

The Statement of the Central European Transport Corridor CETC-ROUTE65 Initiative partners concerning the future Trans-European Transport network policy

On having analysed the document entitled COMMISSION WORKING DOCUMENT CONSULTATION ON THE FUTURE TRANS-EUROPEAN TRANSPORT NETWORK POLICY (Brussels 4.5.2010, COM(2010) 212 the final version) the partners of the Central European Transport Corridor have drawn the conclusion as laid out herein below which may be applicable in the currently developed Trans-European Transport Network Policy TEN-T:

1. The regions which co-operate under the CETC-ROUTE65 Initiative, promote the holistic concept towards the principles of the TEN-T construction and operation. The concept of a dual layer planning approach encompassing the comprehensive network and a core network. We are convinced that the comprehensive network should be: coherent, effective, economical, and sustainable. It should allow for the needs of the Member States in its adaptation to the present and target polycentric structures and size and potential of nodes of that structure, providing conditions of Community enhanced social, economic and spatial cohesion. The core network should be a tool for pursuing the TEN-T policy which will ensure boosted effectiveness and optimisation of transport flows integrating both the internal market and Community territory with its closer and farther neighbourhoods.
2. We emphasize the need of developing a new TEN-T policy adequately to the situation and needs of Central Europe region, particularly with reference to stronger challenges addressed to that Community part, in the context of its expansion. Within the assumptions and implementation rules of the future TEN-T policies, too few references can be found to situations and requirements arising from new member states accession. This is the result of a need for the continuation of the already established policies based on existing experience as well as the availability of data, analyses and projections taking into consideration EU development scenarios within the borders of 27 member states.
3. We postulate that in the process of modifying the EU regional policy, there should be taken into account the Member States' declarations related to the funding

of sections located in their respective territories with some support through EU funds and effective use of the already available links thanks to the latter's extensions.

4. We want to draw attention to the fact that within the EU-15 density of the TEN-T network is very high. In the case of the new EU countries, a similar level of density of the network should be ensured. It is important to connect the city with a population of 0.5 million people, not only those above 1 million people.
5. With regards to nodes we would like to emphasise the importance of major cities (except capital cities) and gateways, which have a lot of interregional significance and constitute the national polycentric network. Poland, as well as other new member states, is continuously required to develop new infrastructure elements, in order to ensure access to individual regions, which are experiencing negative effects of the increase in load flows. The result of not undertaking projects aimed at the development of new axes, may lead to a "lost decade" characterised by a gradual loss of significance of individual regions, permanent growth inhibition and a high rate of unemployment in Central Europe.
6. We believe that one should strive after the shaping of an effective infrastructural network, which is environmentally friendly and brings about facilities in the co-acting spatial system elements, including, in particular, an efficient link among the transport corridors and all the destination points of freight.
7. We want to draw attention to the fact that within the EU-15 countries, an appropriate level of accessibility has already been established, additionally these countries have at their disposal a significantly higher economic efficiency, concentration of capital and migration processes have already taken place, which means, that the choice of priorities, based on intelligent transport systems, innovation and the efficiency of utilised infrastructure will significantly diminish the appreciation for the necessity of the development of key transport infrastructure priority in new member states.
8. The environmental issues are not less important. The introduction of the Habitats and Birds Directive occurred in the situation where the EU-15 States had already their basic linear infrastructure. In the new Member States, in constructing their basic linear structure, there have been and will be conflicts with naturally valuable areas; that is a consequence of the (i) lack of such infrastructure and (ii) preservation of favourable natural conditions within the planned and potential transport corridors.
9. Considering issues linked with the decarbonisation of transport, both the priorities list and the "core network" should contain projects requiring the reclogging and promotion of alternative modes of transport to road transport, such as for

example: links via the Baltic Sea between the ports in: Hamburg, Szczecin, Świnoujście, Gdynia, Gdańsk to Kaliningrad as well as the Baltic States and Finland and via the Adriatic ports of Rijeka, Koper, Trieste, Venice.

10. We postulate that the Union's transport policy, in principle possibly environmental-friendly, should endeavour to engage resources through consolidating freight flows and interconnecting transport routes as well as promoting the development of sea highways.
11. We wish to highlight that owing to the ongoing social and economic transformation in the EU new States, there have not evolved yet all transport axes and links, which are important from the geographic and economic viewpoint. One of such links is the Central European Transport Corridor CETC-ROUTE65. The Corridor spans the 6 Central European states and, thanks to the sea link, ensures advantageous communications between the Scandinavian countries and Adriatic Sea region. The Central European Transport Corridor, which is comprised of the parallel expressways, highways, rail mainlines and river transport, enhances the development of trade and tourism, and furthermore, boosts economic and social relationships among the countries found within its boundaries.

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