

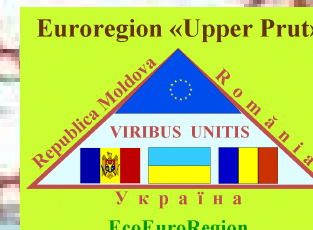


Chernivtsi Regional State Administration of Ukraine

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



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WIDER BLACK SEA AREA MAP



- | | | |
|----------------------|----------------------------|--------------|
| Albania | Greece | Russia |
| Armenia | Hungary | Serbia |
| Austria | Iran | Slovakia |
| Azerbaijan | Kazakhstan | Slovenia |
| Belarus | Kosovo under UNSCR 1244/99 | Turkey |
| Bosnia & Herzegovina | FYR Macedonia | Turkmenistan |
| Bulgaria | Republic of Moldova | Ukraine |
| Czech Republic | Montenegro | Uzbekistan |
| Croatia | Poland | |
| Georgia | Romania | |



WIDER BLACK SEA AREA RAILWAY INVESTMENT SUMMIT

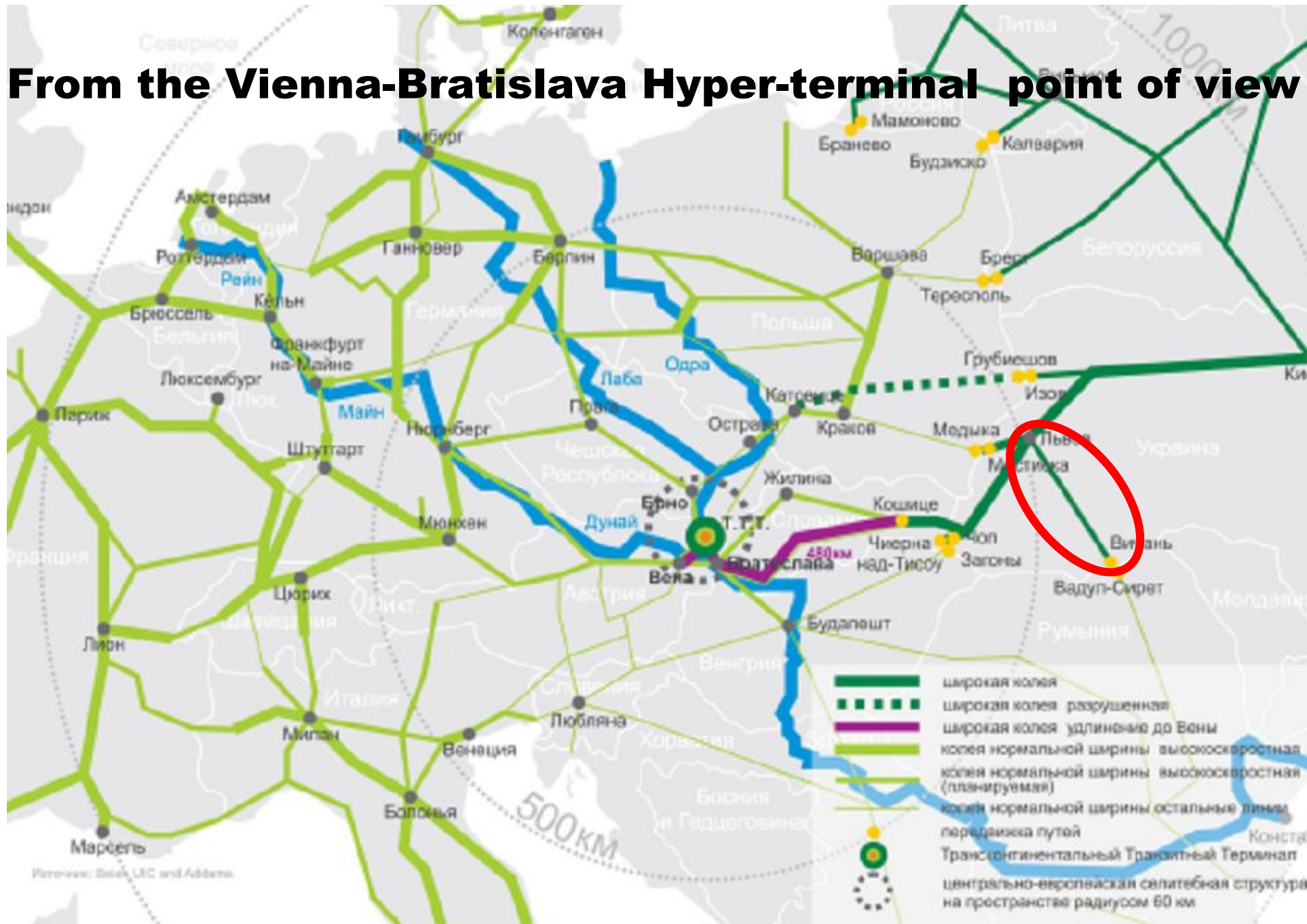
Organisers:



Under the aegis of:



From the Vienna-Bratislava Hyper-terminal point of view



Источники: Bialak, LHC and Addams

UN Trans-European and Euro-Asian Connections

1894-1899

Event Brochure

Moldovan
Railway Summit



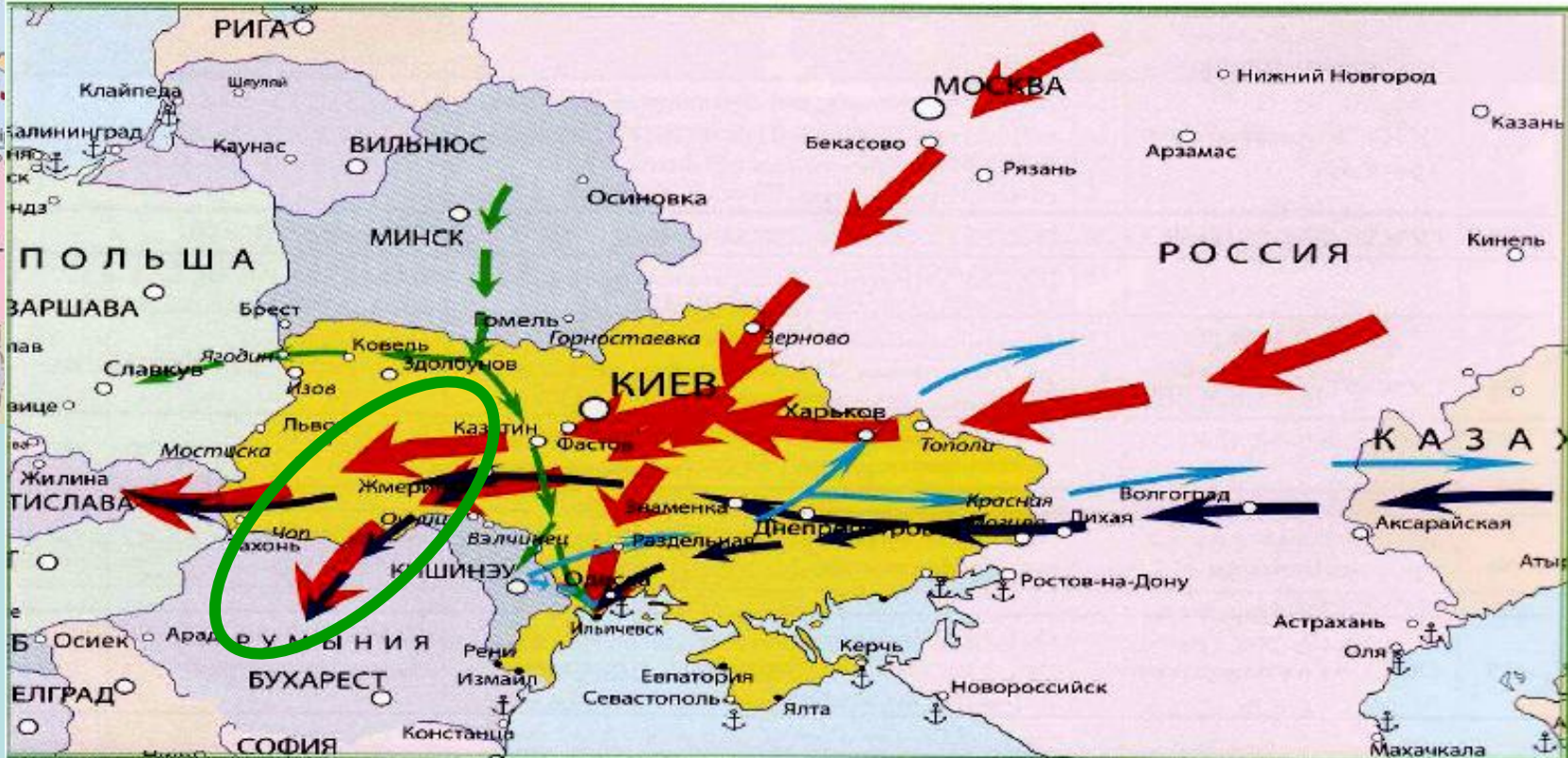
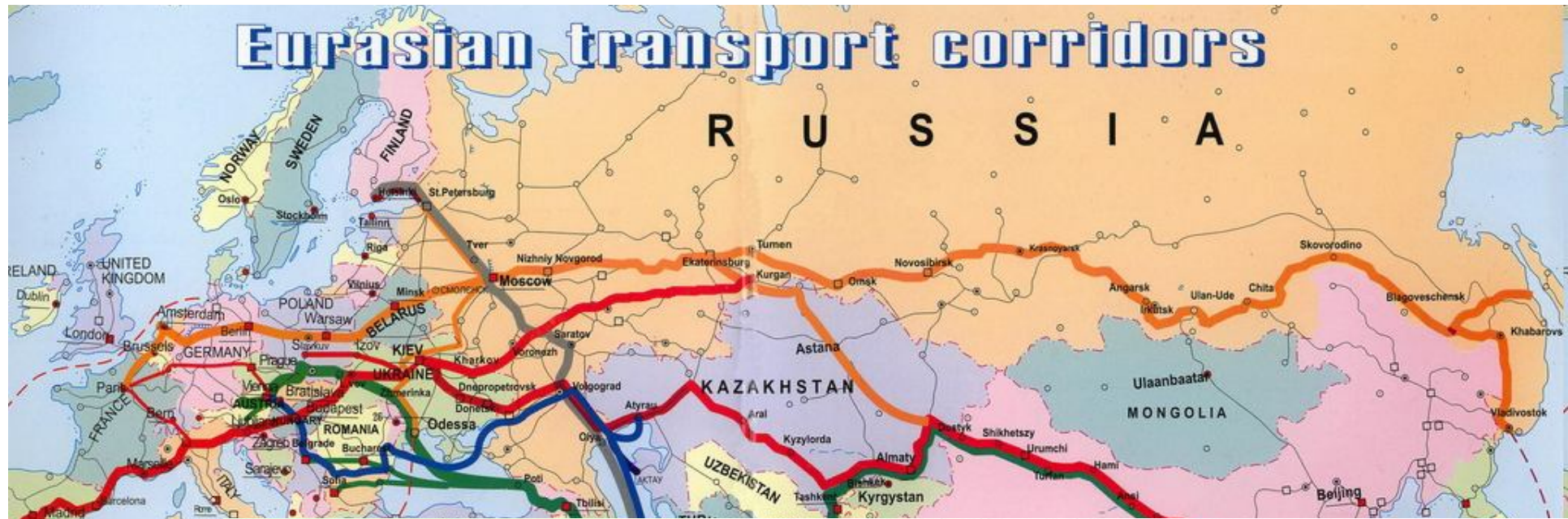
7-8 June 2012
Chişinău, Moldova

Organizers:

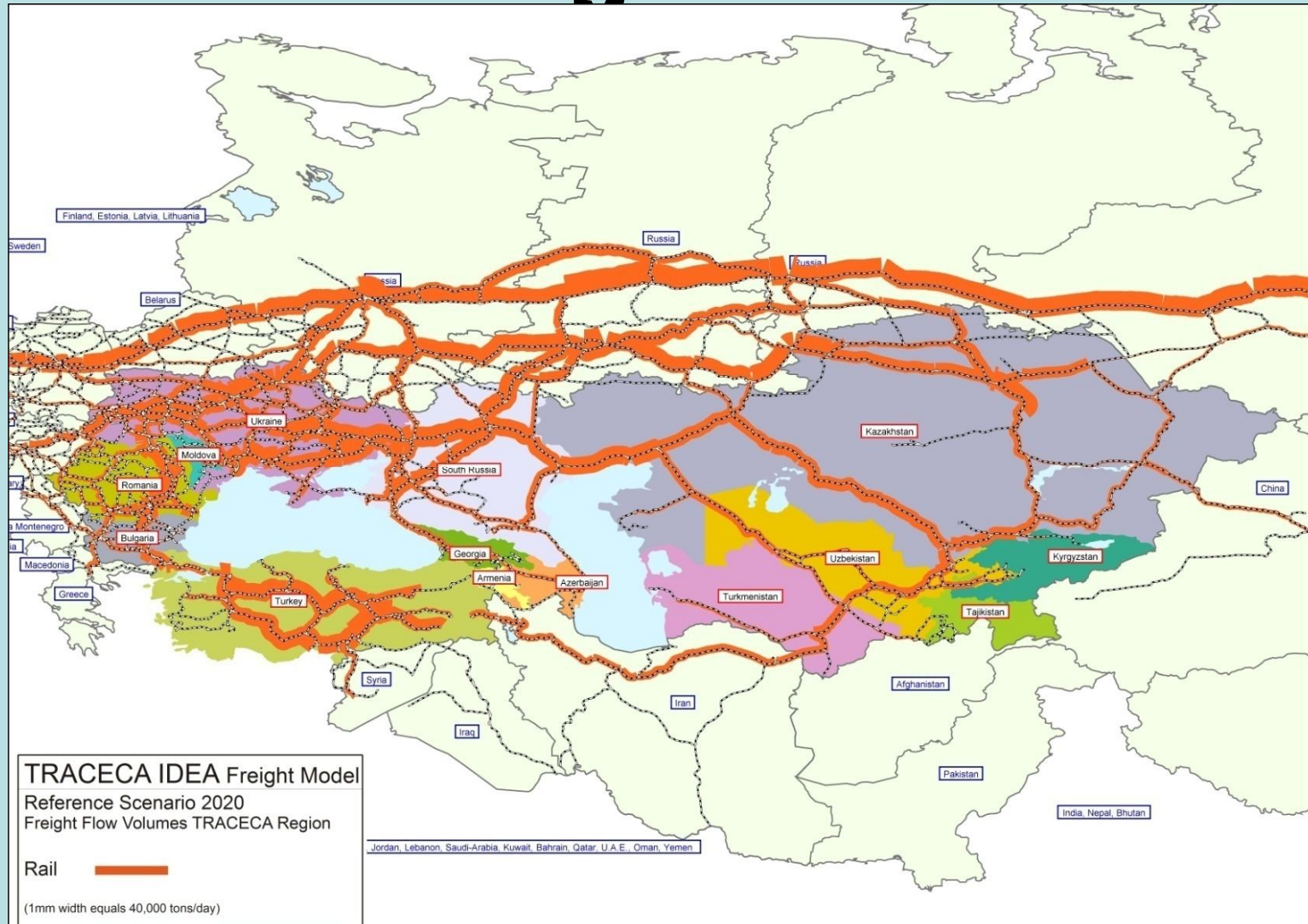


Club FERVIAR
MINISTRY INFRASTRUCTURE TRANSPORT BUSINESS

Eurasian transport corridors



Reference Scenario 2020 – Rail Freight Volumes



Why previous TEN-T System didn't use





the most dense Rail-Road Network in Ukraine between the borders with Poland and Romania

19.10.2011
New vision of the
EU TEN-T
development
represented on
24-25 October
2011 to Eastern
Partnership
countries as a
basis for EaP
special (V) Pillar



TRANS-EUROPEAN TRANSPORT NETWORK

Core Network:

Roads, ports, rail-road terminals (RRT) and airports
EU Member States



Poor TEN-T perspectives in Carpathian area

Core	Core	Core
Road / Completed	Ports	Airports
Road / To be upgraded	RRT	
Road / Planned		



EUROPEAN COMMISSION

Brussels, 19.10.2011

COM(2011) 676/2

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN COURT OF JUSTICE, THE
COURT OF AUDITORS, THE EUROPEAN INVESTMENT BANK, THE
EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND TO THE
COMMITTEE OF THE REGIONS**

A growth package for integrated European infrastructures

**3. CONNECTING EUROPE FACILITY (CEF) –A COMMON INFRASTRUCTURE FUNDING
INSTRUMENT**

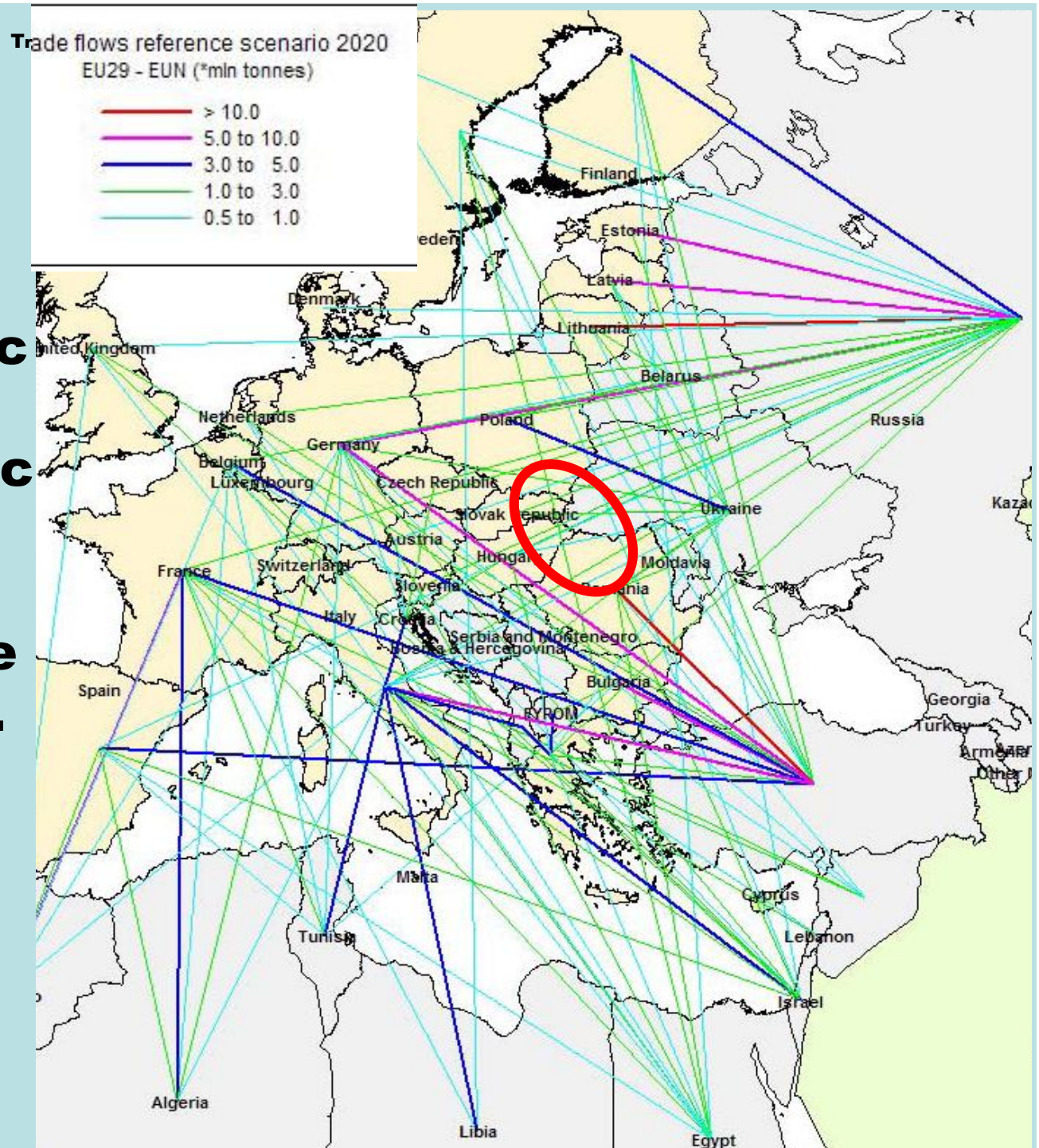
Building on the experiences and lessons learned under the existing TEN policy framework, the Commission is now proposing a new "European infrastructure package" (EIP) based on the "Connecting Europe Facility" which will be the common financing instrument for trans-European networks, creates the framework within which the sector-specific policy guidelines presented above will apply. As some of the infrastructure projects of Union interest might need to pass through pre-accession, neighbourhood and other third countries, the CEF may support where appropriate projects of common interest in order to connect the trans-European networks with infrastructure networks of these countries.

New challenge for



Relationships with neighbouring countries

Source: Scenarios, traffic forecasts and analysis of traffic flows including countries neighbouring the European Union. NEA transport research. Dec 2005



Example of Polish – Moldavian connection



Romanian-Ukrainian dialog should be on great projects, in particular on networks for Oil and Gas transporting, Energy Systems integration, modernisation and widening of communications – roads, highways, railways, especially in context of co-operation with neighbour Poland and Russian Federation

***(President of Romania
“Governmental Courier”
(Kiev)19.09.2002***

The World Bank

INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT
INTERNATIONAL DEVELOPMENT ASSOCIATION
REGIONAL OFFICE FOR UKRAINE, BELARUS AND MOLDOVA

2 Lysenka Str.
Kyiv 01034
Ukraine

(380-44) 490-6671
(380-44) 490-6672
(380-44) 490-6673

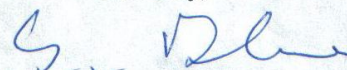
April 22, 2003

*Re: Commission of the Cabinet of Ministers of Ukraine No. 2549
dated March 13th, 2003 pertaining to Regional Development Pilot Project*

Thank you very much for your letter of March 26, 2003 and your valuable inputs into the dialogue between the World Bank and the Government of Ukraine on the Country Assistance Strategy (CAS) for 2004-2007: European Choice. Let me assure you that the World Bank considers the issues of regional development and reducing regional imbalances as a high priority in our future cooperation with the Government of Ukraine. At the moment, we are still in the process of identifying the most important areas of our intervention and support pertaining to balanced regional development. Your comments will be used in our further consultations with the Government.

I was very much impressed with a comprehensive list of pilot projects on the basis of Chernivtsi Oblast and "Verkhniy Prut" Euroregion and consider them as a good start for promoting integration of Ukraine into European infrastructure networks and promoting trans-boundary cooperation. The World Bank will be working on the issues of regional development under the new CAS, and once we identify the areas for our cooperation with the Ukrainian Government in more detail, we would be happy to further discuss your proposals.

Sincerely,



Luca Barbone
Director
Ukraine, Belarus and Moldova
Europe and Central Asia



1. În conformitate cu prioritățile programelor de vecinătate spre Uniunea Europeană va fi inițiat un proiect comun cu participarea europeni și ai Ucrainei referitor la formarea unui sistem optim punctele de trecere ale granițelor, acesta urmând să includă și 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 guvernele parlamentele țărilor noastre.
3. Organizarea unei reuniuni internaționale sub egida Inițiativă Europeană pentru asigurarea sprijinului internațional în vederea proiectelor de transport, în special transfrontalier. În cadrul acestor reuniuni internaționale sub egida ICE să fie promovat un studiu de pre-proiect pentru interconectarea rețelelor de transport între coridoarele Pașii 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

Volodomir Culiș – Șef Administrația Regională de Stat Cernăuți

Victor Cerevati – Președinte al Consiliului Raional Briceni

MTCT

Cristian Dumitrescu - Consilier

CN ADNR SA

Iuga Mihai - Director Tehnic

Liviu Mirea - Șef serviciu

CNCF 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.



EU Strategy for the Danube Region

EU Strategy for the Danube Region

Events

Public Consultation

Priority areas

Documents

Audiovisual

Press

Teams & Contact

Sources of Funding

Programmes

Frequently Asked Questions

Maps

Newsletter

Territorial Cooperation

Strategy for Baltic Sea Region

Consultation - Danube Region

Priority areas

Larger objectives of the Strategy have been identified as Priority Areas of

Bosnia and Herzegovina and Montenegro can also be involved as appropriate

Further information will follow.

A. Connecting the Danube Region

1. To improve mobility and multimodality

• **Inland waterway**

Austria
Romania

• **Rail, road and air**

Slovenia
Serbia
(Interest: Ukraine)

2. To encourage more sustainable energy

- Hungary
- Czech Republic

3. To promote culture and tourism, people to people

- Bulgaria
- Romania

B. Protecting the Environment in the Danube Region

4. To restore and maintain the quality of waters

- Hungary
- Slovakia

5. To manage environmental risks

Protokoll der 11. Tagung

der Österreichisch-Ukrainischen Gemischten Kommission für die bilateralen Handels- und Wirtschaftsbeziehungen

Die elfte Tagung der Österreichisch-Ukrainischen Gemischten Kommission für die bilateralen Handels- und Wirtschaftsbeziehungen, die mit Artikel 12 des "Abkommen zwischen der Republik Österreich und der Ukraine über die bilateralen Handels- und Wirtschaftsbeziehungen vom 31. August 1993" errichtet wurde, fand am 24. April 2012 in Kiew statt.

4.7. Infrastruktur

Beide Seiten konstatierten eine positive Entwicklungsdynamik der österreichisch-ukrainischen Zusammenarbeit im Verkehrsbereich.

4.9. Interregionale Zusammenarbeit

Als grundlegende Richtungen der interregionalen Zusammenarbeit identifizierten beide Seiten:

- Pflege der seit 2001 bestehenden partnerschaftlichen Beziehungen zwischen dem Bundesland Kärnten und der Tschernowitzer Oblast;
- Zusammenwirken bei Schlüsselaspekten der Karpaten- und Alpenkonvention;

6. Beziehungen EU-Ukraine

Beide Seiten betonten den Nutzen der Zusammenarbeit im Rahmen von Twinning-Partnerschaften als Instrument der Annäherung der Ukraine an Rechtsstandards und Praxis der EU.

Beide Seiten unterstrichen die Notwendigkeit einer aktiven Zusammenarbeit bei der Umsetzung der EU-Strategie für den Donauraum.

Die ukrainische Seite ersuchte um Unterstützung bei den von ihr initiierten Projektvorschlägen im Rahmen der Elf Prioritäten der Strategie, insbesondere in den Bereichen Verkehr, Tourismus und Umweltschutz.

Die österreichische Seite nahm das ukrainische Ersuchen zur Kenntnis und regt an, konkrete ukrainische Vorschläge zur Zusammenarbeit in die jeweilig themenspezifischen Steering Groups zur weiteren Erörterung einzubringen, welche gemäß den Elf Prioritätenfelder (PAs) der Donauraumstrategie ins Leben gerufen wurden.

Geschehen zu Kiew, am 24. April 2012, in zwei Urschriften, jeweils in deutscher und ukrainischer Sprache, wobei beide Texte in gleicher Weise authentisch sind.

Für die Österreichische Seite

Bernadette M. GIERLINGER
Vizeministerin für Außenwirtschafts-
politik und Europäische Integration im
Bundesministerium für Wirtschaft,
Familie und Jugend der Republik
Österreich

Für die Ukrainische Seite

Volodymyr BANDUROV
Vizeminister für
Wirtschaftsentwicklung und Handel
der Ukraine



TRANS-EUROPEAN TRANSPORT NETWORK

Comprehensive Network: Railways, ports and rail-road terminals (RRT)

Core Network: Railways (freight), ports and rail-road terminals (RRT)

BE BG CZ DK DE EE IE EL ES FR IT CY LV LT LU HU MT NL AT PL PT RO SI SK FI SE UK



Compr.	Core	Compr.	Core	Compr.	Core
Conventional rail / Completed	Conventional rail / To be upgraded	High speed rail / Completed	To be upgraded to high speed rail	Ports	RRT
Conventional rail / Planned	High speed rail / Planned				

TENtec

Trans-Carpathian connections

Ukrainian “white spot” on EU TEN-T

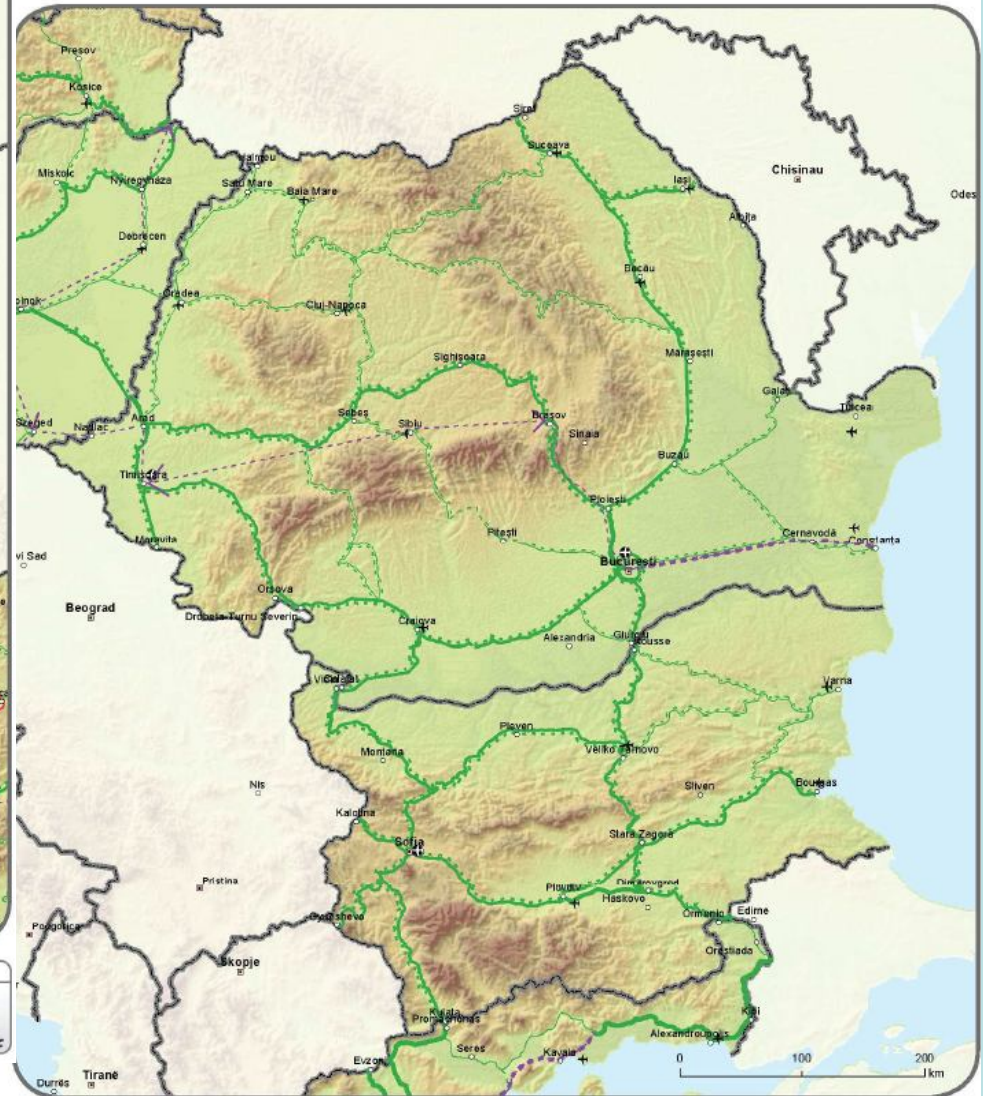


TRANS-EUROPEAN TRANSPORT NETWORK

Comprehensive Network: Railways and airports

Core Network: Railways (passengers) and airports

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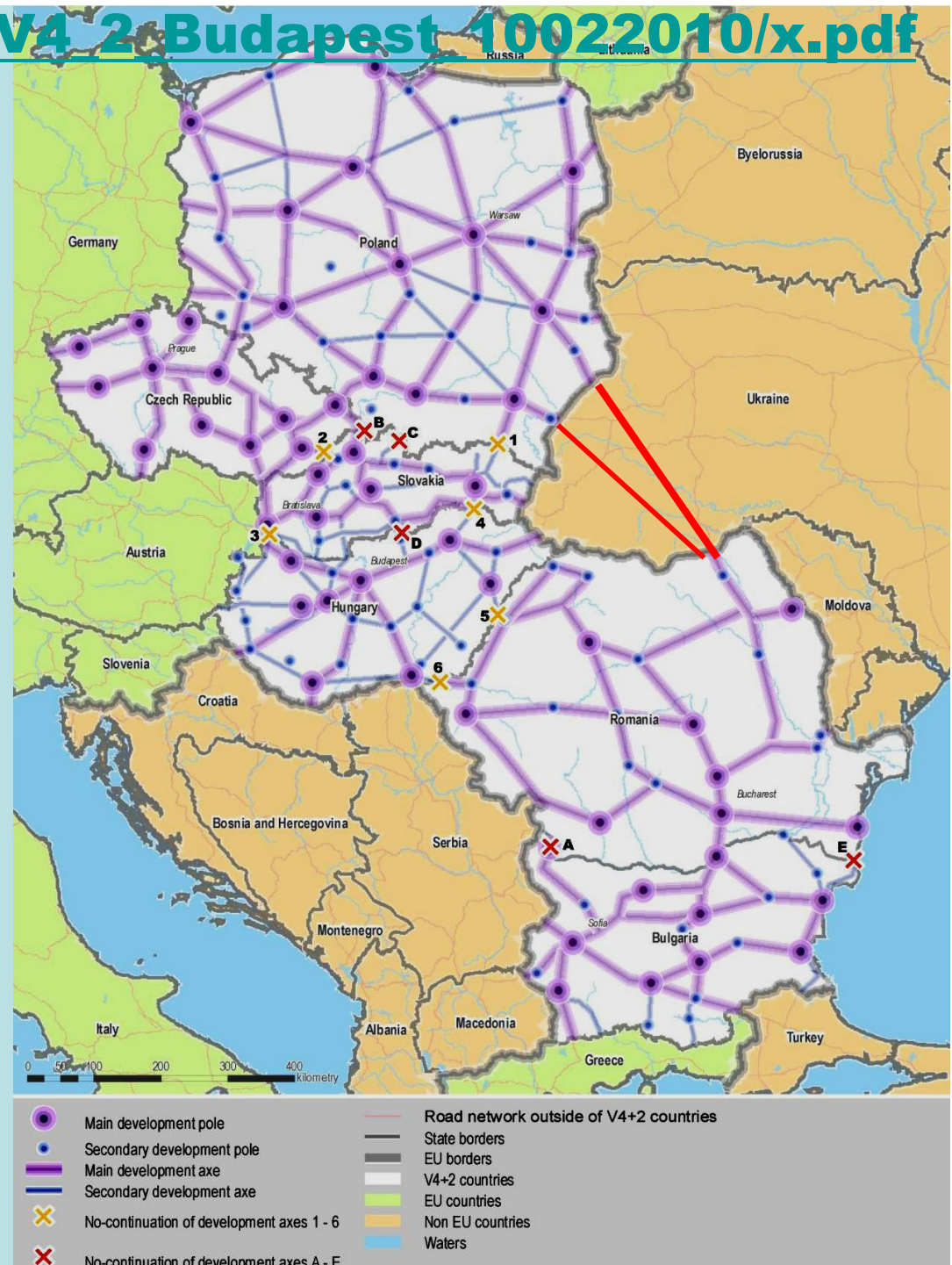


Compr.	Core	Compr.	Core	Compr.	Core
Conventional rail / Completed	Conventional rail / To be upgraded	High speed rail / Completed	To be upgraded to high speed rail	Airports	Airports
Conventional rail / Planned	High speed rail / Planned				

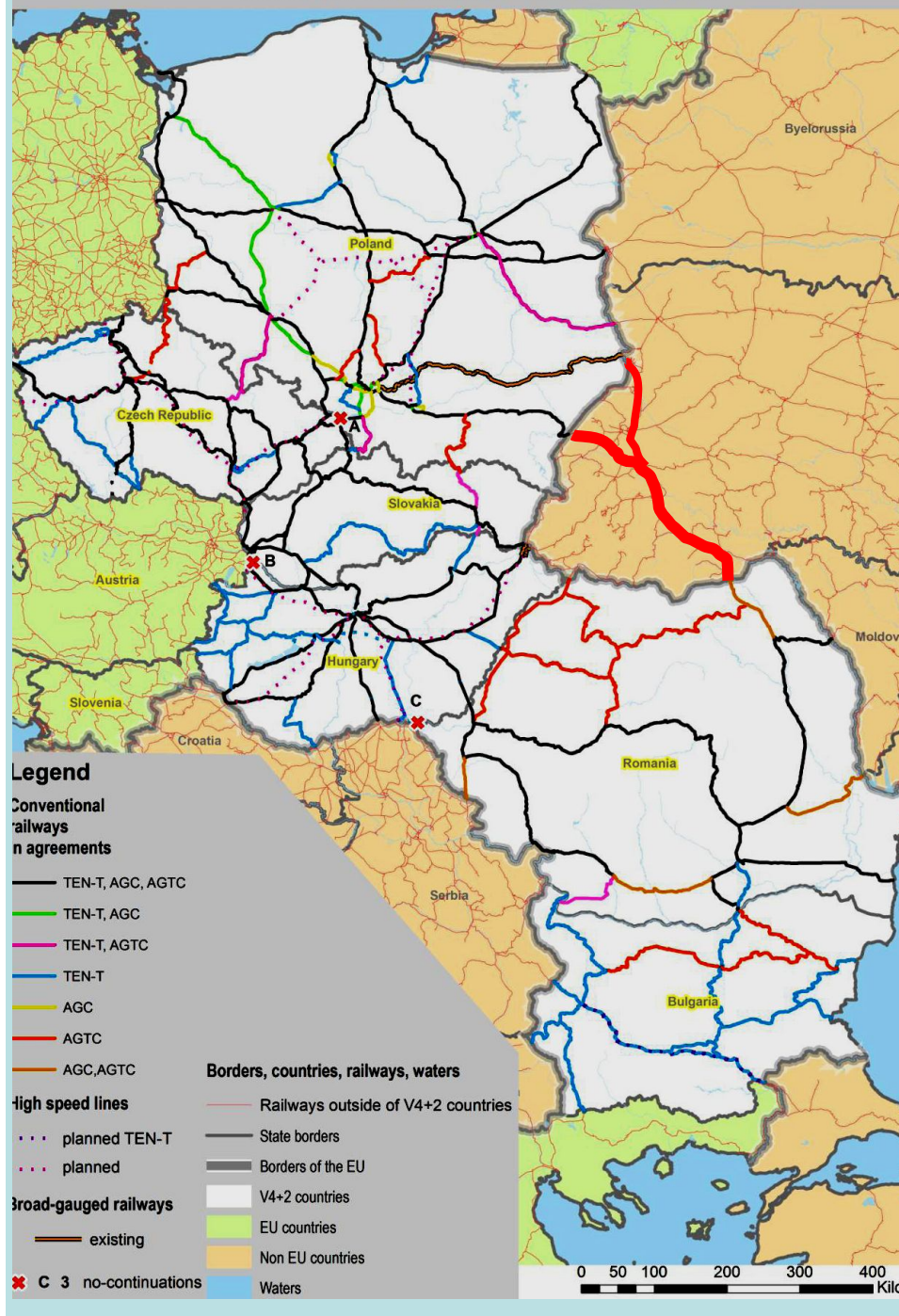
TENtec

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

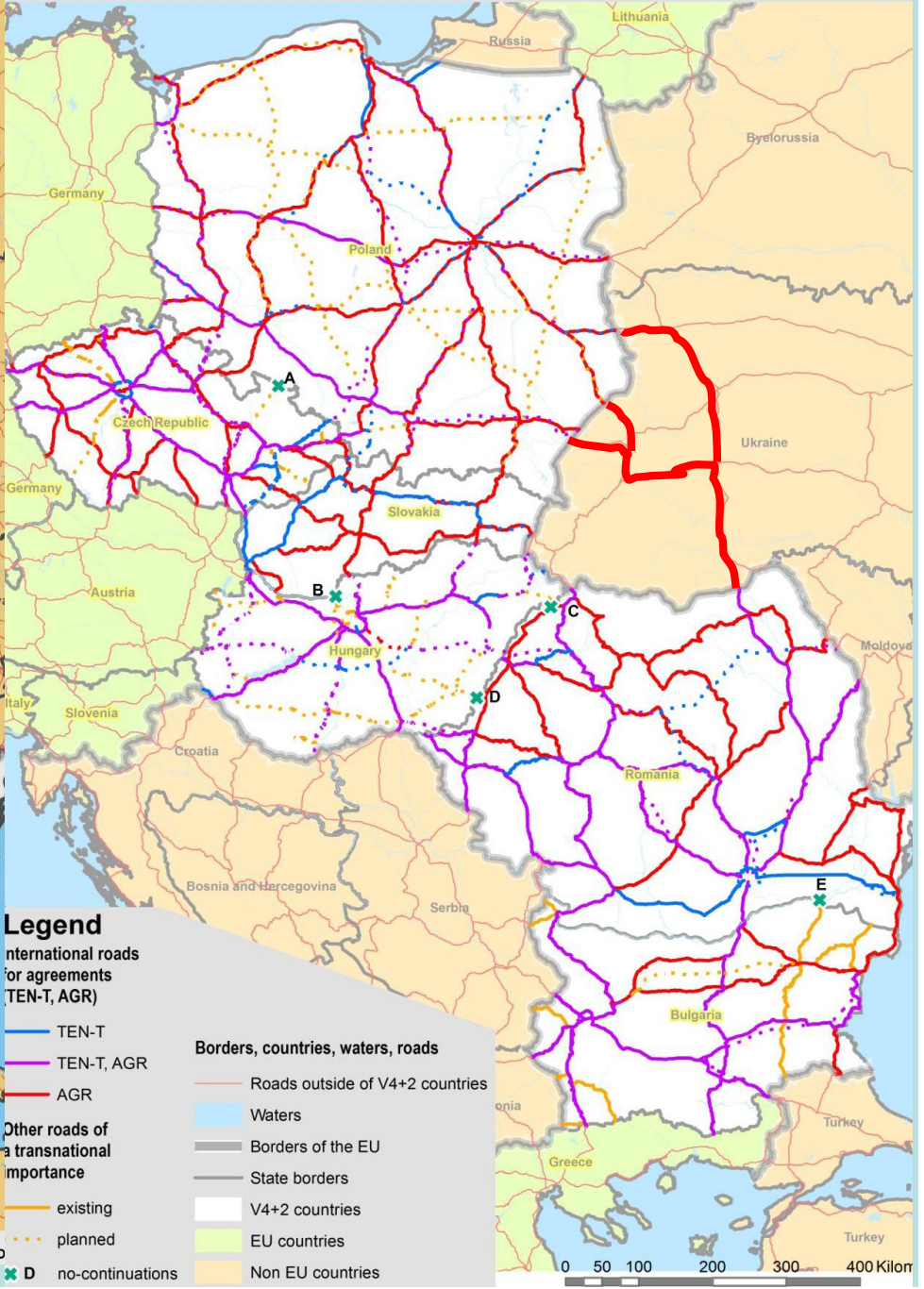
**Common spatial development document of the V4 + 2 countries
Submitted to: Meeting of Ministers responsible for regional development of the Visegrad Group countries, Bulgaria and Romania (Budapest, Hungary, 29th of March, 2010)**



RAILWAY NETWORK - AGREEMENTS



ROAD NETWORK - AGREEMENTS



Optimal solutions



Mobility and Accessibility along and across Danube, which should be provided through actual transformation of European network of TEN-T Corridors according to Commission's Communication of 31.01.2007 "Extension of the Major Trans-European Transport Axes to Neighbouring Countries. Guidelines for transportation in Europe and neighbouring regions". Development of transport infrastructure on the basis of sustainable development has not only bring economic benefits, but also guarantee the protection of the Environment in the zone of trans-European TEN-T transport corridors Nr. 5, 7 and 9, which are crossing both the Danube Basin area and the territory of Ukraine.

Львівська обласна
державна
адміністрація

Івано-Франківська
державна
адміністрація

Чернівецька обласна
державна
адміністрація

до Прем'єр-міністра України М.Я.Азарова

1. Включити до позиційного документа «Бачення Україною Стратегії ЄС економічного обґрунтування відновлення транс'європейських сполучень, що об'єднують Європу та Україну» урядову ініціативу щодо створення транспортних коридорів в зоні Балтійської Стратегії ЄС з V, VII, VIII, IX та X TEN-T коридорами в зоні Данубійської Стратегії ЄС. Створити нові транспортні логічні пропозиції до Балтійської стратегії та Східного партнерства.

2. Запропонувати Єврокомісії здійснити узгоджене управління цими робіт за рахунок коштів Спільних операційних програм «Польща-Білорусь-Україна», «Угорщина-Словаччина-Румунія-Україна» та «Румунія-Україна-Молдова».

З Глибокою повагою

Львівська обласна державна адміністрація

Івано-Франківська обласна державна адміністрація

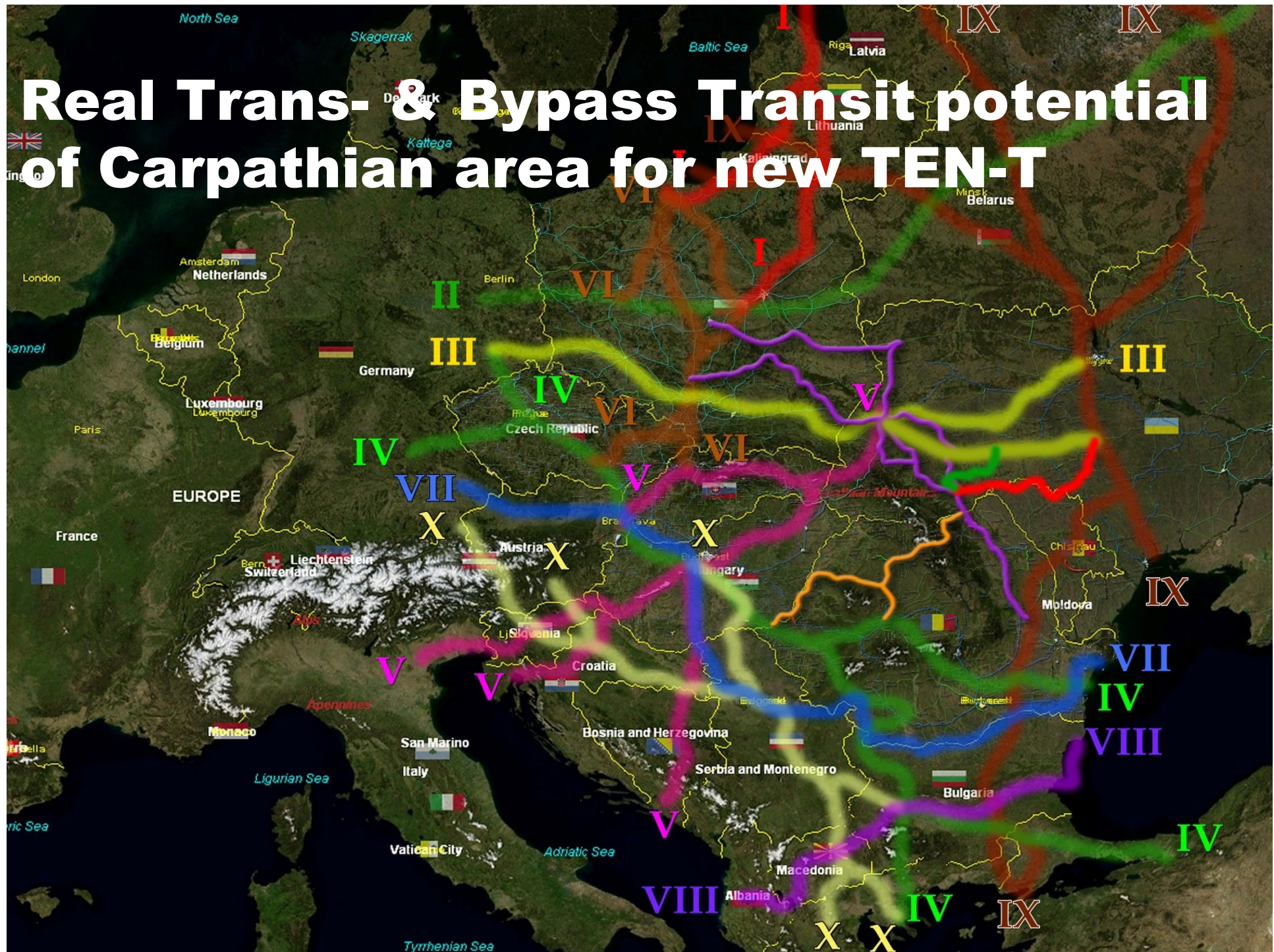
Чернівецька обласна державна адміністрація

В.Горбаль

М.Вишиванюк

М.Папієв

Real Trans- & Bypass Transit potential of Carpathian area for new TEN-T



and the eligible tools of ENPI Neighbourhood Programs 2007-2013



Joint Operational Programme Romania-Ukraine-Republic of Moldova 2007-2013 Programme area



0 50,000 100,000 200,000 300,000 400,000 Meters

6.1 Priority 1: Towards a more competitive border economy

The aim of the Priority 1 is to improve the economic performance of the border area through the diversification and modernisation in a sustainable manner, of the border economy.

The most urgent needs of the area identified by the analysis and addressed by this Priority are:

- to improve the region's infrastructure through modernisation of transport and energy networks which suffer from a lack of investment and are key aspects to a competitive economy

which result should become a number of “projects clearly influencing the field of transport and border crossing infrastructure”, as well as of “tools/methods/solutions developed/tested aiming at increase of capacity and or interoperability of different transport networks”



Joint Operational Program "Hungary-Slovakia-Romania-Ukraine"



Legend

Borders

- State border along area of interest
- State border outside area of interest
- Eligible or Adjacent county border

Supported area

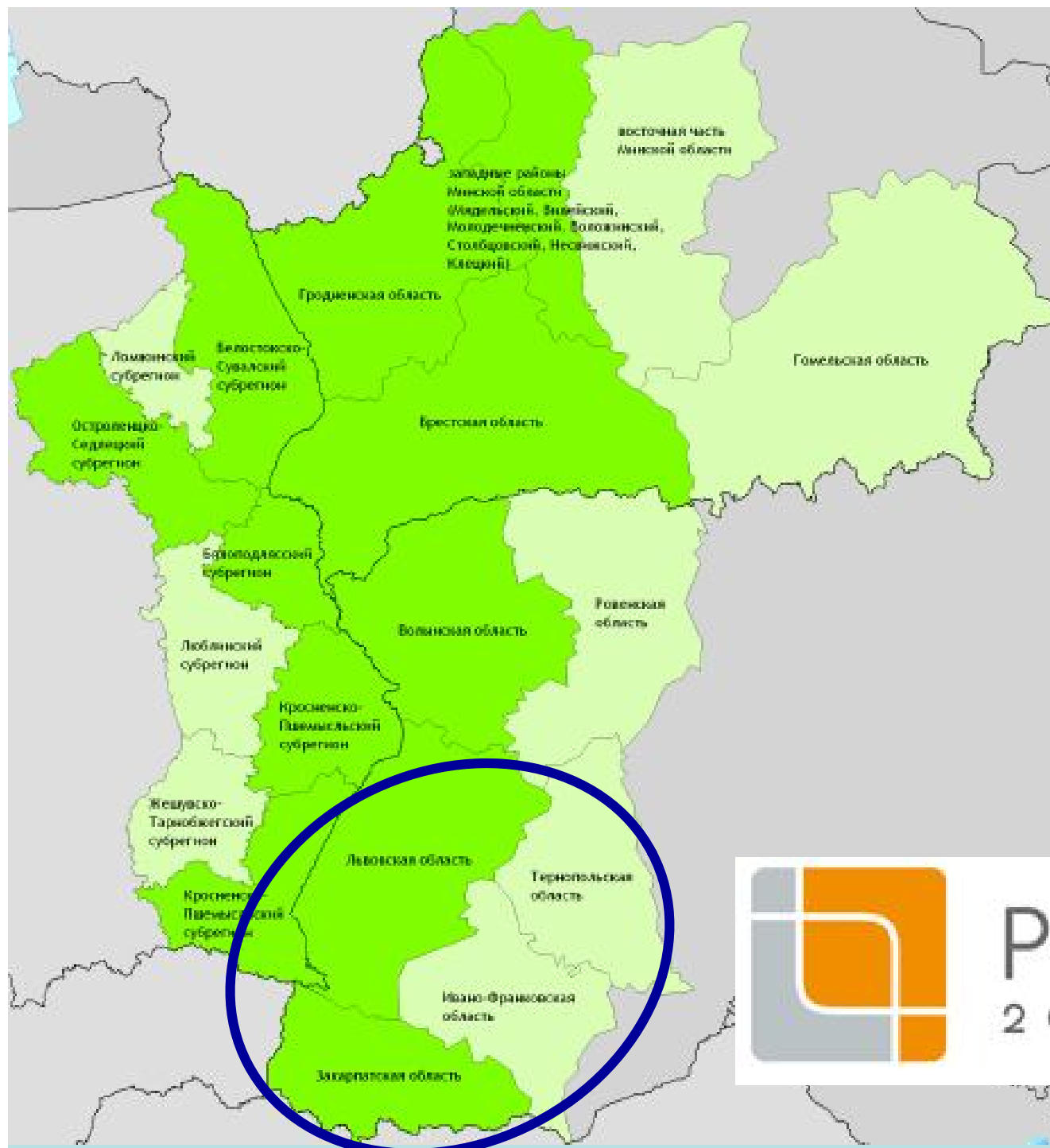
- Eligible area
- Adjacent area with full participation
- Adjacent area with limited participation

States

- Hungary
- Slovakia
- Romania
- Ukraine
- Poland
- Moldavia



Scale 1 : 1 600 000



Central-Europe Transnational Co-operation 2007-13

CEP

8 Member States of EU
+ Ukraine



South East European Transnational Co-operation 2007-13

SEEP

8 Member States for the EU
7 accession candidates and potential candidates
+ Republic of Moldavia and Western Ukraine



Protocol on advance of Carpathian Transport Systems (incl. communications network, infrastructure and traffic management) as key issue for Sustainable Socio-Economic & Spatial Development through Synergy of:

- **Approaches:** Carpathian/Alpine, EIP, Socio-Economic, Spatial, Energy, Environmental (SEA), Emergency/Risks;
- **Policies:** macro-regional, cohesion, neighbourhood, environmental, CEMAT...
- **Toolkits** of EU Structural, CEF, ENPI/EaP(NIF), EEA, UNEP, UNECE PAP and TEM/TER, Vyshegrad...
- **National Strategies**

СПІЛЬНИМИ ЗУСИЛЛЯМИ !



VIRIBUS UNITIS !

ЧЕРНІВЕЦЬКА МІСЬКА РАДА

10.10.2012

Офіційний веб-портал

Thanks for your attention

zinyly.broyde@gmail.com

Проект Транс-Европейської Железної Дороги (ТЕР)

ЕКОНОМІЧНА КОМІСІЯ