

Answer given by Mr van den Broek on behalf of the Commission

(7 May 1999)

The Commission informs the Honourable Member that unit 3 of the Chernobyl nuclear power plant (NPP) returned to operation on 6 March 1999 following a planned outage of three months for inspection and maintenance.

In the memorandum of understanding, signed in 1995 between the G7 countries, the Commission and Ukraine, the latter has taken the commitment to close the Chernobyl plant by the year 2000.

The Commission considers that the implementation of the 1995 memorandum of understanding is progressing and expects, in particular, that Ukraine will stick to its commitment to close the Chernobyl plant by 2000.

(1999/C 370/212)

WRITTEN QUESTION E-1000/99

by Ian White (PSE) to the Commission

(20 April 1999)

Subject: Article 9 of Council Regulation (EEC) 95/93 of 18 January 1993

Would the Commission advise what public service obligations are permitted under Article 9 of Council Regulation (EEC) 95/93 ⁽¹⁾ of 18 January 1993 and whether the South West Region of the United Kingdom currently qualifies? If this Region does not, is the Commission able to confirm the reason for this, since such obligations are vital to obtain the slots needed by such airports for their survival?

⁽¹⁾ OJ L 14, 22.1.1993, p. 1.

(1999/C 370/213)

WRITTEN QUESTION E-1001/99

by Ian White (PSE) to the Commission

(20 April 1999)

Subject: Revision of Council's Regulation (EEC) 95/93 of 18 January 1993

Would the Commission advise how regional airports, currently experiencing difficulties in obtaining viable slots at major centres/hubs (e.g. Frankfurt), will benefit from the promised revision of Council Regulation (EEC) 95/93 ⁽¹⁾ of 18 January 1993, giving specific details?

⁽¹⁾ OJ L 14, 22.1.1993, p. 1.

(1999/C 370/214)

WRITTEN QUESTION E-1002/99

by Ian White (PSE) to the Commission

(20 April 1999)

Subject: Open Commercial Trading of slots at airports

Is the Commission aware that the potential open commercial trading of slots at airports by airlines will lead to smaller regional services being squeezed out of major hub airports due to pure commercial pressure? Is this not contrary to the policy of regionalisation and transport access by air on a region-to-region basis?