Sustainable Transport in the Carpathians-
The Carpathian Convention Institutional Experience

Harald Egerer
“Sustainable tourism and accessibility in mountains areas” - SWOMM 2013 - Vienna
The Carpathians

The green Jewel in the heart of Europe

Czech Republic, Hungary, Poland, Romania, Serbia, Slovak Republic, Ukraine
The Carpathian Convention at a glance

7 State Parties
Adoption: 22 May 2003 in Kyiv, Ukraine
Entry into force: 4 January 2006
Current presidency: Slovak Republic

Main objective:
Protection and Sustainable Development of the Carpathian region
The Convention as an Institution
Partnerships

• Alpine Convention
• Ramsar Convention
• Carpathian EcoRegion Initiative
• Central European Initiative (CEI)
• Convention on Biological Diversity
• Science for Carpathians Initiatives
• EURAC
The Convention as a legal framework

The Framework Convention on the Protection and Sustainable Development of the Carpathians

- Biodiversity and Forest Protocol* (Entered into force)
- Tourism Protocol (Adopted)
- Other Protocols to be elaborated

New Protocols under elaboration e.g. transport and infrastructure, cultural heritage
The Carpathian Transport Situation

1. Situation and Problems
2. Concrete Actions
3. Recommendations and Opportunities
1. The Carpathian Transport Network

- 4 primary routes (not motorways) and 5 main railway routes are crossing the Carpathians

- Carpathians as natural barrier to the development of East-West networks

- Two important considerations:
  - To expand international traffic flows Eastwards
  - Preserve the natural beauty and richness of the Carpathians
  - Some of the new highways are harming the natural scenery, especially Besdkydy Morava (Skalite), Javroniky (Bytca) and the south of Tatra Park
1. Rail and Road Network Density
1. Crossing by Road ... TEN in the Carpathians

- 2 major corridors cross the Carpathians (nr. 5 and 6)
- 2 others lie in the Northern (nr. 3) and in the Southern part (nr. 4)
- Most important hub in the Carpathians: Budapest

- Quality of facilities of roads are different;
- Roads inadequate to the traffic needs;
- High level of car accidents;
1. Crossing by Road ... TEN in the Carpathians

Route E75 - Cars and Truck traffic overlap:
Speed is set by trucks
1. Crossing by Train
The Carpathian and the Danube Regions

(source: WWF Danube Carpathian Programme)
The Carpathians within the EU Danube Strategy

The Carpathian Convention contributes to the main pillars of the EU Danube Strategy

**BUT** some important Priority Areas for the Carpathians are missing

- Sustainable Forest Management
- Sustainable Agriculture and Rural Development
- Cultural Heritage
- Sustainable Tourism
- Sustainable Transport and Infrastructure and Accessibility
Boundaries cutting the Carpathian Region

Schengen Area as of 1/7/2013

(source: http://ec.europa.eu)
The Alps vs. the Carpathians

They share many geographic and natural features

BUT

After the middle of the 19th century, development trends bifurcated radically:

The Alpine regions are the most advanced and richest regions within rich countries (with a few exceptions)

The Carpathian regions are mostly the poorest regions within poor countries (with a few exceptions)
The Alps vs. the Carpathians

- Alpine Convention
- Ratified by EU
- Alpine Space Programme
- EU Alpine Strategy – advanced stage
  - Resolution of the European Parliament of 23 May 2013 on the Alpine Strategy

- Carpathian Convention
- Not ratified yet by EU
- EU Programmes are missing!
- EU Strategy / macroregion?
2. Alpine Carpathian Corridor Project
2. ACCESS2MOUNTAIN project

ACCESS2MOUNTAIN project

- Development of the CC Transport Protocol
  - Way Ahead for the Adoption:
    - next CC Implementation Committee (CCIC), 18-20 February 2014, Prague (CR)
    - COP4, 24-26 September 2014, Mikulov (CR)

- Exchange of information and best practices between the Alpine and Carpathians convention

- Follow-up?
2. EST goes EAST Clearing-House (EgE)

Portal and source for information exchange, knowledge, news and experience

Main facilities include:

1. Searchable databases of EST ‘Good Practices’ / Case studies;
2. ‘Strategy & Policy’ databases to promote new EST knowledge sharing;
3. Data and figures to understand trends and promote ’Good Practices’ in EST;
4. Environment-related Transport information and news;
5. ‘Contacts/ Useful Links’ pages to facilitate networking between Transport & Environment institutions and organizations.

Goal: promotion of Environmentally Sustainable Transport (EST) in Central & Eastern Europe
3. Recommendations and Opportunities

Policies should reflect different levels:

- Local Transport
- Regional and interregional transport
- International/cross border transport

- Local Transport:
  - Preserved mini railways in forests
  - Denser and better quality road network
  - Build bicycle road network
  - Strict limitations regarding cross-motocycling
  - Strict traffic limitations in wild forest ecosystems
3. Recommendations and Opportunities

- Transport development VS biodiversity conservation
- Danger/Risk: ecological connectivity is endangered
- Key challenge: To provide ACCESSIBILITY by guaranteeing SUSTAINABILITY
The motorway will intersect the Podisul Lipovei – Poiana Rusca proposed Natura 2000 site for a length of 11.7 kilometers [between km 48 + 125 and km 59 + 750 points] of which only five sectors still offer viable large
Important difference Alps/Carpathians

Prevention is better than cure!

The way ahead:
Protocol on Sustainable Transport
Carpathian Macro-regional Strategy
Thank you for your attention

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