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

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From the Vienna-Bratislava Hyper-terminal point of view
UN Trans-European and Euro-Asian Connections

1894-1899
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

Poor TEN-T perspectives in Carpathian area
EUROPEAN COMMISSION
Brussels, 19.10.2011
COM(2011) 676/2

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**
Backward EU Regions
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
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 “Verkhiy 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
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

Priority areas

Larger objectives of the Strategy have been indentified as Priority Areas of Romania and Herzigovina 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

4.7. Infrastruktur

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

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 Tschernowitz Oblast;
- Zusammenwirken bei Schlüsselaspekten der Karpelen- 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 erhielt um Unterstützung bei der Entwicklung von Projektvorschlägen im Rahmen der Elf Prioritäten der Strategie, insbesondere in den Bereichen Verkehr, Tourismus und Umweltschutz.

Die österreichische Seite nahm die ukrainische Besuche zur Kenntnis und regte an, konkrete ukrainische Vorschläge zur Zusammenarbeit in die jeweiligen themenspezifischen Steering Groups zur weiteren Erörterung einzubringen, welche gemäß den Elf Prioritätenfeldern (PAs) des Donauraumstrategie ins Leben gerufen wurden.


Für die Österreichische Seite

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

Für die Ukrainische Seite

Volodymyr BANDUROV
Wirtschafts- und Handelsminister der Ukraine
Український "білий квадрат" на EU TEN-T

Транс-Карпатські з'єднання
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)
Optimal solutions
Mobility and Accessibility along and across Danube, which should be provided through actual transformation of European network of TEN-T Corridors accordingly 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.
Real Trans- & Bypass Transit potential of Carpathian area for new TEN-T
Joint Operational Programme
Romania-Ukraine-Republic of Moldova 2007-2013
Programme area

and the eligible tools of ENPI Neighbourhood Programs 2007-2013
Joint Operational Programme
Romania-Ukraine-Moldova
2007-2013

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”
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**
Thanks for your attention

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