

# DISCUSSION ABOUT THE STRATEGIC ACTION PLAN FOR THE IMPLEMENTATION OF THE PROTOCOL ON SUSTAINABLE TRANSPORT

# Agenda of the Workshop

## **1st April**

17:30 – 18:00 Presentation of the process done

## **2nd April**

09:00 – 09.40 Presentation and discussion on general comments received

09:40 – 10.40 Presentation of comments received on the single objectives

10:40 – 11:00 Coffee break

11:00 – 12.30 Brainstorming on Expected Results, Responsibilities, Resources and Monitoring

12:30 – 14:00 Lunch

14:00 – 15:30 Brainstorming on Expected Results, Responsibilities, Resources and Monitoring  
(2nd round)

15:30 – 16:00 Coffee break

16:00 – 17:00 Summary, next steps, closure of the WG meeting

## PRELIMINARY ASSUMPTIONS IN THE AP DEVELOPMENT

- To keep the structure similar to the action plan on sustainable forest management
- To consider this AP not the AP of the entire transport protocol, but rather to focus on those aspects related to TRANSGREEN
- To merge aspects related to mobility with those related to ecological connectivity
- To start from the point of view of the different stakeholders involved and clustering the different aspects highlighted by them
- The draft of the AP circulated to PPs is based on the Workshop held in Bratislava in September 2018 during the previous meeting of TRANSGREEN

**May 2018 - Budapest**

- Why an Action Plan is needed
- Confirmation/Identification of main topics to be included
- Prioritization
- Collection of National Reports

→ Draft Strategic Action Plan 1, 6 strategic objectives, CC and national actions

## September 2018 – Bratislava

- Session aiming at collecting inputs on the proposed first version of the draft of the Strategic Action Plan (SAP)
  - World Café – 6 tables, discussion on objectives and actions
- Collection of inputs, removal of national actions
- Draft 2, 6 objectives, only CC actions

## April 2019 – Budapest

- Session aiming at collecting inputs on the proposed second version of the draft of the Strategic Action Plan (SAP)
- Presentation of comments received and requests of change
- Confirmation of strategic objectives and actions
- Definition of timing – is 3 years feasible or too optimistic? What are the main barriers that may block the implementation?
- Definition of responsibilities, resources, funding and monitoring

## TRANSGREEN

	2018												2019											
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
<b>Strategic Action Plan for the implementation of the Transport Protocol</b>																								
Budapest																								
<i>Identification of main topics and prioritization</i>																								
<i>Circulation among CC members+ collecting comments</i>																								
<i>Elaboration of 1st draft</i>																								
Bratislava																								
<i>Collecting inputs on the 1st version of the draft</i>																								
<i>Elaboration of 2nd draft</i>																								
<i>Circulation among CC members + collecting comments on 2nd draft</i>																								
<i>Elaboration of 3rd draft</i>																								
Budapest																								
<i>Collecting inputs on the 3rd version of the draft + results, resources, responsibilities and monitoring</i>																								
<i>Elaboration of 4th draft</i>																								
Final Conference																								
<i>Presentation of final draft of SAP</i>																								

# **GENERAL COMMENTS FROM MEMBER STATES**

## GENERAL COMMENTS

### Czech Republic

- we consider having 51 actions to be achieved in 3 years to be very ambitious. Next to further elaboration of expected results, responsibilities, resources, monitoring, etc. (as explained in your accompanying email), the WG might be asked, in our opinion, to reflect on the number of actions.
- In this respect, we believe that the SAP should not include actions which will already have been implemented by the time the SAP is adopted (in 2020).
- As regards specific country actions we prefer them not to be included in the document.

## GENERAL COMMENTS

### Romania

- The action plan, in my understanding, should refer to the implementation of the Transport Protocol. As it is formulated, it involves the achievement of strategic objectives related to other areas of the Carpathian Convention - biodiversity, environment, human resources, education, etc.
- Under Article 17 (3), 3. of the Protocol on Transport, each Party shall designate a relevant national authority responsible for its implementation. In our case, I think that the relevant authorities will be the ministries of transport. It is difficult for the ministries of transport to manage the actions of other ministries. I would like to underline that, in order to obtain the approval of the SAP, at the level of the Romanian Ministry of Transport, the points of view of the specialized departments (organized on each mode of transport) should be obtained, which will not be able to formulate opinions on non- in their field of activity.
- I believe that each strategic objective should have been addressed through the four modes of transport and multimodal transport, thus being adapted to the Transport Protocol. In my opinion, as the SAP project is presented, it seems to be more like a common protocol with the other sectors of Carpathian Convention.
- Nowhere in the Transport Protocol does it talk about the TRANSGREEN and Connectgreen projects. As a result, some explanations should be introduced in the preamble about the objectives and purposes of these projects and the connection with Carpathian Convention and Transport Protocol.

# INTRODUCTION



## STRATEGIC ACTION PLAN 2021 - 2023 FOR THE IMPLEMENTATION OF THE PROTOCOL ON SUSTAINABLE TRANSPORT (MIKULOV, 2014) TO THE FRAMEWORK CONVENTION ON THE PROTECTION AND SUSTAINABLE DEVELOPMENT OF THE CARPATHIANS (KYIV, 2003)

### Introduction

The Protocol on Sustainable Transport to the Carpathian Convention (Mikulov, 2014) covers several aspects related to mobility. Among the others, they include policies development, infrastructure planning and development, different transport modes, traffic management systems, transport externalities and real costs. This Sustainable Transport Strategic Action Plan (SAP), developed with the support of the Danube Transnational Programme project TRANSGREEN in cooperation with the Carpathian Convention experts and stakeholders, is not going to outline actions for all the various aspects of the Protocol. Rather, it is conceived as a document dealing with the integration of transportation and ecological connectivity in the short term. The ideal temporal horizon to reach the objectives and to complete the proposed actions is limited to 3 years, but first results are expected to be implemented already within the end of the TRANSGREEN project, in June 2019. The SAP mirrors the achievements of the project, which are relevant for political decision-making. Results from the work within the pilot areas of TRANSGREEN and relevant project documents (e.g. the guidelines and recommendations for integrated transport infrastructure planning, construction, management and monitoring) and outputs are feeding the content of the SAP. Carpathian Countries suggested to undergo an update of the SAP after 3 years from its approval.

Thematically, the integration of transportation and ecological connectivity merges aspects included both in the Protocol on Sustainable Transport and in the Protocol on Conservation and Sustainable use of Biological and Landscape Diversity.

The current and future development of road infrastructures in the Carpathian Region may lead to considerable changes in land use. These changes have the potential to cause habitat fragmentation and ecosystem loss. The impact of road development and use on biodiversity has become one of the central environmental issues when road infrastructures are under evaluation. Road construction, planning, design and maintenance can greatly diminish the wildlife habitat value of the land in a variety of ways. As humans, also wildlife species need to move. They need to access resources, ensure gene flow, shift their ranges, and establish new territories. Connected landscapes allow for the movement of plants and wildlife and facilitate ecological processes. An ecological network is a coherent system of natural or semi-natural landscape elements configured and managed with the objective of maintaining or restoring ecological function as a means of conserving biodiversity while also providing appropriate opportunities for the sustainable use of natural resources. Ecological connectivity can be increased in two main ways: (1) focus on conserving and restoring areas that facilitate movement, and (2) mitigate landscape features that impede movement, such as linear infrastructures. Wildlife corridors are important to link areas of crucial habitat and facilitate movement, thus reducing the negative impacts of fragmentation and allowing greater flexibility to adapt to stressors.

At the territorial level, this SAP proposes a series of objectives that should be reached by all Carpathian countries jointly, plus a set of specific actions, to be carried out by each Member State, in order to reach a common and shared level. For each of the six proposed main objectives, specific actions and expected results are also included. Ultimately, the goal of the current SAP is to provide indications to maintain and enhance the environmental quality standards in the Carpathians, without curbing its infrastructural development.

## Poland

- "introduction" is only an explanatory information for the participants of further work on the Strategic Action Plan and will not be a part of (preamble) the document adopted by the COP
- 2021-2023: ambitious but it could be difficult plan to implement, especially when it comes to a number of documents planned
- It is equally important on what basis the future development of road infrastructure was planned, what plans were taken into account?

# SPECIFIC COMMENTS ON SINGLE OBJECTIVES FROM MEMBER STATES

# OBJECTIVE N° 1

- **STRATEGIC OBJECTIVE 1**

**Identification of current and potential strategic ecological connections**

Pursuant to Articles 1, comma 2 d) and Article 8, comma 4 a) of the Protocol, the Parties shall:

1. Develop and agree on common definition and characteristics of "landscape fragmentation", "ecological connectivity", "permeability", "linkage areas", "ecological network", "corridors", "core areas", "stepping stones" and "buffer zones" and on their alignment with national and EU legislation
2. Collect, revise and compare the results of previous ecological connectivity projects (e.g., *BioREGIO Carpathians*) and promote the exchange of best practices among countries and involved actors.
3. Analyse available GIS<sup>1</sup> habitat suitability models and define a common methodology to identify current ecological corridors
4. Analyse categories of corridors in linkage areas of the Danube - Carpathian Region
5. Share countries' current ecological corridors database and wildlife presence within CCBIS<sup>2</sup> (*if not existing, include it in the specific actions for respective countries*)
6. Create and share a common map and a database to identify strategic ecological connections for the whole Carpathians
7. Analyse the connection of the Carpathian area with TEN-G<sup>3</sup> and with neighbouring macro regions and check the potentials for dedicating wilderness and roadless areas to wildlife's dispersal

## Poland

- In this chapter there is a noticeable lack of reference to national institutions and agencies competent for nature conservation, dealing with the collection, processing and use of data on biodiversity, ecological communication, like administration or research and scientific institutions
- it would be useful to clarify the abbreviations in the footnote

<sup>1</sup> Geographic Information System

<sup>2</sup> Carpathian Integrated Biodiversity Information System

<sup>3</sup> Trans-European Network Green

# OBJECTIVE N° 2

- STRATEGIC OBJECTIVE 2

**Identification of current and future potential critical intersections**

Pursuant to Articles 1, comma 2 a), d) and e) and Article 8, comma 3, 4 a) and 5 of the Protocol, the Parties shall:

1. Identify and collect into a common database existing and planned transport infrastructures
2. Overlap existing and planned infrastructures with ecological corridors, Natura 2000 sites, land other sites of international importance, components of the Emerald network, UNESCO World Heritage Properties, wildlife dispersal areas, protected areas, linkage and roadless areas (as identified in Strategic Objective 1)
- ~~4.3. Adopt Innovative Support Tools for planners (of spatial, transport, environmental specialization) spatial and transport planners, based on the "any case, a unique case" principle~~
- ~~4.4. Share and harmonize roadkill data and methodologies of collection, analyses and mapping with the other Carpathian countries~~
- ~~4.5. Adopt the most efficient algorithm to identify current and to predict potential future risky road sections for animal-vehicle collisions (e.g., KDE<sup>4</sup>)~~
- ~~4.6. Share and address main issues related to the application of methodologies (e.g., SEA, EIA, TIA<sup>5</sup>) for the assessment of transport infrastructures on wildlife~~
- ~~5.7. Introduce a shared methodology for the assessment of externalities caused by transport infrastructures, including biodiversity loss~~

## Ukraine

- add new wording into the Task 2 after the words "Natura 2000 sites" with the following: "components of the Emerald network, UNESCO World Heritage Properties ..."

## Poland

- the record requires reformulation because there are no different professions with such names - they are all planners (with different specialties). We suggest e.g. wording like „for planners (of spatial, transport, environmental specialization).”
- We propose to add additional, territorial impact assessment and explanation in the footnote.

## Slovakia

- add “and other sites of international importance”
- Change “comma” in “par.”

<sup>4</sup> Kernel Density Estimation (Bil et al., 2015, DOI: 10.1007/s10980-015-0265-6)

<sup>5</sup>SEA: Strategic Environmental Assessment; EIA: Environmental Impact Assessment; TIA: Territorial Impact Assessment; AA: Appropriate Assessment

# OBJECTIVE N° 3



- STRATEGIC OBJECTIVE 4 **[NEW 3]**

Realization of green infrastructures (GI), introduction of mitigation measures for wildlife conservation and traffic safety and monitoring of strategical ecological connections

Pursuant to Articles 1, comma 2 a), b), d) and e) and Article 8, comma 1, 2, 3 and 4 a), b) and c) of the Protocol, the Parties shall:

1. Introduce specific mitigation measures for wildlife conservation and traffic safety in known risky areas
2. Define common Carpathian-wide monitoring standards for wildlife movements and dispersal and evaluate the effectiveness of prevention and mitigation elements
3. Develop and update CCIBIS database (*as in Strategic Objective 1, Action 5*) with monitoring results (*wildlife movement, road kills*), new GI elements, mitigation and prevention systems and ecological corridors
4. Use spatial planning as a key tool to Integrate GI elements into spatial planning to harmonize grey, green and blue infrastructures at landscape level with other sectors
5. Monitor wildlife – vehicle collisions and roadkill and integrate the results into the GI database for improving or proposing new mitigation measures
6. Analyse and propose improvements to the Partnership Agreements between EU and each country regarding GIs
7. Increase cooperation and knowledge sharing (*including best practices*) among parties and develop a common road map for GI implementation in the Carpathians
8. Analyse the potential for implementing the “polluter-pays” principle at the national level
9. Encourage the implementation of non- or less polluting measures (*e.g., use of electric and hybrid cars, increased tax on fossil fuels, etc.*)
10. Increase the regular budget for the construction and the maintenance of infrastructures, dedicating part of the funding to create proper mitigation measures and to perform their adequate maintenance

## Poland

- it is not clear what the conclusion implies such wording
- according to some opinions, previous objective 3 was less important than objectives 4, 5 and 6, so we suggest that it should be moved as the last strategic objective.

## Slovakia

- It is about Green Infrastructure, not GIS

# OBJECTIVE N° 4

- STRATEGIC OBJECTIVE 5 (NEW 4)

Identification of all relevant stakeholders and increase the cooperation with other Working Groups (WGs), sectors and international processes for data sharing, mediation and resolution of environmental conflicts

Pursuant to Articles 1, comma 2 a), b), c), d), e), f) and g) and Article 8, comma 1, 2, 3 and 4 a), b) and c) of the Protocol, the Parties shall:

1. Increase the participation to WGs and the sharing of data into an *ad hoc* inter-ministerial platform to lead political support for valuation and to mainstream biodiversity conservation into infrastructure deployment
2. Encourage an active cross-sectoral cooperation among the competent institutions and organisations at international level by sharing information, methodological developments, results of projects and researches and by defining possibilities for harmonization of methods and implementation of suggestions (*also thanks to the block-chain technology*)
3. Take into account the potential impact of planned infrastructures on ecologically sensitive areas, biodiversity and ecological connectivity areas
4. Define common international guidelines and standards for data collection and for the minimization of negative externalities, including their prioritization
5. Define a common transnational ecological corridor development strategy for the Carpathians and share the main issues related to the implementation of national strategies
6. Integrate the need of transport connection to other relevant sectors (*such as tourism*), by ensuring the protection of ecological connectivity and biodiversity areas
7. Define and map the current and potential future environmental conflicts
8. Define and share common methodologies for dialogue facilitation and conflict mediation
9. Organize workshops at different levels to define the response of stakeholders to current conflicts

## Czech

- Proposal of words

## Poland

- in our opinion, there may be a problem with the implementation over three years
- Not corridor strategy, but strategy for corridor development
- So far, there has been VASICA. Now there is prepared the Carpathian Strategy. Are we talking about yet another document?

- STRATEGIC OBJECTIVE 6 (NEW 5)

Approval and implementation of policies to support sustainable transport deriving from outputs and results of relevant projects, especially "TRANSGREEN" and "ConnectGREEN"

Pursuant to Articles 1, comma 2 a), d), f) and h) and Article 8, comma 3 and 4 a), b) and c) of the Protocol, the Parties shall:

1. Ratify the Protocol for Sustainable Transport by all States with proper adoption into the legal and institutional systems
2. Share and report updates and developed actions since the ratification of the Protocol
3. Support the implementation of TRANSGREEN and ConnectGREEN outputs through the official adoption of documents, consideration and recommendation of the Convention and of relevant national authorities
4. Initiate the process of legal upgrade and harmonization of legal systems and policies especially on public procurement, public-private partnerships, power purchase agreements and concession agreements, in order to support the integration of GIs
5. Delineate the roadmap to integrate transport issues into other topics (such as wildlife conservation), having a hierarchical approach in both short-term (3-5 years) and long-term (15-20 years) strategies
6. Take into account the unique opportunity to build infrastructure related to electromobility and alternative fuels, which will allow transport users to move around the territory of the Carpathians without worrying about the range of their vehicles
7. Develop a "Transnational Strategy on Ecological Corridors" to be adopted by the Carpathian Convention
8. Support infrastructure preparation and designing in a more systemic manner by providing appropriate financial sources and capacities
9. Initiate the development of national biodiversity action plans to point out the intersection of national climate change adaptation plans and mitigation plans with national infrastructure plans, urban development plans; highlight the opportunities to increase the use of ecosystem infrastructures as a part of the overall biodiversity conservation strategy
10. Initiate and national biodiversity plans
11. Include specific performances and benefits of GIs into the concept of Payment for Ecosystem Services
12. Reduce the systematic dependence on biodiversity offsets as compensation for unacceptable levels of environmental degradation and biodiversity loss
13. Understand compensation as the last mean (*after avoiding and mitigation*) of reaction on unacceptable levels of environmental degradation

# OBJECTIVE N° 5

TRANSGREEN

## Poland

- in our opinion, such wording will not particularly expose and limit activity under strategic objective 6 only to these two exact projects
- Misunderstanding of the spatial planning concept. Both, road and open areas planning are subject of spatial planning - drawing up and adopting national, regional and local plans
- We suggest considering a supplement to the above strategy by point regarding the development of infrastructure related to electromobility and alternative fuels. It creates a unique opportunity to develop the infrastructure related to electromobility and alternative fuels, which will allow and attract to move around the territory with cleaner vehicles and without worrying about the range anxiety. Currently, the document lacks references to electromobility and alternative fuels

- STRATEGIC OBJECTIVE 6 (NEW 5)

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3. Support the implementation of TRANSGREEN and ConnectGREEN outputs through the official adoption of documents, consideration and recommendation of the Convention and of relevant national authorities
4. Initiate the process of legal upgrade and harmonization of legal systems and policies especially on public procurement, public-private partnerships, power purchase agreements and concession agreements, in order to support the integration of GIs
5. Delineate the roadmap to integrate transport issues into other topics (such as wildlife conservation), having a hierarchical approach in both short-term (3-5 years) and long-term (15-20 years) strategies
6. Take into account the unique opportunity to build infrastructure related to electromobility and alternative fuels, which will allow transport users to move around the territory of the Carpathians without worrying about the range of their vehicles
7. Develop a "Transnational Strategy on Ecological Corridors" to be adopted by the Carpathian Convention
8. Support infrastructure preparation and designing in a more systemic manner by providing appropriate financial sources and capacities
9. initiate the development of national biodiversity action plans to point out the intersection of national climate change adaptation plans and mitigation plans with national infrastructure plans, urban development plans; highlight the opportunities to increase the use of ecosystem infrastructures as a part of the overall biodiversity conservation strategy
10. initiate and national biodiversity plans
11. Include specific performances and benefits of GIs into the concept of Payment for Ecosystem Services
12. Reduce the systematic dependence on biodiversity offsets as compensation for unacceptable levels of environmental degradation and biodiversity loss
13. Understand compensation as the last mean (*after avoiding and mitigation*) of reaction on unacceptable levels of environmental degradation

# OBJECTIVE N° 5

TRANSGREEN

## Poland

- this strategy should be a part of the common development strategy for the Carpathians, referred to above in point 5.5
- as above, we talk on preparation and designing of infrastructure (transport), but not infrastructural preparation and designing.
- Both in this and in the next point we are talking about the national biodiversity plans , are there the same plans? Why do we distinguish them from the plans listed in the next item? If there is no special reason to expose these plans – this point and the next one should be merged.
- it is unclear what we mean by infrastructure services provided by natural ecosystems?

# OBJECTIVE N° 6

- **STRATEGIC OBJECTIVE 3 (NEW 6)**

**Enhancement of the public participation in spatial planning, in particular in relation to transport infrastructure**

Pursuant to Articles 1, comma 2 a), c) and f) and Article 8, comma 3 and 5 of the Protocol, the Parties shall:

1. Increase the engagement of the various stakeholders in the consultation process, ensuring adequate funding
2. Develop training courses on biodiversity, transport and eco-corridors
3. Share the knowledge on biodiversity, transport and eco-corridors, through non-expert information (*animation films, common presentations*) and school education
4. Increase expertise and empowerment of spatial planners and policy-makers to make adequate changes during the phase of project preparation
5. Include an inter- and ex-change communication platform in CCIBIS (as in *Strategic Objective 1, action 5*)
6. Disseminate information about the Protocol in the Carpathian area, in order to increase public participation, engagement and monitoring on the proper implementation of the Protocol itself
7. Create a modern communication platform using the latest IT achievements to share the information, knowledge, experience, etc., aimed at enhancing the wide public involvement in spatial and especially infrastructure planning.

## Poland

- according to some opinions, this objective is less important than objectives 4, 5 and 6, so we suggest that it should be moved as the last strategic objective
- as we understand it is planning of infrastructure (transport), but not infrastructural planning
- this point is rather about increasing the involvement of the public partners rather than the authors of the plans. We propose more universal wording.
- To whom are trainings addressed?

## Ukraine

# SPECIFIC COMMENTS ON SINGLE OBJECTIVES FROM EXPERTS

# GENERAL COMMENTS

## Lazaros + Radu

The current and future development of transport infrastructures in the Carpathian Region may lead to considerable changes in land use. These changes have the potential to cause habitat fragmentation and ecosystem loss. The impact of transport development and use on biodiversity has become one of the central environmental issues when transport infrastructures are under evaluation. Transport construction, planning, design and maintenance can greatly diminish the wildlife habitat value of the land in a variety of ways. As humans, also wildlife species need to move. They need to access resources, ensure gene flow, shift their ranges, and establish new territories. Connected landscapes allow for the movement of plants and wildlife and facilitate ecological processes and ecosystem services. An ecological network, especially under the EU Green Infrastructure Strategy approach, is a coherent system of natural and/or semi-natural landscape elements configured and managed with the objective of maintaining or restoring ecological function as a means of conserving biodiversity while also providing appropriate opportunities for the sustainable use of natural resources adapted to climate change effect.

main objectives, specific actions

**Comments**

**Lazaros** February 25, 2019  
This paragraph has to be first as more general "starting" from needs and challenges  
Just after in the main paragraph as "mobilization" of the protocol to concrete actions

**Lazaros**  
It's not only roads

20 September 2014, European Green Infrastructure, industry and environment, Programme of Work of the European Union, Annex 1, adopted by the COP5/15 on Programme of work

Ecological connectivity can be increased in two main ways:

1. Focus on conserving areas that facilitate movement, and
2. Mitigate landscape features that impede movement, such as linear infrastructures.

Wildlife corridors are important to link areas of crucial habitat and facilitate movement, thus reducing the negative impacts of fragmentation and allowing greater flexibility to adapt to stressors.

COP5/15 on Programme of work

**Comments**

**Lazaros** February 25, 2019  
This is the Great Challenge and has to be highlighted

STRATEGIC OBJECTIVE 4

# Lazaros & Radu

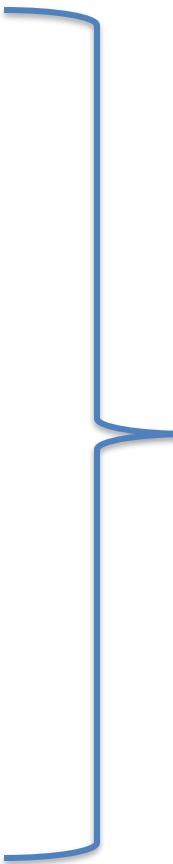
## Comment 1

- **STRATEGIC OBJECTIVE 1**

### **Identification of current and potential strategic ecological connections**

Pursuant to Articles 1, comma 2 d) and Article 8, comma 4 a) of the Protocol, the Parties shall:

1. Develop and agree on common definition and characteristics of “landscape fragmentation”, “ecological connectivity”, “permeability”, “linkage areas”, “ecological network”, “corridors”, “core areas”, “stepping stones”, “buffer zones”, “Green Infrastructure” and “Grey Infrastructure” and on their alignment with national and EU legislation and policies especially on TEN-T and TEN-G Strategies.
2. Analyse the connection of the Carpathian area with TEN-G and with neighbouring macro regions and check the potentials for dedicating wilderness and roadless areas to wildlife’s dispersal.
3. Create and share a common map and a database to identify strategic ecological connections for the whole Carpathians.
4. Analyse available GIS habitat suitability models and define a common methodology to identify current ecological corridors.
5. Analyse categories of corridors in linkage areas of the Danube - Carpathian Region.
6. Develop country / regional ecological corridors database and wildlife presence and share these within CCIBIS (if not existing, include it in the specific actions for respective countries).
7. Collect, revise and compare the results of previous ecological connectivity projects (e.g. BioREGIO Carpathians, LIFE projects, ...) and promote the exchange of best practices among countries and involved actors.



The change to the sequence is for following from the more general to more concrete actions

# Lazaros & Radu Comment 2

- **STRATEGIC OBJECTIVE 2**

## **Identification of current and future potential critical intersections of Green and Grey Infrastructures**

Pursuant to Articles 1, comma 2 a), d) and e) and Article 8, comma 3, 4 a) and 5 of the Protocol, the Parties shall:

1. Identify and collect into a common database existing and planned transport infrastructures, including existing permeable sectors and structures
2. Overlap existing and planned infrastructures with ecological corridors, Natura 2000 sites, wildlife dispersal areas, protected areas, linkage and roadless areas (*as identified in Strategic Objective 1*)
3. Adopt Innovative Support Tools for spatial and transport planners, based on the “any case, a unique case” principle
4. Share and harmonize roadkill data and methodologies of collection, analyses and mapping with the other Carpathian countries
5. Adopt the most efficient algorithm to identify current and to predict potential future risky road sections for animal-vehicle collisions (e.g., KDE+)
6. Share and address main issues related to the application of methodologies (e.g., SEA, EIA, AA) for the assessment of transport infrastructures on wildlife
7. Introduce a shared methodology for the assessment of externalities caused by transport infrastructures , including biodiversity loss

Important to include these permeable sectors into the wildlife corridors

# Lazaros & Radu

## Comment 3

- **STRATEGIC OBJECTIVE 3 (initial 4)**

**Realization of green infrastructures (GI), introduction of mitigation measures for wildlife conservation and traffic safety and monitoring of strategical ecological connections in transport plans and projects**

Added

Pursuant to Articles 1, comma 2 a), b), d) and e) and Article 8, comma 1, 2, 3 and 4 a), b) and c) of the Protocol, the Parties shall:

1. Integrate GI elements into spatial planning to harmonize grey, green and blue infrastructures at landscape level with other sectors.
2. Structural objects of grey infrastructure, either dedicated or not to wildlife passing) should be defined as critical GI elements
3. Increase cooperation and knowledge sharing (*including best practices*) among parties and develop a common road map for GI implementation in the Carpathians.
4. Analyse the potential for implementing the “polluter-pays” principle at the national level.
5. Introduce specific mitigation measures for wildlife conservation and traffic safety in known risky areas, including rapid intervention teams as response to hazard situations caused by large mammals on motorways
6. Increase the regular budget for the construction and the maintenance of infrastructures, dedicating part of the funding to create proper mitigation measures and to perform their adequate maintenance.
7. Define common Carpathian-wide monitoring standards for wildlife movements and dispersal and evaluate the effectiveness of prevention and mitigation elements.
8. Develop and update CCIBIS database (*as in Strategic Objective 1, Action 5*) with monitoring results (*wildlife movement, road kills*), new GI elements, mitigation and prevention systems and ecological corridors.
9. Monitor wildlife – vehicle collisions and roadkill and integrate the results into the GI database for improving or proposing new mitigation measures.
10. Analyse and propose improvements to the Partnership Agreements between EU and each country regarding GIs
11. Encourage the implementation of non- or less polluting measures (*e.g., use of electric and hybrid cars, increased tax on fossil fuels, etc.*).

# Lazaros & Radu

## Comment 4

- **STRATEGIC OBJECTIVE 4**

**Identification of all relevant stakeholders and increase the cooperation with other Working Groups (WGs), sectors and international processes for data sharing, mediation and resolution of environmental conflicts**

Pursuant to Articles 1, comma 2 a), b), c), d), e), f) and g) and Article 8, comma 1, 2, 3 and 4 a), b) and c) of the Protocol, the Parties shall:

1. Increase the participation to WGs and the sharing of data into an *ad hoc* inter-ministerial platform to lead political support for valuation and to mainstream biodiversity conservation into infrastructure deployment
2. Encourage an active cross-sectoral cooperation among the competent institutions and organisations at international level by sharing information, methodological developments, results and by defining possibilities for sectoral harmonization and implementation (*also thanks to the block-chain technology*)
3. Take into account the potential impact of planned infrastructures on ecologically sensitive, biodiversity and ecological connectivity areas
4. Define common international guidelines for data collection and for the minimization of negative externalities, including their prioritization
5. Define a common development strategy for the Carpathians and share the main issues related to the implementation of national strategies
6. Integrate the need of transport connection to other relevant sectors (*such as tourism*), by ensuring the protection of ecological connectivity and biodiversity areas
7. Define and map the current and potential future locations of stakeholders' cross borders conflicts
8. Define and share common methodologies for dialogue facilitation and conflict mediation
9. Increasing capacity at different levels to define the response of stakeholders to current conflicts

I feel the need for a more simple and direct formulation to reflect the fact that harmonization of transport is critical but without other sectoral harmonization could be meaningless

Workshops are a good tools for increasing capacity as need and objective but there are other tools as well...

- **STRATEGIC OBJECTIVE 5**

### **Enhancement of the public participation in infrastructural planning**

Pursuant to Articles 1, comma 2 a), c) and f) and Article 8, comma 3 and 5 of the Protocol, the Parties shall:

1. Increase expertise and empowerment of infrastructural planners and policy-makers to make adequate changes during the phase of project preparation
2. Disseminate information about the Protocol in the Carpathian area, in order to increase public participation, engagement and monitoring on the proper implementation of the Protocol itself
3. Increase the engagement of the civil sector and the States in the consultation process, ensuring adequate funding
4. Develop training courses on biodiversity, transport and eco-corridors
5. Share the knowledge on biodiversity, transport and eco-corridors, through non-expert information (*animation films, common presentations*), school education and media outreach
6. Include an inter- and ex-change communication platform in CCIBIS (as in *Strategic Objective 1, action 5*)

# Lazaros & Radu

## Comment 6

- **STRATEGIC OBJECTIVE 6**

**Approval and implementation of policies to support sustainable transport deriving from outputs and results of projects “TRANSGREEN” and “ConnectGREEN”**

Pursuant to Articles 1, comma 2 a), d), f) and h) and Article 8, comma 3 and 4 a), b) and c) of the Protocol, the Parties shall:

1. Ratify the Protocol for Sustainable Transportation by all States with proper adoption into the legal and institutional systems
2. Share and report updates and developed actions since the ratification of the Protocol
3. Support the implementation of TRANSGREEN and ConnectGREEN outputs through the official adoption, consideration and recommendation of the Convention and of relevant national authorities: name the outputs:
  - Guidelines
  - State of the Art reports
  - EIA training package
  - Policy recommendations
  - etc.

Are all these outputs or results of TransGreen and ConnectGreen project?

Some of them are:

- typical obligations of the CC partners
- general recommendations (maybe connected with the Recommendations of the TransGreen)

I suggest to creative one more objective with CC immediate next steps and to have clear reference of all TransGreen and ConnectGreen outputs.

# Lazaros & Radu

## Comment 6

4. Initiate the process of legal upgrade and harmonization of legal systems and policies especially on public procurement, public-private partnerships, power purchase agreements and concession agreements, in order to support the integration of GIs
5. Delineate the roadmap to integrate transport issues into other topics (*such as spatial planning and wildlife conservation*), having a hierarchical approach in both short-term (3-5 years) and long-term (15-20 years) strategies
6. Develop a "Transnational Strategy on Ecological Corridors" to be adopted by the Carpathian Convention
7. Support infrastructural preparation and designing in a more systemic manner by providing appropriate financial sources and capacities
8. Initiate the development of national biodiversity action plans to point out opportunities to increase the use of green infrastructure services provided by natural ecosystems as a part of the overall biodiversity conservation strategy
9. Initiate the harmonization of national climate change adaptation plans and mitigation plans with national infrastructure plans, urban development plans and national biodiversity plans
10. Include specific performances and benefits of GIs into the concept of Payment for Ecosystem Services (PES)
11. Reduce the systematic dependence on biodiversity offsets as compensation for unacceptable levels of environmental degradation and biodiversity loss
12. Understand compensation as the last mean (*after avoiding and mitigation*) of reaction on unacceptable levels of environmental degradation
13. Support the implementation of initiatives, plans, projects, complementary to TransGreen and ConnectGreen projects – integrated operational plans (species management / action plans, Natura 2000 management plans,...), capacity-building, know-how exchange and communication.

Strategic Obj 7 (CC next steps)

ConnectGreen output (?)

Strategic Obj 7 (CC next steps)

ConnectGreen output (?)

Recommendation

STEP, Harmon,  
SaveGreen etc.

# BRAINSTORMING ON EXPECTED RESULTS, RESPONSIBILITIES, RESOURCES AND MONITORING

# EXPECTED RESULTS

## Definition:

concrete outputs that are achieved by the adoption of the action. Following the "if-then" logic, this means that „if this activity X is carried out, then these results are expected.

## Features:

There is not a biunivocal relationship between action and result:

- An action can imply more than one result
- An action can have no practical results, since it is only preparatory for other actions

# EXPECTED RESULTS

## Example: the STRATEGIC ACTION PLAN FOR THE IMPLEMENTATION OF THE PROTOCOL ON SUSTAINABLE FOREST MANAGEMENT (BRATISLAVA, 2011)

**Action 5. 1.** Develop and implement measures aiming at ensuring the productive functions of the forests, and enhance their role in rural development through appropriate policies adapted to the ownership structure and the sound use of wood.

Results expected

- a) Forest land property and management rights in the national territories defined and respected;
- b) Rural areas and forest owners concerned identified;
- c) Source of livelihood of the rural populations clearly identified;
- d) Forest land owners and users expectations on ensuring productive function of forest defined;
- e) Uses of wood in different local industries outlined;
- f) Contribution of forest management and sound use of wood to green economy fostered;
- g) Consultation with shareholders and local communities on challenges or constraints to the productive functions of forests conducted;
- h) Sound use of wood and non-wood products according to relevant normative documents on sustainable forest management in Carpathians practiced;
- i) Sources of income by raising the added value on forest resources promoted and ensured;
- j) International support, in accordance with national legislation, to the forest owner and managers and their associations provided.

An action can imply more than one result:  
in this case, 10



UNEP/CC/COP4/DOC11/REV1  
Original: English

### STRATEGIC ACTION PLAN FOR THE IMPLEMENTATION OF THE PROTOCOL ON SUSTAINABLE FOREST MANAGEMENT (BRATISLAVA, 2011) TO THE FRAMEWORK CONVENTION ON THE PROTECTION AND SUSTAINABLE DEVELOPMENT OF THE CARPATHIANS (KYIV, 2003)

## An action can have no practical results

**Action 2. 2.** Undertake measures to facilitate the involvement and to promote the participation of regional and local authorities, as well as communities and other stakeholders in the implementation of the Protocol.

**Action 2. 3.** Undertake activities improving involvement of communities, forest owners and managers concerned in the various stages of preparing and implementing national policies and measures.

Results expected

- a) Activities aimed to improve involvement of communities, forest owners and managers concerned in the various stages of preparing and implementing national policies and measures are implemented;
- b) Initiatives aimed at raising stakeholders awareness on the importance of sustainable forest management developed.

# RESOURCES

## Definition:

A stock or supply of money, materials, staff, and other assets that can be drawn on by a person or organization in order to function effectively.

Resources can be:

- People
- Equipment
- Facilities
- Funding



# RESPONSIBILITIES

## Definition:

All actors involved in the development of a specific action

The list has to be comprehensive (including all **potential** actors involved) and should take into account:

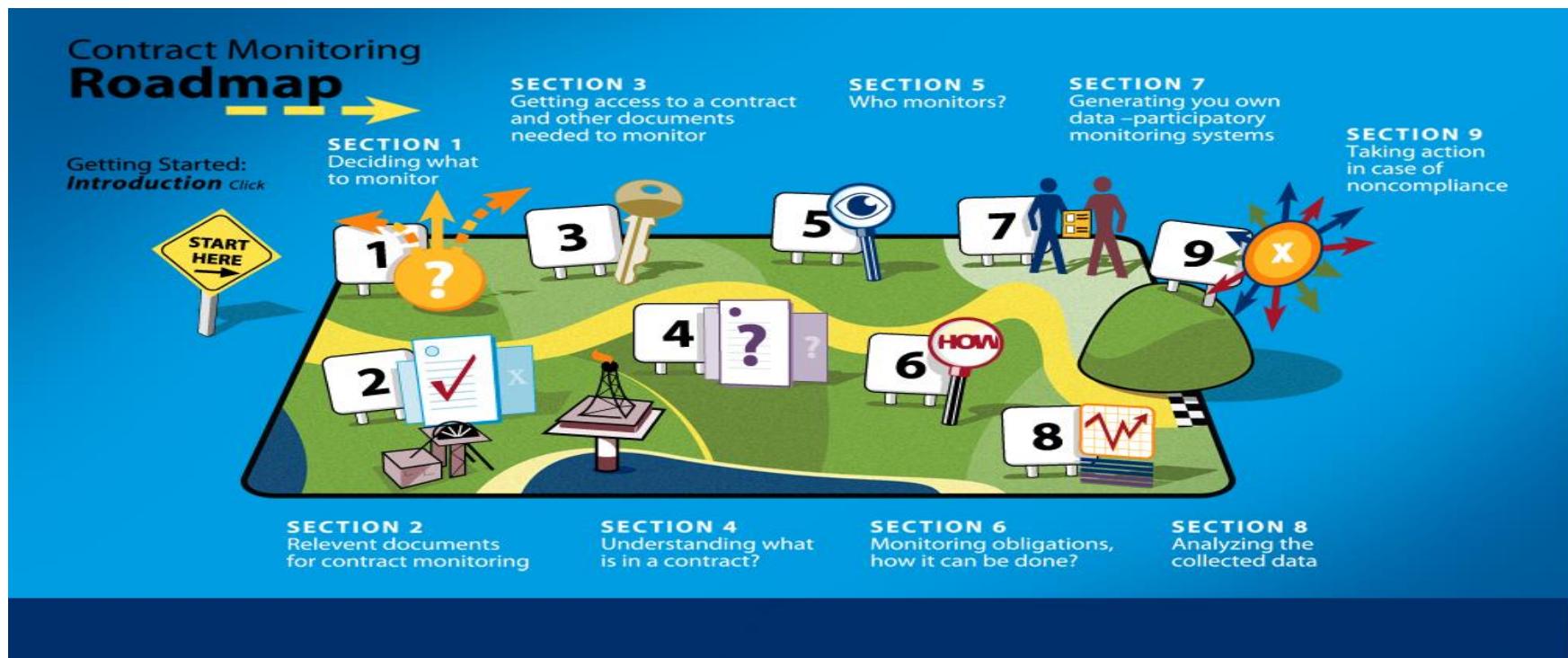
- the different bodies (e.g., ministry, NGO, private sector)
- the different roles (e.g., implementation, monitoring, support)
- the geographical scale considered (e.g., national or local level)

Legend		People involved into the problem solution									
Actors		Actions									
		Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9	Action 10
Name 1	<input type="checkbox"/>										
Name 2		<input type="checkbox"/>								<input type="checkbox"/>	
Name 3											
Name 4					<input type="checkbox"/>	<input type="checkbox"/>					
Name 5											
Name 6											
Name 7											
Name 8											

## Definition:

Supervising activities in progress to ensure they are on-course and on-schedule in meeting the objectives and performance targets.

Define a Road Map harmonizing expected Results – Resources - Responsibilities



# DISCUSSION



## NEXT STEPS