

Dear Sirs,

We regret that in the final report of the High Level Group on the extension of the main trans-European transport axes to the neighboring countries and regions is not mentioned the Central European Transport Corridor.

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.

Skane - Zachodniopomorskie Province -Lubuskie Province - Dolnoslaskie 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

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.

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.

We are sending you in the attached file CETC brochure and the CETC agreement, so you can get more information about the countries, which are involved in this activity.

More information about CETC are on the website [www.cetc.pl](http://www.cetc.pl)

With best regards

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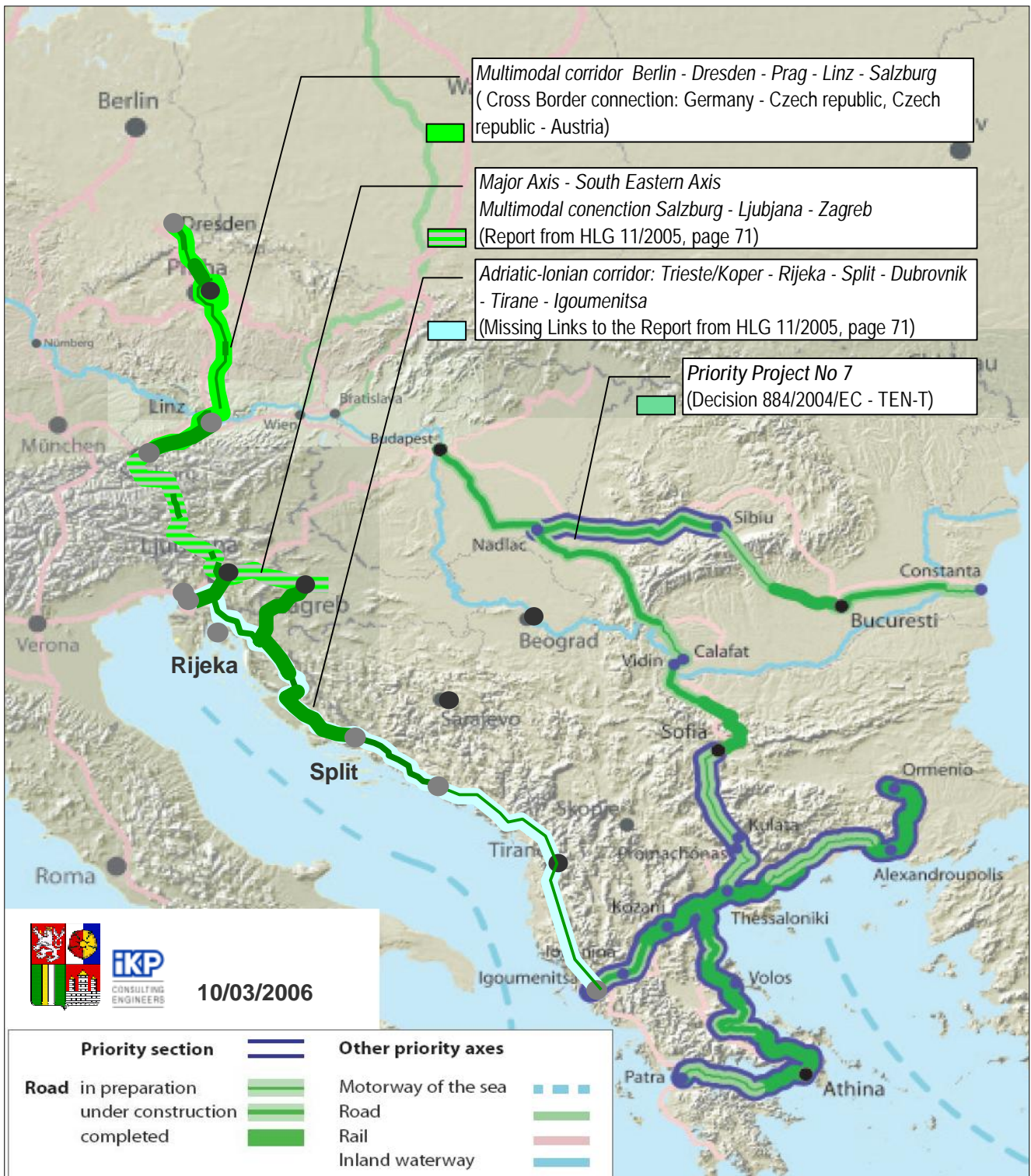
## Priority Project No 7

of the TEN-T including a proposal for its extension

The Region of South Bohemia supports the proposal of  
Croatia and other West Balkan countries

### Adriatic-Ionian corridor

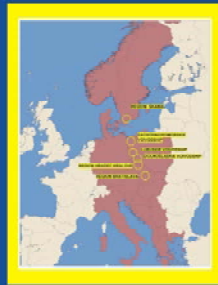
(Dresden-Salzburg-Ljubljana-) Trieste/Koper - Rijeka - Split - Dubrovnik - Tirane - Igoumenitsa



## PARTNERS

### Background

In September 2001, partners from Sweden, Poland, the Czech Republic and Slovakia started their joint effort to establish the Central European Transport Corridor. On 6 April 2004, in Szczecin, regions from the countries mentioned above signed the official Agreement on Establishing the Central European Transport Corridor (CETC). In the Agreement, the regions expressed their will to cooperate and promote the CETC. The CETC comprises all possible modes of transport, creates opportunity for a dynamic development of regions situated along the corridor, and at the same time constitutes a European multimodal logistic and transport chain.



### Steering Committee

The Steering Committee consists of representatives from all regions concerned. The Committee meet regularly and the chair changes every 6 months among parties to the Agreement.



### Objectives

- creating an area with infrastructure links, including transport and economic links between cities and regions, and cooperation in the field of higher education and innovation between academic centres,
- building, improving, and strengthening spatial and social competitiveness of the CETC area,
- stimulating economic growth through innovation, economic efficiency, restructuring and organisation of activities, and
- developing identity and social, economic and spatial cohesion in the CETC area.

### Territory

South Sweden, Polish regions situated along the Polish-German border, Czech regions, western regions in Slovakia and regions in Hungary, Austria, Slovenia, Italy and Greece are collectively described as the preliminary scope of the CETC area.

### Main activities

- lobbying for the establishment of the Central European Transport Corridor and its recognition in relevant EU documents,
- attracting potential partners for cooperation,
- defining optimum directions for utilising the development potential,
- identifying and implementing potential infrastructure projects that stimulate the socio-economic development of the area,
- organizing regular meetings under the leadership of the Steering Committee to discuss current situation and plan activities contributing the implementation of objectives.



### POLAND Dzielnicy województwa zachodniego

**POPULATION:** 1 696 109  
**EDUCATION:** 158 post-secondary schools, 19 universities, including the Technical University of Szczecin, Technical University of Koszalin, Szczecin University, Agricultural University, Medical Academy, Maritime Academy.  
**TRANSPORT:** major national roads include 5-7 north-south (E51, S4 east-west (Szczecin - Gdańsk - Kamyńsk), 618 (Szczecin - Wałcz)). There is also a network of regional roads, however their technical condition is unsatisfactory. Two north-south railway lines pass across the region: E48 (Szczecin - Włocławek) and CE9 (Szczecin - Poznań), from the point of view of establishing an intermodal transport system along the north-south axis, the modernization of the inland waterway of river Odra is very important.  
**ECONOMY:** shipbuilding industry, wood processing, furniture manufacturing, textiles, and chemical industries are well developed in the region. The Szczecin-Białystok-Sopot, which has recorded growing volume of cargo handling on the south-north direction, plays an important role for many companies in the region and in the rest of the country. Three major investment sites are situated close to Szczecin, namely the Gdansk Industrial Park, Stargard Industrial Park and Polica Industrial Park providing considerable scope of investment.



**POPULATION:** 1 059 465  
**EDUCATION:** 88 post-secondary schools, 17 universities.  
**TRANSPORT:** national roads of international importance include roads no 2 and 3 (E4), no 16 (major axis included in the European Networks (AGC, AGTC) no 2, 272, 371, 381, and no 782), navigable canals on river Odra, international railway lines serving both passengers and freight: Berlin-Warszawa, Wrocław-Ecstrem, Łódź-Hatibka-Tadlika, Włocławek-Gdańsk, international cargo railway line: Zyrardow-Gdańsk.  
**ECONOMY:** The major sectors of industrial production include food processing and beverages, as well as production of wood and wood products. In certain sectors regional companies are very important on the national scale, for instance production of wooden flooring in the region accounts for 60% of the national production volume, shoes 19%, and furniture 10%. Companies based in the region represent nearly all branches of processing industry. The largest companies, however, represent production of chemicals, metals, electronics, and wood processing.



**POPULATION:** 2 399 728  
**EDUCATION:** 154 post-secondary schools, 29 universities, 363 schools for adults.  
**TRANSPORT:** A-18A-4 (E-30E-40) motorway, national road no 4 (E-49), national road no 54, national road no 3 (E-48), national road no 1 (E-351), national road no 1 (E-47), major railway lines: AGC & 26, E-69, AGTC CE 39, CE 52, CE 51, CE 50. The Odra waterway is also important for the development of the regional economy.  
**ECONOMY:** dominating sectors in the region include: food processing and beverages, production of chemicals and chemical products, machinery and equipment, road machinery, copper mining, shoes, export of power, gas, and water, ceramic production and glass, textile and clothing.



**POPULATION:** 1 126 471  
**EDUCATION:** 4 universities, in Luďac, Matej, Kristianstad and Atamp.  
**TRANSPORT:** motorways: 219km, dual carriageways both directions 27km, secondary roads 7 523km, main roads: 31km.  
**ECONOMY:** In late 19th c. many people living in the region moved to cities to take up attractive jobs in industry, in particular in the protochrome sector. Later, several industries developed rapidly, including food processing, which for decades was the most important sector of the regional economy.



### THE CZECH REPUBLIC Moravský území

**POPULATION:** 555 465  
**EDUCATION:** Masaryk University, Independent Faculty of Pedagogy, Faculties of Pedagogy and Computer Science are expected to expand with the establishment of the Department of Biocology, Faculty of Medicine and Pharmaceutics at Masaryk University and many researches.  
**TRANSPORT:** There is no motorway or a few lane road in the region, which considerably limits the accessibility and potential of the region. The existing road system is based on road I/11 linking the region with the first stretch of D 11 motorway, E11 is a part of E 87, and I/5 from Pardubice passing through Hodonín, Arnoštov and passing to Wrocław in Poland.  
**ECONOMY:** The region still employs highly qualified labour and industrial traditions. Major industry sectors include textile, mechanical engineering, food processing, metal industry and production of rubber and plastics. Major national production and processing industries are based in the region.



### THE SLOVENE REGION

**POPULATION:** 593 015  
**EDUCATION:** Comenius University, Slovene Technical University, School of Economics, two art academies, and non-public Police Academy.  
**TRANSPORT:** the road system is well developed and based on road E 58 leading to the Czech Republic and Hungary, E 75 (D 41) to Austria, and E 57 to Poland and Ukraine. Fast class transregional roads lead from Bratislava to the Hungarian and Austrian borders.  
**ECONOMY:** The Brno region accounts for nearly 24% of GDP. The employment in industry and construction sectors has declined, but sectors of market services, in particular retail, hotels, restaurants, finance and insurance, strengthen their GDP performance.