



# Sustainable Transport in the Carpathians-

## The Carpathian Convention Institutional Experience

Harald Egerer

“Sustainable tourism and accessibility in mountains areas” - SWOMM 2013 - Vienna

Pictures: A. Czaderna, A.& D. Nowak, Pieniny National Park



# 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

**3 Meetings of the COP:** 2006, 2008, 2011

**Current presidency:** Slovak Republic

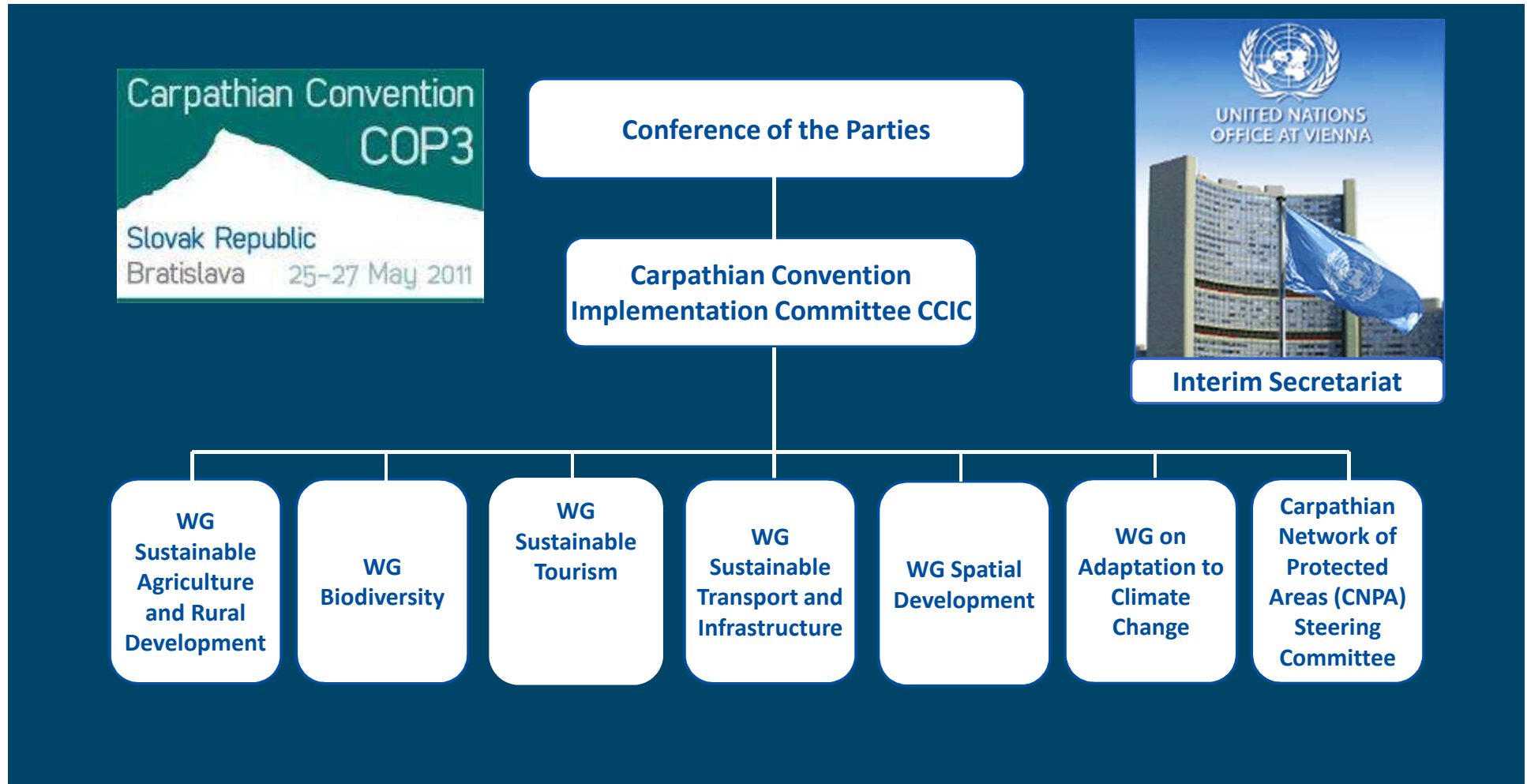


**Main objective:**

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



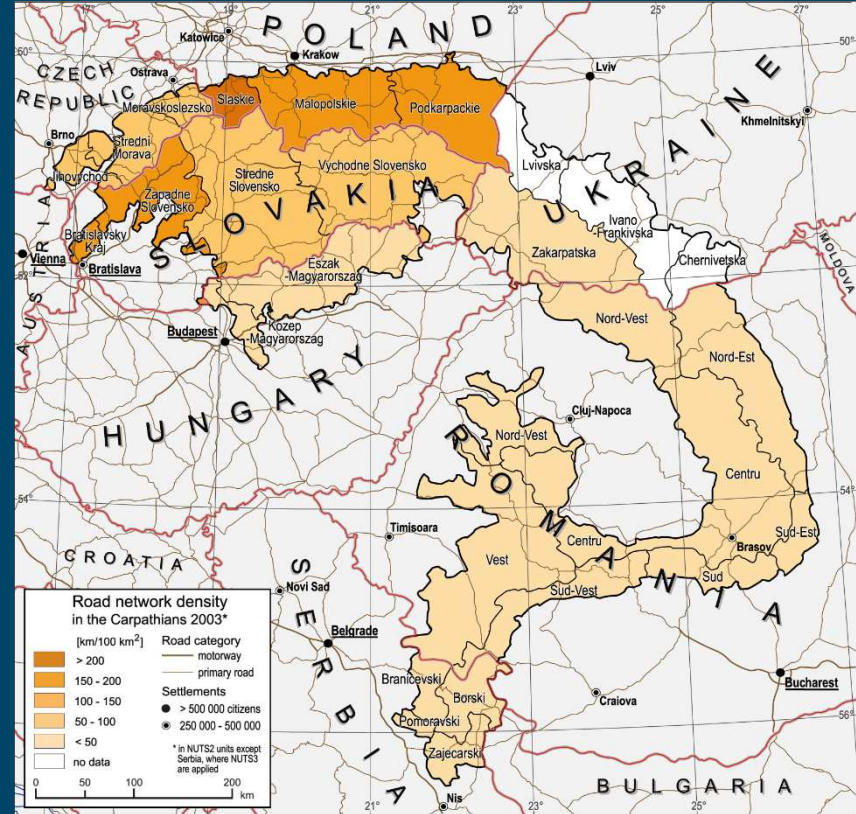
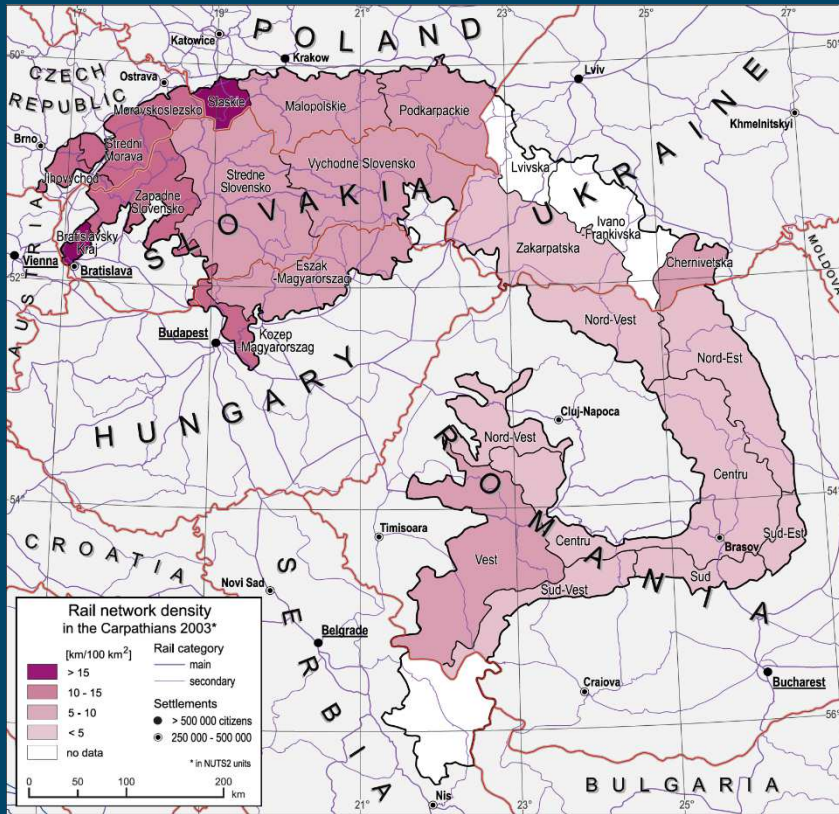
# 1. The Carpathian Transport Network

- 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

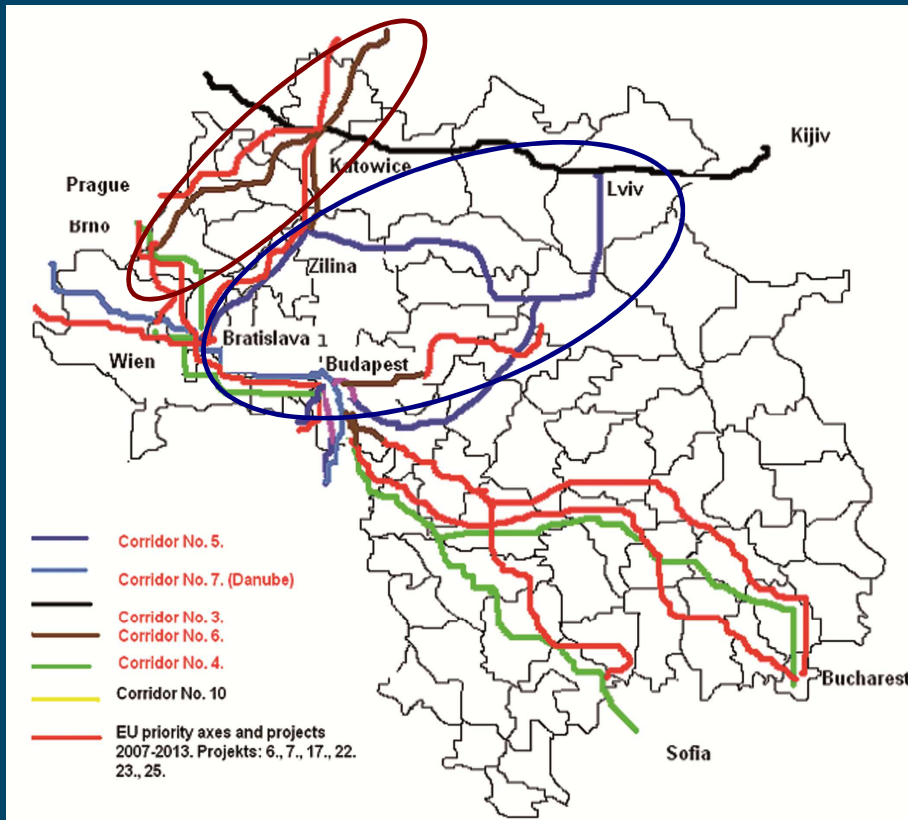




# 1. Rail and Road Network Density



# 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**



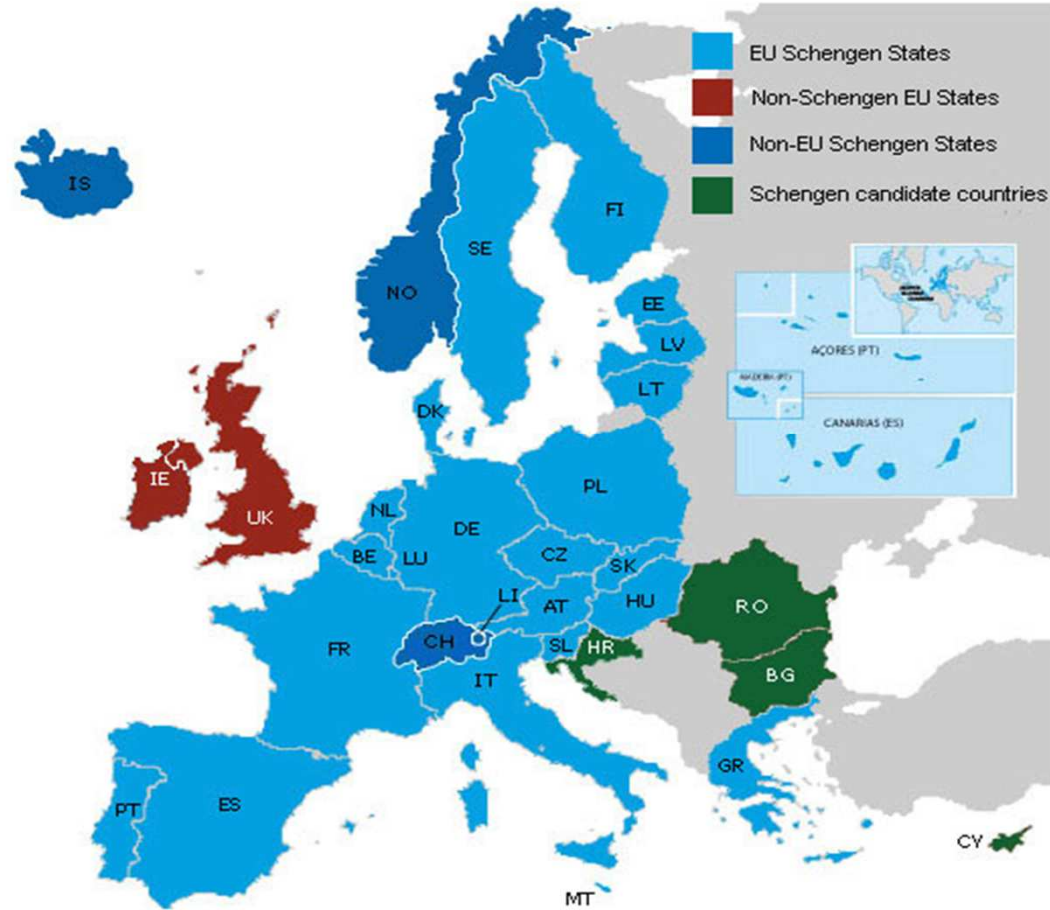
**BUT** some important Priority Areas for the Carpathians are missing

- 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 19<sup>th</sup> century, development trends bifurcated radically:

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

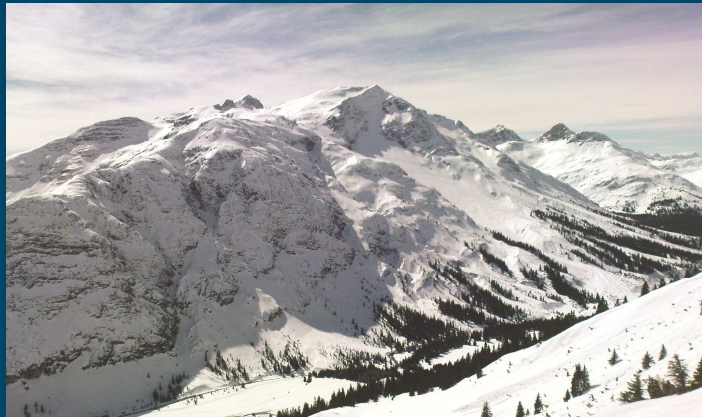
The Carpathian regions are mostly the poorest regions within poor countries (with a few exceptions)





# 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

Figure 31: Conflicts and synergies between natural protection and human activities in the Carpathian Region - synthesis of the national spatial development documents.



Source: Maciej Borsa, Urbanproiect, Carpathian Project Strategic Workshop for Spatial Planning

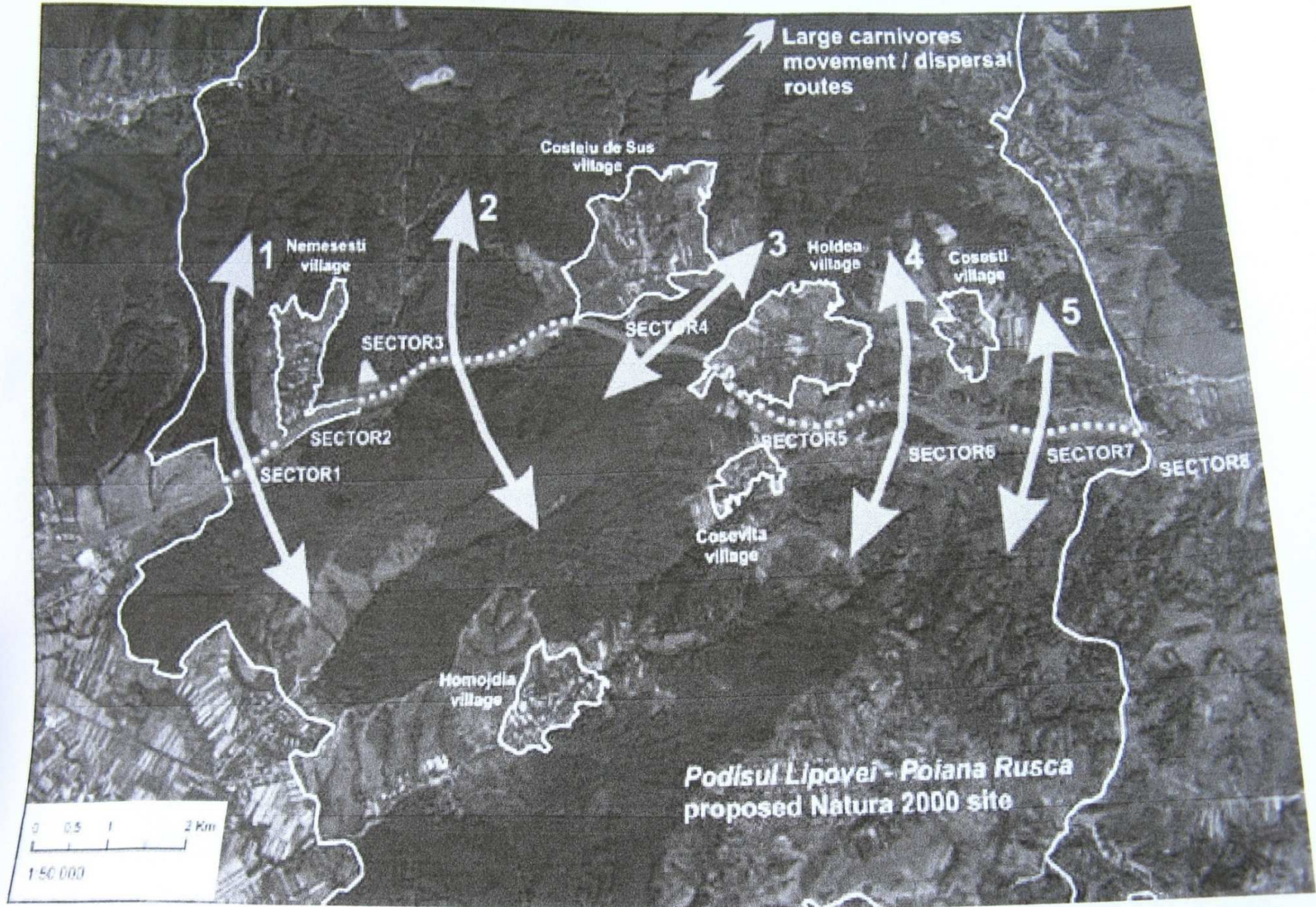
➤ Transport development VS biodiversity conservation

➤ Danger/Risk: ecological connectivity is endangered

➤ Key challenge: To provide **ACCESSIBILITY** by guaranteeing **SUSTAINABILITY**

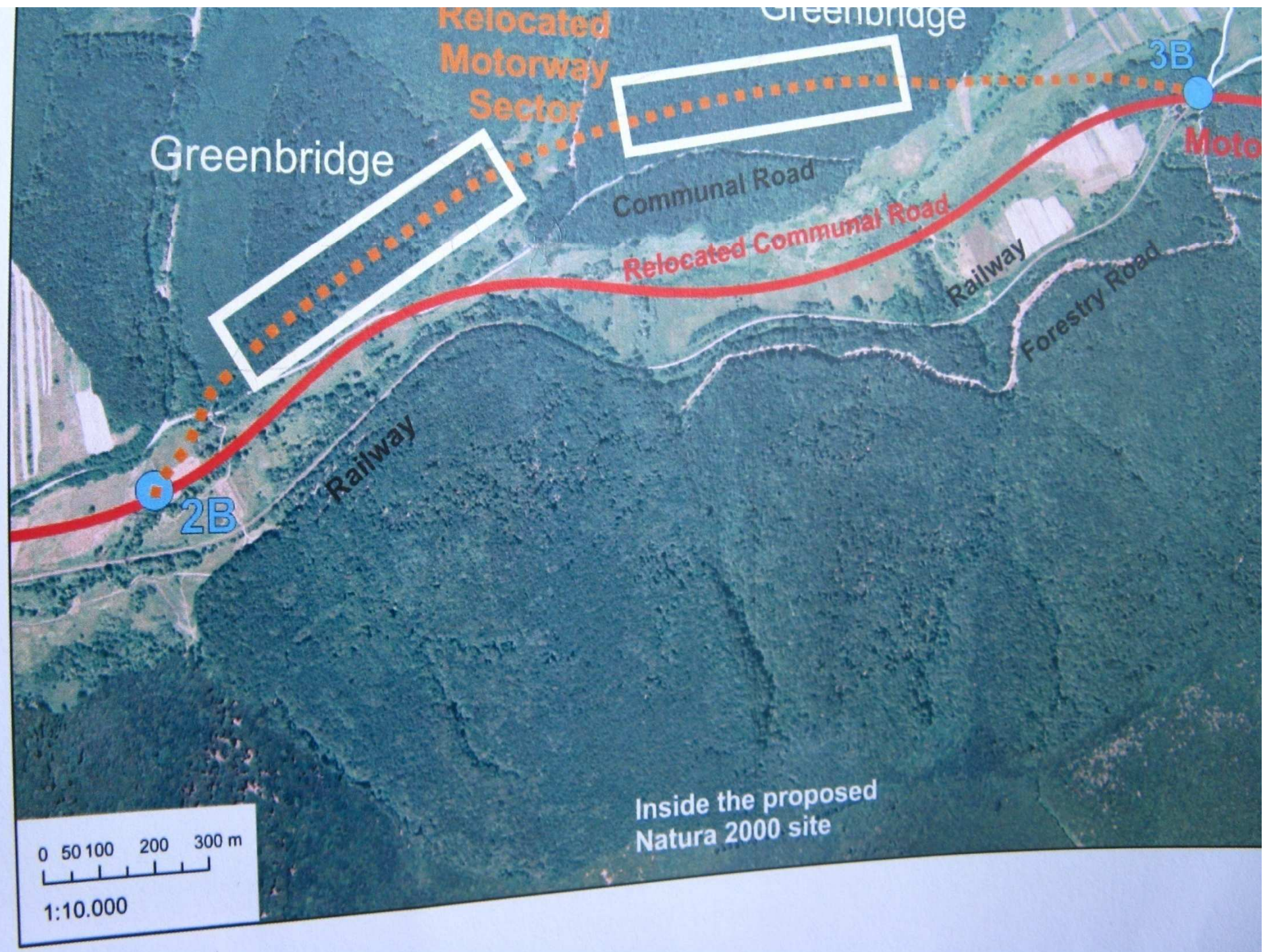


Fig. 4. The Lugoj - Deva motorway intersecting a proposed Natura 2000 site and blocking large carnivore's dispersal routes



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

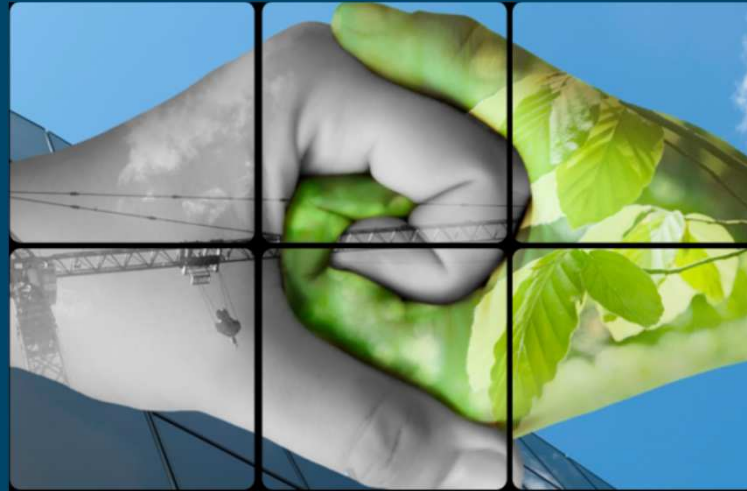






# Important difference Alps/Carpathians

Prevention is better than cure!



The way ahead:  
Protocol on Sustainable Transport  
Carpathian Macro-regional Strategy



# Thank you for your attention

## Contact details:

Ms Harald Egerer  
[harald.egerer@unvienna.org](mailto:harald.egerer@unvienna.org)  
[www.carpathianconvention.org](http://www.carpathianconvention.org)

