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ANNUAL REPORT OF THE COHESION FUND

1995

ANNEX I – PORTUGAL - TRANSPORT

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PORTUGAL
TRANSPORT

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

Project No 94/10/65/004

1. PROJECT TITLE

Section of road from Oporto to Águas Santas

2. AUTHORITY RESPONSIBLE FOR THE APPLICATION

- 2.1. Name: Direcção Geral do Desenvolvimento Regional
2.2. Address: Av. D. Carlos I, 126-7°, 1200 Lisbon, Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

- 3.1. Name: Brisa-Autoestradas de Portugal sa
3.2. Address: Av. Fontes Pereira de Melo, 6-3°, 1000 Lisbon, Portugal

4. LOCATION:

- 4.1. Member State: Portugal
4.2. Administrative district: North, Oporto district

5. DESCRIPTION

The widening of the 3.1 km section of motorway between Oporto and Águas Santas will increase its capacity by replacing two lanes 3.75 m wide by four lanes 3.5 m wide.

This section constitutes one phase of the investments programmed for the Oporto-Valença motorway, which also includes:

- the Cruz-Braga section, which received about ECU 26.7 million from the cohesion financial instrument;
- the link between Braga and Valença, which will be submitted to the Cohesion Fund. Total investment is estimated at ECU 180 million and construction is planned for 1996/97.

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6. MAIN OBJECTIVES

Widening will significantly increase the level of service in terms of traffic flow and safety on a sub-section where average daily traffic over the year exceeded 52 000 vehicles per day in 1993.

While forming part of the IP1 (Autoestrada do Norte), this section will also provide a link with the Oporto-Amarante motorway at the Águas Santas interchange.

7. SCHEDULE

- Start: January 1993
- Finish: March 1995

8. ECONOMIC ASSESSMENT

The internal economic rate of return of this sub-section of motorway is 49%.

9. CONTRIBUTION TO TRANS-EUROPEAN NETWORKS

The Oporto-Águas Santas sub-section forms an integral part of the trans-European road network.

10. TOTAL COST

Total cost	Expenditure prior to eligibility	Total eligible cost
3 525 000	150 000	3 445 000

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

Project No: 94.10.65.007

BRIEF DESCRIPTION

1. TITLE OF PROJECT:

Modernization of Beira Alta line III

2. AUTHORITY RESPONSIBLE FOR THE APPLICATION:

- 2.1. Name: Direcção Geral do Desenvolvimento Regional
2.2. Address: Av. D. Carlos I 126-7º, 1200 Lisbon, Portugal

3. AUTHORITY RESPONSIBLE FOR IMPLEMENTATION:

- 3.1. Name: Caminhos de ferro portugueses, EP
3.2. Address: Calçada do Duque, 20, 1200 Lisbon, Portugal

4. LOCATION:

- 4.1. Member State: Portugal
4.2. District: Baixo Vouga, Dão, Lafões, Serra da Estrela, Beira

5. DESCRIPTION:

The project involves electrification, telecommunications and automatic speed control (CONVEL).

- * Electrification (second phase)
Electrification entails:
 - construction of two substations for electric power, one at Gouveia (km 144.208) and one at Sousel (km 199.660);
 - construction of two overhead power stations, one at Oliveirinha (km 102.358) and one at Vila Franca das Naves (km 181.827).
 - installation of overhead power cables along the 202 km section between Pampilhosa and Vila Formoso including necessary repairs and alterations to existing lines.
- * Telecommunications

Work on the telecommunications network entails installation of

a series of systems and equipment to ensure communications directly connected with the operation of the railways and the organization and regulation of traffic;

- subscriber connections and internodal circuits integrated into the general telecommunications networks of the railways ("management networks");
- time-keeping and synchronization systems and systems for the technical supervision of the network;
- systems to provide the energy required for operation of all the equipment and systems;
- systems and physical transmission supports for the telecommunications and communications networks forming part of the signalling and CTC systems;
- video surveillance and public information systems.

* Automatic speed control (CONVEL)

Installation of the CONVEL system comprising the erection along the track and running lines in the stations of signalling information posts which notify the traction units of the maximum speeds authorized on each section of track.

6. Main objectives

These investments form an integral part of the general project for the modernization of the Beira Alta line. They will increase the capacity and quality of transport, reduce journey times between Lisbon, Oporto and Vilar Formoso and increase traffic safety and reliability on the line which provides the main rail link between Portugal and the rest of Europe.

7. WORK SCHEDULE:

Start: 1988
Finish: November 1996

8. RATE OF RETURN:

The internal economic rate of return of the project is 12%.

9. TOTAL COST (in ecus)

Total cost	Expenditure prior to date of eligibility	Total eligible cost	Contribution from the Cohesion Fund
55 296 000	0	55 296 000	44 236 800