

**Question for written answer E-007546/2016
to the Commission
Rule 130
Dariusz Rosati (PPE)**

Subject: The CETC ROUTE65 Central European Corridor in the TEN-T network of pan-European transport corridors

Construction of express road no 3 between Bolków and Lubawka has again been called into question. In June 2016, the Commission rejected an application for co-funding. A 31-km section is missing to connect the ports of Szczecin and Świnoujście with the Czech border at Lubawka. If the money is not obtained from another source, the international route that was to link the Baltic with the ports of Croatia will end in Bolków. The Directorate-General for National Roads and Motorways, in consultation with its Czech counterpart, applied for funding from the Cohesion Fund under the 'Connecting Europe' financial instrument, as part of the so-called national envelopes. A total of EUR 3.3 billion has been allocated to 11 road projects in Poland. The application for the Bolków-Lubawka section was highly praised, but ultimately the money was not received because it was awarded to rail projects. The Polish side has lodged an appeal. The lack of a section linking the road to the border calls into question the point of building the entire S3 road. Completion of the S3 road is not a local issue, but a national one.

1. What were the Commission's reasons for rejecting the Polish application in this matter?
2. Does the Commission not recognise the negative impact of its decision, which undermines the purpose and cost-effectiveness of the European and Polish public funds already spent on constructing the S3 route?