



Annex

Second meeting of the Working Group on Sustainable Industry, Energy, Transport and Infrastructure of the Carpathian Convention

December 11-12th, 2007
Chamber of Commerce, Trieste, Italy

RECOMMENDATIONS OF THE DRAFT STUDY ON THE TRANSPORT SYSTEM IN THE CARPATHIANS, PREPARED BY THE EUROPEAN ACADEMY (EURAC)

The participants to the second meeting of the Working Group on Sustainable Industry, Energy, Transport and Infrastructure of the Carpathian Convention, held in Trieste, Italy, on December 11-12th, 2007, considered the draft recommendations of the Study on the Transport System in the Carpathians, prepared by the European Academy (EURAC). The participants commented on and provided inputs to the draft recommendations. The Working Group invited the European Academy to present the Study on the Transport System in the Carpathians including its recommendations to the Implementation Committee of the Carpathian Convention as a background document for its information and consideration, in preparation of the second meeting of the Conference of the Parties of the Carpathian Convention.

Here follow the revised recommendations after discussion in the Working Group on Sustainable Industry, Energy, Transport and Infrastructure of the Carpathian Convention:

1. To assure infrastructural functionality to transport network

Road and rail lines must be planned and built in a manner that is rational and functional to trans-European axes, as well as to use BAT (best available technologies) for the construction of transport systems and for transportation; at the same time, road-rail intermodality must be prioritized through logistic platforms placed strategically within the network and properly connected; the permeability of trans-European infrastructure must be optimized through an adequate planning of accesses (train stations for railways, intersections for highways).

2. To limit the environmental impact of the infrastructural network

Environmental impact must be considered from the first steps of planning for infrastructure change. These considerations must take regard of the special needs of the mountain environment (particularly in areas of sensitive landscapes, especially those of

special interest for tourism). High priority should be given to avoiding the fragmentation of habitat, protecting areas with high scenic value, and conserving NATURA 2000 sites and species. It is recommended to possibly favor the development of rail over road infrastructure.

3. To improve urban and tourist accessibility

Bottlenecks should be reduced near urban and tourist areas, so to improve the standards of accessibility, as well as to reduce the negative environmental impact of the gas emissions of traffic jams. Rail transport could be improved in order to achieve this result.

4. To adopt management systems for sustainable transport

A transport system that integrates the different transport modalities must be promoted and the use of transport modes other than road transport could also be favored so to reach this goal. Traffic management and controlling systems could be introduced in order to regulate traffic, also with the support of ITS (Intelligent Traffic System) systems. Traffic and parking limitations could be enforced in certain areas, while “park and ride” facilities (including shuttle busses) could be considered and promoted in other areas. Models of environmentally friendly mobility must be developed for environmentally sensitive areas.

5. To improve safety standards

Sidewalks and bicycle paths should be further developed, especially in urban areas, while the pavement and traffic signs should be improved to enhance the safety standards of the road network.

6. To take note of the Overview on Transport System in the Carpathian Space prepared by the European Academy of Bolzano in the framework of the INTERREG III B CADSES Carpathian Project

7. To start the drafting process of a Protocol on Sustainable Transport to the Carpathian Convention