EUROREGION BALTC INTERNATIONAL PERMANENT SECRETARIAT

At the Euroregion Baltic Council meeting in Kaliningrad on 30th 2006, its members agreed to pass the following resolution:

In accordance with the Euroregion Baltic Joint Transnational Development Programme, the Council of ERB will take political actions in order to highlight the unsatisfactory situation that all ERB member regions have poor access to the main TEN transport corridors now prioritised on EU and national levels. Their aim will be to mobilise support for actions acting to improve the situation for the South East Baltic Sea area.

In line with the above, we strongly support the idea of upgrading the Baltic-Link corridor in Sweden to be part of the Trans European Network system and part of the PAN European Corridor system.

The Baltic-Link corridor in Sweden consists of road 27 and the railway Coast-to-Coast line. Upgrading of the corridor, connecting the Nordic Triangle to the A1 motorway and the railway axis Gdansk-Vienna in Poland, which are already parts of the above systems – (project no 25 and no 23), would mean enlarging of the PAN European Corridor VI with a Nordic axle, combining the North Sea, the Baltic Sea and the Adriatic Sea.

We believe that the upgrading of the Baltic-Link would also mean better connections between Scandinavia and the Baltic Sea area, combining strategic *E*-roads and the roads with the TEN status, and facilitating greater cohesion between the old and new EU members (see map below).

The upgrading of the Baltic-Link is also supported by the final conclusions from the former EU Interreg III B project SEBTrans-Link, which states "the entire Baltic-Link corridor should be identified as part of the PAN European Transport Network". The whole corridor includes Sweden, Poland, Lithuania and Kaliningrad/Russian Federation, who were also the partners of the SEBTrans-Link project.

