



Council of the  
European Union

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#### INFORMATION NOTE

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From: General Secretariat of the Council

To: Council

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Subject: **Any other business**

Benefits for regions resulting from the implementation of the route Via  
Carpatia (Conference held in Łańcut, Poland, on 17 April 2019)

– information from the Polish delegation

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Delegations will find attached an information note prepared by the Polish delegation on the above-mentioned subject for consideration under "Any other business" at the meeting of the Council (Transport, Telecommunications and Energy) on 6 June 2019.

**TTE (transport) Council on 6 June 2019**

**AOB: Benefits for regions resulting from the implementation of the route Via Carpatia  
(Conference held in Łańcut, Poland, on 17 April 2019)**

**- information from the Polish delegation**

Representatives of Poland, Belarus, Bulgaria, Croatia, Lithuania, Romania, Slovakia, Turkey, Ukraine, Hungary and the European Commission participated on April 17, 2019 in a conference organised in Łańcut entitled "Benefits for the regions resulting from the implementation of the Via Carpatia route".

During the conference, the Łańcut Declaration III was signed regarding the strengthening of cooperation in the area of transport in Central and Southern Europe. The Declaration envisages the continuation of the development of the Via Carpatia route and the accession of new members to this initiative. It also assumes the inclusion of Via Carpatia as a priority for national transport policies.

The transport ministers present at the conference asked the European Commission to include the Via Carpatia road corridor into the core network during the upcoming review of the Trans-European Transport Network (TEN-T).

The idea behind the creation of the Via Carpatia road route is to implement the concept of creating a high-performance road parallel to the Eastern border of the EU, connecting in the shortest possible way, the Baltic countries with the Black, Adriatic and Aegean basins. The project will not only create an important transport axis for Central and Eastern Europe, but will also provide a more convenient connection with EU neighbours - Belarus, Ukraine and Turkey. Harmonization of the development of transport infrastructure along this route will contribute to reducing the differences in economic development between the Eastern regions of the European Union and its other parts.

Currently, Via Carpatia has more than 8,800 km and runs through regions inhabited by over 125 million people. Implementation of the initiative of creation the Via Carpatia route is a part of pursuit to ensure greater economic, social and territorial cohesion in Europe, reinforce transport accessibility and logistic potential, and promote economic exchange both in a regional and international context.

Via Carpatia, due to its extent, is also a route of military importance, which is particularly essential in the present times and the ongoing debate on Military Mobility. This is not only significant for EU countries, but also for the countries of the close neighbourhood as well as the EU integration with the Eastern Partnership countries.

Via Carpatia is an open project. In order to ensure an enhanced network effect, one should be interested in its further extension. From the geo-political point of view, it seems that the project might be also interesting for the EU countries lying from Lithuania northwards. If it covers other countries and parts of the Western Balkans, combining the Via Carpatia project with the existing Turkey road system will make it an intercontinental project.

In connection to the above, we would like to encourage the European Commission to take into account the above-mentioned arguments in considering the submitted Application for including Via Carpatia to the TEN-T core network.

## ANNEX

The Łańcut Declaration – III on strengthening the cooperation in the area of transport in Central and Southern Europe and continuation of the Via Carpatia developments and accession of the new Member States to the Via Carpatia group



## **THE ŁAŃCUT DECLARATION - III**

**OF THE MINISTERS RESPONSIBLE FOR TRANSPORT  
OF THE REPUBLIC OF BELARUS, THE REPUBLIC OF BULGARIA, THE REPUBLIC OF CROATIA,  
HUNGARY, THE REPUBLIC OF LITHUANIA,  
THE REPUBLIC OF POLAND, ROMANIA, THE SLOVAK REPUBLIC, THE REPUBLIC OF TURKEY  
and UKRAINE**

**ON STRENGTHENING THE COOPERATION IN THE AREA OF TRANSPORT  
IN CENTRAL AND SOUTHERN EUROPE AND CONTINUATION OF THE VIA CARPATIA DEVELOPMENTS  
AND  
ACCESSION OF THE NEW MEMBERS TO THE VIA CARPATIA GROUP**

Ministers responsible for transport of the Republic of Belarus, the Republic of Bulgaria, the Republic of Croatia, Hungary, the Republic of Lithuania, the Republic of Poland, the Slovak Republic, Romania, the Republic of Turkey and Ukraine,

In order to continue, enhance and facilitate cooperation for the development of sustainable freight and passenger transport and related infrastructure for the benefit of present and future generations and the sustainable development while avoiding, minimizing and, where necessary, mitigating and compensating negative environmental and socio-economic impacts of transport and related infrastructure,

BEARING IN MIND the need to continue the process of elimination of missing links and bottlenecks in the current transport network, taking into account all the economic, social and environmental factors,

TAKING INTO ACCOUNT new developments in global, European, regional and local dimensions creating significant challenges for the Central Europe region since the first Łańcut Declaration signed in Łańcut, Poland on 27<sup>th</sup> October 2006 where the Via Carpatia project was commenced,

INCLUDING adopted the United Nations Sustainable Development Goals in 2015 and provisions included into the second Łańcut Declaration signed on 3<sup>rd</sup> March 2016 by the Via Carpatia supporting countries group,

EXPRESSING satisfaction that the Republic of Belarus and the Republic of Croatia decided to join the Via Carpatia project and hoping for its further expansion,

HIGHLIGHTING the importance of an integrated, sustainable and efficient transport infrastructure in the Carpathian region which is a significant area in the Central Europe demanding a joint EU level policy,

PURSUING the necessity to ensure seamless transport among neighboring regions located or directly connected to the Carpathian mountains, and further to provide connectivity of such regions to the Baltic Sea macro-region as well as the Danube macro-region in order to facilitate creation of viable European transport network interoperable with national networks.

TAKING INTO CONSIDERATION the European Union transport policy, its TEN-T concept including Neighbourhood Policy, bearing in mind the need to ensure interoperability of national transport networks, as well as to deepen the cohesion within the Eastern Regions of the EU, and to improve their transport access with neighboring ones,

TAKING NOTE of the creation of convenient international transport routes linking all parts of the Carpathian region and recognizing the importance of setting up a modern road network that allows efficient road transport in Central and North East Europe and meets EU standards established for communication and mobility among which particularly important is the Via Carpatia road route between Northern and Southern Europe,

TAKING INTO CONSIDERATION the European Union transport policy, its TEN-T concept including Neighbourhood Policy, Regulation (EU) 2019/254 of November 2018, bearing in mind the need to ensure interoperability of national transport networks, as well as to deepen the cohesion within the Eastern Regions of the EU, and to improve their transport access with neighboring ones,

TAKING INTO CONSIDERATION that the development of transport infrastructure is one of the most significant condition of sustainable development of all European regions,

DESIRING to optimize utilization of the potential for accelerating the economic growth of the least developed regions of the European Union and neighboring ones and to include such regions into the mainstreams of global economic trade in order to create sustainable foundation for such economic growth,

DECLARE:

1. **to support** development of the Via Carpatia as a modern, safe and efficient transport corridor in Central and Eastern Europe,
2. **to take into account** the above mentioned road route as one of the priorities of national transport policies and strengthen its connection with neighboring regions,

3. **to support** the jointly prepared Proposal to the European Commission for inclusion of the Via Carpatia corridor into the TEN-T core network,
4. **to promote** jointly further proceedings of the Proposal, to cooperate closely with the European Commission, with the view of achieving the inclusion of the Via Carpatia corridor into the TEN-T core network,
5. **to intensively co-operate** in order to eliminate existing obstacles to seamless international transport in the area of the Via Carpatia corridor ,
6. **to endeavour** to create such conditions for transport that transit operations of goods and passengers along the Via Carpatia road route are efficient, economically viable and environmentally more friendly than nowadays,
7. **to continue taking up** all possible activities in order to further develop updated the "Via Carpatia" road route established in the tańcut Declaration dated 22 October 2010 linking: Klaipeda (LT) – Kaunas (LT) – Białystok (PL) – Lublin (PL) – Rzeszów (PL) – Prešov (SK) – Košice (SK) – Miskolc (HU) – Debrecen (HU) – Oradea (RO) – Lugoj (RO) – Calafat (RO) – Sofija (BG) – Thessaloniki (GR) – Alexandroupolis/GR/TR borders - Istanbul, with branches:
  - › Gdynia (PL) / Gdańsk (PL) – Warszawa (PL) – Lublin (PL), further on southwards;
  - › Białystok (PL) – Grodno (BY) – Mińsk (BY);
  - › Biała Podlaska (PL) – Brest (BY) – Mińsk (BY);
  - › Lublin (PL) – Chełm – Kovel/Lutsk (UA) Kiev (UA)/Ternopil (UA) – Vinnitsa (UA) – Odessa (UA) and further on in Ukraine;
  - › Lublin (PL) – Zamość (PL) – Lviv (UA) - Ternopil (UA) – Siret (RO)– Bucharest (RO);
  - › Oradea (RO) – Giłău (RO) – Cluj Napoca (RO) – Turda (RO) – Sebeş (RO) – Sibiu (RO) – Bucureşti (RO) – Constanța (RO);
  - › Rzeszow (PL) – Lviv (UA) – Cernivci (UA) – Suceava (RO) – Bacău (RO) – Galați (RO);
  - › Miskolc (HU) – Budapest (HU) – Zagreb (HR) – Rijeka (HR);
  - › Sofija (BG) – Plovdiv (BG) – Svilengrad (BG) – Istanbul (TK), and further on in Turkey.
8. **to ensure** close cooperation at interMinisterial level in terms of the construction of cross-border road sections and apply for International Financial Institutions financial assistance for building the necessary road infrastructure and within the EU Connecting Europe Facility (CEF) program or other EU programs devoted i.a. to EU Neighborhood Policy, while respecting the national and European priorities in the road sector,

9. **to strive** to improve the conditions of road freight traffic through the construction of adequate infrastructure, including cross-border sections of international road routes,
10. **to take** efforts needed to elaborate a cooperation mechanism between Via Carpatia corridor and projects located parallel, including also the railway transport,
11. **to express**, together with the commitment to develop the route "Via Carpatia", support for the strengthening of strategic relations of countries and regions on the north-south axis through the implementation of other key connections in Europe, including corridor "Baltic - Adriatic" and eastern section of "North Sea-Baltic" corridor
12. **to take** intensive measures to improve the road safety practices to effectively contribute to the reduction of the number of people killed and injured,
13. **to analyse** all aspects of implementation of the above multilateral cooperation on the level of experts and to permanently exchange related information with each other,
14. **to welcome** other initiatives and active participation for any other State willing to fulfill abovementioned tasks and plans to join the project.

This Joint Declaration has a declaratory nature and does not constitute any obligations in the meaning of international and private law.

DONE in Łańcut, in the presence of the European Commission, on 17 April 2019 in ten original copies in English language.

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**Ministry of Transport  
and Communications  
of the Republic of Belarus**

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**Ministry of Transport  
Information Technology  
and Communications  
of the Republic of Bulgaria**

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**Ministry of Maritime Affairs  
Transport and Infrastructure  
of the Republic of Croatia**

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**Ministry for Innovation  
and Technology of Hungary**

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**Ministry of Transport  
and Communications  
of the Republic of Lithuania**

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**Ministry of Infrastructure  
of the Republic of Poland**

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**Ministry of Transport  
of Romania**

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**Ministry of Transport and Construction  
of the Slovak Republic**

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**Ministry of Transport  
and Infrastructure  
of the Republic of Turkey**

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**Ministry of Infrastructure  
of Ukraine**