

European Commission
Directorate-General for Energy and Transport
TEN-T Revision**Re: CONSULTATION ON THE REVISION OF DECISION No
1692/96/EC OF THE EUROPEAN PARLIAMENT AND THE COUNCIL**

With reference to the invitation to provide comments on the TEN-T revision Region Blekinge, as lead partner for the Baltic Gateway project, hereby wants to present our view on the Trans European Transport Network .

Baltic Gateway is a transnational project part-financed by the Baltic Sea Region INTERREG IIIB-programme. The project involves 38 partners -including ports, local and regional authorities, and private companies- from seven countries. A major aim of the project is to present comprehensive data for decision-making on the TEN-T revision from a south Baltic Sea area perspective. Unfortunately it hasn't been possible to entirely coordinate the time table of the project with the one of the TEN-T revision process.

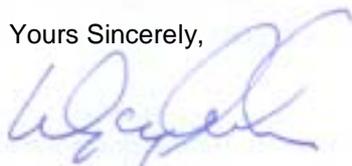
We consider the TEN-T revision of crucial importance for the future development of transport in Europe in general, and in the southern Baltic Sea area in particular. We live in a dynamic time where factors like enlargement of the European Union and the need for a more sustainable development requires improved infrastructure and new transport solutions.

The Baltic Sea is a natural barrier separating north from south, and west from east. We, the partners of the Baltic Gateway project, thus consider that the concept of Motorways of the Sea must highlight how this natural barrier can be over bridged with fast, efficient and environmental friendly sea transports. Corridor VI and Corridor IX are examples of corridors that ends at the Baltic Sea with no further extension to the north respectively to the west. Another example is the lack of TEN-classified railway links in south east Sweden. The growing transport flows from east to west, in combination with the need of a modal shift, require improvements in the railway network and improved railway access in the ports.

Recently, at the Baltic Gateway Kick-off Conference, the project partners agreed to arrange a major political meeting in the spring 2004 aiming to introduce bottom-up recommendations for the TEN-T revision. The meeting will result in a political resolution on the local and regional needs for transport investments in the south Baltic Sea area containing declarations on financial contribution from these levels to the European and national transport development plans. Thus, in the Baltic Gateway project we can offer a political forum that can function as a demonstration of local and regional influence on the TEN-T revision.

The Baltic Gateway project will during the coming three years contribute to planning of transport and infrastructure in the southern Baltic Sea. We are eager to continuously share our results and findings with the European Commission DG Energy and Transport, and with the TEN-T revision. Therefore we would appreciate the possibility to present our project and our findings to you in the near future.

Yours Sincerely,

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