

# COMMISSION OF THE EUROPEAN COMMUNITIES

COM(82) 828 final

Brussels, 10th December 1982

## TRANSPORT INFRASTRUCTURE EXPERIMENTAL PROGRAMME

(Communication from the Commission to the Council)

COM(82) 828 final

## Transport Infrastructure Experimental Programme

### Preliminary remarks

This paper follows up the Council request made during its session of 10 June 1982, which asked the Commission to submit an experimental and balanced programme.

The Commission confirms its position as it defined during this session:

In its opinion, a programme indicating projects likely to receive Community financial support should be drawn up using the methodology for the evaluation of Community interest of projects, following the wishes expressed by the Council. In this respect the Commission recalls that the Council had requested, during its session of 15 December 1981, a report on the experimental application of the Community interest evaluation methodology on a limited number of specific projects. This report was forwarded to the Council December 1982.

The Commission stressed in its statement to the Council on 10 June 1982, referred to above, the need to ensure a link between the two successive requests of the Council and drew its attention to the fact that it was difficult, under these conditions, to keep to the timetable specified by the Council in this latest request.

As this request aims to accelerate the examination of the proposed Regulation concerning financial aid to infrastructure projects of Community interest, the Commission has attempted to reply as quickly as possible; the reply sets out the views on the extent and content of a medium-term transport infrastructure programme and gives an indication of possible action which can be undertaken before the results of an application of the evaluation methodology are available.

AN EXPERIMENTAL PROGRAMME FOR TRANSPORT INFRASTRUCTURE

1. During the Council meeting of 10 June 1982 there was a general exchange of views on the proposal for a Regulation concerning financial support for Community interest transport infrastructure projects\*. In conclusion, the Council asked the Commission to prepare a balanced and experimental programme extending over a 3 to 5 years period comprising precise infrastructure projects. It, furthermore, stated that the Commission should specify the financial modes and consequences of this programme.

PROGRAMME PREPARATION

2. The drawing up of this experimental programme required the reception of information to be gathered from the Member States. The Commission therefore convened the Transport Infrastructure Committee\*\* in order to discuss the terms in which the Member States would draw up the project lists and forward data to enable the Commission to reply to the Council's request. The Commission, taking into account the discussions which took place during the Committee's meeting, requested that the Member States' contributions should answer in particular the following requirements (points 3 to 5) which have been set out in a working paper addressed to the Committee representatives.
3. Consistency with the previous work of the Commission

Recalled

- Report on bottlenecks and possible modes of finance\*\*\* of which the Council took note on 4.12.1980 and which gave an insight into infrastructure inadequacies on a basic network of Community means of communication.

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\* O.J. C 207 of 2.9.1976

\*\* Committee set up by Council Decision of 20.2.1978, O.J. L 54 of 25.2.78

\*\*\* COM(80)323 final of 20.6.1980

- Report on the evaluation of Community interest\* of which the Council took note on 15.12.1981 which replied positively to the question of the possibility of Community interest identification and set out an evaluation methodology.
- Complementary report to the above, requested by the Council in December 1981\*\* which applied as a trial the Community interest evaluation methods to a limited number of specific projects.
- The results of the consultation of 13.3.1981\*\*\* on road projects in the Grand Duchy of Luxembourg which provided information on its appraisal of the Community interest stemming from the improvement of roads between the Grand Duchy and neighbouring Member States.

#### 4. Community interest of projects and their timing

The selected projects should not only have a strong socio-economic justification at the national level but also a potential Community interest.

It is worth noting that because of the illustrative nature of the experimental programme it was not essential to proceed to a selection of projects based on detailed evaluations of Community interest, following the guidelines laid down in the Commission reports to the Council. Such evaluations, which would have taken much longer, will take place in the undertaking of the experimental programme.

The projects should be able to be completed or almost completed during the period 1984-1988.

#### 5. Financial considerations

The Commission believes it is useful to present indicatively an order of magnitude of financial support from Community funds towards projects in a

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\* COM(81)507 final of 16.9.1981.

\*\* Investments of Community interest in transport infrastructure.  
Application of the evaluation method.

\*\*\* Sent to the Member States 25.6.1981, letter SG(81)D/8547 conforming to Article 3 of the Council Decision of 20.2.1978.

programme. Starting with the following hypotheses:

- Community budget appropriations totalling about 300 million ECU for the three coming years;
- Average maximum financial support of 20% of the total cost of supporting Community interest projects;

the financial envelope covering the cost of the programme would be 1500 million ECU.

The projects for which a Community guarantee or loan would offer a more appropriate means of financial support would not, of course, be included.

6. Several Member States' representatives of the Transport Infrastructure Committee deplored the limited time scale set for the work to select projects. Unfortunately, it was not possible to extend the time limits that the Council itself had wished to be very short in order to pursue rapidly the examination of the draft Regulation concerning financial support. The contributions from the Member States reached the Commission between 14 October and 28 November 1982. Certain of them have submitted contributions following direct contact between Committee representatives and the Commission services who have taken the role of secretariat.

#### ANALYSIS OF THE MEMBER STATES' CONTRIBUTIONS

7. The contributions, which included explanatory comments and figures, demonstrate the interest of the Member States in the exercise requested by the Council. The Member States have stressed the experimental and illustrative nature of this exercise. They have underlined that their contributions should not be interpreted as a formal request for Community financial support and that their contributions were likely to be modified or complemented depending on the development of the national situation as well as the outcome of the question of Community financial support. Furthermore, the contributions do not prejudice the position of the Member States on this last point.

8. The Member States have attempted to make their contributions along the guidelines proposed by the Commission. Nevertheless, the specific nature of the infrastructure problems of each Member State, the differences of concept as to the development of the networks, the diversity of the selection procedures of the projects are among the reasons which explain why the contributions are not presented sufficiently homogeneously to lend themselves to a direct translation under the form of a balanced and experimental medium-term programme. In considering the contributions in their totality the following remarks can be made.

REMARKS

9. a) The criterion of Community interest, which has always been taken into account, has been interpreted in two ways both corresponding to the definitions of Community interest presented in the Commission's reports. On the one hand it has enabled projects which are viable at the national level to be selected but which would not otherwise have been carried out or at least not so rapidly without specific Community aid (micro-economic concept). On the other hand, it has served to sift out projects with a strong interest from the point of view of their integration of the Community network and of its harmonious development and, due to this, potential beneficiaries for assistance by the Community (macro-economic concept).
10. b) Incompatibility in certain cases between the respective projects of the Member States  
For example, France put forward a project for a new high speed rail line between Paris and the Belgian border extending across Belgium to Cologne via Brussels, while Belgium for the same axis put forward, for the Belgian section, a project to improve the existing line.
11. c) Lack of coordination or non-guarantee of projects situated on the same international axis  
In certain cases it is doubtful whether, in the absence of a more detailed examination, the improvement of the service level on a section of an

international axis, due to the accelerated completion of a project, is not as profitable as forecast because of bottlenecks developing on other sections of the axis and the lack of synchronised completions of complementary projects.

12. d) Disparity in the respective impact of the financial repercussions of the project lists drawn up by the Member States

Independently of the extent of the needs in each Member State, the differences in the planning process and decision making, the variations in the interpretation of the Council's request and the guidelines sketched by the Commission, the variable rôle of the Community interest criterion (micro-economic or macro-economic definition) have had a differential impact on the selection of projects. Moreover, certain large investment schemes are linked with major economic and political options, in particular with regard to regional development. When these have not yet been defined, the projects linked to these options and of potential Community interest have not been retained in the lists of the Member States. With regard to this particular point, it can be noted that the project for a fixed link across the Channel as well as the French inland waterway schemes have not been included in the lists of the Member States concerned.

One Member State has included projects situated on the territory of a third country, but presenting an undeniable interest for Community traffic.

The contributions of the Member States are presented in summary form in the annexed table and classed according to the categories suggested by the European Parliament.\*

13. Financial consequences

The total cost of the projects in the illustrative lists forwarded by the Member States broken down by mode of transport are approximately as follows:

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\*) Resolution on the Memorandum to the Council on the role of the Community in the development of transport infrastructures. (OJ C 144/77 of 15.6.1981)

|                                 |                   |
|---------------------------------|-------------------|
| Rail                            | 2 500 million ECU |
| Road                            | 5 500 " "         |
| Inland waterways                | 980 " "           |
| Ports, airports,<br>air control | 700 " "           |

It is worthwhile making the following observations:

- A better coordination of the Member States' projects following the remarks made in points 10 (incompatibility) and 11 (complementarity) could have some consequences of a technical nature or on the optimum timing but may not necessarily translate into cost decreases.
- The cost of certain projects has not been calculated.
- Certain project lists are limited, either for reasons stated earlier or, because of time constraints, it was not possible to develop cooperation between national administrations and the Commission services with the possibility of adding certain projects suggested by the latter.

It is evident that the financial envelope (1500 million ECU) indicated by the Commission as a **working** hypothesis does not relate directly to the amounts mentioned above.

#### 14. Conclusions to be drawn from the examination of the contributions

These contributions, even given their purely illustrative character, demonstrate the important role that financial support could play in the development of infrastructure. Taking into account the very large range of projects, Community financial support will clearly find a useful application. This conclusion confirms the results of the Bottlenecks report.

The Commission believes, bearing in mind remarks made earlier, that the experimental programme cannot be simply a summation of the Member States' contributions. These can only constitute a reference base on which to draw up the programme. The Commission does, however, believe that this base will



continue to be useful in future for selecting projects or for the drawing up of pluriannual programmes within the framework of a future financial support instrument for transport infrastructure as well as the existing Community financial instruments. Consequently, it is necessary that this reference base is amended as outlined by the remarks above as well as by amendments and extensions requested by the Member States.

The Commission proposes that this continual updating of the reference base is made with the help of the Transport Infrastructure Committee which is empowered to examine with the Commission any question relating to the development of a transport network of Community interest\*.

#### THE EXPERIMENTAL PROGRAMME

15. Taking into account the context of the Council's request, the experimental programme, with its financial consequences, should shed some light upon the possible scope of application and the implications of a financial aid system of the type being proposed by the Commission.

The projects submitted by the Member States as likely candidates to receive Community aid are, at the first analysis, well justified. However, it did not seem realistic to the Commission to start with these projects and to deduce, on the basis of their cost, a suggested amount of Community financial aid as this amount would not be compatible with the present possibilities of the Community. It seemed preferable to propose an amount within the limits and on the basis of the Member States' contributions an illustration could be given of the projects which might benefit from financial support.

16. Determination of the amount of financial support

The budget appropriations for transport infrastructure from the Community budget will be a function of the respective importance that is attached to

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\* Article 5 - Council Decision of 20.2.78 setting up a consultation procedure and creating a Transport Infrastructure Committee

the development of the various major economic sectors. The Member States' contributions, already analysed, which emphasize the extent of investment needs in order to carry out Community interest projects, provide an index on this. In any case given the new and experimental nature of Community financial intervention in the infrastructure sector it is natural that the action is progressive.

The Commission, in trying to reconcile the conclusions resulting from preceding considerations believes it reasonable to put forward the following amounts\* of financial aid for grants and interest rate rebates during the period 1984 - 1987:

|      |                    |
|------|--------------------|
| 1984 | - 100 million ECU  |
| 1985 | - 500 million ECU. |

With regard to 1983 the Commission recalls the proposals that it made in the draft budget, i.e., the writing in on post 781: financial assistance for infrastructure, an amount of 50 million ECU in commitment appropriations and 30 million ECU in payment appropriations of which 10 million correspond to commitment appropriations for 1982.

With regard to loans a quantified exercise would be too controversial given the lack of information on the value for the various States of this form of financial assistance. The Commission has already indicated the possibilities of using existing instruments granting loans in the bottlenecks report. The following complementary information is provided.

The Commission is entitled by Council Decision of 15 March 1982\*\* to contract in the name of the European Economic Community, loans for an amount of 1 million ECU. The product of these loans will be appropriated, in the form of loans, to the financing of investment projects contributing to a convergence and increasing integration of the economic policies of the Member States. These projects should correspond to the priority objectives of the Community in the sectors of energy, of infrastructure works as well as production sectors, taking into account among others the regional impact of projects and of the need to combat unemployment. A renewed proposal of the NIC along the same lines but for an amount of 3 000 million ECU is under examination by the Council.

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\* Commitment appropriations. A corresponding timetable for payments will be drawn up.

\*\* OJ L 78/19 of 24.3.82

The Commission draws the Member States' attention to the fact that the field of infrastructure defined within the NIC framework extends in particular to investments in the transport sector.

The Commission is also of the opinion, as it has already indicated in the context of the 1983 budget, that guarantees, in certain special cases, could be an efficient means of financial aid. Among the projects which, in its opinion, might be likely to be eligible for a Community guarantee, the project for a fixed Channel link ranks highly.

17. Considerations on the selection of projects

- a) It is not possible to class the projects in terms of their Community interest; this would have facilitated a solution to the problem posed by a limited budget in the face of a high demand for investment.

Even had more detailed evaluation studies been available such a classification would be extremely difficult, indeed questionable from the viewpoint of economic theory given the present state of Community integration.

- b) The need to establish the Community interest of the projects with the double objective of making them higher in national priorities and of assuring a satisfactory level of investment in transport infrastructure is still valid. However, it is evident that a number of projects show even on a first analysis a potentially high Community interest. To the extent that these projects might benefit from a relatively low level of financial assistance such aid could be below the maximum intervention threshold that would be determined by an evaluation study based on the Community methodology.

- c) Projects which could offer this guarantee would meet the following criteria:

- Elimination of bottlenecks (in particular those mentioned in the Commission report of 20 June 1980).
- Compatibility and complementarity criteria which were defined in points 10 and 11.
- High Community interest potential can be **shown by either a heavy traffic and trade volume between Member States or by an important contribution to the implementation of transport policy (in particular the resolution concerning Community rail policy defined by the Council during its session of 15 December 1981\*) or by other Community policy.**

## 18. Conclusions

Bearing in mind the above considerations the Commission believes that the experimental programme should comprise two phases:

### a) First phase of the experimental programme

This would be an introductory period of two years with a restricted level of financial support (150 million ECU). Taking account of the information which the Commission already has and that which it has received from the Member States, the Commission believes that it can prepare without undue risk a balanced consideration of eligible projects for financial assistance. On the basis of the criteria stated above the Commission has selected Community interest projects with a high national priority or, in the case of one project on the territory of a third country, for which it has Community ~~interest~~ evaluation results. The range of the projects is relatively wide and the financial assistance, to be established case by case, would represent a very small percentage of the total cost.

These projects are shown in the following table.

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\* Annex II to PV/CONS 61 TRANS 190 of 21.1.82.

First Phase of the Experimental Programme  
(1983 - 1984)

| Year<br>1983 | L o c a t i o n  | Type of Project   |
|--------------|--|---|
|              | Athens-Volos-Evzoni<br>Greek/Yugoslavian<br>border road axis                               | Improvement of sections of the route between Volos and Evzoni (complementary intervention to that foreseen within the framework of a limited Regulation proposal in the field of transport infrastructure). Expenditure of 10 million ECU from the 1982 budget in part. |
|              | Rosslare-Dublin<br>towards Belfast<br>(Ireland) road axis                                  | Improvement of this route in particular the construction of by-passes.  |
|              | Rotterdam-Cologne-<br>Stuttgart (the<br>Netherlands-RFA)<br>rail axis                      | Various improvement projects of the capacity of certain sections and of the installation of combined transport and transshipment facilities on this axis.   |
|              | NW - SE transit<br>route(Austria)  | Project to be specified through the current negotiations with Austria on transit questions.   |
| 1984         | U.K. - Continent via<br>East Coast ports   | Electrification of Colchester-Harwich rail line. Improvement of the port installations at Felixstowe and Harwich.   |
|              | North - South rail<br>axis (Copenhagen-<br>Frankfurt-Milan)<br>(Denmark-Germany-<br>Italy) | Various projects to improve capacity of some sections and installation of transshipment facilities.   |
|              | Luxembourg-Trêves road<br>axis (Luxembourg-RFA)  | Construction of sections of motorway, in particular missing border links.   |
|              | NW - SE axis   | Projects to be specified (rail, road and ports).  |
|              | Inland waterway link<br>between Belgium and<br>the Netherlands                             | Modernization of the Zuid-Willemsvaart canal.   |

Furthermore it is possible to envisage either in 1983 or in 1984 a cofinancing of the following work:

- Various preparatory technical works for the construction of a fixed Channel link dependent on the decision in principle to construct.
- Feasibility study for a TGV rail link along the Paris-Brussels-Cologne axis.

The Commission proposes that those projects which have not yet been the subject of the consultation procedure laid down by the Council Decision of 20 February 1978 are now forwarded to the Commission in order to undertake a common examination of their usefulness to the Community. Immediately following these consultations and bearing in mind the draft regulation concerning financial aid, the Commission, within the framework of the Transport Infrastructure Committee, will be ready to **examine its proposal for the first phase of the experimental programme.**

b) Second phase of the experimental programme

For the years 1985 to 1987, the Commission does not believe it possible to draw up, even illustratively, a selection from the large range of projects proposed by the Member States. The second phase of the experimental programme should be made up of projects chosen on the basis of results obtained by the evaluation of Community interest using the method already notified to the Council. With these results it will be possible to draw from the reference list, which will be made up of lists of projects forwarded by the Member States (cf. point 12) and their amendments (cf. point 14), a detailed, costed programme.

It is appropriate to stress that the selection of the projects will be made without any discrimination between small and large projects. With regard to this the cost of the projects will not clearly reflect their real importance in terms of improvements in the infrastructure. The Commission is of the **opinion** that modest-sized projects would, in certain cases, contribute substantially to improving infrastructure. In particular projects

which relate to:-

- equipment which will enable rail to realise its full potential for certain types of traffic;
- ports and airports equipment helping to improve the connection between maritime, air and land modes of transport.

These considerations will be taken into account when the programme for 1985 to 1987 is drawn up. Furthermore, it will be appropriate in this second phase to consider problems of communications with new Member States and the outcome of negotiations with third countries. The Commission proposes to the Council that this second phase of the programme is drawn up in the framework of the Transport Infrastructure Committee on the basis of the reference list.

The principal tasks to be undertaken will be the following:

- Updating of the reference list with further projects forwarded by the Member States, coordination of these projects and synchronization of the completion. It will be an ongoing task. Owing to the contributions of the Member States and the studies carried out for the Commission a large amount of information exists and this task can be started.
- Preselection of Community interest projects on a limited number of particularly important Community axes.
- Evaluation of the Community interest projects with a view to the drawing up of a programme for the years 1985 to 1987.

A proposal relating to the second phase of the experimental programme will be put to the Council at the latest 30 March 1984 in order to be operational by the preparation stage of the 1985 budget.

## A. MAIN COMMUNICATION ROUTES WITHIN THE COMMUNITY

## ANNEX

| Mode of Transport | Axis or Location   | Type of Project   | Estimated Cost (mio. ECU)                  |
|-------------------|--|---|--|
| RAIL              | Brussels - Namur<br>Luxembourg<br>French border<br>towards Metz          | - Increases in capacity and speed in particular by<br>= third line on a section<br>= straightening of line, signalization work and intensification of overhead power line<br>( Belgium - Luxembourg)  | 1.500.-<br>} not yet<br>} costed           |
| RAIL              | Paris - Brussels -<br>Aachen<br>Cologne Axis                             | - Construction of a new line enabling the running of TGV (French section)<br>- Brussels - Aachen ; third line, straightening of line, signalization (Belgian section)<br>- Aachen - Cologne (FRG)<br>Rapid removal of bottlenecks<br>Improvement of service level   | 600.-<br>not yet<br>costed<br>42.-         |
| RAIL              | North/South axis<br>Athens - Thessaloniki - Idomeni<br>(Yugoslav border) | Electrification and line improvement work   | 366.-                                      |
| RAIL              | Athens - Korinthos<br>Patras and<br>Korinthos -<br>Argos axes            | Resignaling   | 25.-                                       |
| RAIL              | North/South axis.<br>Helsingør<br>Copenhagen -<br>Milan                  | - Electrification work and increase in the number of line in Denmark<br>- Rapid removal of bottlenecks on the Hamburg - Lübeck (FRG)<br>- Construction of a third line on a section of the Hamburg - Lübeck line (FRG)<br>- Construction of extra capacity on the Milan - Chiasso line (Gothard line) Italy<br>- Installation of automatic signalling on the Domodossola Gallarate section (Simplon line) | 108.-<br>42.-<br>107.-<br>74,3.-<br>43,8.- |
|                   |  |   |  |



A.

- 2 -

ANNEX

| Mode of Transport | Axis or Location  | Type of Project  | Estimated Cost (mio. ECU)                              |
|-------------------|---|--|--|
| RAIL              | Amsterdam -<br>Rotterdam -<br>Cologne -<br>Munich -<br>Verona axis  | <ul style="list-style-type: none"> <li>- Various projects intended to remove bottlenecks on the Amsterdam Rotterdam Breda Eindhoven Venlo line (fourth line - 4 line tunnel) heightening of draw-bridge (the Netherlands)</li> <li>- Construction of extra capacity in tunnel on sections of the Brenner - Bolzano line</li> <li>- Doubling of lines on certain sections of the Verona - Bologna line</li> </ul> | 474.-<br><br>158,9.-                                   |
| RAIL              | Rail junctions on main lines  | - Development of transshipment stations of Cologne, Eifeltor, Kornwestheim, Regensburg Ost   | 114.-  |
| ROAD              | <p>North - South axis<br/>Amsterdam - Liège<br/>Luxembourg -<br/>Saarbrücken<br/>(E 25, E 420 and E 27 roads)</p> <p>East - West axis<br/>Rotterdam -<br/>Eindhoven - FRG<br/>(E 25)</p> <p>Netherlands -<br/>FRG axis (E 30)</p> | <ul style="list-style-type: none"> <li>- Construction of road between Maasbracht and Boxmeer</li> <li>- Development of the Luxembourg - Ettelbrück road</li> <li>- Development of the Luxembourg - German border road</li> <li>- Weert By-Pass</li> <li>- Construction of a section between Enschede and the border</li> </ul>   | 235.-<br><br>130.-<br><br>43.-<br><br>25.-<br><br>29.- |
| ROAD              | <p>North - South axis</p> <p>Copenhague - Hamburg<br/>Hannover - Würzburg<br/>(E 45) Ulm<br/>Memmingen towards<br/>Austria and<br/>Switzerland</p>  | <ul style="list-style-type: none"> <li>- Development of the road in Denmark (construction of motorway sections, bridges, etc.)</li> <li>- Widening of a section of the motorway between Hamburg and Hannover</li> <li>- Development of the lines Memmingen - Lindau and Memmingen towards Innsbruck</li> </ul>   | 223.-<br><br>75.-<br><br>124.-                         |
|                   |   |  |  |

A.

ANNEX

| Mode of Transport | Axis or Location   | Type of Project   | Estimated Cost (mio. ECU) |
|-------------------|--|---|---------------------------|
| ROAD              | Luxembourg - Trèves link   | - Construction of a missing link near the German border   | 38.-                      |
| ROAD              |  | - Construction of motorway section in the Grand Duchy   | 136.-                     |
| ROAD              | East - West axis (E 90 and E 950 roads)  | Development of the links between Igoumenitsa - Volos and Igoumenitsa Thessaloniki                                       | 900 - 1050.-              |
| ROAD              | North - South axis   | Development of the Volos - Athens - Korinthos - Kalamata route  | 1.050.-                   |
| ROAD              | Rosslare - Dublin Belfast axis (E 01 road)   | Construction of various town By-Passes on the road between Rosslare - Dundalk   | 100.-                     |
| ROAD              | Simplon axis (E 62 road)   | Modernization of the section Ornavasso Domodossola to the north of Milan  | 48,3.-                    |
| ROAD              | Belgium / Netherlands/ FRG via Aachen and Cologne  | Widening of a section of motorway between Cologne and Aachen  | 36.-                      |
| ROAD              | Rotterdam - Cologne axis (E 33 road)   | Developments of certain points along the road (ring, bridge ...)  | 23.-                      |
| ROAD              | Ireland Continent axis via Holyhead ports of Harwich, Dover, Folkestone, Southampton (E 22, E 05, E 15, E 28 and E 30 roads) | Construction or development of various sections, By-Pass of built-up area (of which the E 15 / E 30 roads avoid London) | 837.-                     |
| INLAND WATERWAYS  | France - Belgium axis  | Development of the Lys link   | 58.-                      |
|                   | East - West axis   | Development of the canal du Centre (Belgium)  | 154.-                     |
|                   | Belgium  | Development of the Albert canal   | 264.-                     |
|                   | Netherlands axis   | Development of the Belgium section of the Lanaye canal  | 22.-                      |
|                   | "  | Development of the Dutch section of the Zuid-Willemsvaart canal and the Belgian section                                 | 60.-                      |
|                   | "  | Development of the South Beveland canal (the Netherlands)   | 235.-                     |
|                   | "  | Development of the Wessem-Nederweert (the Netherlands)  | 60.-                      |
|                   | Rhine axis   | Deepening of the lower Rhine between Duisburg and the Dutch border  | 28.-                      |

B. TRANSIT ROUTES BETWEEN COMMUNITY MEMBER STATES  
TRAVERSING THIRD COUNTRIES

ANNEX

| Mode of Transport | Axis or Location   | Type of Project   | Estimated Cost (mio. ECU) |
|-------------------|--|---|---------------------------|
| RAIL              | Salzburg - Villach<br>Rosenbach line<br><br>(Yugoslav border)  | Widening of gauge and improvement of the truck (in particular for combined transport)<br>Removal of bottlenecks | 84.-                      |
| ROAD              | North-West/South-East axis<br>Nürnberg - Linz<br>Graz - Zagreb | Construction of a section of the Innkreis motorway (Austria)  | 106.-                     |

C. COMMUNICATION ROUTES WITHIN THE COMMUNITY, IMPORTANT FOR REGIONAL INTEGRATION

ANNEX

| Mode of Transport  | Axis or Location  | Type of Project  | Estimated Cost (mio. ECU) |
|--------------------|---|--|---------------------------|
| RAIL               | Antwerp - Hasselt<br>Maestricht -<br>Monzen - Aachen<br>link  | Development of certain section to have a more direct line for passengers | 23.-                      |
| RAIL               | Antwerp - Athus<br>Longwy link  | Electrification of sections  | not yet costed            |
| RAIL               | Maestricht - Liège<br>Luxembourg  | Electrification of the section Visé<br>Kinkempois Gouvy, Luxembourg      | not yet costed            |
| RAIL               | Various lines in<br>in Greece   | Resignaling  | 61.-                      |
| ROAD               | Kalamata - Patras<br>Igoumenitsa<br>(E 55 road)   | Bridge construction from Rio-Antirio                                     | 300.-                     |
| ROAD               | Grosseto - Fano<br>(E 78 road)  | Construction of a section between<br>Calmazzo and Bivio Bolzaga          | 19,3.-                    |
| ROAD               | E 90 road Brindisi -<br>Mazara del Vallo<br>(Sicily) and E 45<br>road Salerno -<br>Messina - Gela<br>(Sicily) | Modernization of various sections  | 251,8.-                   |
| ROAD               | Netherlands / FRG<br>Links ; through the<br>north (E 22) and<br>links with E 23<br>and E 232                  | Development or construction of sections                                  | 164.-                     |
| ROAD               | Stranraer -<br>Newcastle (E 18)<br>road. In Scotland<br>E 16, E 15, A 36 and<br>A 32 roads                    | Development of various sections  | 138.-                     |
| ROAD               | Netherlands /<br>Belgium Link   | Various developments in border regions<br>Bridge over the Western Escaut | 15.-<br>350 - 550.-       |
| INLAND<br>WATERWAY | Oude Maas   | Construction of a draw-bridge  | 16.-                      |

D. MAIN COMMUNICATION ROUTES OF IMPORTANCE FOR TRAFFIC  
BETWEEN THE COMMUNITY AND THIRD COUNTRIES

ANNEX

| Mode of Transport | Axis or Location  | Type of Project   | Estimated Cost (mio. ECU)                          |
|-------------------|---|---|--|
| RAIL              | Thessaloniki<br>Alexandroupolis<br>Ormenio Axis<br>(towards Turkey) | Development of the line   | 97,—   |
| ROAD              | Thessaloniki<br>Turkey axis   | Development of the road between<br>Thessaloniki and Greek-Turk border   | 120-135,—  |
| RAIL              | Denmark<br>Sweden axis  | Development of the line between<br>Copenhagen and Rodby (electrification<br>and increase in the number of tracks<br>in Denmark) | for memory<br>(already<br>accounted in<br>table A) |
| ROAD              | Denmark<br>Sweden axis  | Development of the E 45 road between<br>Copenhagen and Rodby  | for memory<br>(already<br>accounted in<br>table A) |
|                   |   |   |  |

E. ACCESS ROUTES TO PORTS AND AIRPORTS OF IMPORTANCE FOR TRAFFIC  
BETWEEN MEMBER STATES OR TRAFFIC BETWEEN THE COMMUNITY AND  
THIRD COUNTRIES. INSTALLATIONS IN THESE PORTS OR AIRPORTS.

ANNEX

| Mode of Transport                     | Axis or Location        | Type of Project  | Estimated Cost (mio. ECU) |
|---------------------------------------|-------------------------|--|---------------------------|
| RAIL                                  | Colchester Harwich line | Electrification  | 47,—                      |
|                                       | London Gatwick line     | Improvement of the facilities at London Victoria station   | 42,—                      |
|                                       | Manchester airport line | New electrified line   | 55 - 64                   |
| AIRPORT and air control installations | Greece                  | Development of various airports<br>Modernization of the air control system   | 103,—                     |
| AIRPORT                               | Ireland                 | Development of the airports of Cork, Shannon, Charlestown (construction)   | 25,—                      |
| PORT                                  | Ireland                 | Development of Waterford port  | 3,—                       |
| PORT                                  | United Kingdom          | Various developments, concerning in particular combined transport at the ports of Dover, Harwich, Portsmouth, Felixstowe and Great Yarmouth (cost not known) | 75,—                      |
| AIRPORT and air control installations | United Kingdom          | Various developments at Gatwick, Manchester, Liverpool, Belfast, Edinburg and London airports.   | 383,—                     |

Financial Record

Experimental programme requested by the Council in the framework of the examination of the Regulation proposal of the Council concerning financial aid transport infrastructure projects of community interest.

1. Budget article :

Art. 781 (financial aid of transport infrastructure projects)

2. Amount and forecasted time scale of expenditure

|            | in million ECU |      |      |      |      |
|------------|----------------|------|------|------|------|
|            | 1983           | 1984 | 1985 | 1986 | 1987 |
| Commitment | 50             | 100  | 150  | 150  | 200  |
| Payment    | 30*)           | 80   | 125  | 150  | 75   |

\*) of which 10 corresponds to 10 million ECU engaged from 1982 budget

3. Legal basis :

Regulation proposal of the Council concerning financial aid of transport in infrastructure projects.

4. Type of action :

Action directed at enabling the start of or the acceleration of infrastructure projects of community interest.

5. Type of expenses :

Community financial support in the form of grants and interest rate rebates.

6. Calculation method of the expenditure :

Refer to experimental programme points 5, 16, 18.

7. Forecasted timescale of expenditure :

cf point 2.