



European Union

The Cohesion Fund in pictures



European Union

The Cohesion Fund in pictures

European Commission

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>).

Cataloguing data can be found at the end of this publication.

Luxembourg: Office for Official Publications of the European Communities, 1999

ISBN 92-828-5205-9

© European Communities, 1999

Reproduction is authorised provided the source is acknowledged.

Printed in Italy

Contents

Introduction	5
------------------------	---

S P A I N

1. Improved supplies of drinking water to Madrid.	6
2. An improved water distribution network in Seville	7
3. Recycling industrial waste in Zamudio	8
4. Checking erosion and restoring plant cover	9
5. A network of stations to monitor water catchment areas	10
6. Monitoring sea traffic	11
7. The Guipúzcoa-Navarre expressway	12
8. The air terminal in Palma de Mallorca.	13
9. The Majorabique axle exchanger	14
10. The Madrid ring motorway	15

G R E E C E

11. Water at Chania	16
12. Water management at Xanthi	17
13. Improving the Athens water supply	18
14. The Via Egnatia	19

P O R T U G A L

15. Drinking water on Madeira	20
16. The Lisbon water supply	21
17. Improved safety in the port of Sines.	22
18. The Palmela-Marateca link.	23

I R E L A N D

19. The Greystones water treatment unit	24
20. The extension to the port of Cork.	25
21. Roads in Ireland.	26
22. A modernised rail network	27



Introduction

When the European Council adopted the Treaty on European Union signed in Maastricht, it also decided to set up a new instrument, the Cohesion Fund, which was intended to strengthen economic and social cohesion within the Community.

This Fund, which has over ECU 15.6 billion to commit in 1993-99, contributes to projects in the fields of the environment and trans-European transport networks. It provides assistance in the four countries whose per capita GNP is less than 90 % of the Community average: Greece, Ireland, Portugal and Spain.

The selection of examples presented below gives an indication of the variety and quality of the projects part-financed by the Cohesion Fund, and of their impact on the development of economic activities and job creation in the countries concerned.



1. Improved supplies of drinking water to Madrid

A capital of 5 million inhabitants needs substantial quantities of water which can be difficult to supply during dry periods. In the summer of 1992 a long spell without rain exhausted Madrid's water reserves, forcing the authorities to impose bans on garden sprinklers and street cleaning, which were damaging to the environment and inconvenient for local inhabitants. To help resolve this situation, the water stored in Lake Picadas has been piped 32 kilometres to Lake Valdemayor and two pumping stations have been built. This means that 100 million cubic metres of water a year are now available to supply Madrid, where shortages should be a thing of the past.



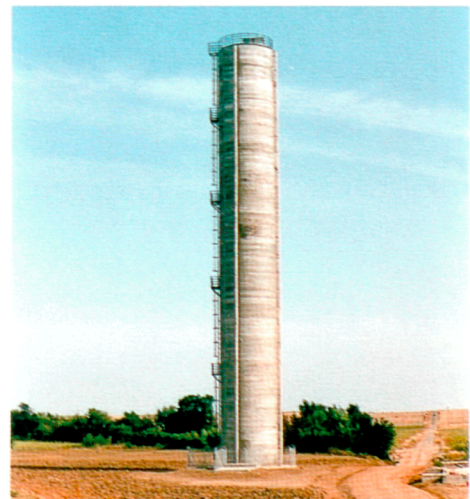


2. An improved water distribution network in Seville

Seville is in the region of Spain where drought problems are most serious. Improvements to the system of piping drinking water were urgently needed to avoid cutting off supplies during the driest periods and to supply water to districts not yet connected to the distribution network. Two projects were carried out to improve matters: the Viar was connected to the city supply network and the Pintado storage dam was connected by a system of pumping stations and pipes.



The provision of regular supplies of water to the Seville metropolitan region has considerably improved both the quality of life for people living there and the region's development prospects.

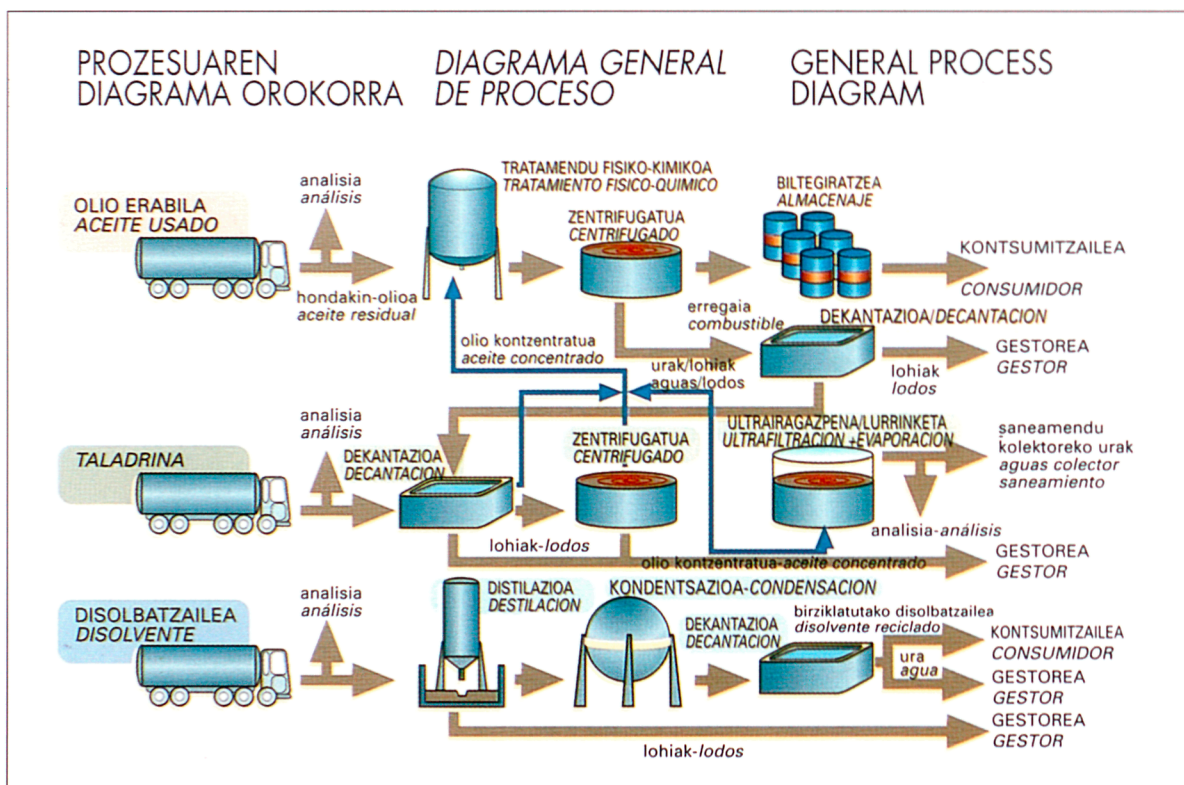




3. Recycling industrial waste in Zamudio

The Zamudio Advanced Recycling Centre in the Basque Country uses the most advanced treatment technologies to provide a definitive solution to the problem of unregulated dumping of industrial waste. Each year, its three units can treat 10 000 tonnes of used oil of all types, 4 000 tonnes of used solvents and 6 000 tonnes of water mixed with drilling fluids. The various treatments include centrifuging, sedimentation, distillation, filtering and ultrafine sifting. The products recovered can be reused in production processes or, in the case of oils, to generate electricity.

This project is of enormous direct benefit to the environment. It should also encourage the introduction of new waste-processing technologies throughout the industrial sector in the Basque Country and so generate skilled jobs in the field of environmental protection.





4. Checking erosion and restoring plant cover

Many areas all over Spain have suffered severely from erosion or have been particularly exposed to the risk of flooding. Assistance has been provided to protect and restore them, usually using biological means. Thus, almost 25 000 hectares have been reforested and almost 15 000 hectares replanted with various complementary plant species to restore cover likely to provide more effective environmental protection. In 12 catchment areas, work to regulate the flows of torrential water-courses was carried out.



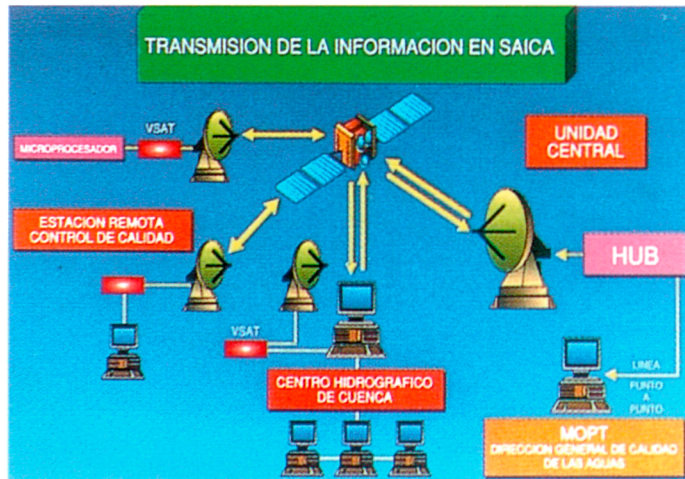
These measures have improved soil conservation, increased fertility and protected biodiversity where it was threatened. The work to regulate the flows of water-courses was intended to limit the risks of floods and the damage that they cause.





5. A network of stations to monitor water catchment areas

The automatic water-quality information system (SAICA) comprises 115 automatic alarm stations, which enable the authorities to monitor permanently almost 172 000 kilometres of water-courses throughout Spain. The parameters measured are pH, conductivity, dissolved oxygen, temperature, organic carbon, ammonia, total chromium, lead and cadmium. The data are transmitted to a mainframe computer via satellite. Thanks to this network, pollution can be detected in real time so that action can be taken immediately and the polluters identified.





6. Monitoring sea traffic

A series of regional and local coordination and rescue centres have been set up in the main coastal regions of Spain. Equipped with the most modern communications and monitoring instruments, these centres have considerably increased the capacity of the Spanish network to monitor sea traffic. They have a number of objectives: preventing accidents at sea; improving the management and monitoring of the transport of dangerous or polluting substances; fighting water pollution; and coordinating rescue operations at sea. They demonstrate how new technologies can be used to promote safety at sea and fight pollution.



Similar facilities have been installed in the other countries eligible for Cohesion Fund assistance.





7. The Guipúzcoa-Navarre expressway

With its two lanes in each direction and a straight alignment, new equipment in the San Lorenzo and Belabieta tunnels and ultramodern signalling, the new A15 expressway which connects the Spanish Basque Country to Navarre has little in common with the old road which wound up and down the mountains. This new link, safer and faster than the previous one, attracts large numbers of vehicles and is of primary importance in improving links between eastern Spain and the valley of the Ebro and south-west France and the rest of Europe.





8. The air terminal in Palma de Mallorca

With 15 million passengers a year, Palma de Mallorca is Spain's second biggest airport after Madrid. Before the new terminal was built, the airport had reached saturation point. The new prestigious air terminal, designed by a local architect, Pere Nicolau, was opened on 12 April 1997. It has a surface area of 300 000 square metres, 4 kilometres of walkways and 204 check-ins. Close attention has also been paid to laying out green areas around the terminal.



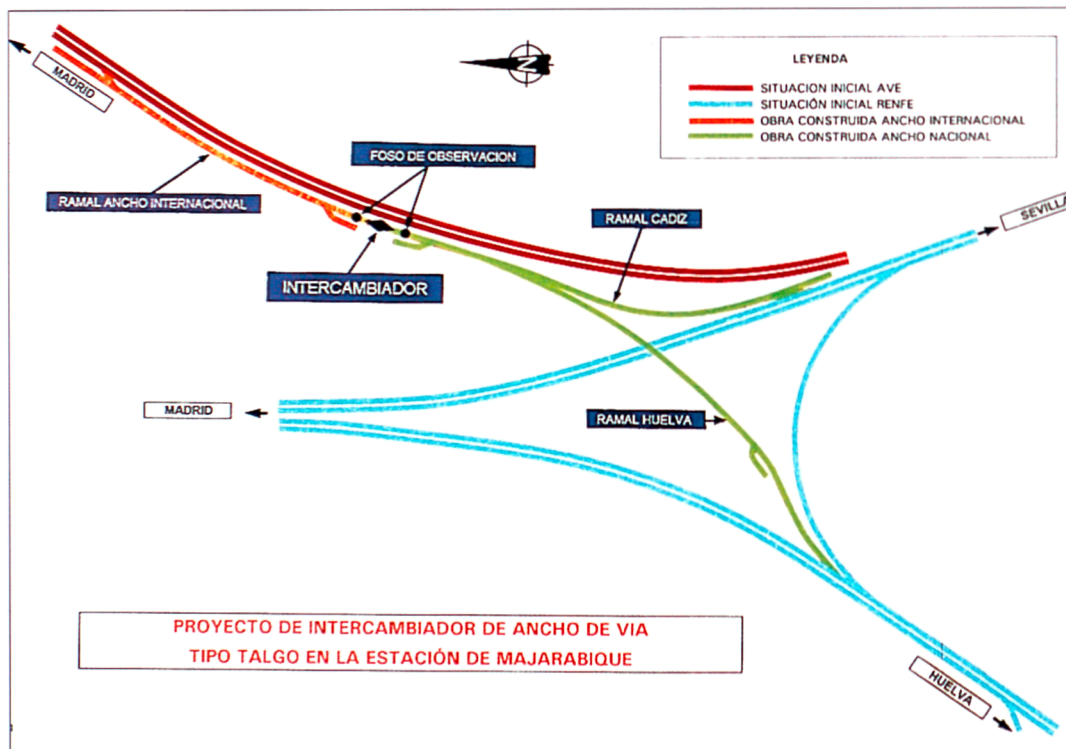
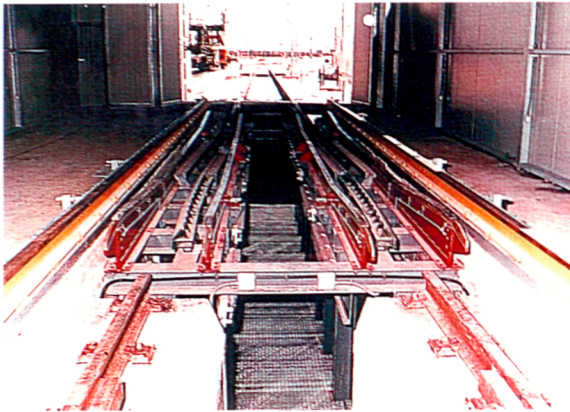
There can be no doubt that the new services offer travellers comfort and flexibility and make the island still more attractive to tourists. It can handle 66 % more passengers which will have an impact on the local economy and on the development of the trans-European transport network.

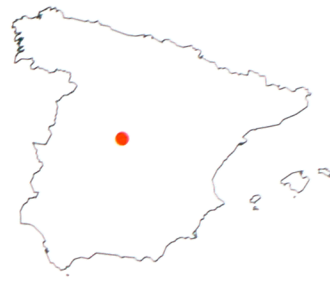




9. The Majarabique axle exchanger

Southern Spain has finally been linked, via the Madrid-Seville high-speed line, to the Spanish capital and so to the trans-European rail network thanks to the axle exchanger at Majarabique in Andalusia. This installation allows Talgo type trains to change from the broad gauge which is unique to the Iberian Peninsula, to international gauge, so cutting two to three hours off the journey time between Madrid and Cadiz or Huelva.





10. The Madrid ring motorway

Like most capitals, Madrid suffers from traffic jams and pollution. The construction of a motorway ring road to reduce the impact of through traffic on residential areas, reduce the quantities of exhaust fumes emitted in the centre, cut journey times and improve road safety in the city had become a matter of urgency. The project was made still more vital by the fact that Madrid is at the centre of a radial road transport system. The new M40 ring road has made communications between the regions smoother by improving links between the various main roads which begin and end in the capital.





11. Water at Chania

Work financed by the Cohesion Fund at Chania on Crete has tackled the problems with both drinking water supply and waste-water disposal.



The low rainfall of recent years had caused a genuine shortage in water supplies. Today, the situation is radically different: kilometres of old pipes have been replaced by new ones, pumping stations have been added, several storage basins built or enlarged, management and control equipment automated, and filters installed to guarantee constant quality of water on arrival. This major work means that it is now possible to provide a sufficient volume of water for the inhabitants of Chania and also meet the needs of tourists staying in the region.

Waste water now passes through the biological sewage treatment plant which considerably improves the quality of the environment and hence living and health conditions around Chania.





12. Water management at Xanthi

The town of Xanthi with 45 000 inhabitants is an important administrative and commercial centre in Thrace, a frontier region next to Bulgaria. It has considerable potential for economic and industrial development but requires a good network of basic infrastructure. Investments to provide this have been made since 1993 and are continuing, with particular regard to water.

As often in southern towns, streets are narrow and prevent the construction of a single large reservoir to supply drinking water to the inhabitants and to drain rainwater away. This meant that the water supply network had to be extended in small stages, resulting in 100 supply cabins. Similarly, for drainage, a network of 20 kilometres of small collectors has been completed.

Lastly, the drainage system was linked to the treatment station already operating.

These installations were absolutely essential to create living conditions that would encourage the population to stay and make it possible for new economic activities to occur.





13. Improving the Athens – Evinos water supply

Water is a recurring problem in southern Europe.

To satisfy the constantly increasing needs of the city of Athens, supply capacity had to be increased substantially. It was decided to build the Agios Dimitrios dam on the River Evinos.

This is an earth dam 127 metres high, with electro-mechanical equipment which allows a flow of 1 cubic metre per second. A 30 kilometre aqueduct connects the dam to the Mornos reservoir whose capacity has been increased to 140 000 cubic metres. This reservoir was already supplying Athens via an aqueduct 186 kilometres long which had to be modernised to meet the most recent safety, health and hygiene standards.





14. The Via Egnatia

The Via Egnatia is the main road across Greece from the port of Igoumenitsa in the west to the Turkish frontier in the east. It broadly follows the route of the old Roman road of the second century BC and will, when completed, consist of a four-lane highway 687 kilometres long with hard shoulders. It will connect Greece with the



other countries of western Europe and the Balkans. This is a road link of primary importance for the development of the European Union as a whole, which is why, along with the north-south PATHE motorway, it is one of the priority projects of the trans-European transport network.



15. Drinking water on Madeira



To provide the inhabitants of Funchal and the adjacent municipalities with sufficient high-quality drinking water, the current supply system had to be improved.



The Cohesion Fund has financed linkages among the main sources of water on the island in order to achieve more rational use of this precious resource and ensure constant supplies in all circumstances.

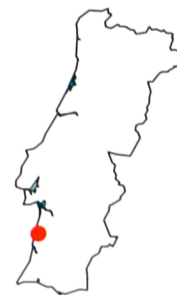




16. The Lisbon water supply

The major water reserve at Castelo do Bode on a tributary of the Tagus will enable the Lisbon area to continue receiving drinking water of verified quality and to meet the increasing needs of a population estimated at about 2.5 million (a quarter of the Portuguese population). The project involves a considerable increase in the capacity of the existing supply system by doubling sections of the aqueduct.





17. Improved safety in the port of Sines

The new command, control and video surveillance systems installed in the port of Sines comprise the latest technology and mean that operations on the quays, on board ships and in the port basin can be remotely monitored 24 hours a day.



This new equipment is designed to prevent and deal with various types of accidents associated with the handling of dangerous substances. These may threaten personal safety and goods through explosions or fires, or the environment through discharges and leakages of petroleum products.



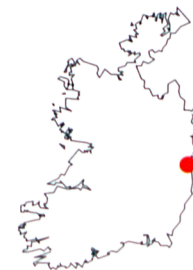


18. The Palmela-Marateca link



Improvements to the Palmela-Marateca road section complete part of the north-south corridor, one of the most important in Portugal, which in turn forms part of the Lisbon-La Coruña trans-European Link. The road provides a by-pass for the Setúbal conglomeration and will improve the flow of traffic towards southern Portugal, the interior and the Spanish border, where it joins the east-west Lisbon-Madrid trans-European main route.

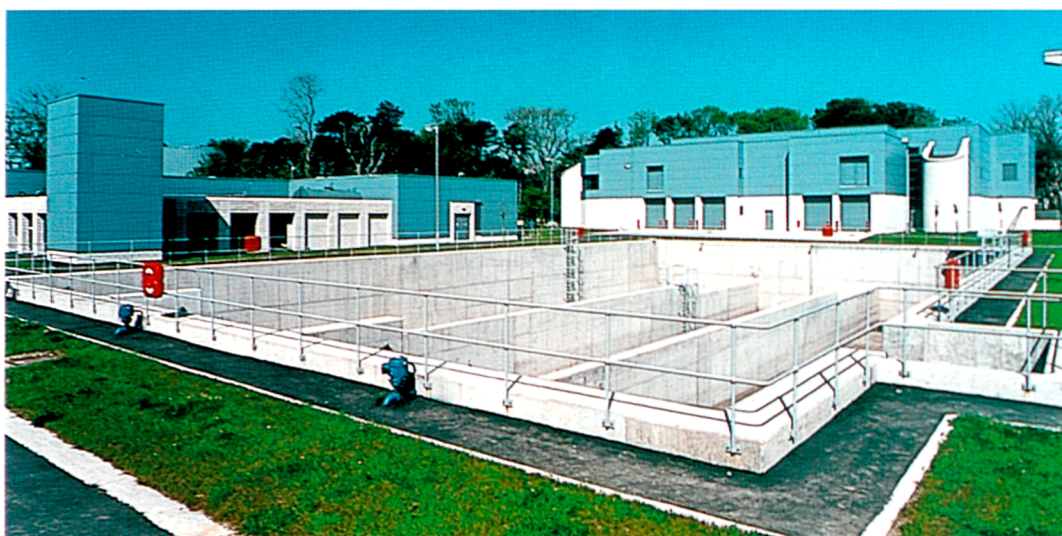




19. The Greystones water treatment unit

Greystones is a Dublin dormitory town and a coastal locality well-known for its water sports.

A few years ago, demands on its water treatment facilities reached saturation point. Tourist activities and urban development were affected by the declining quality of the bathing water.



To rectify this situation, the Cohesion Fund financed a new system for collecting effluent and a modern treatment unit.

The by-products generated by water treatment return through the system in a closed loop. The biogas from sludge is burned to produce enough electricity to meet 20 to 30 % of the plant's needs and the heat released during the process is used to treat the sludge and heat the buildings. The unit has enough capacity to cope with demand for a long period to come.

Moreover, its design means that it is hidden as far as possible by existing plant cover.





20. The extension to the port of Cork

The economy of an island is heavily dependent on efficient port facilities. This is why in Ireland the Cohesion Fund has concentrated its assistance on the four main ports of Cork, Dublin, Rosslare and Waterford.

In Cork, the acquisition of a new tractor tug, and the modernisation and extension of the ferry terminal have helped reduce the port's operating costs and increased its efficiency.





21. Roads in Ireland

Modernisation of a number of particularly congested sections of the Irish road network to improve safety and traffic flow was becoming urgent. Several roads have been widened, modernised or extended. The new ring motorway around Dublin makes it easy to by-pass the city and relieves pressure on its main roads. The north-south link between Cork and Dublin and Belfast in Northern Ireland improves cross-border traffic and is one of the main trans-European transport network routes. Improvements to a number of routes radiating out from Dublin towards major urban centres such as Limerick or Sligo play a vital role in the economic development of the regions.





22. A modernised rail network

Cohesion Fund assistance to the Irish rail network is intended to improve the safety and punctuality of trains and the services offered to travellers. In this way, the Irish authorities hope to make the railway more competitive compared with road transport and encourage some motorists to switch to the train.



To achieve this, the control and signalling systems have been entirely modernised, level crossings automated and old-fashioned jointed track on wooden sleepers replaced by continuous welded track on concrete sleepers. Bridges and fences have been upgraded and new rolling stock introduced.

The lines improved are Dublin-Waterford, Limerick Junction-Limerick City, Dublin-Cork and Dublin-Belfast; the last two are priority projects for the trans-European transport network.



European Commission

The Cohesion Fund in pictures

Luxembourg: Office for Official Publications of the European Communities

1999 — 27 pp. — 21 x 29.7 cm

ISBN 92-828-5205-9



OFFICE FOR OFFICIAL PUBLICATIONS
OF THE EUROPEAN COMMUNITIES

L-2985 Luxembourg

ISBN 92-828-5205-9



9 789282 852057 >