



Chernivtsi Regional State Administration of Ukraine

Ukrainian proposals to Protocol on Sustainable Transport and Infrastructure to the Carpathian Convention



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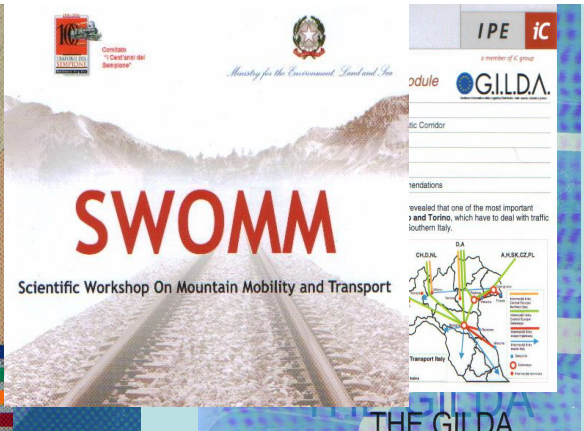
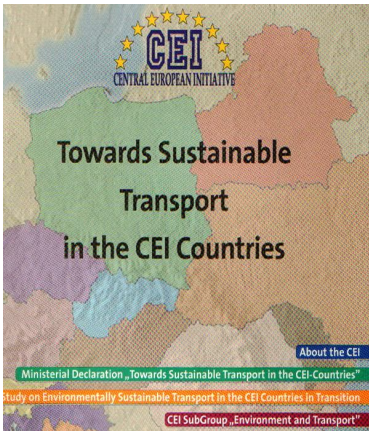




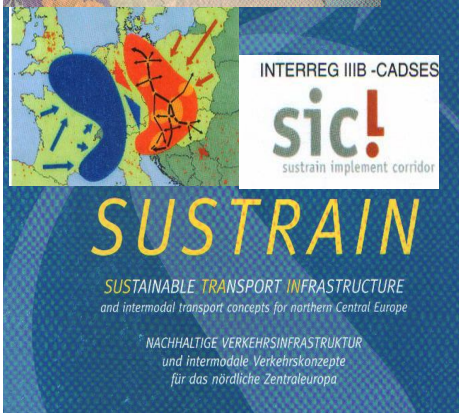
**Overlapping of EU macroregional
Danube & Baltic Strategies,
Neighbourhood Facility and Carpathian
Convention area
EUSBSR + EUSDR**

**Carpathian
Convention**

ENPI EaP + EU-Russia



Number of European, CEI and Carpathian investigations, as well as special discussions on 4 CEI – Bukovina Workshops in 2006 -



РІШЕННЯ № 8/2000 РАДЦІ ЄВРОРЕГІОНУ «ВЕРХНІЙ ПРУТ»
«Про використання трансграничної інфраструктури в зоні нових східних кордонів ЄС»

III CEI – Bukovina Workshop “Trans-Regional Trade & Technology Transfer – Challenge of the Third Millennium”
Chernivtsi Oblast (Ukraine) – Suceava County (Romania), 7 - 8 November 2008

FINAL CONCLUSIONS

The CEI Workshop was held on 7 – 8 November 2008 in Bukovina (“Upper Prut”) under the support of Chernivtsi and Suceava Regional/Romanian, Moldovan Governmental Structures, Chambers of Commerce, and other stakeholders. The Trans-Regional Dimension becomes a key index of the interaction between different international, national and local actors of large productions, services, trading, transporting, financing and science and technology (IT and BAT (Best Available Technologies) exchange as a Sustainable Development Activity, as well as for Sustainable Social Development. Euroregions along former dividing lines in Eastern Europe, coming from the EU “Blue & Red Danube”. Across new borders transferred to Carpathian Convention, Danube-Black Sea Basin.

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

30 noiembrie 2000

Edineț

În conformitate cu articolele 5 și 6 ale Acordului privind crearea Euroregiunii “Prutul de Sus”

1. Council of the Euroregion for the linked Economic & Social activities in the Euroregion

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

development of energetic infrastructure on the levels of state systems and local sources;

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

November 30, 2000

city Edinet

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

1. Council of the Euroregion for the linked Economic & Social activities in the Euroregion

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

development of energetic infrastructure on the levels of state systems and local sources;

2010 allowed to formulate

Transregional Trade-Technology Transfer Challenge of Third Millennium

Sustainable Development of Transport System in zone of the new EU eastern border

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 as 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

Vital Challenges for Transborder Co-operation on the new EU eastern border

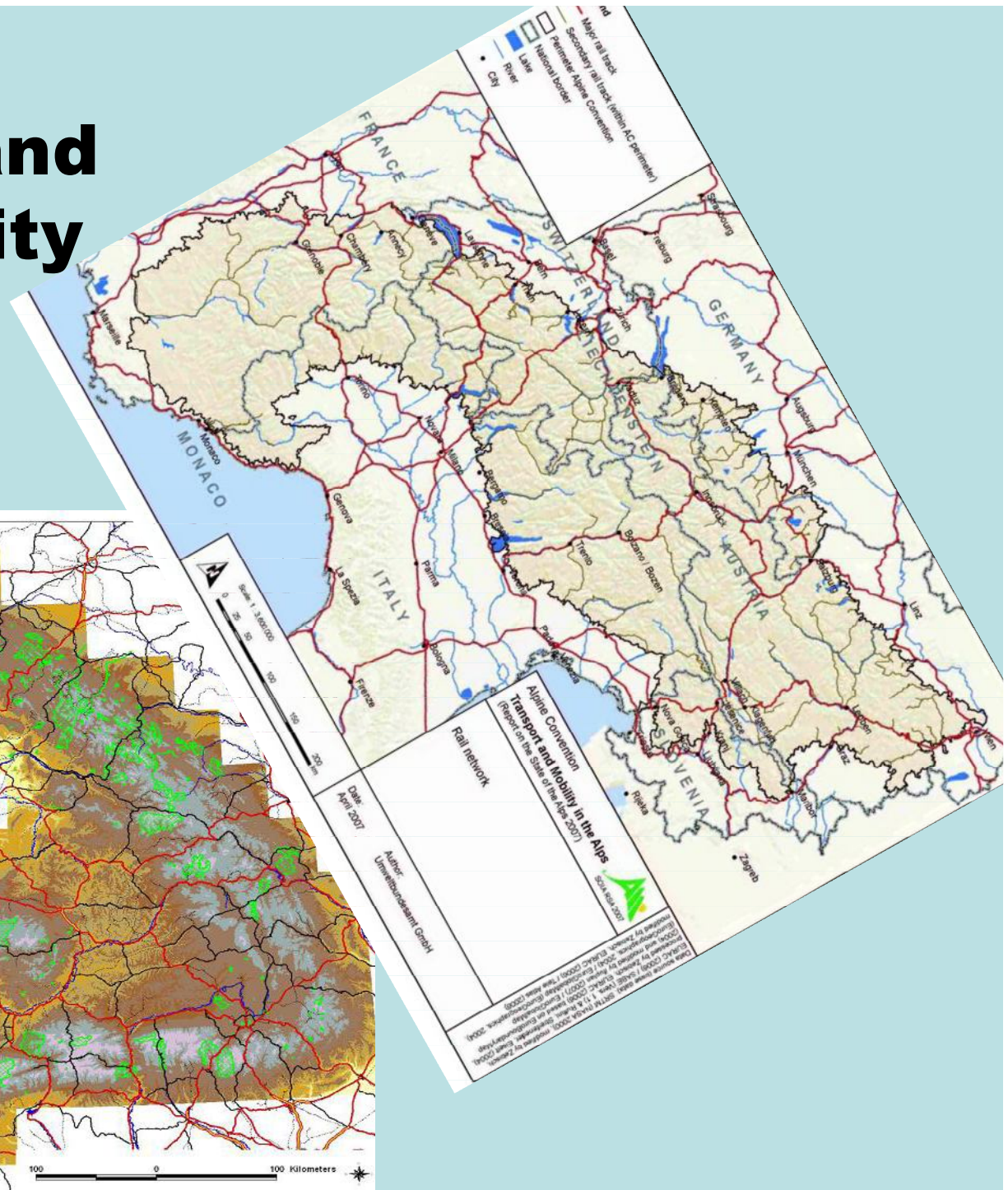
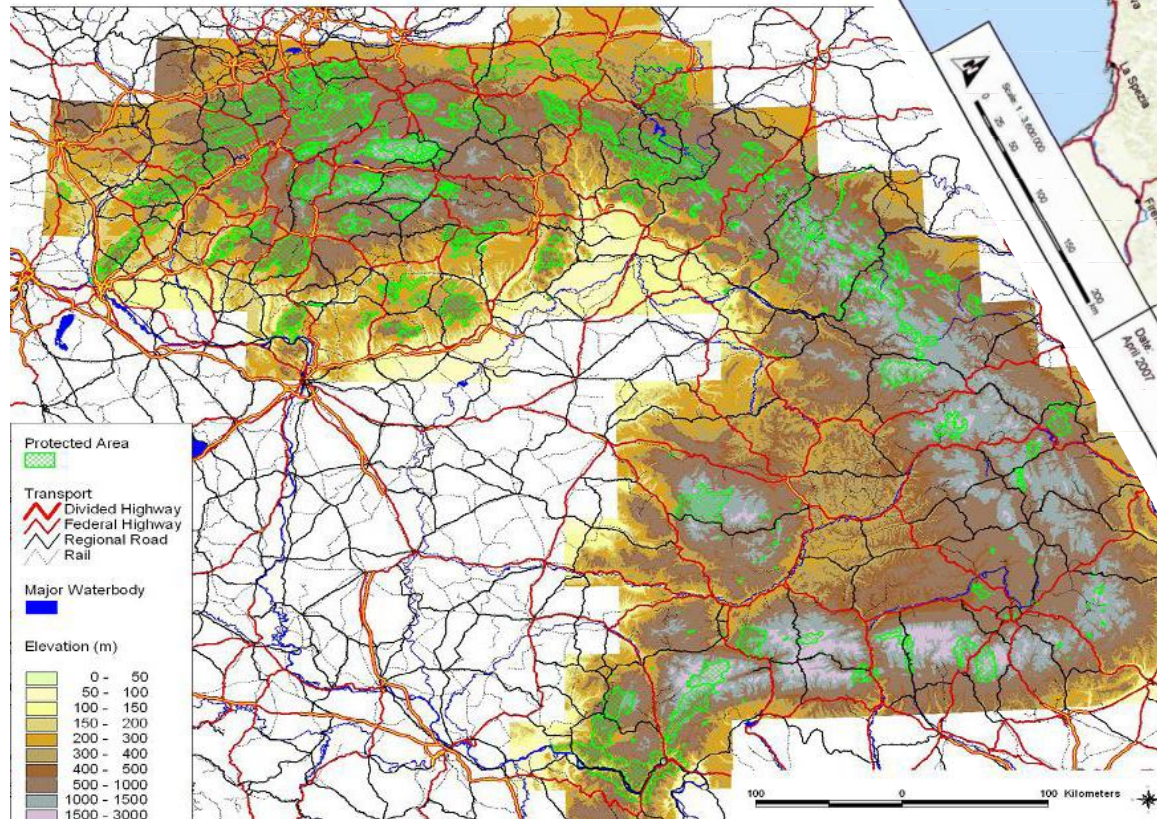
FINAL REPORT
on CEI Workshop “Vital Challenges for Transborder Co-operation on the new EU eastern border”
Chernivtsi (Ukraine) – Suceava (Romania), 8-9-3
Project No. 1928-18-06

RECOMMENDATIONS
of the International Conference “Clustering Ability of Transit Intersections in Central - Eastern Europe”
Chernivtsi (Ukraine) 30 November-1 December 2010

REKOMENDATII
Măsurărilor internaționale
“Clustering Ability of Transit Intersections in Central-Eastern Europe”
Chernivtsi (Ukraine) 30 noiembrie-1 decembrie 2010 p.

International Conference
Clustering Ability of Transit Intersections in Central Eastern Europe
30 November – 1 December 2010

Carpathian and Alpine Mobility Conformity





Common project of

BRUSSELS DECLARATION ON VIA CARPATHIA

We the undersigned consider the Via Carpathia Road to be of crucial importance to the European Union. The Road plays a vital role in stimulating growth in the Eastern regions of the Union which often suffer from socio-economic difficulties. Via Carpathia and its maintenance, modernisation and development are also essential for strengthening economic and social relations with the EU neighbouring countries, especially in the context of future EU enlargement towards the East.

Therefore, we call on the EU institutions, the European Parliament, the European Commission and the European Council in particular, to reflect Via Carpathia's importance in the future EU transport policy and include the whole Road in the TEN-T core network.

On our side we commit ourselves to pursue the following objectives regarding future development and modernisation of the Via Carpathia Road:

1. ensure proper maintenance, modernisation and development of the Via Carpathia Road,
2. carry out a coordinated strategy aiming to make the Via Carpathia Road a project of common interest for the EU as a whole,
3. guarantee proper financing for maintenance, modernisation and development of the Via Carpathia Road,
4. coordinate our national strategies in order to maintain, modernise and develop the Via Carpathia Road.

without Ukraine

Signed at Brussels, 2 October 2012





COUNCIL OF
THE EUROPEAN UNION

EN

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.

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

Back to Railways

	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
Canada	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
China	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
Egypt	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
India	58.9	66.4	69.2	75.1	35.9	30.5	25.0	19.6	5.2	3.1	5.8	5.3
Indonesia	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Iran	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
Japan	15.8	26.5	29.8	38.1	84.2	73.5	70.2	61.9	0.0	0.0	0.0	0.0
Kenya	41.9	46.6	56.1	59.1	58.0	53.4	43.9	40.9	0.1	0.0	0.0	0.0
Korea	86.4	88.3	92.3	94.1	8.3	7.3	4.1	2.1	5.3	4.4	3.6	3.9
Latvia	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
Russia	51.0	53.2	68.9	74.8	44.3	41.7	28.9	22.0	4.7	5.1	2.3	3.2
Saudi Arabia	51.8	65.0	77.3	82.3	48.2	35.0	22.7	17.7	0.0	0.0	0.0	0.0
Slovenia	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.

Trans-European Baltic-Mediterranean Carpathian bypass

