



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 15.09.1999
COM(1999) 410 final

REPORT FROM THE COMMISSION

TO THE COUNCIL, THE EUROPEAN PARLIAMENT,
THE ECONOMIC AND SOCIAL COMMITTEE
AND THE COMMITTEE OF THE REGIONS

TRANS-EUROPEAN NETWORKS

1998 ANNUAL REPORT

**Pursuant to Article 16 of Regulation 2236/95
laying down general rules for the granting of
Community financial assistance
in the field of
Trans-European-Networks**

1.	EXECUTIVE SUMMARY: AN OVERVIEW OF TEN IN 1998	5
2.	PROGRESS ACHIEVED ON SPECIFIC PROJECTS	7
2.1	Energy	7
2.2	Telecommunications	8
2.3	Transport	8
3.	TEN-RELATED LEGISLATION AND COMMITTEES.....	11
3.1	Guidelines and related legislation	11
3.1.1	Amendment to the TEN-Energy Guidelines	11
3.1.2	Recommendation on authorisation procedures for TEN-Energy projects.	11
3.1.3	TEN-Telecom Work Programme	11
3.1.4	IDA (Interchange of Data between Administrations)	11
3.1.5	Global navigation satellite systems (GNSS)	12
3.1.6	TEN Transport Implementation Report	12
3.2	TEN Guidelines committees	12
3.2.1	Energy	12
3.2.2	Telecommunications	12
3.2.3	Transport	13
3.3	TEN financial assistance committee	13
4.	FINANCING THE TEN	15
4.1	TEN financial assistance Committee	15
4.1.1	Energy	15
4.1.2	Telecommunications	15
4.1.3	Transport	16
4.2	IDA	18
4.3	ERDF	18
4.4	Cohesion Fund.....	19

4.5	European Investment Bank (EIB) loans.....	21
4.6	European Investment Fund (EIF) guarantees.....	23
4.7	European Coal and Steel Community (ECSC) Loans.....	23
4.8	Member States' financing	23
4.9	Financing infrastructure in third countries	24
4.9.1	ISPA	24
4.9.2	PHARE.....	24
4.9.3	TACIS	25
4.9.4	MEDA	25
5.	FINANCING THE TEN: OTHER ISSUES.....	26
5.1	Progress and implementation of the "Essen" transport projects	26
5.2	Agenda 2000 and the future financial perspectives.....	26
5.3	Promoting Public / private partnerships (PPP).....	27
5.3.1	Follow-up of Kinnock High-Level Group.....	27
5.3.1.1	Public procurement	27
5.4	SEM 2000 and Evaluation.....	28
5.5	Government investment in infrastructure.....	28
6.	EXTERNAL RELATIONS.....	29
6.1	Energy	29
6.2	Telecommunications	29
6.3	Transport	30
7.	OTHER UNION POLICIES WITH A TEN DIMENSION.....	31
7.1	European company statute.....	31
7.2	Environment	31
7.3	Research and Development.....	32

1. LIST OF TABLES IN THE TEXT

UNION FINANCING OF THE TEN	14
TEN – ENERGY : COMMITMENTS	15
TRANSPORT : PROJECT CATEGORIES	17
TRANSPORT : FORMS OF INTERVENTION	17
TRANSPORT : MODES	17
TOTAL ERDF ENERGY SECTOR 1998	18
TOTAL ERDF TRANSPORT SECTOR 1998	18
COHESION FUND TEN FINANCING: TOTAL BY MEMBER STATES	19
COHESION FUND TEN FINANCING: TOTAL BY MODES	20
EIB LENDING FOR TEN	22
EIF LOAN GUARANTEES FOR TEN	23
PHARE INFRASTRUCTURE FINANCING	25

1. EXECUTIVE SUMMARY: AN OVERVIEW OF TEN IN 1998

The Commission is submitting the "Trans-European Networks (TEN) 1998 Annual Report" to the European Parliament, the Council, the Economic and Social Committee and the Committee of Regions pursuant to Article 16 of Regulation n° 2236/95 laying down general rules for the granting of Community financial aid in the field of Trans-European-Networks.

As far as TEN were concerned, 1998 was a year of consolidation. It was also a year in which the Commission published several important reports and proposals assessing the progress made so far and suggesting changes for the future.

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

Most of the individual projects of common interest continued to make satisfactory progress. Some projects were completed and became operational.

- **Guidelines and other legal aspects:**

- (1) In January 1998 the Commission adopted its work programme in the field of TEN telecommunications and launched three calls for proposals in the following months;
- (2) On 21 January the Commission adopted a Communication "Towards a trans-European positioning and navigation network including a European strategy for global navigation satellite systems (GNSS)" which received a favourable response from the Council on 17 March;
- (3) The Commission's guidelines and interoperability proposals for the extension of the Interchange of Data between Administrations (IDA-2) programme reached the "common position" stage in the Council by the end of the year;
- (4) Earlier, on 28 May, the Court of Justice ruled in favour of the Commission and Parliament by annulling the Council's decision setting up the original IDA programme, arguing that the legal basis should have been Article 129 d of the Treaty;
- (5) On 30 September the Commission proposed updating the list of TEN energy projects of common interest;
- (6) On 14 December the Commission adopted a recommendation on improving authorisation procedures in the field of energy TEN;
- (7) Publication by the Commission of a Communication on public procurement in the European Union.

- **Financing**

- (8) On 18 March 1998 the Commission proposed revising the TEN financial regulation; on 21 December the Council adopted its common position;
- (9) On 2 December the Commission adopted a communication on government investment in the framework of economic strategy with important implications for TEN;
- (10) On-going activity (organisation of a number of round tables / workshops on horizontal aspects and specific projects) as follow up work to the High-level group of government and private-sector representatives on public/private partnerships for trans-European transport networks projects.

- **Reports and reviews**

- (11) On 3 June the Commission submitted to the Cardiff European Council a progress report on the 14 transport projects singled out by the Essen European Council as particularly important;
- (12) On 28 October the Commission adopted its first biannual report on the performance of the TEN transport guidelines. The report also identifies a number of key issues which will need to be taken into account in the future revision of the TEN transport guidelines. A similar report on the energy sector is in preparation and will be published in 1999;
- (13) In the course of the year the Commission published two evaluation reports on its work in the telecommunications field. The first one, dating from 2 February, focussed on the preparatory actions undertaken to promote integrated wide-band and the second carried out between June-November 1998 addressed the TEN-ISDN (Integrated services digital networks) action (1993-1997).

- **Enlargement and external relations**

- (14) In the framework of "Agenda 2000", the Commission adopted on 17 March a proposal to set up an instrument for structural policies for pre-accession (ISPA) destined to help finance transport TEN.
- (15) The Transport Infrastructure Needs Assessment (TINA) group presented a first report on the possible future structure of TEN-Transport in Central Europe. It identifies possible investment measures of more than ECU 90 000 million.
- (16) Following the Third Pan-European Transport Conference at Helsinki, June 1997, Memoranda of Understanding were drafted and prepared for signature in the course of the year for most Pan-European transport corridors and areas.

2. PROGRESS ACHIEVED ON SPECIFIC PROJECTS

2.1 Energy

As regards the 10 priority projects identified by the Essen European Council the situation at end 1998 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 also completed on the sections in Northern Portugal and in Galicia. Certain sections of the « Gasoducto Occidental » (pipeline from Extremadura to Asturias) have already been completed, while the remaining parts are either being constructed or are planned, with commissioning of the full project expected in 1999.
 - For the **Greek gas project (e6)**, the main gas pipeline and most of the high pressure branches are operational; the high pressure branch to North-Eastern Greece and the LNG terminal are under construction, with commissioning expected in 1999.
 - For the **Russia-Belarus-Poland-European Union gas project (Jamal-Europe) (h7)**, the interconnecting pipeline between the Eastern part of Germany and the Western part of Poland, as well as pipelines in Germany are operational, while other sections, in Poland and in Belarus are under construction.
- The majority of the electricity priority projects are/have been facing authorisation problems. These problems generally arise from the opposition of the local environmental protection bodies, which is reflected by the local and national administrations.

These problems have been overcome for two among the electricity priority projects but remain to be solved for two other electricity priority projects, the fifth electricity priority project being less advanced. In particular :

- For the **Italy-Greece electricity project (a4)**, all authorisations have been issued in both countries and construction work started in 1998; the commissioning of the project is planned for mid 2001.
- For the **France-Italy electricity project (b6)**, the authorisations for the construction are still awaited.
- For the **France-Spain electricity project (b7)**, alternative routes/solutions have been studied.

- For the **Spain-Portugal electricity projects** (b10), the interconnection through Northern Portugal is operational, while the commissioning of the interconnection through North-Eastern Portugal is planned for 2001.
- For the **project connecting the Eastern and Western electricity networks of Denmark** (c2), the financing of the project is still under investigation, with commissioning estimated for 2003.

As regards the remaining 64 projects of common interest identified in the TEN-Energy Community Guidelines¹, several projects have shown good progress towards completion, although most of these projects are still at the study phases (see Annex I).

2.2 Telecommunications

Most of the 68 Euro-ISDN projects funded in 1995, 1996 and 1997 are progressing satisfactorily and 25 of them have been completed by the end of 1998 (see Annex II). Technical reviews of a number of these projects were organised by the Commission in April and November 1998 with the help of independent experts; they were based on the technical evaluation of the intermediate or final results (deliverables) produced by each project reviewed.

2.3 Transport

Significant progress has been made on all of the 14 "specific" transport projects identified by the Essen European Council : three of the projects are close to completion, all are under construction or at an advanced state of preparation and most are likely to be completed by around 2005 (see Annex III). Special mention should be made of the following positive developments:

- (1) **HST/combined transport North-South**
 - (a) Work is progressing on the Berlin – Halle/Leipzig section as well as on some sub-sections of the Leipzig/Halle - Erfurt - Nürnberg link.
 - (b) The design studies for the Austrian Inn Valley section are progressing according to plan; initial work is expected to start in 1999;
 - (c) Progress has also been made in the decision-making process for the planning of the Brenner base tunnel.
 - (d) Upgrading work of the section between Verona and the Italian/Austrian border is progressing well and is expected to be completed by 2000.

¹ Decision N° 1254/96/EC (OJ L 161/147 of 26/06/1996) and COM(98) 542 of 30/09/1998

- (2) Noticeable progress has been made on all sections of the **PBKAL**:
- (a) Work has been started on the Eastern branch from Brussels towards the German border and is proceeding as planned on the German sections Aachen-Köln and Köln-Frankfurt;
 - (b) On the UK part, final technical studies were completed which have enabled construction work to begin as planned in 1998. London Continental Railways' financing difficulties have been resolved by the inclusion of the private sector rail infrastructure company, Railtrack, in the development consortium;
 - (c) On the Dutch part, the design studies are close to completion, and the first civil works contracts are in tender procedure which will continue in 1999. Construction is intended to start in 2000.
- (3) **HST South**: work has been launched on several sub-sections of the Madrid-Barcelona section: Catalayud - Ricla and Zaragoza - Lleida. For the international section, an intergovernmental conference has been set up.
- (4) **HST East**: The final studies (APD) for the entire project as well as for the construction of the first phase (Vaires / Paris suburb – Vandières / Mosel Valley) have been put out to tender; construction work is expected to start in 2000/2001; the financial plan for the part has been settled.
- (5) Work on the port line section of the **Betuwe Line** in the Netherlands, which was launched in 1996, is progressing as planned. Concerning the A 15 line, construction work was launched in September 1998 on the Sophia tunnel. The possibilities for a public-private partnership solution are currently being explored.
- (6) On the **Lyon-Trieste** project, studies are on-going. Work has started on some major nodes and their access lines.
- (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) **Malpensa** airport (first phase) opened in October 1998.
- (9) The construction of the **Öresund** fixed link is progressing according to plan and will be completed in 2000; the Danish access routes for road and rail have now come into service, with minor finishing work on the railway to be completed in 1999.

- (10) **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 (completion in 1999).
- (11) The study of the Newry-Dundalk corridor (part of the **Ireland-UK-Benelux** road project) has been completed and the two governments are jointly considering the next steps. Studies of the English and Welsh sections, and construction work on a small part of the Scottish section, should lead to improved traffic management on strategic sections of the route.
- (12) 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 Guidelines and related legislation

3.1.1 *Amendment to the TEN-Energy Guidelines*

On 30 September, the Commission adopted a proposal to modify the Guidelines in order to update the present list of projects of common interest ².

3.1.2 *Recommendation on authorisation procedures for TEN-Energy projects.*

On 14 December the Commission adopted a Recommendation to the Member States on authorisation procedures for TEN projects in the energy sector³. In so doing, the Commission proposed a common approach to measures to prevent difficulties and to identify the best practice in terms of authorisation procedures, enabling energy projects of common interest to be carried out within reasonable time scales.

3.1.3 *TEN-Telecom Work Programme*

In January 1998, the Commission adopted the TEN-Telecom work programme which specifies the projects of common interest identified in Annex 1 of the TEN-telecom guidelines⁴. The work programme is a rolling plan for up to 3 years which may be revised in the light of the evolving needs and the rapid development of the information society. It was defined after consultation with industry.

3.1.4 *IDA (Interchange of Data between Administrations)*

On the 28th of May the Court of Justice repealed the Council decision 95/468/EC of 6.11.1995 adopting the former IDA programme, confirming that the correct legal base for the programme should be Art. 129 d in the EC Treaty⁵. Past effects were maintained.

On the 21st of December, the Council adopted a common position on the Commission proposals for a second phase of the IDA programme, which seek to lay down a series of guidelines and establish projects of common interest concerning trans-European networks for the interchange of data between administrations, and to ensure interoperability of and access to these networks.

² COM(1998)542 final of 30.09.1998

³ COM (1998)4063

⁴ Decision 1336/97/EC of 17/7/1997 (OJ L 183/12 of 11/7/1997)

⁵ C-22/96 EP/Council

3.1.5 *Global navigation satellite systems (GNSS)*

On 21 January the Commission adopted a Communication⁶ entitled 'Towards a trans-European positioning and navigation network including a European strategy for global navigation satellite systems (GNSS)'. The Commission intended this communication to launch a debate among the Member States with a view to defining a European strategy ensuring that Europe plays a full part in the development of global navigation satellite systems. The communication spells out the major industrial, strategic, military and political interests at stake in relation to Europe's capacity to control positioning and navigation services for its own territory. The Commission proposed an approach aimed at developing a system at European Union level offering a service which fully meets the needs of civilian users.

After studying the various options, the Commission came out in favour of the European Union developing GNSS in cooperation with its main international partners, subject to certain conditions. The document concluded that if such conditions could not be met, the Commission would urge the European Union to develop its own system.

3.1.6 *TEN Transport Implementation Report*

On 28 October the Commission adopted the first report⁷ on the implementation of the TEN Transport guidelines as required by the guidelines Decision (N°1692/96). The report takes stock of the information available and summarises the main facts and trends in the development of the network in 1996 and 1997. It also sets out some of the key issues that will need to be looked at in the preparation of a White Paper on the revision of the guidelines. This White Paper is due to be published in mid-1999 and will be followed by a revision proposal in the course of 2000.

3.2 **TEN Guidelines committees**

3.2.1 *Energy*

The TEN-Energy Guidelines committee met on 29 June 1998 and on 11 September 1998. The main points on the agenda of these meetings were the draft Commission Recommendation on solutions to problems of authorisation for TEN-Energy projects and a preliminary discussion on the updating of the list of TEN-Energy projects.

3.2.2 *Telecommunications*

The TEN-telecom guidelines committee met in July 1998 and delivered its opinion on the selection of the projects of the third 1998/3 call for support and co-ordination actions, published in March 1998 and closing on 31 December 2000. It covers: (i) observatory services aiming at identifying the relevant application scenarios for the deployment of projects in the areas concerned, (ii)

⁶ COM(1998) 29

⁷ COM (98)614 final

co-ordination and support actions in order to promote co-operation and consensus building across programme projects, and (iii) dissemination of programme results to industry, government and administrations and to the general public. Ten proposals were received and evaluated, covering one or more of the above mentioned tasks, out of which two were selected for Community support up to the amount of ECU 1.133 million.

3.2.3 Transport

The TEN Transport Committee met on 9 February. The main points on the agenda were the work programme for 1998/99 and the preparation of the "implementation report" foreseen by Article 18.3 of the guidelines. The Committee also discussed a number of issues to be considered in the framework of the revision of the guidelines according to Article 21.1.

On 16 July the Committee was consulted on the draft report on the implementation of the guidelines to which it provided its comments and suggestions.

3.3 TEN financial assistance committee

The TEN financial assistance committee met six times in 1998. The work of the committee in its various sectorial forms is described in section 4 below.

TABLE 1: COMMUNITY FINANCING OF THE TEN IN 1990 (THOUSAND ECU)

Sector	Type of assistance	Instrument	1993-1994 ¹⁴	1995 ¹⁴	1996 ¹⁴	1997 ¹⁴	1998 ¹⁴	TOTAL to date
TRANSPORT	Loans	EIB ¹⁵⁻¹⁶	3 847	3 819	3 505	4 943	4 415	20 529
		(of which 14 specific projects)	2 483	1 603	1 189	1 751	1 142	8 168
	Loan guarantees	EIF ¹⁵⁻¹⁶	76	85	303	55	72	591
	Grants	ERDF ¹⁶⁻¹⁷	884	115	2 639	527	219 ¹⁹	4384 ¹⁹
		Cohesion Fund	1 887	1 108	1 222	1 251	1 337	6 805
Grants, interest rate subsidies, loan guarantees and co-financing of studies	TEN budget line B5-700	385	240	280	352	474 ¹⁸	1 731	
	(of which 14 specific projects)	180	181	211	211	305	1 089	
<i>SUB-TOTAL Transport</i>			<i>7 003¹⁹²⁰</i>	<i>5 367¹⁹²⁰</i>	<i>7 646¹⁹²⁰</i>	<i>7 073¹⁹²⁰</i>	<i>6 445¹⁹²⁰</i>	<i>33 449¹⁹²⁰</i>
ENERGY	Loans	EIB ¹⁵⁻¹⁶	1 082	910	1 415	854	393	4 654
	Guarantees	EIF ¹⁵⁻¹⁶	208	12	270	4	5	499
	Grants and co-financing of studies	ERDF ¹⁶⁻¹⁷	676	88	1 265	277	37 ¹⁹	2 343 ¹⁹
		TEN budget line B5-710	0	12	9	24	19	64
<i>SUB-TOTAL Energy</i>			<i>1 758¹⁹²⁰</i>	<i>1 010¹⁹²⁰</i>	<i>2 689¹⁹²⁰</i>	<i>1 155¹⁹²⁰</i>	<i>449¹⁹²⁰</i>	<i>7 061¹⁹²⁰</i>
TELECOMMUNICATIONS	Loans	EIB ¹⁵⁻¹⁶⁻²¹	3 105	839	1 602	1 880	3 434	10 860
	Guarantees	EIF ¹⁵⁻¹⁶⁻²¹	156	19	9	278	235	697
	Grants	ERDF ¹⁶⁻¹⁷⁻²¹	295	0	173	0	0 ¹⁹	468 ¹⁹
	Co-financing of feasibility and validation studies,	TEN budget line B5-720	22	23	16	27	27	115
<i>SUB-TOTAL Telecoms</i>			<i>3 422¹⁹²⁰</i>	<i>862¹⁹²⁰</i>	<i>1 791¹⁹²⁰</i>	<i>1 907¹⁹²⁰</i>	<i>3 461¹⁹²⁰</i>	<i>11 672¹⁹²⁰</i>
TELEMATIC NETWORKS	Grants	TEN budget line B5-721	72	47	44	47	24	234
GRAND TOTAL			14 918¹⁹²⁰	8 985¹⁹²⁰	13 570¹⁹²⁰	12 144¹⁹²⁰	11 826¹⁹²⁰	60 763¹⁹²⁰

14. Money committed
15. Signed contracts
18. Plus ECU 1 million for technical support

16. TEN and TEN-related projects
19. Incomplete figure

17. Usually includes appropriations committed for the period 1996-1999-03-17
20. Excluding EIF loan guarantees
21. Ten-related projects only

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 11 September and approved 14 feasibility and other studies in the field of energy networks for which the Commission proposed grant aid totalling ECU 12.1 million. The related Commission Decision was taken on 9 October 1998.

The Committee held a second meeting on 9 November and approved, for the first time, direct grants totalling ECU 6.5 million for the construction of two network projects :

- The project for a submarine HVDC electricity link between the Netherlands (UCPTE grid) and Norway (NORDEL grid) (project d11);
- The SwePol link project : submarine HVDC electricity link between Sweden (NORDEL grid) and Poland (CENTREL grid) (project d14).

The insuring Commission Decision was taken on 9 December 1998.

Further details on both decisions are to be found in Annex IV.

Table 2: TEN energy – Commitments

	1995		1996		1997		1998	
	MECU	%	MECU	%	MECU	%	MECU	%
ELECTRICITY	6.5	53%	3.7	42%	9.2	38%	10.8	58
GAS	5.7	47%	5.2	58%	15.0	62%	7.8	42
TOTAL	12.2	100%	8.9	100%	24.2	100%	18.6	100

4.1.2 Telecommunications

The TEN financial Committee met in its telecommunications composition on June and July 1998 and adopted a favourable opinion on granting Community financial aid for projects selected under the two open calls for proposals 1998/1 and 1998/2.

These two calls were based for the first time on the new TEN-telecom guidelines, adopted by the Council in 1997 and on the TEN-telecom work programme, adopted by the Commission in January 1998. The calls generated a very large response: in total 150 proposals were received and evaluated. The list of these projects selected is in Annex V.

The first call 1998/1 was published in January 1998 and addressed the development of an interconnected state-of-the-art global telecommunications infrastructure capable of conveying new telecommunication technology applications. The call covered three areas of interventions: (i) development and interoperation of satellite networks, (ii) development and interoperation of mobile networks, and (iii) global network development and interoperation. Nine feasibility studies for projects were selected for Community financial support out of a total of 18 proposals received and evaluated. The Community financial support for these nine projects amounts to ECU 8.344 million.

The second call 1998/2 was published in March 1998. It addressed the promotion of generic services and applications. The proposals covered the following areas (i) generic services primarily establishing the Internet as a platform for electronic commerce by improving its overall quality of services and by offering advanced and secure support services, and (ii) applications in seven selected areas of common interest (education and training, access to Europe's cultural heritage, applications for SMEs, transport and mobility users, environment and emergency management, health, city and regional information networks as a horizontal platform for the provision of the above application areas). In total 132 proposals were received and evaluated, out of which 45 were considered eligible for Community financial aid of ECU 34 million. For budgetary reasons only the 20 best ranked projects were retained for Community financial support of ECU 17.052 million. From the remaining projects a limited number was to be considered for financial support under the 1999 TEN-Telecom budget.

As regards Table 1 above, it should be noted that, in the field of telecommunications, a TEN-related project is any type of telecommunications physical infrastructure for a general public usage; this type of infrastructure is not covered by the TEN guidelines in the field of telecommunications.

4.1.3 Transport

As regards transport, the TEN financial assistance committee held two meetings in 1998 and gave a favourable opinion on 133 projects and studies for which the Commission proposed financial assistance totalling just over ECU 474 million (plus an additional ECU 1 million for technical support, in accordance with the budget commentary). Several of the actions chosen were a continuation of (or complementary to) actions previously supported; Annex VI gives full details.

The Commission received close to 300 requests for financial assistance, a few of them for relatively minor sums. The measure to limit financial assistance for transport projects to a minimum of ECU 500.000 was broadly applied in 1998.

As can be seen from Table 2, the Commission has continued to concentrate the greater part of its available resources (64%) on the 14 specific "Essen" projects (including rail traffic management). The proportion given over to traffic management projects (11%) has relatively decreased as compared to 1997.

Transport: Table 3: Project categories

	Support 98	%	
	(MECU)	'98	'97
14 specific projects confirmed by the Essen European Council (includes 22.8 MECU for rail traffic management)	305	64	60
Traffic management (all modes except rail)	53	11	15
Other important projects of common interest (other than the 14 specific projects)	116	25	25
TOTAL	474	100	100

From the point of view of the forms of intervention, table 4 shows that in 1998 the share of interest rebate subsidies increased (slightly) as compared to 1997 while feasibility studies continued to decline.

Transport: Table 4: Form of Intervention

	Support 98	%	
	(MECU)	'98	'97
Feasibility studies/Technical support measures	223	47	50
Direct grants	188	40	40
Interest rebates	63	13	10
TOTAL	474	100	100

As can be seen from Table 5, by far the greater part of Union spending on transport under Regulation 2236/95 in 1998 continued to go to rail projects (66%), an important increase over last year, with roads (13%) and traffic management (11%) in second and third places.

Table 5: Transport modes

	Support 98	%	
	(MECU)	1998	1997
Rail (including traffic management)	315	66	58
Road	59	13	18
Inland waterways	9	2	1
Sea/Ports	10	2	2
Airports	28	6	6
Traffic management (all modes except rail)	53	11	15
TOTAL	474	100	

4.2 IDA

IDA projects (E-mail and horizontal actions, support for European Agencies and sectorial actions) and EDICOM projects are financed independently of the TEN financial assistance regulation but mention is made of them here for the sake of completeness since they too are TEN. In 1998 the Commission approved financial contributions of ECU 15,1 million for the various actions supported by IDA and ECU 9 million for EDICOM; details are to be found in Annex VII.

4.3 ERDF

The European Regional Development Fund and the Cohesion Fund are by far the main sources of Union grants for TEN projects. The two tables below detail total ERDF funding in the energy and transport sectors in 1998, to the extent that data is available; further details are to be found in Annex VIII. The diminishing volume of ERDF support for TEN projects since 1996 is due to two factors :

- the "programme" rather than "project" nature of ERDF means that most of the money is committed early on; and
- the difficulty of identifying TEN expenditure in global programmes.

Table 6: Total ERDF energy sector 1998

Member States	Programmed ERDF contribution 1994-99 (Million ECU)	Commitments up to 1998 (Million ECU)	Commitments in 1998 (Million ECU)	Ref./Obs.
	period 1994 - 99	period 1994 - 97	1998	
SPAIN:	92,7	75,1	-	Not available for 1998
GREECE:	203,0	189,5	-	Not available for 1998
ITALY:	55,8	16,2	-	Not available for 1998
PORTUGAL:	304,0	160,4	37,4	
TOTAL	655,5	441,2	37,4	

Table 7: Total ERDF transport sector 1998

TOTAL	Programmed ERDF contribution 1994-99 (Million ECU)	Commitments up to 1998 (Million ECU)	Commitments in 1998 (Million ECU)	Ref./Obs.
	period 1994 - 99		1998	
SPAIN	6045,1	3614,0	-	Not available for 1998
GREECE:	1163,2	640,1	-	Not available for 1998
IRELAND:	364,5	366,0	97,6	
ITALY:	1045,0	782,7	121,5	
PORTUGAL:	213,0	611,1	-	
UK:	123,8	-	-	Not available for 1998
FINLAND:	7,4	3,7	-	Not available for 1998
TOTAL TRANSPORT	8916,9	6013,9	219,1	

4.4 Cohesion Fund

The table below shows the annual commitments made by the Cohesion Fund to TENs projects in each of the four beneficiary member states since 1993. The figures indicate commitments for new projects approved in 1998 as well as annual instalments of assistance to projects approved in previous years.

Table 8: Cohesion Fund TEN financing : total by member state

Member States	1993	1994	1995	1996	1997	1998	TOTAL
Spain	606.4	498.9	610.2	678.4	665.7	704.9	3764.5
Portugal	160.8	200.2	240.5	221.5	190.9	206.7	1220.6
Greece	105.1	134.0	159.7	202.4	283.0	306.5	1190.7
Ireland	86.0	96.0	97.2	119.8	111.5	115.6	625.1
TOTAL	958.3	929.1	1107.6	1222.1	1251.1	1333.8	6802.0

Table 9 below shows a breakdown of annual commitments by transport sector. The table shows a predominance of financing for roads in the early years of the Fund reflecting the very large requirement for investment in this sector. However, the share of rail has increased sharply in recent years, due especially to the beginning of construction work on the high-speed rail line between Madrid and Barcelona.

Table 9: Cohesion Fund TEN financing by mode (MECU)

Sector	1993		1994		1995		1996		1997		1998		1993-1998 Total	
	MECU	%	MECU	%	MECU	%	MECU	%	MECU	%	MECU	%	MECU	%
Roads	672.6	70	619.6	66	832.5	75	959.4	79	707.6	57	570.1	43	4361.8	64
Railways	162.2	16	278.5	29	178.4	16	222.0	18	407.7	33	612.6	46	1861.4	27
Ports	16.1	1	31.0	3	67.4	6	23.0	2	21.3	2	10.3	1	169.1	2
Airports	91.7	9	0	0	23.7	2	15.7	1	110.3	9	139.2	10	380.6	6
Vessel Traffic Systems	15.6	1	0	0	5.5	1	2.0	0	4.2	0	4.5	0	31.8	1
TOTAL	958.3	100	929.1	100	1107.6	100	1222.1	100	1251.1	100	1336.7	100	6804.7	100

Annex VIII shows the latest position regarding assistance from the Cohesion Fund for the five priority transport projects in the four cohesion countries, namely the High-Speed Train South (Madrid-Barcelona section), the Greek motorways, Portugal-Spain-rest of Europe multi-modal corridors, the Cork-Dublin-Belfast rail link and the Ireland-UK-Benelux road corridor.

4.5 European Investment Bank (EIB) loans

The development of large infrastructure projects of common interest, of which the Trans-European Network constitutes the main part, remains one of the EIB's priority objectives. In 1998, the EIB's Board of Directors approved loans for a total of ECU 7 918 million in favour of TENs and related projects in the Union. Finance contract signatures reached ECU 8 242 million, representing one third of the Bank's activity in Member States. Since 1993, the Bank has approved loans in favour of TENs for a total of ECU 50 353 million and signed finance contracts for a cumulated lending of ECU 36 043 million. The total investment cost of the corresponding projects is estimated at ECU 163 000 million. In Central and Eastern European Countries, the Bank's signatures for projects on the 11 transport corridors approved by the Pan-European Transport Conferences of Crete and Helsinki amounted to ECU 1 357 million.

EIB has played a role in the financial engineering of TENs projects most notably in those which are based on Public/Private Partnerships. Some of the most significant examples of these, which are also potential models for other projects in the future, are the Tagus Bridge in Portugal, the Channel Tunnel Rail Link project (the British part of the PBKAL), the HST (the Dutch part of the PBKAL) as well as the development of DBFO Road financing structures which have been applied in the UK and Portugal.

The Bank has also developed some innovative financial instruments such as securitisation of receivables to finance rolling stock (the Porterbrook Project) and in the development of refinancing structures to give commercial financiers a defined exit from long-term financings.

EIB is also facilitating the cross-fertilisation of experience in the PPP financing of infrastructure between the public and private sectors in the Member States as well as facilitating the ability of major private-sector companies to invest in a series of PPPs in different countries within the EU. This cross-fertilisation should improve the overall efficiency of capital as well as reduce the cost of capital of those banking and capital markets instruments used to finance them.

In its Communication to the Vienna European Council on government investment, the Commission invited the European Investment Bank to step up its efforts in supporting the implementation of infrastructure projects by creating a special window for risk-sharing activities in line with its support for small and medium-sized enterprises under the Amsterdam Special Action Programme of 1997. The Bank should study and develop such instruments as to allow it to efficiently complement financing available from commercial sources.

Loans approved by the EIB in 1998 for TENs in the **transport sector** reached ECU 3 741 million in the Union, resulting in a total of ECU 31 961 million approved for that sector to date. Finance contract signatures amounted to ECU 4 415 million in 1998 (ECU 4 943 million in 1997) which brings the cumulated lending to ECU 20 529 million.

For the 14 transport projects which were given priority at the Essen European Council, new loans approvals reached ECU 526 million for a cumulated total of ECU 12 038 million. Finance contracts for ECU 1 142 million were signed for these projects in 1998 (ECU 1 751 million in 1997) which brings the total amount of signatures to date to ECU 8 168 million. New loans approved were mainly for the British part of the PBKAL (CTRL) and for the Nordic Triangle.

In the **energy sector**, ECU 361 million of new loans were approved in 1998 for gas and electricity TENs, for a cumulated amount since 1993 of ECU 5 920 millions. With ECU 393 million of signatures in 1998 (Ecu 894 millions in 1997), of which 100 millions for one of the 10 Essen priority projects in the energy sector, their cumulated amount now reaches ECU 4 654 million.

In 1998, the EIB also provided new loans for European Telecommunication networks, but not covered by the TEN Telecommunication guidelines, with ECU 3 816 million of new loan approvals and ECU 3 434 million of signatures (ECU 2 237 million in 1997). Finance contracts signed from 1993 onwards reach a total of ECU 10 860 million.

Table 10: EIB lending for TEN⁸

	1993	1994	1995	1996	1997	1998	TOTAL
1) In the EU	3 280	4 754	5 568	6 522	7 677	8 242	36 043
Transport	1 908	1 939	3 819	3 505	4 943	4 415	20 529
(Essen projects)	1 346	1 137	1 603	1 189	1 751	1 142	8 168
Energy	367	715	910	1 415	854	393	4 654
(Essen projects)	207	315	523	695	300	100	2 140
Telecom⁹	1 005	2 100	839	1 602	1 880	3 434	10 860
2) In CEEC	579	777	400	668	784	1 507	4 715
Transport	469	397	270	553	427	1 357	3 473
Energy	0	80	0	0	0	0	80
Telecom	110	300	130	115	357	150	1 162

⁸ EIB lending refers to finance contracts signed

⁹ These projects for telecommunications physical infrastructure are not covered by the TEN-Telecom guidelines but can be considered as being TEN related

4.6 European Investment Fund (EIF) guarantees

At the end of 1998 the total portfolio of signed operations since EIF's inception stood at ECU 2700 million. Of this, TEN and TEN-related projects accounted for ECU 1786 million, corresponding to 66% of the total (transport 33%, energy 28% and telecommunications 39%).

Overall EIF signatures for 1998 amounted to ECU 556 million of which ECU 470 million were related to guarantees and ECU 86 million related to equity transactions. Of total guarantees signed in 1998, ECU 311 million (66%) were for TEN and TEN-related projects, including ECU 235 million for telecom projects, in the Netherlands and the UK (mobile systems) and in Belgium (fixed network). Additionally, one energy operation of ECU 4.5 million in Portugal and two transport operations totalling ECU 72 million in Greece and in the UK (one operation of ECU 48 million related to a road project and one operation of ECU 24 million related to the finance of rolling stock respectively) were signed.

In its communication to the Vienna European Council on government investment, the Commission invited the EIF to explore the possibility of providing risk capital for TEN and of extending its activities to accession countries, together with a clarification or extension of its eligibility rules.

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

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

Table 11: EIF loan guarantees for TEN and TEN-related projects (signed operations in MECU)

	1994	1995	1996	1997	1998	Total 1994-98
Transport	75.6	85.2	302.6	55.0	72.0	590.4
Energy	207.7	11.9	270.2	3.8	4.5	498.1
Telecoms	156.1	19.4	9.3	277.8	235.0	697.6
TOTAL	439.4	116.5	582.1	336.6	311.5	1786.1

4.7 European Coal and Steel Community (ECSC) Loans

During 1998 no ECSC loans have been signed and/or disbursed for the benefit of TEN projects.

4.8 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 Commission, on the basis of its report mentioned above on the implementation of TEN transport guidelines, reckons that Member states invested more than ECU 20 000 million in the two years 1996-1997. This figure is a simple estimation and does not include traffic management systems or combined transport.

4.9 Financing infrastructure in third countries

4.9.1 ISPA

On 17 March the Commission adopted a proposal for a Council regulation establishing an **instrument for structural policies for pre-accession (ISPA)**¹⁰. Under this proposal, ISPA would provide financial assistance of €500 million per year for transport infrastructure measures which promote sustainable mobility and in particular projects of common interest and those which would enable the beneficiary countries to comply with the objectives of the accession partnerships. That would include interconnection and interoperability of national networks among themselves and with the trans-European networks, together with access to such networks. The proposal provides for ISPA to follow a project-based approach broadly similar to the Cohesion Fund given the similarity of objectives. Aid under the ISPA should be restricted to projects of sufficient scale to have a significant impact.

4.9.2 PHARE

Following the revised PHARE investment strategy for Central Europe the National programmes gave more attention to investments, including the major infrastructure areas of TENs and environment. Amongst a total available budget of over ECU 1 billion in 1998, ECU 158 million was allocated for transport infrastructure for the future TENs. This does not include the additional sums allocated to feeder and small transport routes through such programmes as the Cross-Border Programme. The larger transport allocation in 1997 reflects the exceptional allocation of ECU 117 million for Poland and distorts the general picture.

A Large Scale Infrastructure Facility (LSIF) was created for the years 1998 and 1999, providing funds at a rate of $\leq 25\%$ of total project costs for transport and environment projects with a maximum value of ECU 250 million. This facility includes also a Project Preparation Facility (PPF) devoting ECU 25 million to studies or design work which are required to prepare projects for construction. This facility, in particular, will be used to prepare projects for ISPA financing. Table 12 below analyses these commitments by country and sector.

¹⁰ COM (1998) 138

4.9.3 TACIS

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.

4.9.4 MEDA

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.

Table 12: Phare infrastructure financing 1998

**Infrastructure Investments - Phare DG IA and Albania/Fyrom/Bosnia
(in millions of ECU)**

Country Name	1997		1998	
	Transport	TOTAL	Transport	TOTAL
Albania	7	7	13,5	13,5
Bosnia	5	12	0	0
Bulgaria	0	0	27,6	27,6
Czech	0	0		0
Estonia	0	0	7,5	7,5
Fyrom	4	4	9,6	9,6
Hungary	20	20	0	0
Latvia	15,2	15,2	7,5	7,5
Lithuania	14	14	13	13
Poland	117	117	40	40
Romania	0	0	25	25
Slovakia	0	0	15	15
Slovenia	0	0	0	0
TOTAL	182,2	189,2	158,7	158,7

Commitment also included 7 million ECU for telecommunications in Bosnia in 1997

5. FINANCING THE TEN: OTHER ISSUES

5.1 Progress and implementation of the “Essen” transport projects

In November 1997 the Luxemburg European Council on Employment recommended that, for each of the transport projects to which the Essen European Council had given particular importance, the Member States concerned, in liaison with the Commission, should establish a firm timetable and financing plan to show their political commitment to implement them. Following this, the Commission published a Communication in June 1998¹¹ in which it reports on the progress and implementation of the 14 Essen projects. This report states that each of the projects has its own particular features and that it is difficult to make general statements. Taken overall, however, there has been significant progress: three of the projects are close to completion, all are under construction or at an advanced state of preparation and most are likely to be completed by around 2005. Although most of these projects, due to their intrinsic complexity and constraints on the availability of public finance, have been progressing slower than originally expected, they are now firmly on track.

5.2 Agenda 2000 and the future financial perspectives

In the framework of the legislative proposals on the basis of “Agenda 2000”, which states that the development of internal policies is a first priority and specifies that TEN have a special place as a key theme in this context, the Commission has presented its proposal for a Council Regulation amending Regulation EC° n° 2236/95 laying down general rules for the granting of Community financial aid in the field of trans-European networks. In this proposal, covering the period 2000 – 2006, the Commission proposes four main elements, which are intended to increase the efficiency of Community interventions in the field of TENs and which reiterate the high priority attached to the future TENs policy:

- a total budget of ECU 5 500 million for TENs, of which ECU 4 992 million for the transport sector, ECU 328 million for the telecommunications sector and ECU 180 million for energy;
- the setting up of a multiannual investment programme with multiannual commitments.
- an increase in the ceiling for Community support from 10% to 20% of a project’s cost for projects with a strong trans-European interest;
- the use of the TENs budget to participate in risk capital funds.

¹¹ COM (1998) 356 final

The Council adopted its common position on 21 December. This accepts the principle of indicative multiannual programmes and of limited recourse to venture capital. The Council rejects however the possibility of multiannual budgetary commitments and the proposal to increase from 10 to 20% the maximum contribution to projects from the TEN budget. The common position accepts in addition seven of the amendments proposed by the European Parliament.

5.3 Promoting Public / private partnerships (PPP)

5.3.1 Follow-up of Kinnock High-Level Group

To follow up the final report of the High-level group on public-private partnerships for trans-European transport networks projects, which was adopted in May 1997, and the relevant Commission Communication (COM (97) 453 final of September 1997), the Commission, in cooperation with the Member States, undertook a number of follow-up actions:

- In February 1998, the Commission and the UK presidency jointly hosted a conference on the possible development of PPPs in TENs transport projects.
- The Commission took forward the results of the study it had commissioned on the role of equity in TENs projects.
- The Commission has been actively involved in developing public-private partnerships in a number of major TEN's projects.

5.3.1.1 Public procurement

The High-Level Group recommended in 1997 that the Commission should elaborate specific guidelines, which would provide greater clarity with regard to public procurement procedures to be followed in the award of transport infrastructure contracts.

Private sector concerns and specific points in EU procurement rules were examined in order to promote a regulatory framework where on the one hand, publicity and call for tender, and on the other hand, flexibility and negotiation, would be key issues. The Group conclusions provided a major contribution to the consultation process on the Green Paper on Public Procurement.

Based on the Green Paper and the nearly 300 contributions received from a wide range of suppliers, purchasers and institutions, the Commission published the Communication on Public Procurement on 11 March 1998¹². In the Communication the Commission recognises that the existing legal instruments have to be adapted to the changing economic environment. In order to preserve the stability of the framework, priority will be given to the clarification of the existing rules.

¹² Commission Communication : Public Procurement in the European Union, COM (98) 143, 11 March 1998

5.4 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. The Commission launched in the course of 1998 a mid-term evaluation of its financial support for TEN transport and energy projects.

The Commission also carried out an external evaluation of the TEN-ISDN (Integrated services digital networks) action for the period 1993-1997. The evaluation addresses two main areas: (i) the manner in which the Community support has been carried out, and (ii) the impact of the Community support in achieving the objectives of the TEN-ISDN action.

5.5 Government investment in infrastructure

The Commission on 2 December 1998 adopted a Communication to the Vienna European Council on government investment in the framework of the Community's economic strategy¹³. The Communication focuses on government investment in general but also covers trans-European network investment. The paper notes that whilst the budgetary adjustment pursued by Member States in recent years to prepare for the third stage of EMU has been essential to put the public finances onto a sustainable path and must therefore be fully maintained, government investment has borne a disproportionate share of spending cuts in recent years.

The communication identifies two key elements to step up investment in infrastructure as an essential element of growth and employment: restructuring government expenditure towards investment and using financial instruments at EU level to stimulate infrastructure investment. In this context, the Commission has invited the European Investment Bank to step up its efforts in supporting the implementation of infrastructure projects by creating a special window for risk-sharing activities in line with its support for small and medium-sized enterprises under the Amsterdam Special Action Programme of 1997. The Bank should study and develop such instruments as to allow it to efficiently complement financing available from commercial sources.

¹³ COM(1998)682

6. EXTERNAL RELATIONS

6.1 Energy

The development of energy networks is of importance not only for the Union's energy supply, in particular in the natural gas sector where import depending is high and growing, but also for international co-operation and development generally.

Several projects, which are identified under the TEN-energy Guidelines, involve studies and construction activities in third countries¹⁴. These TEN-Energy projects, as well as other energy network projects of a more regional character, are regularly referred to or/and discussed in the various fora such as the preparation of enlargement (screening meetings, sub-Committee on Energy, Phare programme), the Baltic and Balkan energy task forces (Synergy programme), the Inogate initiative (TACIS programme) and the Meda activities, which the Commission has initiated and is actively supporting.

6.2 Telecommunications

Telecommunications infrastructure and its related new services and applications are key factors of the socio-economic development and the integration of the neighbouring countries with those of the EU. Specifically, they can allow the central and eastern European countries (CEECs) and the countries of the Mediterranean basin to modernise their economies and improve their prosperity.

The Treaty authorises and requires the Community to contribute to the establishment and development of trans-European telecom networks and, in particular, to promote interconnections, interoperability and access to such networks.

In order to secure commercial financing sources for telecom development, a fair and stable regulatory framework for the sector, well organised operating companies and well-prepared investment proposals must be in place. In all cases, the pre-condition for the successful development of the telecommunications sector is the adoption of appropriate liberalisation and regulatory policies by the governments.

The first action to be taken by the EU is therefore to encourage the institutional changes leading to the liberalisation of telecom services and the regulation and monitoring of operations, as well as to assist the regulatory reforms. In addition, there is considerable scope for preparing **the deployment of new telecommunications applications and services with a high social and business value**, based on experience derived from the **TEN-Telecom** action in the

¹⁴ See also Commission communication to Council and European Parliament on the external dimension of TEN in the energy sector : COM(97) 125 of 26 March 1997.

Community as well as from the recent **Eumedis** initiative and Telecom Programme under the MEDA programme.

Moreover, the Commission is considering improving the links between activities supported by the EU instruments which should prepare the ground for EIB and other IFIs loans.

The European Commission has begun co-ordination with the European Bank for Reconstruction and Development through a recent co-operative initiative. The agreement between the two institutions aims at providing financial support to projects in the telecommunications sector in the CEECs and New Independent States (NIS) in specific circumstances. These will concern, in particular, the setting up by these countries of a minimum regulatory framework. In the case of candidates for joining the Union, the regulatory requirement is full compliance with the EU's telecommunications acquis.

6.3 Transport

The TINA (Transport Infrastructure Needs Assessment) Senior Officials Group, set up by the Ministers of Transport and chaired by the Commission, met in June in Vienna and endorsed the first TINA progress report. As the most important result of the work, the first outline of the future TEN transport in Central Europe was presented with a total investment volume – mainly upgrading projects – of more than ECU 90 000 million. A project analysis for setting investment priorities is in progress together with the international financial institutions (IFI) and the Instrument for structural policies for pre-accession (ISPA). Guidelines for socio-economic project analysis were proposed by the TINA secretariat, endorsed by the Group and will be adopted by the IFIs and ISPA in early 1999. The TINA process provides a framework of reference for the transport network in the EU and the candidates countries. Within the Commission, arrangements are being made to use the results of the TINA process in establishing priorities for ISPA financing.

7. OTHER UNION POLICIES WITH A TEN DIMENSION

7.1 European company statute

The existence of a European Company Statute would facilitate the creation of "project authorities" to organise and implement major infrastructure projects, particularly cross-border projects involving construction and operation in more than one Member State. 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 1997, the successive Presidencies of Luxembourg, United Kingdom and Austria made great efforts to reach political agreement in the Council. On 2 December 1998 the Social Affairs Council failed to reach political agreement on the issue of workers' participation in the European Company.

7.2 Environment

The Cardiff summit in June 1998 welcomed the Commission's 'Strategy for integrating Environment into EU Policies' and the Guidelines for Integration proposed therein¹⁵. The European Council invited all relevant formations of the Council to establish their own strategies for giving effect to environmental integration and sustainable development, with the Transport, Energy and Agriculture Councils being invited as priority areas to start this process. It invited the Commission to report to future European Councils on the Community's progress in meeting this Treaty requirement, and also stressed the need for the Community and the Member States to develop strategies to meet their commitments under the Kyoto Protocol.

The Environment Council of June 98 took account of the importance of the energy TEN contributing to reductions of greenhouse gas emissions especially through the provision of less carbon intensive fuels.

In addition the joint Environment / Transport Council of 17 June 1998 adopted a series of conclusions with a view to reducing as much as possible the damaging effects of transport on environment affirming that transport sector development has to be pursued in the framework of sustainable development and taking full account of the polluter pays principle.

Work on developing a methodology and indicators for the strategic environmental assessment (SEA) of TEN networks and corridors continued throughout 1998. Its main results comprise the submission of a methodological handbook for SEA of infrastructure plans, the final version of which is foreseen for early 1999. A final report was presented on the spatial and ecological assessment of the whole TEN, using indicators and GIS methods, which had been conducted by the Commission since 1997 in co-operation with the EEA and in

¹⁵ see : COM(98) 333

consultation with the Member States. In parallel, a series of five pilot assessments of selected TEN transport corridors has been launched, two of which (in Austria and Sweden) are already quite advanced. It is expected that these will be completed in early 1999 and subsequent steps undertaken for appropriate application of the outcome of these practical studies.

7.3 Research and Development

Under the 4th Framework Programme for Research and Development (1994-1998), a number of specific research programmes cover activities, including technology demonstration, which contribute to the development and implementation of TEN policies, namely the Transport Research Programme, the programme on information technologies (ESPRIT), the programme on advanced communications (ACTS) and the telematics applications programme. Several projects funded under the TEN-Telecom at the stage of market validation and the TEN-Transport programmes are based on the results of projects supported in the context of these research and development programmes. Relevant research activities are also undertaken in the context of COST actions (European Co-operation in the field of Scientific and Technical Research) which associate EU Member States with EFTA countries, Central and Eastern European countries and some Mediterranean countries.

LIST OF ANNEXES

1. **ANNEX I** : Community Financial Support for Trans-European Network Projects in the Energy Sector during the period from 1995 to 1998
2. **ANNEX II** : Progress made on 1995-1997 TEN-Telecom Projects
3. **ANNEX III** : Summary of Progress on the 14 "Specific" Transport Projects identified by the Essen European Council
4. **ANNEX IV** : Trans-European Energy Networks : Granting Community Financial Aid to projects of Common Interest in 1998
5. **ANNEX V** : TEN-Telecom Projects of Common Interest selected in 1998 Calls for Proposal
6. **ANNEX VI** : TEN-T Projects/Studies financed in 1998 under Regulation 2236/95
7. **ANNEX VII** : IDA AND EDICOM Projects financed in 1998
8. **ANNEX VIII** : Major TEN Projects financed by the Regional and Cohesion Fund up to end 1998
9. **ANNEX IX** : EIB - TEN-Energy – TEN-Transport – TEN-Telecom
10. **ANNEX X** : EIF Guarantees in favour of TENs signed during 1998

**COMMUNITY FINANCIAL SUPPORT FOR
TRANS-EUROPEAN NETWORK PROJECTS IN THE ENERGY SECTOR
DURING THE PERIOD FROM 1995 TO 1998
(from the TEN-energy budget line)**

PRIORITY		
PROJECT OF COMMON INTEREST		
Registration number	Financial support (in ECU '000)	Subject of the action
A Connection of isolated electricity networks to European interconnected networks		
a07 UNITED KINGDOM: Connection by submarine cable of the Isle of Man.		
E43/96	435	Electricity interconnection (submarine cable) UK-Isle of Man. Economic feasibility and engineering studies (excluding sea bed survey).
E71/97	1015	United Kingdom - Isle of Man electricity interconnector. Feasibility study (Phase 2) including sea-bed survey.
		Total: a07 1450
B Development of interconnections between Member States		
b05 FRANCE - GERMANY: Strengthening of the connections between the two countries.		
E85/98	230	Economic interest of the expansion of the 400kV network in the North East part of France and between France and Germany. Technico economic feasibility study.
		Total: b05 230
b06 FRANCE - ITALY: Connection between the two countries' networks through south-eastern France and north-western Italy.		
E19/95	80	Piosasco-Moncenisio electricity line. Feasibility study.
		Total: b06 80
b07 FRANCE - SPAIN: Land connection between the two countries' networks through south-western France and northern Spain.		
E27/95	140	Pirineo connection substation electricity line. Feasibility study.
E28/95	200	Aragón-Cazaril electricity line. Feasibility study.
E38/96	355	Alternative routes for the France-Spain electricity interconnection through the Central Pyrenees. Economic feasibility, environmental impact and basic engineering studies: Spanish share.
E62/96	150	Alternative routes for the France-Spain electricity interconnection through the Central Pyrenees. Economic feasibility, environmental impact and basic engineering studies: French share.
E68/97	100	Installation of a 225 kV phase displacement transformer at the Pragneres substation.
		Total: b07 945

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU 000)	Subject of the action		
b10a SPAIN - PORTUGAL: New connection between the two countries through the Southern region of Portugal and the South-West of Spain				
E64/97	125	Balboa - Portuguese border 400 kV electricity line. Feasibility, environmental and basic engineering study.		
E65/97	538,5	Sines-Alqueva-Spanish border 400 kV electricity line. Evaluation, environmental, topographic, design and pegging study.		
			Total: b10a	663,5
b11 FINLAND - SWEDEN: Strengthening interconnections north of the Gulf of Bothnia				
E02/95	75	Feasibility study: Increased electricity transmission capacity (Finnish side).		
E05/95	75	Feasibility study: Increased electricity transmission capacity (Swedish side).		
			Total: b11	150
b12 AUSTRIA - ITALY: Strengthening connections between the North of Italy and the Austrian network.				
E11/95	82,5	AUSTRIA - ITALY: Cordignato-Austrian border electricity line. Feasibility study (Italian side)		
			Total: b12	82,5
b13 IRELAND - UNITED KINGDOM (N. IRELAND): Strengthening of connections between Ireland and Northern Ireland.				
E77/97	397,5	Coordinated transmission network development in the North-West of Ireland. Technical, economic, feasibility and environmental impact study.		
			Total: b13	397,5
b15 THE NETHERLANDS- UNITED KINGDOM: Connection by submarine cable between south-eastern England and central Netherlands.				
E44/96	500	Electricity interconnection (submarine cable) UK-Netherlands. Economic feasibility and engineering studies (excluding sea bed survey).		
			Total: b15	500

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU '000)	Subject of the action
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C Development of internal connections necessary to make the best use of interconnections between Member States

c05 ITALY: Strengthening and developing connections on the East-West axis in the North of the country and on the North-South axis.

* 15 sub-projects.

E07/95	137	Vado-Ligure-Morigallo electricity line. Feasibility study.
E14/95	87,5	Santa Barbara-Tavarnuzze electricity line. Feasibility study.
E15/95	100	Pietrafitta-Santa Barbara electricity line. Feasibility study.
E16/95	737,5	Piedilago pumped storage. Feasibility study.
E90/98	296,3	Reinforcement of North - South axis: 380kV overhead line Laino - Rizziconi (210 Km) Environmental study and detailed design.
E93/98	500	Design and construction of prototypes and full scale loading tests on prototypes of a family of single foot steel poles with insulating cross arms for single and double circuit 380 kV lines. Technical study.
E94/98	450	Project to substitute a part of a double circuit 380 kV overhead line with an underground line Technical, economical and environmental evaluation studies.
		Total: c05 2308,3

c05a ITALY: 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.

E57/96 75 Reinforcement of North-South and East-West axis : Pietrafitta - Villavalle and Colunga - Calenzano lines.
Environmental impact studies.

Total: c05a 75

c06 SPAIN: Strengthening and developing connections in the regions in the North of the country and in the regions along the Mediterranean axis.

E23/95	150	Cantabrian Sea : Penagos-Gueñes electricity line. Feasibility study.
E24/95	125	Cantabrian Sea : Gueñes-Itxaso electricity line. Feasibility study.
E25/95	90	Cantabrian Sea : Soto-Penagos electricity line. Feasibility study.
E35/96	220	Electricity interconnections (at 400 KV) Sentmenat - Bescano and Bescano - Line Vic/Baixas (Mediterranean axis). Environmental impact and basic engineering studies for both lines. Economic and technical feasibility study for the second line.
E76/97	55	Additional local route alternatives for the electricity line Soto-Penagos. Technical and environmental study.
		Total: c06 640

PRIORITY**PROJECT OF COMMON INTEREST**

Registration number	Financial support (in ECU '000)	Subject of the action		
c07 PORTUGAL: Strengthening connections necessary for interconnections with Spain in the North and Centre of the country.				
E30/95	317	Reinforcement of the electricity connection. Feasibility study.		
			Total: c07.	317
c09 IRELAND: Strengthening of connections in the North-West of the country.				
E69/97	685	Reinforcements in the North and West of the ESB transmission system and their interaction with ESB-NIE interconnection. Technical feasibility and environmental studies.		
E84/98	550	Reinforcements in the North and West of the ESB transmission system and their interaction with NIE- ESB interconnection. Technical and feasibility study and environmental impact assessment: additional tasks.		
			Total: c09	1235
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				
E36/96	245	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.		
E37/96	350	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.		
			Total: c10	595
D Development of interconnections with third countries in Europe and the Mediterranean region helping to improve the reliability, security and supply of Community electricity networks				
d03 GERMANY- NORWAY: Connection by submarine cable between northern Germany (UCPTE) and southern Norway (NORDEL) .				
E89/98	815	New HVDC links between Central Europe and Scandinavia. Technical study: Part 1: Power system interaction of the HVDC interconnections between Central Europe and Norway. Part 2: Improvements on HVDC return current electrodes. Part 3: Increase of the overload capability of the mass-impregnated HVDC cable of the Baltic Cable link by use and verification of a new test method.		
			Total: d03	815

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU '000)	Subject of the action		
d08 GREECE - BALKAN COUNTRIES: 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 UCPTTE network.				
E59/96	125	Upgrading at 400 KV of the existing 150 KV electricity interconnection GREECE - ex-Yugoslavia Economic and technical feasibility and environmental impact studies		
E60/96	450	New electricity interconnection Greece-Bulgaria. Preparatory, economical and technical feasibility and environmental impact studies.		
E79/98	150	Extension and enhancement of the 400 kV and 150 kV networks enabling bulk power exchanges. Technical feasibility and environmental study		
			Total: d08	725
d10 UNITED KINGDOM - NORWAY: Connection by submarine cable between the North/easter/eastern England and southern Norway (NORDEL).				
E45/96	400	Electricity interconnection (submarine cable) UK-Norway. Economic feasibility and engineering studies (excluding sea bed survey).		
E73/97	1350	United Kingdom - Norway electricity interconnector (submarine cable). Feasibility study (Phase 2) including sea-bed survey		
			Total: d10	1750
d11 THE NETHERLANDS- NORWAY: Connection by submarine cable between the north-eastern Netherlands (UCPTE) and southern Norway (NORDEL).				
E52/96	1500	Electricity interconnection (submarine cable) Netherlands-Norway. Studies for electrode design and evaluation of reliability and availability, including submarine cable tests.		
E88/98	4215	Construction of an operational sub-sea HVDC cable link between the Dutch grid (UCPTE) and the Norwegian grid (NORDEL) Grant to the investment.		
			Total: d11	5715
d13 SPAIN - MOROCCO: Connection by submarine cable between southern Spain and the Moroccan network.				
E03/95	637,5	Feasibility study: New cable route for the electricity interconnection		
			Total: d13	637,5

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU '000.)	Subject of the action		
d14 BALTIC RING: Strengthening and developing connections between these countries' networks by overground and/or submarine cables.				
E06/95	800	SWEDEN - POLAND: Electricity interconnection. Feasibility study.		
E21/95	2500	BALTIC RING: Electricity interconnection. Overall feasibility study.		
E34/95	150	BALTIC RING: Peak power exchange (between Poland and Lithuania). Feasibility study.		
E40/96	225	Increased utilisation of the existing HVDC electricity interconnection (submarine cable) Finland-Sweden. Feasibility and technical studies, including laboratory tests : Finnish share.		
E46/96	325	Increased utilisation of the existing HVDC electricity interconnection (submarine cable) Finland-Sweden. Feasibility and technical studies, including laboratory tests : Swedish share.		
E55/96	240	Increasing electricity transmission capacity between South of Finland and Russia (St Petersburg area). Preparatory, feasibility and technical studies, including the follow-up of environmental aspects.		
E63/96	715	East-West High Power Electricity Transmission System - Baltic route. Study of the technical, economical, financial, legal and environmental aspects.		
E66/97	1085	East-West High Power Electricity Transmission system - Baltic route. Study (Phase 2) including technical, economic, financial, legal and environmental aspects.		
E74/97	340	Alternative layout for the Sweden-Poland Link (HVDC electricity interconnection). Additional feasibility study including sea-bottom survey.		
E87/98	2320	The SwePol link project : construction of a HVDC cable connection between Sweden and Poland with one converter station in each country. Grant to the investment.		
			Total: d14	8700
d15 SWEDEN - NORWAY: Strengthening of the connections between the two countries.				
E91/98	74	Increased export capacity to Norway (to the Hasle substation). Evaluation, Feasibility and Technical specification		
			Total: d15	74
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.				
E39/96	300	Inter area oscillations in the UCPTe/CENTREL electricity power system. Dynamic behaviour analysis and remedial studies.		
E50/96	75	Relocation of the high voltage AC-DC-AC conversion station of Wien Südost. Economic and technical feasibility study.		
E51/96	75	Relocation of the high voltage AC-DC-AC conversion station of Dümrohr. Economic and technical feasibility study.		
E57/97	450	Appropriate sites in third countries of Central Eastern and South-Eastern Europe for the relocation of the HVDC back-to-back stations of Elzenricht and Vienna-South East. Technical and evaluation study of 8 different sites in 7 countries.		
E81/98	1225	DVG stability study for the synchronously interconnected operation of UCPTe/CENTREL, Bulgaria and Romania. Technical study.		
			Total: d16	2125

PRIORITY**PROJECT OF COMMON INTEREST**

Registration number	Financial support (in ECU '000)	Subject of the action
E Introduction of natural gas into new regions		
e06 GREECE: Setting up a gas network in the country, in particular along the Aegean coastline, including an LNG terminal in Attica and storage facilities.		
G05/95	1000	Natural gas underground storage. Feasibility study.
G06/95	770	Extension of main natural gas transmission system. Feasibility study.
G17/96	970	Natural gas network on the Island of Crete, including a LNG terminal. Feasibility, environmental and other studies.
G34/98	980	Simulation Study of the Greek Natural Gas System and Basic Design of Compressor Station
		Total: e06 3720

F Connection of isolated gas networks to European interconnected networks, including the necessary improvement of the existing networks, and connection of separate natural gas networks

f01 IRELAND - UNITED KINGDOM (N. IRELAND): Connection between the gas networks of Ireland and the United Kingdom (Northern Ireland).		
G01/95	150	Natural gas interconnector. Feasibility study.
G33/98	250	Gas 2025 Study (for Ireland). Evaluation of options and recommended strategy for infrastructural upgrade.
		Total: f01 400
f11 AUSTRIA: Connection between gas pipelines linking Austria to, respectively, Germany and Italy.		
G23/97	398,5	The Krift-Pyhrn-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.
		Total: f11 398,5
f12 GREECE - ALBANIA: Connection between the networks of the two countries.		
G22/96	185	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.
		Total: f12 185

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU '000)	Subject of the action
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G Increasing reception (LNG) and storage capacities necessary to satisfy demand, and diversification of supply sources and routes for natural gas

g01 IRELAND: Developing natural gas storage facilities to supply the Irish network

G16/96	318	Natural gas underground storage in « Kinsale Area ». Feasibility and technical studies.
G30/97	4950	The Kinsale Area gas storage project. Feasibility study including seismic evaluation and drilling of a trial well.

Total: g01 5268

g08 SPAIN: Development of underground storage capacity on the country's North-South axis.

G03/95	942	Natural gas underground storage at Nueva Carteya. Feasibility study.
G04/95	1332,5	Natural gas underground storage at Huete. Feasibility study.
G12/96	504	Natural gas underground storage at Valle del Ebro (North-South axis). Preliminary seismic survey.
G13/96	504	Natural gas underground storage at Cuenca de Cantabria (North-South axis). Preliminary seismic survey.
G14/96	971,5	Natural gas underground storage at Brihuega (North-South axis). Drilling of one exploration well.
G15/96	197	Natural gas underground storage at Cerro Gordo (North-South axis). Preliminary seismic survey.
G31/97	2097,5	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.

Total: g08 6548,5

g08a SPAIN: Development of underground storage capacities on the Mediterranean axis.

G11/96	589	Natural gas underground storage at Jumilla and Reus (Mediterranean axis). Preliminary seismic survey.
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Total: g08a 589

g11 BELGIUM: Extending existing underground storage capacity in northern Belgium.

G35/98	3391	Extension of the Loenhout Gasstorage. Technical study (drilling campaign) in order to evaluate results obtained from the preparatory (seismic) study.
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Total: g11 3391

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU 000)	Subject of the action
g12 DENMARK: Extending underground storage capacity by increasing capacity on existing sites or creating a new site close to the frontier with Germany.		
G02/95	1487,5	Toender natural gas storage. Feasibility study.
G18/96	1712	Extension of the natural gas underground storage at Stenlille. Tri-dimensional seismic survey.
G36/98	2546	Storage at Stenlille - drilling and testing of observation/exploration well. Feasibility study.
		Total: g12 5745,5

g13 AUSTRIA: Extension and development of underground storage capacities.

G21/96	325	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.
G29/97	2912	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.
		Total: g13 3237

H Increasing transmission capacity (gas delivery pipelines) necessary to meet demand and diversification of supply sources and routes for natural gas

h03 NORWAY - DENMARK - SWEDEN - FINLAND - RUSSIA - BALTIC STATES: Creation and development of connections between the networks of these countries with a view to setting up an integrated gas network.

G08/96	600	Nordic natural gas grid. Overall feasibility study.
G37/98	608	Gas Transmission Pipeline Nybro - Dragor with a connection to Stenlille gas Storage. Technical and environmental study.
		Total: h03 1208

h06 RUSSIA - UKRAINE - EU: Increasing transport capacity to the European Union from Russian resources via the main existing axis through the Ukraine, Slovakia and the Czech Republic.

G25/97	1500	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.
		Total: h06 1500

PRIORITY

PROJECT OF COMMON INTEREST

Registration number	Financial support (in ECU '000)	Subject of the action
h13 GERMANY - CZECH REPUBLIC - AUSTRIA - ITALY: Construction of a system of connecting pipelines between the German, Czech, Austrian and Italian gas networks.		
G20/96	21	The PENTA Main (North-South) pipeline system. Technical feasibility study of alternative routes, including evaluation of costs and environmental impact.
		Total: h13 21
h14 RUSSIA - UKRAINE - SLOVAKIA - HUNGARY - SLOVENIA - ITALY: Construction of a new gas pipeline, from Russian resources, to Italy.		
G07/96	1450	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.
		Total: h14 1450

ANNEX II

Progress made on 1995-1997 TEN-Telecom Projects

YEAR	PROJECT	COORDINATOR	COUNTRY COORDINATOR	MAXIMUM EU CONTRIBUTION (KECU)	DESCRIPTION	STATUS	
1995	Euro Labels DTMC	France Telecom Expertel	FR	740,1	Euro Label Profile Desk-top Multimedia Conferencing	Closed	
	ISDN migration	OVUM	UK	491,1	Migration Strategies from EURO-ISDN Onwards	Closed	
	Euro-ISDN BB	SSE	UK	208,2	EURO-ISDN Bulletin Board	Closed	
	EGL-EK	France Telecom Expertel	FR	320,5	Development of Euro-Services Euro Green Line - Euro Kiosk	Closed	
	Ph-Net	Comune di Bologna	IT	750	Euro-ISDN for an Integrated Public Health Care Network	Closed	
	Euro-Traficom	ARS	NL	1231,3	Euro-ISDN to Interconnect traffic Information Centers	Open	
	Virtue	Eurospace 2000	BE	678	European Tertiary Education Network (I)	Closed	
	Plato	DT	DE	590	European Tertiary Education Network (II)	Closed	
	Wire	EADTU	NL	630	European Tertiary Education Network (III)	Closed	
	Teleworking platform	Teles	DE	157,5	Euro-ISDN as a platform for Teleworking (I)	Closed	
	Telest	Work Research Center	IRL	1029	Euro-ISDN as a platform for Teleworking (II)	Closed	
	IEMP	OMP	FR	264,9	Electronic Trading for SME's using EURO-ISDN (I)	Open	
	Protonet	INTRASOFT	GR	894,2	Electronic Trading for SME's using EURO-ISDN (II)	Closed	
	Sportnet	INTERSPORT	SE	764,4	Electronic Trading for SME's using EURO-ISDN (III)	Closed	
	Telebusiness	PRODUTEC	DE	485,5	Electronic Trading for SME's using EURO-ISDN	Closed	
	Seneca	SEMA GROUP	ES	397,5	Trans-regional learning using EURO-ISDN (I)	Closed	
	Target	North West Institute	UK	488,4	Trans-regional learning using EURO-ISDN (II)	Closed	
1996	Infirms	IDATE	FR	1125,6	Euro ISDN Awareness for SMEs	Open	
	Infocities	DEN HAAG	NL	5000	City Information	Open	
	TEN-Trend	EMPIRICA	DE	2948	Telework Remote Enterprise Network Development	Open	
	Paideia	Telecom Finland	FI	495	PAIDEIA TEN-Telecom	Open	
	Mosaic	Banca di Roma	IT	844	Cultural Heritage; virtual Museums	Open	
	Tagis	Global One	BE	1700	Trans-European access to Generic ISDN - Based services	Open	
	Medsalus	Telefónica de España	ES	513	Mediterranean Health Care Network	Closed	
	NoProblems	INFONOVA	AT	1506,7	Non proprietary Reliable E-mail system	Open	
	DCC	CSC Ploenske AG	DE	1680	Common Digital Platform for Cultural Content	Open	
	GTS	Eur. Dynamics	GR	440	Global Telecommunication Services	Closed	
	DYP	ETC	FI	1257,6	Dynamic Yellow pages	Open	
	1997	TEN-Telemed	MEDES	FR	1400	Trans-European Networks for Tele-medicine	Open
		Tele-Remedy	OTE SA	GR	1600	Remote Diagnosis Management and Education in Congenital Heart Disease: A cost effective Telemedicine Solution based on EURO-ISDN Technology	Open
		Melic	IMAS/IMIM	ES	1814	Multimedia Health Information for Citizens	Open
Telepolis		LCL Belgium NV	BE	1009	Local Income for content providers through billing and clearing	Open	
TEN-ICO-SAT-NET		ICO	UK	512	Trans-European Networks via ICO Satellite Network	Open	
Euro-Joint		TWI	UK	1167,2	Trans-European Telematics advisory Network in joining Technologies for SMEs in the Automotive sector	Open	
	Nabucco	GEIE Euro development	BE	800		Open	

	Logicip	CDAF	FR	290,3	Logiciel Interactif pour la cooperation Inter-entreprises et le partenariat	Open
	HMS	SWEDEPOST	SE	123,9	Hybrid Mail Service	Closed
	IBUT	TUD	DE	150	ISDN BOT USER TRIAL	Open
	Nitoura	SIVU	FR	150	New Information Technologies to open up rural areas	Open
	Agr.El.Ma	NEW LINE	IT	148,9	On line Transaction Databank of Agricultural, food and breeding products	Closed
1997	TELETOURISM/SMEs:					
	Austria - Corinthe			130		Open
	Denmark - Bornholm			30		Open
	Finland - N. Karelie			120		Open
	France - Corsica			200		Open
	Germany 1 - Saxony			230		Open
	Germany 2 -Brandenburg			190		Open
	Germany 3 -Meckleburg-Vorpommen			230		Open
	Greece - Crete			300		Open
	Italy 1 - Tuscany			170		Open
	Italy 2 - Veneto			200		Open
	Portugal			170		Open
	Spain 1 - Castilla y León			135		Open
	Spain 2 - Galicia			200		Open
	UK - North England			200		Open
	Ireland-UK			360		Open
	MULTIMEDIA:					
	EUN-Multimedia	Committee of European Schoolnet	SE	1168		Open
	Post-Doc	University of Maastricht	NL	682		Open
	ASTEP	Heriot Watt University	UK	705		Open
	EASI-ISAE	University of Durby	UK	400,7		Open
	Etude	European Trade Union College	BE	438,4		Open
	EXE	Commune de Bologna	IT	1219,4		Open
	In-Tele	Frederick Schiller Universität	DE	624		Open
	Lilienthal	Lufthansa	DE	1004,7		Open
	Mentor	University Hall	UK	861		Open
	NETLogo	Dukas School	UK	305,9		Open
	Schema	University of Stirling	UK	688		Open
	Valaspi	ARCHI-MED	FR	162		Open
	VES	Bundesgremium des Handels mit Büchern	AT	762,5		Open

54

Annex III : summary of progress on the 14 "Specific" transport projects identified by the Essen European Council

PROJECT	LENGTH (km)	COST (MECU)	AUTHORISATIONS/ TECHNICAL SITUATION	FINANCING	STAGE	COMMENTS
1) High Speed train/combined transport North-South	958	15102	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	Largely secured; some difficulties remain. PPP decided by government for NL section	Construction work well under way on Belgian and German sections; started on UK section; expected to start on Dutch section in 2000.	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-Lleida.	International section at study stage through an Intergovernmental Conference and 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 st phase between Vaires-Vandières for F part.	Largely secured	Final technical studies launched on French part, works should start in 2000 on te 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.	Possibilities for PPP being explored	Works under way on Port-line (Botlek tunnel) and just started on A-15 line	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-Montmélian section; administrative Authorisation procedures launched for Torino-Venezia	Partly secured; some difficulties remain	Works started in some key nodes and their access lines in Italy, technical studies on-going on international section	Three year study programme for international section, announced by Franco-Italian summit in 1997, underway
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		6212	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) Conventional rail link Cork-Dublin-Belfast-Larne-Stranraer	502	357	All completed	No difficulties	Cork-Dublin-Belfast section completed; remainder to be completed by 2000	Largely completed thanks to ERDF and Cohesion Fund support
10) Malpensa Airport		1 047	On track	Financing in place	Construction work well under way, to be completed by 2000	First phase opened in 1998
11) Öresund Fixed road/rail Link	52.5	4158	On track	Financing in place	Construction work on most of project	On time, completion by 2000
12) Nordic Triangle Multimodal corridor	1 800	10 070	Building permissions progressively awarded for sections; 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) Ireland-UK-Benelux road link	1530	3 629	Studies on various sections under way	Uncertainties remain	Two governments (IR, UK) jointly considering next steps	Studies and some works will lead to improved traffic management on strategic sections of the route
14) West Coast Main Line	850	3000	Studies under way	Financing secured, PPP	Construction work started to modernise line	Partnership between private infrastructure and service companies, with public subsidy

94

TRANS-EUROPEAN ENERGY NETWORKS:

GRANTING COMMUNITY FINANCIAL AID TO PROJECTS OF COMMON INTEREST IN 1998

A. Co-financing of studies in 1998

Registration number of the application	IDENTIFICATION OF THE PROJECT* - MEMBER STATE - COMPANY 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)
E79/98	d08 GREECE PPC Extension and enhancement of the 400 kV and 150 kV electricity networks enabling bulk power exchanges. Technical feasibility and environmental study	300	50	150
E81/98	d16 GERMANY DVG Stability of the synchronously interconnected operation of the electricity networks of UCPTE/CENTREL, Bulgaria and Romania. Technical study.	2450	50	1225
E84/98	c09 IRELAND Electricity Supply Board (ESB) Reinforcements in the North and the West of the ESB transmission system and their interaction with NIE - ESB interconnection. Technical and feasibility study and environmental impact assessment: additional tasks.	1100	50	550
E85/98	b04 FRANCE EdF Expansion of the 400 kV electricity network in the North-East part of France and between France and Germany and, France and Belgium. Technical and economic feasibility study.	500	50	250

E89/98	d03	GERMANY	PreussenElektra	1630	50	815
<p>New HVDC electricity links between Central Europe and Scandinavia. Technical study: Part 1: Power system interaction of the HVDC interconnections between Central Europe and Norway. Part 2: Improvements on HVDC return current electrodes. Part 3: Increase of the overload capability of the mass-impregnated HVDC cable of the Baltic Cable link by use and verification of a new test method.</p>						
E90/98	c05	ITALY	ENEL	593	50	296
<p>Reinforcement of North - South axis: the 380 kV overhead electricity line Laino - Rizziconi (210 Km). Environmental study and detailed design.</p>						
E91/98	d15	SWEDEN	SVENSKA KRAFTNÄT	148	50	74
<p>Increasing the capacity of the Borgvik-Hasle electricity interconnection line between Sweden (South-West) and Norway (region of Oslo). Evaluation, feasibility and technical support studies.</p>						
E93/98	c05	ITALY	ENEL	1000	50	500
<p>Design and construction of prototypes and full scale loading tests on prototypes of a family of single foot steel poles with insulating cross arms for single and double circuit 380 kV lines. Technical study.</p>						
E94/98	c05	ITALY	ENEL	900	50	450
<p>Project to substitute a part of a double circuit 380 kV overhead line with an underground line. Technical, economical and environmental evaluation studies.</p>						
G33/98	f01	IRELAND	BGE	500	50	250
<p>Gas 2025 Study. Evaluation of options and recommendation of a strategy for natural gas infrastructural upgrade.</p>						
G34/98	e06	GREECE	DEPA	1960	50	980
<p>Simulation of the Greek Natural Gas System and Basic design of Compressor Station. Technical study.</p>						

G35/98	g11	BELGIUM	DISTRIGAZ	6782	50	3391
Extension of the Loenhout natural gas storage. Technical study, including drilling campaign, in order to evaluate results obtained from the preparatory (seismic) study.						
G36/98	g12	DENMARK	DANSK NATURGAS	5092	50	2546
Storage at Stenlille. Feasibility study including drilling and testing of observation/exploration well.						
G37/98	h03	DENMARK	DANSK NATURGAS	1216	50	608
Gas Transmission Pipeline Nybro - Dragor with a connection to Stenlille gas Storage. Technical and environmental study.						
TOTAL				24171		12085

B. Grant to the investment in 1998

Registration number of the application	IDENTIFICATION OF THE PROJECT* - MEMBER STATE - COMPANY			Maximum amount of the Community financial support (in ECU '000)
	Main scope of the project			
E87/98	d14	SWEDEN	SwePol LINK AB	2320
The SwePol link project: submarine HVDC (high voltage direct current) electricity link between Sweden (NORDEL grid) and Poland (CENTREL grid)				
E88/98	d11	THE NETHERLANDS	SeP	4215
Project for a submarine HVDC (High voltage direct current) electricity link between the Netherlands (UCPTE grid) and Norway (NORDEL grid)				

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

**Annex V: TEN-Telecom projects of Common Interest
selected in 1998 Calls for Proposal**

Call 1998/1 - Basic Networks (1)

Project	Coordinator	Country of coordinator	Max. Comm. Contrib. (ECU)	Description
THEEN	TEEBIOS	Italy	784.688	Tele-health European network (ISDN, ATM, satellite)
MOBICAST	EXPERTTEL	France	1.076.104	Mobile vehicles fleet management (GSM, DAB, satellite)
DEMON	AES	France	1.154.235	Wide-band interactive services over satellite (Skybridge)
AMON	OTE	Greece	600.000	Advanced multi-mode mobile network
GALENOS	EUTELSAT	France	1.423.800	Generic satellite broadband network
AIDMAN	CTI	Greece	364.000	Virtual consultation system over satellite
SANARIS	INDRA	Spain	972.254	Satellite networks for natural risks monitoring
REVENUES	ALENIA	Italy	1.173.750	Virtual private network services (Euroskyway)
ACTE SIS	BELGAVOX	Belgium	795.578	Access to cinema and TV archives using satellite internet
<i>Total 9 projects</i>			8.344.409	
(1) O.J.C.10 15.01.98				

50

Call 1998/2 – Generic Services and Applications (2)

Project	Coordinator	Country of coordinator	Max. Comm. Contrib. (ECU)	Description
Area 1 : Services to SME's				
MIPEX II	UKPO	UK	900.00	Industrial property information exchange
Digital Market	CAN	Italy	524.342	Global service network for local community SMEs
NEA	MPS	Italy	1.300.000	Outsourcing of SMEs transactions on an Intranet/Extranet platform
Bandwidth 2000	WIT	Ireland	888.000	Bandwidth brokerage services

<i>4 projects</i>			3.612.342	<i>E-commerce support services and intranet platforms for SMEs</i>
Area 2: Generic Services				
TTT-Net	INIFONOVA	Austria	1.170.000	Next generation IP telephony system (Typhon): interoperability and trial
SATISFY 2000	EXPERTEL CONSULTING	France	1.933.000	Broadband multimedia satellite services
EMERITUS	AEB	UK	330.000	Global trust services infrastructure
HERMES	ELSAAG System	Italy	750.000	Electronic hybrid mail services
<i>4 projects</i>			4.183.000	<i>Internet based generic services</i>
Area 3: Culture				
IBUT	DTAG	Germany	600.000	Euro-ISDN and broadcast on-line TV user trial
HORTONET	FUTURE	UK	82.820	Global horticultural network
<i>2 projects</i>			682.820	<i>Internet access to Europe cultural heritage</i>
Area 4: Environment/Emergency				
MULTIMETEO XXI	ERLI	France	574.000	Multilingual weather forecasts information services
UFOS	ACRI	France	340.000	Ultraviolet forecasting operational service
ENINFO	IBERINSA	Spain	604.753	Database on environmental legislation for SMEs
<i>3 projects</i>			1.518.753	<i>Environmental information and emergency management services</i>
Area 5: Transport Mobility				
TESSYN	ALCATEL Esp	France	388.171	Satellite based navigation system (GNSS2)
INFO @ SEA	Intracom	Greece	1.000.000	Communication services for the shipping community
A-CDM-D	AIRSYS A	France	686.015	Air collaborative decision making demonstrator
SIPTS	NovaCall	Finland	500.000	Intelligent public transport systems
<i>4 projects</i>			2.574.186	<i>Transport and mobility users value added services</i>

51

Rolling Call 1998/3 - Support Actions (3)				
Project	Coordinator	Country of Coordinator	Max. Comm. Contrib. (ECU)	Description
Telecom 2000	FINSIEL	Italy	998.754	Co-ordination and Promotion
TUSAM	HUSAT	UK	134.600	Market Observatory and Technology Watch
<i>Total 2 projects</i>			<i>1.133.354</i>	

ANNEXE VI

TEN-T Projects/Studies financed in 1998 under Regulation 2236/95

ProjectTitle	Project Type	Mode	Project Support	Category Abb	Project Fund
Flughafen Salzburg: Verbesserung der Flugbetriebskategorie von CAT I auf CAT III.	p	AP	0,600	Other	DG
Harwich International Port - Access and Interchange facilities.	p	M	0,500	SP	DG
BAB A 20 : Abschnitt Strasburg - Uckermark.	p	M	10,000	Other	DG
Stranraer area integrated transport package.	p	MM	1,000	SP	DG
Construction of Danish access routes to Öresund.	p	R	8,000	SP	DG
Construction and improvement of road segments (E18) in the Nordic Triangle [IR].	p	M	4,600	SP	DG
Nouveau Centre en Route de la Navigation Aérienne Sud-Est: équipement en nouvelles positions de contrôle (ODS).	p	AT	1,400	TM	DG
TGV Est Européen - travaux préparatoires.	p	R	4,100	SP	DG
DFS : Kanalabstand 8,33 kHz (PHASE II) [BE, DE, FR, NL, UK].	p	AT	0,500	TM	DG
Construction of the Swedish access routes to Öresund.	p	R	7,000	SP	DG
The Northern Link ("Nordlänken").	p	R	2,000	SP	DG
Red Viaria interna Aeropuerto de Madrid/Bajaras.	p	AP	0,900	Other	DG
E6 construction Håby-Rabbalshede.	p	M	1,500	SP	DG
E18 road Örebro-Arboga.	p	M	3,000	SP	DG
Wasserstraßenkreuz Magdeburg Kanalbrücke über die Elbe.	p	I	6,500	Other	DG
Implementation of traffic management and information services on the TERN in Alpine area - CORVETTE (phase 3) [AU, DE, IT].	p	MT	2,500	TM	DG
DFS : REMP (Radarüberdeckung).	p	AT	3,500	TM	DG
Production of Electronic Navigational Charts (ENC).[BE, DE, DK, ES, FR, GR, IRL, IT, NL, PT, SF, SW, UK].	p	VT	2,500	TM	DG
Implementation of traffic management and information services on the TERN in the South West European area (ARTS Implementación. Fase II) [ES, FR, PT].	p	MT	1,600	TM	DG
Provision of next generation Radio Aids to Navigation Systems for Ireland.	p	VT	0,340	TM	DG
Supervision and building of aids to navigation (ATON) and pollution control service vessel.	p	VT	1,500	TM	DG
PBKAL/BE: TGV Belge.	p	R	20,000	SP	DG
Malpensa 2000.	p	AP	8,000	SP	DG
Adaptation des noeuds ferroviaires aux interconnexions avec les lignes à grande vitesse et pour l'amélioration du trafic est - ouest. (Turin: Susa-Lingotto).	p	R	5,000	SP	DG
Brenner technological upgrade : Potenziamento tecnologico della linea Verona-Brennero.	p	R	8,000	SP	DG
Implementation of the Roman National Traffic Centres (ROMANTIC Phase II - Implementation).	p	MT	1,000	TM	DG
Donauachse, Abschnitt Wien - österreichisch - slowakische Grenze: Ausbau des Abschnittes Parndorf-Kittsee.	p	R	2,400	Other	DG
Adaptation des noeuds ferroviaires aux interconnexions avec les lignes à grande vitesse et pour l'amélioration du trafic est - ouest. (PRG Milan Certosa).	p	R	3,000	SP	DG
Ausbau des Donauhafen Enns-Ennsdorf.	p	C	1,300	Other	DG
Construction and improvement of railways in the Nordic Triangle [IR].	p	R	2,800	SP	DG
Implementation of traffic management and information services in Northern Europe - VIKING (phase 3) [DE, DK, SF, SW].	p	MT	1,800	TM	DG

ProjectTitle	Project Type	Mode	Project Support	Category Abb	Project Fund
Travaux de construction sur la section haute de l'autoroute de la Maurienne (A43).	p	M	15,000	Other	DG
Construction and improvement of TEN-T roads (excluding E18).	p	M	2,000	Other	DG
Construction and improvement of TEN-T railways (excluding Nordic Triangle), including Euro-arctic area.	p	R	5,000	Other	DG
PBKAL/DE: HGV Köln-Rhein/M. : Abschnitt Mitte - Los A.	p	R	28,850	SP	DG
HGV Nord-Süd : Abschnitt Elbequerung Wittenberg.	p	R	9,700	SP	DG
Accroissement de la productivité de l'infrastructure et de la technologie de la directrice Padua-Trieste-Tarvisio pour l'amélioration du trafic est-ouest.	p	R	4,000	Other	DG
Acquisition of new ice-breaker.	p	S	2,100	Other	DG
Linha do Norte : instalação de Sinalização/Telecomunicações/Convel nos subtroços Alberg-Alfarelos; Pamp.-Quintans e Quintans-Ovar.	p	R	5,000	SP	DG
HGV Nord-Süd (Knoten Berlin) : Abschnitte: Lose 1 und 3.	p	R	25,000	SP	DG
Rail connection to Voltri port : Link of Voltri port with the railway line Genova-Ovada-(Domodossola).	p	R	2,000	Other	DG
Malmö Citytunnel - project.	p	R	2,000	Other	DG
Civil engineering works and tracks laying between the Leila tunnel and the State border of the Pontebbana railway line.	p	R	0,500	Other	DG
Manchester Airport ground transport interchange Phase 1998/9 only.	p	AP	0,500	Other	DG
Système de controle - commande de l'itinéraire Tyrrhénien Genova-Roma.	p	R	5,000	Other	DG
Leipzig/Halle : Verbindungsbau mit Bahnhof.	p	AP	3,000	Other	DG
Köln/Bonn : Verknüpfungsbau (Phase 2).	p	AP	3,000	Other	DG
Friedrichshafen/Kassel: Realisierung CAT III-Befeuerung Ausbau Start- und Landebahn.	p	AP	1,300	Other	DG
PBKAL/UK: Channel Tunnel Rail Link.	p	R	25,000	SP	DG
Linha do Minho : reforço total de duas pontes.	p	R	0,500	SP	DG
Study for the implementation of traffic management and information services on the TERN in the South West European area (Estudio ARTS II) [ES,FR,PT].	S	MT	0,800	TM	FS
PATHE: Elefsina-Stavros-Spata-Imittos motorway; Group of studies B2,B3,B4.	S	M	3,000	SP	FS
Futura Posición SACTA de Control (FOCUS).	S	AT	1,500	TM	FS
PATHE: Elefsina-Stavros-Spata-Imittos motorway; Group of studies B1.	S	M	8,000	SP	FS
European contribution to the implementation of GNSS - ESA [AU, DE, ES, FR, IT, PT, UK].	S	GT	6,000	TM	FS
Collaborative Development of the Next Generation European Flight Data Processing Systems (FDPS) [DE, ES, FR, IT, UK, Maastricht + EUROCONTROL].	S	AT	2,000	TM	FS
Development of a Height Monitoring Environment to support Reduced Vertical Separation [AU, DE, FR, IT + EUROCONTROL].	S	AT	1,500	TM	FS
Fahrrinnen-Informationssystem Rhein (ARGO) - Binnenschifffahrt.	S	GT	0,500	TM	FS
Tren Alta Velocidad Madrid-Barcelona-Frontera Francesa.	S	R	11,500	SP	FS
ZEUS (Satellitennavigation).	S	GT	0,150	TM	FS
Sistema de Gestión de Navegación Marítima para Naves de Alta Velocidad.	S	VT	0,500	TM	FS
Masterplan "Port of Göteborg".	S	P	0,700	SP	FS
Novo aeroporto da area metropolitana de Lisboa Phase II.	S	AP	1,100	SP	FS
Aeroporto de Faro (AFR) - STUDY.	S	AP	1,300	SP	FS
Aeroporto do Porto (APR) - STUDY.	S	AP	1,200	SP	FS

ProjectTitle	Project Type	Mode	Project Support	Category Abb	Project Fund
Projet Lyon-Turin: Etudes d'APS de la partie française de l'itinéraire fret Ambérieu-Turin.	S	R	2,300	SP	FS
Etude de la capacité ferroviaire du sillon mosellan.	S	R	0,500	SP	FS
PBKAL/NL - preparatory studies.	S	R	5,000	SP	FS
Studies for Runway 3, Arlanda Airport.	S	AP	1,600	SP	FS
ERTMS Feasibility study for harmonisation at European level of safety and rail traffic management [AU,DE,DK,ES,FR,IT,NL,SW,UK].	S	RT	21,000	TM	FS
Betuweline - technical and design studies.	S	R	15,000	SP	FS
West Coast Main Line.	S	R	10,000	SP	FS
Adaptation des noeuds ferroviaires aux interconnexions avec les lignes à grande vitesse et pour l'amélioration du trafic est - ouest. (Turin: tronçon Susa-Dora).	S	R	5,000	SP	FS
Development of port infrastructure in the Nordic Triangle in Finland (Vuosaari).	S	P	0,600	SP	FS
PBKAL/NL - PPP study.	S	R	8,000	SP	FS
Accroissement de la productivité de l'infrastructure et de la technologie pour l'amélioration du trafic est-ouest (tronçons Pioltello-Rovato et Rovato-Padova).	S	R	6,000	SP	FS
Estudo e projecto de plataforma multimodal e logistica (ZAL) - Port Leixões & Port of Sines.	S	P	0,700	SP	FS
Route Strategies and Environmental Studies.	S	M	0,100	Other	FS
Prove feasibility of data-link application integration into future or existing Air Traffic Systems [DE, FR, UK + EUROCONTROL].	S	AT	2,000	TM	FS
Design studies for the railway connection of Aghios Intermodal Centre with the new Athens Airport (Spata).	S	R	0,500	Other	FS
Simulation study for pier no III at the Ikonio containers terminal (Piraeus port).	S	P	0,200	Other	FS
HST Randstad-Dutch/German border - (Rhine/Ruhr) - preparatory studies.	S	R	2,000	Other	FS
Feasibility study Julianakanaal - upgrading of Maasoute (phase 2).	S	I	2,000	Other	FS
ABS Berlin - Dresden - Grenze DE/CZ : Machbarkeitsstudie (PPP).	S	R	0,700	Other	FS
BAB A 17 : PFA 3 (Pirna - Grenze DE/CZ).	S	M	1,800	Other	FS
Rostock Warnowquerung.	S	M	2,000	Other	FS
Hafen Lübeck und Brunsbüttel : Integrative Hafenlogistik.	S	P	0,500	Other	FS
Berlin Brandenburg International Verkehrserschließung: Phase II.	S	AP	2,000	Other	FS
Aeroporto de Lisboa (ALS) Phase II.	S	AP	1,700	Other	FS
Complementary studies for the new double-track and high-speed line between ancient Korinthos and the 40th km of the railway line Korinthos-Patras.	S	R	1,500	Other	FS
Rail-related port projects in UK ports, specifically Portsmouth, Tyne, Heysham, Humber and Sunderland.	S	P	0,600	Other	FS
Remaining studies for the new double-track and high-speed line between ancient Korinthos and the 40th km of the railway line Korinthos-Patras.	S	R	0,500	Other	FS
Cardiff International Airport access road 1998 phase only.	S	AP	1,300	Other	FS
High-speed railway lines Copenhagen-Ringsled (part of line) and Aarhus-Fredericia (part of line).	S	R	3,900	Other	FS
Investigations concerning an East Harbour Tunnel in Copenhagen.	S	R	0,400	Other	FS
Post-panamax intermodal container terminal in the port of Aarhus.	S	P	0,500	Other	FS
Baltic Sea Telematic Platform (TEDiM).	S	MM	0,600	Other	FS
Studies of the Euroarctic corridor in Finland (Euro-Arctic Transportation Area).	S	MM	0,300	Other	FS
TGV Rhin-Rhône (1ère phase).	S	R	6,000	Other	FS

ProjectTitle	Project Type	Mode	Project Support	Category Abb	Project Fund
Marseille, étude sur l'extension des capacités portuaires pour le trafic conteneurisé multimodal.	S	P	0,370	Other	FS
Bologna airport : Development Plan.	S	AP	0,500	Other	FS
Porto di Genova : Studio fattibilità per ristrutturazione bacino Sampierdarena.	S	P	0,500	Other	FS
Porto di Trieste : Studio fattibilità collegamento stradale interportuale porto franco vecchio - orto franco nuovo.	S	P	0,500	Other	FS
London Luton Airport People Mover.	S	AP	0,600	Other	FS
Feasibility study for the implementation of the ADS deployment programme in the Mediterranean area [ES, GR, IT].	S	AT	0,700	TM	FS
RAMS simulation of the 5 states [BE,DE,FR,LUX,NL + EUROCONTROL].	S	AT	0,500	TM	FS
Advanced ATC Pre-Operational Trials Platform [DK, SW + EUROCONTROL].	S	AT	0,800	TM	FS
Airborne Collision Avoidance System Analysis (ACASA) [DE, FR, UK + EUROCONTROL].	S	AT	0,900	TM	FS
EGNOS Preoperational Implementation - GNSS 1 [ES, IT, UK].	S	GT	3,000	TM	FS
Study for national RDS-TMC implementation in the UK and its interconnexion across national frontiers.	S	MT	0,400	TM	FS
Upgrade evaluation for VTS & VTMIS systems in the Humber and Southampton.	S	VT	0,500	TM	FS
Telematics and Traffic Management on the TERN.	S	MT	1,000	TM	FS
Brennerachse: Planungs- und Projektstudien für das Untere Inntal.	S	R	8,400	SP	FS
Etude d'un projet de plate-forme technique de validation de la norme de communication à courte portée DSRC dans les applications d'information routières embarquées (projet MARTA: Motorway Applic. for Road Traf. Advisor) [FR,IT,NL,SW,UK].	S	MT	1,000	TM	FS
Etude des ouvrages d'insertion environnementale (oursoduc) dans le cadre de l'aménagement de la RN 134 au sud d'Oloron.	s	M	0,600	Other	FS
Study and Planning of AMHS Communications in Europe (SPACE) [DE, ES, FR, UK + EUROCONTROL].	S	AT	1,000	TM	FS
Design studies of the junction at the Aharnes Intermodal Centre.	S	R	0,900	Other	FS
Study for traffic management and information services in Northern Europe - VIKING (phase3) [DE, DK, SF, SW].	S	MT	3,400	TM	FS
DFS : 4D-Planner.	S	AT	0,800	TM	FS
Study for traffic management and information services on the TERN in Alpine area - CORVETTE (phase 3) [AU, DE, IT].	S	MT	3,000	TM	FS
Common EFC System for an ASECAP Road-tolling European service (CESARE)	S	MT	0,400	TM	FS
Donauachse, Teilvorhaben Wien - St. Pölten.	S	R	3,600	Other	FS
Pyhrn-Schober-Achse - Teilprojekt Terminal Werndorf.	S	R	1,800	Other	FS
Estudios y Proyectos Corredor Mediterráneo.	S	R	0,800	Other	FS
Línea Sevilla-Cádiz.	S	R	0,500	Other	FS
Estudios red transporte combinado.	S	C	0,500	Other	FS
Estudio Homologación Eje Ancho Variable.	S	R	0,500	Other	FS
Estudios Autovía Levante-Aragón-Somport-Francia.	S	M	4,500	Other	FS
Estudios Autovía del Cantábrico.	S	M	2,500	Other	FS
Estudios viabilidad Zonas Actividades Logísticas en el Sistema Portuario Español (case studies).	S	P	0,900	Other	FS
North-European ADS Broadcast (NADS-B) Network Update Programme 1. (NUP 1) [DE,DK,SW].	S	AT	4,000	TM	FS
Construction of the Øresund fixed link.	p	R	20,000	SP	IR
ERTMS Feasibility study for harmonisation at European level of safety and rail traffic management [AU,DE,DK,ES,FR,IT,NL,SW,UK].	S	RT	1,800	TM	FS
			474,010		

ANNEX VII

IDA AND EDICOM PROJECTS FINANCED IN 1998

(A) IDA

Project name	Commitment
STATEL	569.746
DSIS	1.465.428
EXTRACOM	738.014
SHIFT	229.010
PHYSAN/EUROPHYT	145.000
FIS/IDES	206.800
ADNS	83.230
FIDES	688.465
Translation center/Flosys	175.773
EEA/EIONET	80.790
EEA/CHMNET	1.000.000
EEA/NRC-Link	1.099.870
EMEA/EUDRA	2.430.218
EMCDDA/REITOX	49.700
TESS	281.313
EUPHIN	368.076
Commun.&Manag.Off.Doc.	2.708.304
EM4AG	1.216.027
EURES	40.313
Introduction of e-mail	200.782
Security and legal projects	647.129
Quality assurance	401.399
TESTA II	260.000
Others	24.844
	15.110.231

(B) PROGRAMME EDICOM 1998

ETAT DE CONSOMMATION DES MONTANTS AUTORISES PAR LA
COMMISSION

Module du Progr. Stat.	Libellé Action	Montants Decision	Montants réels
TOTAUX		9.500.000	9.478.479
	<u>Contribution financière auprès des Etats Membres</u>	<u>4.864.000</u>	<u>4.864.000</u>
	<u>Contrats et Etudes</u>	<u>4.636.000</u>	<u>4.614.479</u>
xxxxx	Coordination, assistance et support	200.000	199.080
xxxxx	Organisation Task Force/Réunions/Séminaires	150.000	150.000
xxxxx	Infrastructure/Equipements informatiques	150.000	149.741
5310	Mise en oeuvre SLIM	200.000	198.300
5310	Concepts et Méthodes statistiques	220.000	218.000
5330	Analyses statistiques	300.000	289.800
5410	Outils télématiques/Formulaires électroniques	920.000	919.814
5340/5360	Production statistique et Bases de données	450.000	447.776
1160	Nomenclature	500.000	493.820
5350	Valorisation des données et données dérivées	400.000	398.213
5340	Diffusion On-line	300.000	299.850
5310	Analyses, Méthodes et Actions EDICOM spécifiques	846.000	845.585

ANNEX VIII

MAJOR TEN PROJECTS FINANCED BY THE REGIONAL AND COHESION FUND UP TO END 1998

A. ESSEN specific projects - Cohesion Fund financing

PROJECT	Commitments 1993 - 1998							TOTAL
	1993	1994	1995	1996	1997	1998	TOTAL	commitment to end 1999 *
	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>	<i>Mecu</i>
No 3. High speed Train South								
Madrid-Barcelona-Perpignan	8.02	0.00	0.00	0.00	157.6			
Madrid-Victoria-Dax	0.00	0.00	0.00	0.00	0.00			
Total project No. 3	8.02	0.00	0.00	0.00	157.6			
No 7 Greek Motorways								
Patras-Athens-Thessaloniki	45.35	13.06	0.00	124.07	59.67	39.44	281.59	**
Via Egnatia	26.42	9.21	40.74	0.00	65.4	80.99	222.72	**
Total project No. 7	71.77	22.27	40.74	124.07	125.07	120.43	504.35	**
No 8. Lisbon-Valladolid motorway ***								
Portugese section	23.82	28.80	0.00	0.00	128.83			
Spanish section	0.00	0.00	0.00	0.00	4.93			
Total project No 8.	23.82	28.80	0.00	0.00	133.76			
No 9.								
Cork-Dublin-Belfast-Larne rail link								
Line upgrading	11.87	20.60	21.47	0.00	1.1	0.0	55.04	55.04
No 13. Ireland/UK/Benelux								
N1/N7 road corridor in Ireland	8.50	40.19	30.83	30.16	44.24	40.24	194.16	220.0
TOTAL SPECIFIC PROJECTS	123.9	111.8	93.04	154.23	461.77			

* Total amount of assistance from Cohesion Fund in Commission decisions approved up to end December 1998 for the period to end 1999.

** It is expected that the Greek Government will apply for further assistance in 1999 but it is too early to quantify the amount .

*** Project No. 8 has changed in scope in 1997 in line with the agreement reached at the Dublin summit 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 1998 is considerably larger than in the 1993-1996 period.

**ERDF - the financing of the TEN
(Trans-European Networks) –
Transport (Objective 1 and 6 regions)
detailed commitments in 1998**

1. Roads

Roads	Initially programme d ERDF contribution 1994-99 (million ECU)	Commitments up to 1998 (million ECU)	Commitments in 1998 (million ECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1998	
SPAIN:	5051,3	3041,3	-	data for 1998 not available
GREECE:	907,0	501,0	-	data for 1998 not available
PATHE VIA EGNATIA		332,7 168,3		
IRELAND:	316,7	338,3	97,6	
ITALY:	249,0	83,0	71,5	
PORTUGAL:	213,0 (1)	154,3	-	data for 1998 not available
UK:	40,8	-	-	data for 1998 not available
FRANCE:	175,0	-	-	data for 1998 not available
GERMANY:	129,0	-	-	data for 1998 not available
BELGIUM:	61,0	-	-	data for 1998 not available
FINLAND:	5,8	2,9	-	data for 1998 not available
TOTAL:	-	4120,8	169,1	

¹ This figure refers to the total transport investment programmed, all transport modes included.

2. Railways

Railways	Initially programme d ERDF contribution 1994-99 (million ECU)	Commitments up to 1998 (million ECU)	Commitments in 1998 (million ECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1998	
<i>SPAIN:</i>	526,8	265,4	-	data for 1998 not available
<i>GREECE:</i>	215,0	118,2	-	data for 1998 not available
<i>ITALY</i>	791,0	644,7	0,0	
<i>PORTUGAL:</i>	213,0 (2)	420,4		not available
<i>IRELAND:</i>	0,0	0,0	0,0	Only rolling stock (65,8 million ECU up to 1998)
<i>UK:</i>	61,8	not available	0,0	
<i>FRANCE:</i>	5,0	-	-	data for 1998 not available
<i>BELGIUM:</i>	5,3	-	-	data for 1998 not available
<i>FINLAND:</i>	1,6	0,8	-	data for 1998 not available
TOTAL:	-	1449,5	-	

3. Airports

Airports	Initially programme d ERDF contribution 1994-99 (million ECU)	Commitments up to 1998 (million ECU)	Commitments in 1998 (million ECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1998	
SPAIN:	173,0	85,5	-	data for 1998 not available
IRELAND:	47,8	27,7	0,0	
ITALY:	55,0	55,0	50,0	
GREECE:	1,2	-	-	data for 1998 not available
FRANCE:	57,0	-	-	data for 1998 not available
BELGIUM:	13,0	-	-	data for 1998 not available
UK:	4,2	-	-	data for 1998 not available
TOTAL:		168,2	50,0	

4. Ports

Ports	Initially programmed ERDF contribution 1994-99 (million ECU)	Commitments up to 1998 (million ECU)	Commitments in 1998 (million ECU)	Ref./Obs.
	period 1994 - 99		1998	
SPAIN:	295,6	221,8	-	data for 1998 not available
GREECE:	40,0	20,9	-	data for 1998 not available
IRELAND:	0,0	0,0	0,0	
PORTUGAL:	68,4 ⁽¹⁾	36,4		data for 1998 not available
FRANCE:	50,0	-	-	data for 1998 not available
UK:	17,0	-	-	data for 1998 not available
TOTAL:	-	279,1	-	

⁽¹⁾ total for ports

5. Total

TOTAL	Initially programme d ERDF contribution 1994-99 (million ECU)	Commitments up to 1998 (million ECU)	Commitments in 1998 (million ECU)	Ref./Obs.
	<i>period 1994 - 99</i>		1998	
<i>SPAIN:</i>	6045,1	3614,0	-	data for 1998 not available
<i>GREECE:</i>	1163,2	640,1	-	data for 1998 not available
<i>IRELAND:</i>	364,5	366,0	97,6	
<i>ITALY:</i>	1095,0	782,7	121,5	
<i>PORTUGAL:</i>	213,0	611,1		data for 1998 not available
<i>UK:</i>	123,8	-	-	data for 1998 not available
<i>FRANCE:</i>	287,0	-	-	data for 1998 not available
<i>GERMANY:</i>	129,0	-	-	data for 1998 not available
<i>BELGIUM:</i>	79,3	-	-	data for 1998 not available
<i>FINLAND:</i>	7,4	3,7	-	data for 1998 not available
TOTAL TRANSPORT	-	6013,9	219,1	

ANNEX IX
EIB - TEN-ENERGY - TEN-TRANSPORT - TEN-TELECOM

17/5/99

(EUR m)	Loans approved	Finance contracts signed						Total
		93	94	95	96	97	98	
1. ESSEN PRIORITY PROJECTS AND RELATED PROJECTS	12.038	1.346	1.137	1.603	1.189	1.751	1.142	8.168
HIGH SPEED TRAIN/COMBINED TRANSPORT NORTH SOUTH (DE/AT/IT)	384			350				350
HIGH SPEED TRAIN PBKAL (FR/BE/DE/NL/UK)	2.637	370	286	230	119	450	653	2.108
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 MULTIMODAL LINK (PT/ES) - wider project	2.415	805	534	598	66	150	142	2.295
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	158	959
NORDIC TRIANGLE (NO/SE/FI)	1.838		60	149	417	464	108	1.198
IRELAND - UNITED KINGDOM - BENELUX ROAD LINK (UK/IE)	252		11	50	38		81	180
WEST COAST MAIN LINE (UK)								
2. OTHER TRANSEUROPEAN NETWORKS PROJECTS	19.923	562	802	2.216	2.316	3.192	3.273	12.361
2.1 Road network	7.696	241	436	833	1.409	1.191	1.368	5.478
2.2 Rail network	6.875		182	857	674	1.332	1.242	4.287
2.3 Inland waterway network and inland ports								
2.4 Seaports	721	59	32	299	33	35	91	549
2.5 Airports	4.357	224	152	139	190	621	550	1.876
2.6 Combined transport network	29			5	10	13		28
2.7 Shipping information and management network								
2.8 Air traffic management network	245	38		83			22	143
2.9 Positioning and navigation network								
TOTAL IN THE EU	31.961	1.908	1.939	3.819	3.505	4.943	4.415	20.529
3. PROJECTS IN CENTRAL & EASTERN EUROPE	4.161	469	397	270	553	427	1.357	3.473
3.1 Road corridors	2.531	168	153	176	315	262	1.097	2.171
3.2 Rail corridors	1.276	247	138	40	238	75	260	998
3.3 Ports	89		15	54		20		89
3.4 Airports & ATC	265	54	91			70		215
TOTAL	36.122	2.377	2.336	4.089	4.058	5.370	5.772	24.002

65

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ANNEX IX
TEN-ENERGY

30/03/99

(EUR m)	Loans approved	Finance contracts signed						Total
		93	94	95	96	97	98	
1. ESSEN PRIORITY PROJECTS & RELATED PROJECTS	2.548	207	315	523	695	300	100	2.140
1.1 Projects in the European Union	1.261	7	153	333	352		100	946
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		100	307
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
2. OTHER TRANSEUROPEAN NETWORKS PROJECTS	3.372	160	401	387	720	554	293	2.514
2.1 Transeuropean electricity network	1.528	160	142	91	256	298	111	1.057
2.2 Transeuropean gas network	1.844		259	296	464	256	182	1.457
TOTAL IN THE EU	5.920	367	715	910	1.415	854	393	4.654
3. PROJECTS WITH NEIGHBOURING COUNTRIES	80		80					80
3.1 Transeuropean electricity network	80		80					80
3.2 Transeuropean gas network								
TOTAL	6.000	367	795	910	1.415	854	393	4.734

66

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ANNEX IX
TEN-RELATED TELECOMMUNICATIONS INFRASTRUCTURE

17/5/99

(EUR m)	Loans approved	Finance contracts signed						Total
		93	94	95	96	97	98	
1. PROJECTS IN THE EUROPEAN UNION	12.472	1.005	2.100	839	1.602	1.880	3.434	10.860
1.1 Networks & Trunk Exchanges	7.987	954	2.006	786	881	486	1.689	6.802
1.2 Mobile Telephony	3.812	51	72	53	421	1.394	1.427	3.418
1.3 Satellites & Stations	673		22		300		318	640
2. PROJECTS WITH NEIGHBOURING COUNTRIES	1.762	110	300	130	115	357	150	1.162
2.1 Networks & Trunk Exchanges	1.180	110	300	130	100	240		880
2.2 Mobile Telephony	582				15	117	150	282
2.3 Satellites & Stations								
TOTAL	14.234	1.115	2.400	969	1.717	2.237	3.584	12.022

69

ANNEX X

EIF GUARANTEES IN FAVOUR OF TENs SIGNED DURING 1998

TRANSPORT

Date	Project	Country	Amount MEUR	% of total
1/5/98	NIFT I	UK	24.09	
22/12/98	ESSI Motorway	Greece	48.00	
Subtotal			72.09	23.13

TELECOMMUNICATIONS

Date	Project	Country	Amount MEUR	% of total
13/8/98	One-2-One	UK	147.50	
9/9/98	Telenet Flanders	Belgium	73.99	
22/11/98	Dutchtone	Netherlands	13.57	
Subtotal			235.06	75.43

ENERGY

Date	Project	Country	Amount MEUR	% of total
26/11/98	Lusitaniagas II	Portugal	4.48	
Subtotal			4.48	1.44

In total MECU 311.63 of guarantees for 6 TEN projects