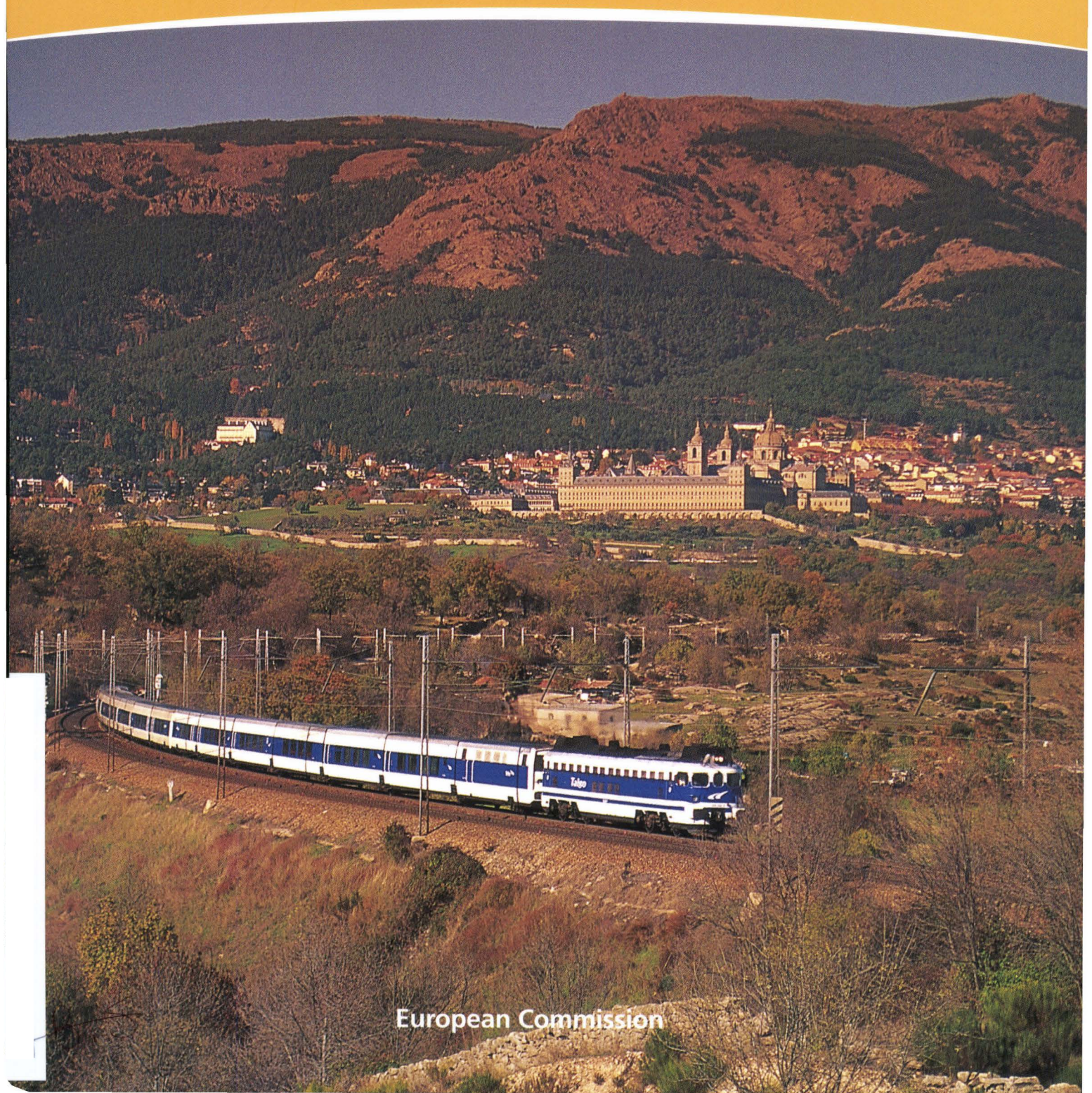




Europe on the right track

Transport projects supported by
the European Regional Development Fund
and the Cohesion Fund



The European Commission would like to thank all the public bodies (national, regional and local), associations and private sector organisations who provided the information which made this publication possible.

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A great deal of additional information on the European Union is available on the Internet. It can be accessed through the Europa server (<http://europa.eu.int>) and on the Inforegio Website (<http://inforegio.cec.eu.int>).

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Summary

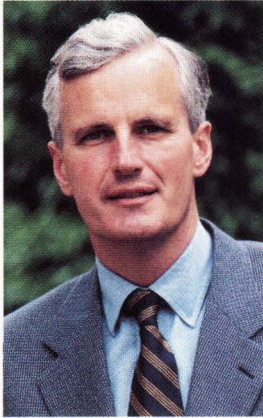
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The main objectives of European Union regional assistance in favour of transport policies are to promote:

- economic and social cohesion;
- the competitiveness of regions and businesses;
- employment creation;
- environmental awareness;
- European integration.

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Preface

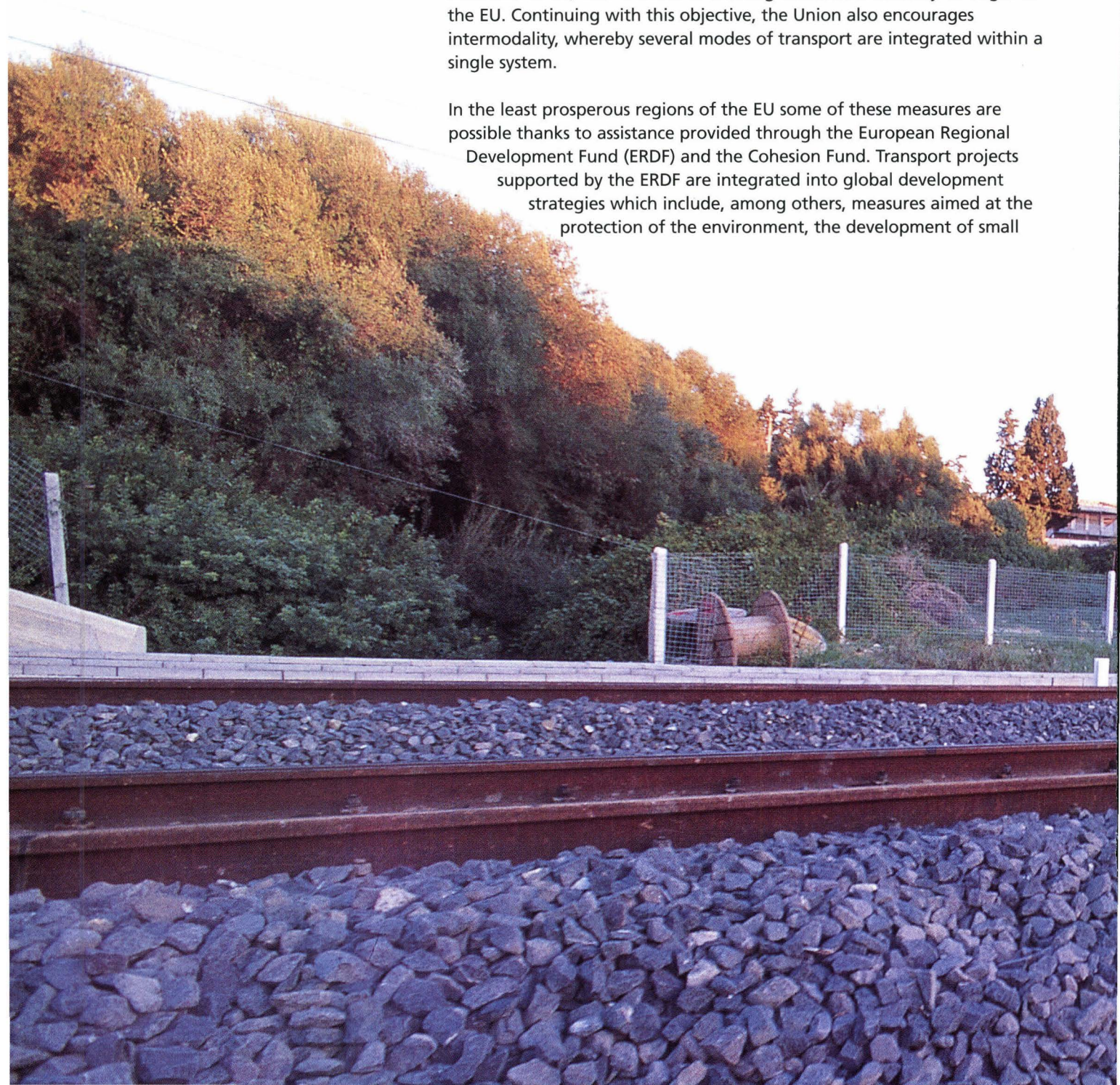


The main objective of European regional policy is to promote the balanced development of the European Union. To succeed in this, it is essential to develop an efficient transport network which extends across as much of the Union as possible. I believe it is this which has meant that EU transport policy and regional policy have traditionally been closely linked.

In the least prosperous regions of the European Union, the weaknesses of certain transport networks effectively halt economic activity in these areas and prevent their inhabitants from benefiting fully from the creation of the single market in 1993. It is therefore vital to tackle these networks in order to help end human and economic isolation in these regions.

However, the development of these transport networks must be environmentally friendly. To meet this objective, the EU encourages the development of pollution-free, flexible and frequent transport systems accessible to all, with the aim of creating sustainable mobility throughout the EU. Continuing with this objective, the Union also encourages intermodality, whereby several modes of transport are integrated within a single system.

In the least prosperous regions of the EU some of these measures are possible thanks to assistance provided through the European Regional Development Fund (ERDF) and the Cohesion Fund. Transport projects supported by the ERDF are integrated into global development strategies which include, among others, measures aimed at the protection of the environment, the development of small



and medium-sized businesses, the provision of vocational training courses and research and technological development.

Transport growth is set to continue steadily over the coming years.

I believe that this growth should be accompanied by an unprecedented effort in three areas. We must first ensure that all EU regions have access to high quality infrastructure. In parallel, investment should be made in outlying areas in order to encourage the creation of new, interconnected areas for development, adapted to their geographical environment and open to global markets. Finally, we must make certain that transport modes, particularly those used for the transport of goods, are diversified to make greater use of rail and sea transport.

These are the three challenges that I believe EU regional policy must meet in the coming years with regard to transport policy. This publication is an important means of raising awareness of them.



Michel Barnier

Member of the Commission responsible for regional policy



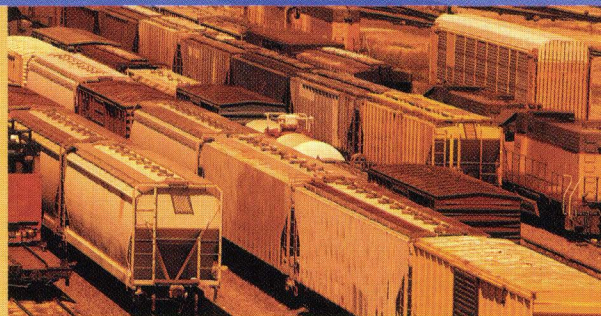
Introduction

The development of European regions will be impossible if the transport networks which facilitate the easy and widespread movement of goods and people are not improved. Transport has a particularly vital role to play in developing regions which are less-favoured, remote or isolated: firms are able to move their raw materials in and their finished products out, workers can travel to and from their places of work, and tourist areas are more easily accessible.

If the majority of the central and most prosperous regions have already developed a large part of their main and secondary networks and their transport systems, this is not true for those regions which are less-favoured, remote or isolated. Either through fault of a lack of resources, or reduced profit margins, these regions have not yet found themselves in a position which would enable them to bring their infrastructure and transport systems up to scratch. This is why bottlenecks and missing links now tend to be concentrated in these regions.

The European Union is providing its least developed regions with assistance so that they too can construct the infrastructure which will allow them to take part in and profit from the single market. Its main instruments for doing so are the European Regional Development Fund (ERDF) and the Cohesion Fund⁽¹⁾. Together with other funding instruments (such as the European Investment Bank), the ERDF and the Cohesion Fund are contributing to increasing access to transport networks and services and to improved mobility (see box, page 7). However, transport infrastructure alone does not guarantee development. For this reason, investment in transport financed by the ERDF is integrated into regional development strategies which include other measures such as aid for SMEs, vocational training, research and technological development etc.

Between 1994 and 1999, the ERDF provided about EUR 15 billion in grants for transport projects, ranging from the modernisation of existing railway lines to the construction of new sections of motorway. Many projects form part of the priority projects for the trans-European networks (TENs) defined by successive European Councils. Others are more local but complement the major networks. It is vital to provide these secondary connections which link local economies throughout the Union. We must avoid, for example, that a high-speed train line doesn't simply make it possible to pass through an underdeveloped area more quickly without improving its economy. The Cohesion Fund will have devoted about EUR 8 billion (i.e. half its 1993-1999 budget) to projects connected with the TENs.



Regions located far from their capitals, isolated regions, and overseas regions are – by definition – at greater risk of isolation than the others and so are highly dependent on transport facilities. But their size and population frequently restrict opportunities for profitable investment in their transport systems, despite the need for regular transport accessible to all. To support the development of these regions, the European Union has adopted the principle of a “universal service obligation” to curb totally free competition as it particularly applies in the private transport sector and to allow subsidies to be granted for the development of vital links.

Finally, traffic congestion and pollution are causing increasingly serious problems in towns and cities. Transport (particularly road transport) is to blame for a large share of CO₂ emissions. This is why the concept of “sustainable mobility”⁽²⁾ has come to occupy a central place in the common transport policy: the European Union supports the introduction of modern, flexible and frequent public transport systems accessible to all. It is also in favour of using means of transport and energy sources which generate less or no pollution, and intermodality, i.e. the integration of several modes of transport during a single journey, depending on needs and environmental requirements. Intermodality is particularly important for less-developed and remote regions. Studies undertaken by the European Commission have also identified opportunities for the development of very profitable long-distance intermodal corridors.

(1) which provides assistance for environmental and transport infrastructure in the least prosperous Member States (Greece, Portugal, Spain and Ireland.)

(2) See the Commission's communication on “Sustainable mobility: Perspectives for the future” of 23 December 1998 - reference: COM/98/716

Infrastructure concerned by European regional aid

The European Regional Development Fund (ERDF) provides assistance for investment in infrastructure* :

→ in regions lagging in development (i.e. those with a per capita GDP less than 75% of the Community average) – so-called Objective 1 – if the infrastructure in question “helps to increase the economic potential, development, structural adjustment and creation or maintenance of sustainable jobs in those regions, including investment in infrastructure contributing to the establishment and development of trans-European networks in the areas of transport, telecommunications and energy infrastructures taking into account the need to link to the central regions of the Community regions suffering from a structural handicap because of their insular, landlocked or peripheral status”

→ in regions undergoing structural adjustment (industrial or rural areas in decline, depressed urban areas, areas dependent on the fishing industry) – so-called Objective 2 – or covered by the Interreg and Urban initiatives if “the modernisation or regeneration of infrastructure is a prerequisite for the creation or development of job-creating economic activities, including infrastructure links on which the development of such activities depends.”

* Regulation 1783/1999, OJ L 213 of 13 August 1999

As these examples make clear, EU regional and transport policies must be closely intertwined. Much is at stake since the volume of transport is expected to double between now and 2010 in the present Europe of fifteen and that between now and then, the Union is due to take in countries in central and eastern Europe. In an era of expansion, the efficiency of transport systems will become increasingly important.

This publication looks at the four main types of transport projects supported by the EU (ERDF and the Cohesion Fund):

- the trans-European networks
- secondary, regional and local networks
- transport in distant and outermost regions
- urban transport

Cohesion and Transport

The Communication “Cohesion and Transport” studies the different ways in which the structural and transport policies of the EU can promote the balanced and sustainable development of the Union’s territory. Particular attention is paid to the situation of the least-favoured and most isolated regions.

The Commission makes recommendations on how to achieve greater synergy between these two policies in order to improve social and economic cohesion in Europe. It also invites the Member States to establish regional transport priorities, paying particular attention to the impact of transport infrastructure on the regional economy and giving priority to those modes of transport which impact least negatively on the environment.

Reference: COM/98/806 of 14 January 1999
The full text is available on the Info regio web site: <http://info regio.cec.eu.int/transport>



I - Trans-European networks

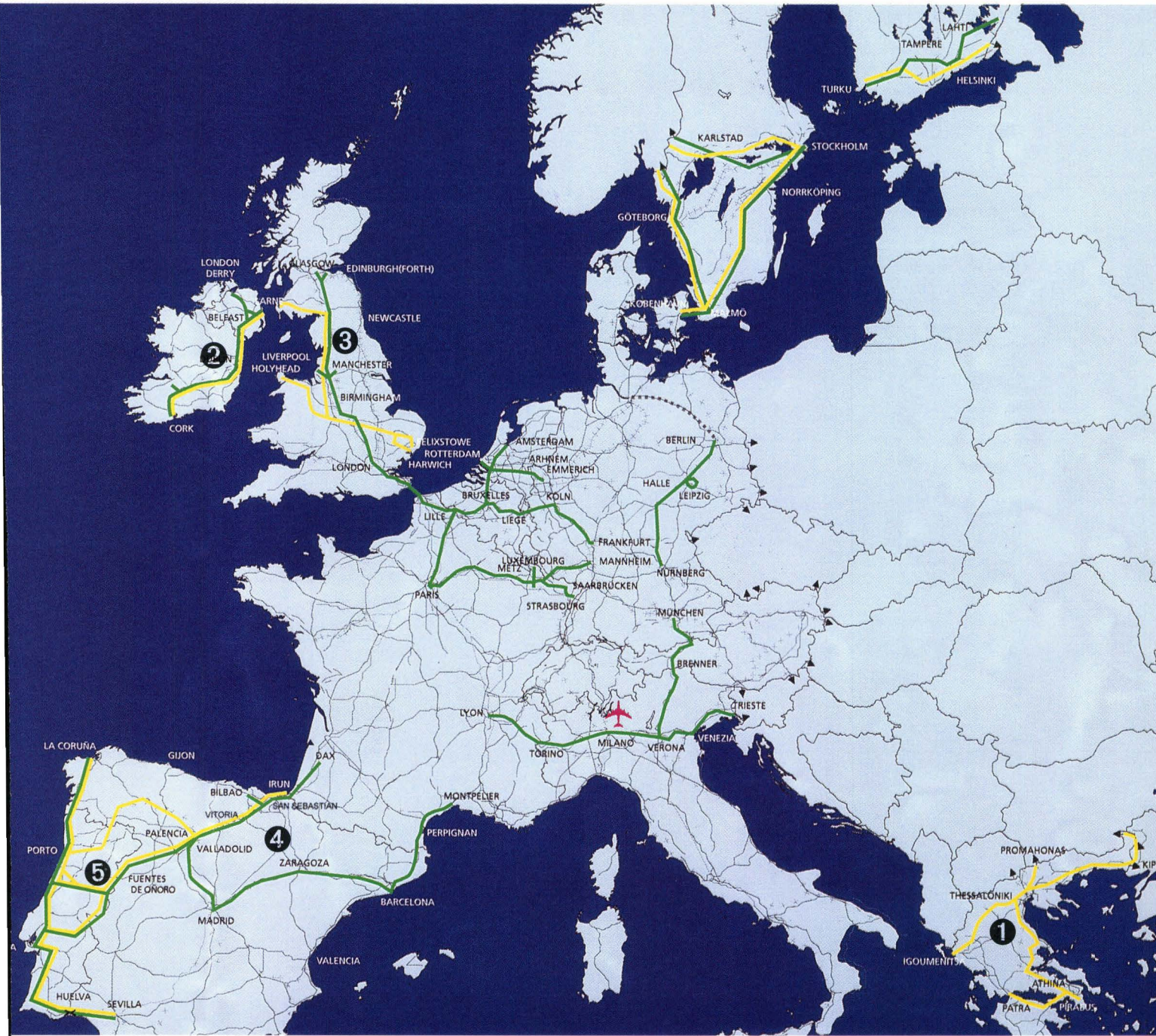
In 1992, the Maastricht Treaty defined the trans-European networks (TENs) for transport, telecommunications and energy. The aim of the TENs is to transform the fifteen national networks into only one, Europe-wide network, and in doing so contribute to the strengthening of cohesion and the efficiency of the single market. To do that, bottlenecks, very often in the poorest regions, must be eliminated, remote and isolated regions incorporated, and the Union linked to its neighbours.

The TENs are also meant to end the incompatibilities and inconsistencies inherited from the past: the different railway gauge in Spain, incompatible signalling systems, air services managed by 52 air-traffic control centres, motorways which stop at borders and so on.



A high-speed train which races through a region without stopping contributes nothing. If the poor and distant regions are to benefit from the TENs in the same way as the others, then "capillary" networks must be developed. This is the aim of the development programmes supported by the Structural Funds: they finance simultaneously the TENs, regional and local transport networks and other measures to stimulate economic activity in the least advanced regions.

According to estimates by the European Commission, the TENs programme should cost about EUR 400 billion between now and 2010. The bulk of this investment will be paid for by the Member States and the private sector. Between 1995 and 1999, the European Union provided EUR 1.8 billion (TENs-specific budget) for feasibility studies, loan guarantees and interest rebates for TENs projects. When a project covered by the TENs concerns a region eligible under the Structural Funds regionalised Objectives or found in one of the four "Cohesion" countries, it may also receive substantial assistance from the European Regional Development Fund (ERDF) or the Cohesion Fund.



Trans-European networks: several priority projects concern the least developed regions

Five of the 14 projects selected as priorities for completion by 2010 directly concern the least developed regions of the Union:

- 1 the Egnatia and Pathé motorways in Greece;
- 2 the Cork-Dublin-Belfast-Larne rail link (Ireland and Northern Ireland);
- 3 the Cork-Belfast motorways (Ireland and Northern Ireland) and their extension in the UK via Scotland and Wales to the ports of Felixstowe and Harwich on the east coast of England;
- 4 the Madrid-Barcelona-Montpellier and Madrid-Vitoria-Dax rail links (Spain and France);
- 5 the multimodal corridor connecting northern and southern Portugal and linking with the Lisbon-Irún (Spain) route.



The Greek motorways

The Via Egnatia is the main road across Greece from the port of Igoumenitsa in the west to the Turkish border in the east. It broadly follows the route of the old Roman road built in the 2nd century B.C. and, when completed, will comprise a motorway 687 km long with four lanes of traffic and hard shoulders. It will link all major cities in northern Greece as well as five ports and eight airports and will intersect with eight major north-south roads to reduce travel times between Greece and Western Europe and the Balkans. The importance of this road link for the development of the European Union as a whole justifies the sums committed. Overall responsibility for construction has been entrusted to a private company.

The Pathé motorway is the main north-south route between the Bulgarian border, Thessaloniki and Patras. It passes over the Anthirion bridge and bypasses Athens via the new ring road. The work, which began in 1990 and should be completed by 2004, consists mainly of modernising and widening the road to two or three lanes in each direction over some 800 km.

The Pathé and Egnatia highways are two of the priority projects for the trans-European transport network currently being developed.



The Egnatia stretches from western to eastern Greece

Total cost for ERDF and Cohesion Fund purposes (Egnatia and Pathé):
around EUR 8.5 billion

ERDF contribution (Egnatia and Pathé 1994-99):
EUR 1 080 million

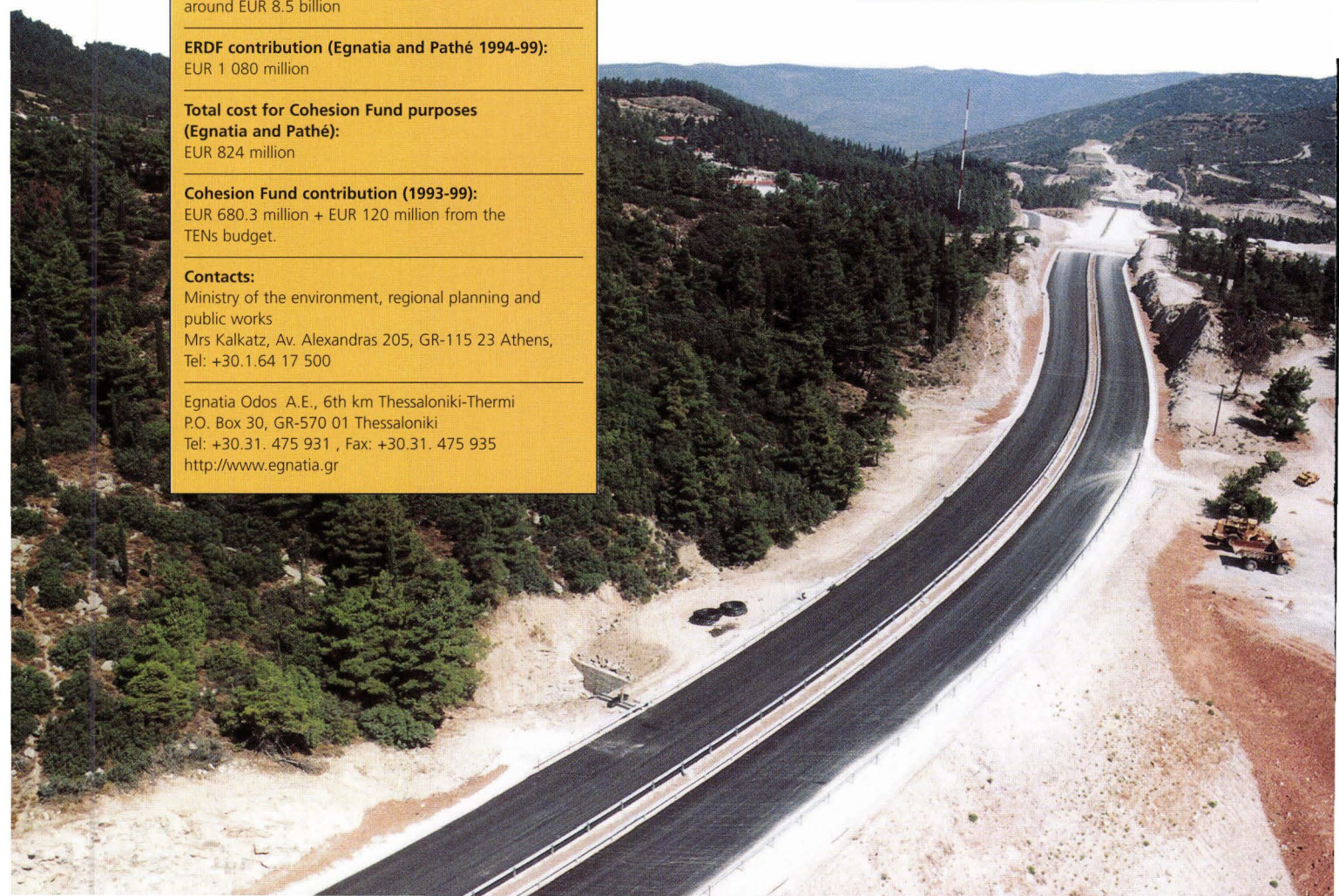
Total cost for Cohesion Fund purposes (Egnatia and Pathé):
EUR 824 million

Cohesion Fund contribution (1993-99):
EUR 680.3 million + EUR 120 million from the TENs budget.

Contacts:

Ministry of the environment, regional planning and public works
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Tel: +30.1.64 17 500

Egnatia Odos A.E., 6th km Thessaloniki-Thermi
P.O. Box 30, GR-570 01 Thessaloniki
Tel: +30.31. 475 931 , Fax: +30.31. 475 935
<http://www.egnatia.gr>





Multimodal connections

The need to stimulate the economies of Portugal and western Spain dictated urgent modernisation of the various means of transport in this part of the Iberian Peninsula in order to bring it closer to the rest of Europe. This is why a major trans-European project will complement measures taken nationally by Spain and Portugal.

It takes the form of three corridors combining rail, road, air and sea transport and connecting:

- La Coruña (Galicia, Spain) → Lisbon
- Irún (Spain) → Lisbon
- Seville (Andalusia, Spain) → Lisbon

The port of Sines

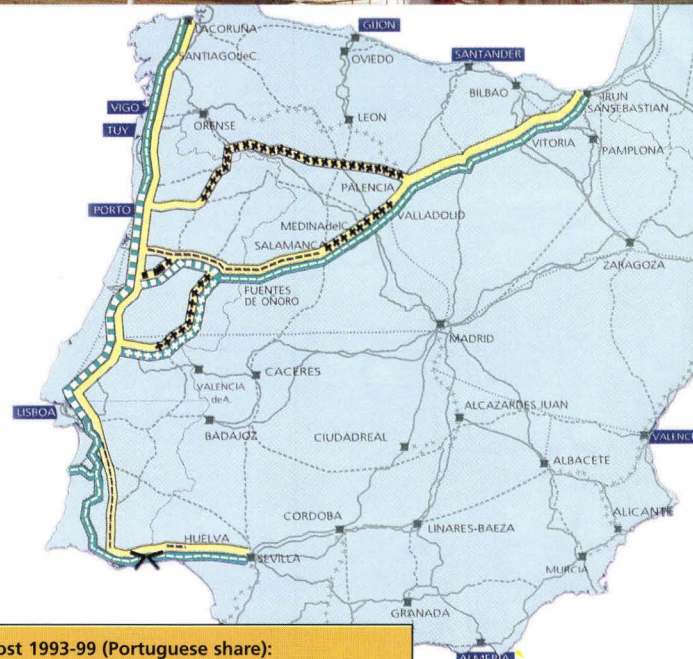


In 1996 and 1997, the EU part-financed studies of multimodal connections using the Lisbon-Vilar Formoso (the Beira Baixa railway line for example).

It is intended to connect these corridors to the ports of Sines, Setúbal, Lisbon, Aveiro and Leixões and to improve access to these ports by both sea and road.

The port of Sines was equipped with a new direction and control system for remote monitoring of harbour operations and to detect any dangerous situation in good time. In 1997, the Union part-financed studies on the construction of the new Lisbon airport, the expansion of the airports at Porto and Faro and the refitting of the port of Setúbal. On the Spanish side, the Union part-financed the study of improvements to the railway lines between Fuentes de Oñoro and Valladolid and between Redondela (Tuy) and La Coruña.

Improving safety and journey times will undoubtedly promote trade between Portugal and the rest of the Union and it is likely that some road traffic will switch to rail, which will be good for the environment. Economic projections suggest that a large number of direct and indirect permanent jobs will be created in the regions the routes cross.



Total cost 1993-99 (Portuguese share):
EUR 2 billion

EU contribution (ERDF and Cohesion Fund - Portuguese share): EUR 1.22 billion

Contact:
Intervenção operacional dos Transportes
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Tel: +351.21.722 06 30

Compatible gauges

How can a country preserve its own special features while becoming part of Europe? The axle exchanger that the Cohesion Fund part-financed at Majorabique (Andalusia, Spain) shows in a very practical way that this can be done. It is well known that Spanish railways use a different gauge from the one adopted by other countries of the Union. The high-speed train between Madrid and Seville – which uses the European gauge – was therefore not connected to the rest of the Spanish network. The problem has now received a high-tech solution through the installation at Majorabique of a device which automatically changes the wheel base to allow trains of the Talgo type to change from one gauge to another between Madrid and Cadiz or Huelva, so gaining between two and three hours on these journeys. Will there be high-speed connections between Cadiz and Copenhagen in the near future?

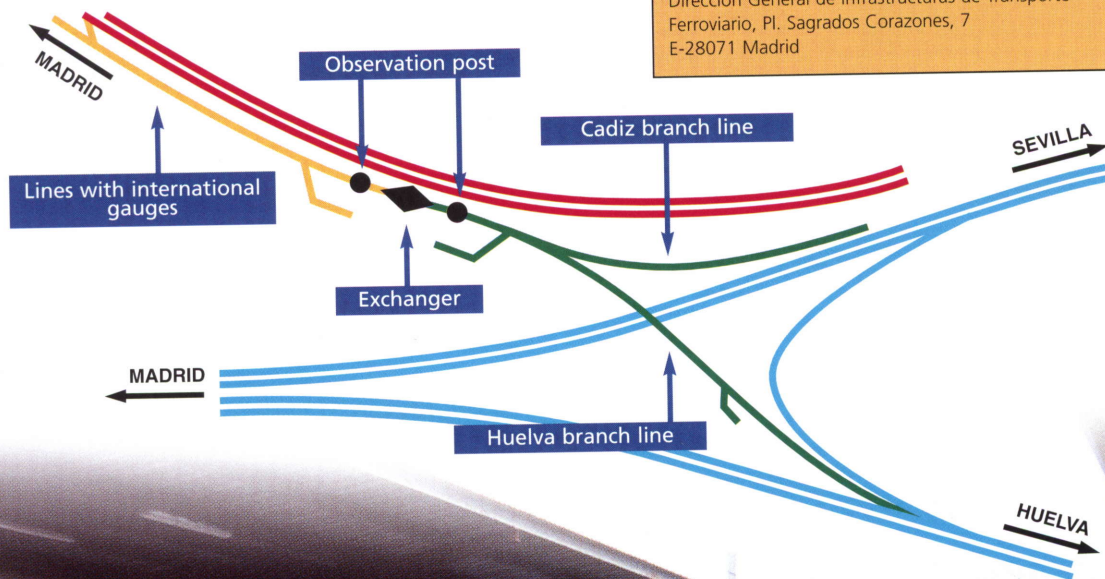


The installation at Majorabique lets the Talgo train reach the furthest corners of Andalusia

Total cost: EUR 3.76 million EU

Contribution (Cohesion Fund):
EUR 3.196 million

Contact:
Dirección General de Infraestructuras de Transporte
Ferroviario, Pl. Sagrados Corazones, 7
E-28071 Madrid





Ireland: by rail from north to south

Since 1992, the European Union has been supporting the modernisation of the cross-border railway link between Dublin (Ireland) and Belfast (Northern Ireland, United Kingdom). In October 1997, the two cities were only one

hour and forty-five minutes apart, thanks to the installation of an ultramodern signalling and control system and improvements to the weak links in this section of the network: bridge consolidation and facilities at Drogheda and Dundalk stations. The immediate effect of the work carried out was an appreciable improvement in services for travellers: greater punctuality, increased safety, reduction in journey times and introduction of entirely new rolling stock. But this was only one stage of a larger project seeking to improve the rail route between Cork and Larne, a part of the trans-European transport network. The Belfast to Londonderry link is still to be improved. The whole project should be finished in 2000. The aim is to increase the use of rail transport over road transport and initial statistics seem to suggest that this is happening.



Modernising Irish trains

Total cost (1993-1999): EUR 357 million

EU contribution (Cohesion Fund): EUR 53.7 million

Contact:

Department of Public Enterprise, Rail Transport Division
Setanta Centre, Nassau street, IRL-Dublin 2
Tel: +353.60 41 636
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Extension to the East

In Helsinki, in June 1997, the Member States of the EU and their partners in central and eastern Europe agreed on a pan-European transport project.

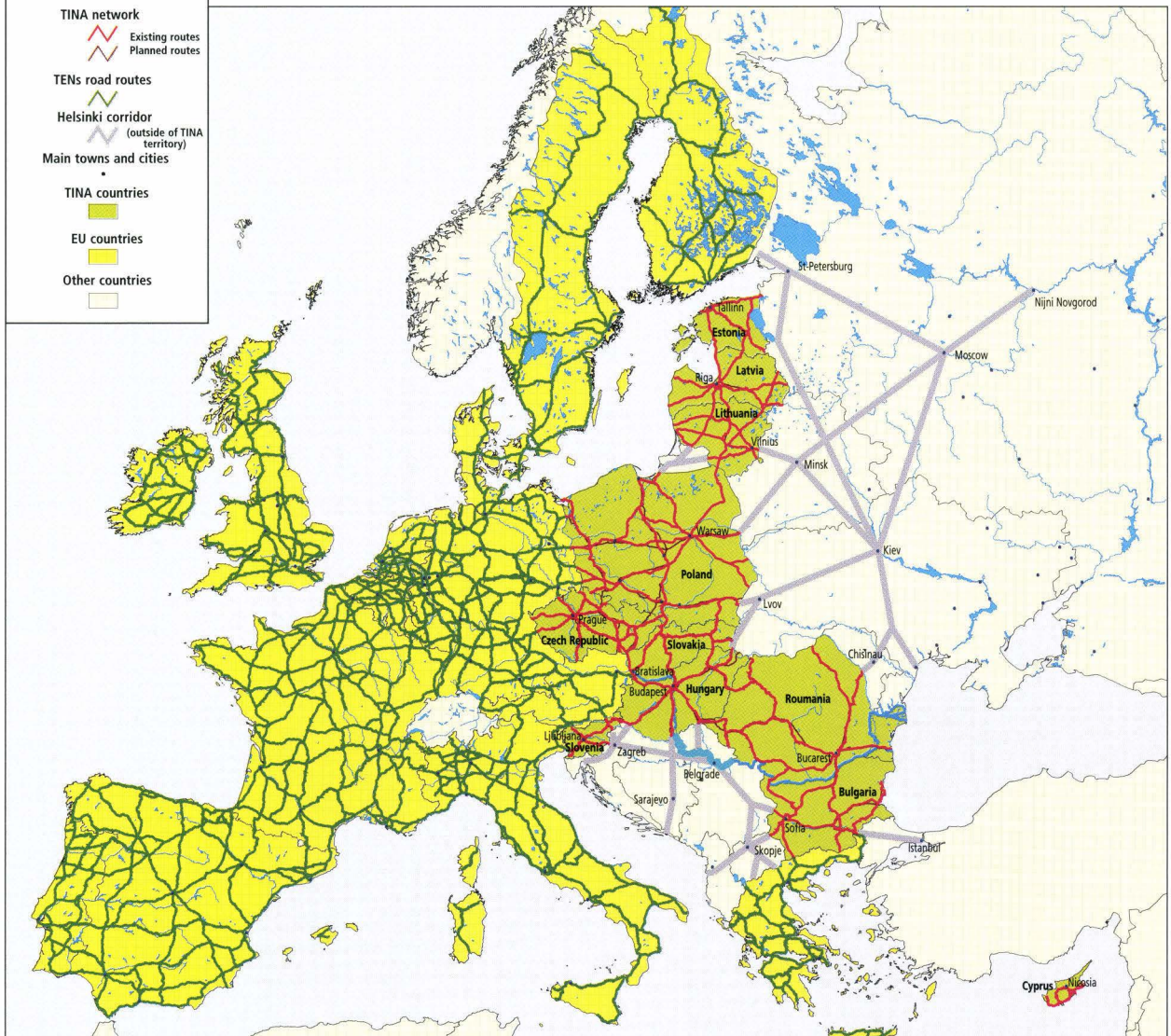
Besides its purely economic aspects, this project has important implications for the balanced development of the larger Europe of the future. Its aim is to provide the new regions of the East with additional tools so that their level of development can rapidly catch up with most of the other regions of the current Union. Social considerations (access to transport for the most vulnerable social groups) and environmental ones (promotion of environmentally friendly forms of transport such as rail, inland waterways, short sea routes and combined transport) form part of the Helsinki Statement.

The pan-European project consists of nine corridors combining road, rail and cross-border routes and the course of the Danube. Work involves mainly increasing existing carrying capacities. The following ten projects will gradually be integrated into the trans-European transport network:

1. The "Via Baltica": Helsinki-Tallin-Riga-Kaunas-Warsaw (with a Riga-Kaliningrad-Gdansk branch)
2. Berlin-Warsaw-Minsk-Moscow
3. Berlin-Dresden-Wroclaw-Katowice-Kracow-Lwow-Kiev
4. Dresden/Nürnberg-Prague-Vienna/Bratislava-Győr-Budapest-Arad-Constanta/Craiova-Sofia-Thessaloniki/Plovdiv-Istanbul
5. Venice-Trieste-Budapest-Lwow + two branches: one towards Rijeka and other towards Plöce and Sarajevo
6. Gdansk-Warsaw-Zilina with a branch towards Katowice-Ostrava
7. The Danube from Germany to Romania plus related inland waterways where necessary
8. Durres-Varna
9. Helsinki-Alexandropoli with branches towards Odessa and Kaliningrad
10. Salzburg-Thessaloniki

Trans-European transport network planned for an enlarged Union [road network]

- TINA network**
- Existing routes
 - Planned routes
- TENS road routes**
- Helsinki corridor**
(outside of TINA territory)
- Main towns and cities
- TINA countries**
- EU countries**
- Other countries**

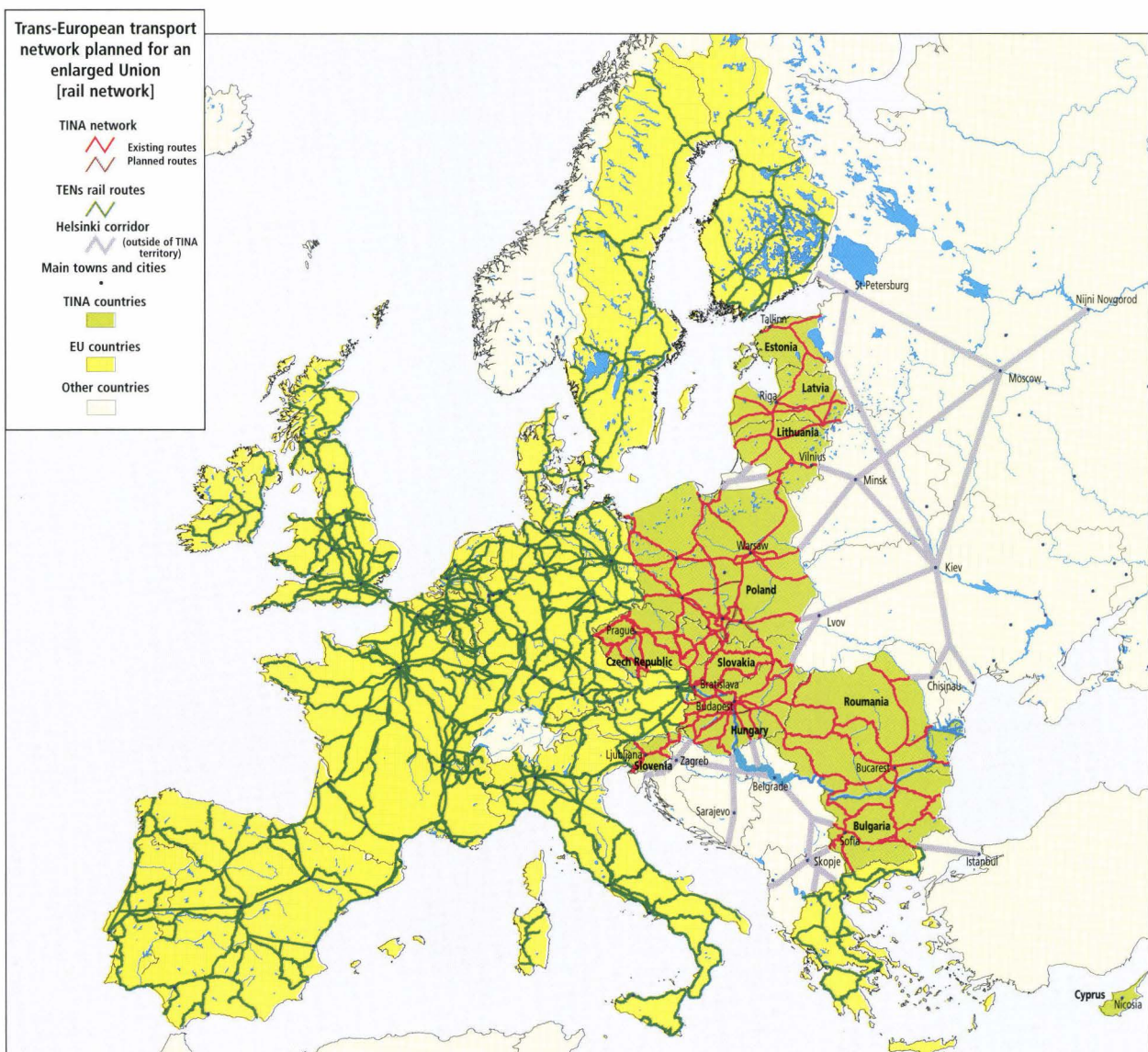


Who is responsible for financing?

Experts estimate the cost of this planned extension of the TENs to the south and to the east at about EUR 90 billion between now and 2015. Part of these funds will come from the national, regional and local authorities and the private sectors of the Central and Eastern European Countries (CEECs) and the Commonwealth of Independent States (CIS) of the former USSR. The European Union has been contributing by part-financing a number of transport projects for some years through the programmes known as Phare (CEECs), Tacis (CIS) and Interreg (cross-border and trans-national cooperation among EU regions). Between 1995 and 2000, the Phare programme will have granted the 10 applicant countries of central and eastern Europe aid totalling EUR 1 billion a year. Infrastructure absorbs the bulk of this, mainly in the form of cross-border projects for which Interreg provides the Community share of the funds and Phare the contribution from the CEECs. During the period 2000-06, the Phare budget will be increased to EUR 1.5 billion per year. These packages will be further supported by loans from the European Investment Bank (EIB) and aid from the European Bank for Reconstruction

and Development (EBRD) (examples include the EUR 225 million granted by the EIB to Romania in July 1998 to construct road corridors in Transylvania and Moldova and the EUR 280 million granted by the EIB at the same time to finance two motorways in Poland, under the trans-European priority projects).

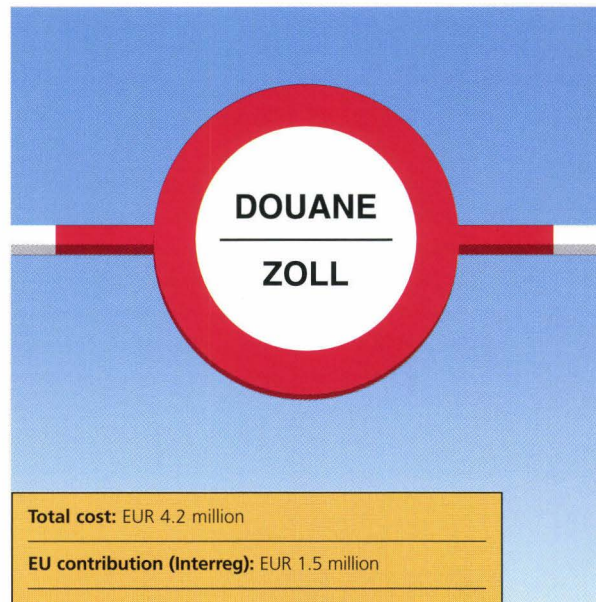
Between 2000 and 2006, the Instrument for Structural Policies for pre-Accession (ISPA) will provide aid for transport worth EUR 500 million a year from a budget of EUR 7.3 billion intended to help the applicant countries bring their infrastructure closer to Community standards between 2000 and their formal accession. Since the various financial packages have not yet been assembled, implementation of transport projects in the east is very gradual. Initial achievements are still modest when measured against the grand scale of these projects. Most are located in the border regions with the Union, as if the impact of European programmes is spreading slowly outwards.





Pomerania Euroregion: easier border crossings

Travel between Germany and Poland is already dense and will surely increase in the years ahead. To assure the easiest possible crossings, the region of Mecklenburg-Western Pomerania (Germany) and the Polish authorities decided to modernise the border post of Blankensee and to enlarge main roads in the area. Thus, 6 km of the secondary road UR 19 between Retzin and Grambow has been widened. Parallel to the B104, it serves primarily as an alternative route in the event of accidents, works, etc. and leads via the Linken-Lubieszyn border post to the Polish port of Szczecin. A 2.5 km section of the road between Boock and the border (Blankensee) has been entirely renewed to improve traffic. A bypass around the village of Boock still awaits construction. The border post of Blankensee has been entirely modernised with road-widening, a manoeuvring area for heavy lorries, a cycle track and a pedestrian way alongside. Work finished in August 1996.



Total cost: EUR 4.2 million

EU contribution (Interreg): EUR 1.5 million

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Helsinki – St Petersburg by train

The Helsinki - St Petersburg link is the most important rail route crossing the Finnish-Russian border. From 1992 to 1996, the number of passengers on this route increased from 93 368 to 185 619 per year and it is anticipated that numbers could reach 1.7 million by 2010. Goods transport has tripled in the last 25 years. The border crossing, composed of the Vainikkala (Finland) and Buslovskaja (Russia) railway stations, has become a priority for infrastructure development.

As a result of European Union aid, new tracks have been built at Vainikkala to guarantee passenger train connections between Vainikkala, Buslovskaja and Luzhaika. The construction of an electrified double track, complete with signalling and control box, is also underway.

Other schemes programmed for the end of 2005 include the construction of a separate track for high-speed trains and new double, electrified tracks complete with signalling and control boxes (between Luumäki and Vainikkala, and between Luzhaika and Vyborg). A third track between

Pargovolo and Zelenogorsk (34.5 km) is also planned, mainly to service the suburbs of St Petersburg. Yet further plans are designed to increase the speed of trains, principally by the installation of an automatic control system at Vainikkala railway station.

By the end of 2000, the journey time between Helsinki and St Petersburg will have been reduced from 6 h 30 to 4 h 20. By 2005, it should take no more than 3 hours.

Total cost: EUR 1.805 million

EU contribution (Interreg): EUR 334 000

Contact:

Finnish Rail Administration
Mr. Pentti Hirvonen
PO Box 185
FIN-00101 Helsinki
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Fax: +358 9 5840 5100

Marina at Leba

Cooperation among the coastal regions of the Baltic (Union of the Baltic Cities) has resulted in each of the partners developing its own comparative advantages. With EU aid, the town of Leba (Poland) has built a yacht marina which can accommodate up to 120 boats. Tourist facilities have also been provided along with services directly connected with boats (sanitary facilities in the port, weather reporting service, sailing courses, boat maintenance and repair, accommodation for yachtsmen, etc). There are still substantial opportunities for tourist development in this region on the edge of the Slowinski

national park, where industrial activity is prohibited because the area is protected as a world biosphere reserve. Various nautical events are staged around the port of Leba, attracting especially participants from Germany, Sweden, Denmark and Finland and generating considerable economic activity.

Coût total: 4,5 millions d'euros

Contribution de l'UE (Phare): 1,9 millions d'euros

Contact:

Implementing Authority for Cross-Border Co-operation
AL. Ujazdowskie 19
PL-00-557 Warszawa
Fax: +48.22 694 7379



The marina at Leba

New inland waterway

The frontier region of Elbe-Labe is a very popular tourist destination. The opening of the frontier between Germany and the Czech Republic has increased the flow of people wishing to cross the Elbe at the only border post of Schmilka. The ferry crossing is a real bottleneck causing substantial delays to motorists, pedestrians and cyclists, especially at weekends and during the summer. It has therefore been decided to build a new river crossing to link the stations of Schöna (D) and Hrensko (CZ). A number of links with the road, rail and cycle networks on both sides are planned.



Total cost: EUR 2.5 million

EU contribution (Interreg): EUR 2.3 million

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II - Linking countries, regions and villages

The early ERDF assistance in the 1970s and 1980s was directed mainly at projects on a national or regional scale for constructing missing sections of national motorway networks and improving access to isolated regions, using criteria defined by each Member State. For a long time, road transport took the lion's share of European funding, often at the expense of other more economical and more environmentally-friendly modes.

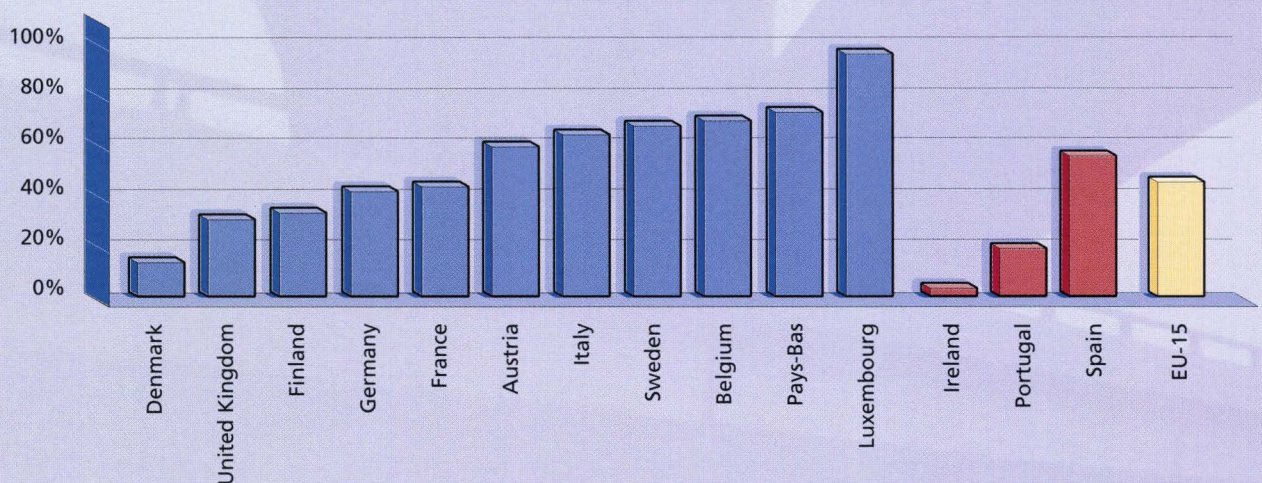


In the 1990s, Spain was undoubtedly the Member State to invest most in its road network and provide an efficient and coherent infrastructure of over 3 000 km.

Throughout the Union today, most railway systems are trying to develop their comparative advantages by developing high-speed trains (the French TGV, the Spanish AVE, Germany's ICE, the Italian ETR 500 and Pendolino, Electra in Britain, Denmark's IC3, the Eurostar and the trans-national Thalys network), with the construction of 30 000 km of high-speed track planned.

In spite of the investments which have been made available, imbalances still persist between Member States and between regions within the same country. In 1994, the rate of railway electrification was 0% in Greece, almost 0% in Ireland and barely 20% in Portugal, while it stood at almost 70% in Belgium and 72% in the Netherlands. Of the least developed countries, Spain fared the best with a rate of almost 60%. Regional statistics often differ widely from national indicators, with rates much higher than the Community average for city-based regions, Germany, and the northern regions in Sweden and Finland, and rates

Percentage of electrified railway tracks, 1994



much lower than the Community average for northern Portugal, Asturias (Spain), and the half of the Greek regions which have no railways at all.

Motorways are highly concentrated in the central and more developed regions, with much lower provisions in the more distant regions. This deficit in transport infrastructure is even greater in the least developed regions, such as the eastern German Länder, north-west Spain, the Italian Mezzogiorno, in-land Portugal or Greece.

Since the end of the 1980s, ERDF investment in road transport infrastructure has led to a general improvement in road safety. On average, fatal accidents fell by 14% between 1989 and 1995, most significantly in Finland, Sweden and the United Kingdom, while in Italy, Luxembourg and Greece, the figures show that road safety has deteriorated.

Since 1989 (in the case of the ERDF) and 1993 (the Cohesion Fund), unprecedented resources have been devoted to improving transport infrastructure in the poorest regions. During the period 1993-99, the ERDF granted EUR 15 billion to transport projects, in addition to EUR 8 billion from the Cohesion Fund and EIB loans.

**Cohesion Fund financing
(Trans-European transport networks)
Commitments between 1993 and 1999**

| Member State | Transport sector | Commitments | |
|--------------|---------------------------|----------------|-------------|
| | | Million euro | % |
| Spain | Total | 4 605.5 | 100 |
| | Roads | 2 609.0 | 56.6 |
| | Railways | 1 860.3 | 40.4 |
| | Ports | 28.0 | 0.6 |
| | Airports | 73.2 | 1.6 |
| | VTS ⁽¹⁾ | 35.0 | 0.8 |
| Portugal | Total | 1 446.0 | 100 |
| | Roads | 856.3 | 59.2 |
| | Railways | 334.0 | 23.1 |
| | Ports | 95.8 | 6.6 |
| | Airports | 159.9 | 11.1 |
| | VTS ⁽¹⁾ | 0.0 | - |
| Greece | Total | 1 534.5 | 100 |
| | Roads | 680.3 | 44.3 |
| | Railways | 484.4 | 31.6 |
| | Ports | 77.6 | 5.1 |
| | Airports | 259.8 | 16.9 |
| | VTS ⁽¹⁾ | 32.4 | 2.1 |
| Ireland | Total | 748.4 | 100 |
| | Roads | 559.5 | 74.8 |
| | Railways | 141.7 | 18.9 |
| | Ports | 38.5 | 5.2 |
| | Airports | 3.2 | 0.4 |
| | VTS ⁽¹⁾ | 5.5 | 0.7 |
| Total | Total | 8 334.4 | 100 |
| | Roads | 4 705.1 | 56.5 |
| | Railways | 2 820.4 | 33.8 |
| | Ports | 239.9 | 2.9 |
| | Airports | 496.1 | 6.0 |
| | VTS ⁽¹⁾ | 72.9 | 0.8 |

(1) VTS: Vessel traffic management system

ERDF investment in transport 1994-1999

(Commitments in millions of euro –1994 prices, data subject to change)

| A. Objective 1 | | |
|----------------|--|--------------|
| Member State | Investment in transport infrastructure | % du total |
| Spain | 6 073.0 | 43.8 |
| Greece | 2 496.0 | 18.0 |
| Portugal | 1 389.0 | 10.0 |
| Ireland | 1 406.5 | 10.1 |
| Italy | 1 831.6 | 13.2 |
| United Kingdom | 139.0 | 1.0 |
| France | 287.0 | 2.1 |
| Other | 245.3 | 1.8 |
| TOTAL | 13 867.4 | 100.0 |

| B. Objectives 2, 5b and not broken down by Objective | | |
|--|--|--------------|
| Member State | Investment in transport infrastructure | % of total |
| Germany | 102.62 | 11.3 |
| Austria | 4.48 | 0.6 |
| Belgium | 8.92 | 1.0 |
| Denmark | 3.14 | 0.3 |
| Spain | 498.71 | 54.8 |
| Finland | 18.53 | 2.0 |
| France | 174.00 | 19.1 |
| Italy | 35.04 | 3.9 |
| The Netherlands | 49.19 | 5.4 |
| Sweden | 14.7 | 1.6 |
| TOTAL | 909.33 | 100.0 |



Multimodal operations in Tuscany



Transfer from train to lorry in a flash

One of the current ways of reducing air pollution and traffic congestion is to transfer a part of road transport to rail. This is the choice that the authorities in Tuscany (Italy) made when they decided to develop the Prato intermodal platform. The place was well chosen, near the port of Livorno where the Milan-Naples route crosses the east-west road from the Tyrrhenian coast. This location offered the further advantage of bringing together a number of transport companies which had previously settled

Total cost (first phase): EUR 34.6 million

EU contribution (ERDF): EUR 7 million

Contact:

Interporto T.C. s.p.a.
Via del Ceppo Vecchio 57
I-50047 Prato
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haphazardly, some in the historic centre of the city, and of encouraging them to favour rail transport.

The platform covers 800 000 sq.m. and offers facilities for the storage of goods and an intermodal rail/road terminal providing transshipment and supporting services. The first batch of facilities has been occupied by four large transport and logistics operators. Several small transport and courier companies should join them soon. Improvements started in 1992 and, when the area is fully occupied, it should move almost one million tonnes of goods a year from road to rail, which is an annual saving of approximately 30 000 lorry journeys.





Easier travel in the North

Modernisation of the section of the IP-4 between Vila Real and Vila Verde (northern Portugal) completes the new route linking the Porto metropolitan area to the Spanish border at Quintanilha. This four-lane road, which will eventually form part of the trans-European transport network, makes for much easier access to the Vila Real area, which is surrounded by mountains. Better traffic conditions in northern Portugal will clearly help to make the movement of people and goods easier and provide safer and swifter access to the urban centres of inland Portugal. This is also expected to improve industrial and agricultural competitiveness and so slow down out-migration.

Total cost (1996): EUR 22 million

EU contribution (ERDF): EUR 12 million

Contact:

Intervenção Operacional dos Transportes
Av. Columbano Bordalo Pinheiro n°5 - 3
P-1070 Lisboa
Tél: +351.1.722.06.30

Crossing the mountain safely



The transport centre in Aalborg

In 1991, in response to the recession in local shipyards, the local authorities in North Jutland (Denmark) sought to develop other types of activities connected with the port. They chose to set up a combined transport centre – the “Nordjysk Transportcenter” (North Jutland Transport Centre - NTC) – to act as a clearinghouse for goods transport around Aalborg. The NTC covers a total area of 420 000 sq.m. and has several functions: there is an enormous storage area for various types of products, with the equipment required for each category; it is – of course – a goods distribution centre, and it provides various business services and office space for many national and international transport companies, which can thus be very close to their physical operations.

The European Union helped finance the first building of the distribution centre. Since then, the NTC has grown steadily and opened two more buildings. The NTC is ideally located to act as a national centre, oriented in particular towards trade with Greenland, and to act as an interface

between Scandinavia and the rest of continental Europe. It is the most northern of the European intermodal transport centres and offers access to the road and rail networks as well as to the docks.

Total cost: EUR 7 million

**EU contribution
(Renaval programme 1990-92):** EUR 2 million

Contact:

Aalborg Havn,
Mr Jørgen Fransen
Langerak 19, P.B. 8530
DK-9220 Aalborg Øst
Fax: +45.99 30 15 15

The first building of the Aalborg transport centre





A port in Bavaria

The Kelheim river port



Total cost: EUR 28 million
Total public cost: EUR 6 million

EU contribution (ERDF): EUR 4.8 million

Contact:
Zweckverband Häfen im Landkreis Kelheim
Herr Kalmer
Schlossweg 3
D-93309 Kelheim
Fax: +49.9441.207 303

The port of Kelheim (Bavaria, Germany), on the banks of the Danube, has local pride of place in an area where economic activity has long centred on the agricultural sector. The port has encouraged the development of the entire regional economy and the people there hope that enlargement of the Union will further increase its role and reputation.

The political changes and burgeoning economic climate in Eastern Europe have given a substantial boost to river traffic on the Danube. Kelheim, located a few kilometres south of Regensburg at the junction with the Main-Danube canal, has grown in recent years to be the second port in the Land in terms of transshipment traffic. Its facilities, built in 1978, were first modernised in 1990 but it is mainly the investments made in 1996 – with assistance from the ERDF – which has given it its new dimension. The mooring dock has been expanded to more than one kilometre of quays, and a universal crane with a lift

capacity of 45 tonnes and a new bucket conveyor have been installed. The annual volume of transshipments carried out at Kelheim was one million tonnes in 1996 and is likely to increase appreciably in the future.

Around the port a commercial area of 60 hectares is mainly occupied by container companies, a major car terminal, firms supplying the motor industry, a luxury-yacht builder and agri-businesses. Proximity to the port has been a key factor for the recent arrival of a number of other companies in the immediate area.



The port of Piraeus

The European Union has long contributed to the extension and modernisation of the port of Athens, starting with the first enlargement begun in the 1980s part-financed by the Integrated Mediterranean Programmes. But the situation has since developed and European Union aid (from the Cohesion Fund since 1993) has concentrated on two aspects: constructing and equipping a second unloading terminal ("Eleftherios Venizelos") and construction of a ring road.

Specifically, grants from the European Union are currently being used to complete a second quay 900 metres long and to purchase 36 lifts and 5 bridge-cranes for containers. The road link comprises 8.5 km of expressway which connects the two parts of the port (passengers and goods) as well as to the city and the motorways leaving Athens. This road is strategic because it makes it possible to ensure effective intermodality while relieving the growing congestion caused by motor traffic in the harbour area.

Piraeus is not only the principal Greek port, it is the key to the whole maritime transport system of the Eastern Mediterranean, the southern gateway of the European Union and its access to the Balkans and the Black Sea. The figures speak for themselves: in 1997, Piraeus was visited by more than 10.5 million national and international cargo vessels and more than 8 million passengers.

Total cost (1993-1999): EUR 97.5 million

EU contribution (Cohesion Fund): EUR 45 million

Contact:

Port of Piraeus Authority
10, Akti Miaouli st., GR-185 38 Piraeus
Tel: +30.1.452 09 11-17
Fax: +30.1.452 08 52

The port facilities at Piraeus



The Mezzogiorno: goodbye to the stopping train

The ERDF's contribution of almost EUR 800 million by the end of the century has probably rung the death knell of the picturesque but exhausting tangle of slow lines in southern Italy. In response to the disparities in performance between railways in northern and southern Italy, the European Union decided to assist the Ferrovie dello Stato S.p.A. (Italian national railways) to modernise the rail network in the South. A programme called "Trasporte-Ferrovie" started in 1994 and is still in progress in several regions. At that time, less than half the lines in the Mezzogiorno were electrified (against more than 70% in the north and centre) and scarcely 20% of the track was two-way.

The works undertaken include track improvements in a number of urban areas to increase speed and safety: the straightening of curves, the levelling of gradients and improvements to connections. In Apulia, almost 60 km of track has been doubled and equipped with electronic signalling and management systems on the Bari-Taranto line. The 149 km Bari-Lecce link has been electrified, entailing a number of changes: more powerful locomotives and greater capacity on the line thanks to the

higher speed of trains. In Calabria, the facilities for the control and automation of traffic have resulted in much improved service on the 400 km of the Battipaglia-Reggio link.

By 2002, at the end of this ambitious programme, all will not yet be perfect but 50% of the total network will have been electrified and 25% of track doubled.



Total cost (1994-99): EUR 2 033 million

EU contribution (ERDF): EUR 791 million

Contact:

Ferrovie dello Stato
Ing. Goliani
Piazza della Croce Rossa, 1
I-00161 Roma
Tel: +39.06.84 90 24 14

The trains of the Mezzogiorno roll towards the 21st century





Poitou-Charentes: reviving an industrial area?

The Nersac industrial estate (in the municipality of La Couronne, Angoulême) has existed since the middle of the 1970s but its development was impeded for a long time by the lack of effective road connections. With the aid of the ERDF, the regional authorities have built a by-pass which connects the area to the N-10 main road. This has given Nersac a new lease of life.

In 1990, a promotional campaign increased the rate of investment in property and brought in companies manufacturing furniture, packaging, and engineering components and, finally, a test centre for lorries in 1993. But to meet new needs, it was vital to continue development of the area and to improve links with the main road network. The route selected to improve access to the area uses a road leading to a cement works. This has two advantages: it reduces to a minimum the impact on the surrounding properties and makes it possible to preserve the Moines forest by by-passing it. The new link also reduces traffic on the D-103 road, particularly where it goes through Le Mas, and serves the future employment area of Grand-Maine. The work, most of which was carried

out in 1996 and 1997, comprises earthworks for the roads, safety and street-lighting facilities and landscaping. These measures should help create new jobs, including about fifty in a local dairy-printing company which wants to expand its plant by moving to La Couronne.



Total cost: EUR 2.5 million

EU contribution: EUR 0.6 million

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A leap forward for the Greek railways

Finance from the ERDF and the Cohesion Fund is being used to fully modernise the railway line between Athens and Idomeni (on the northern border) and sections of the Paleofarsalos-Kalabaka, Thessaloniki-Alexandropolis, Evangelismos-Leptokarya and Thriassio-Corinth lines, involving electrification, digital signalling and improved telecommunications. One hundred kilometres of track have already been doubled and the plan is to construct a marshalling yard at Thriasso and, eventually, a connection with the port of Piraeus. The entry into service of eight trains of the Intercity type and of fifteen modern engines between Athens and Thessaloniki has doubled the number of passengers between these two cities. The Union is also part-financing the reorganisation of the national railway company OSE and its development plan over the next few years.

By 2000, the electrification rate of the Greek railways will have increased to over 21% (compared with 3% in 1990) and 13% of trains will run at speeds of over 140 k.p.h. (up from 0.6%). The target of doubling the whole of the line from Athens to Thessaloniki will practically have been achieved, and with the extra modernisation this will reduce journey times to four hours from the seven hours that passengers still had to endure in 1989.

Total cost for ERDF purposes (1989-1999):
EUR 970 million

EU contribution (ERDF): EUR 555 million

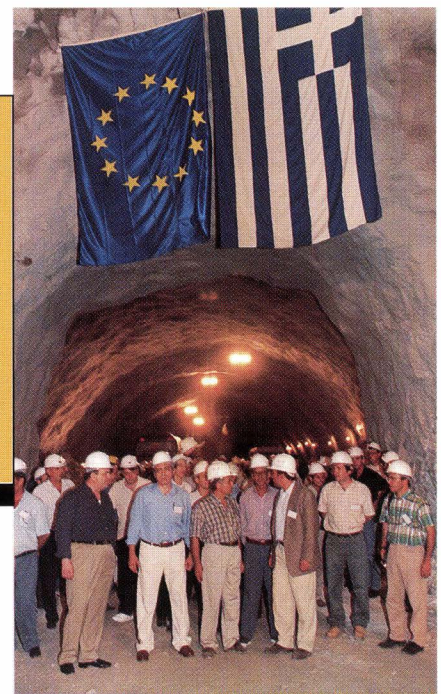
Total cost for Cohesion Fund purposes (1993-1999):
EUR 721.7 million

EU contribution (Cohesion Fund): EUR 484.4 million

Contact:

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General Manager, Development, Planning and Control
Karolou 1-3, GR-104 37 Athens
Tél: +30.1.5297 880-2, Fax: +30.1.5249 131

The opening of the Tempi railway tunnel (Thessaloniki)



III - The most remote regions

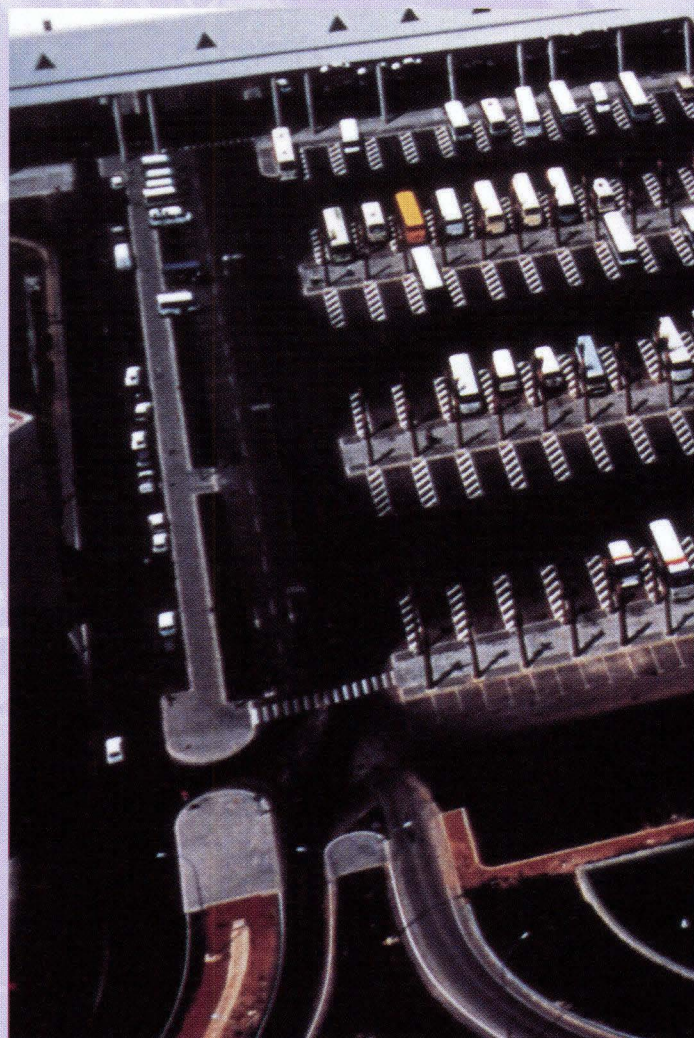
The economic indicators are clear: there is a close link between remote location and low standards of living. Despite the efforts made on telecommunications, which considerably improve information flow and therefore access to innovation, nothing can replace the movement of people and goods. The Community-level decision in 1986 to open up sea and air transport to competition is a threat to links serving islands, which are often not very profitable and therefore likely to disappear.

However, islands – like peripheral and landlocked regions – depend more than any others on transport systems for their development and indeed their very survival. The European Union has recognised the need to connect the peripheral, isolated and island regions to the central regions of the Community⁽³⁾. For this reason it has adopted several legal provisions⁽⁴⁾ dealing with the public-service obligation and granting exceptional subsidies to the transport companies which serve distant and thinly populated regions. These provisions are intended to ensure that less profitable links survive and that the inhabitants of the poorest remote regions have access to transport.

With regard to sea links, European legislation requires the Member States to sign public-service contracts with shipping companies which provide regular services to, from or between islands. These contracts cover services that companies would not provide (or not completely) if they took account only of their commercial interests. These contracts are backed by state aids. The same principle applies to regular air links and to coastal traffic serving the Greek islands, Madeira and the Azores and “peripheral areas, in the process of development or with weak traffic”. These legal provisions are transitional in scope and expire in either 1999 or 2004.

Apart from such legislation, the European Union devotes substantial funding from the ERDF and the Cohesion Fund to projects to modernise and extend transport infrastructure in its least developed peripheral regions. These projects play a crucial role in bringing these regions – most of which are islands – up to the level of the centre of the Community as regards both passenger transport and the movement of goods. The small size of most island regions also considerably limits their opportunities for economic diversification and regular and frequent interregional connections are needed, particularly to support tourism.

Lastly, combined transport systems, which are more environmentally friendly and more economic if they are well-designed, are of particular interest to the most remote regions. This is why the European Union has recently been providing support for innovative projects which help increase the use of combined transport and encourage the switching of road traffic towards other modes of transport⁽⁵⁾.



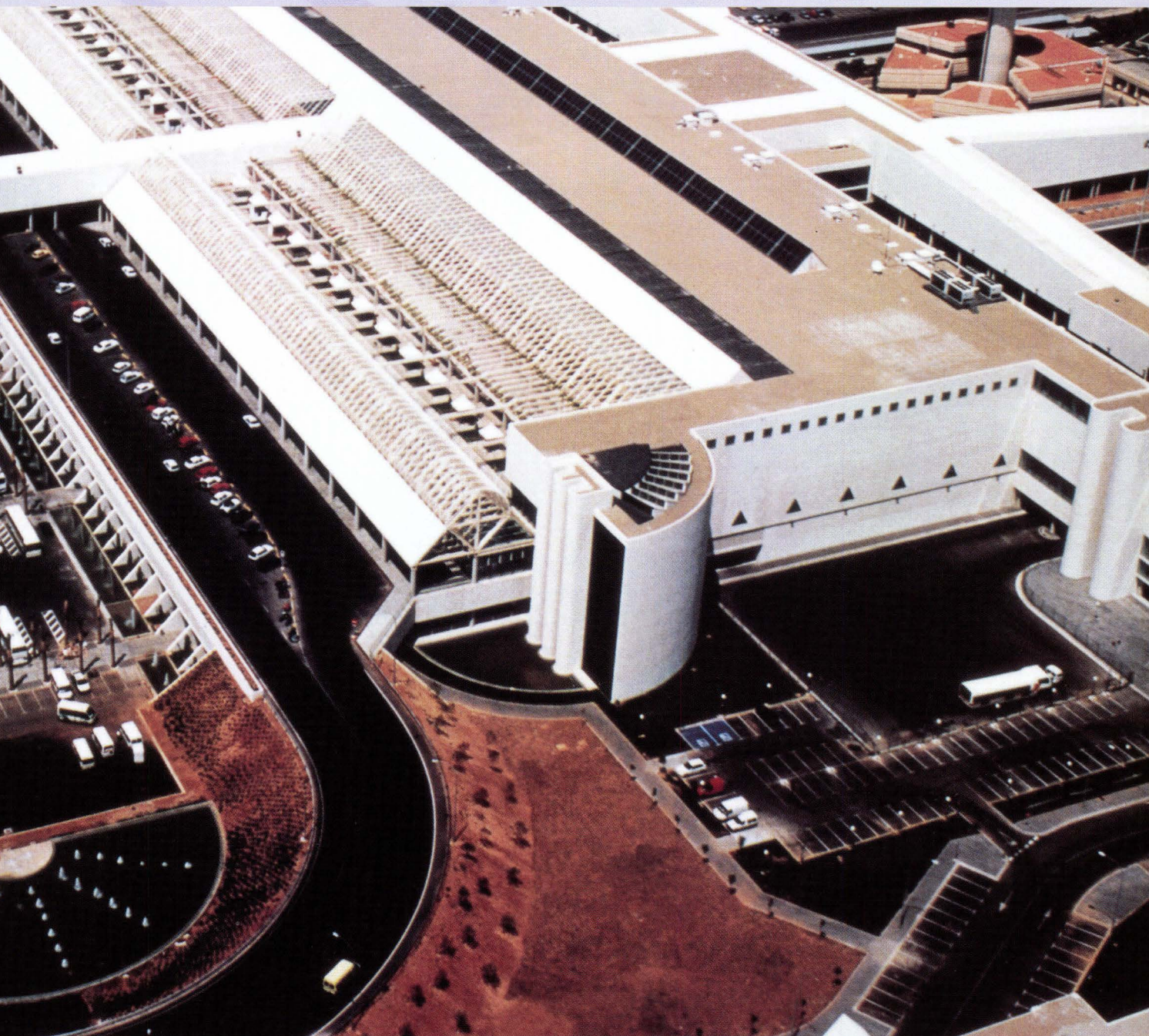
(3) Treaty of Maastricht.

(4) Council Directives (EEC) Nos 3577/92 of 7 December 1992 (OJ L364 of 12 December 1992) on sea transport and 2408/92 (OJ L 240 of 24 August 1992) on air transport.

(5) Council Regulation (EC) No 2196/98 of 1 October 1998 (OJ L 277/1 of 14.10.98).

Real and virtual distances

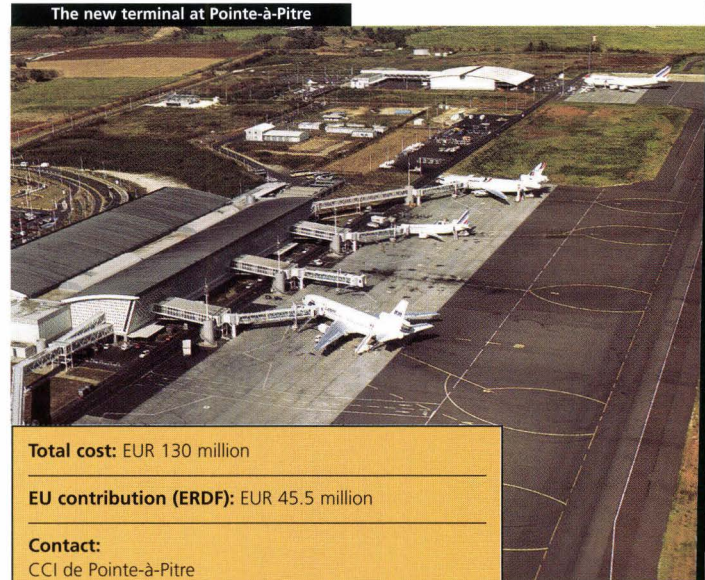
In 1997 the Eurisles network (grouping of the island regions) published a "statistical indicator of the regional disparities generated by insular location and remoteness" which calculated "virtual distances", i.e. the time taken by a lorry starting from Maastricht to reach the capitals of Europe's islands. Using this calculation, Ajaccio in Corsica is as far away as Tunisia, a virtual distance of 2 680 km (real distance 1 444 km), while Corvo in the Azores is at a virtual distance of over 26 000 km (real distance 3 649 km)...



Le Raizet: a shift to the north

Since it opened in 1966, Le Raizet airport at Pointe-à-Pitre (Guadeloupe, France) has developed considerably, with passenger traffic increasing eight-fold to almost 2 million people in 1997. The opening in February 1996 of the new northern air terminal "Guadeloupe Pôle Caraïbes" marked the end of one of the largest construction projects ever carried out on the island and the beginning of a new era for Le Raizet. Work to displace the runway and some of the facilities to the north began in June 1993 and lasted 30 months, involving earthworks, construction of a freight terminal and a power station, road works, construction of a new terminal building for passengers and improvement of aircraft-related infrastructure (parking for planes, taxiing areas). Ultramodern equipment has been installed, mainly using local manpower (between 85% and 98% over the lifetime of the works as a whole). To achieve this very high rate and the start-up of the new facilities without nasty surprises, more than 2 000 hours of training were provided. Where the skills required were not available locally, staff with roughly similar qualifications were sent on upgrading courses so that they could quickly begin working.

The operation of a cruise ship, the "Costa Classica", out of Pointe-à-Pitre is bringing a further 60 000 passengers a year, which has strengthened Guadeloupe's role as the air/sea centre of the European Caribbean.



Total cost: EUR 130 million

EU contribution (ERDF): EUR 45.5 million

Contact:

CCI de Pointe-à-Pitre
Direction de la Concession aéroportuaire Le Raizet
Aérogare sud, F-97139 Les Abymes (Guadeloupe)
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New terminal in Palma de Mallorca

Even before it was opened on 12 April 1997, the prestigious Palma de Mallorca air terminal had already reached saturation point. It handles 15 million passengers a year, making it the second Spanish airport after Madrid. The new terminal – part-financed by the European Union – covers 300 000 sq.m. and has 204 check-in desks followed by 4 km of moving walkways.

The direct effect of this high level of comfort and flexibility is to make the island still more attractive to tourists, whose total numbers are expected to increase by two thirds. This will have a marked impact on the local economy, which is strongly dependent on tourism. Local inhabitants will also benefit from an increased number of more flexible and therefore less expensive air connections.

Palma de Mallorca: the brand new air terminal

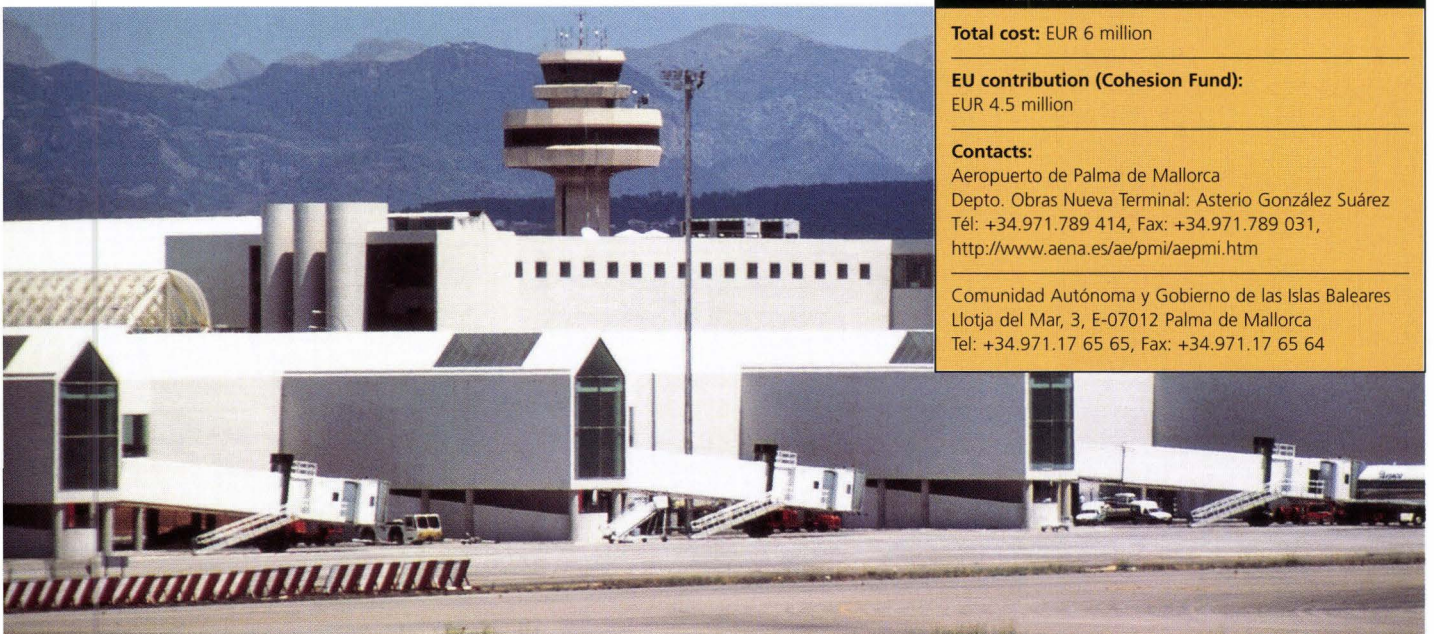
Total cost: EUR 6 million

EU contribution (Cohesion Fund):
EUR 4.5 million

Contacts:

Aeropuerto de Palma de Mallorca
Depto. Obras Nueva Terminal: Asterio González Suárez
Tél: +34.971.789 414, Fax: +34.971.789 031,
<http://www.aena.es/ae/pmi/aepmi.htm>

Comunidad Autónoma y Gobierno de las Islas Baleares
Llotja del Mar, 3, E-07012 Palma de Mallorca
Tel: +34.971.17 65 65, Fax: +34.971.17 65 64



Funchal: a window on the waves

The modernisation of Funchal airport (Madeira, Portugal) was of great strategic importance for this island, which lives primarily from international tourism. The old facilities had become obsolete and prevented the landing of very large aircraft, which limited the possibilities of economic development and created a comparative disadvantage for this remote island region. Thanks to several grants by the ERDF and the Cohesion Fund, the runway was lengthened in two phases, first up to 2 336 metres then up to 2 781 metres (instead of the original 1 800 metres). A series of airport facilities (new goods terminal, a larger air terminal, a new parking area and then a new control tower) was added gradually. Improvements to the road system are being carried out to facilitate access to the airport but work is being hampered by the very rugged terrain of the island and the lack of available land.

Total cost: EUR 438 million

EU contribution (1989-99, Regis Programmes I & II + Cohesion Fund): EUR 227.4 million

Contact:

ANAM - Aeroportos e Navegação Aérea da Madeira, SA
16, Rua do Bispo 2º - Sala 24, P-9000 Funchal (Madeira)
Tel: +351. 91.225 085
or Região autónoma de Madeira - Direcção Regional das Comunidades Europeias e da Cooperação Externa,
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Funchal airport: longer runway

The airport for goats



The airport at Figari

In 1975, when the idea of building an airport at Figari (southern Corsica) was first mooted, it was referred to as "an airport for goats". Today, there is no longer any dispute about its role in integrating the economy of the southern Corsica plain. Thanks to Community financing which has made it possible to extend and modernise the air terminal, the airport is very different from the wooden building of 800 sq.m. which originally handled some 5 000 passengers a year on internal flights only. The new airport was opened on 20 September 1997 and now extends over 4 000 sq.m. with a main runway 2.5 km long for charter and medium-haul carriers, modern aircraft-related facilities and many ground services. The annual number of passengers is around 220 000. In addition to the hundred

jobs directly created by the airport, it also supports the viability of numerous hotels, restaurants and shops. Regular flights to Figari have in fact lengthened the tourist season. The south of Corsica, long isolated because of access difficulties, has been brought closer to continental Europe and the rest of the world.

Total cost: EUR 6.5 million

ERDF contribution: EUR 2.2 million

Contact:

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IV - Travel in cities

Well-run public transport in towns and cities directly helps to reduce severe problems such as social exclusion, air pollution and traffic jams.

That is why, even though public-transport policies are primarily a matter for each Member State, the European Union has for several years been carrying out research into sustainable urban development. About 80% of Europeans live in towns and cities and the Union believes that it should be proposing innovative solutions to the social and environmental problems arising there.

The European Union has also been supporting transport projects in towns in the less-developed regions and in declining and isolated urban areas and run-down historic centres. These projects are designed to reduce isolation and provide mobility for even the poorest people with no car. The measures taken to improve the efficiency and reliability of public transport, as well as making it more pleasant and flexible, also have the advantage of making it more available to people whose mobility is impaired. Union finance is also being provided for pilot projects on the management of traffic and pollution using new technologies.

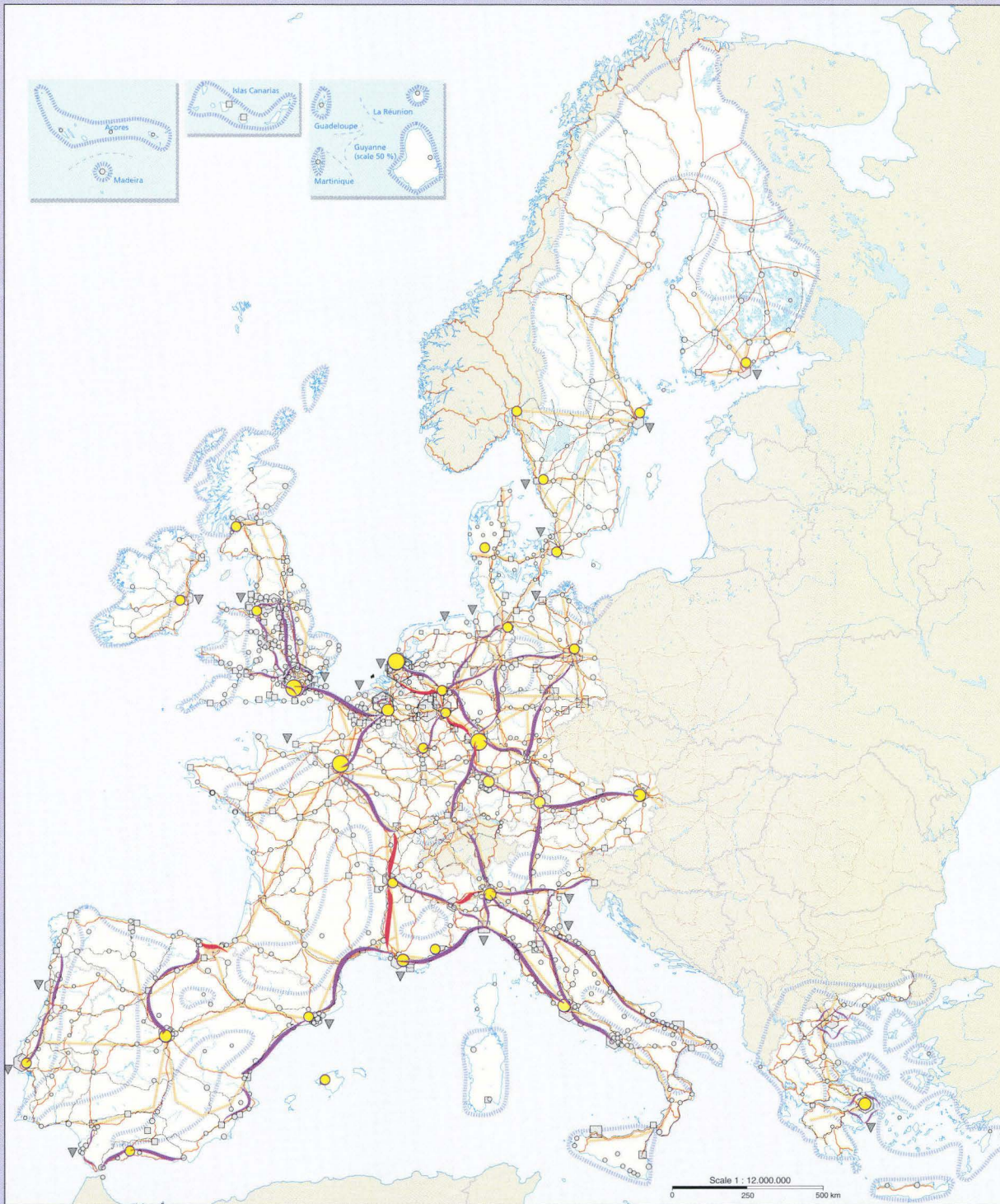
In July 1998, the European Commission published the results of its work on fair charging for transport, i.e. a pricing policy for transport which would include environmental and other marginal costs⁽⁶⁾. This represents a further step towards worthwhile support for public transport and, more generally, for less polluting means of transport of general economic interest⁽⁷⁾.

More recently still, the Commission published a document bringing together its ideas on local and regional transport in Europe and setting out the main EU financial instruments which can support projects to improve access to transport for people whose mobility is impaired and for the socially disadvantaged. A new legal framework to encourage improvements in the quality of local and regional transport systems and guarantee sustainable mobility⁽⁸⁾ is also outlined.

The European Local Transport Information Service (ELTIS) is a recipient of EU support. ELTIS is a database containing thousands of items of data and descriptions of good practice covering local and regional passenger transport in Europe including, in particular, information on new services, accessibility, regional planning and tariffs. Its electronic address on the worldwide Web is <http://www.eltis.org>

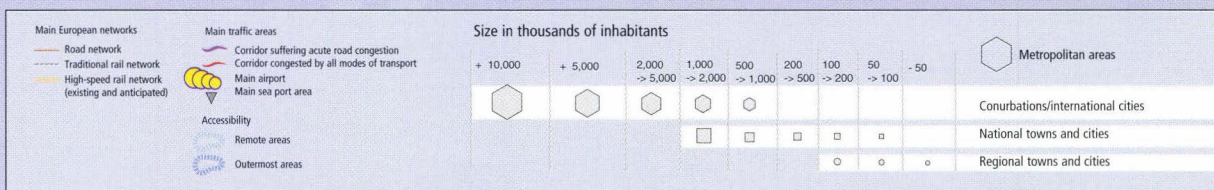


Accessibility, infrastructure and transport



source: Eurostat, ESDP

NB: This map only illustrates some of territorial elements mentioned in the text of the first official draft of the European Spatial Development Plan (ESDP) presented at the informal meeting of EU ministers responsible for spatial planning in Noordwijk on 9 and 10 June 1997. They are not formal policy proposals and it is not guaranteed that the elements provided here are exhaustive or completely correct.



(6) Fair payment for infrastructure use: a phased approach to a common transport infrastructure charging framework in the EU - White Paper, 22 July 1998.

(7) As advocated in 1997 by the Treaty of Amsterdam.

(8) Communication from the European Commission - The citizens' network, September 1998

How can public transport complement urban development?

In 1994 the ERDF provided almost EUR 20 million worth of aid for a light railway in Manchester (North-West, the United Kingdom). This is a tram system which crosses the heart of the city to connect to several outlying districts as well as the main regional railway stations. The extension towards Salford Quays is the first of a series of five extensions of the network which were proposed to connect other distant districts and the airport with the city centre. This extension enables passengers to reach the new economic development area of Salford Quays, which is home to the famous Lowry Centre, an arts centre being set up with support from the ERDF. The new line passes through very run-down districts (Community Economic Development Areas) and has been extended as far as Eccles, a disadvantaged area of Salford.

This light railway line is of particular economic importance in that it provides the inhabitants of very disadvantaged areas with mobility – and hence the possibility of a gainfully active life – despite their not usually being able to afford a car.

The extension to the light railway is expected to provide employment for some 2 000 people in the Salford Quays area and permit the redevelopment of 10 hectares of derelict land. It will also have a very positive environmental impact by replacing about 600 000 car journeys a year.



Total cost: EUR 75 million

ERDF contribution: EUR 20 million (programme for the industrial redevelopment of Greater Manchester, Lancashire and Cheshire 1994-99)

Contact:
Greater Manchester Passenger Transport Executive
Ms Jane Nearney, Public Affairs Manager
9 Portland Street, UK-Manchester M60 1HX
Tel: +44.161.242.6000, Fax: +44.161.228.3291

The Manchester light r

Madrid motorway ring road



The Madrid ring road

Like most other capitals, Madrid has its share of traffic jams and pollution. The need for a motorway ring road became urgent so as to reduce the impact of transit traffic on residential areas, reduce exhaust fumes in the city centre, cut journey times and improve road safety in town. Another reason for going ahead with this project was that Madrid is at the heart of a radial road transport network. The new ring road – the M40 – has facilitated communications between regions by improving the cross-links among the various main roads converging on Madrid.

Total cost: EUR 165 million

EU contribution (Cohesion Fund): EUR 140 million

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Lisbon: a station for the Expo fair

Not only is it beautiful to look at, it is also fully multimodal and designed with the future firmly in mind. The brand new Oriente train station, designed by the architect Santiago Calatrava and opened for the 1998 Expo, covers fifteen hectares in the east of the city. This site was chosen intentionally to create a new urban development zone and upgrade a "forgotten" part of Lisbon.

The station is the point of intersection between the rail network (the Lisbon-Porto line), the underground railway (Alameda-EXPO station line) and the road network. It is near the new Tagus bridge, itself located at the eastern end of the city. Motorists can park in a two-storey underground car park with space for 2 000 vehicles. A bus station, with room for 40 coaches, provides operators with substantial service areas. The underground station and the bus station are connected by a central atrium to a

shopping precinct which also serves the railway station and the parking areas. The construction of the Oriente station also facilitates connections with air and river transport.



Total cost: EUR 132 million

EU contribution: EUR 78 million

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The Oriente train station





The Athens underground

Your average Athenian pedestrian would like the Gods of Olympus to open up a metro entrance at his feet so that he can escape from the exhaust fumes and blazing sun and be comfortably whisked to his destination by train. But the construction of the Athens underground railway has run into serious technical difficulties (unstable soil, with subsidence and damage to adjoining buildings, in particular in Syntagma) as well as obstacles of historical and cultural origin. Excavation work regularly turns up archaeological remains of great value which need researching or conservation and hold up the building work. All the same, until February 2000 Athens had only one line crossing the city from Piraeus in the south to Kifissia in the north.

Since 1991, the European Union has been contributing to the construction of Line 2 (from the north-west to the south-east) and Line 3 (from the west to the north-east). Construction is being undertaken by a consortium of

22 firms from several European countries combined under the name of "Olympic Metro". The main links on these two lines were opened in February 2000: Sepolia – Omonoia – Syntagma on Line 2 and Ethniki Amyna – Syntagma on Line 3. In November 2000, 5 new stations on the south-east section of Line 2 were opened. The remaining extensions will be completed gradually between now and 2005.

Total cost (1991-99): EUR 1.966 billion

EU contribution: EUR 983 million

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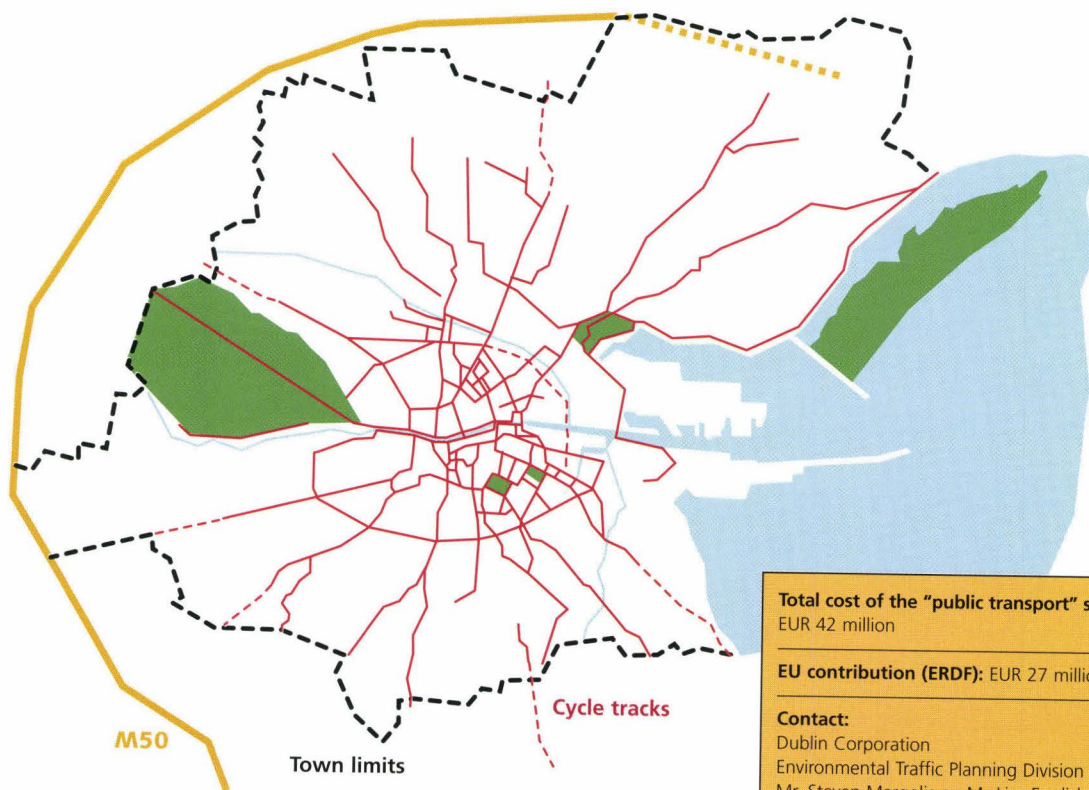
Opening of a new underground line by the Greek prime minister, Mr Simitis, in February 2000



The underground takes shape bit by bit

Dublin: priority for buses and cyclists

With assistance from the European Union, the Dublin authorities decided to start a series of interlinked schemes to improve traffic flow in the urban area of Greater Dublin. A complete network of "corridors" will be reserved for a quality bus service. Pedestrian precincts and some 60 km of cycle tracks have already been laid out and traffic has been organised to give priority to cyclists. In addition, several bicycle parks have been built in the city centre, at stations, along the principal roads into the city like the N11 which connects the south-eastern suburbs to the centre, at the university and at park entrances



Sketch of Dublin city

Total cost of the "public transport" strand (1994-1999):
EUR 42 million

EU contribution (ERDF): EUR 27 million

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European Commission

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