

2.TRANSPORT SYSTEM AND MOBILITY IN THE CARPATHIANS





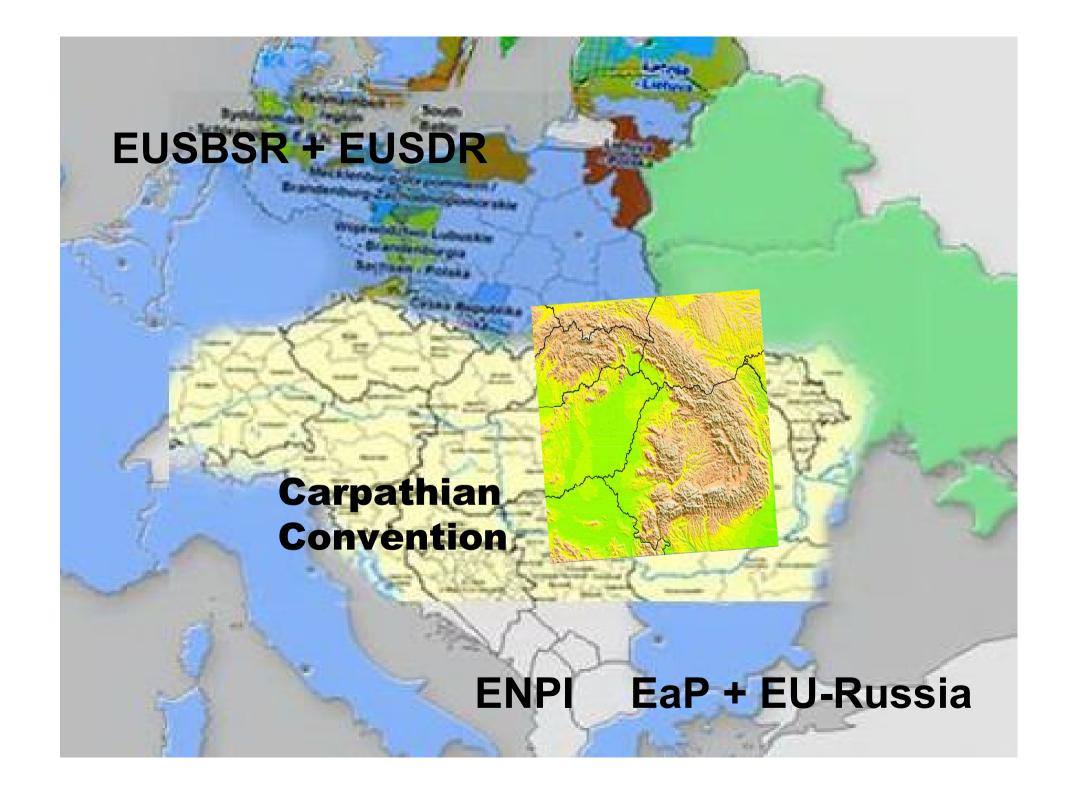
We the undersigned consider the Via Carpathia Road to be of crucial importance to the European Union. The Road plays a vital role in stimulating growth in the Eastern regions of the Union which often suffer from socio-economic difficulties. Via Carpathia and its maintenance, modernisation and development 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:

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





TRANSREGIONAL ALPINE- CARPATHIAN DIMENSION OF DANUBE STRATEGY

Consultation on the EU Strategy for the Danube Region

Partner States, their regions, geo-landscapes and habitats. This disparity can be perceived in social economic and spatial conditions, mentalities/traditions, approaches and accessibility to resources energy, education, mobility, information and other "creature comforts"

Such "patchwise cohort" has, first of all, to find common fields of interests on the way to joint sy solutions to prevent further face-off barriers for macro-regional Sustainable Development. A memory Danube Strategy (EUSDR) establishment can be qualified by term "betweenness" as "a place of a where differences and borders are redefining themselves" (D. Sibony).

This betweenness overcoming opportunity was formulated by EU Commissioner O.Re. restrictive. Borders limit our minds, chain actions, and reduce our influence. Frontiers se innovative. Frontiers free our minds, stimulate action, and increase our influence. Frontiers are nuch riore substantive and functional – even mental – than geographic". From such point of Levisur cessful start up of EUSDR embodiment should be conform to the principle proclaimed by the Fun Artic. To fit the ENPI: "Community assistance may be used for common benefit of Member States and part of countries and their regions, for the purpose of promoting cross-border and transregional conformation through different EU Programs and other tools.

Further development of this EU approach was formulated in the ENPI English Program Strategy Paper 2007 – 2013: "seems that the most successful projects have been those which from the outset have benefited from a sustained high level political support provider from a gonal institutional framework. By contrast, projects that have been implemented through a gonal institutional framework from individual partner countries, rather than with a well defined political multi-lateral framework, have tended to remain isolated, even when successful, and in general have not succeeded in fostering a genuine regional spin-off".

The "natural" challenge of Climate Change in Danube a conshowly receive "anthropogenic" answer through Sustainable Development mechanisms. Using experience of "Industrial Metabolism Refinement" in Rhine basin we can act "implementing our climate and one of package showing how tackling climate change is a dynamic element in a strategy for grown by or bating jobs and boosting energy security under the Europe 2020 approach", how it was proposed by Provident Barroso to EU Heads of State and Government after Copenhagen. Government after Copenhagen.

Water is the general common Resource in Landbe (a)in. It's evident that EUSDR will concert those activities, which are realised immediately in dealing the space, e.g. navigation, or hydro-technical processes in the river basin (irrigation, mojoration, bowels exploitation and mining water pumping, river beds regulation, dredging, sand/grays, mining of the river banks etc.).

In parallel should be revised all office pore autropogenic activities impacting river basin both on more or less constant value and through a semal properties of processing, chemical, forestry-wood-cellulose, all kinds of food, construction may praise prefronte and machine building sectors etc. And especial attention will be paid to hazardous passes afters, waters polluters and potentially danger manufactures.

But the most general topic of EUSER concerns Clean Water Sources in Alps and Carpathians. Under Climate Change this transport problem very soon will became more then obvious.

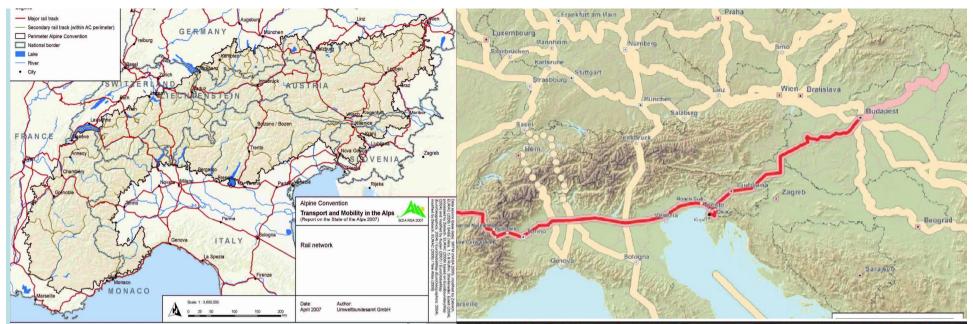


Transregional Alpine-Carpathian interaction in Danube basin

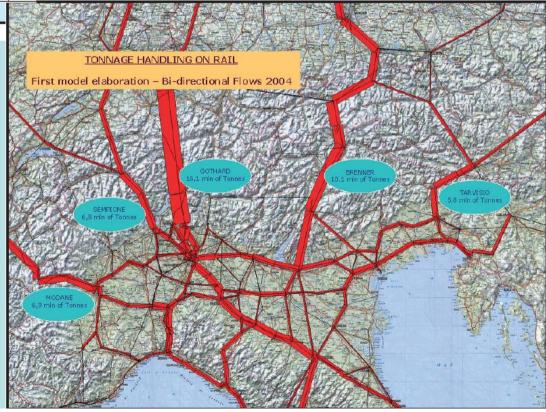
Taking into account actual Alpine and Carpathian Conventions - their last years collaboration should become a "Common Generator" for further EUSDR project's topics. It means utilisation of common and individual achievements and agreements of these Conventions for Sustainable Development of Transport, Energy, Water, Forests. Agriculture and other sectors. As well as both Conventions also foresee intercultural and interethnic reciprocal actions aimed to augment common heritage.

For instance nowadays Alpine and Carpathian Forestry





Alpine experience along the old "Silk Way", for macroregional needs and accordingly to the Alpine Convention Transport Protocol





was summarised in number of European, **CEI** and Carpathian projects and especially discussed through

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4 CEI - Bukovina Workshops in 2006 - 2010 and allows to formulate



Regional Authorities of Chernivtsi Oblast of Ukraine and Suce Romania, with MFA & Ukrainian Ministries both through CEI

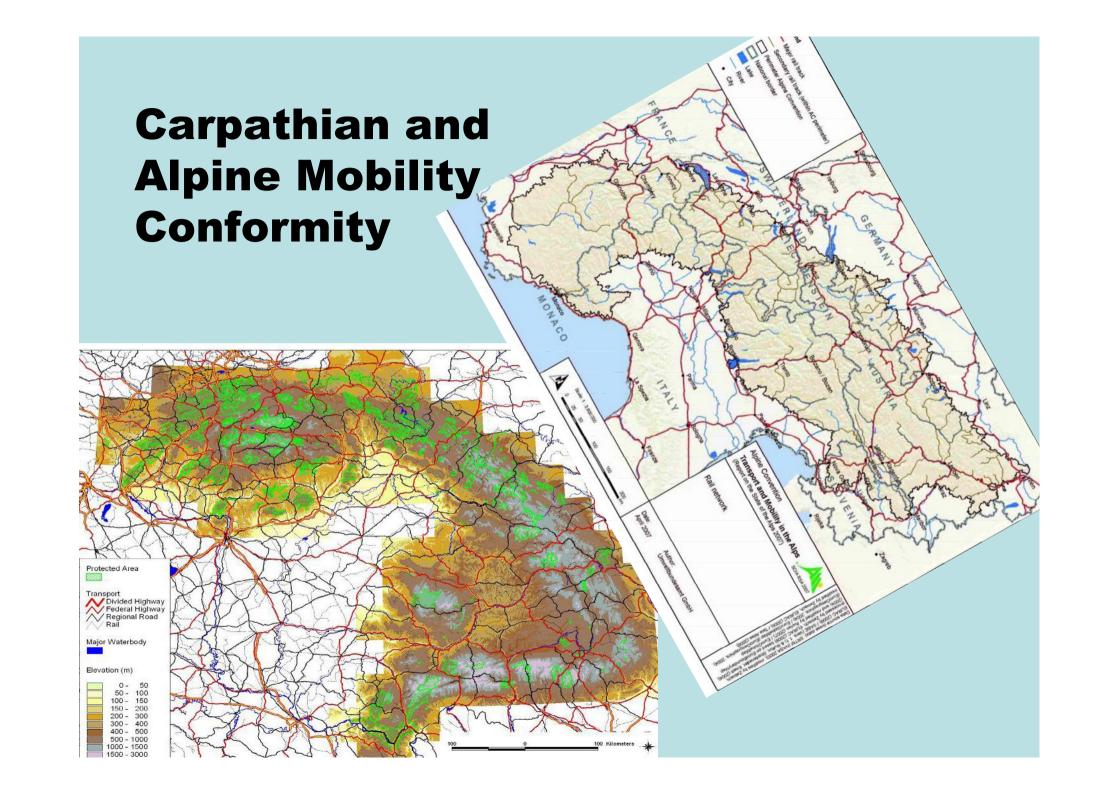
and the correspondent Departments as well as officially throug

Consul in Chemiytsi with MFA of Romania. In parallel this iddiscussed & supported on the meeting of the Assembly of Euro Odessa 03.11.2005., with main Russian Research Centres on C Moscow in January 2006, with Advisor of Romanian President

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he Regions should take actions by themselves to develop transport infrastruc

The Regions should take actions by themselves to develop transport intrastructure in duction was trained, should can approved EU standards and principle of busidiarity. CEI Workshep stemmed from peculiar geopolicical status of Bitdovian located on a crossoad between the path "from Varangian to Greeks". Dypassing 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 Sea. It corresponds to the CEI





COUNCIL OF THE EUROPEAN UNION



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.