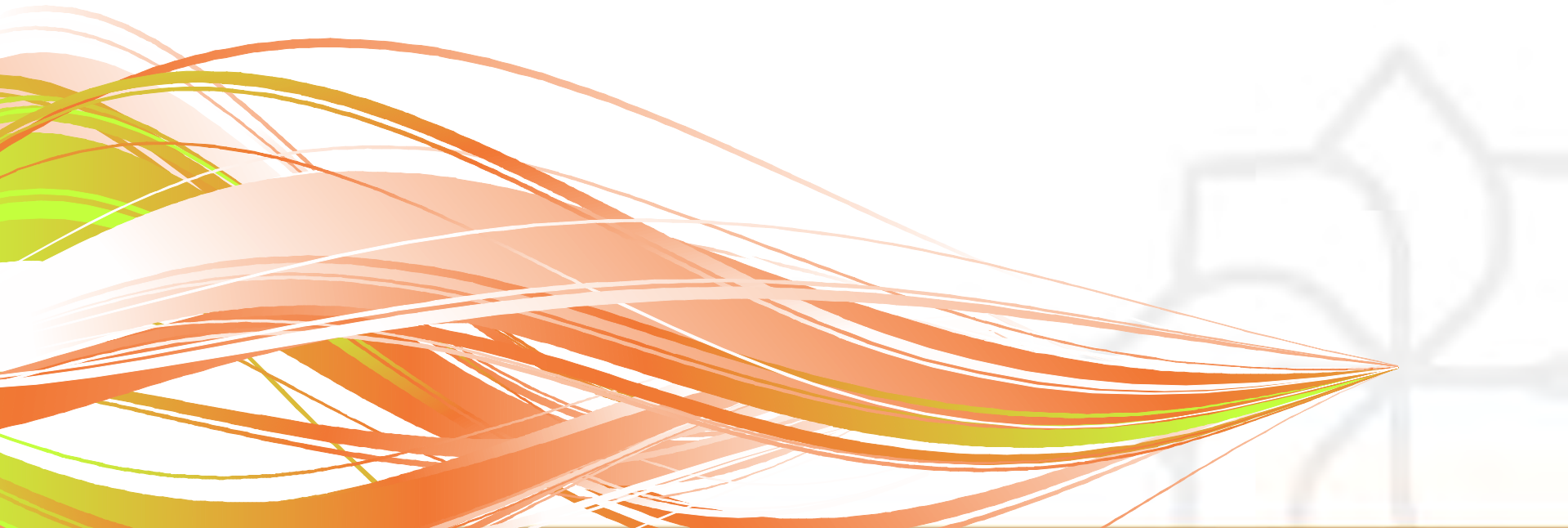




# puremobility2puremountains

International Conference | National Park Gesäuse, Austria

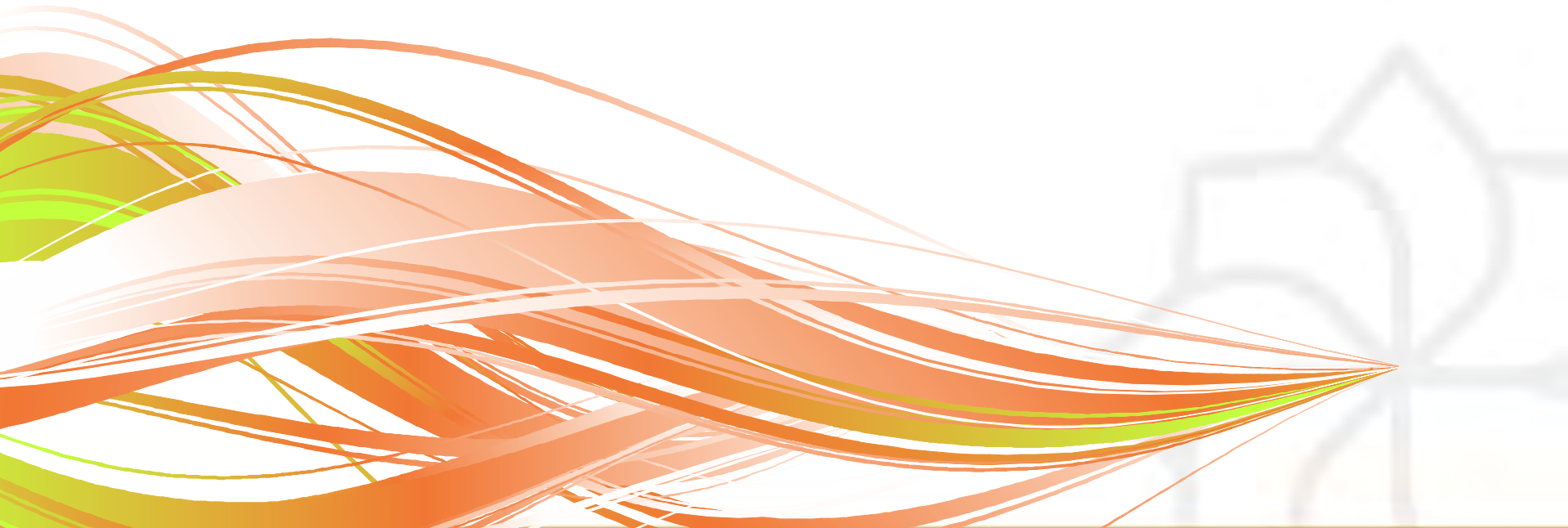
1<sup>st</sup> to 3<sup>rd</sup> of April 2014





## Block 5

# POLICY DEVELOPMENT AND COOPERATION





# Matthias JUREK

UNEP Vienna - Interim Secretariat of the  
Carpathian Convention

Austria

## **Developing the Transport Protocol to the Carpathian Convention**

Jointly for our common future



Draft Protocol on Sustainable Transport  
to the Framework Convention on the Protection and  
Sustainable Development of the Carpathians

## Towards a Carpathian Convention Transport Protocol

Access2Mountain Final Conference,  
Admont, 2 April, 2014

Matthias Jurek, repres. UNEP Vienna ISCC



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# The Carpathians



The green  
Jewel in the  
heart of Europe

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

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## The Carpathian Convention at a glance

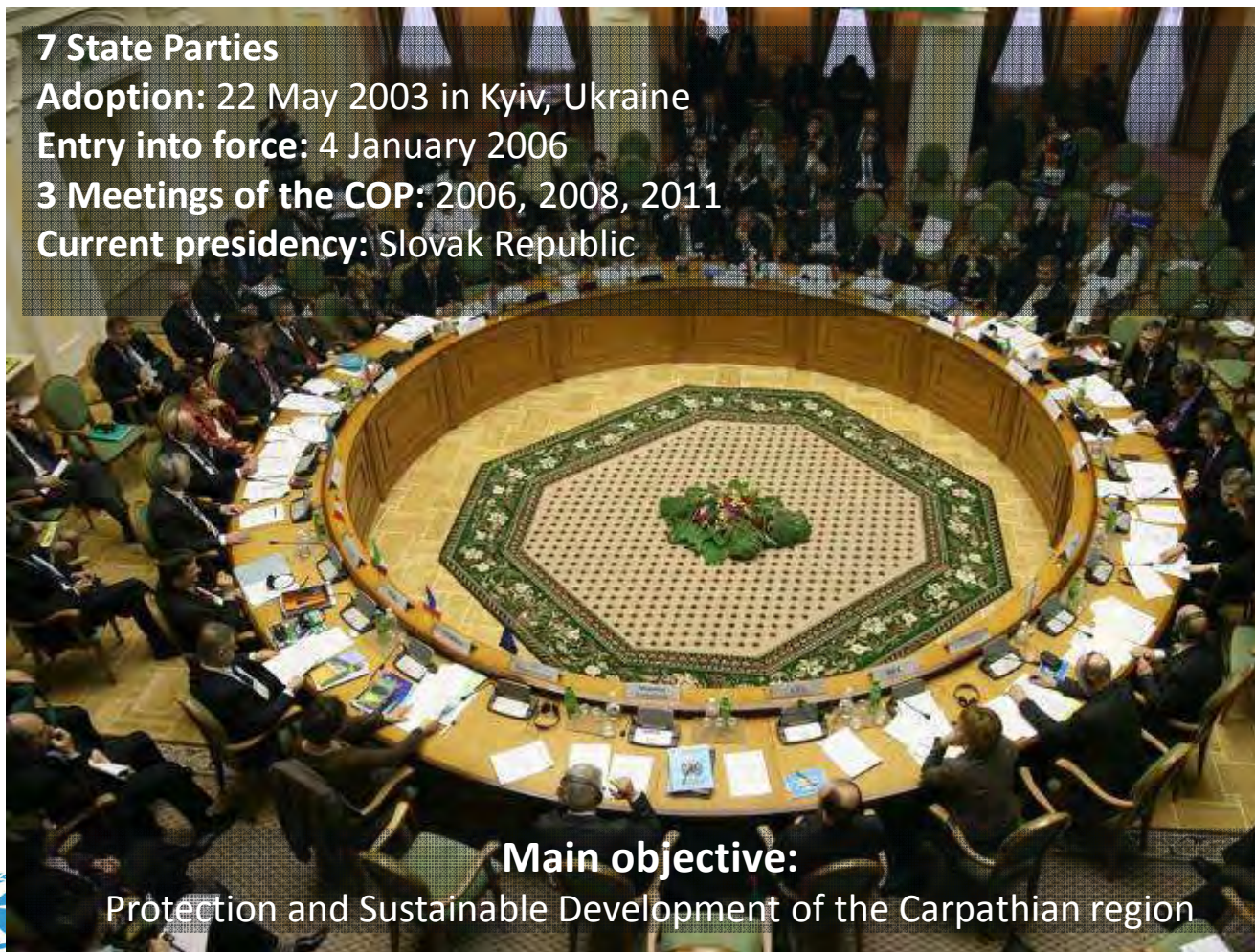
**7 State Parties**

**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

23.09.2014 - 26.09.2014  
COP4 - Fourth Meeting of the  
Conference of the Parties to the  
Carpathian Convention

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

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## Partnerships

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



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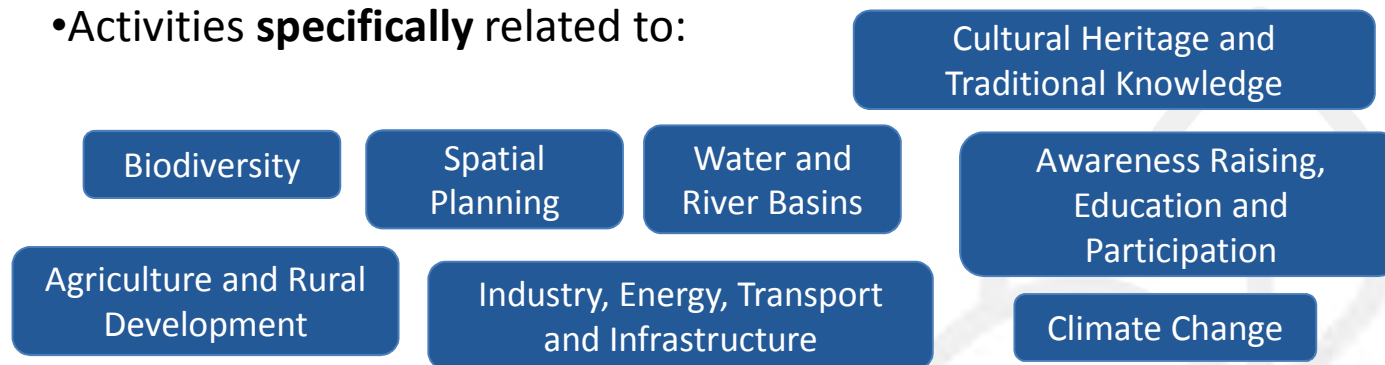




Pictures: A. Czaderna, A.& D. Nowak, Pieniny National Park

## Activities in general

- Development of new **Protocols**
- Establishment of **strategic partnerships with key actors** in the region, towards the realization of **strategic projects** and initiatives within the Carpathians and beyond.
- Cooperation with thematic Working Groups
- Activities **specifically** related to:



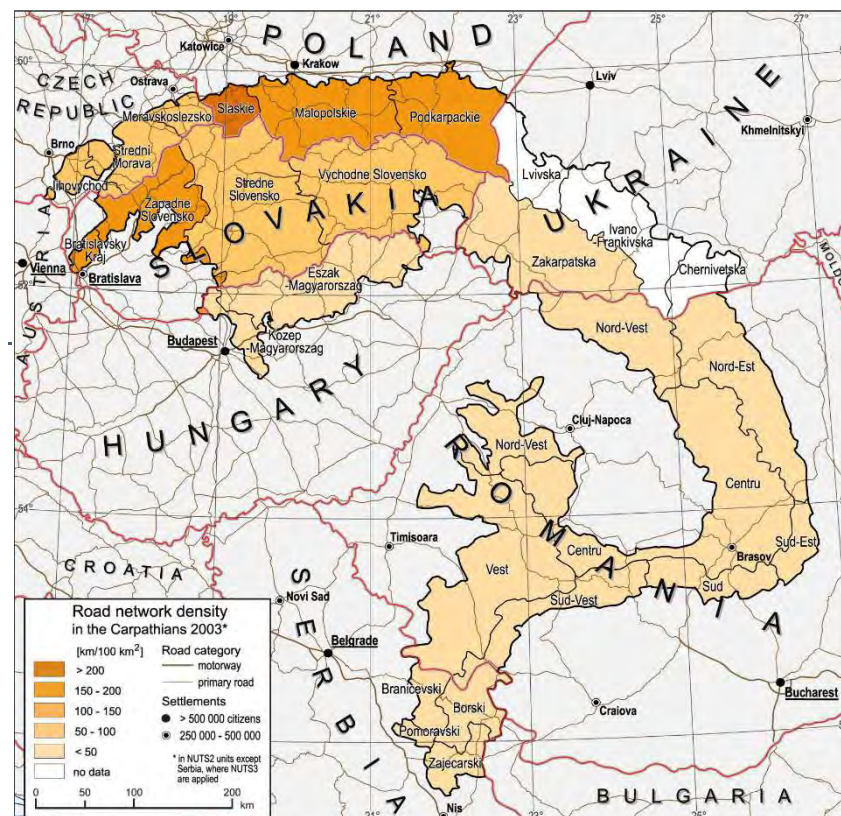
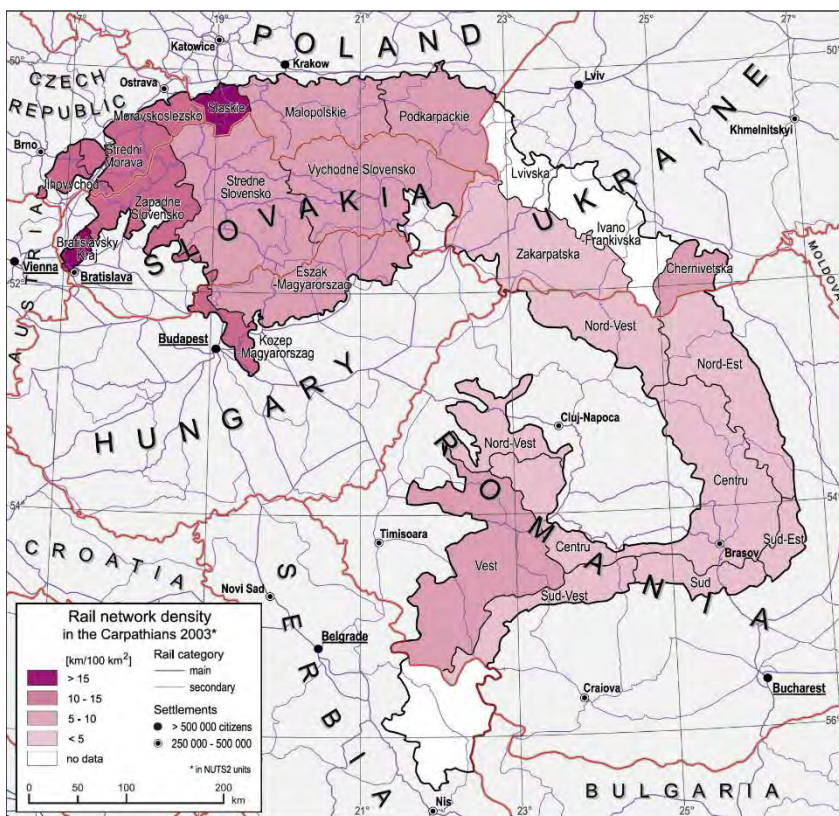
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## The Carpathian Transport Network

- 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

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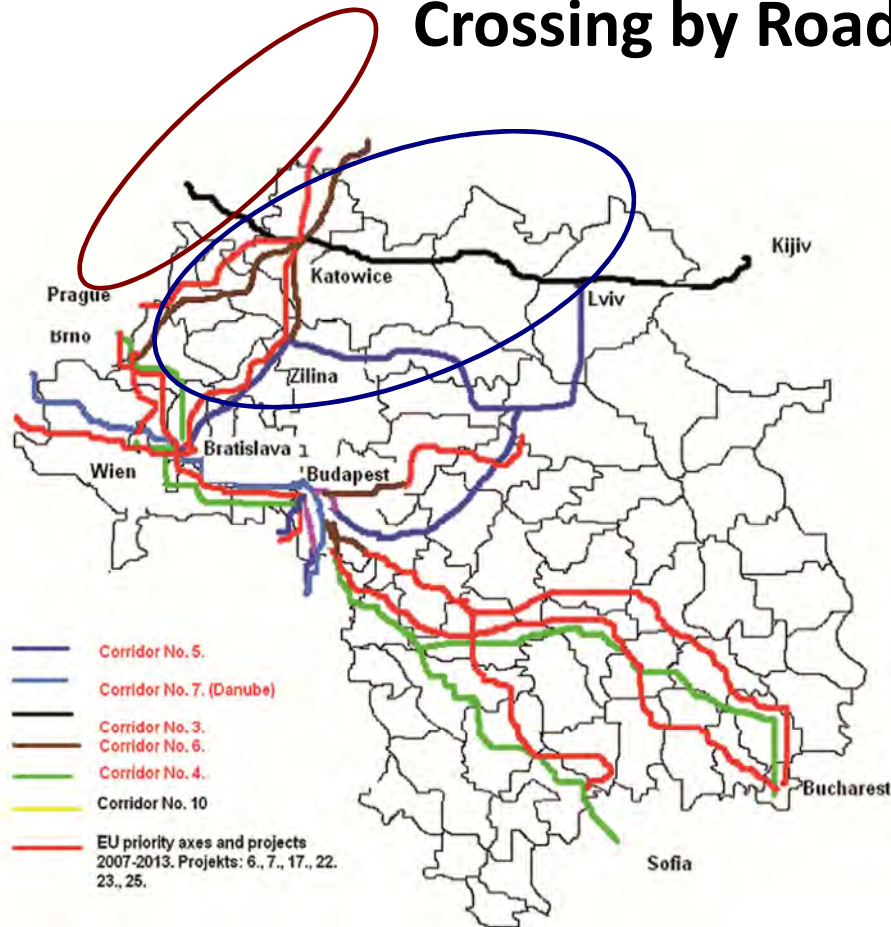
# Rail and Road Network Density



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## 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;

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

- 20,000 – 25,000 vehicles daily, in the two directions
- 20 – 40% is freight traffic; increasing due to upcoming industrialization

*Similar problems at Corridor 4 (Budapest – Constance)*

➤ Romanian Trans-Carpathian Corridor  
(route E60: Oradea-Cluj -Sibiu-Pitesti)

- 15,000 vehicles per day
- 25% freight traffic

*Similar Problems also on other roads, like the  
Cadca-Bystrice tract (E75) on Czech-Slovak pass*

➤ Some of the new highways are harming the  
natural scenery



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## Crossing by Train

- Railways play an important role in the modal split of passengers
- 30% of freight and passenger transport in the Carpathians is rail transport
- Multiplication of railway lines connected with the newly industrialized areas;
- Railway stations near Carpathian mountain passes are gaining strategic importance;
- Inheritance of the socialist period
- Low quality of trains, railway stations ... But good standard of punctuality and reliability



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## 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-motorcycling
    - Strict traffic limitations in wild forest ecosystems



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## Recommendations and Opportunities

### ➤ Regional and interregional transport:

- Preservation of present role of railway services
- Reorganize bus service in areas with low passenger traffic
- Use of fast and comfortable IC train services for domestic passenger transport between regional centers

### ➤ International transport:

- Improvement of the present cross-Carpathian lines and establishing of new ones (especially the railway lines)
- Air connection should be established with a wider circle of cities
- Carefully planned complex systems of high-speed road
- Coordination between the high-speed railway lines of the TINA project and the TEN networks of the EU member states
- Not too many project ideas by the implementation of single ones which are realistic

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## Recommendations and Opportunities



- Transport development VS biodiversity conservation
- Danger/Risk: ecological connectivity is endangered
- Key challenge: **To provide ACCESSIBILITY by guaranteeing SUSTAINABILITY**

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# AKK Project

AKK - Alpine-Carpathian Corridor Project  
(Funded under Crossborder programme:  
Austria – Slovakia)

[www.alpenkarpatenkorridor.at](http://www.alpenkarpatenkorridor.at)

## Main objectives:

-To safeguard the ecological connectivity between the Alps and the Carpathians, within the Centroe region. Migration and genetical exchange among wildlife populations shall be secured.

- To strengthen conservation management for the protected areas along the Alpine Carpathian Corridor and neighbouring habitats.

Political Output of the Project:  
Memorandum of Understanding



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In cooperation with State Nature Conservancy of the Slovak Republic

**would like to invite you to a scientific workshop:**

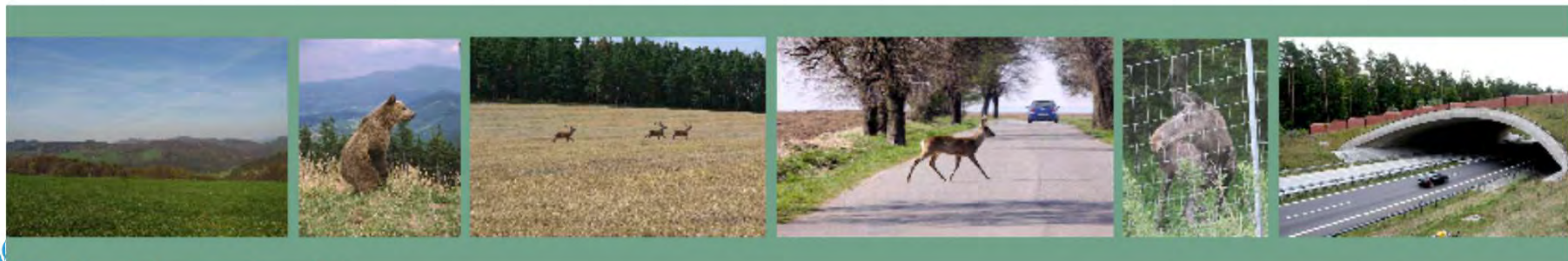
### "Transportation Infrastructure and Wildlife Corridors – learning from experience."

which will take place **October 16 - 18, 2013 in hotel Fontána, Luhačovice, Czech Republic**

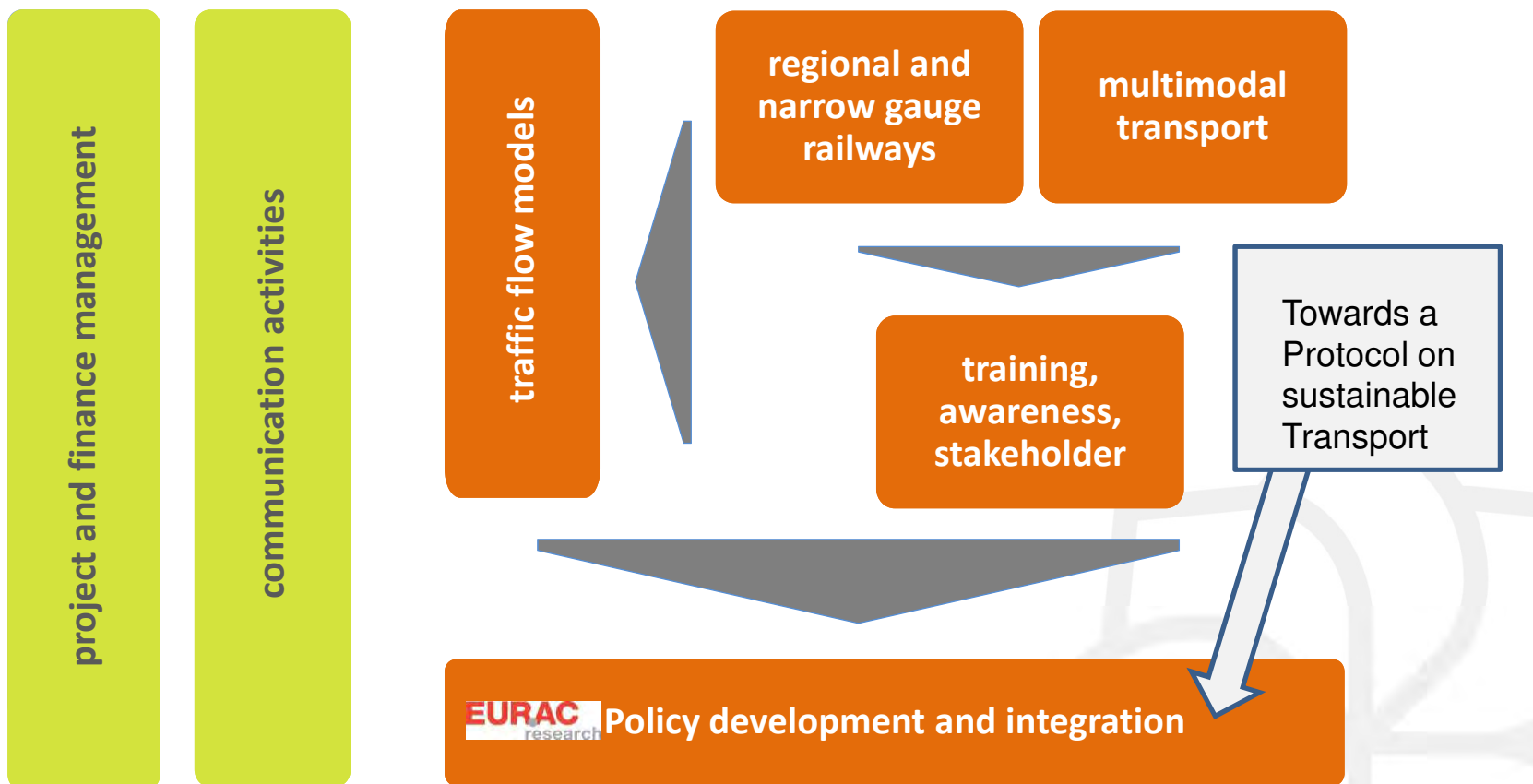
The topic of the workshop will be wildlife corridors and their importance in preventing fragmentation of the environment, with special focus on the Carpathian area. The workshop will be held in English language and its programme will contain oral presentations, posters, working group discussions and an excursion on the last day. The main objective of the meeting is to exchange experience regarding ecological networks (example of good practices methodologies, legislation, monitoring and evaluation, etc.) in order to manage expected development of transportation infrastructure in the Carpathian area in the near future with minimum negative impacts on the environment and animal populations. Both active and passive participants interested in these issues (policy and decision makers, researchers, students, construction engineers, biologists, etc.) are welcome to attend the workshop. Detailed information (including registration, deadlines, fees, accommodation, excursion, etc.) will be available at the workshop's website: <http://iene.cdv.cz>. You can also direct your questions to members of our organizing committee:

Václav Hlaváč NCA CR  
[vaclav.hlavac@nature.cz](mailto:vaclav.hlavac@nature.cz)

Jiří Jedlička TRC CR  
[jiri.jedlicka@cdv.cz](mailto:jiri.jedlicka@cdv.cz)



## Work Plan



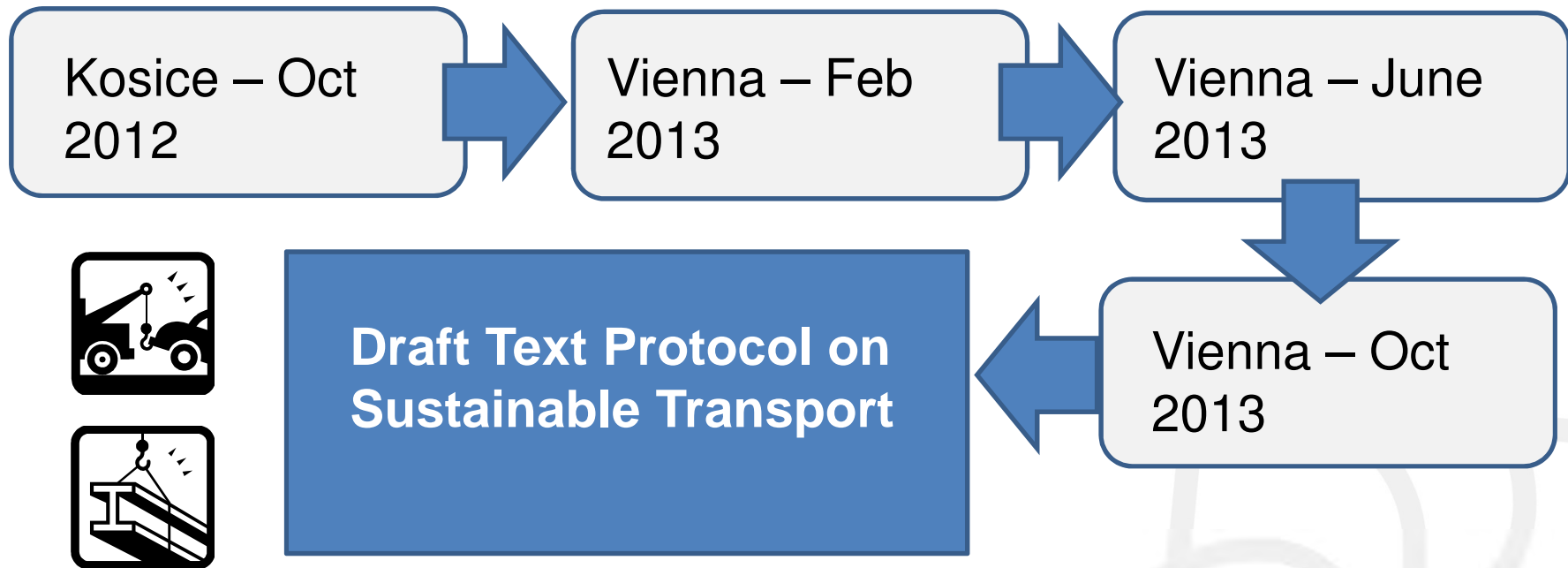


## Towards Draft Text Protocol on Sustainable Transport

- In strong collaboration with EURAC and Interim Secretariat of the Carpathian Convention (UNEP Vienna) towards elaboration of draft Text Protocol
- Already gained good basis: VASICA, EURAC study, recommendations from previous WGs,...
- Strong inputs from the Alps (Experience sharing with Alpine Convention) and Carpathians: Results gained through Access2Mountain project into draft text → from science to policy
- General major challenge faced: how to balance transport/regional development need with environmental protection
- WG: Participants from countries (MoT and MoE) and civil society (in particular IENE and WWF)

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## Towards Draft Text Protocol on Sustainable Transport



## Some key provisions of the Transport Protocol

### Objectives, Geographical Scope and Definitions

- **General objectives and principles**

“ (...) development of sustainable freight and passenger transport and related infrastructure in the Carpathians for the benefit of present and future generations with the objective to contribute to the sustainable development of the region while avoiding, minimizing and, where necessary, mitigating and compensating negative environmental and socio-economic impacts of transport and related infrastructure development. (...) ”

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- **Fields of cooperation:**

- sustainable transport and related infrastructure planning and development;
- sustainable multi-modal transport policies for access to urban, rural, remote areas and tourist destinations in the Carpathians;
- reduction of negative impacts on human health and improvement of transportation safety;
- avoiding fragmentation of natural and semi-natural habitats;
- maintenance and improvement of ecological connectivity on the local, national and regional level;

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- **Fields of cooperation:**

- development and promotion of environmentally friendly transport models and systems, in particular, in environmentally sensitive areas;
- sustainable transport planning and traffic management;
- infrastructural functionality of the transport network;
- improvement or maintenance of transport infrastructure in terms of efficiency, safety, security passenger and freight mobility and emissions of greenhouse gases. (...)

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## Specific measures

- Transport Infrastructure networks and their connectivity
- Road transport
- Rail transport
- Water transport
- Air transport
- Non motorized transportation
- Traffic Management System
- Safety standards

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# Meeting of the CC Implementation Committee, Prague, February 2014



## **DECISION COP3/5**

*Sustainable transport and infrastructure, Industry and energy  
Article 8 of the Carpathian Convention, Article 10 of the Carpathian  
Convention*

### *The Carpathian Convention Implementation Committee*

- Considers the Protocol on Sustainable Transport developed by the Working Group on WG on Sustainable Industry, Energy, Transport and Infrastructure and agrees for its submission to COP4 for adoption;

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**Thank you for your attention!**



Contacts:

[matthias.jurek@unvienna.org](mailto:matthias.jurek@unvienna.org)

**Prevention is better than cure!**

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# puremobility2puremountains

International Conference | National Park Gesäuse, Austria

1<sup>st</sup> to 3<sup>rd</sup> of April 2014

