Basic information

1999/2212(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Cohesion Fund. Annual report, 1998 **Subject** 4.70.02 Cohesion policy, Cohesion Fund (CF)	

Key players

European Parliament	**Committee responsible**	**Rapporteur**	**Appointed**
	RETT Regional Policy, Transport and Tourism	RIPOLL Y MARTÍNEZ DE BEDOYA Carlos (PPE-DE)	24/11/1999
	Committee for opinion	**Rapporteur for opinion**	**Appointed**
	ITRE Industry, External Trade, Research, Energy	DAMIÃO Elisa Maria (PSE)	27/01/2000
	PECH Fisheries		
Council of the European Union			

Key events

Date	Event	Reference	Summary
15/10/1999	Non-legislative basic document published	COM(1999)0483	Summary
17/12/1999	Committee referral announced in Parliament		
23/05/2000	Vote in committee		Summary
23/05/2000	Committee report tabled for plenary	A5-0140/2000	
15/06/2000	Debate in Parliament		
16/06/2000	End of procedure in Parliament		
01/03/2001	Final act published in Official Journal		

Technical information

Procedure reference	1999/2212(COS)

Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/12168

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A5-0140/2000 OJ C 067 01.03.2001, p. 0009	23/05/2000	
Text adopted by Parliament, single reading		T5-0284/2000 OJ C 067 01.03.2001, p. 0316-0326	16/06/2000	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1999)0483	15/10/1999	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0363/2000 OJ C 140 18.05.2000, p. 0014	29/03/2000	

Cohesion Fund. Annual report, 1998

1999/2212(COS) - 16/06/2000 - Text adopted by Parliament, single reading

The European Parliament adopted the resolution drafted by Carlos RIPOLL Y MARTINEZ DE BEDOYA (EPP/ED, Spain) on the Commission's Annual Report on the Cohesion Fund. Parliament welcomed the results achieved so far in the fields of transport and environment, but repeated its request that greater attention should be paid to sustainable modes of transport including multimodal transport connections and combined transport. Priority should be given during 2000-2006 to investment for facilitating the integration of outlying regions into the trans-European rail network. Parliament considers that substantial investment is required to deal with treating waste and refuse, and incentives for using the most environmentally-friendly and efficient technology should be provided. Parliament called for consistency between structural policies and the Cohesion Fund through the incorporation of the actions financed by means of the Cohesion Fund into Structural Fund regional planning. In general, Parliament declared itself satisfied with the report and the contribution made by the Cohesion Funds. The Commission is congratulated on the efficient use of the special budget line, initiated by Parliament, for information and publicity measures to encourage environmental practice in pursuit of a policy geared to sustainable development.

Cohesion Fund. Annual report, 1998

1999/2212(COS) - 15/10/1999 - Non-legislative basic document

OBJECTIVE : Annual Report of the Cohesion Fund 1998. CONTENT : The document covers the activities of the Cohesion Fund during the calendar year 1998. - The Fund operated within a stable macro-economic context, which allowed the four beneficiary countries to meet the budget deficit targets recommended by the Council. With regard to conditionality, all countries had complied with Council recommendations on the conduct of fiscal policy. Ireland was not in an excessive deficit position and in May 1998, the Council decided that Spain and Portugal were no longer in an excessive deficit position. - For reasons of sound management, the Commission proposed a reduction of payment appropriations. From 1993 to the end of 1998, the

Fund committed 81% of its overall allocation. Over the six years, each country has received assistance falling in the middle of their proposed target ranges. Transport accounted for 49.9% of commitments and the environment sector or 50.1%. - With regard to transport, the European Parliament and the Economic and Social Committee have repeatedly criticised the fact that the Fund has principally invested in the road sector. In 1997, a greater share of the transport budget went to railways and in 1998 the proportion allocated to roads was further reduced, due in particular to a marked shift towards rail in Spain. Whilst the Eropean Parliament called for more funds to be directed towards airports and seaports, the Commission points out that these activities generate considerable revenues, reducing the need for European Union funds. The Cohesion Funds continue to support the Trans European Network projects adopted by the Essen Council, and 5 of the 14 Essen priority projects are in Cohesion countries. - Environment: In 1998, the Fund continued to concentrate on the water sector, particularly the abstraction and distribution of drinking water and waste water treatment. The monies allocated to waste water problems in 1998 made up 50.1% of the commitments for the environment. The Fund also undertook a study to demonstrate the environmental dimension of the projects it assists. The European Parliament created a budget line which financed this study as well as a video on the same theme. Both the video and the results of the study were distributed. - Information and publicity: In 1998, the Fund participated in publicity events organised by the beneficiary countries. Most of the events were financed by the special budget line set aside by the European Parliament for measures to encourage environmental practice in pursuit of a policy geared to sustainable development. Following the adoption of a decision setting out the beneficiary countries' obligations on information and publicity, the Commission scrutinised carefully the actions of the countries concerned and is, in general, satisfied. - Evaluation and project monitoring: in accordance with the European Parliament·s request, the Commission undertook a series of ex-post evaluations that are described in the document. A greater emphasis was placed on project monitoring. The Member States reported no case of fraud to the Commission anti-fraudunit (UCLAF). - Main developments in the beneficiary countries: Greece received ECU 516.4 million, with 40.6% of the total going to environmental projects and 59.4% o transport infrastructure. The environmental projects mainly attempt to remedy the lack of infrastructure in the provision of water and water-waste treatment. Spain received ECU 1 575.1 million, with 55.3% of the total going to environmental projects and 44.7% to transport infrastructure. Of the latter 45% was committed to road projects and 55% for rail. Ireland received ECU 258.5 million in assistance from the Cohesion Fund with 55% of the total going to environmental projects and 45% to transport infrastructure. The road sector continues to account for the bulk of monies. Portugal received ECU 518.1 million from the Fund with 58.6% of the total going to environment projects and 41.1% to transport infrastructure.