



European
Commission

TRANS-EUROPEAN TRANSPORT NETWORK
TEN-T CORE NETWORK CORRIDORS



BUKOVINA

Chernivtsi Oblast of Ukraine
Pilot Euroregion «Upper Prut»

**WHERE IS
CARPATHIAN'S
PLACE**

REGULATION (EU) No 1316/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 11 December 2013

establishing the Connecting Europe Facility, amending Regulation (EU) No 913/2010 and repealing
Regulations (EC) No 680/2007 and (EC) No 67/2010

(Text with EEA relevance)

New background for EUSDR Pillar I &

Carpathian Convention

http://ec.europa.eu/transport/themes/infrastructure/revision-t_en.htm

common embodiment

(Legislative acts)

- (66) Some of the infrastructure projects of common interest might need to link with and pass through neighbourhood, pre-accession and other third countries. The CEF should offer simplified means of linking and financing those infrastructures, in order to ensure coherence between internal and external instruments of the Union budget.

what is totally conform to the

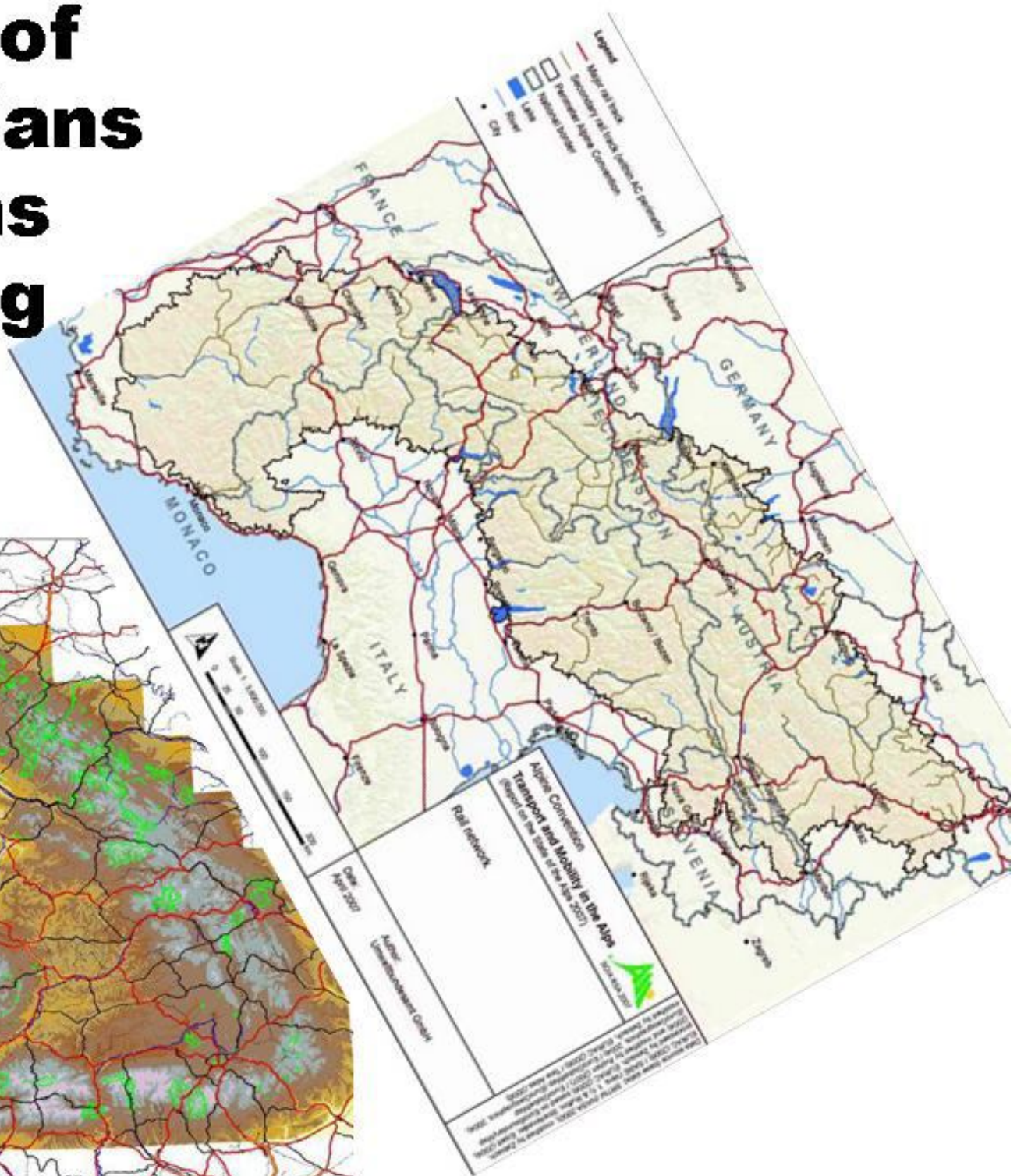
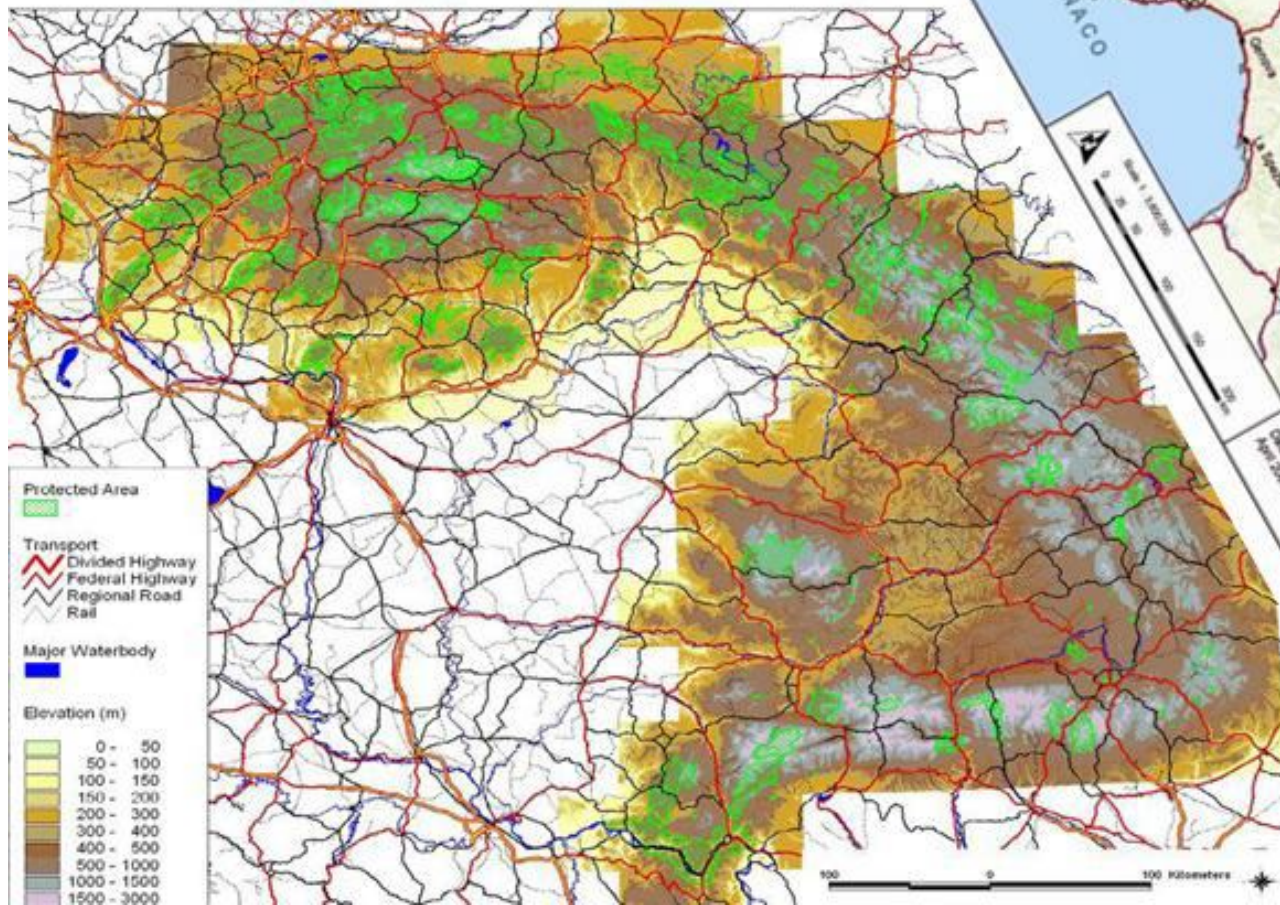
Carpathian Convention

Article 5 - Spatial planning

3. In developing spatial planning policies and programmes, particular attention should, inter alia, be paid to:

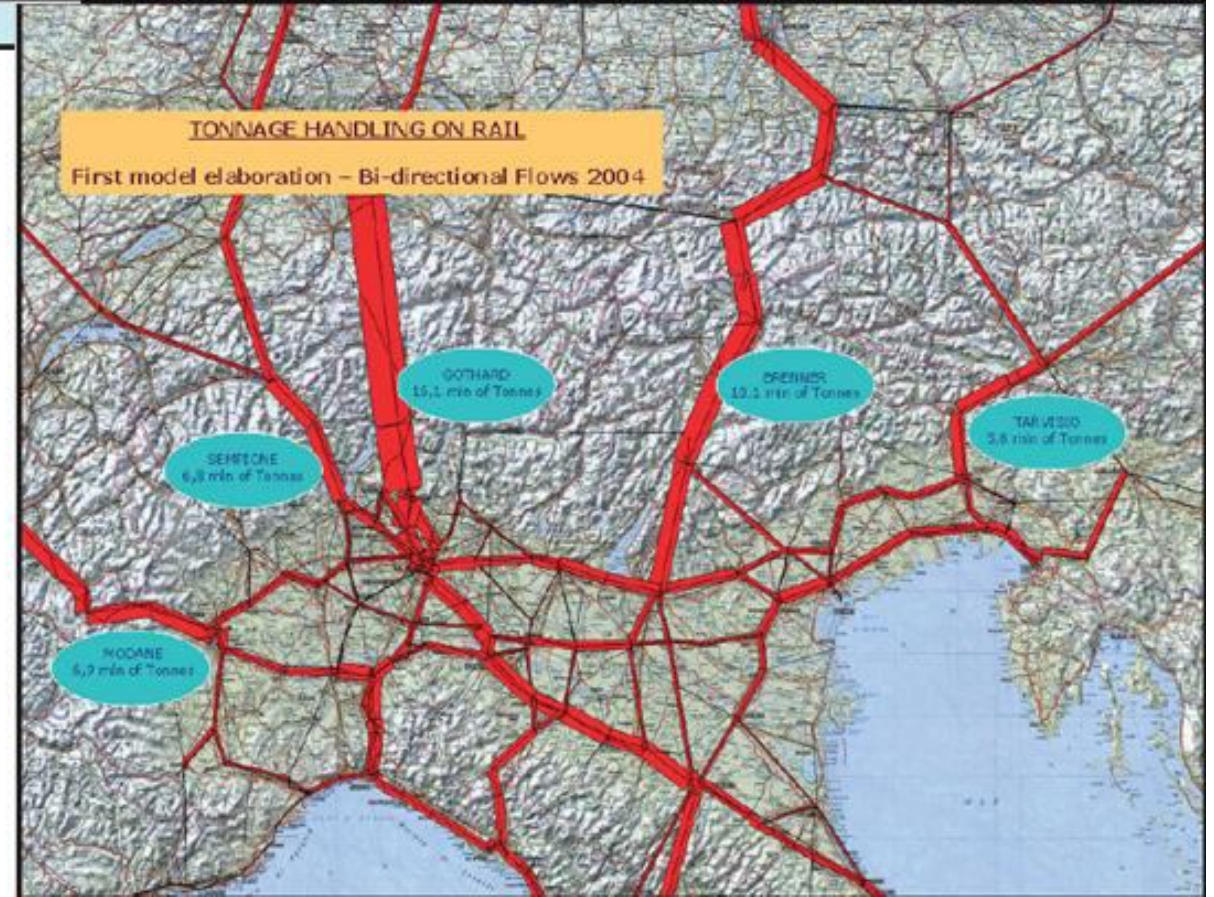
(a) transboundary transport, energy and telecommunications infrastructure and services,

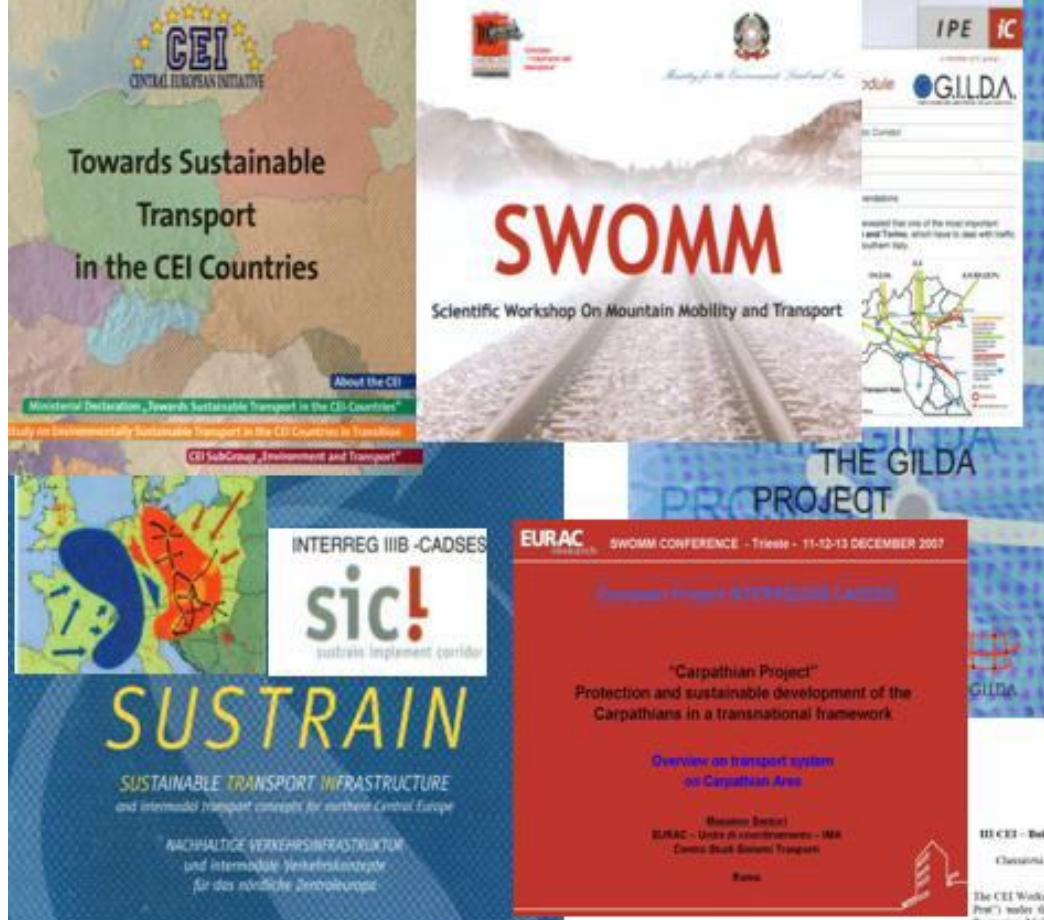
Joint approach of Alps & Carpathians to the mountains crossing & along transporting systems





**Alpine experience
 along the old “Silk
 Way” & from North
 to South, for
 macro-regional
 needs accordingly
 to the Alpine
 Convention
 Transport Protocol**





was summarised in number of European and Carpathian projects and especially discussed through

4 CEI – Bukovina Workshops in 2006 – 2010

III CEI – Bukovina Workshop – “Trans-Regional Trade & Technology Transfer – Challenge of the Third Millennium”
Chisinau (Ukraine) – Suceava County (Romania), 7 + 8 November 2006

FINAL CONCLUSIONS

The CEI Workshop was held on 7 – 8 November 2006 in Bukovina (Upper Part) under the support of Chisinau and Suceava Regional Authorities, Moldavia Government Structures, Chambers of Commerce and Industry, and the Ministry of Transport and Infrastructure of Ukraine and Romania. The Trans-Regional Dialogue becomes a key factor of the economic development of the region. The workshop focused on the exchange of best practices, services, technology, financing and science. IT and BAT (Best Available Technology) exchange as a priority activity, as well as the sustainable local development. Emphasis was given to the sustainable local development. Emphasis was given to the sustainable local development. Emphasis was given to the sustainable local development.

PIȘIERII Nr. 8/2000
PAȘII EUROPEIȘTI – BĂRNĂUȘII ÎNȚĂL
—*Despre dezvoltarea economică și socială a regiunii*

HOTĂRÂREA Nr. 8/2000
A CONSILIULUI EUROREGIONAL
—**«PRUTUL DE SUS»**
—*«Cu privire la domeniile prioritare ale activității economice și sociale a Euroregionii «Prutul de Sus»*

DECISION Nr. 8/2000
OF THE COUNCIL OF EUROREGION
—**«UPPER PRUT»**
—*«On the priority spheres for the Social & Economical activities in Euroregion «Upper Prut»*

Accordingly to the Articles 5 and 6 of the Agreement regarding the setting up of the Euroregion «Upper Prut»:

- Council of the Euroregion adopts the follow list of priority spheres for the linked Economic & Social activities in the Euroregion
- development of transport & communication infrastructure on the levels of Trans-European corridors and local traffic;
- development of energetic infrastructure on the levels of state systems and local sources;

III CEI – Bukovina Workshop – “Sustainable Development of Transport System in zone of the new EU eastern border”
Chisinau (Ukraine) – Suceava (Romania), 15 – 16 November 2007

FINAL CONCLUSIONS

The CEI Workshop was held on 15 – 16 November 2007 in Bukovina (Transcarpathian Region) under the support of Chisinau (Ukraine) and Suceava (Romania) Regional Authorities, Ukraine and Romania Governments. The workshop focused on the exchange of best practices, services, technology, financing and science. IT and BAT (Best Available Technology) exchange as a priority activity, as well as the sustainable local development. Emphasis was given to the sustainable local development. Emphasis was given to the sustainable local development.

III CEI Workshop – “Vital Challenges for Transborder Co-operation on the new EU eastern border”
Chisinau (Ukraine) – Suceava (Romania), 8-9-10 November 2008

FINAL REPORT

On the preliminary stage in September 2008 project’s idea was discussed & supported on the meeting of the Assembly of Euroregion (03.11.2008), with main Bukovina Research Centers on Chisinau in January 2009, with Advice of Romanian President

International Conference
“Challenging Ability of Transit Interactions in Central Eastern Europe”
30 November – 1 December 2010

RECOMMENDATIONS
“Challenging Ability of Transit Interactions in Central Eastern Europe”
Chisinau (Ukraine), 30 November – 1 December 2010

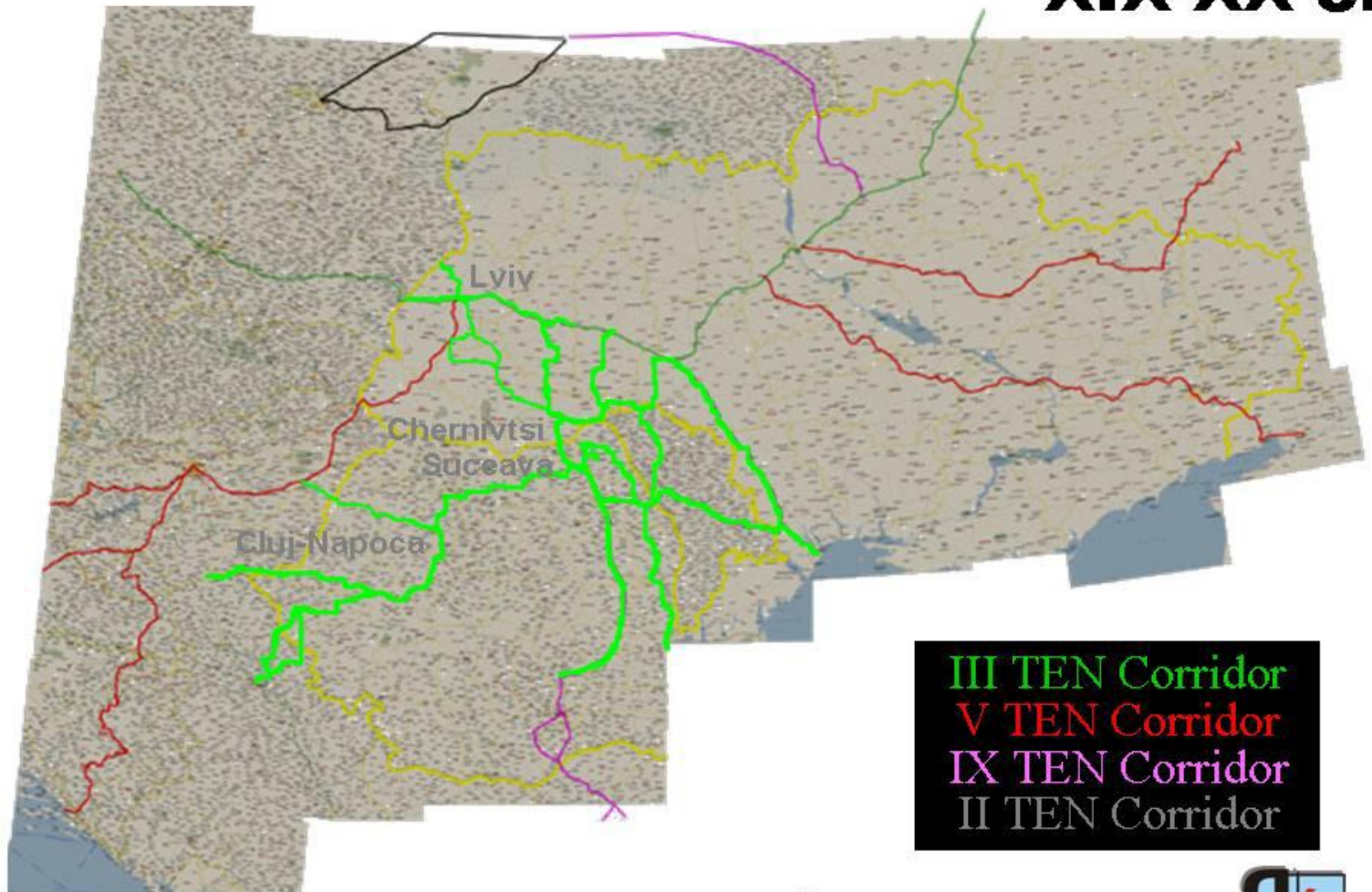
REKOMENDĂRI
Monitorizarea și dezvoltarea sistemelor de transport transfrontaliere în regiunile din Europa Centrală și de Est
Chisinau (Ukraine), 30 noiembrie – 1 decembrie 2010

VI CEI – Bukovina Workshop – “Sustainable Development of Transport System in zone of the new EU eastern border”
Chisinau (Ukraine) – Suceava (Romania), 15 – 16 November 2007

FINAL CONCLUSIONS

The CEI Workshop was held on 15 – 16 November 2007 in Bukovina (Transcarpathian Region) under the support of Chisinau (Ukraine) and Suceava (Romania) Regional Authorities, Ukraine and Romania Governments. The workshop focused on the exchange of best practices, services, technology, financing and science. IT and BAT (Best Available Technology) exchange as a priority activity, as well as the sustainable local development. Emphasis was given to the sustainable local development. Emphasis was given to the sustainable local development.

Consequent development of railways in XIX-XX c.



III TEN Corridor
V TEN Corridor
IX TEN Corridor
II TEN Corridor

have brought to Carpathians

equilibrated railways & roads system along “Silk Way” and Trans-European Baltic-Mediterranean Carpathian bypass “from Varangians to Greeks”



Main objective of Euroregion "Upper Prut" (2000) totally conform to Priority Area 1b of EU Strategy for Danube Region & Carpathian Convention (<http://cppk.cv.ua/i/2018723.pdf>)

РІШЕННЯ № 8/2000
РАДИ ЄВРОРЕГІОНУ «ВЕРХНІЙ ПРУТ»
«Про пріоритетні сфери економічної та соціальної діяльності в Євросереєні «Верхній Прут».

HOTARAREA Nr. 8/2000
A CONSILIULUI EUROREGIUNII
«PRUTUL DE SUS»
«Cu privire la domeniile prioritare ale activității economice și sociale a Euroregiunii «Prutul de Sus»

DECISION № 8/2000
OF THE COUNCIL OF EUROREGION
«UPPER PRUT»
«On the priority spheres for the Social & Economical activities in Euroregion «Upper Prut»

м. Єдинець

30 листопада 2000 р.

Municipiul. Edinet

30 noembrie 2000

city Edinets

November 30, 2000

У відповідності до статей 5 і 6 статуту створення Євросереєні «Верхній Прут»:
1. Рада Євросереєні затверджує перелік пріоритетних сфер економічної, соціальної, взаємопов'язаної діяльності в Євросереєні:

- розвиток транспортно-комунальної структури на рівнях транскордонних коридорів та місцевих сполучень;
- розвиток енергетичної інфраструктури на рівнях взаємодії державних та локалізованих джерел енергії;
- вдосконалення водокористувальних та водоканалізаційних систем;
- дієкористування та розвиток комплексів промисловості, агропромислового комплексу і легкої промисловості;
- розвиток транскордонної торгівлі на місцевому рівні та збільшення транзитної торгівельної діяльності;
- розвиток сучасних видів транскордонного туризму;
- охорона здоров'я населення і рекреаційна діяльність в Євросереєні;
- спільна розбудова системи освіти, наукового і культурного співробітництва в Євросереєні.

1. Council of the Euroregion adopts the follows list of priority spheres for the linked Economical & Social activities in the Euroregion

- development of transport & communications infrastructure on the levels of Trans-European corridors and local traffic;

complexului agroindustrial și industrial ușoare,
dezvoltarea comerțului transfrontalier la nivel local și mărirea volumului activității comerciale de tranzit;
dezvoltarea tipurilor moderne de turism transfrontalier;
protecția sănătății populației și activitatea recreativă în cadrul Euroregiunii;
edificarea în comun a sistemului de învățământ, de colaborare științifică și culturală în cadrul Euroregiunii.

complex and light industry,
development of transfrontier trading on the local level and transit trading activity build-up;
development of the modern categories of cross-border tourism;
population health protection and recreational activity in Euroregion;
joint development of the system for education, scientific & cultural collaboration in Euroregion.

<http://www.oda.cv.ua/UserFiles/File/2012/Decis8.pdf>

Through the number of regional transfrontier initiatives

ПРОТОКОЛ

робочої наради з питань розбудови системи транскордонних транспортних сполучень в зоні нових кордонів ЄС через Україну, Румунію та Польщу, що проходять територією Львівської, Івано-Франківської, Чернівецької областей України та Сучавського повіту Румунії

КПП „Порубне-Сірет”

28 січня 2004 р.

Робоча нарада у складі представників:
від Чернівецької області України:

Від Львівської області України

Від Сучавського повіту Румунії:

1. Виходячи з положень Комплексної програми утвердження України як транзитної держави у 2002-2010 р. у контексті Послання Комісії ЄС “Paving the way for a New Neighbourhood Instrument” від 01.07.2003 р., учасники наради розглянули наявні показники зростання транзиту вантажів та пасажирів, що слідують через територію прикордонних регіонів України, Румунії та Польщі і констатують наступне:

1.1. Має місце зростання у порівнянні з 2001 р. зазначеного транзиту вантажів та пасажирів через українсько-румунській кордон, що надалі слідують через КПП “Медика”, “Краковець”, “Рава-Руська” та “Яготин” і у зворотному напрямку у середньому більш як у 3 рази.

2.4. Утворити на основі спільної робочої групи ініціативні центри за участю представників трьох країн для оперативної взаємодії між відповідними регіональними, урядовими і міжнародними структурами:

- по українсько-румунському напрямку з базуванням у Чернівецькій обласній державній адміністрації;
- по українсько-польському напрямку з базуванням у Львівській обласній державній адміністрації.

PROCES VERBAL

al consfătuirii de lucru pe problemele edificării sistemului comunicațiilor de transport transfrontaliere în zona noilor frontiere ale UE prin Ucraina, România și Polonia, care trec pe teritoriul regiunilor Lviv, Ivano-Frankivsk și Cernăuți ale Ucrainei și județului Suceava al României

PTF „Porubne-Siret”

28 ianuarie 2004

Consfătuirea de lucru compusă din reprezentanții:

din partea regiunii Cernăuți a Ucrainei:

din partea regiunii Lviv a Ucrainei:

din partea regiunii Ivano-Frankivsk a Ucrainei:

din partea județului Suceava al României:

1. Reieșind din prevederile Programului complex de afirmare a Ucrainei ca stat de tranzit pe perioada 2002-2010 în contextul Mesajului UE “Paving the way for a New Neighbourhood Instrument” din 01.07.2003, participanții la consfătuire au examinat indicatorii reali ai creșterii tranzitului de mărfuri și călători care traversează teritoriul regiunilor de frontieră ale Ucrainei, României și Poloniei și au constatat următoarele:

1.1. Comparativ cu anul 2001 s-a înregistrat o creștere medie de mai bine de 3 ori a tranzitului de mărfuri și călători peste frontiera ucraineano-română, care trec în continuare prin PTF „Medika”, „Krakoveț”; „Rava-Ruska” și „Yagotin” și în sens opus.

2.4. Să fie create, pe baza grupului comun de lucru, centre de inițiativă cu participarea reprezentanților celor trei țări pentru asigurarea operativității legăturii reciproce a structurilor regionale, guvernamentale și internaționale corespunzătoare:

- pe direcția ucraineano-română – cu amplasarea la Administrația Regională de Stat Cernăuți;
- pe direcția ucraineano-poloneză – cu amplasarea la Administrația Regională de Stat Lvov.

1. În conformitate cu prioritățile programelor de vecinătate : Uniunea Europeană va fi inițiat un proiect comun cu participanți europeni și ai Ucrainei referitor la formarea unui sistem de puncte de trecere ale granițelor, acesta urmând să includă : studii tehnico-economice ale perspectivelor dezvoltării tranzitului și călători transeuropene și local între Cernăuți și Suceava.
2. Reunirea eforturilor membrilor euroregiunii Prutul de Sus pentru sprijinul politic și financiar al acestor inițiative de către parlamentele țărilor noastre.
3. Organizarea unei reuniuni internaționale sub egida Inițiativei Europene pentru asigurarea sprijinului internațional în vederea proiectelor de transport, în special transfrontaliere. În cadrul acestor inițiative internaționale sub egida ICE să fie promovat un studiu de proiect pentru interconectarea rețelelor de transport între coridoarele I, IX, IV, VII și X pe un traseu ce va avea un punct de pornire la Cernăuți și un altul la Chișinău către Iași care va străbate România și Muntenegru până la Marea Adriatică.

Euroregiunea „Prutul de Sus”

Gavril Mârza – Președintele CJ Suceava

Volodimir Culiș – Șef Administrația Regională de Stat Cernăuți

Victor Cerevati – Președinte al Consiliului Raional Briceni

MTCT
Cristian Dumitrescu - ConsilierCN ADNR SA
Iuga Mihai - Director Tehnic
Liviu Mirea - Șef serviciuCNCF CFR SA
Eduard Spiță - Șef Divizie Tehnică

II CEI – Bukovina Workshop “Sustainable Development of Transport System in zone of the new EU eastern border”

Chernivtsi (Ukraine) – Suceava (Romania), 15 -16 November 2007

FINAL CONCLUSIONS

The CEI Workshop was held on 15 – 16 November 2007 in Bukovina (Euroregion “Upper Prut”) under the support of Chernivtsi (Ukraine), and Suceava (Romania) Regional Authorities, Ukrainian and Romanian Governments.

The Regions should take actions by themselves to develop transport infrastructure in their own territories, based on approved EU standards and principle of subsidiarity. CEI Workshop stemmed from peculiar geopolitical status of Bukovina located on a crossroad between the path “from Varangians to Greeks”, bypassing Carpathians, and the “Silk Way” through them. For many centuries it was the shortest & safest way from the Baltic and East to Mediterranean and Black Seas. It corresponds to the CEI Plan of Action pertaining to Promotion of Landbridges Connections as well as to handling of the first meeting of Ukrainian-Romanian Presidential Commission held in Bucharest on 30-31 October 2007.

Representatives of **8 CEI Member States**: Albania, Austria, Bulgaria, Italy, Moldova, Poland, Romania and Ukraine, CEI Executive Secretariat and Alpine Convention Coordination Unit have discussed on this Workshop:

- ✓ *Nowadays Challenges and Perspectives of Transit Potential and Transport along and across the EU States border with Eastern Neighbours (North-South and East-West)*
- ✓ *Further development of Border Infrastructure in Conformity with the Demands of Realization of Transit Potential of the Regions*
- ✓ *Local Transfrontier Transit and Spatial Development*
- ✓ *Sustainable Transfrontier Development in the light of the Trans-European Transit Potential: First lessons of collaboration between the Carpathian and Alpine Conventions*

During the Workshop the participants have expressed the following main opinions:

- the necessity to encourage political commitment of local self-government and central authorities as well as closer collaboration between current ENPI, EGTC and Carpathian Convention to harmonise Trans-European and Local Communications, Cargo and Energy Transit and Border Infrastructure Modernisation accordingly to Sustainable Spatial & Socio-Economic Development provisions;
- they welcomed the initiative of Ukrainian and Romanian Regions supported by their States on linking local regional transport networks to European Corridors in line with Concept of European Transport Axes, which enable the definition of additional links thus facilitating the transit flows.

РЕЗОЛЮЦІЯ

спільного засідання депутатів Чернівецької
обласної ради та Сучавської повітової ради

м. Чернівці

15 вересня 2008 року

Керуючись національним законодавством України і Румунії, зокрема Рамковою Конвенцією з транскордонного співробітництва між територіальними общинами або владами та додатковими Протоколами до неї, положеннями регіональної, економічної, безпекової, транспортної та екологічної політики ЄС і чинних актів щодо реалізації Резолюції Європарламенту і Ради ЄС від 24.10.2006 № 1638 про Європейський Інструмент Сусідства і Партнерства та рішеннями Ради Єврорегіону «Верхній Прут» на підставі Угоди про його утворення, погодженої Урядами України та Румунії, положень Договору про відносини добросусідства і співробітництва між Україною і Румунією від 02.06.1997 і рішень

1.1 Органи регіональної влади Чернівецької області та Сучавського повіту спільно з іншими членами і партнерами Єврорегіону «Верхній Прут» внесуть пропозиції центральним галузевим органам влади для просування проєктів стосовно розвитку транс'європейської і місцевої транспортної інфраструктури

REZOLUȚIA

ședinței comune a deputaților Consiliului
Județean Suceava și Consiliului Regional
Cernăuți

mun. Cernăuți

15 septembrie 2008

Conducându-se după legislația națională a Ucrainei și României, în special Convenția-cadru a colaborării transfrontaliere între comunitățile sau autoritățile teritoriale și Protocoalele adiționale la ea, principiile politicii regionale, economice, de securitate, de transport și ecologice din UE și actele în vigoare privind realizarea Rezoluției Parlamentului European și Consiliului Europei din 24.10.2006 nr. 1638 referitoare la Instrumentul European de Vecinătate și Parteneriat și hotărârile Consiliului Euroregiunii „Prutul de Sus” în baza Acordului de constituire, coordonat cu Guvernele Ucrainei și României, după principiile Tratatului de bună vecinătate și colaborare între Ucraina și România din 02.06.1997 și hotărârile Summit-

1.1. Autoritățile de decizie din regiunea Cernăuți și județul Suceava, împreună cu alți membri și parteneri ai Euroregiunii „Prutul de Sus” vor face propuneri autorităților centrale de resort pentru promovarea de proiecte privind dezvoltarea infrastructurii de transport transeuropene și locale, în conformitate cu

Львівська обласна рада	Івано-Франківська обласна рада	Чернівецька обласна рада
Львівська обласна державна адміністрація	Івано-Франківська обласна державна адміністрація	Чернівецька обласна державна адміністрація

СПІЛЬНЕ ЗВЕРНЕННЯ

Транзитний потенціал України у географічному центрі Європи є суттєвим чинником євроінтеграційних процесів на східноєвропейському континенті. Найщільніша частина української авто-залізничної мережі розбудована між кордонами з Польщею і Румунією. Ця інфраструктура є ефективним засобом подолання депресивного стану межуючих з Україною регіонів країн ЄС.

Для цього новий Інфраструктурний пакет ЄС (ЕІР), внесений 19.10.2011 Єврокомісією до Європарламенту і Ради ЄС, наголошує: «Якщо розбудова інфраструктури в інтересах ЄС потребує перетину сусідніх країн, «Засіб поєднання Європи» (CEF) може підтримати відповідні проекти для спільного здобутку від об'єднання транс'європейських мереж з інфраструктурними мережами цих країн».

Але, всупереч цим можливостям, превалюють тенденції обходу України перспективними вантажопасажирськими потоками. Це має місце на півночі (Білорусь, РФ) і на півдні

Для подолання цих тенденцій ДІПРОМІСТОМ у 2008-2011 роках в Генеральних схемах розвитку прикордонних областей передбачена реалізація зазначених можливостей.

Після направлення 24.09.2010 Прем'єр-міністру України спільного звернення (додається) до Стратегії ЄС для Дунайського регіону офіційно внесено проект «Відновлення та подальший розвиток транзитного потенціалу України між основними вузлами Пан'європейської транспортної мережі (TEN-T)».

По розгляді цієї проектної пропозиції Наглядовою радою з представників 14 країн за пріоритетом Ів Дунайської стратегії ЄС «Залізниця, автошляхи та авіасполучення», а також Наглядовою радою Європейської комісії ООН з розвитку транс'європейських автошляхів і залізниць (TEM/TER), українська ініціатива отримала відповідного Рекомендаційного листа (додається).

Між тим, розробка міжнародного ТЕО за кошти програм ЄС з прикордонного співробітництва за участі європейських експертів сприятиме не тільки врахуванню українських пропозицій у новій системі TEN-T сполучень. Наявність міжнародного ТЕО значно розширить можливості співпраці з міжнародними фінансовими структурами та залучення інвестицій для реалізації транзитного потенціалу України.

Виходячи з вищенаведеного, просимо посприяти всебічному розгляду цього проекту Мінінфраструктури, Мінрегіоном, Мінекономрозвитку і МЗС із залученням представників наших регіонів

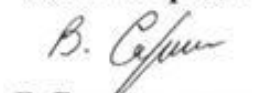
З повагою

Голова
Львівської
обласної ради



П. Колодій

Голова Івано-
Франківської
обласної ради



В. Скрипничук

Голова
Чернівецької
обласної ради



М. Гайничеру

Голова
Львівської
обласної державної
адміністрації



В. Немчук

Голова Івано-
Франківської
обласної державної
адміністрації



М. Вишиванюк

Голова
Чернівецької
обласної державної
адміністрації



М. Папієв

Regions brought the issue to the principally new opportunities of the Association Agreement with EU

**ASSOCIATION AGREEMENT
BETWEEN THE EUROPEAN UNION AND ITS MEMBER STATES,
OF THE ONE PART, AND UKRAINE, OF THE OTHER PART
TITLE V
ECONOMIC AND SECTOR COOPERATION
CHAPTER 27
CROSS-BORDER AND REGIONAL COOPERATION**

Article 446

The Parties shall promote mutual understanding and bilateral cooperation in the field of regional policy, on methods of formulation and implementation of regional policies, including multi-level governance and partnership, with special emphasis on the development of disadvantaged areas and territorial cooperation, with the objective of establishing channels of communication and enhancing exchange of information between national, regional and local authorities, socio-economic actors and civil society.

Article 447

The Parties shall **support and strengthen the involvement of local and regional level authorities in cross-border and regional cooperation** and the related management structures, to enhance cooperation through the establishment of an enabling legislative framework, to sustain and develop capacity building measures and to promote the **strengthening of crossborder and regional economic and business networks.**

Article 448

The Parties shall strengthen and encourage development of cross-border and regional elements of, *inter alia*, **transport, energy, communication networks,** culture, education, tourism, health and other areas covered by the present agreement which have a bearing on cross-border and regional cooperation. In particular, the Parties shall encourage the development of cross-border cooperation in the modernisation, the equipping and the coordination of emergency services.

Consultation on the EU Strategy for the Danube Region

Partner States, their regions, geo-landscapes and habitats. This disparity can be perceived in social-economic and spatial conditions, mentalities/traditions, approaches and accessibility to resources, energy, education, mobility, information and other "creature comforts".

Such "patchwise cohort" has, first of all, to find common fields of interests on the way to joint synergic solutions to prevent further face-off barriers for macro-regional Sustainable Development. At the moment Danube Strategy (EUSDR) establishment can be qualified by term "betweenness" as "a place or a time where differences and borders are redefining themselves" (D. Sibony).

This betweenness overcoming opportunity was formulated by EU Commissioner O. Rehn: "Borders are restrictive. Borders limit our minds, chain actions, and reduce our influence. Frontiers are innovative. Frontiers free our minds, stimulate action, and increase our influence. Frontiers are much more substantive and functional – even mental – than geographic". From such point of view successful start up of EUSDR embodiment should be conform to the principle proclaimed by the EU Art. 171 of the ENPI: "Community assistance may be used for common benefit of Member States and partner countries and their regions, for the purpose of promoting cross-border and transregional cooperation through different EU Programs and other tools.

Further development of this EU approach was formulated in the ENPI Eastern Regional Program Strategy Paper 2007 – 2013: "seems that the most successful projects have been those which from the outset have benefited from a sustained high level political support provided from a regional institutional framework. By contrast, projects that have been implemented through a bottom-up approach, i.e. as a result of demand from individual partner countries, rather than within a well defined political multi-lateral framework, have tended to remain isolated, even when successful, and in general have not succeeded in fostering a genuine regional spin-off".

The "natural" challenge of Climate Change in Danube area should receive "anthropogenic" answer through Sustainable Development mechanisms. Using experiences of "Industrial Metabolism Refinement" in Rhine basin we can act "implementing our climate and energy package showing how tackling climate change is a dynamic element in a strategy for growth by creating jobs and boosting energy security under the Europe 2020 approach", how it was proposed by President Barroso to EU Heads of State and Government after Copenhagen.

Water is the general common Resource in Danube basin. It's evident that EUSDR will concert those activities, which are realised immediately in the river bed space, e.g. navigation, or hydro-technical processes in the river basin (irrigation, reforestation, bowels exploitation and mining water pumping, river beds regulation, dredging, sand/gravel mining, etc. the river banks etc.).

In parallel should be revised all other anthropogenic activities impacting river basin both on more or less constant value and through the emergency risks generation (probable accidents). For instance in the industrial sphere they are: production of mining and ore-dressing, chemical, forestry-wood-cellulose, all kinds of food, construction materials, electronic and machine building sectors etc. And especial attention will be paid to hazardous waste generators, waters polluters and potentially danger manufactures.

But the most general topic of EUSDR concerns Clean Water Sources in Alps and Carpathians. Under Climate Change this trend tends to become problem very soon will become more than obvious.



Taking into account actual Alpine and Carpathian Conventions - their last years collaboration should become a "Common Generator" for further EUSDR project's topics. It means utilisation of common and individual achievements and agreements of these Conventions for Sustainable Development of Transport, Energy, Water, Forests, Agriculture and other sectors. As well as both Conventions also foresee intercultural and interethnic reciprocal actions aimed to augment common heritage.

Transregional Alpine-Carpathian interaction in Danube basin Centre for EcoResource



Reasons for EUSDR Carpathian countries partnership with Poland

COUNCIL OF
THE EUROPEAN UNION



Council conclusions on the European Union Strategy for the Danube Region

*3083rd GENERAL AFFAIRS Council meeting
Brussels, 13 April 2011*

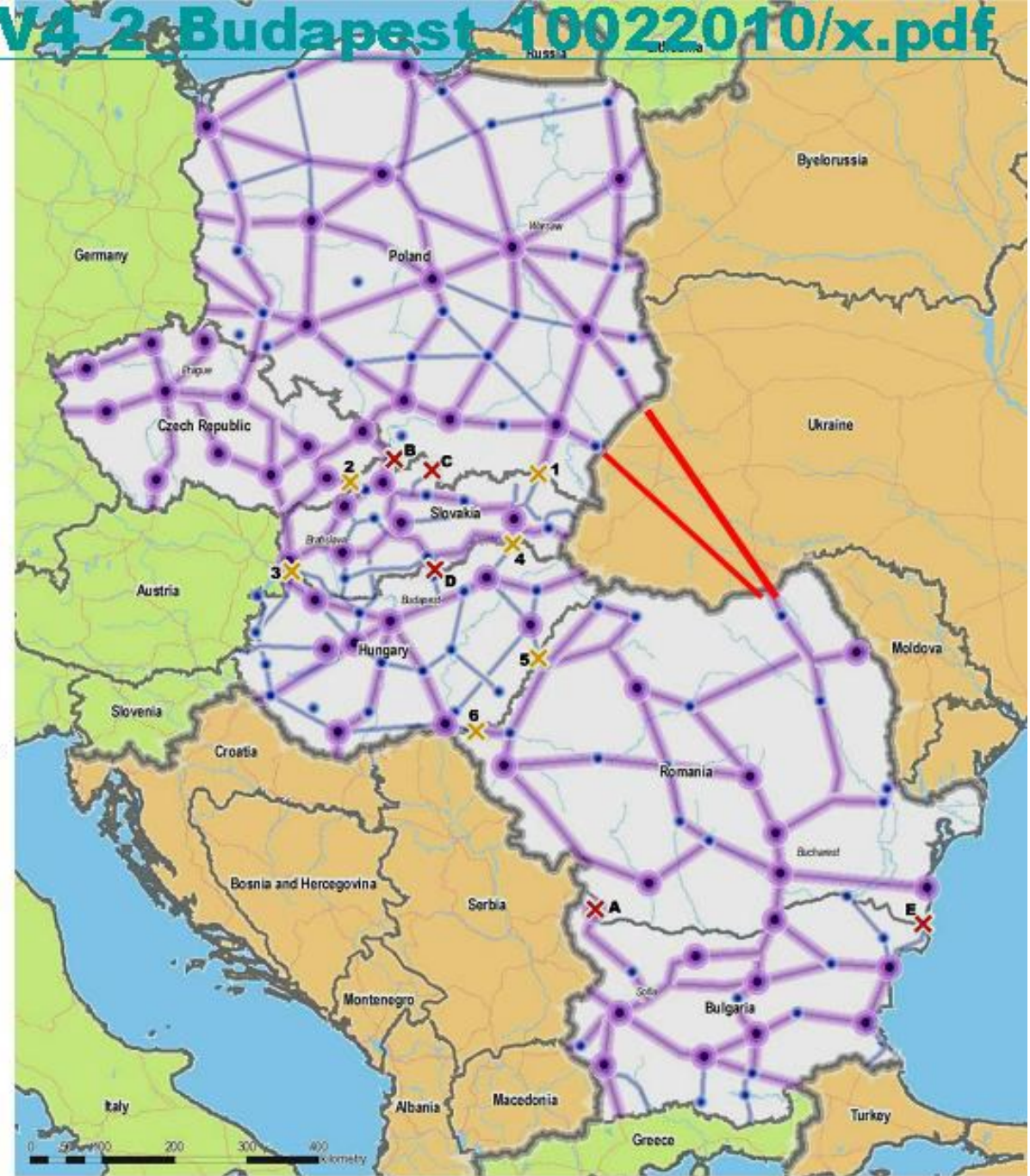
12. STRESSES that the application of existing funds and financial instruments supporting the involvement of third countries participating in the implementation of the Strategy should be fully aligned with relevant external EU strategies and policies which also determine the relevant external lending mandates of the European Investment Bank.
13. STRESSES the importance of due involvement of all EU Member States and all interested stakeholders on transnational, regional and local level, as appropriate, in the implementation of the EU Strategy for the Danube Region.
14. While stressing the primarily internal character of the strategy and the necessity to preserve the integrity of the EU decision making, ACKNOWLEDGES that the inclusion and participation of third countries is crucial if the desired objectives of the strategy are to be achieved.
18. INVITES the Member States concerned and the Commission to explore the possible interconnections and synergies between the two existing macro-regional strategies, namely the EU Strategies for the Baltic Sea Region and the Danube Region. CALLS ON the European Commission to ensure on this basis the coherent development of both macro-regions, including infrastructural connections between them.

EUSR-Cardinal Issues on the Connecting Europe Facility (CEF)



Delineation of development poles and development axes on the territory of V4+2 countries based on the analysis of the national spatial development documents + identified cross-border no-continuations of development axes

Common spatial development document of the V4 + 2 countries
Submitted to: Meeting of Ministers responsible for regional development of the Visegrad Group countries, Bulgaria and Romania (Budapest, Hungary, 29th of March, 2010)



Legend:

- Main development pole
- Secondary development pole
- Main development axis
- Secondary development axis
- No-continuation of development axes 1 - 6
- No-continuation of development axes A - E

Programme funded by the EUROPEAN UNION

România-Ucraina-Republica Moldova
PROGRAM DE COOPERARE TRANSFRONTALIERĂ

RAILWAY NETWORK - AGREEMENTS



ROAD NETWORK - AGREEMENTS



- Legend**
- Conventional railways in agreements**
- TEN-T, AGC, AGTC
 - TEN-T, AGC
 - TEN-T, AGTC
 - TEN-T
 - AGC
 - AGTC
 - AGC, AGTC
- High speed lines**
- planned TEN-T
 - planned
- Broad-gauged railways**
- existing
- Borders, countries, railways, waters**
- Railways outside of V4+2 countries
 - State borders
 - Borders of the EU
 - V4+2 countries
 - EU countries
 - Non EU countries
 - Waters
- Other roads of transnational importance**
- existing
 - planned
 - D no-continuations
- C 3 no-continuations**



- Legend**
- International roads for agreements (TEN-T, AGR)**
- TEN-T
 - TEN-T, AGR
 - AGR
- Other roads of transnational importance**
- existing
 - planned
 - D no-continuations
- Borders, countries, waters, roads**
- Roads outside of V4+2 countries
 - Waters
 - Borders of the EU
 - State borders
 - V4+2 countries
 - EU countries
 - Non EU countries
- Programme funded by the EUROPEAN UNION**
- România-Ucraina-Republica Moldova**
PROGRAMUL DE COOPERARE TRANSFRONTALIERĂ
- 0 50 100 200 300 400 Kilom

Back to Railways from Roads Traffic

Table A6.2 Modal split of freight transport (% in total inland freight tkm) — excluding pipelines

	Road (%)				Rail (%)				IWW (%)			
	1995	2000	2005	2010	1995	2000	2005	2010	1995	2000	2005	2010
Austria	63.5	64.8	64.1	56.3	31.6	30.6	32.8	39.0	4.9	4.5	3.0	4.7
Belgium	77.8	77.4	72.4	70.7	12.5	11.6	13.4	12.7	9.8	10.9	14.1	16.6
Bulgaria	36.3	52.3	70.8	68.1	60.0	45.2	25.4	10.7	3.7	2.6	3.7	21.2
Cyprus	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Czech Republic	57.8	68.0	74.4	79.0	41.7	31.9	25.5	21.0	0.5	0.2	0.1	0.1
Denmark	91.9	92.2	92.2	87.0	8.1	7.8	7.8	13.0	0.0	0.0	0.0	0.0
Estonia	28.7	32.7	35.4	45.8	71.3	67.3	64.6	54.2	0.0	0.0	0.0	0.0
Finland	71.7	75.8	76.5	75.0	28.1	24.0	23.3	24.8	0.2	0.3	0.2	0.2
France	76.4	75.3	80.5	82.2	20.7	21.3	16.0	13.5	2.8	3.4	3.5	4.3
Germany	63.9	65.3	66.0	64.9	18.9	19.2	20.3	22.2	17.2	15.5	13.6	12.9
Greece	98.8	98.5	98.1	98.0	1.2	1.5	1.9	2.0	0.0	0.0	0.0	0.0
Hungary	58.9	66.4	69.2	75.1	35.9	30.5	25.0	19.6	5.2	3.1	5.8	5.3
Iceland	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ireland	90.1	96.2	98.3	99.2	9.9	3.8	1.7	0.8	0.0	0.0	0.0	0.0
Italy	88.9	88.9	90.3	90.4	11.1	11.0	9.7	9.6	0.1	0.1	0.0	0.1
Latvia	15.8	26.5	29.8	38.1	84.2	73.5	70.2	61.9	0.0	0.0	0.0	0.0
Lithuania	41.9	46.6	56.1	59.1	58.0	53.4	43.9	40.9	0.1	0.0	0.0	0.0
Luxembourg	86.4	88.3	92.3	94.1	8.3	7.3	4.1	2.1	5.3	4.4	3.6	3.9
Malta	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Netherlands	63.5	63.5	63.6	62.3	2.9	3.6	4.4	4.8	33.6	32.9	31.9	32.9
Norway	78.2	83.5	85.3	85.0	21.8	16.5	14.7	15.0	0.0	0.0	0.0	0.0
Poland	42.6	57.6	69.0	81.2	56.7	41.5	30.8	18.8	0.7	0.9	0.2	0.1
Portugal	94.1	94.7	94.6	93.9	5.9	5.3	5.4	6.1	0.0	0.0	0.0	0.0
Romania	48.4	42.9	67.3	49.2	44.0	49.1	21.7	23.5	7.6	7.9	11.0	27.2
Slovakia	51.0	53.2	68.9	74.8	44.3	41.7	28.9	22.0	4.7	5.1	2.3	3.2
Slovenia	51.8	65.0	77.3	82.3	48.2	35.0	22.7	17.7	0.0	0.0	0.0	0.0
Spain	90.3	92.8	95.2	95.8	9.7	7.2	4.8	4.2	0.0	0.0	0.0	0.0
Sweden	62.0	64.7	64.0	60.7	38.0	35.3	36.0	39.3	0.0	0.0	0.0	0.0
Switzerland	50.6	46.8	46.0	54.4	49.2	53.0	53.8	45.5	0.3	0.2	0.2	0.2
Turkey	93.0	94.3	94.8	94.4	7.0	5.7	5.2	5.6	0.0	0.0	0.0	0.0
United Kingdom	92.3	90.0	87.8	88.7	7.6	9.8	12.1	11.2	0.1	0.1	0.1	0.1

Source: Eurostat, 2012b.

back to Railways from Roads Traffic

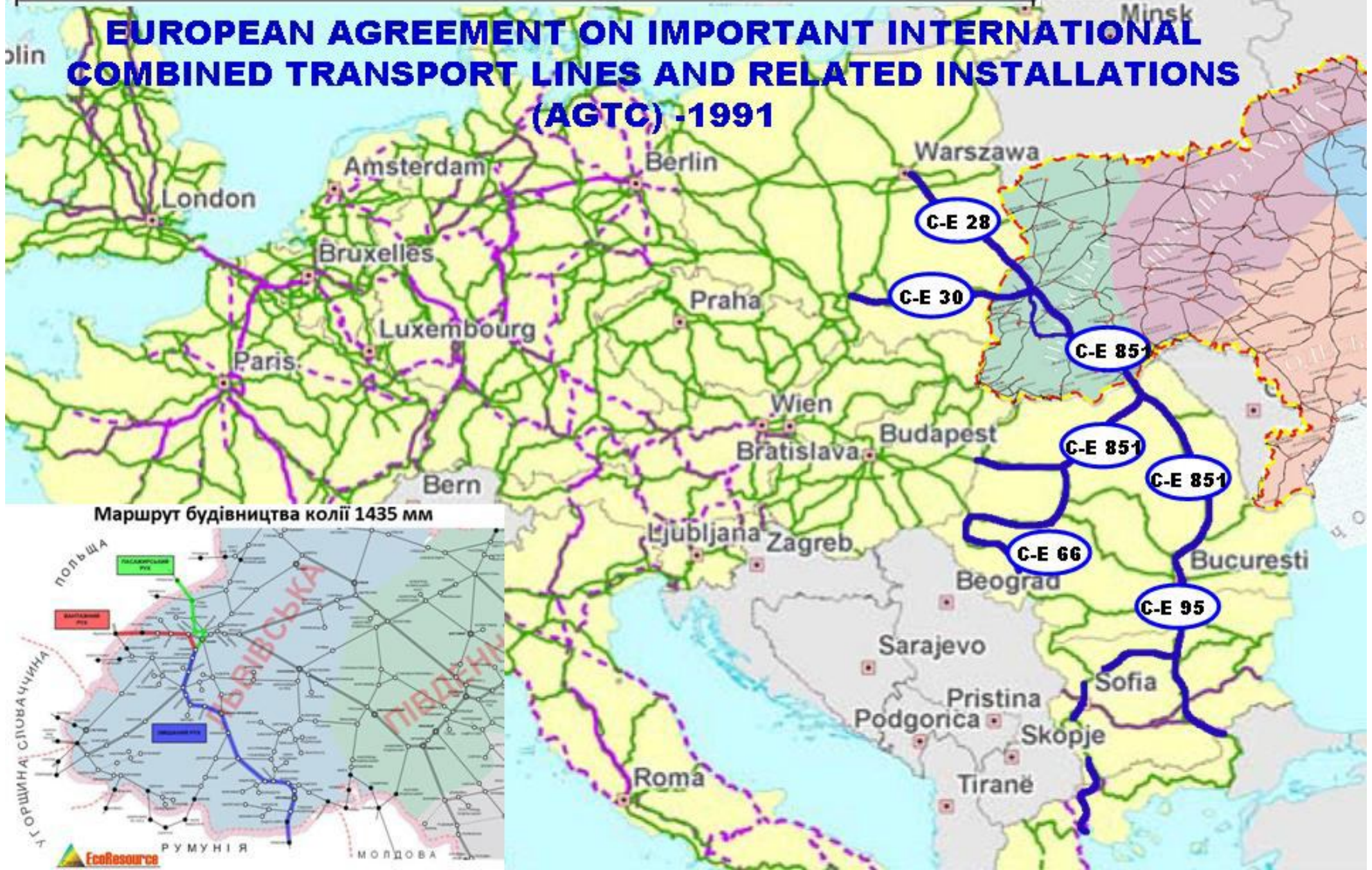


LEITSHEMA DES TRANSEUROPÄISCHEN VERKEHRSNETZES (Horizont 2020)
 TRANS-EUROPEAN TRANSPORT NETWORK OUTLINE PLAN (2020 horizon)
 SCHÉMA DU RÉSEAU TRANSEUROPEEN DE TRANSPORT (horizon 2020)

EISENBAHNEN
 RAILWAYS
 CHEMINS DE FER

EUROPE/EUROPA

EUROPEAN AGREEMENT ON IMPORTANT INTERNATIONAL COMBINED TRANSPORT LINES AND RELATED INSTALLATIONS (AGTC) -1991



Маршрут будівництва колії 1435 мм



UKRAINIAN-ROMANIAN TRANSFRONTIER AND TOURISTIC RAILWAY CONNECTION VIA BUKOVINA, VERHOVINA, MARAMURES AND TRANSCARPATHIAN REGIONS “SIRET – PRUT – TISA” THROUGH GEOGRAPHIC CENTRE OF EUROPE

SLOVAKIA

U K R A I N E



HUNGARY

R O M A N I A

Official Ukrainian project proposals to Priority Area 1B “Rails, Roads and Air” of the EU Strategy for Danube Region (EUSDR)

PARTICIPATION OF UKRAINE IN THE IMPLEMENTATION OF EUROPEAN UNION STRATEGY FOR THE DANUBE REGION

http://www.me.gov.ua/file/link/175974/file/6_Danube.ppt

TRANSPORT INFRASTRUCTURE

Responsible bodies for the projects:

Ministry of Infrastructure of Ukraine,

Odessa, Chernivtci, Ivano-Frankivsk and Transcarpathian OSAs

Priority projects

1. Construction of the car ferry Izmail (Ukraine) - Tulcea (Romania) and the coastal road Complex;
2. Construction of highway "Odessa - Reni" to the 1st category parameters with the bridge over Dniester estuary;
3. **Restoration and further development of Ukraine's transit potential between major nodes of Pan-European transport network (TEN-T);**
4. Construction of railway from the Reni port to the railway line Odessa – Izmail;
5. Creation of River Information Services on the Ukrainian part of Danube River;
6. Setting up an integrated ship waste management on the Ukrainian part of Danube River;
7. International cargo and passenger ferry crossing;
8. The development of navigation on the Tisza river, the construction of river port in the Transcarpathian Region.

LETTER OF RECOMMENDATION

To whom it may concern

The Steering Group of the Priority Area 1b: To improve mobility and multimodality-road, rail and air links, made up of representatives from the Danube Countries (nominated by their governments), has pre-examined the project *»Restoration and further development of Ukraine's transit potential between major nodes of Pan-european transport network«* by using silent consent written procedure which started on 23rd March and was closed on 4th April 2012. No objections were received.

The conclusion is:

The project *»Restoration and further development of Ukraine's transit potential between major nodes of Pan-european transport network«* contributes to the actions of the EU Strategy for the Danube Region. Hence, the Steering Group - representing the Danube Countries - invites the funding sources to consider providing adequate financial support to the project.

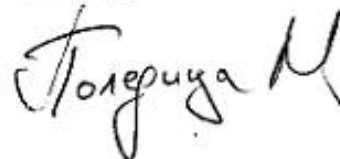
Date,
6 April 2012
Priority Area Coordinator

Franc Žepić



Priority Area Coordinator

Miodrag Poledica



ПРОТОКОЛ заседания экспертов Украины, Польши и Румынии

25 июня 2014 в г. Львов (Украина) состоялось заседание экспертов Украины, Польши и Румынии.

Украинскую делегацию возглавил директор Департамента международного сотрудничества и инвестиционной деятельности Министерства инфраструктуры Украины - Нестеренко Андрей Анатольевич. Польскую делегацию возглавил советник Министра в Департаменте международного сотрудничества Министерства инфраструктуры и развития Республики Польша - Ян Савицки. Румынскую делегацию возглавила старший советник Департамента по делам ЕС и международных связей Министерства транспорта Румынии - Кристина Морту (далее - Стороны).

Составы украинской, польской и румынской делегаций прилагаются (Приложения 1, 2, 3).

После обсуждения участниками заседания экспертов была принята следующая Повестка дня:

1. Реализация совместных инфраструктурных проектов в области транспорта как одно из направлений трансграничного сотрудничества с еврорегионами.
2. Перспективы реализации проекта строительства колен европейского образца от Польши до Румынии по территории Украины (проект «Евроколея»).
3. Проекты по развитию и строительству автомобильных дорог, в том числе:
 - по направлению Польша - Украина - Румыния;
 - в рамках Черноморской окружной автомагистрали.

in UN Trans-European and Euro-Asian Connections



СПІЛЬНИМИ ЗУСИЛЛЯМИ !



VIRIBUS UNITIS !

ЧЕРНІВЕЦЬКА МІСЬКА РАДА

10.10.2012



Офіційний веб-портал



Thanks for your attention!

zinoviy.broyde@gmail.com