

MECHANISMS OF PREVENTION OF BLACK SEA ECOSYSTEM THREATS FROM TRANSPORT

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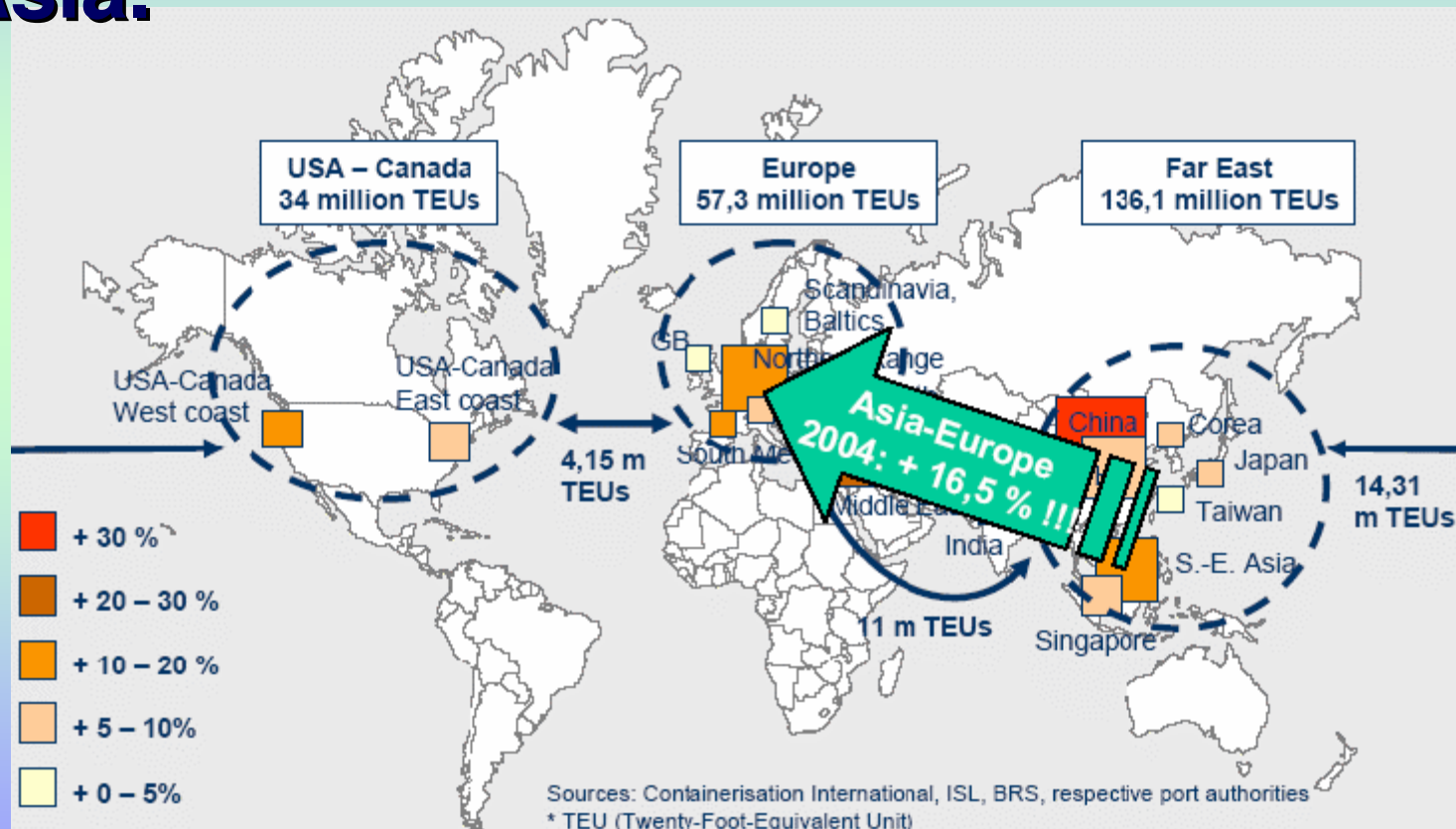
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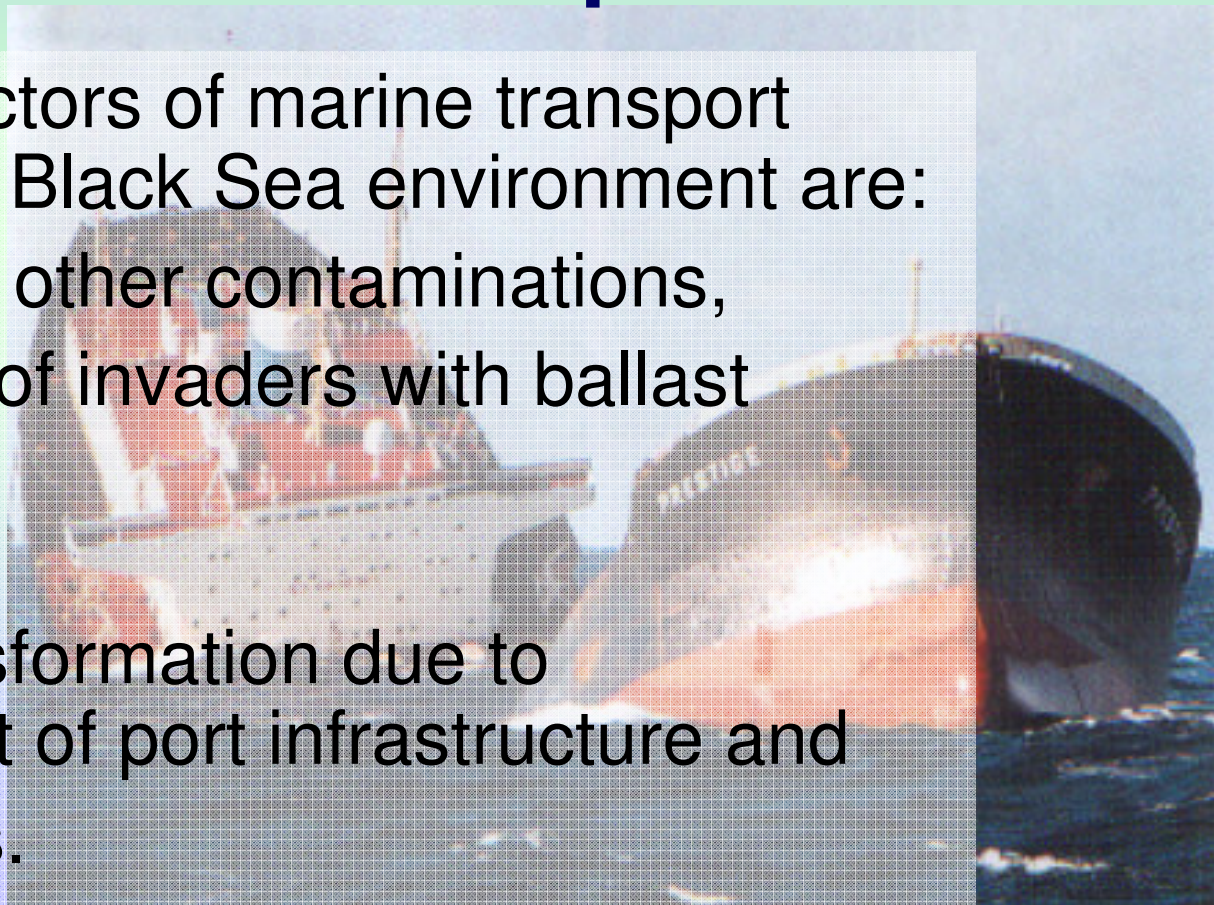
Annually goods evaluated \$600 billion are transported between Europe and Asia.



EFFECTS ON ENVIRONMENT FROM TRANSPORT

Marine transport

- The main factors of marine transport influence on Black Sea environment are:
- oil spills and other contaminations,
- introduction of invaders with ballast waters,
- dredging,
- coastal transformation due to development of port infrastructure and
- air pollutions.



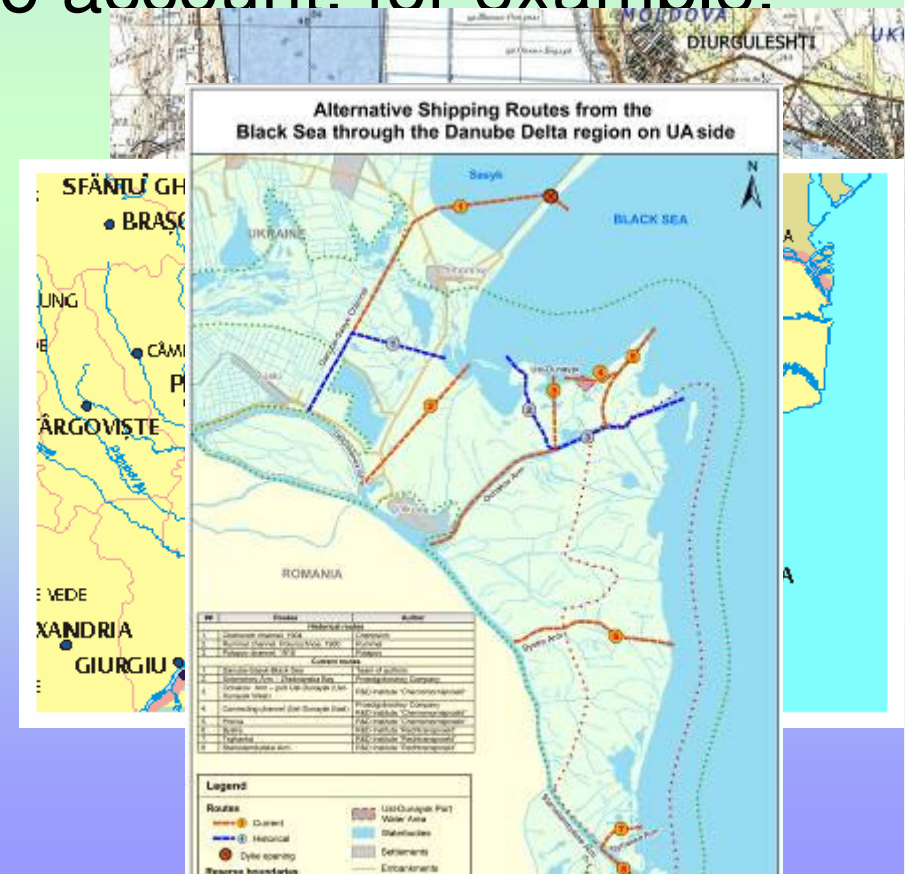
Inland Waterway Transport

- NAIADES Programme is based on translates this tonnage capacity into 3.50 m to 4.00 m draught.
- This scenario would result in an ecological disaster for the Danube considering its current ecological status.



Inland Waterway Transport

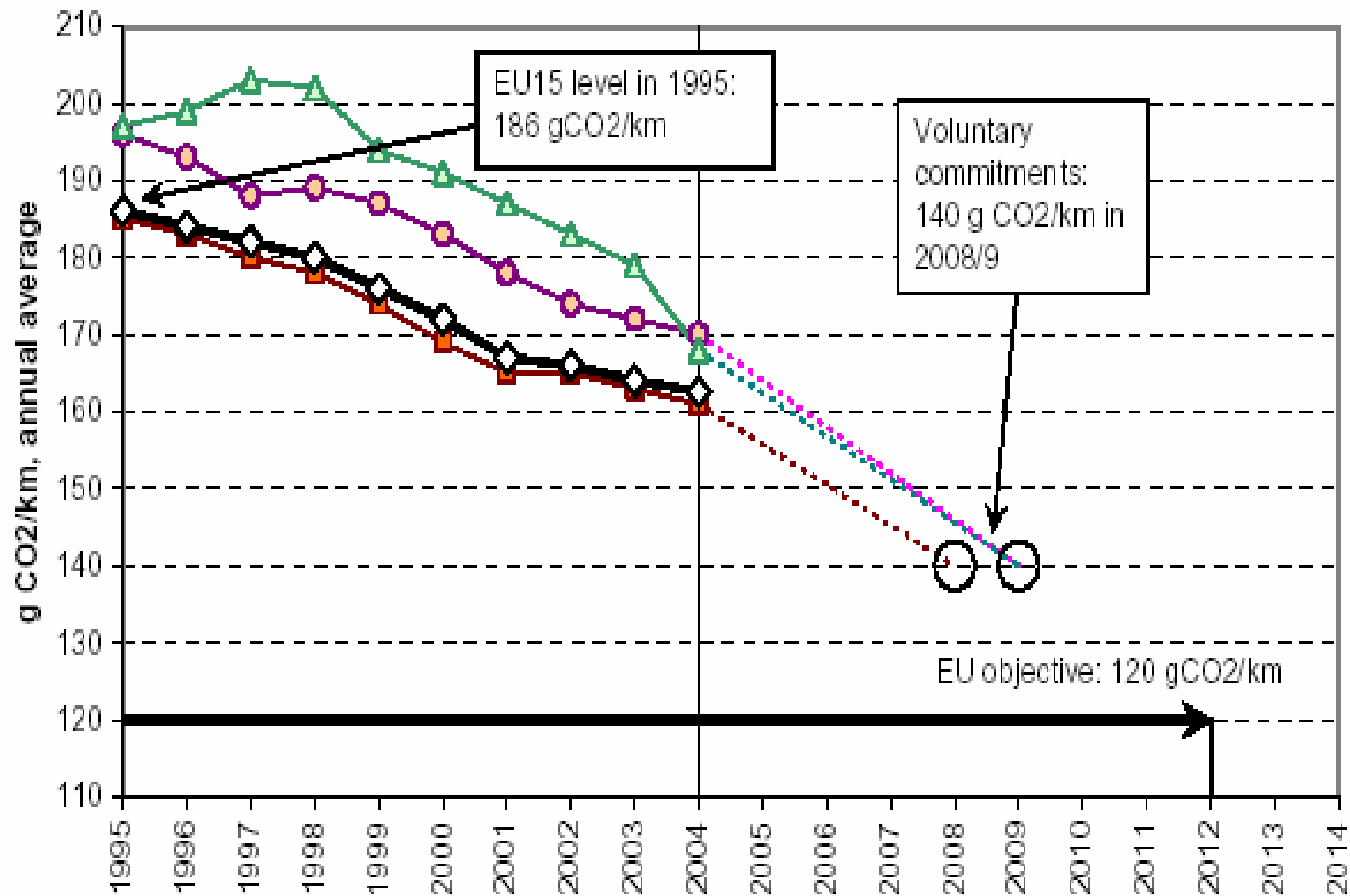
- Intensification of affecting the Danube ecosystem can result in considerable negative consequences (taking into account, for example, buildings of oil port in
- Dzhurdzhuleshty (Moldova),
- ISPA Project (Romania),
- Bystroye canal (Ukraine)



The Railway

- The main negative factors from railways are atmospheric emissions and noise. Besides, the railways need large ground areas. In equipment of refrigerating carriages substances that destroy ozone (Freon) are used. In the case of leakage they influence the global nature balance of ozone in stratosphere. Each refrigerator machines is filled with 35 kg of Freon.

Road transport



PROPOSALS AND COMMON VISION OF MORE SUSTAINABLE TRANSPORT POLICIES

- **The National Transport Strategies of The Black Sea and the International integration of the Black Sea region transport system**
- The National Transport Strategies of the Black Sea countries described here should be seen as a framework for planning and investment decision-making. They set the priorities for developing a transport network in BS region based primarily on political, geographical, demographic and regional (i.e. socioeconomic) considerations.
- As a result National Transport Strategies of the Black Sea countries shall prioritize the harmonisation of their transport legislation and regulations with the European standards, support to Private-Public Partnerships in infrastructural components, and the integration of their roads and railway network of into regional transport corridors.

PROPOSALS AND COMMON VISION OF MORE SUSTAINABLE TRANSPORT POLICIES

- **Institutional mechanisms of ensuring of the Black Sea safety**
- creation of the European Marine Register (with possibility of Black Sea countries ships to be included into it);
- provision of unified rules of operation and control over national qualifying companies;
- more complete inclusion of the Black Sea region in the structure of activity of the European Agency of Marine Safety;
- improvement of the system of monitoring of movements of all ships in European waters using the system of GALILEO for the Black Sea.
- harmonisation of TENs-T and TRACECA; propagation of the European ecological requirements on TRACECA is powerful potential to reduce influence of transport on the environment in the region

PROPOSALS AND COMMON VISION OF MORE SUSTAINABLE TRANSPORT POLICIES

- **Legal mechanisms of environment safety**
- It is recommended to begin preparation for signing of Protocol (or other Document) on protection and rational use of the Black Sea between EC and the Black Sea countries.
- The ideal strategic planning of transport framework would include strategic environmental assessment (SEA) covering transport.

PROPOSALS AND COMMON VISION OF MORE SUSTAINABLE TRANSPORT POLICIES

- **Development of Implementation Capacity**
- Implementation capacity of providing European transport policy for Black Sea region countries can be connected with use of existing international marine and regional infrastructure, institutions and mechanisms: IMO, Organization of Black Sea Economic Cooperation (BSEC) etc.

PROPOSALS AND COMMON VISION OF MORE SUSTAINABLE TRANSPORT POLICIES

- **Communicational mechanisms of ensuring of ecological safety**
- mechanisms of development of social partnership
- the series of seminars on greening of the transport politics for decision persons in the Black Sea Region
- management of conflicts in transport sphere by using legal mechanisms, arbitration courts and special representatives, improvement of interaction of internal and external transport policies in the Black Sea Region

Technical Development

- Resolving of ballast water problem might include replacement of aquatic ballast at sea and its dumping in reception facilities.
- To avoid gas emission in ports it is necessary to introduce the Programs and requirement of energy supply of vessels with electricity from the coast and limits for work of engines in ports.
- In countries of the Black Sea region it is necessary be reaching constantly and consecutively to the Standards of EU: Euro-3, and to higher standards on road transport. This could be achieved by using of alternative types of fuel, electromobiles, developing of city transport.
- Reconstruction of railways assumes wider use of electric locomotives.

Technical Development

- refusal of using of single-hull tankers
- creation of "rescue ports"
- availability of detergents in leading ports
- development of purification systems in ports
- development of system of ecologic insurance during transportation of cargoes

The proposals for future joint work on this area

- Transport and environment of the city (Odessa, Yalta...)
- Transport and reserves
- Transport and ecological network
- Transport and climate change
- Transport and human health
- Transport and border
- Ecology of transport corridors

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