



**GYŐR-MOSON-SOPRON MEGYEI
TERÜLETFEJLESZTÉSI TANÁCS ELNÖKE**

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Nr. 11-21/2009

Object: Comment to the Green Paper
Attached: Map CETC RoutE65

27 AVR. 2009

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| DIRECTORATE B | | DATE |
| B1 | European Commission DG Energy and Transport | TEN-TEA |
| Director-General Mr. Alfred Matthias RÜETE | | |
| ACTION: GS/RDH | | |
| DEADLINE: | | |

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| Győr 15th of April, 2009 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DIRECTORATE B | DATE | TEN-TEA | ACTION: | DEADLINE: |
| | B4 | ASS | | |
| B1 | B2 | B3 | | 15/05 |

Dear Mr. Director-General Ruete,

The Development Council of County Győr-Moson-Sopron (Győr-Moson-Sopron Megyei Területfejlesztési Tanács) argued the issue of transport policy considering The Green Paper TEN-T: A policy review.

The aim of the concept is to form a better integrated transeuropean transport network at the service of the Common Policy.

We read this document and it is clear the priority projects of TEN-T Networks are the main transport axes touching more member states.

The County Győr-Moson-Sopron would like to focus on the transport axe CETC RoutE65 which touches five member states and one candidate country from Baltic Sea to Adriatic on the Road E65.

The members of the CETC are the following countries and regions:

- Skane Region (Sweden)
- Region Zachodniopomorskiego, Region Lubuskie, Region Dolnoslaskie (Poland)
- Hradec Králove Region (Czech Republic)
- Region Bratislava, Region Trnava (Slovakia)
- County Győr-Moson-Sopron, County Vas, County Zala (Hungary)
- Varasdin (Croatia)

We, as a member of CETC RoutE65 prefer to inform the DG Energy and Transport (preparation institution for the overview of the TEN-T corridors) about our problems and to win to support our development proposals.

Dear Mr. Director-General Ruete,

The Development Council of Győr-Moson-Sopron (Győr-Moson-Sopron Megyei Területfejlesztési Tanács) initiates The Green Paper about the overview of the TEN-T Network.

The TEN-T Network might implicit to fix following issues:

1. Deportable fact is that the new member states of the European Union have less transport infrastructure as old member states.
2. The European Union supports stressed to improve the connection network between new member states and regional cohesion.
3. Some new North-South transit routes have been developed in Europe. One of them is the CETC RoutE65 – Central European Transport Corridor – from Baltic Region to Adriatic See and member of the TEN-T Network.
4. The Central European Transport Corridor – CETC RoutE65 is highly used by international lorry traffic.
5. The main roads network is part of CETC RoutE65. This roads are connecting six countries, are going through many settlements with two lanes only.
(For example through city centre of CSORNA where the daily average could reach to 5000 lorries.)

It might be wanted to build new clierways with EU support on the concept CETC RoutE65 in the frame of TEN-T Network because of environmental, safety and life protection reason.

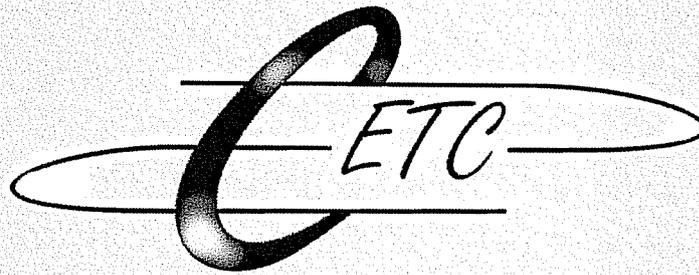
May I inform you to send the same letter to Mr. Commissioner Antonio Tajani to inform our position.

Sincerely yours,

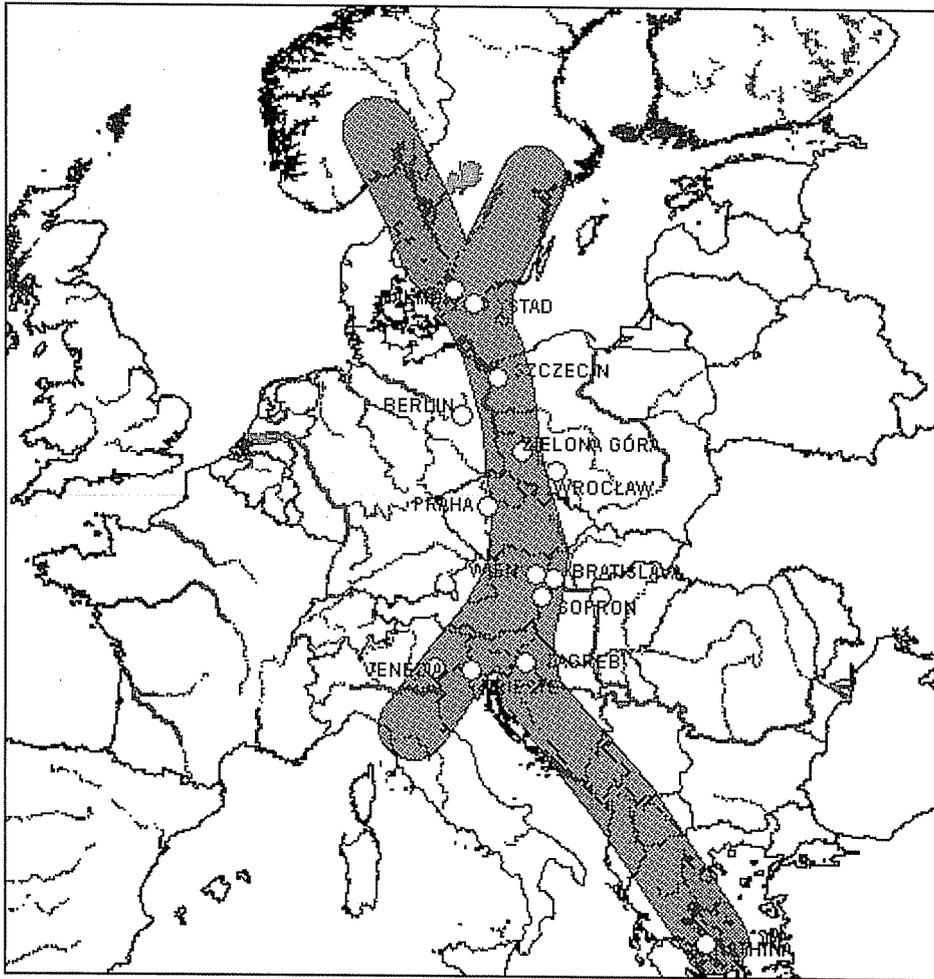


Dr. Imre Szakács
President of the Development
Council of County Győr-Moson-Sopron





CENTRAL EUROPEAN TRANSPORT CORRIDOR



The CETC Framework Activity Programme

The CETC is a joint initiative of six regions aimed at promoting the Central European Transport Corridor as a development band that encompasses all modes of transport. The development of the transport network in the area concerned is an initial step on the way to a dynamic economic development at the regional and local levels. Activities undertaken by CETC partners should create a basis for establishing a multimodal logistic and transport chain at a European scale.

For regions supporting the CETC initiative, the axis of the Corridor includes the **international road E65**, which starts in Malmö, Sweden, and ends in Chaniá at Crete, Greece.