Motorway axis  
Gdansk–Brno/Bratislava–Vienna

The construction of this motorway will act as a catalyst for economic development in key areas of new Member States and, by offering a new route from the Baltic Sea to central Europe, provides a long-term alternative to the existing saturated north–south axes from the North Sea.

What is the axis?
This axis involves the construction of a new motorway, with two lanes in both directions, from Gdansk to Vienna through Lodz in Poland and Brno in the Czech Republic. On some sections between Katowice and Brno/Zilina, existing roads will be upgraded. The project includes the construction of an access link to the port of Gdansk, where a new container and ferry terminal (with an expected annual capacity of one million 20-foot equivalent units and 1.5 million passengers) is planned. The route is part of pan-European transport corridor VI, identified at the Crete and Helsinki conferences.

What are its expected benefits?
The route is of particular interest from the European point of view since it already carries a high share of international transport (48 million tonnes of international traffic in transit in 2000). Poland has one of the least developed motorway networks of the new Member States. Therefore, the existing road infrastructure has limitations for lorries with European standard weights and dimensions. Building this motorway will allow the improvement of road safety, reduced congestion and thereby facilitate trade. Cost–benefit analyses have shown a very high rate of return. Moreover, this project contributes to a wider strategy to attract new economic activities along the axis, which will also be assisted by the parallel railway project (see axis No 23).

What is its current status?
The motorway projects are included in the respective national development plans of the four Member States. Formal (environmental) impact assessments have been completed for most of the sections. Works have already started on some sections. The completion date for works in the Polish section will be a year later than anticipated in the 2004 guidelines. The alignment of the section from Brno to the Czech–Austrian border is not yet decided, due to its crossing a Natura 2000 area in the Czech Republic. This could delay the end date to 2013, although the guidelines scheduled it for 2009. The cross-border section between Vienna and Brno is likely to be set up as a public–private partnership (PPP), extending the existing PPP in operation in the Austrian section.
### TEN-T Priority Axes and Projects 2005

#### Priority section in preparation
- Gdansk–Katowice motorway
- Katowice–Brno/Zilina motorway cross-border section
- Brno–Vienna motorway cross-border section

#### Other priority axes:
- Road
- Rail
- Inland waterway

<table>
<thead>
<tr>
<th>Priority section</th>
<th>Type of work/status</th>
<th>Distance (km)</th>
<th>Timetable (1)</th>
<th>Total cost as of end 2004 (million EUR)</th>
<th>Investment up to 31.12.2004 (million EUR)</th>
<th>TEN-T contribution, including studies, up to 31.12.2004 (million EUR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gdansk–Katowice motorway</td>
<td>Road (new)</td>
<td>508</td>
<td>2005–11 (2010)</td>
<td>2 754</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Katowice–Brno/Zilina motorway cross-border section</td>
<td>Road (upgrade and new)</td>
<td>421</td>
<td>2004–10</td>
<td>4 380</td>
<td>14</td>
<td>3.8</td>
</tr>
<tr>
<td>Brno–Vienna motorway cross-border section</td>
<td>Road (new)</td>
<td>109.5</td>
<td>2003–13 (2009)</td>
<td>643</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>1 038.5</strong></td>
<td></td>
<td><strong>7 777</strong></td>
<td><strong>21</strong></td>
<td><strong>4.8</strong></td>
</tr>
</tbody>
</table>

(1) In brackets, completion date listed in the 2004 guidelines, if different from the date notified in 2005 by the Member State.