which it meets at Rapsani station (km 387).

The schedule for this section, total length 12.1 km, includes besides the earthworks, minor technical features and the two large bridges (national highway and Pinios) the 4 km Tempi tunnel, four small tunnels (cut and cover) total length 1 km, four railway bridges over 20 m long and two flyovers. Restoration work on the local roads is also included.



Design particulars for this section are minimum curvature in a 4000 m radius and 1.4% maximum gradient.

From Rapsani station (km 387) to km 399 the new line is on flat ground and a reduced volume of earthworks is required. Besides these and the minor technical features the schedule includes two railway bridges over 20 m long, four flyovers for local roads and restoration work on these. It should be noted that the railway line infrastructure for the subsection km 387 to km 393 has already been constructed with financing from the 1989/93 CSF. Design particulars for the section km 387 to km 399 are minimum curvature in a 3000 m horizontal radius and 1.4% maximum gradient.

There are also included studies of grade, separated junctions and reinstatement of the road network as well as complementary expropriations.

**2. Construction of new double high speed line on Nea Poron-Leptokaria section, length roughly 11 km.**

Work begins at km 399 of the existing line, where the foregoing doubling work comes to an end.

The new line traverses the densely populated built up areas of Platamonas and Ag. Pantelemonas by a tunnel 4.5 km long (from km 0+900 to km 5+400).

It then follows flat ground to the existing Leptokaria station, where the section ends (at km 11+350). From the tunnel exit almost to the end of the section a parallel road on each side of the line will be constructed (total length 9 km) in restoration of the road system.

The schedule also includes the building of seven flyovers for intersecting roads (with total road construction length 5.5 km) to restore the area's access to the sea, this being a highly popular tourist area.

For the section as a whole seven road bridges and six rail bridges will be constructed, and at its commencement point the new Platamonas station.

There are also included all necessary studies and the completion of expropriations.

**3) The first stage covers all the works approved with Ministerial Decision C(93)3980/2 of 16 December 1993 which were :**

**1. Studies**

**SUBSECTION BETWEEN KM 399 AND KM 410 (PMATAMONAS AREA)**  
Studies of total value 250.000 ECU

**2. Infrastructure**

**SUBSECTIONS FROM KM 375 UP TO KM 381.4**  
Earthworks and structure's construction works of total value 1.650.000 ECU.

**SUSECTION FROM KM 381.4 UP TO KM 387 (TEMPI AREA)**

Earthworks and structural's construction works of total value 7.000.000 ECU.

- 4) The second stage covers all the works described in point a) and b) with the exception of the works described in point c):

**6. Objectives**

- Modernisation of the railway line ATHENS -THESSALONIKI, and reduction of the time travel by 2-3 hours.

**7. Work schedule**

Category of work	Commencement	Completion
Design studies	1993	1996
Land aquisition	1994	1997
Main works	1996	1999
Operational phase	2000	

**8. Economic and social cost-benefit analysis**

The project is feasible. IRR = 7,5%

**9. Environmental impact analysis**

The project does not have any significant impact on environment. The environmental terms established with Ministerial decision No91336/19/11/1993 form part of the objectives of the project.

**10. Cost and assistance (in ecus)**

<u>Total cost:</u>	251.400.000
<u>Eligible costs (after 1.1.1993)</u>	11.400.000
(after 13.7.1994)	<u>240.000.000</u>
<b>TOTAL</b>	<b>251.000.000</b>
<u>Rate of assistance</u> : 85%	
<u>Cohesion Fund assistance</u> :	213.690.000

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

1. PROJECT No: 93/09/65/032  
94/09/65/032

**COMPLETION OF TERMINALS IV AND V IN THE PORT OF IRAKLION**

Summary description and nature of project:

Completion of Terminals IV and V in the Port of Iraklion.  
The following works are planned:

I. Studies

II. Works on the port

- a) superstructure of a 130 m-long quay
- b) new quays around the terminal; 720 m in length and -15 m deep.
- c) backfill of 87 000 m<sup>3</sup> of terminal area
- d) dredging of certain parts of the interior of the port

The abovementioned works represent around 990 000 m<sup>3</sup> of excavation, 589 000 m<sup>3</sup> of backfill of all sorts, 96 000 m<sup>3</sup> of random rubble fill, 780 000 m<sup>3</sup> of reinforced concrete block of all types and other less substantial works.

2. **BENEFICIARY MEMBER STATE:**

Greece

3. **AUTHORITY RESPONSIBLE FOR IMPLEMENTATION**

Ministry of the Environment

4. **LOCATION**

Gree

5. **COST OF THE INVESTMENT:**

Total: 24 138 000

(Eligible) basis for calculation of assistance from the Fund:  
17 341 980

6. **WORKS SCHEDULE**

- **START:** 1 January 1993  
- **FINISH:** 31 January 1998

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

9. SOCIO-ECONOMIC BENEFITS:

Rate of return on completion: 12%  
Current net value: 3 856 million drachma  
Cost/benefit ratio: 1.7

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

No 94/09/65/005

**1. Name of project:**

Completion of Quay No II of the N. Ikonio container terminal.

**2. Authority making the application**

2.1. Name: Piraeus port authority

2.2. Address: 2nd Merarchias 2, Piraeus

**3. Body responsible for implementation**

3.1. Name: Piraeus port authority

3.2. Address: 2nd Merarchias 2, Piraeus

**4. Location**

4.1. Member State: Greece

4.2. Region: Attiki

**5. Description**

Construction of the quays and on-shore facilities with all the infrastructure and equipment needed for the handling of containers.

The project also involves the completion of the electromechanical equipment for the terminal's quay No II.

The following work is involved:

- (a) construction of quays 908 m long and between 14 and 16.5 m deep;
- (b) purchase of four gantry cranes for handling containers and 40 straddle carriers. It will not be possible to remove this equipment from the Ikonio port without prior authorization from the Commission;
- (c) Purchase of 30 tractors and 8 fork-lift trucks. This equipment is not included in the calculation base for assistance from the Cohesion Fund.

6. Objectives

- (a) To increase the container-handling capacity to 1 500 000 containers per year, as against 667 000 per year at present.
- (b) To separate commercial activities from passenger traffic in the Piraeus port complex and transfer of all container handling to N. Ikonio.

7. Work schedule

Category of work	Commencement	Completion
Main work	1 April 1994	31 December 1998
Operational phase	from 1995	until 1999

8. Economic and social cost-benefit analysis

The project is viable. The internal rate of return is particularly high (IRR=28.6), the cost-benefit ratio is 4.5 and the net present value is DRA 7.7 billion.

9. Assessment of environmental impact

There is no appreciable impact on the environment.

10. Cost and assistance (in ECU)

<u>Total cost:</u>	67 115 600
<u>Eligible cost (after 14 June):</u>	67 085 600
Eligible cost after deduction of the cost of the tractors and fork-lift trucks:	62 529 300
Cost taken into account for calculation of the aid (after deduction of revenue):	18 758 790
<u>Rate of assistance:</u>	80%
<u>Cohesion Fund assistance:</u>	15 007 032

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

No 94.09.65.016-b

**1. Project title**

**"VIA EGNATIA, section : LYKOPODI-MAKRYCHORA"**

**2. Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Syntagma squ. Athens

**3. Authority responsible for implementation**

3.1. Name: YPECHODE

3.2. Address: Char. Trikoupi 182, Athens

**4. Location**

4.1. Member State: GREECE

4.2. Region: Thesprotia

**5. Description**

- a) Construction of motorway of total width of 22,0m with two main lane and one auxiliary per direction. Separation of the braches by central median and safety shoulders. Between the large technical works tunnels, viaducts and grade separated junctions are foreseen. It is noted that some of the large scale works such as tunnels will be constructed for one branch of the motorway.

The stage of project includes the following works :

Construction of all earthworks, paving, asphalt works and signining in full cross-section (2 lanes per direction and emergency lanes) on 5,0kms length (from k.P 8+000 to 13+000). In the section from k.p 8+000 to k.P 8+500 a tunnel and only one of the braches will be constructed with the required electrical and mechanical equipment.

The work does not include the viaduct at position k.P. 11+120.

- b) The first stage of project include the works approved under decision No3980/8 of 16 December 1993 which are modified as follows :

Excavations 1.211.000m<sup>3</sup>, embakements 400.000m<sup>3</sup> , expropriations , structures and other technical works.

- c) The second stage of project include the works described in point a) with the exception of the works described in point b).

6. **Objectives**

- Development of regions of IPIROS and MACEDONIA
- Link Greece with E.U. via ITALY.

7. **Work schedule**

Category of work	Commencement	Completion
Design studies	1994	1996
Land aquisition	1995	1996
Main works	1994	1997
Operational phase	1998	

8. **Economic and social cost-benefit analysis**

The project is feasible. B/C =1,55, IRR = 8,8%

9. **Environmental impact analysis**

The environmental terms fixed with Ministerial decision No91337/19/11/1993 form part of the objectives of the project.



10. Cost and assistance (in ecus)

<u>Total cost:</u>	13.933.000
<u>Eligible costs (after 1.1.1993)</u>	6.654.000
(after 13.7.1994)	<u>7.279.000</u>
TOTAL	13.933.000
<u>Rate of assistance : 85%</u>	
<u>Cohesion Fund assistance :</u>	11.843.050

The amount of Cohesion Fund assistance granted is based on the assumption that the project will not generate revenue. Any change in this assumption will be grounded from the Commission to review the amount of assistance.

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

No 94.09.65.016-e

**1. Project title**

"VIA EGNATIA, section : MAKRYCHORA-KRYSTALOPIGI"

**2. Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Pl.Syntagmatos, 101 80 ATHENS

**3. Authority responsible for implementation**

3.1. Name: YPECHODE

3.2. Address: Char. Trikoupi 182, ATHENS

**4. Location**

4.1. Member State: Greece

4.2. Region: Thesprotia

**5. Description**

The project covers all the earthworks and road laying, asphaltting and signing over the full cross section (two traffic lanes in each direction and emergency lanes), overall length of 6.5 km (MR 18 + 500 to 25 + 000). The tunnel at MR 25 + 000 (length 500 m) will be constructed in only one carriageway, with the necessary electromechanical equipment. Not included are the Neokhorio junction with its approaches or the Neokhorio viaduct.

**6. Objectives**

- Development of region of Thesprotia
- Link Greece with EU via Italy

7. Work schedule

Category of work	Commencement	Completion
Design studies	1995	1997
Land acquisition	1995	1996
Main works	1995	1997
Operational phase	1998	

8. Economic and social cost-benefit analysis

The project is feasible. B/C=1,55, IRR=8,8%

9. Environmental impact analysis

The environmental terms fixed with Ministerial Decision No1337/19.11.93 form part of the objectives of the project.

10. Cost and assistance (in ecus)

Total cost: 11.231.000

Eligible costs (after 13/7/1994) 11.231.000

Rate of assistance 85%

Cohesion Fund assistance 9.546.350

The amount of Cohesion Fund assistance granted is based on the assumption that the project will not generate revenue. Any change in this assumption will be grounds for the Commission to review the amount of assistance.

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

No. 94.09.65.016-h

**1. Project title**

"VIA EGNATIA, section : PHSYLORACHI-AG.NIKOLAOS"

**2. Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Syntagma squ. Athens

**3. Authority responsible for implementation**

3.1. Name: YPECHODE

3.2. Address: Char. Trikoupo 182, Athens

**4. Location**

4.1. Member State: GREECE.

4.2. Region: IPIROS

**5. Description**

a) The project covers :

All the work that is required for construction of the this motorway section, length 7.5 km, over the full cross section, i.e., two lanes plus an auxiliary lane in each direction, in line with the specified cross-section type for the Egnatia. The earthworks will be carried out accordingly. All the large and small technical features specified in the plan will be constructed and any others the need for which emerges during the work and the road will be laid, asphalted and drainage installed and the signing work carried out.

b) The first stage covers all the works approved with Decision No1177/1 of 17 May 1994 which are modified as follows :

Excavations 1.800.000m<sup>3</sup> , embakments 1.550.000m<sup>3</sup>, expropriations and other structures.

c) The second stage covers all the works described in point a) with the exception of the works described in point b).

6. **Objectives**

- Development of region of IPIROS
- Link GREECE to EU via ITALY.

7. **Work schedule**

Category of work	Commencement	Completion
Design studies	1995	1997
Land acquisition	1995	1996
Main works	1995	1997
Operational phase	1998	

8. **Economic and social cost-benefit analysis**

The project is feasible. B/C=1,55, IRR=8,8%

9. **Environmental impact analysis**

The environmental terms fixed with Ministerial Decision N°67240/18.2.94 form part of the objectives of the project.

10. **Cost and assistance (in ecus)**

<u>Total cost:</u>	22.288.000
<u>Eligible costs (after 1.1.1993)</u>	5.198.000
(after 13.7.1994)	<u>17.090.000</u>
TOTAL	22.288.000
 <u>Rate of assistance : 85%</u>	
 <u>Cohesion Fund assistance :</u>	18.944.800

The amount of Cohesion Fund assistance granted is based on the assumption that the project will not generate revenue. Any change in this assumption will be grounds for the Commission to review the amount of assistance.

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

No 94.09.65.020-a

**1. Project title**

**"VIA EGNATIA, section : BY-PASS OF KAVALA FROM  
INTERCHANGE OF AGHIOS ANDREAS UP TO KM 4+937"**

**2. Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Syntagma squ. Athens

**3. Authority responsible for implementation**

3.1. Name: YPECHODE

3.2. Address: Char. Trikoupo 182, Athens

**4. Location**

4.1. Member State: GREECE

4.2. Region: Eastern Macedonia -Thrace

**5. Description**

a) Construction of the section from MR 0 + 796.22 (Ag Andreas junction location) to MR 4 + 932.89 (Palios entry), length 4.1 km, motorway cross-section, total roadway width 2 x 9.75 m, and construction of the Ag Andreas flyover junction.

The work comprises:

- 1) earthworks over the entire length;
- 2) construction of ten small technical features (archways, box sections), openings from 1 to 4 m;
- 3) construction of ravine bridge at MR 4 + 073, total length 13.2 m (2 x 25 + 30 + 2 x 25);
- 4) construction of ravine bridge at MR 4 + 888, total length 100.15 m (4 x 25);
- 5) road laying;

- 6) asphaltting and anti-skid coat;
- 7) road signs, lane marking and safety features;
- 8) road lighting on bridges;
- 9) full construction of Ag Andreas junction.

b) The first stage of the project covers all the works approved with Decision C(93)3980/5 of 16 December 1993 which are modified as follows :

Excavations of 1.300.000m<sup>3</sup>, embakments of 660.000m<sup>3</sup>, expropriations, structures, road laying, asphaltting and other expenditures.

c) The second stage of the project covers all the works described in point a) with the exception of the works described in point b).

6. **Objectives**

- Development of the region of Eastern Macedonia and Thrace.
- Link of Greece to the EU via ITALY.

7. **Work schedule**

Category of work	Commencement	Completion
Design studies	1994	1996
Land aquisition	1994	1996
Main works	1994	1996
Operational phase	1997	

8. **Economic and social cost-benefit analysis**

The project is feasible. B/C=2,1, IRR=11,8%

9. **Environmental impact analysis**

The project does not have significant impact on environment.

10. Cost and assistance (in ecus)

<u>Total cost:</u>	10.711.000
<u>Eligible costs (after 1.1.1993)</u>	9.394.000
(after 13.7.1994)	<u>1.317.000</u>
TOTAL	10.711.000
<u>Rate of assistance</u> : 85%	
<u>Cohesion Fund assistance</u>	9.104.350

The amount of Cohesion Fund assistance granted is based on the assumption that the project will not generate revenue. Any change in this assumption will be grounds for the Commission to review the amount of assistance.



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

No 94.09.65.020-c

**1. Project title**

"VIA EGNATIA, section : " VIA EGNATIA, section : BY-PASS OF  
KAVALA from km 9+400 to km13+780"

**2. Authority making the application**

2.1. Name: Ministry of National Economy

2.2. Address: Pl.Syntagmatos, 101 80 ATHENS

**3. Authority responsible for implementation**

3.1. Name: YPECHODE

3.2. Address: Char. Trikoupi 182, ATHENS

**4. Location**

4.1. Member State: Greece

4.2. Region: Eastern Macedonia -Thrace

**5. Description**

Construction of a section length 4,4 km from M.R. 9+400 (Palios exit) to MR  
(13+780 beginning of Ag.Sylla junction), motorway cross-section, total roadway  
width 2X9,75m.

The works comprises :

- 1) earthworks over the entire length
- 2) construction of 13 small technical features
- 3) over -crossing of road P7 in MR 9+806
- 4) under -crossing of road P8 in MR 11+688 width 17,50m
- 5) under-crossing of road P9 in MR 12+014 width 8m
- 6) road laying
- 7) asphaltting and anti-skid coat
- 8) vertical and orizontal road singsns and safety features
- 9) road lighting and link with locality of DEPOS.

6. **Objectives**

- Development of region of Eastern Macedonia and Thrace
- Link Greece with EU via Italy.

7. **Work schedule**

Category of work	Commencement	Completion
Design studies	1993	1997
Land acquisition	1995	1996
Main works	1995	1998
Operational phase	1999	

8. **Economic and social cost-benefit analysis**

The project is feasible. B/C=2,1, IRR=11,8%

9. **Environmental impact analysis**

The project does not have significant impact on the environment

10. **Cost and assistance (in ecus)**

<u>Total cost:</u>	11.013.000
<u>Eligible costs (after 13/7/1994)</u>	11.013.000
<u>Rate of assistance</u> 85%	
<u>Cohesion Fund assistance</u>	9.361.050

The amount of Cohesion Fund assistance granted is based on the assumption that the project will not generate revenue. Any change in this assumption will be grounds for the Commission to review the amount of assistance.

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

1. PROJECT No: 95/09/65/034

Preparation of the second phase of technical studies for the rail link project between the new O.L.P. container terminal at N. Ikonio and the planned Thriassio Pedio rail complex.

Summary description and nature of project:

- Preliminary study and definitive study of the route to be chosen
- Studies of engineering works
- Register
- Geological and geotechnical studies
- Complete environmental impact study following up on the preliminary environmental study which will be carried out in the first stage.

2. BENEFICIARY MEMBER STATE:

Greece

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION

Hellenic Railways (O.S.E.)

4. LOCATION

Greece

5. COST OF THE INVESTMENT

- Total: 1 000 000

- Eligible basis for calculation of assistance from the Fund:  
500 000

6. WORKS SCHEDULE

- START: 1 November 1995
- FINISH: 31 December 1996

7. ASSISTANCE GRANTED: (100%)

8. FINANCING PLAN: (See Annex)

9. SOCIO-ECONOMIC BENEFITS:

The link will provide an efficient service for the Port of Piraeus with the Thriassio rail complex and with the rest of the country's rail network. This link will also make it possible to considerably ease the traffic generated by lorries entering and leaving the Port of Piraeus.