Carpathians Area - connecting Baltic and Danube macroregions

Dr. Zinoviy S. Broyde
zinoviy.broyde@gmail.com
+38-050-5128698
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”
Central-Europe Transnational Co-operation 2007-13

CEP

8 Member States of EU + Ukraine

South East European Transnational Co-operation 2007-13

8 Member States for the EU
7 accession candidates and potential candidates + Republic of Moldavia and Western Ukraine
Official Ukrainian project proposals to Priority Area 1B “Rails, Roads and Air” of the EU Strategy for Danube Region (EUSDR)

Priority projects

1. Construction of the car ferry Izmail (Ukraine) - Tulcea (Romania) and the coastal road Complex;

2. Construction of highway "Odessa - Reni" to the 1st category parameters with the bridge over Dniester estuary;

3. **Restoration and further development of Ukraine's transit potential between major nodes of Pan-European transport network (TEN-T);**

4. Construction of railway from the Reni port to the railway line Odessa – Izmail;

5. Creation of River Information Services on the Ukrainian part of Danube River;

6. Setting up an integrated ship waste management on the Ukrainian part of Danube River;

7. International cargo and passenger ferry crossing;

8. The development of navigation on the Tisza river, the construction of river port in the Transcarpathian Region.

Responsible bodies for the projects:
- Ministry of Infrastructure of Ukraine,
- Odessa, Chernivtsi, Ivano-Frankivsk and Transcarpathian OSAs
### LETTER OF RECOMMENDATION

**To whom it may concern**

The Steering Group of the Priority Area 1b: To improve mobility and multimodality—road, rail and air links, made up of representatives from the Danube Countries (nominated by their governments), has pre-examined the project “Restoration and further development of Ukraine’s transit potential between major nodes of Pan-European transport network” by using silent consent written procedure which started on 23rd March and was closed on 4th April 2012. No objections were received.

The conclusion is:

The project “Restoration and further development of Ukraine’s transit potential between major nodes of Pan-European transport network” contributes to the actions of the EU Strategy for the Danube Region. Hence, the Steering Group - representing the Danube Countries - invites the funding sources to consider providing adequate financial support to the project.

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**Date, 6 April 2012**

_PRIORITY AREA COORDINATOR_

Franc Žepić

_PRIORITY AREA COORDINATOR_

Miodrag Peledica

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**PROJECT TITLE**

Restoration and further development of transfrontier connections network between main TEN-T in the eastern areas of EU Strategies for Danube (EUSDR) and Baltic Sea (EUSBSR) macro-regions accordingly to EU Council Conclusions on EUSDR of 13.04.2011, as a basis for region investment attractiveness, answering Carpathian Convention requirements and Alpine experience. First stage – international feasibility study and design infrastructure for border crossing connections system.

**Thematic priority**

Priority Area 1b: «Rail, Road and Air Transport»

**Area of Action from EUSDR Action Plan**

To bring to completion the TEN-T (rail and road) Priority Projects crossing the Danube Region, overcoming the difficulties and the bottlenecks including environmental, economic and political particularly in the cross-border sections.

**Project description (aim, objective, ...)**

Pursuant to common interests of EUSDR & EUSBSR countries is foreseen International Feasibility Study on restoration and further development of E-85 (AGC) – C-E-851 (AGTC) railway and parallel road connections through Ukrainian shortest segment bypass Carpathians between Romanian and Polish borders (see the new TEN-T map of 19/10/2011) for cargo & passengers flows. Besides technical and economic studies accordingly to provision of the Commission’s Communication of 19/10/2011 (“As some infrastructure projects of Union interest might need to pass through neighbourhood 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”), also should be done Strategic Environmental Evaluation, taking into account requirements of Carpathian Convention, have signed by all interested EU Member States + Ukraine and Serbia.

In the same way also should be investigated evident continuation of the railway and road connections E-66 – C-E-66 from Timisoara – Arad pass Cluj – Suceava – Chernivtsi – Vinnitsa to provide shortest cargo & passengers route from East to Adriatic ports.

Project foresees Establishment of GIS – basis and feasibility studies for transport and border infrastructure reconstruction; optimal routing and technical design, aimed clarify further Investment and probable Concessioning to reconstruct actual rail & road network and new objects construction.

**Type of project (national, cross-border, regional, transnational)**

Transnational

**Project duration (start, deadline)**

First stage 2012 - 2014
Thanks for your attention

zinoviy.broyde@gmail.com