

However, the Commission also decided that other measures taken by Greece in favour of Olympic Airways did not constitute State aid<sup>(4)</sup>, and consequently had no objections to the EUR 19,5 million loan granted to Olympic Airways by Greece in February 2002. The Commission was also able to check that the air carrier had not benefited from advantages associated with the fuel distribution infrastructure and that there was no aid in the compensation received by Olympic Airways for transferring its operations to the new Spata airport or in the measure enabling payment of a reduced rate of VAT (8%) on domestic flights and the commercial debt to Olympic Catering.

(<sup>1</sup>) OJ C 98, 23.4.2002.

(<sup>2</sup>) OJ L 128, 21.5.1999.

(<sup>3</sup>) Article 87(1) of the EC Treaty.

(<sup>4</sup>) The procedure for investigating these measures was initiated on 6 March 2002 following two complaints lodged in October 2000 and July 2001.

(2003/C 155 E/152)

**WRITTEN QUESTION E-3334/02**

**by Caroline Lucas (Verts/ALE), Jan Dhaene (Verts/ALE)  
and Josu Ortuondo Larrea (Verts/ALE) to the Commission**

(26 November 2002)

*Subject:* The Eurovelo Network and Transport TransEuropean Networks (T-TENs) revision

The Commission is supposed to initiate a substantial revision of the Transport TransEuropean Networks (T-TENs) by 2004. The Eurovelo Network (<http://www.ecf.com>) is a TransEuropean Cycling Network of 63 505 km through the whole of Europe, with six north-south and six west-east Routes.

Does the Commission intend to take up the Eurovelo Network into the proposal for revision of the T-TENs in 2004, as this would contribute to the integration of environmental friendliness and intermodality (see Citizens' Network) into transport infrastructure policy?

(2003/C 155 E/153)

**WRITTEN QUESTION E-3486/02**

**by Roger Helmer (PPE-DE) to the Commission**

(9 December 2002)

*Subject:* T-TENs review

Does the Commission intend to include the EuroVelo Network in the proposal for revision of the T-TENs in 2004, as this would contribute to the integration of environmental friendliness and intermodality into transport infrastructure policy?

**Joint answer  
to Written Questions E-3334/02 and E-3486/02  
given by Mrs de Palacio on behalf of the Commission**

(16 January 2003)

The trans-European networks policy is designed to facilitate the establishment of the internal market and, to this end, focuses on infrastructure which routes traffic over long distances — clearly not applicable in the case of the bicycle. Accordingly, there are no plans to include a Europe-wide network of cycle paths in the forthcoming review of Community guidelines for the development of the trans-European transport network.

On the other hand, as part of the effort to promote clean urban transport and the 'Civitas initiative', the Commission is backing innovatory measures to encourage urban mobility, including the promotion of the bicycle. The Commission is also currently preparing a thematic strategy on the urban environment, in accordance with the Sixth Environment Action Programme. Urban transport, which includes cycling, will be looked at in connection with this work.