

# **The Baltic-Adriatic Corridor (BAC)**

**Alliance of 14 regions to support the consequent and immediate realization of the Baltic-Adriatic Railway Corridor,  
Gdansk/Gdynia – Warszawa – Brno – Wien / Bratislava – Venezia –  
Bologna/Ravenna.**

On October 12, 2006 a "Letter of Intent" was signed by the Polish, Czech, Slovak, Austrian and Italian Ministers of Transport and Infrastructure, who agreed on the cooperation concerning the development of the **Baltic-Adriatic Corridor**. It is stated that the **Baltic-Adriatic Corridor** should be connected to Northern Italy as an extension of the existing **EU Priority Project No. 23, (Decision 884/2004 EC** part of Pan-European Transport Corridor VI / rail), from Gdansk/Gdynia via Wien to Bologna.

On June 17, 2009 the Council of Ministers found a political agreement on the Proposal for a Regulation of the European Parliament and of the Council concerning a **European rail network for competitive freight**. This regulation which sets out rules for the selection, organization and management of freight corridors includes the Baltic-Adriatic Corridor (Gdynia-Katowice-Ostrava/Zilina-Vienna-Trieste)

By publishing the green paper "TEN-T: A policy review – Towards a better integrated trans-European transport network at the service of the common transport policy" in February 2009, the European Commission initiated a broad review process of the trans-European transport network policy. The paper discusses future political and economic challenges such as the achievement of climate change objectives, further economic growth, economic and social cohesion as well as the reinforcement of Europe's international role.

The signatory regions approve the previous commitment of the Ministers of Transport and Infrastructure and ask the EU for the compliance to extend the **Priority Project No. 23** towards the South to complete the **Baltic-Adriatic Corridor** in order to achieve further economic growth and economic and social cohesion along the corridor.

## THE CORRIDOR

The **Baltic-Adriatic Corridor** starts at Gdansk/Gdynia as an important intermodal node for the **Baltic Sea Region**, passes Warszawa - Katowice – Ostrava – Prerov (Otrokovice) - Brno – Wien – Graz – Klagenfurt – Udine –Trieste/Venezia – Bologna/Ravenna (with the branch Katowice – Zilina – Bratislava – Wien)

The sea ports Venezia, Trieste and Ravenna are the corresponding southern intermodal nodes and gateways in the Mediterranean area for volumes of cargo shipped through the “**motorways of the sea**” to the booming **Asian** area via the Suez canal.

Important construction works (e.g. tunnelworks in Austria) along the described **Baltic-Adriatic Corridor** are in progress; further planning has already been initiated.

## THE REGIONS

POLAND	Pomorskie, Warminsko-Mazurskie, Mazowieckie, Lodzkie, Slaskie
CZECH REPUBLIC	Jihomoravský, Zlínský,
AUSTRIA	Wien, Niederösterreich, Steiermark, Kärnten
ITALY	Friuli Venezia Giulia, Veneto, Emilia Romagna

## THE PRIORITIES

The alliance of the respective regions urges the European Commission, the European Parliament and the concerned Member states to adopt any necessary means in order to assure on the following six priorities:

- (1) **Consequent and immediate realization of the *Baltic-Adriatic Corridor*** from Gdansk/Gdynia via Brno / Bratislava and Wien up to Bologna/Ravenna by extending the current Priority Project No. 23 of the Trans-European-Network
- (2) **Securing economic development and competitiveness** of the signatory regions along the Baltic-Adriatic Corridor
- (3) **Improvement of accessibility** for the economic regions along the Baltic-Adriatic Corridor
- (4) Taking the necessary steps to develop a railway network as an alternative to road transport in order to accomplish the EUs commitment concerning the **climate package**
- (5) **Strong focus on intermodal transport nodes and services** along the Baltic-Adriatic Corridor
- (6) **Traffic safety** along the Baltic-Adriatic Corridor

- (1) **Consequent and immediate realization of the *Baltic-Adriatic Corridor*** from Gdansk/Gdynia via Brno / Bratislava and Wien, Udine up to Bologna/Ravenna by amending the Decision 884/2004 EC on Trans-European-Network with a southern extension of Priority Project No. 23 of the Trans-European-Network .

The signatory regions consider the Baltic-Adriatic Corridor as an important strategic corridor. Transport connections for the creation of sustainable employment and economic development have to be given top priority.

The signatory regions will be key gateways to boost trade towards the North, East and South-East of Europe, being the driving force behind the sustainable development of the transport system and the economy.



In addition, the extension of the Priority Project No. 23 is of crucial importance to the achievement of new feasible connections, scenarios and corridors for the better linkage between Northern Europe and the Mediterranean area with global markets, fostering increased regional economic cohesion for the Eastern part of the European Union in order to improve the movement of cargo flows along and from / to these areas.

**(2) Securing economic development and competitiveness** of the signatory regions along the *Baltic-Adriatic Corridor*

Sustainable growth and economic cooperation strongly depend on accessibility, transport possibilities and infrastructure. Thus, the sustainable development of transport and logistics infrastructure and the parallel consideration of reducing its impacts on the environment will contribute to a more competitive transnational area along the *Baltic-Adriatic Corridor* and create added value for all the regions involved. This requires high-performance interconnection and interoperability of national networks and the access to them. A network of efficient metropolis along the axes provides markets for production and consumption of goods, services and knowledge. Thus, the *Baltic-Adriatic Corridor* not only offers a co-operation framework which is important for innovative companies with specific demands of labour, but it also allows to strengthen the respective regions in economic and cultural ways.

**(3) Improvement of accessibility** for the prospering economic regions along the *Baltic-Adriatic Corridor*

The full development of the *Baltic-Adriatic Corridor* is an important missing link in terms of accessibility in the signatory regions. The corridor plays a key role as an additional element for regional development and economic cohesion and promotes the progress in interoperability and harmonisation of rail transport.

The signatory regions along the *Baltic-Adriatic Corridor* underline the importance of high capacity railway infrastructure and the closing of existing bottlenecks in infrastructure for a better access to the European single market and the global market.

The main objective of the signatory regions is sustainable economic development, the protection of jobs and the increase of job opportunities based on improved accessibility and transnational cooperation.

Accessibility is an important factor of economic development and growth; therefore the up-grade of the *Baltic-Adriatic Corridor* intermodal transport connection is of crucial importance, in particular with regard to the increasing transport flow from North, Central and East Europe into the direction of Asian ports via the Mediterranean and Adriatic Sea.

**(4) Take the necessary steps to accomplish the EU's commitments concerning climate protection**

The EU recently agreed to put in place concrete measures to reach the EU's commitments towards reducing CO<sub>2</sub> emissions by 20% below the 1990 levels by 2020 (COM 2008/17 23.01.2008).

It is a fact that over one fifth of all the CO<sub>2</sub> emissions come from transport, and 90 percent thereof comes from road and air transport. Rail freight is three times more energy-efficient than road transport.

Thus, the shifting of transport off the roads and towards environmentally friendly modes of transport such as the railway along the emerging *Baltic-Adriatic Corridor* is a further step towards meeting the ambitious climate targets of the EU as well as the targets that will be renewed in the post-Kyoto climate protocol in Copenhagen.

All signatory partner regions along the *Baltic-Adriatic Corridor* will cooperate in terms of an efficient and environmentally friendly North-South interconnection and will support climate friendly technologies and services such as rail, but they also emphasize the great importance of close cooperation in the economic development.

**(5) Focus on intermodal transport nodes and services along the *Baltic-Adriatic Corridor***

High-quality road and rail systems, capable of being further extended, offer efficient extensive and regional North-South connections; they will only, however, be able to unfold their entire capacity if all interfaces correspond to the future transport

volume and if they are sufficiently attractive in terms of quality to face the transports to be expected.

Optimization of the multimodal transport facilities and service boosting along the *Baltic-Adriatic Corridor* supports the shift from other means of transport to the environmentally friendly rail in order to accelerate “green” implementations and to reduce transport related negative effects on the environment.

Among several important projects Europoint Brno and the Danube port Freudenu in Vienna could be seen as initiatives leading into the right direction.

**(6) Traffic safety** along the *Baltic-Adriatic Corridor*

Additionally, in terms of increasing expenditures for other means of transport (e.g. road), the utilization of railways will be more attractive, and above all, it will provide higher traffic safety, which will lead to a reduction of economic costs due to the avoiding of accidents in the signatory regions.

Brussels, October 6, 2009

**For the Pomorskie Voivodeship**



Jan Kozłowski, Marshal of the Pomorskie Voivodeship

**For the Warminsko-Mazurskie Voivodeship**



Jacek Protas, Marshal of the Warminsko-Mazurskie Voivodeship

**For the Mazowieckie Voivodeship**



Adam Struzik, Marshal of the Mazowieckie Voivodeship

**For the Lodzkie Voivodeship**



Włodzimierz Fisiak, Marshal of the Lodzkie Voivodeship

**For the Slaskie Voivodeship**



Bogusław Śmigielski, Marshal of the Slaskie Voivodeship

**For Jihomoravský kraj**



South Moravian Region

Miloš Šifalda, Councillor of the South Moravian Region



**For Zlínský kraj**



Jaroslav Drozd, Vice President of Zlin Region

**For the Land Wien**



Omar Al-Rawi, member of the Vienna City Council

**For the Land Niederösterreich**



Johanna Mikl-Leitner, Minister for Employment, Family and Social Affairs, EU-Affairs


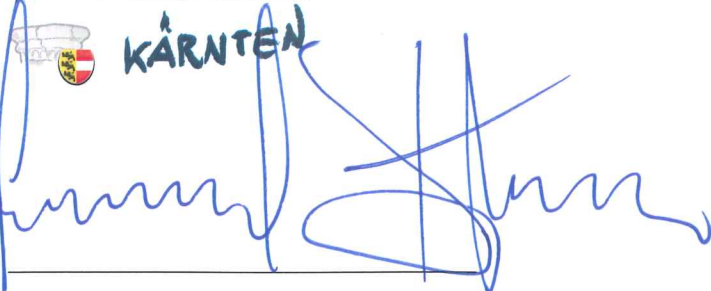
**For the Land Steiermark**



Franz Voves, Landeshauptmann



**For the Land Kärnten**

Gerhard Dörfler, Landeshauptmann

**For the Region Friuli Venezia Giulia**



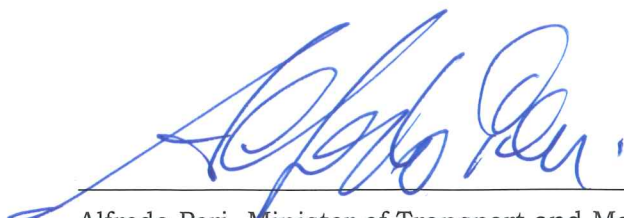
Renzo Tondo, President

**For the Region Veneto**



Marialuisa Coppola, Regional Ministry for Budget Policies

**For the Region Emilia-Romagna**



Alfredo Peri, Minister of Transport and Mobility