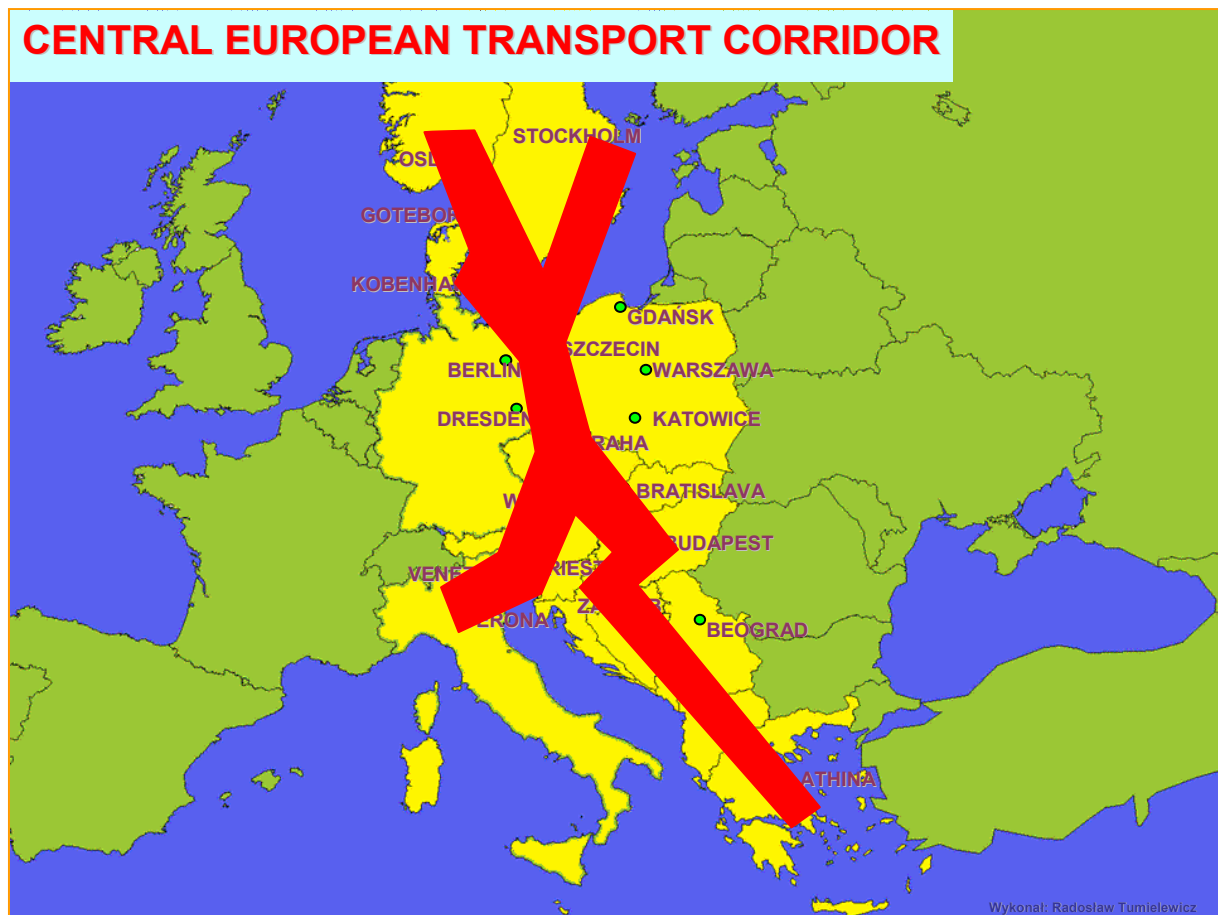




CONSULTATIONS REGARDING CENTRAL EUROPEAN TRANSPORT CORRIDOR (CETC)



PUBLIC CONSULTATIONS – ANSWERS TO QUESTIONS ADDRESSED TO STAKEHOLDERS IN THE CENTRAL EUROPEAN TRANSPORT CORRIDOR (CETC)

Introduction

The activity of the European Community has diverse impact on the development in particular regions, hence the regions cannot automatically create a balanced and uniform entity. Therefore, it is important to undertake various spatial activities, based on the European integration, to achieve the sustainable development of the whole area of the European Union.

Provided sector policies take into account goals and development options important for particular regions, at the Community, national, regional and local levels, we should be able to deal with development goals at early stages of the decision making process. In this context, development goals include the following:

- establishing a polycentric and sustainable system of urban development and strengthening relations between urban and rural areas. This requires to overcome the antiquated distinction between urban and rural areas;
- promoting integrated concepts of transport and communication, which should enable a polycentric development in the EU, and which are an important precondition for the integration of European cities and regions in the system of the Economic and Monetary Union; and
- shaping and protecting the natural environment and cultural heritage through their proper management. This contributes to maintaining and strengthening regional identities, and preserving natural and cultural diversity of regions and cities in the EU in the age of globalisation.

The concept of polycentric development enables to avoid an excessive concentration of the economic and demographic potential in the central area of the EU, precisely in the pentagon between: London - Paris - Milan - Munich - Hamburg. Due to the enlargement of the EU, further concentration of spatial development in a single, globally important, and dynamic area of integration does not allow to alleviate the disparities between the centre and a growing peripheral area. A new strategy for spatial development is needed, strengthening several larger zones of global economic integration, which concentrate high quality functions and services, also in peripheral locations of the EU.

Major factors contributing to the polycentric development include:

- strengthening and developing a more balanced system of metropolitan regions, and clusters and networks of cities through closer cooperation between the structural policy and the policy of Trans-European Transport Networks (TENs) and improving links between international/national and regional/local transport networks;
- promoting integrated spatial development strategies in particular Member States through transnational and cross border cooperation;
- strengthening cooperation in selected aspects of spatial development by establishing a network of cross border and transnational links;
- promoting cooperation at regional, cross border and transnational levels between cities in Northern, Central and Eastern Europe and in the Mediterranean Region;
- strengthening north-south links in Central and Eastern Europe, as well as west-east links in Northern Europe;
- developing an integrated approach to the improvement of transportation links and access to knowledge; and
- promoting efficient transport and proper access to telecommunication.

The factors are a precondition for strengthening competitiveness of peripheral regions, and therefore social and economic cohesion in the EU.

It is necessary to provide all regions with relevant access to infrastructure to facilitate social, economic and spatial cohesion of the Community. To reduce heavy traffic in the central area of the EU it is important to promote solutions integrating various transport modes into environmentally friendly transport systems. The current structures of transport and telecommunication are insufficient to ensure the development of regions. Additionally, it is also necessary to promote education and training.

Further development of Trans-European Transport Networks (TENs) must be based on a polycentric development model. Efficient and dense local (secondary) transport networks are indispensable for integrating urban and rural economies.

Main transport axes

The following axes pass across Poland (see also fig. no 1):

1) East–West;

- a) Via Hanseatica: Hamburg – Lubeck – Gdańsk – Kaliningrad, based on roads A-20, A-6 and S-6 as well as E-28 railway line,
- b) Berlin – Warsaw – Moscow with a branch Via Baltica leading towards Lithuania, Latvia and Estonia, based on A-2 road,
- c) Berlin – Dresden – Wrocław – Kiev, based on A-4 and E-30 railway line

2) North–South;

- a) CETC (Central European Transport Corridor) Skane – Zachodniopomorskie Province – Lubuskie Province – Dolnośląskie Province – Czech Rep. – Slovakia – Austria – Hungary – Slovenia – to Italy and Croatia – Bosnia and Herzegovina – Macedonia – to Greece, based on the Odra waterway, E-59 and CE-59 railway lines and E-65 (S-3) road,
- b) Corridor no VI Gdańsk – Łódź - Katowice, based on road no A-1 (E-75) and no CE-65 railway line

The CET Corridor is a vertical link between three transport axes (Via Hanseatica, Via Baltica, Corridor no III) passing east-west and a connection between South Skane, Sweden, and Central and Southern Europe

POLAND WITH PAN-EUROPEAN TRANSPORT CORRIDORS IN BACKGROUND

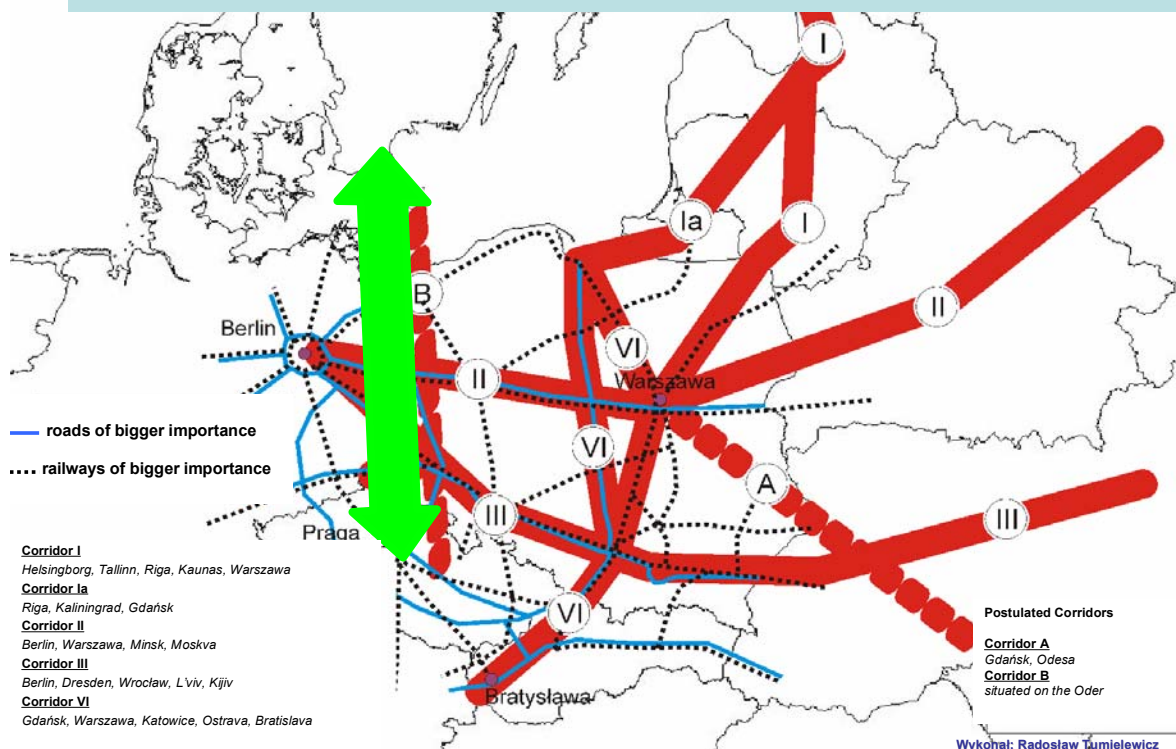


Fig. no 1 . Proposal to establish CETC is based on the shortage of efficient north-south multimodal links in the central part of Europe

The transport axes are very important for the development of Europe in general, especially for establishing an efficient system of transport links. Such a system constitutes a basis for creating a new area of economic growth. There are conditions to establish an economic area on a European scale on

the basis of existing axes, infrastructure and human resources. This applies in particular to CETC. The catchment area of CETC is inhabited by approx. 35 million people (including South Sweden, regions in Visegrad countries and a part of the Balkans together with the Northern Italy and Greece). The area includes many locations that are important from European and economic points of view. The Polish-German border area, where until recently was the EU border, is now an internal EU area of considerable economic potential and possibilities for developing intermodal transport of goods.

Liczba podmiotów gospodarki narodowej zarejestrowanych w systemie REGON Entities of the national economy recorded in the REGON register

Liczba podmiotów zarejestrowanych w systemie REGON na 1000 mieszkańców
Entities recorded in the REGON register per 1 thous. populations

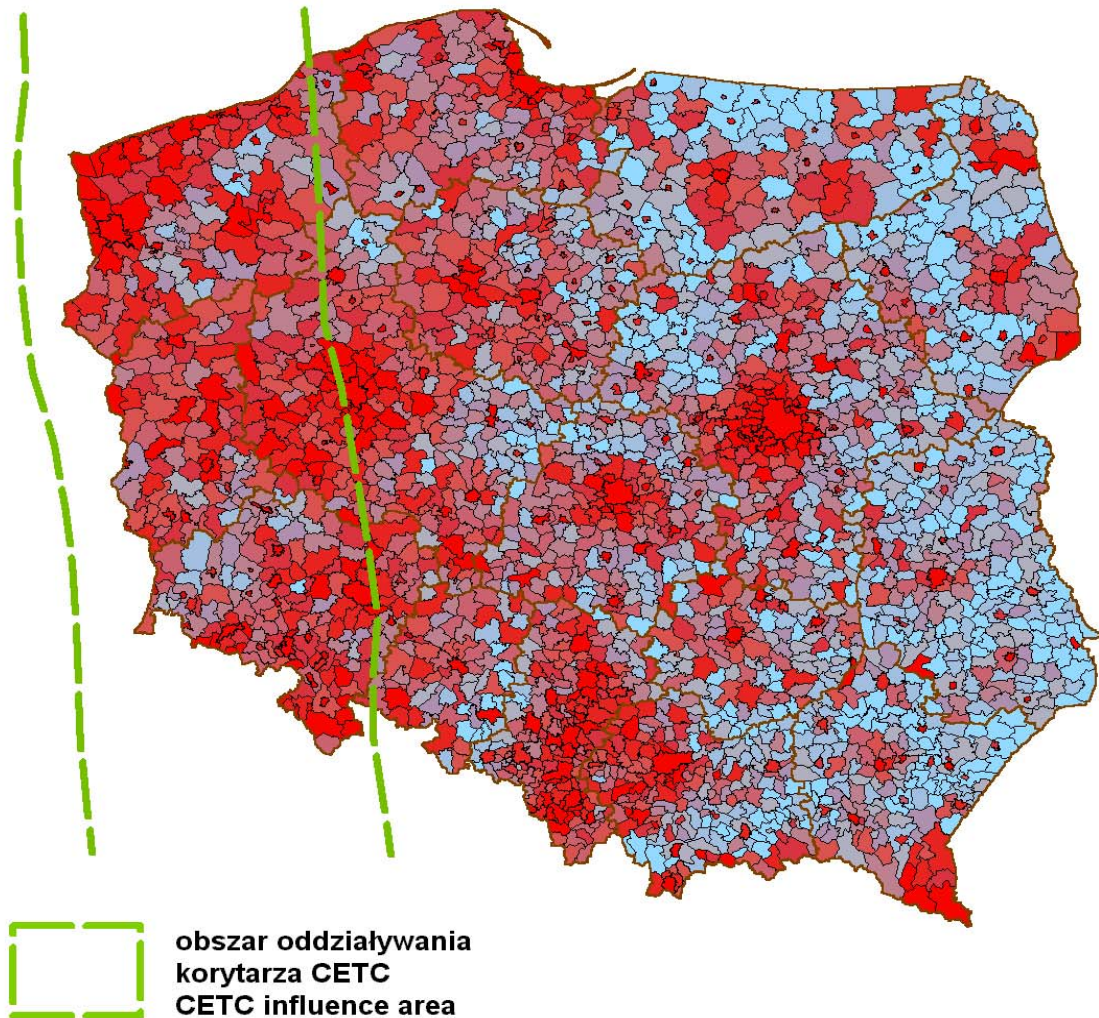
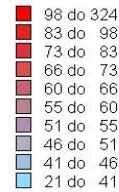
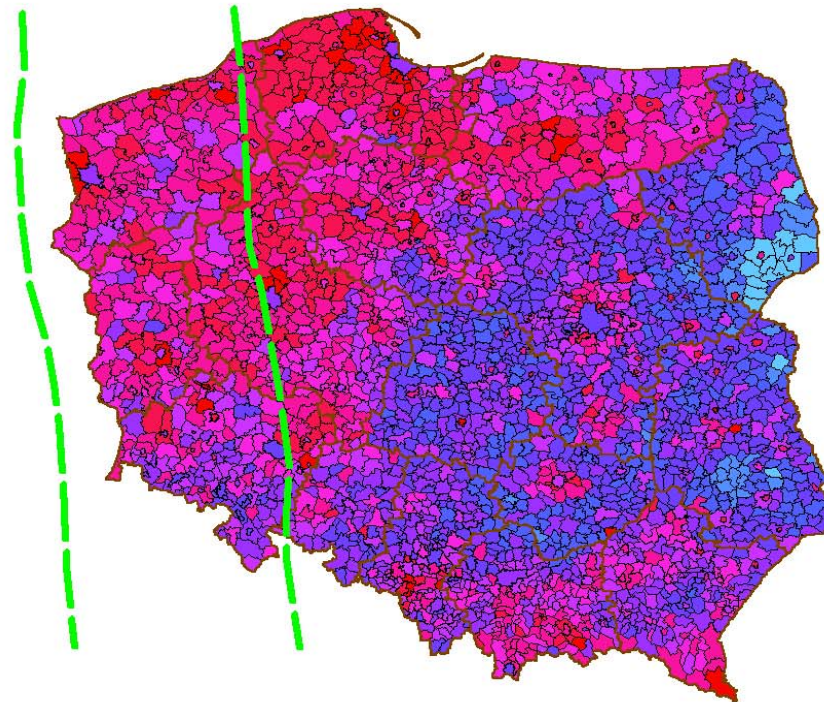
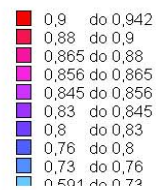


Fig. 2 The CETC catchment area attracted more companies if compared to the rest of the country

Udział ludności w wieku przedprodukcyjnym i produkcyjnym do ludności ogółem
Pre- working and working age populations share



Udział ludności w wieku przedprodukcyjnym i produkcyjnym do ludności ogółem
Pre- working and working age populations share



obszar oddziaływania
korytarza CETC
CETC influence area

Fig. 3 The CETC influence area has large potential of human and economic resources.

There is a possibility of establishing an important European railway link between Sweden and Central Europe and countries situated at the Baltic Sea and those at Adriatic Sea and Aegean Sea including countries of the former Yugoslavia or Romania and Bulgaria.



Fig. 4 Network of main railway lines in Europe.

The system of rivers in the CETC catchment area has a large potential and can be utilised as inland waterways for transporting considerable volumes of cargo. The system includes the ports on the estuary of the Odra River and canals linking Odra with the system of rivers in Germany and Western Europe. There is also a possibility of connecting the system with the Danube River and further with ports on the Black Sea. The existing system of sea and river ports in combination with the network of roads and railway lines comprise a system of intermodal transport links. However, to make the system functioning efficiently and generating measurable benefits for the economy and the environment, its comprehensive modernisation is needed.

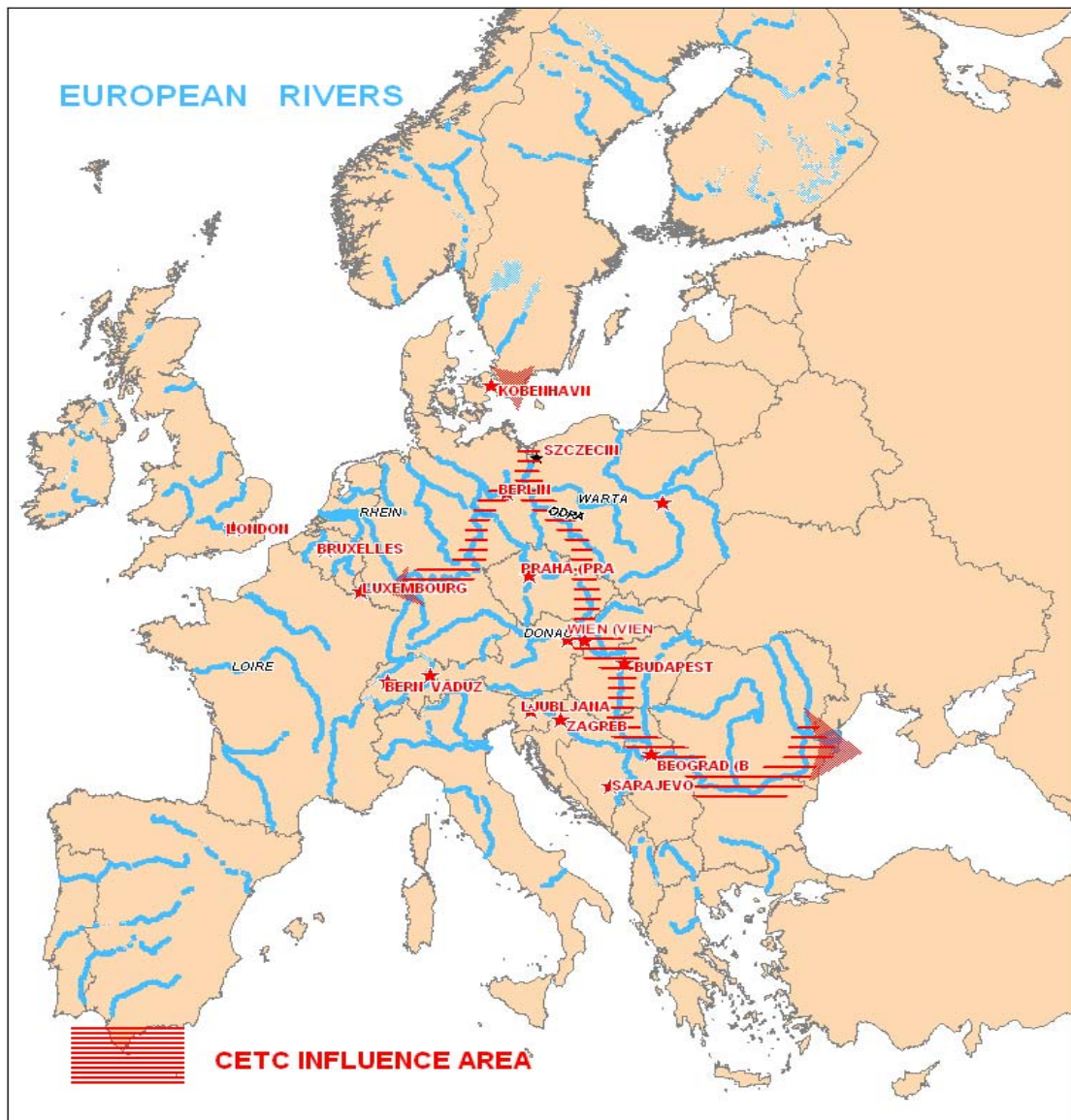


Fig. 5 Network of rivers in Europe.

Due to the state of the transport infrastructure, no balance can be achieved between various modes of transport. The CETC catchment area has a well developed road network, however due to its parameters and technical condition the network requires major investment. The road network conveys considerable volumes of cargo. According to the regularly updated information from ports, the traffic of car ferries between Poland and Sweden increased considerably, thus contributing to a larger north-south road traffic. Shifting a part of the traffic to rail is possible provided a system of incentives is established and investment made in modernising the railway network and rolling stock. Water transport operates on a regional scale and due to financial barriers there is no possibility for its further development and increase in the volume of cargo transported.

Because of the poor condition of the infrastructure on the territory of Poland within the Central European Transport Corridor, there is an urgent need to build S-3 road (part of E-65) along a new route on the stretch between Szczecin – southern border of the country, and further to the Czech Republic, modernise E-59 railway line, and implement a whole package of investment projects focusing on modernising the Odra waterway.

At the moment, a study has been launched to determine the current and future passenger and cargo traffic along the transport axis concerned. So far there are only fragmented data concerning the distribution of the international traffic to/from the EU between neighbouring regions.

Nevertheless, the forecasts available indicate a rapid growth of traffic within the area of CETC. Forecasts concerning the development of the sea transport in the Baltic Sea Region and the fact that in the coming decades countries situated on the Baltic Sea will undergo the most dynamic development in comparison to other countries in Europe confirm the urgent need to implement a number of investment projects in this area. Establishing the land bridge between the Baltic Sea and the Adriatic Sea will be very important, and its efficiency will depend on modernising the existing links.

RUCH 2000 NA DROGACH KRAJOWYCH

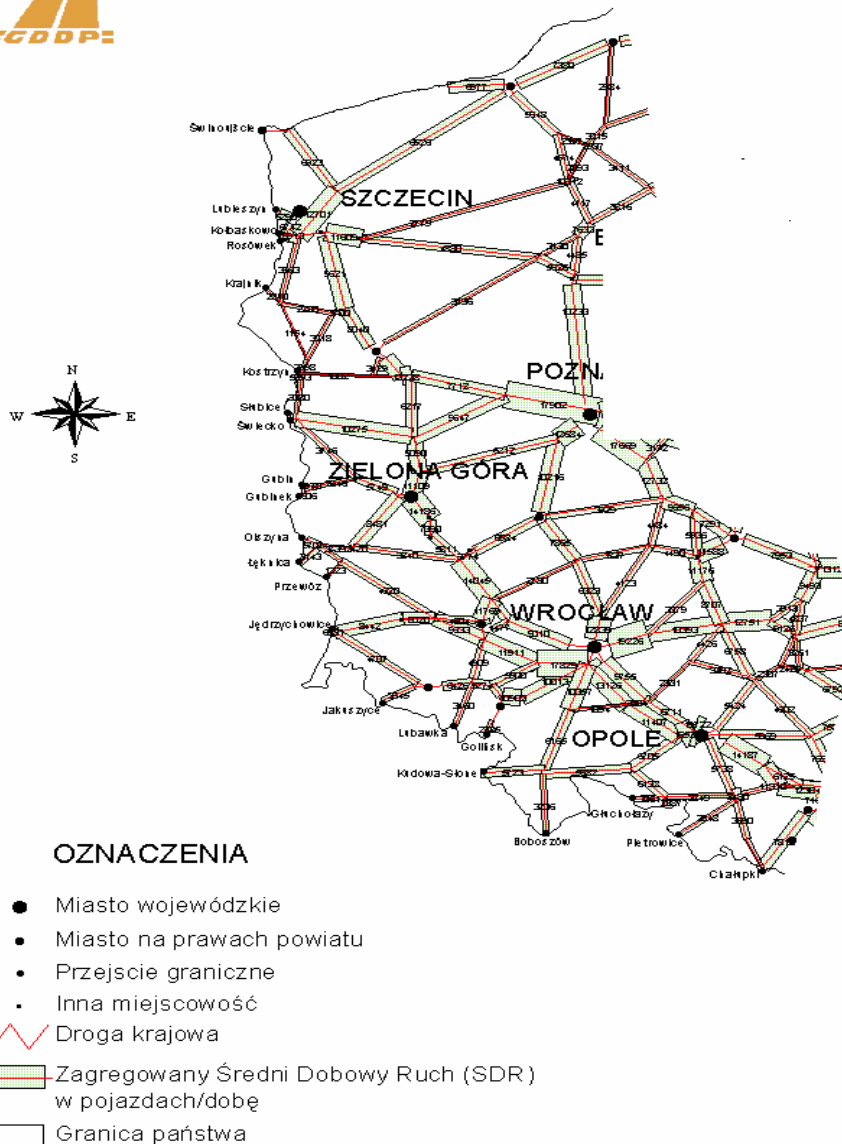


Fig. 6 Selected forecasts indicating increase in road transport, especially in the vicinity of large cities.

Ruch na drogach krajowych = Traffic at national roads

Miasto wojewódzkie = regional capital

- Miasto na prawach powiatu = City with county status
- Przejście graniczne = border crossing
- Inna miejscowość = other towns
- Droga krajowa = national road
- Zagregowany średni dobowy ruch w pojazdach na dobę = Aggregated average daily traffic, vehicles per day
- Granica państwa = state border

The CETC includes environmentally sensitive areas, e.g. Nature 2000. However, infrastructure investment has been designed to protect the most valuable of them. Nature 2000 conservation plans are under development and will precisely define boundaries of such locations.

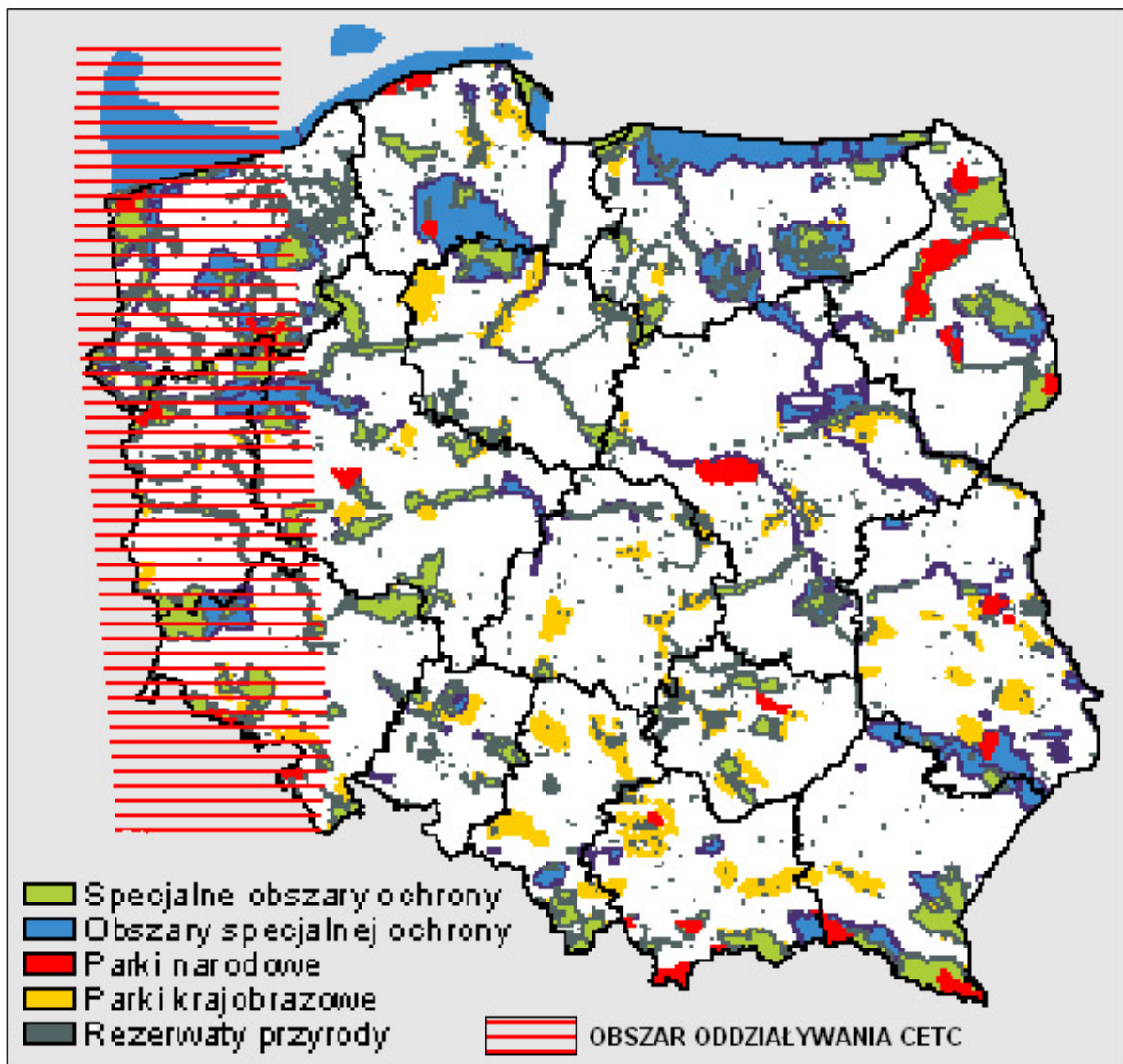


Fig. 7 Protected areas.

- Specjalne obszary ochrony = special protection areas
- Obszary specjalnej ochrony = areas of special protection
- Parki narodowe = national parks
- Parki krajobrazowe = landscape parks
- Rezerваты przyrody = nature reserves

Obszar oddziaływania CETC = CECT influence area

Investment projects

Szczecin and Świnoujście are key locations for the functioning of CETC. The ports located in those cities and transport networks enable transshipment and distribution of cargo to/from Scandinavia and Central and Southern Europe. Concerning the above, the most important investment projects include:

- extending the seaport in Świnoujście and building a fixed crossing over the Świna River,
- completing the construction and modernisation of S-3 road at the stretch between Świnoujście and Szczecin including the western bypass of Szczecin and a fixed crossing between Police and Święta,
- regulating the Odra River in its lower course, improving the class of the waterway to navigability IV and V, maintaining navigability along the fairway from Szczecin to Świnoujście,
- modernising E59 railway line (AGTC) between Świnoujście and Wrocław with a branch to Szczecin Port Centralny,
- modernising a stretch of CE59 railway line (AGC) between Świnoujście and Poznań with a branch to Szczecin Główny,
- modernising a stretch of the railway line between Szczecin and Berlin,
- establishing a logistic centre together with a river port in Szczecin,
- building an efficient system of public transport in the Greater Szczecin area (Police – Goleniów – Stargard Szczeciński – Gryfino),
- implementing a fast train connecting Szczecin and Warsaw,
- increasing the number of roads to the state border within the area of Greater Szczecin,
- building S-3 expressway between Szczecin and Wrocław and further to the Czech border, and connecting S-3 with A-6 motorway linking Berlin and Szczecin, and
- modernising S-10 road between Szczecin – Piła – Toruń – Warsaw.

In 2007-2013, it is planned that all investment projects listed above should be commenced and the following of them are expected to be completed in the programming period:

- the western bypass of Szczecin together with a fixed connection between Police and Święta,
- building S-3 road along a new route,
- modernising the Odra waterway, up to class IV and V,
- modernising all stretches of the railway line.

Other project should be completed by 2020.

CETC encompasses an area where several problems accumulates. After 1st May 2004 the border on the Odra River has become an internal EU border, and at the same time the border between two worlds, namely the rich Western Europe and poorer Central Europe. Additionally, we have the rich north (e.g. Sweden) and the poor south (e.g. Croatia). Economic links, cultural exchanges, natural conditions and technical infrastructure provide a possibility of alleviating disparities in the development between particular regions.

The investment projects listed should contribute to improving competitiveness of the CETC region in comparison to the rest of the continent. New conditions will be created for a faster movement of cargo, capital and people.

It is expected that a new economic area will be established in Europe, “servicing” the Baltic Sea (Via Hanseatica) and linking the Baltic Sea with the Adriatic Sea, Black Sea and Aegean Sea (CETC). New investment should ensure rational spatial management, resulting in the protection of the natural environment.

Considering that the list of investment projects has been defined on the basis of long-term studies and analyses, there are no alternative technical or modal options for solving infrastructure problems. There are, however, optional solutions at the level of developing a feasibility study for particular projects.

It is expected that the projects will be included in relevant programming documents such as the National Development Plan 2007-2013, the National Regional Development Strategy, Transport Development Strategy 2007-2013 and Transport Policy 2005-2025, financing of which is based on resources from the state budget and EU funds. The involvement of the private sector has been also considered in the case of particular investment projects (e.g. road construction).

Appropriate functioning of complete axes and their effective use

To achieve a successful development of the CETC area, it is necessary to eliminate bottlenecks at European and national levels. At the European level, a barrier for development is the lack of full monetary union and the fact that the Schengen area does not cover all countries situated in CETC. At the national level, meaningful limitations include the lack of stable and cohesive regulations pertaining to the functioning of businesses, including rules of the State aid provided for large investors. Concerning large cities or, in other words, large centres of development, there are no regulations providing for establishing and functioning of metropolitan areas. Additionally, access to sources of financing for large investment projects, e.g. modernisation of the Odra waterway, is blocked by the lack of programming regulations such as the annex to the Programme for Odra 2006. Shortage of comprehensive activities improving the transport infrastructure result from the lack of coordinated management of the waterway, rail and road transport systems. Bottom up initiatives are not capable of stimulating concrete changes in the transport policy or creating an economic area. Therefore, relevant activities at the level of the European Commission are needed.

Already today there is a strong need to prepare documentation for particular investment projects (available funds are insufficient) and to include the projects defined in operational programmes to obtain financing needed for their implementation.

At the European level, within the common market, it is necessary to provide sufficient financial support for development projects which cover the whole CETC area including areas on both sides of the Polish-German border.

While taking into account the level of financial support from the structural funds, it is necessary to create a system for implementing the transport policy and the policy for assisting investors at national and regional levels in the CETC area.

Concerning various sources of financing and managing of some investment in different modes of transport, it is also planned to resort to private funds. Nevertheless, in the initial period a considerable involvement of public funds is expected. The funds will be used for initiating and operating selected modes of transport.

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