



# Visions and Strategies in the Carpathian Area (VASICA)

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# What is VASICA?

- What is not VASICA?
  - - it is not the all comprising document of the Carpathian project (though many contributions by other project partners are considered, some of them even included into the document)
  - - it is not a long term plan or programme for the Carpathian area
  - - it is not a document for high level official approval.
- What is VASICA?
  - - it is a conceptual document based on a social-economic analysis, which is exploring some development opportunities in the Carpathian area and sets some priorities for development actions
  - - it is focusing on those problems and tasks which are specific to the Carpathian area.
  - - VASICA could consider only a part of them. Further serious efforts are needed to explore these specific challenges.



# Alps and Carpathians

The Alpine and Carpathian space





# Alps and Carpathians: Comparison of Dimensions

	Alpine space	Carpathian space
Length of the Main Chain	1200 km	1500 km
Width of the main Chain	250 km	12 to 500 km
Highest peak	4810 m	2655 m
Area of the mountains	200 000 km <sup>2</sup>	190000 km <sup>2</sup>
Area of the region	386172 km <sup>2</sup>	446622 km <sup>2</sup>
Population of the region	67,8 million	53,5 million
Population density	175,8/km <sup>2</sup>	119,8/km <sup>2</sup>
Countries	7	8



# Alps and Carpathians in the past

- **Geographic and natural disadvantages common to both spaces:**
- Both spaces as mountainous areas are less favoured for agricultural production
- Both are geologically younger mountain ranges and therefore poorer in mineral wealth (in this respect, the endowment of the Carpathians is even somewhat better)
- Both are difficult to cross and hard to access.
- Both were peripheral areas in their respective countries, large sections of the mountain ranges constituted borders between countries and were far from the large urban centres
- Consequently: still in the middle of the 19th century both were poor areas with large emigration.



# Alps and Carpathians at present

- After one and half centuries the picture is quite different:
- The **Alpine space** could live up with its few advantages: central situation in Europe, beautiful scenery, healthy conditions, tourism and winter sport opportunities and highly skilled craftsmanship.
- Most of the **Carpathian regions** could not live up with these opportunities or could not exploit them fully. Even the better endowment with mineral wealth became today a disadvantage in some areas, through the emergence of industrial crisis areas and brown-field problems.
- Today the Alpine regions are the most advanced and richest regions within rich countries (with a few exceptions).
- Today the Carpathian regions are mostly the poorest regions within poor countries (with some exceptions)
- Obviously, diverging development trends are characteristic for the whole area of Western and Eastern Europe, but in respect to the Alps and the Carpathians this divergence is even more stressed than elsewhere.



# The structure of VASICA

- Seven main fields of policy intervention are analysed in seven chapters: **agriculture, industry, urban network, cultural and natural heritage, transport, tourism and European territorial cooperation** (Policy recommendations for the environment are already included in the Carpathian Convention, therefore in VASICA we focussed on other fields of policy intervention).
- Each chapter consists of the short description of the situation, followed by policy recommendations. There are generally 4-6 main policy recommendations in all chapters. Policy recommendations are further divided into proposed actions.
- I can present the main recommendations of the individual chapters only in a very concise way.



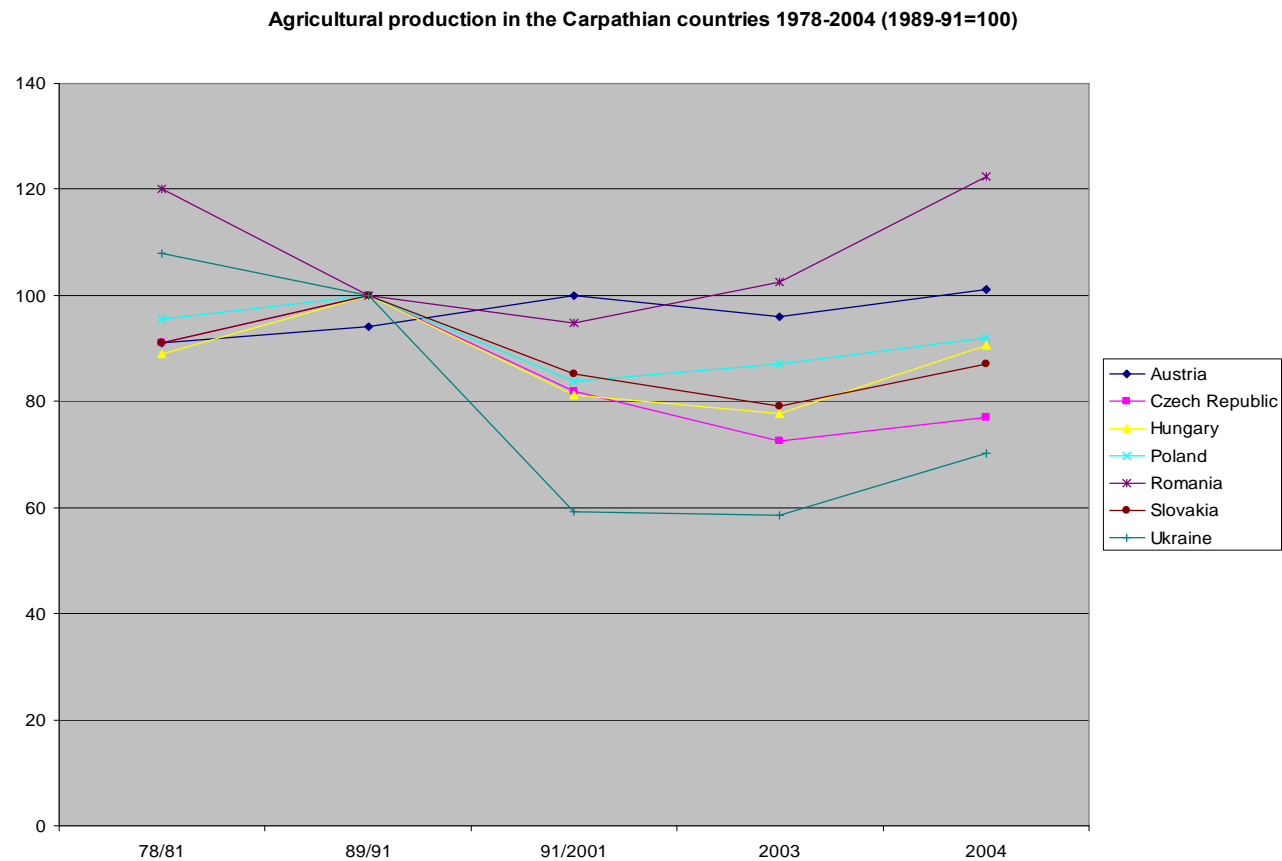
# Agriculture

- The main problems and challenges of Carpathian agriculture are the following:
- - The dramatic decline of agricultural production in the 1990's. With the exception of Romania, the pre-1989 level is not yet achieved in the countries;
- -The causes of the decline were partly the transitional troubles of system change and re-privatisation, but mainly the reduction of financial support of agriculture and the loss of domestic and external markets.
- -In some areas, there is overemployment in agriculture, which is an obstacle of modernisation.
- - Environmental requirements are not everywhere considered in farming. The result is deforestation, overgrazing and environmental conflict in national parks and other protected areas.





# Growth and decline of agricultural production 1978-2004 (Source FAO Yearbook)



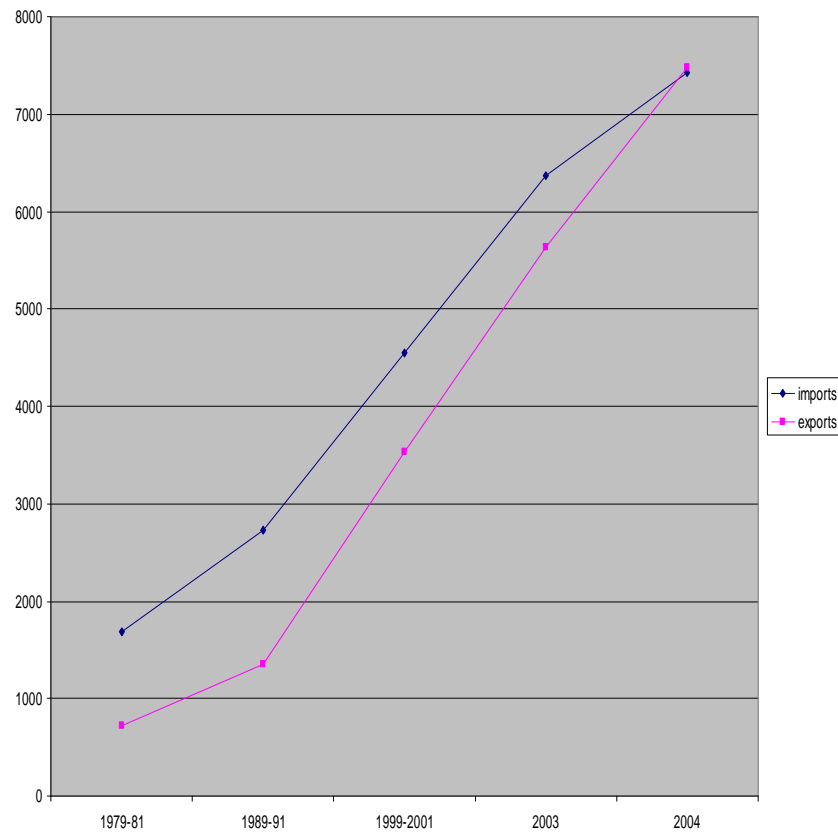


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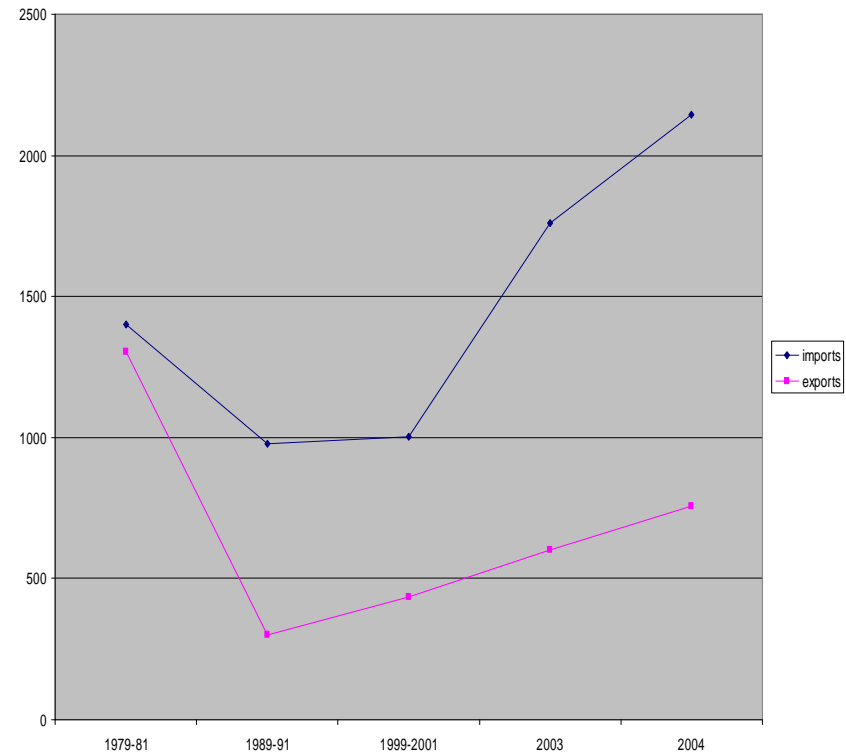


# Declining net exports, increasing net imports

Agricultural imports and exports of Austria



Agricultural imports and exports of Romania





## **Agriculture: policy recommendations**

- 1. The cooperation of Carpathian countries and regions in the field of agriculture should be enhanced (in the past decades Carpathian countries strictly protected their agricultural markets against each other).
- 2. The protection and promotion of Carpathian mountain food products
- 3. More flexibility of EU CAP and national regulations in Carpathian mountain agriculture. SAPS (Single Area Payment Scheme) is not advantageous in mountain areas. In LFA (Less Favoured Areas) support Carpathian mountain areas are less considered than the mountainous areas in EU15.
- 4. Diversification of mountain economy



## Submitted applications for EU protection of foods (only those in the Carpathian regions of the respective countries)

Country	Already registered and protected	Application under investigation	Submitted by national authorities, but still not investigated
Czech Republic	Stramberk “ears” (sweet wafer)	Niva cheese, Olomouc tvargle, Moravian-	Pohorelice carp, Old-Brno beer, Brno beer,
		Silesian sauerkraut,	Znojmo beer
Hungary	-	-	Apricots of Gönc
Poland	Podhale ewe’s cheese	Oscypek smoked cheese	Korczin bean, Carp of Zator,
Slovakia	Skalicky trdelník (pastry horn)	Parenica, bryndza, ostiepok	
		smoked cheese	



# Industry

- The main problems and challenges for industrial development in the Carpathian area are the following:
- Large scale state owned plants dominated the industry of the Carpathian area in the past.
- Mining, metallurgy and arms industries were the dominant branches of industry. Many of mines are depleted, the factories inefficient, either closed or bailed-out by governments.
- The number of small and medium size plants is relatively small
- There were many towns depending on one single plant
- The challenge is not only to attract foreign direct investment, but to integrate them in the local economy and organizing domestic suppliers of the multinational firms



# Industry:policy recommendations

- 1. To solve or mitigate the „brown-fields” problem which is very serious in many Carpathian cities and regions. New financial arrangements and technological innovations should be applied to solve this problem.
- 2. The conversion of arms industry plants should be continued.
- 3. To promote the diversification of industrial structure, especially in the so-called „one-factory-towns”. (there are many in the Carpathian area).
- 4. To promote the development of SME-s in the region.
- 5. To enlarge the emerging Carpathian car industry cluster in the area, especially through the involvement of more local and domestic suppliers.

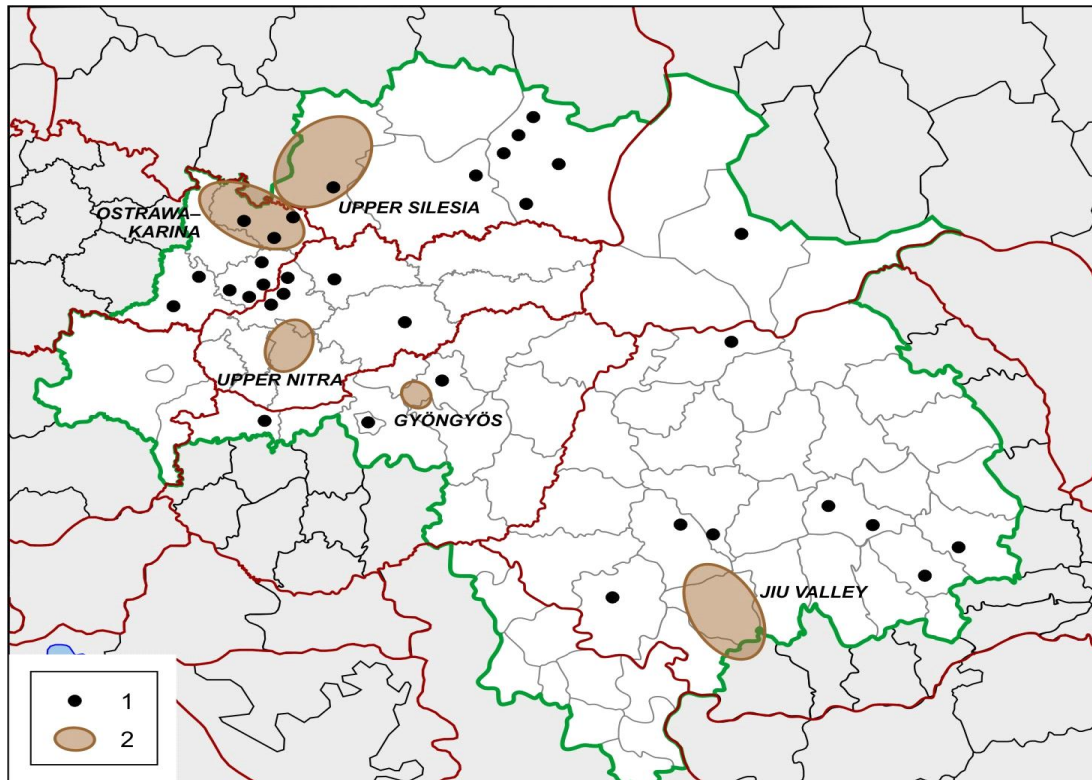


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# The major mining fields and arms industry sites in the Carpathians

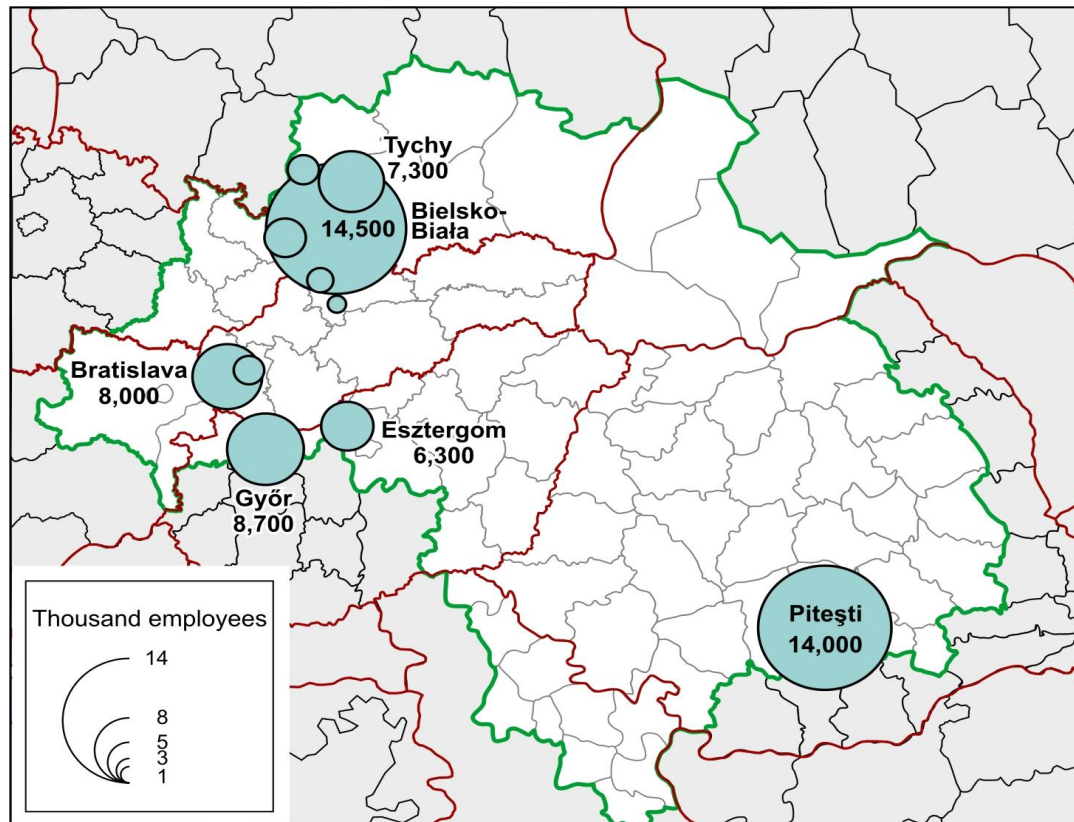
*The major mining fields and arms industrial sites in the Carpathians*





# The major centres of the automotive industry in the Carpathians

*The major centres of the automotive industry in the Carpathians*







# Urban network

- **The main problems and challenges:**
- Big cities are in the peripheries of the Carpathian area
- Small towns declined for a half century (1940-1990)
- Before World War II many Carpathian small towns had a large Jewish population. Their population perished in the Holocaust
- Many towns had ethnic German population, who were „displaced” or emigrated after World War II.
- Small towns were disfavoured under socialism. Many of them have lost their administrative and market centre function, development finance was allocated to big cities.
- City centres were neglected for decades, housing stock deteriorated, new housing estates were built in the outskirts of the towns, they were of low quality and alien to the original structure, style and skyline of the cities

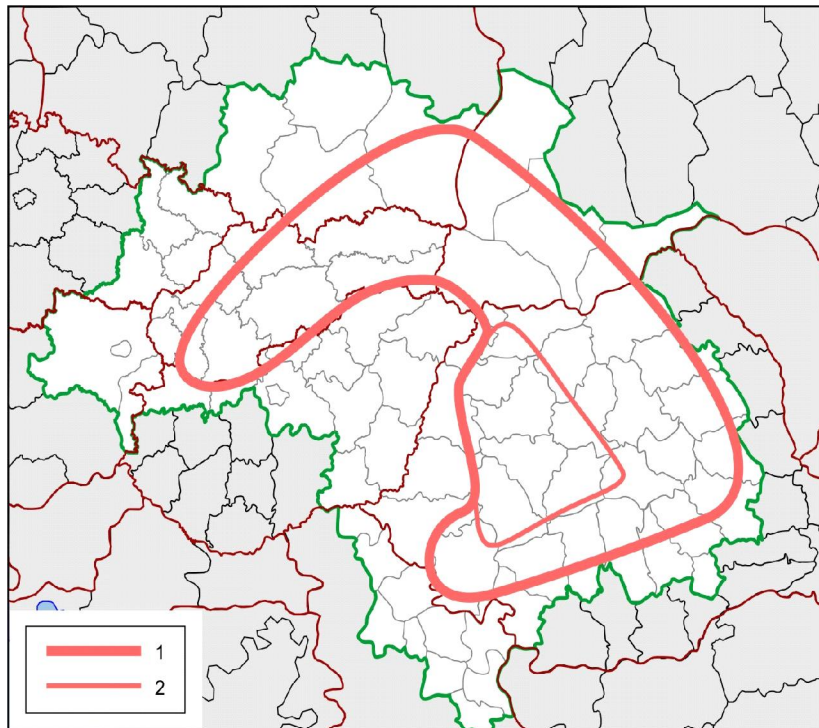


# Urban network:policy recommendations

- 1. Establishing a new urban-rural relationship: creating different types of cooperation between cities and their neighbourhood in providing basic services for the population.
- 2. Reconstruction of the Carpathian market-chain (line) of cities: in the past a dense chain of cities existed on both sides of the Carpathian mountain range, where the exchange of the products of the mountains and the plains took place. This chain of cities should be revived, in an up-to-date form and with changed functions
- Preparation for the future when borders as obstacles of competition between cities will disappear and new configurations of division of labour between cities will emerge

# The market line (chain) in the Carpathians

*The market lines in the Carpathians*



Outer chain: Uherské Hradiste, Vsetin, Cesky Tesin, Cieszyn, Bialsko Biala, Kraków, Nowy Sacz, Jaslo, Krosno, Sanok, Przemysl, Borislav, Strij, Ivano-Frankivsk, Chernivtsy, Radauti, Suceava, Tirgu Neamt, Piatra Neamt, Bacau, Tirgu Ocna, Onesti, Focsani, Rimnicu Sarat, Buzau, Ploesti, Tirgoviste, Cimpulung, Curtea de Arges, Rimnicu Valcea, Tirgu Jiu, Drobeta-Turnu Severin

Inner chain: Bratislava, Trnava, Trencin, Povazska Bystrica, Zilina, Ruzomberok, Liptovsky Mikulas, Poprad, Spisské Nová Ves, Presov, Kosice, Humenné, Uzhgorod, Mukaceve, Hust, Baia Mare, Sighetul Marmatiei, Bistrita, Tirgu Mures, Mercurea Ciuc, Sf.Gheorghe, Brasov, Fagaras, Sibiu, Deva, Lugoj, Resita, Oradea, Sátoraljaújhely, Tokaj, Miskolc, Eger, Gyöngyös, Budapest

Together 70 cities



# Cultural Heritage and Natural Heritage

- **The situation and main features:**
- The most Eastern monuments of Romanesque, Gothic and Renaissance art in Europe
- The most Western monuments of Eastern Christian (Orthodox) art in Europe
- The most Northern monuments of Islamic art in Europe
- The most intact monuments of European folk art and architecture in Europe
- The area of National Parks in the Carpathian Area is 15069 km<sup>2</sup> (in the Alps only half of it 7736 km<sup>2</sup>). In some parks there are serious conflicts between the interests of conservation and protection on the one hand and those of tourism and economic exploitation on the other.



## Cultural and Natural Heritage: policy recommendations

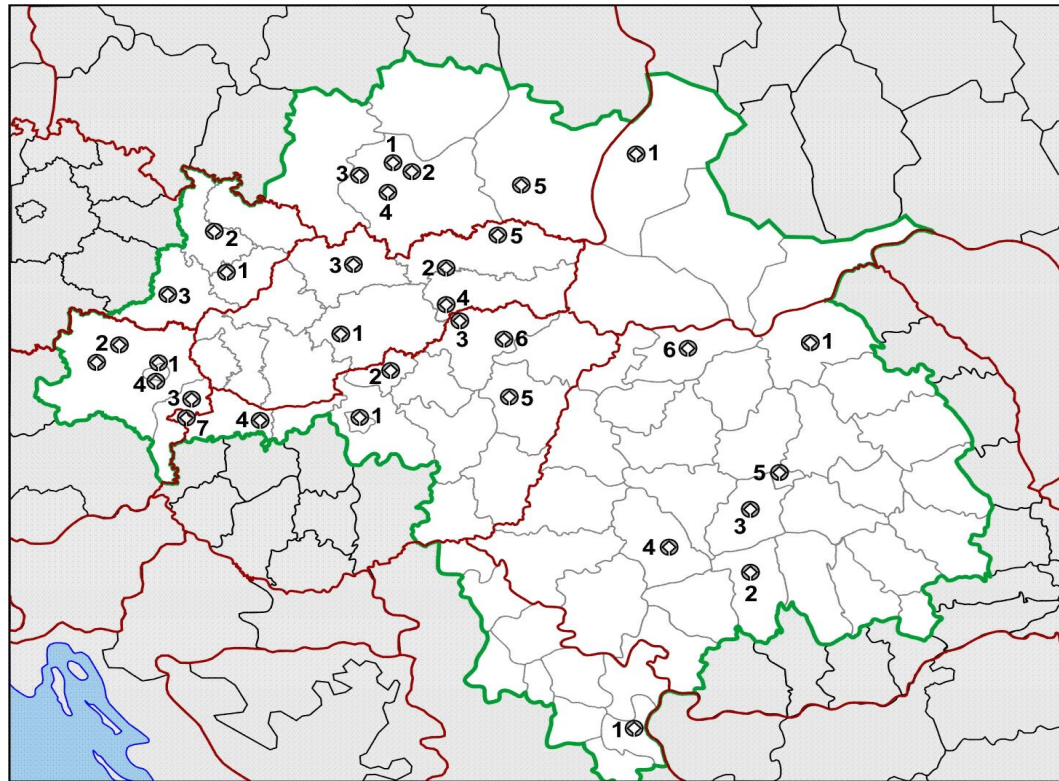
### **The specific problems and opportunities of the management of cultural and natural heritage in the Carpathians**

- To avoid national bias in the management of cultural heritage
- To reconstruct and care for the military cemeteries of World Wars I and II.(2 million casualties from 26 present countries and nations).
- To improve the hygienic conditions and accommodation capacity of popular pilgrimage places (as the largest „tourism” targets of the masses of local population).
- To promote the establishing of protected landscapes instead of further large national parks.
- To promote the establishing of common national parks and protected areas in the border regions



# The UNESCO World Cultural and Natural Heritage:

*The World Cultural Heritage Sites of the Carpathians*





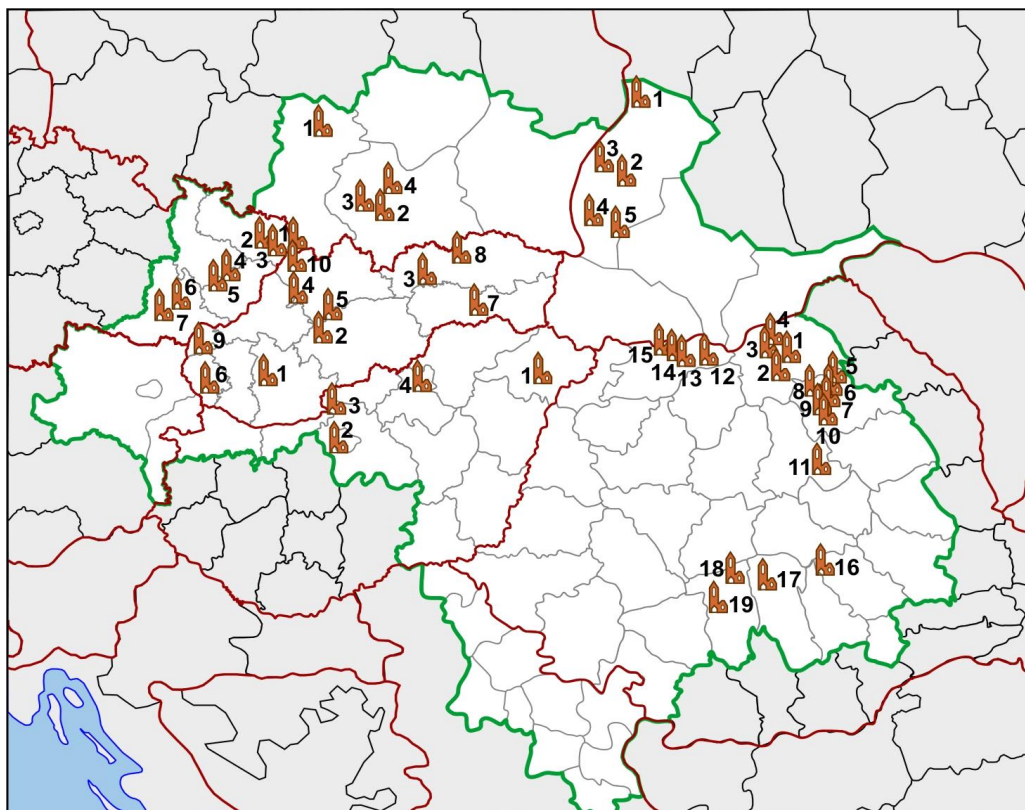


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# Pilgrimage sites in the Carpathian area

*Pilgrimage sites in the Carpathian area*





# Transport in the Carpathian area

- **The situation and the main problems**
- The share of railway transport is still substantially higher than in the Alps (and generally in Western Europe), but this share is declining rapidly.
- The number of main roads and railway lines crossing the Carpathians is insufficient and their quality is poor in many sections. Countries which wanted to accelerate the development of motorways (Slovakia in the 1990s, Hungary in the 2000s) got into serious financial difficulties.
- The development of the main transport corridors is not always sufficiently coordinated between the respective countries.
- Feeder roads connecting small settlements to national roads are in poor condition. The accessibility of mountain villages is poor.





# Transport: Policy recommendations

**Local transport in should be more friendly to environment:**

- **Motorcycles should be banned from tourist paths and walkways.**
- **Truck traffic on one-lane roads should be limited in time for some hours' period only (ensuring just the provision of local shops with the essential goods for tourists and locals).**
- **Car traffic and road usage should be minimized in the territory of natural forests**
- **The still operating mini railways in forests should be preserved**
- **Bus services in areas with low passenger traffic should be reorganised by introducing flexible, demand-oriented bus services with call-centre based minibuses**
- **The region should be connected in more directions and with higher intensity into the system of international rail services (Eurocity, Euronight, IC and express trains).**
- **Air connection should be established with a wider circle of cities.**
- **Carefully planned system of high-speed roads should planned oriented towards such directions that are not disturbing seriously any country's national interests.**



# Tourism in the Carpathians: policy recommendations

**Winter tourism:** The extreme concentration of winter tourism to countries and within countries to some resorts should be changed through infrastructure development and adequate PR;

Considering **climate change**, winter tourist resorts should diversify their offer of sport and recreation;

**Rural tourism:** the most dynamic sort of tourism in the Carpathians (20 years ago did not exist). The problem again is overconcentration to a few places which could have some negative consequences;

„**Nostalgia**” **tourism**”, specific to the Carpathians. Important opportunity which requires empathy and wisdom;

Establishment of the „**Via Carpathica**”

Reconstruction and development of „**Forest Railways**” for tourism purposes



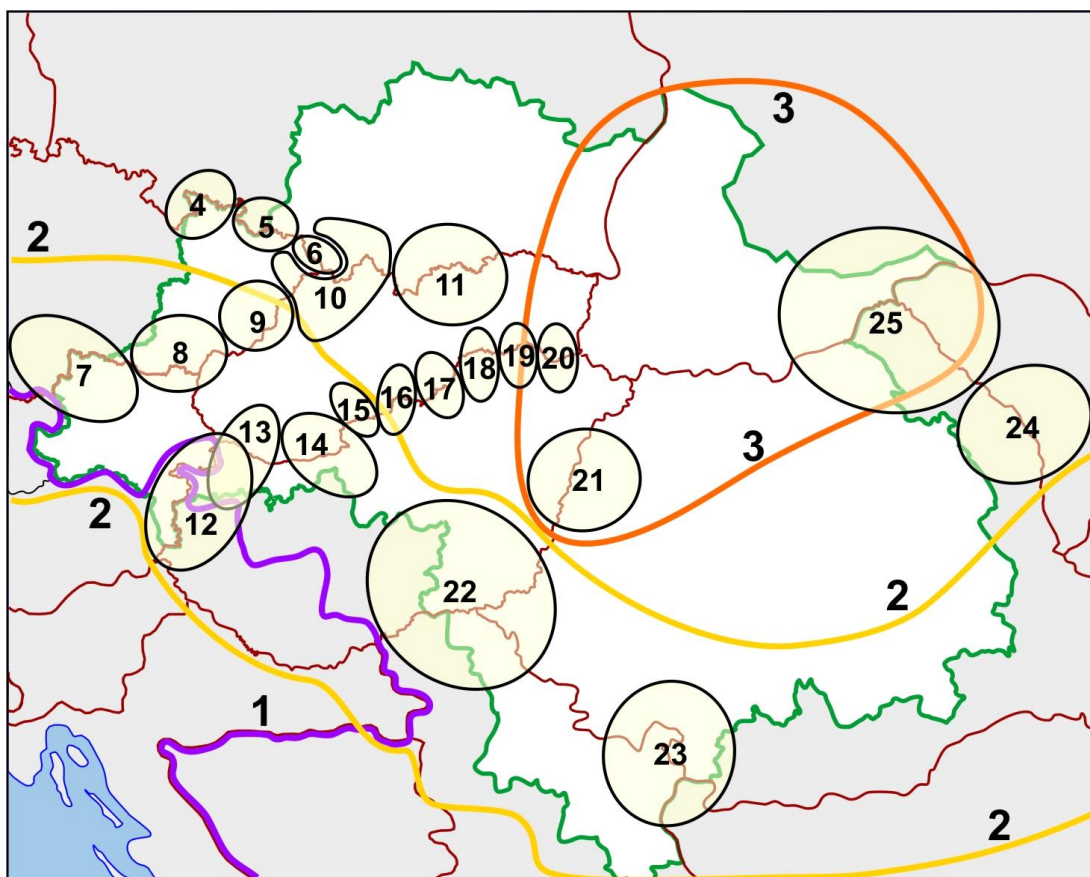
# European Territorial Cooperation within the Carpathian Area

- Cross-border cooperation between Carpathian countries has two main forms:
- Bottom-up initiatives which, enjoy EU support to their activities. Such initiatives are the Euroregions and Working Communities;
- Top-down initiatives of the European Commission, that is the cross-border and Trans-national Structural Funds programmes.
- At present there are 20 Euroregion in the Carpathian area
- Their activity is still hardly existing in many cases.
- Their organisational structure and financial basis is weak
- The recent regulations of the European Commission concerning “European Groupings of territorial co-operation” might facilitate and promote their activities



# Euroregions in the Carpathians

*Euroregions in the Carpathians*



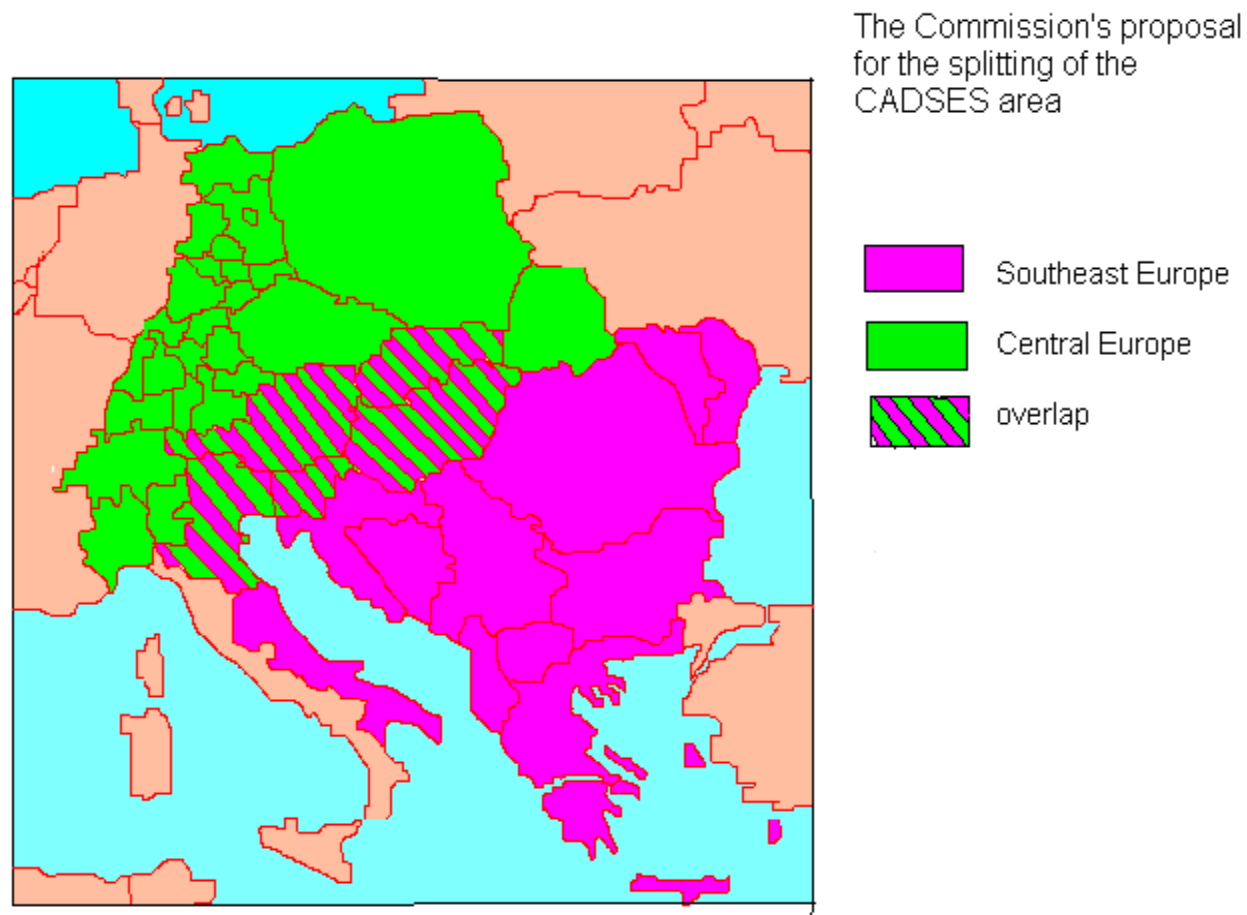


# Territorial cooperation programmes in the Carpathian area

Programme	Financial resources 2004-2006		Financial resources 2007-2013	
	Total million €	ERDF contribution million €	Total million €	ERDF contribution million €
<b>POLAND-SLOVAKIA cross- border programmes</b>		<b>21</b>	<b>185,2</b>	<b>157,4</b>
<b>CZECH REPUBLIC-SLOVAKIA cross border programmes</b>	<b>18,2</b>	<b>13,7</b>	<b>109,1</b>	<b>92,7</b>
<b>HUNGARY-ROMANIA cross-border programmes</b>	<b>42</b>	<b>23,9</b>	<b>275</b>	<b>224</b>
<b>HUNGARY-SLOVAKIA cross-border programmes</b>	<b>27,8</b>	<b>23,8</b>	<b>176,4</b>	<b>207,6</b>
<b>CZECH REPUBLIC_POLAND cross-border programmes</b>	<b>46,0</b>	<b>34,5</b>		<b>219,4</b>
<b>AUSTRIA-CZECH REPUBLIC cross-border programmes</b>	<b>69,2</b>	<b>38,3</b>		<b>107,4</b>
<b>AUSTRIA-SLOVAKIA cross-border programmes</b>		<b>19,0</b>		<b>59,9</b>
<b>AUSTRIA_HUNGARY cross-border programmes</b>	<b>77</b>	<b>71</b>	<b>96,8</b>	<b>82,3</b>
<b>POLANDS_BELARUS-UKRAINE neighbourhood programmes</b>		<b>37,8</b>		<b>186,2</b>
<b>HUNGARY-(ROMANIA)-SLOVAKIA-UKRAINE neighbourhood programme</b>		<b>31,7</b>		<b>68,6</b>



# The new transnational programm spaces in the Carpathian Area



Thank you for your attention!