



## MAYOR OF GDYNIA

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Gdynia, 09.12.2011

**Mr. Matthias Ruete**  
**Director-General**  
**DG Mobility and Transport**  
**European Commission**



Europe Prize  
2002

Dear Director-General,

**Re: Proposal for a European Parliament and Council Regulation on the Union's guidelines for the development on the Trans-European network. (COM (2011) 650 / 2 final)**



Council of Europe  
Plaque of Honour  
1998

Being twinned for over 20 years, the fruitful cooperation between Gdynia and Karlskrona has included many diverse undertakings and projects but among them transport issues have always been of major importance. Both cities are strategically located on the route linking the North and the South of Europe and benefit greatly from their good connection and accessibility, which stimulates economic exchange and thus growth of both Gdynia and Karlskrona.

Taking the above into consideration, we were extremely astonished to learn that the south-eastern Sweden had not been included as priority routes in the Core Network of TEN-T, although the European Commission prioritized by previous decisions the Motorways of the Sea project – “Gdynia-Karlskrona”. We believe that the rail route Karlskrona-Alvesta, being an important connection between the Polish railway system and the Nordic Triangle as well as a part of the Bothnian Green Logistic Corridor should be included in the Core Network. The same refers to the port of Karlskrona, an important node in the corridor, playing central role in the transport route between Sweden and Poland.

As the strategic aim of the concept of the TEN-T core network is its coherence, the Baltic-Adriatic Corridor, recommended to core network should be linked – via the seaports in Gdańsk and Gdynia - with TEN-T core network in Scandinavian countries (Nordic Triangle – Bothnian Corridor).

The Motorway of the Sea Gdynia-Karlskrona project perfectly meets this aim. It means, therefore that the “other end” of this MoS should belong to the core network too. Otherwise, the BAC will not be efficient enough in obtaining strategic aims and “flagship projects” indicated of the EU Strategy of Baltic Sea Region as well as in Strategy “Europe 2020”.

Therefore, we strongly endorse Karlskrona's demand to be included in the TEN-T system and appeal to the Commission to reconsider its decision. Further prioritizing



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1995

of Karlskrona-Alvesta rail route as well as the port of Karlskrona and, what comes after it, further investments in infrastructure will lead to increased growth and development, not only in Karlskrona but also in the city of Gdynia.

Once again requesting you to kindly rethink your decision, I remain,

Yours sincerely,



Wojciech Szczurek, PhD

Copy to:

Sławomir Nowak, Polish Minister of Transport, Construction and Maritime Economy