



EUROPEAN COMMISSION

Brussels, 4/9/2012
C(2012) 5628 final

Dear President,

The Commission would like to thank the Poslanecká sněmovna for its opinion on the Proposal for a Regulation of the European Parliament and of the Council on Union guidelines for the development of the Trans-European Transport Network {COM(2011) 650 final} and apologizes for the delay in replying.

The Commission agrees that the TEN-T is an effective instrument for European integration, growth and jobs and contributes to economic, social and territorial cohesion within the EU.

The Commission has considered the possibility to include motorways D11, D3, R35/R55, and the railway line Prague-Linz in the core network and some other sections in the comprehensive network (high-speed rail link Usti nad Labem-Dresden route and Plzeň-Cheb-Merkredwitz).

According to the TEN-T methodology, an urban node is to be linked directly to another urban core node, following the most important traffic flows. Since the D11 motorway has the strategic role of linking Prague with Wrocław and the Prague - Plzeň – Cheb - Nuremberg connects the Czech capital with this important Bavarian industrial centre, both lines could be included in the core network.

As the current German Federal Master Plan does not contain the high-speed rail link Usti nad Labem-Dresden it could not be included in the comprehensive network. Should this specific line be included in the German Federal Master Plan in the future, it would still be possible to reconsider its inclusion in the comprehensive network. The motorways R35/R55 and D3 could not be included in the core network since the traffic flow is more significant on the motorways D 1 and D 2. However, R35/R55 and D3 could be included in the comprehensive network. Motorway D 1, which is parallel to R35/R55, is already part of the core network. The inclusion of R 35/55 would result in a too high density of the core network. The objective of identifying and improving the efficiency of priority transport links following strategic traffic flows would therefore be lost.

Finally, it should be noted that the development of the central and Southern Bohemian regions would not be undermined by the new TEN-T guidelines. While the motorway D 3 and

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the Prague-Linz railway link have not been included in the core network, both lines are part of the comprehensive TEN-T and therefore financial support from the structural funds would be available for their improvement.

I look forward to continuing our political dialogue on these important issues.

Yours faithfully,

*Maroš Šefčovič
Vice-President*