



# Sustainable Transport in the Carpathians-

The Carpathian Convention Institutional Experience

Harald Egerer  
“Sustainable tourism and accessibility in mountains areas” - SWOMM 2013 - Vienna

Pictures: A. Czaderna, A & D. Nowak, Pieniny National Park



# The Carpathians



The green  
Jewel in the  
heart of Europe

Czech Republic, Hungary, Poland,  
Romania, Serbia, Slovak Republic,  
Ukraine





# The Carpathian Convention at a glance

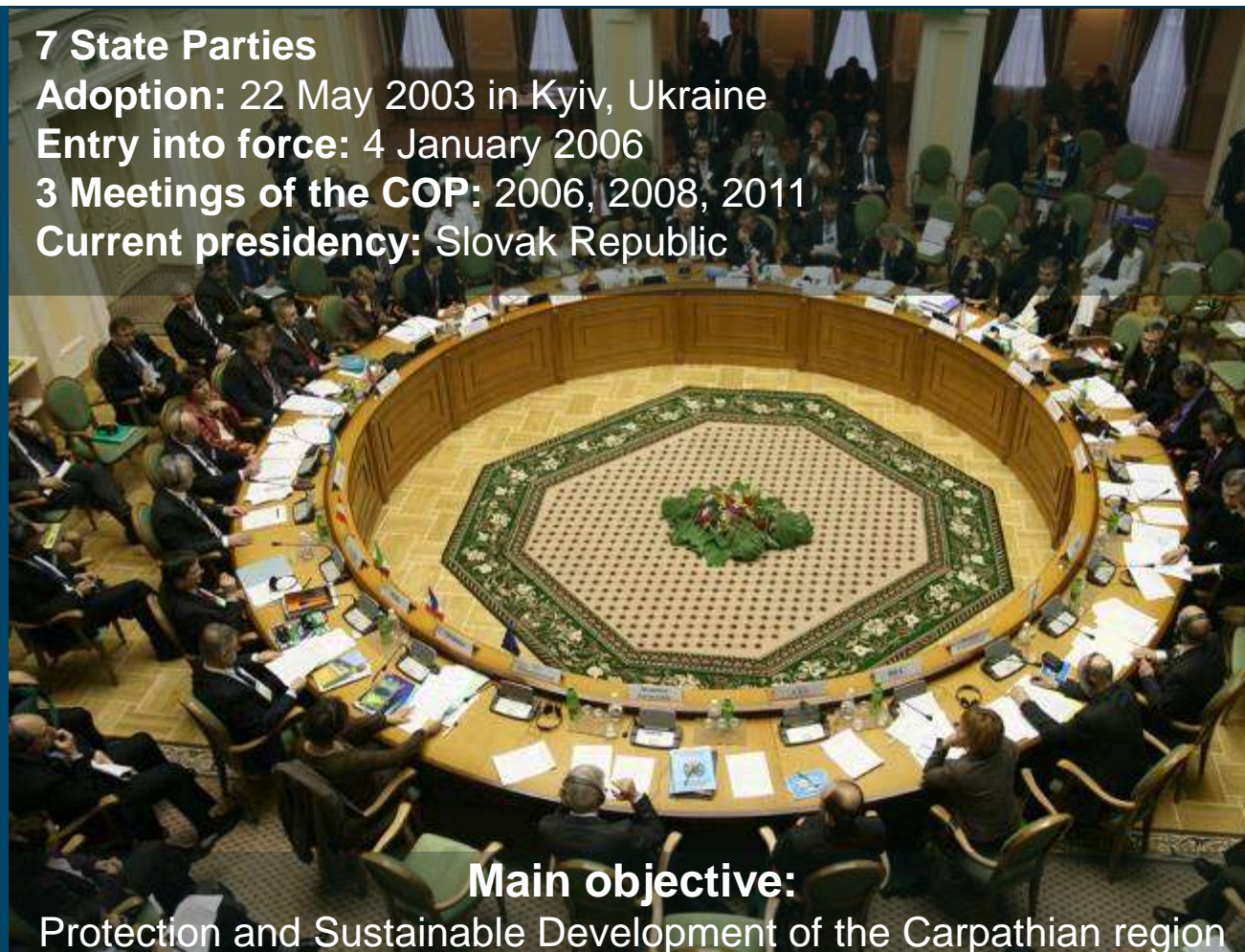
**7 State Parties**

**Adoption:** 22 May 2003 in Kyiv, Ukraine

**Entry into force:** 4 January 2006

**3 Meetings of the COP:** 2006, 2008, 2011

**Current presidency:** Slovak Republic



**Main objective:**

Protection and Sustainable Development of the Carpathian region



# The Convention as an Institution



Conference of the Parties

Carpathian Convention  
Implementation Committee  
CCIC



WG  
Sustainable  
Agriculture  
and Rural  
Development

WG  
Biodiversity

WG  
Sustainable  
Tourism

WG  
Sustainable  
Transport and  
Infrastructure

WG Spatial  
Development

WG on  
Adaptation to  
Climate  
Change

Carpathian  
Network of  
Protected  
Areas (CNPA)  
Steering  
Committee



# Partnerships

- Alpine Convention
- Ramsar Convention
- Carpathian EcoRegion Initiative
- Central European Initiative (CEI)
- Convention on Biological Diversity
- Science for Carpathians Initiatives
- EURAC



# The Convention as a legal framework

## The Framework Convention on the Protection and Sustainable Development of the Carpathians

Biodiversity and  
Forest Protocol\*  
(Entered into force)

Tourism Protocol  
(Adopted)

Other Protocols to be  
elaborated

New Protocols under elaboration e.g. transport and infrastructure, cultural heritage





# The Carpathian Transport Situation

1. Situation and Problems
2. Concrete Actions
3. Recommendations and Opportunities



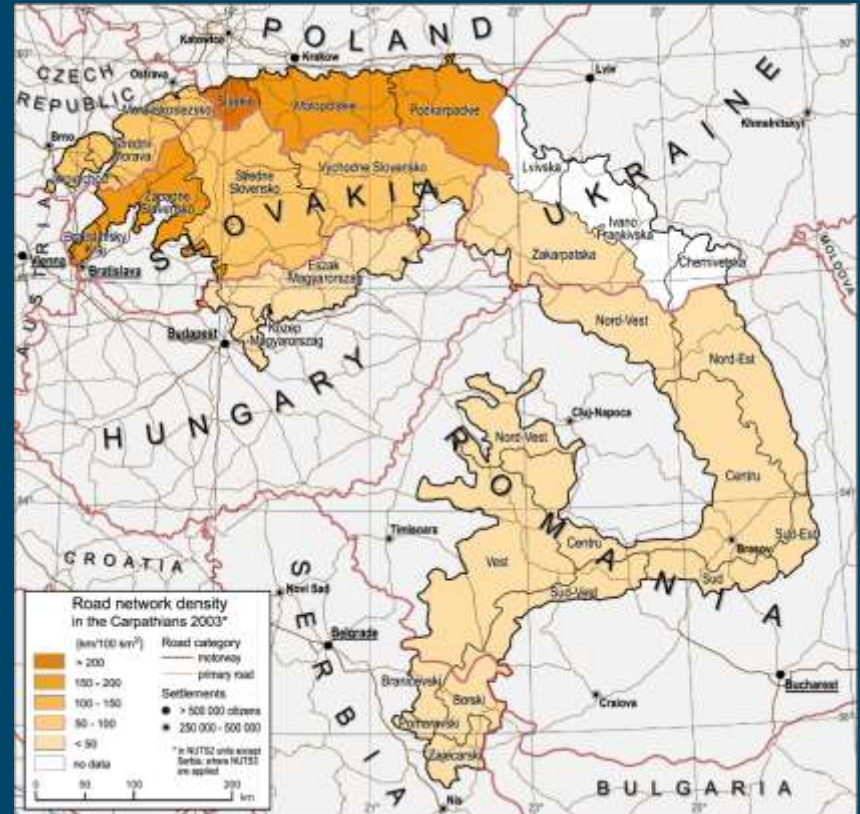
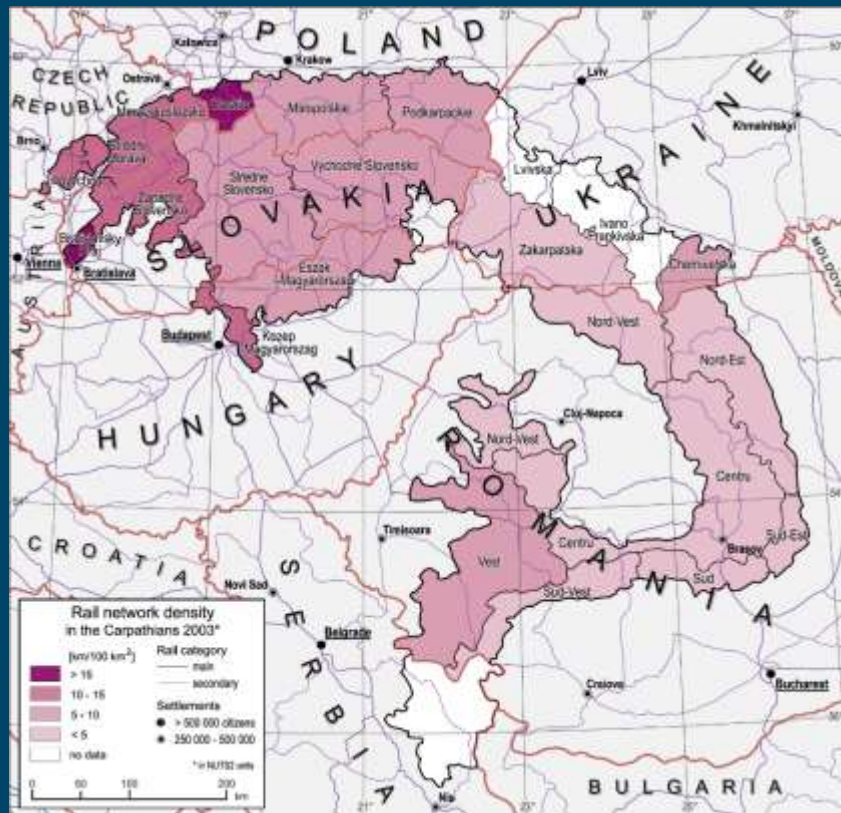
# 1. The Carpathian Transport Network

- 4 primary routes (not motorways) and 5 main railway routes are crossing the Carpathians
- Carpathians as natural barrier to the development of East-West networks
- Two important considerations:
  - To expand international traffic flows Eastwards
  - Preserve the natural beauty and richness of the Carpathians
- Some of the new highways are harming the natural scenery, especially Besdkydy Morava (Skalite), Javroniky (Bytca) and the south of Tatra Park

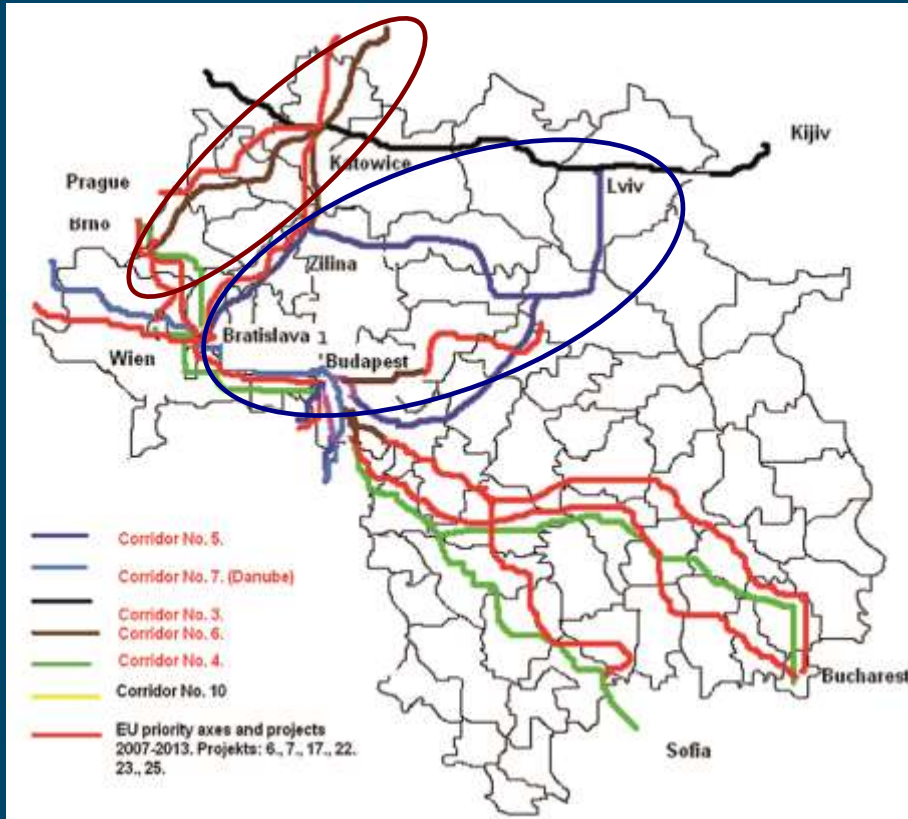




# 1. Rail and Road Network Density



# 1. Crossing by Road ... TEN in the Carpathians



- 2 major corridors cross the Carpathians (nr. 5 and 6)
- 2 others lie in the Northern (nr. 3) and in the Southern part (nr.4)
- Most important hub in the Carpathians: Budapest
- Quality of facilities of roads are different;
- Roads inadequate to the traffic needs;
- High level of car accidents;

# 1. Crossing by Road ... TEN in the Carpathians



Route E75 - Cars and Truck traffic overlap:  
Speed is set by trucks



# 1. Crossing by Train



# The Carpathian and the Danube Regions



(source: WWF Danube Carpathian Programme)





# The Carpathians within the EU Danube Strategy

**The Carpathian Convention contributes to the main pillars of the EU Danube Strategy**



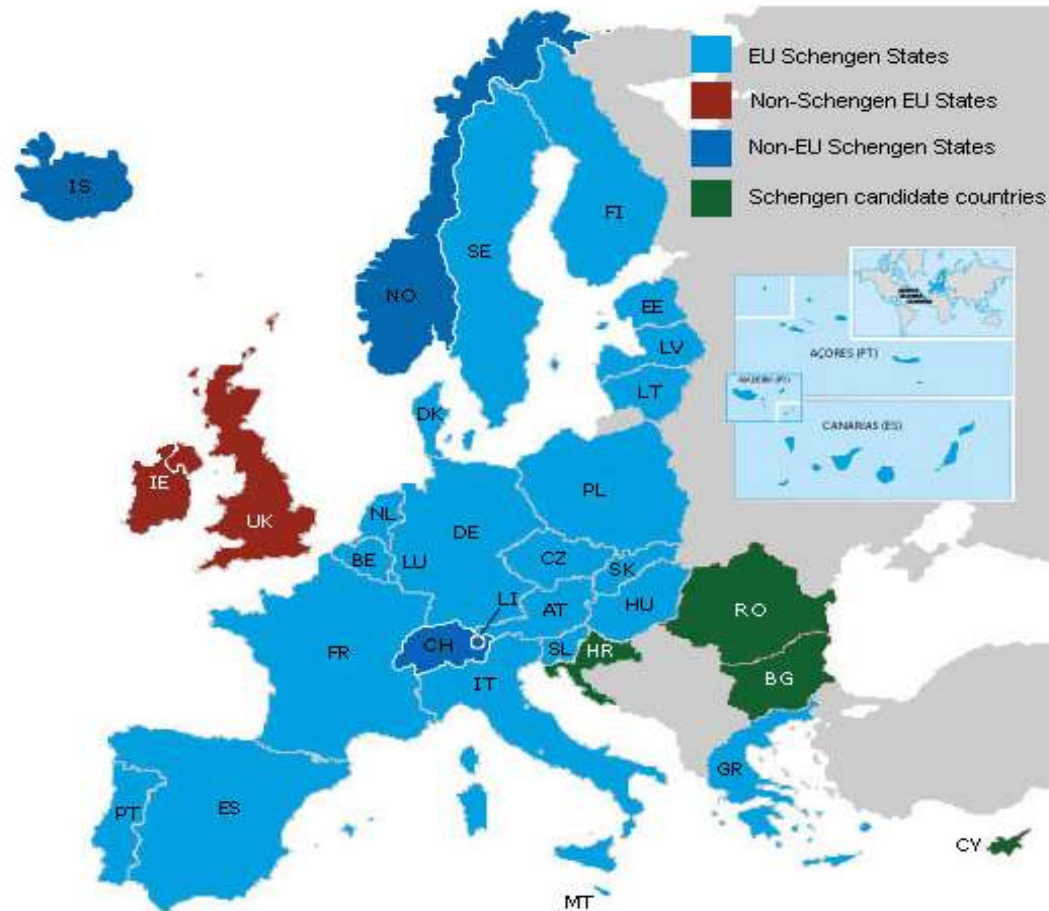
**BUT** some important Priority Areas for the Carpathians are missing

- Sustainable Forest Management
- Sustainable Agriculture and Rural Development
- Cultural Heritage
- Sustainable Tourism
- Sustainable Transport and Infrastructure and Accessibility



# Boundaries cutting the Carpathian Region

Schengen Area as of 1/7/2013



(source: <http://ec.europa.eu>)

# The Alps vs. the Carpathians



They share many geographic and natural features  
**BUT**

After the middle of the 19<sup>th</sup> century, development trends bifurcated radically:

The Alpine regions are the most advanced and richest regions within rich countries (with a few exceptions)

The Carpathian regions are mostly the poorest regions within poor countries (with a few exceptions)



# The Alps vs. the Carpathians

- Alpine Convention
- Ratified by EU
- Alpine Space Programme
- EU Alpine Strategy – advanced stage
  - Resolution of the European Parliament of 23 May 2013 on the Alpine Strategy



- Carpathian Convention
- Not ratified yet by EU
- EU Programmes are missing !
- EU Strategy / macroregion?





## 2. Alpine Carpathian Corridor Project





## 2. ACCESS2MOUNTAIN project

### ACCESS2MOUNTAIN project



#### -Development of the CC Transport Protocol

##### ➤ Way Ahead for the Adoption:

- next CC Implementation Committee(CCIC), 18-20 February 2014, Prague(CR)
- COP4 , 24-26 September 2014, Mikulov(CR)

#### -Exchange of information and best practices between the Alpine and Carpathians convention

#### -Follow-up?



## 2. EST goes EAST Clearing-House (EgE)

Portal and source for information exchange, knowledge, news and experience

Main facilities include:

1. Searchable databases of EST 'Good Practices' / Case studies;
2. 'Strategy & Policy' databases to promote new EST knowledge sharing ;
3. Data and figures to understand trends and promote 'Good Practices' in EST;
4. Environment-related Transport information and news;
5. 'Contacts/ Useful Links' pages to facilitate networking between Transport & Environment institutions and organizations

Goal: promotion of Environmentally Sustainable Transport (EST) in Central & Eastern Europe



### 3. Recommendations and Opportunities

Policies should reflect different levels:

- Local Transport
  - Regional and interregional transport
  - International/cross border transport
- 
- Local Transport:
    - Preserved mini railways in forests
    - Denser and better quality road network
    - Build bicycle road network
    - Strict limitations regarding cross-motocycling
    - Strict traffic limitations in wild forest ecosystems



### 3. Recommendations and Opportunities

Figure 31: Conflicts and synergies between natural protection and human activities in the Carpathian Region - synthesis of the national spatial development documents.



Source: Maciej Bors, Urbanproject, Carpathian Project Strategic Workshop for Spatial Planning

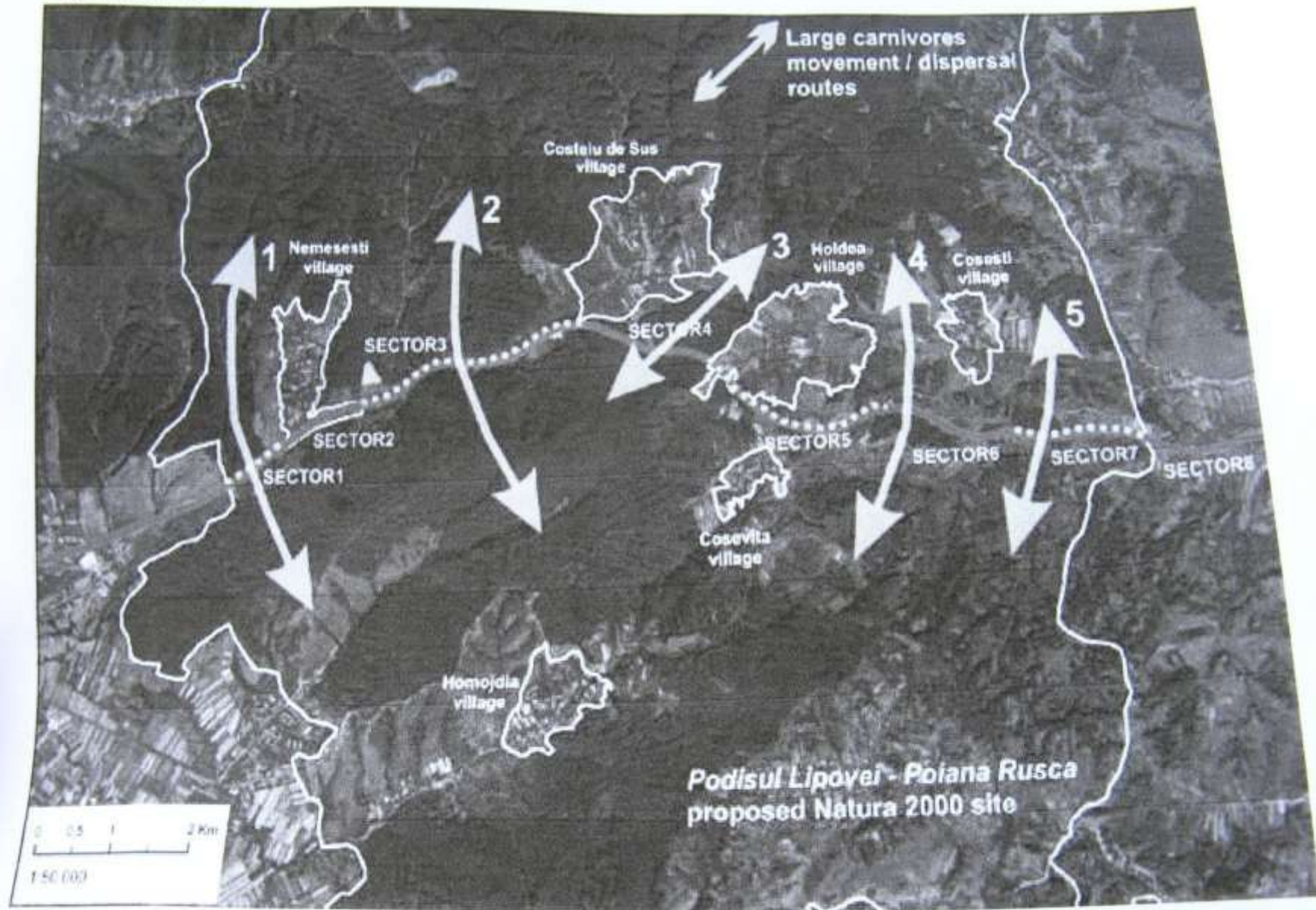
➤ Transport development VS biodiversity conservation

➤ Danger/Risk: ecological connectivity is endangered

➤ Key challenge: To provide **ACCESSIBILITY** by guaranteeing **SUSTAINABILITY**



Fig. 4. The Lugoj - Deva motorway intersecting a proposed Natura 2000 site and blocking large carnivore's dispersal routes



The motorway will intersect the Podisul Lipovei - Poiana Rusca proposed Natura 2000 site for a length of 11.7 kilometers [between km 48 + 125 and km 59 + 750 points] of which only five sectors still offer viable large





Greenbridge

Relocated  
Motorway  
Sector

Greenbridge

3B

Motorway

Communal Road

Relocated Communal Road

Railway

Forestry Road

2B

Railway

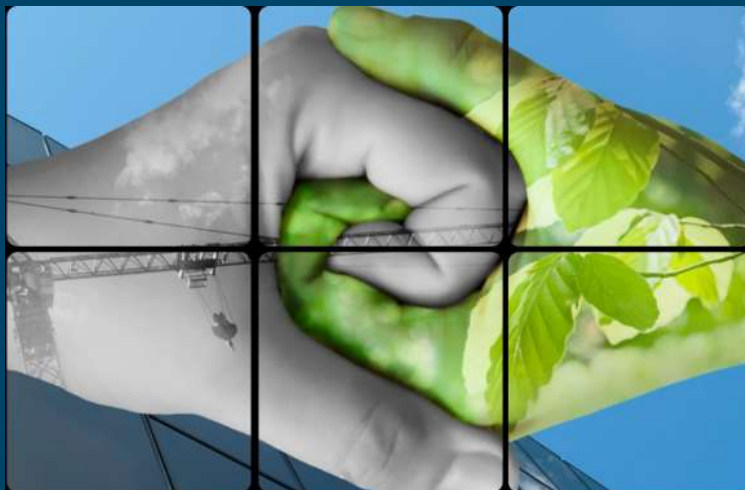
Inside the proposed  
Natura 2000 site

0 50 100 200 300 m

1:10.000

# Important difference Alps/Carpathians

Prevention is better than cure!



The way ahead:  
Protocol on Sustainable Transport  
Carpathian Macro-regional Strategy



# Thank you for your attention

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