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## **A BRODER EUROPE OF THE REGIONS: LOGISTICS CHALLENGES IN THE NEW “GREEN BANANA”**

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### **1. Systems approach for new EU border zone.**

Complication of further EU Constitutional process faces now the simultaneous problems both inside of post-enlargement “Widen Europe” and in its new “outer space”. At the same time more and more obvious becomes the steady growth of the another continental dimension — “Europe of Regions” [1].

Systems solution for this junction of nowadays challenges is one of the main aims of new Doctrine for European Neighbourhood and Partnership Instrument (ENPI) [2]. Instead of separate tools — interior (ISPA, SAPARD, INTERREG) and outside (TACIS, MEDA, CARDS) — ENPI foresees integrated Neighbourhood Programs (NPs). Together with New Action Plans, developed by EU and its Neighbours. NPs have to “provoke” EU Members and Neighbours to more efficient collaboration. “Counter” approximation of concrete areas for win-win co-operation and the experience of previous integration facility (PHARE, Ecos-Overture etc) serve as a basis for this new integrated facility. But in comparison with too wide and low effective TACIS, this new Euro-integration assets can be “frozen” by overly boundary-sound NPs, if this Tool willn’t be more conform to the real “estate” of “Wider Europe of Regions”.

Let’s start investigate the generalised Neighbourhood phenomena from juxtapose the roles and significance of the Eastern area of new EU border, officially proclaimed by the Commission for the first time on 2003.03.11, with its Southern wing.

Further step-by-step development of Neighbourhood in the Mediterranean part is more or less clear. After final resolutions for Balkans, Cyprus and, especially, for Turkey, the geographical border of Europe will also become EU border, since its current neighbours — from Israel. Syria and Lebanon till Morocco — will stay in the same status.

But current situation on the Eastern direction is far from such “predictability”. More or less obvious is only the process in Moldova. Thanks to very consequent policy of Romania, this country is in the wake of Romanian way into WTO, NATO and EU (the only “weak” point on this way is the further “conservation” of the problems with Transnistria). But concrete Euro-integration ways for Ukraine, Russia (in spite of Action Plans) and Byelorussia are still very vague.

In the same time the Resource and Market transfer (goods, passengers, energy, services, information etc.) with these States and through them will play more and more important role for EU. In particular it refers also China, India, Japan, Moslem and other countries of Middle & Far East, as well as “flows of risks”, which pass new eastern border and Global Market and Safety [3] in whole.

For such multilevel “pie” the new, well agreed & consequent approach should be elaborated by both sides of new EU border to ensure step-by-step resolution of mentioned problems in a “win-win” way.

For systems approach to this issue let’s try to look on Enlargement, Neighbourhood and Regionalisation in the following manner.

From the God we received **Geography** (Geo-landscape systems, climate conditions etc.), **Environment** (air, space, water, interior of the Earth, soils, biota) **and Resources** (Human, Energy, Material, Knowledge). More or less conformably to this “heritage” we construct Economy, Social Sphere, “Industrial Metabolism” and also the Legal frame for them — it’s what

we **DO**. And **HOW** we do it – is the matter of **Policy** as well as **History** tries to explain/judge **WHY** we done it so and to learn what we have to do further (for this case well known terms – such as Geo-policy or Eco-Resources look like some projections or sections for such vision).

## 2. Blue, Red and Green Bananas in the Europe

The trends, can observed in the EU, have as their objective the reduction of geo-economic imbalance in the wake of EU enlargement with respect to its Core Economic Western Zone (“Blue Banana” - from Southern England to Northern Italy). In order to resolve this problem, EU started out with “Red Banana” — the second Core Economic Zone along the former dividing line of Europe. Its axis foreseen as Szczecin - Berlin – Prague - Bratislava – Vienna – Ljubljana – Trieste. Some of its geo-political aspects were formed through CEI and CADSES Initiative. And as skeleton of the “Red Banana” foreseen the reconstruction of proper trans-European and Regional Transportation System (SiC and GILDA [4] projects of INTERREG might serve as examples). The Report of High Level Group chaired by K. van Miert “On the Trans-European Transport Network” of 27 June 2003 explicitly proved this.

Concerning ENPI let’s keep in mind, that tensions in corridor along eastern side of the “Red Banana”: Gdansk (*Danzig*)– Kaliningrad (*Königsberg*), Warsaw – Brest, Krakow – Lviv (*Lemberg*), Kluj (*Karlsburg*) – Chernivtsi (*Czernowitz*), Belgrade – Bucharest – Odessa, Sofia – Istanbul — were among the main causes of already two World Wars.

This new “Green Banana” completely constructed from border parts of former Empires: Kaiser and III Reich in Prussia, Russian in Poland, Austrian in near-Carpathian zone and a “sandwich” of Ottoman/Russian→USSR→Ukrainian/Romanian etc interests in the area of Danube – Dnestr – Black Sea.

Ukraine occupies now the key position in this area whereas:

- It’s the single State directly bordering with the main part of countries in this area, which are already inside or in the way to EU and also the NATO Members: Poland, Slovakia, Hungary, Romania, Bulgaria & Turkey;
- In western border Regions of Ukraine (excepting the Odessa Oblast) in XVIII-XX cent. was formed joint basis for nowadays Economic and Social Development together with boundary territories of new EU & NATO Members. As well as along the whole EU – Ukraine border for today it’s already accumulated a large experience of transfrontier collaboration, in particular in 4 Euroregions;
- At the same time Ukraine has common borders with all other States, which also are boundary with EU and NATO — Russia, Byelorussia, Moldova as well as with Georgia;
- Ukrainian Communication System plays unique transit role on the traditional trading and transport ways across the new eastern EU and NATO border and along it – from Baltic to Black and Mediterranean Seas.

To proof the importance of such point of view, let’s focus attention on the Geographical Centre of Europe, which was defined in the time of Austrian Monarchy in nowadays Ukrainian border District of Rakhiv. For today this place is surrounded by border regions of Poland, Slovakia, Hungary and Romania. As well as this Centre is more or less symmetric equidistant to “weak” European points: Transnistria & Byelorussia. Abkhazia & Kosovo.. This point is immediately crossed by the rails and road, which connected main Eastern-European transport junctions of Zahony (Hungary) - Chop (Ukraine) – Chierna-nad-Tisoy (Slovakia), Przemysl (Poland) - Mostiska (Ukraine), Satu-Mare (Romania) - Djakovo (Ukraine) as well as Chernivtsi (Ukraine) – Suceava (Romania) – Mamalyga/Criva (Moldova) transport knot, developed in XIX-XX centuries in the zone of former Austrian-Russian-Romanian (now Ukrainian-Romanian-Moldovian) borders.

## 3. Transfrontier Co-operation as a part of the New European Neighbourhood and Partnership Instrument (ENPI).

The general toll for above described multilevel “pie” is already foreseen in a Title III of Doctrine [2] as “Transfrontier Co-operation”. For today the “specific and innovative feature of the ENPI is its cross-border co-operation component. Under this component, the ENPI will finance “joint programmes” bringing together regions of Members States and partner countries sharing a common border. This will bring a radical simplification in procedures and substantial gains in efficiency. It will use an approach largely modelled on “Structural Funds” principles such as multiannual programming, partnership and co-financing, adapted to take into account the specificity of external relations. The cross-border co-operation component of the ENPI will be co-financed by the European Regional Development Fund (ERDF). Title III includes a set of provisions specifically designed for this component only. These provisions are consistent with similar ones established for cross-border co-operation under the relevant Structural Funds regulations”.

On the other hand, Cross-Border Co-operation (CBC) was united with Interregional collaboration under the common “umbrella” of the Transfrontier Co-operation after ratification of the Protocol Nr. 2 (1998) to the Madrid Convention (1980) by all main actors in this area. Therefore, from common (“Widen Europe” and “Europe of Regions”) point of view, Transfrontier Co-operation looks like a germ of further Partnership across new EU (and also NATO) borders [5].

But till now this transfrontier dimension has an embryonic status in the already agreed Action Plans with EU Neighbours, despite the fact that it’s already became a skeleton of the NPs in a wide sense. And therefore, in spite of the slogan “to avoid new dividing lines”, the Neighbourhood issue at the moment is going along these new border line taking in background its transverse dimension.

In [6] was already made fundamental analysis of further perspectives, in particular of the legal ground, for new Transfrontier Co-operation process. And today any can judge on its importance both from [7] as well as from last developments of AEBR, ISIG etc. for Cohesion, Euroregions and so on. As well as from the ideas on CIS CBC Convention similar to the above mentioned Madrid Convention of 1980, which principles was agreed on CIS Summit in Kazan’ (Russia) on August 26, 2005.

To prevent any misunderstanding, it’s necessary to clarify (additionally to the discussion in [6]) the definitions of terms, which are often used in discussions on this matter.

**Border** secure behaviour measures – the system of rules and mechanisms for border defence and its crossing, as well as the activity of the proper objects and services (e.g. customs) immediately along the line of the State Border, in the Border Crossing Points, in the separate areas and settlements, which are defined by the National Legislation and Interstate Agreements (in particular – by the visum regime).

Collaboration in the **Near-border Zone** – co-ordinated activity of local authorities and inhabitancy, legal entities and certain objects (including crossing the border by simplified rules), which is specified in fixed zone (mostly in 15-50 km) on both sides of the Border, also regulated by the National Legislation and Interstate Agreements (e.g. boundary trading).

**Transfrontier co-operation in CBC form** — specific system for the interaction between the Regions (of all NUTS levels foreseen by the Madrid Convention) of the Boundary States, which are close to the common part of the interstate border, where the character of co-operation in the framework of National Legislation and Interstate Agreements is defined in accordance with Madrid Convention and its Protocols **by the joint decisions of the regional or local authorities or communes**. Its most known form is Euroregion (which may include administrative-territorial structures of more then two boundary states, which are conform to the above explained CBC principles in the places of close convergence of few State borders).

**Transfrontier co-operation in the interregional (inter-territorial) form** — specific system of interaction between the Regions (also regards to Madrid Convention), which haven’t common

border (including those, which totally aren't limitrophe) were the character of co-operation in the framework of National Legislation and Interstate Agreements is also defined in accordance with Madrid Convention and its Protocols **by the joint decisions of the regional or local authorities.**

#### **4. New field for collaboration between EU, NATO, CoE, UN, CEI, WBRD...**

Now let's briefly analyse the fields of interest for main international actors and their approaches to the Wider Europe of Regions and especially – in new “Green Banana”.

In [5] we already investigated the NATO developments for new global Security issues along the border areas of Alliance after the “Cold War”. The starting point was in 1994, when North Atlantic Co-operation Council (NACC) included Civil Emergency Planning (CEP) into the Partnership for Peace Work Plan [8] to provide constant support for the Senior Civil Emergency Planning Committee (SCEPC), that is one of the main consultative bodies of the Alliance.

It integrates 9 specialised Planning Boards and Committees subordinate to SCEPS, which are responsible for developing crisis management arrangements in the areas of food and agriculture, industry, petroleum, civil telecommunications, air, sea and surface transport, medical planning and civil defence.

Now this structure for partnership accumulates former NATO potential of “resistance to danger”, which was consequently transformed into prevention & action planning through menace of crisis situation arising on the territories, that are in the sphere of NATO Members interests.

Noting direct connection between CEP tasks for such aspects as constitutional power, citizen participation in democratic life, relations of public authorities & mass-media etc, the main fields in the sphere of CEP were nominated by [8] as:

- promotion the development of emergency planning structures under the civil control;
- contribution to the enhancement and improved efficiency of CEP capabilities;
- making the best use of resources by promoting standardisation & interoperability in civil emergency plans, procedures services and equipment;
- promotion of regional self-sufficiency, including the development of bilateral & multilateral CEP agreements for mutual assistance.

For the “old” EU/NATO Members the crisis situations are nothing more, then sophisticated scenarios for one or some important Economical, Social or Environmental Institutions malfunction. But for main part of “Green Banana” such crisis character became now a basic concept for all anthropogenic sphere — since Economics & Politics till the systems for security of vital activity.

At the same time everybody can see links between these objectives and new approaches [1] of the Europe of Regions, elaborated through the last years under the aegis of CoE (CEMAT, CEI, AEBR etc) in more and more close collaboration with EU.

Very similar in the zone of “Green Banana” are also the goals and activities of the structures concerned UN (UNDP, GEF, EEC, WB etc.), as well as global approach of UNIDO Technology Foresight for the Regional Development [9, 10]. In particular these joint interests were reflected in Declaration of Bucharest Summit “Environment and Sustainable Development in Carpathian-Danube Region” (2001), Danube Program and Carpathian Convention, signed on the Pan-European Ministerial Conference in Kiev (May, 2003).

#### **5. Innovation – Target Approach.**

The common sense & permanent lack of Resources (time, intellectual, costs) for resolution of the above mentioned tremendous issues has to stimulate all mentioned Structures to bring together their efforts for these tasks as well as to look on more integrated solutions for “Green Banana”.

Hence, from the set of probable models on Strategic Sustainable Development, on our opinion, for “Green Banana” it should be given preference to innovation – target approach [11], which

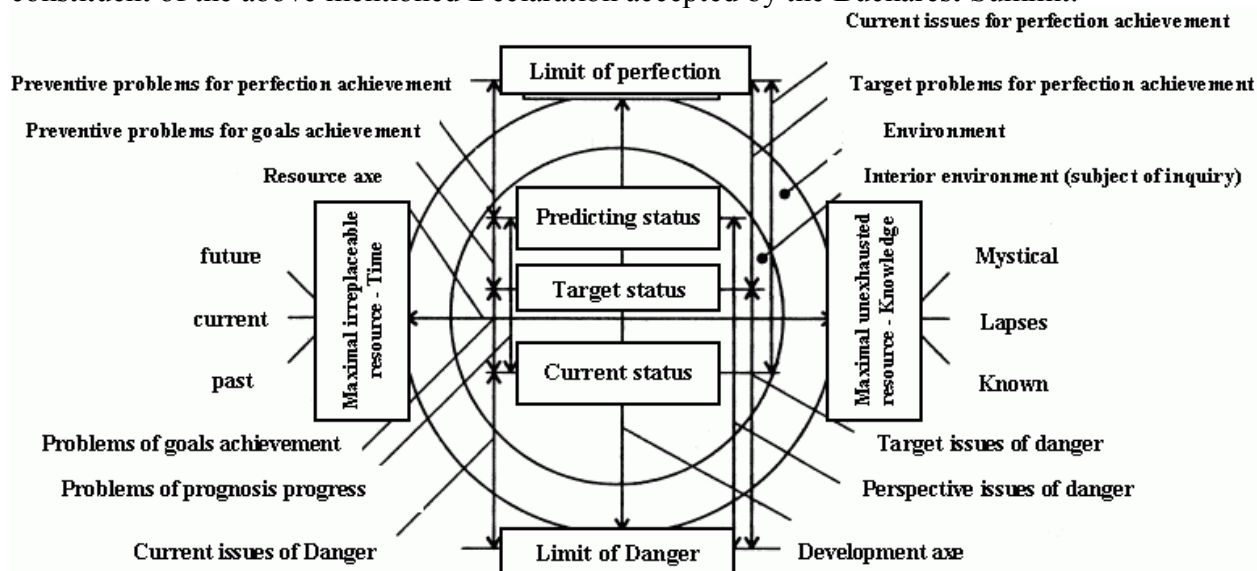
principle scheme is shown on the Picture 1. Its main idea is — not try to fulfil the large gap of problems “totally & immediately”, but to define step-by-step consequent eligible solutions.

In comparison with informational–infrastructure approach, typical for rich countries, it’s quite more acceptable for conditions, when concrete objectives are indefinite and resources are scanty.

The innovation – target approach allows:

- i)* to define the potentially-obtainable strategic guiding lines for development as well as security limitations under the criteria of perfection and danger;
- ii)* to select purposefully concrete projects & programs, which aren’t contrary to such strategy, to fill them further step-by-step by the necessary material, finance & informational resources as well as to develop proper infrastructure for innovations, instead of “cover over the abyss” by the scarce costs;
- iii)* to include into main innovation-investment measures special elements for reduction (prevention) of danger environmental impacts, as well as common activities for mitigation of the mostly probable risks [12].

This approach was laid the foundation of the EcoEuroRegional Model [13], which since 1991 was developed in Chernivtsi Oblast. In 1995-1996 it was agreed with Romanian neighbours & EU regional partners. Since 1997 under the Orders of President of Ukraine this approach became the main direction for further construction of the Euroregion “Upper Prut”. In 2001 it became constituent of the above mentioned Declaration accepted by the Bucharest Summit.



Picture 1. The innovation-target frame for the Sustainable Spatial Development [11]

For not simple Ukrainian way into EU the current aim is how to bring together and jointly utilise these new opportunities of Transfrontier Co-operation in Wider Europe of Regions. Proposal on CBC “mirror” projects across future new EU and NATO border [14] was sent to Commission in 2000. This idea is reflected in Commission’s Communications on the Neighbourhood policy of 2003.03.11 and 2003.07.01. And from the Table 1 you may check further common steps.

## 6. Legal Basis for modern Transfrontier Co-operation.

From Ukrainian side such main step was made in June 2004 by passing the Law “On Transfrontier Co-operation”— first in the EU Neighbour States. Before its adoption by the Ukrainian Parliament this Bill was revised by the General Secretary of AEBR Dr.E.Jabbe as an EU expert.

From the modern point of view [15] in this Law was given definitions on transfrontier co-operation, its “subjects” and “participants” as well as on Euroregions. Also this Law determines the mechanisms and forms for the State and Regional support to this activity.

At the same time the comparison of transfrontier issues inside the EU, discussed in [6], and the field, elucidated now by this Law, shows the crucial difference in the main fundamental principal for Transfrontier Co-operation — the Subsidiarity of Power.

The principally Scheme on the competence sharing of all essential aspects of Transfrontier Co-operation (Table 2) for top Authorities, starting from Local and until International, is the diagnostic condition for the transfrontier approach implementation.

Besides the absence of such Authority sharing in post-communist States in the “Green Banana”, the Economic and Social Development depends, largely, on regional policy of former and present metropolitan countries. Till present the general idea for the majority of these States has been “to close the border”.

Something different can be find only in its central (near-Carpathian) part of the “Green Banana”. Here, all Ukrainian border Oblasts: Volyn’, Lviv, Transcarpathian, Ivano-Frankivsk and Chernivtsi together with new EU neighbouring regions in Poland, Slovakia, Hungary and Romania have common roots in the former Galicia and Bukovina Lands and Eastern Transleithania of Austro-Hungarian Empire. And CBC is also well known here for a long time.

In the 18<sup>th</sup> – beginning of the 20<sup>th</sup> c. these territories implemented two general principles for regional development:

- Principle of sustainability, when regions are supposed to find resources by themselves (both from inside, and by using their transit potential), as well as through clear subsidiarity;
- Principal of openness, when border regions were considered as bridges between the West and East, South and North of the Europe, starting from multi-ethnic tolerance till pronounced cross-border character of roads and railway construction.

## **7. Euroregions and Interregional Partnership.**

Up until now, main transport systems, traditional industries, agriculture, tourism and recreational activities, public health institutions, water and waste management, forestry and other environmental aspects, housing, water supply and canalisation, and many other economic, social and safety aspects have the same roots on both sides of new EU/NATO — Ukrainian border. For instance, at the beginning of the 20<sup>th</sup> c. statistical indices for the development of the Bukovinian transport system were the same as for Carinthia or Salzburg [16], the famous European transport knots and tourist centres at present.

In response to the challenges of the EU enlargement, a system of Euroregions was established in the “Green Banana” through the last decade aimed at the construction of a “ramp” to mitigate the new EU border stress. Through 1990s, Ukraine and its neighbouring new EU Members established multilateral Euroregions “Bug”, “Carpathian” and “Upper Prut” in the above mentioned near-Carpathian area as well as the “Lower Danube”. Recently this approach also was incorporated for the northern and eastern borders of Ukraine by the Euroregions “Dnepr” and “Slobozhanschina” as well as Romanian-Moldovian “Siret-Prut-Dnestr”. And to the North from Ukraine there are also “Neimen”, “County of Lakes”, “Narva”, “Vory-Aluksne-Pskov” etc.

To develop further this approach, Ukrainian Government by the Decree Nr. 59-p of 2002.02.14 officially stated special pilot status of Ukrainian-Romanian-Moldovian Euroregion “Upper Prut” for “experimental elaboration of transfrontier co-operation mechanisms as the elements of the process of European integration and development of the regional policy”. As well as simultaneously the Ukraine-EU Council on 2002.03.11 nominated Transfrontier and Interregional Co-operation among main priorities for further European Integration of Ukraine.

At the same time, Ukraine also stressed the “transfrontier dimension” in bilateral co-operation with the EU Member States, e.g. in the last decisions of Ukrainian-Austrian and Ukrainian-Bavarian Inter-governmental Commissions.

On the Interregional level these ideas of modern Transfrontier Co-operation were realised through the implementation of the Partnership, which is realised in parallel with Membership in

the pilot Euroregion “Upper Prut”. The first official Partner of this Euroregion became Austrian Province of Carinthia. And the second Regional Partner of the Euroregion — Bavarian Bezirk Schwaben proposed in 2000 the new dimension, which becomes clear from the last Joint Statement, initiated in Chernivtsi on 2005.08.26.

**Table 1. COMPARISON OF THE EU – UKRAINIAN ACTS**

<p>EU-UKRAINE PARLIAMENTARY COOPERATION COMMITTEE Sixth Meeting <b>29 September-1 October 2003</b> CHERNIVSTI/KYIV <u>Final Statement and Recommendations</u></p>	<p>EUROPEAN PARLIAMENT RESOLUTION on “Wider Europe – Neighbourhood: A New Framework for Relations with our Eastern and Southern Neighbours” (COM(2003) 104 – 2003/2018(INI)) Texts adopted by Parliament <b>2003.11.20</b></p>	<p>Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL laying down general provisions establishing a European Neighbourhood and Partnership Instrument (presented by the Commission) COM(2004) 628 final 2004/0219 (COD) Brussels, <b>29.9.2004</b></p>
<p>8. notes with interest that, in reaction to the Council's call on the Commission to prepare an Action Plan, Ukraine has prepared a draft Plan: <b>calls on the Commission to come forward rapidly with proposals aimed at encouraging the economic, political and institutional reforms which will enable Ukraine to integrate progressively into the EU internal market, EU policies and programmes</b>, as well as other advanced forms of co-operation in key fields of mutual interest;</p>	<p>18. In this context, with regard to the new neighbours in eastern Europe: - considers that Ukraine, by virtue of its size, geographical location, profound historical, cultural, economic and other links with central and western Europe, as well as with Russia, and its potential to become an ever more valuable partner of the EU in essential areas, must be given a particularly important role in the context of the EU's Wider Europe – Neighbourhood policy; supports Ukraine's desire for EU integration and the Council's and the Commission's current focusing on preparing an action plan for Ukraine;</p>	<p>Article 7 (2) In establishing country or multicountry programmes the Commission shall determine the allocations for each programme taking into account the specific characteristics and the needs of the country or the region concerned, the level of ambition of the Union's partnership with a given country, the management capacity and the potential for absorption of funds.</p>
<p>21. supports all efforts to develop co-operation between the EU and Ukraine in the transport sphere, including the <b>further integration of the Ukrainian transport infrastructure to the European transport network;</b></p>		<p>Article 2 Scope of assistance (2) Community assistance shall be used to support measures which pursue one or more of the following objectives: (1) promoting cooperation in the energy, telecommunication &amp; transport sectors including on interconnections, the networks and their operations, the security and safety of international transport and energy operations, renewable energy sources, energy efficiency and clean transport;</p>
<p>24. supports all efforts to co-operate in the field of environment and climate change; and also <b>supports the Ukrainian initiative on the EcoEuroRegion for implementation of European Sustainable Spatial Development Principles</b> in the Carpathian–Danube region;</p>	<p>31. Draws the Commission's attention to the existence of environmental Euro-regions straddling new Member States and new neighbours, which are of prime importance for the continent of Europe;</p>	<p>Article 2 Scope of assistance (2) Community assistance shall be used to support measures which pursue one or more of the following objectives: (d) promoting sustainable development; (e) promoting environmental protection and good management of natural resources; (u) supporting cross-border co-operation to promote sustainable economic, social and environmental development in border regions;</p>



<p>25. reiterates the importance of further examination on the <b>future shape of the EU's technical assistance to Ukraine and urges the Commission to ensure that it should be based on enlargement related modalities and be appropriate for Ukraine's needs;</b></p>	<p>33. Notes that the communication expressly mentions "...increased financial assistance.."; takes the view, whilst fully accepting the importance of the relations with the Union's neighbours, that the margins left under the current financial perspectives do not permit the financing of new needs without affecting other areas negatively; underlines that the financial amounts should be an important element in the negotiations on a new financial perspective for 2007 and beyond;</p>	<p>Article 7 Programming and allocation of funds (2) In establishing country or multicountry programmes the Commission shall determine the allocations for each programme taking into account the specific characteristics and the needs of the country or the region concerned, the level of ambition of the Union's partnership with a given country, the management capacity and the potential for absorption of funds.</p>
<p>26. reiterates its stress on the <b>importance of developing regional and cross-border co-operation</b> and on the <b>improvement</b> of mechanisms to ensure that there is compliance with the <b>rules for cross-border co-operation on both sides of the border;</b></p>	<p>32. Welcomes the general thrust of the Wider Europe – Neighbourhood initiative but points out, at the same time, that the regions concerned by it are already covered by major EU geographical co-operation programmes and notes that the communication does not give any clear indication how these will be streamlined and made more effective and how they will finally play a part in the attainment of the ambitious goals of the new initiative;</p>	<p>Article 6 Type of programmes (1) Community assistance shall be provided under this Regulation by means of: (c) crossborder cooperation programmes, covering co-operation between one or more Member States and one or more partner countries, taking place in regions adjacent to their shared part of the external border of the European Community. (2) Community assistance may be provided under this Regulation to transregional cooperation involving partner countries and Member States in the context of thematic programmes and multicountry programmes addressing regional and subregional cooperation.</p>
<p>27. supports the adoption by Ukraine of the <u>Law "On transfrontier cooperation"</u> as well as further <u>improvement of the EU legal basis for cross border and interregional cooperation according to the present challenges</u></p>	<p>41. Supports the Commission's proposal, in its communication on a New Neighbourhood Instrument, for Neighbourhood Programmes as provisional solutions to the long-standing bureaucratic problems which greatly complicate EU support for cross-border co-operation; calls for these programmes to be put in place with all speed; regrets that Parliament's call for action in this field was not properly acted on much earlier, and that the rigidity of the financial perspective will delay the launch of the New Neighbourhood Instrument until 2007; calls for the proposed instrument, in addition to the crossborder dimension, to be implemented as a pilot project in some parts of the border and to be targeted as of now on transnational cooperation, on the lines of the INTERREG III B mechanisms; emphasises that cross-border co-operation should involve countries and regions which have maritime borders in common; 42. Stresses that cross-border co-operation and interregional co-operation constitute a key element in the enhancement of relations with the neighbour states, and</p>	<p>TITLE III CROSS-BORDER CO-OPERATION Article 11 Implementing rules (1) Implementing rules laying down specific provisions for the implementation of this Title shall be adopted in accordance with the procedure referred to in Article 26(2). (2) Matters covered by the implementing rules shall include criteria and procedures for allocations of funds, rate of cofinancing, preparation of joint programmes, joint project selection, technical and financial management of the assistance, financial control and audit, monitoring and evaluation, visibility and publicity.</p>

	calls for the application of an instrument with the mechanisms of INTERREG III A and C that includes the participation of regional and local authorities;	
28. calls for the <b>TACIS, PHARE and Interreg Programmes to be co-ordinated with possible unification of their action for cross-border</b> and interregional co-operation of the regions of Ukraine, <b>particular in the form of Euroregions;</b>	<p>5. Draws emphatic attention to the existing instruments (association agreements, the Community initiative INTERREG, and the programmes PHARE, TACIS, CARDS and MEDA, partnership and co-operation agreements and free trade agreements), and stresses that no third country may be hampered in its own individual progress as a result of the failings of other third countries in the area concerned;</p> <p>43. Welcomes the proposal, within the overall Wider Europe – Neighbourhood initiative, to create a New Neighbourhood Instrument to promote cross-border actions and improve the current unsatisfactory situation arising from the different character of the financing instruments now used (INTERREG for Member States' share of projects and TACIS and PHARE for neighbouring countries' shares); also notes that MEDA and CARDS should be covered by the initiative;</p>	<p>Article 8 Geographical eligibility</p> <p>(1) The crossborder cooperation programmes referred to in Article 6(1)(c) may cover all land borders and all maritime zones facing a common sea basin. The following territorial units shall be eligible for assistance under this Title:</p> <p>(a) all territorial units corresponding to NUTS III-level or equivalent along the land borders between Member States and partner countries;</p> <p>(2) In special cases, eligibility may be extended to territorial units adjoining those referred to in paragraph 1.</p> <p>Article 9 Programming</p> <p>(1) Crossborder cooperation under this Regulation shall be carried out in the framework of multiannual programmes covering cooperation for a border or a group of borders and comprising multiannual measures which pursue a consistent set of priorities and which may be implemented with the support of Community assistance (hereinafter 'joint programmes'). The joint programmes shall be based on the specific strategy paper(s) referred to in Article 7(3).</p> <p>(2) Joint programmes for land borders and sea crossings shall be established per border and include eligible territorial units belonging to one or more Member States and one or more partner countries.</p>
29. asks the European Commission to continue to render assistance to Ukraine in renovation and building new equipment for border checkpoints;	47. Welcomes the Commission's proposal for a regulation on local border traffic at the external land borders of the Member States, and regards this proposal as an important step towards ensuring that the new Schengen borders will not be a barrier to trade, social and cultural interchange or regional cooperation; notes, however, that such risks persist in relation to regions of the relevant neighbouring countries other than the border regions, and that further measures should therefore be taken where possible;	<p>Article 2 Scope of assistance</p> <p>(2) Community assistance shall be used to support measures which pursue one or more of the following objectives:</p> <p>(n) ensuring efficient and secure border management;</p>

Joint Statement  
**Four together – for Wider Europe of Regions**

Five years after the subscription on 3 June 2000 of the Joint Statement “Four Regions for Europe”,

Bavarian Bezirk of Schwaben and French Department of Mayenn, which for a long time are in the Economic Centre of the EU,

and Suceava County of Romania and Chernivtsi Oblast of Ukraine, which are situated in the middle of the new EU eastern border area,

foresee our common future in Wider Europe and in active interregional transfrontier co-operation in the Europe of Regions.

In the spirit of:

- Resolution of the European Parliament “Wider Europe - Neighbourhood: A New Framework for Relations with our Eastern and Southern Neighbours” (COM(2003) 104 - 2003/2018(INI)) of 20 November, 2003;
- Protocol No. 2 to the European Outline Convention on Transfrontier Co-operation between Territorial Communities or Authorities (1980) concerning interterritorial co-operation. Strasbourg of 5.May 1998;
- Guiding Principles for Sustainable Spatial Development of the European Continent adopted by the Committee of Ministers of Member States on 30 January 2002;
- Linz Declaration of March 21, 2002 on the Regional Policy, European Transport Networks, Sustainable Agriculture, Protection of Rural Areas etc., initiated by the Assembly of European Regions and adopted by Committee of the Regions of the EU and 15 other main European Regional Institutions,

our Regions are aimed at further agreed promotion to implementation of new European Neighbourhood and Partnership Instrument, to development and realisation of Strategies and Measures, directed to provide Economic Growth and Social Cohesion, improvement of the Living Standard and Environmental Protection, which should to ensure the achievement of the Sustainable Development as a long-term goal for the European Continent.

As priority spheres for such collaboration along the new EU border we consider the promotion for Small and Middle Size Business, the key Infrastructure for Transit, Environmental Management, transparent and safe borders with simultaneous extension of people-to- people rapport, in particular to resurface the common European Historical, Socio-Cultural and Environmental Heritage.

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Голова Чернівецької  
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Le Président du Conseil  
général de la Mayenne

Preşedinte al Consiliului  
Judeţean Suceava

This draft document, in combination with all before mentioned, also shows the way in which the political providing of new ENPI dimension should stimulate real Logistics for Sustainable Socio-Economic Development in the “Green Banana”, to be further spread to East.

**Table 2. THE PRINCIPALLY SCHEME ON THE COMPETENCE SHARING**

## International co-operation on bilateral and multilateral levels

International Law & Human Rights Global Safety Sustainable Development & Global Programs World Culture Education Science Information World trade, Internat. Transporting Energy European & Euro-Atlantic Integration Food Health Protection Welfare  
ISO Statistic Technical Assistance

## Problems and Management Systems of National level

Legislation & Human Rights Protection Defence National Idea Cultural heritage System development of Science & Education Inform. policy & massmedia Budget & Taxes Connections Energy Foreign Affairs Agropolicy System of Helth protection & Recreation Social policy  
Natural Resources Use National Security State Programs System. Trade Transit Policy Regional Collabor. Environment Protect

## Regional level of problems and mechanisms for their resolution

Law compliance Civil Defence Spatial Development Fosterage High & special education Sum of technologies Information Reg. Budget Transit potential Energy supply Interreg & cross-border co-operation Agroproducers System of Institutions support System for healthy & recreation welfare  
Normative basis Emergency Regional potential Culture protect. environmental protection Innovation-investment policy

## Local and municipal problematic

Local Selfgovernment Fight with crime Trade development Culture heritage Infant & schools SME & Tourism development Informati- sation Inter-budget relations Local connections Energy City twinning Food productions Medical & welfare Services  
Environmental Control Emergency prevent. Land improv. Registration Local taxes save Municipal services

**Table 3. STRATEGY SCHEME OF THE EU NEIGHBOURHOOD PROGRAM “ROMANIA-UKRAINE”**

<b>General Objective</b> <b>Improve cross border integration between boundary regions while posing good bases for sustainable development</b>					
<b>Specific Objective 1</b> <b>Strengthen existing common assets to ignite a new integrated cycle of sustainable development</b>		<b>Specific Objective 2</b> <b>Support a new cycle of sustainable development with key infrastructures</b>		<b>Specific Objective 3</b> <b>Develop cross-border cooperation to resurface the common socio-cultural heritage linked to the local history and environment characteristics</b>	
<b>Priority 1</b> <b>Promoting Local Socio-Economic Development</b>		<b>Priority 2</b> <b>Developing cross border integrated infrastructure systems</b>		<b>Priority 3</b> <b>People to people actions</b>	
<b>Priority 4</b> <b>Technical Assistance</b>					
<b>Measure 1.1</b> <b>Expand and strengthen tourism</b>	<b>Measure 1.2</b> <b>Cross-border economic cooperation</b>	<b>Measure 2.1</b> <b>Develop cross-border transport and border infrastructure</b>	<b>Measure 2.2</b> <b>Improve cross-border environmental management</b>	<b>Measure 3.1</b> <b>Joint Small Project Fund</b>	
				<b>Measure 4.1</b> <b>Programme management and implementation</b>	<b>Measure 4.2</b> <b>Programme publicity and evaluation; project preparation</b>

## 8. Trans-European Transit Potential and Sustainable Regional Spatial Development.

Transit Communications on the Local and Regional level are the key element for Sustainable Development, Transfrontier Co-operation and International collaboration both reasoning from the foregoing experience of “Red Banana” and by already elaborated NPs. For one's turn this core element is determined by Trans-European Transport Net (TEN) passing these territories.

From the point of view of new EU High Level Group on the extension of major trans-European transport axes to the neighbouring countries and regions (HLG II), “Green Banana” becomes now the key area for just formulated 4 of 5 main future Pan-European connections [17]:

- “Motorways of the seas” linking the Baltic, Atlantic, Mediterranean and the Black Seas as well as littoral countries within the sea areas and with an extension through the Suez Canal towards the Red Sea;
- “Northern axis” connecting the northern EU with Russia and beyond;
- “Central axis” linking the centre of the EU to Ukraine and beyond to the Black Sea;
- “South Eastern axis” connecting the centre of the EU through the Balkans and Turkey to the Caucasus and the Caspian Sea as well as to the Red Sea and in the longer term towards the Persian Gulf;

In parallel to Passengers & Goods flows, there exists a list of other challenges for this key space such as the Energy transit, Environment, Safety, Spatial Development and other priorities of Enlarged Europe. But till now in practical way the mastered measures in general follow the old Scheme, developed in the time of former USSR [18] (Picture 2), which don't takes into account the nowadays realities in this area:



Picture 2. The enlarged Scheme of Pan-European transport corridors, dedicated by HLG I1[18]

- Limits for further operational and environmental burden in the TEN transport corridors, which are functioning, in particular, passing Germany and Poland as well as northern and central segments of new eastern EU border.
- Concentration of TEN in the narrow areas both of central and boundary regions on both sides of this border, what will provoke further imbalance of Spatial Regional Development in new EU Members and Neighbour States.
- Neglecting by real Transit Potential in both types of bordering countries, in particular by the traditional crossroads of “Silk Way” and path “from Varangians to Greeks”, the shortest & safest way from Baltic to Eastern Mediterranean and Black Seas bypass Carpathian in the valleys of the main tributaries of Danube, easy mountain passes, complementarity of communications along the already nominated priority transport axes...;
- Stereotypes of former geopolitical constructions, in particular the USSR main communications pass Transnistria etc.

The lack of consequent policy for this sphere results in the total absence even of mentioning in nowadays TEN maps [18] on these many centuries junctions for connections along and across new EU border. Such neglecting is obvious, for instance, from the environmentally sound study of the Transit ways pass Carpathians.

But last investigations for the new ENPI, World Bank Strategy [19], EBRD and of other Programs and Financial Institutions find new aspects in this area. Thus, in process of new NPs preparation, European experts revealed the following comparative indexes of the existent transport infrastructure development in the some border Regions of Ukraine

**Table 4. Density of connections (km per 1000 km<sup>2</sup> of territory)**

	<b>Ukraine</b>	Transcarpathian Oblast	Lviv Oblast	Ivano-Frankivsk Oblast	Chernivtsi Oblast	Odessa Oblast
Railways	<b>36</b>	48	59	36	52	32
Roads	<b>272</b>	259	382	299	354	239

This well developed network of Ukrainian near-border connections allows to shorten Baltic-Mediterranean transit flows through most safe way bypass Carpathians (see Tables 5, 6), along the IX TEN Corridor (Table 7) as well as to enlarge the opportunities for transit in Western-Eastern direction along III, V and also II TEN Corridors (Table 8). Maturity of these connections, which were purposively constructed in due course, guaranteed not only the most optimal transit, but also the possibility for flexible manoeuvring by transit flows through the time of these cross-border connections reconstruction.

**Table 5. Distances (km) by roads between the nearest to Ukrainian border transport junctions in Romania, Poland and Byelorussia (railways are similar)**

Suceava (RO)	Tomashov-Ljubelski (PL)	Przemysl (PL)	Jaroslav (PL)	Brest (BL)
0	443	448	460	667

**Table 6. Distances (km) between Bucharest and Warsaw by roads along IX TEN Corridor: bypass Carpathian through Ukraine (I) and across the mountains (II, III).**

	<b>Route</b>	<b>Distance</b>
<b>I</b>	<b>Bucharest – Chernivtsi– Lviv–Warsaw</b>	<b>1154</b>
II	Bucharest – Budapest –Warsaw	1458
III	Bucharest – Holmeu – Chop –Warsaw	1203

**Table 7. Distances (km) between the endpoints of IX TEN for various transit ways: pass Transnistria (former USSR scheme), bypass Carpathians and twice crossing Carpathians**

Route	Distance
Alexandropolis – Tyrgu Frumos – Chisinau – Zhytomyr – Klaipeda	2468
Alexandropolis – Suceava – Chernivtsi – Brest – Klaipeda	2281
Alexandropolis – Plovdiv – Estergom – Klaipeda	2270

**Table 8. Distances (km) between Kiev and Trieste in possible ways, parallel to V TEN**

Route	Distance
Kiev – Zhytomyr – Chernivtsi– Vinogradovo – Vespren – Graz – Trieste	1774
Kiev – Zhytomyr – Chernivtsi – Oradea– Vespren – Murska Sobota– Trieste	1794
Kiev – Lviv - Csop– Budapest – Trieste	1798

As a result of the Appeals of the Council of the pilot Euroregion “Upper Prut” to the Presidents and Governments of 3 States and preliminary Ukrainian-Romanian consultations in the framework of the official visit of Ukrainian Prime-minister to Romania in January 2002, President of Romania during his official visit to Ukraine in September 2002 declared “great projects for modernisation and extension of communications – roads, highways, railways especially in context of collaboration with neighbour Poland and Russian Federation”. [20].

On 28.01.2004 the representatives of Chernivtsi, Lviv, Ivano-Frankivsk Oblasts of Ukraine and Suceava County of Romania signed in cross-border check-point of “Porubne - Siret” joint Protocol, aimed to concentrate common efforts of these Regions for win-win realisation of this potential accordingly to the ENPI. And some later the Volyn’ Oblast of Ukraine (Euroregion “Bug”) also manifested its desire to participate in this initiative..

After discussion in the Ministry of Transport, Construction & Tourism of Romania on 01.02.2005 the step-by-step restoration of transport connections, which cross both countries was proposed for analysis by the HLG II.

To continue the comparison of the Red and Green Bananas issues, let’s once look more to GILDA project [4] on systems improvement of Italian-Austrian-Slovenian transport network in wider context of this Region Sustainable Spatial Development. In this project are nominated as the main technical & economical feasibility supply chains for:

- perishable goods from the Mediterranean to Northern & Eastern European markets;
- timber, recognising the importance of this sector for several contiguous regions in the CADSES area.

The same issues are formulated also in the priorities of the Euroregion “Upper Prut” (2000) as well as in the above mentioned Declaration of Bucharest Summit in 2001.

As further transfer of the Logistics experience of “Red Banana” for implementation in the construction of the “Green Banana” one - let’s look on previous and nowadays approaches to this issue.

As a result of the Austrian Monarchy collaboration with Russian Empire and Romanian Kingdom since the middle of XIX century here, started impetuous development of Bucovina, which was one of the first examples of the nowadays “Europe of Regions”. Until the World War I everybody could take a train from nowadays Chernivtsi (*Czernowitz*) and arrive next day, let’s say, in Vienna.

Additionally to well known for today schemes of the III, IV, V, IX and II TEN, the private companies, which were stimulated by the above mentioned State’s Governments, step-by-step constructed the following trans-European and local connections:



**Table 9. Development of railways connections in the zone of “Green Banana” through XIX - XX centuries**

<b>Connections</b>	<b>Constructed in</b>
Przemysl – Lviv ( <i>Lemberg</i> ) –Chernivtsi ( <i>Czernowitz</i> )	1861—1866
Chernivtsi– Suceava – Iasi (Romania)-Galati –Constanta—Bucharest —Sofia —Istanbul — Athens	1868—1870
Chernivtsi – Novoselitsa (former Russian border)— Zhmerinka — Kiev —Moscow — Cisinev –Odessa	1884
Suceava–Satu-Mare– Debretsen (Hungary) —Budapest — Vienna	1890—1900-th
Suceava — Cluj—Oradea– Szolnok (Hungary)— Budapest — Vienna — Arad-Timishoara — Belgrade	1880-1920-th
Chernivtsi– Kolomyja – Rakhiv – Chop	1890-1900-th
Chernivtsi– Ternopol – Pidvolochisk (former Russian border) —Shepetivka — St.-Petersburg — Kiev – Moscow — Baltic States	1880-th - 1900-th

Through the time of the USSR, eastern branch of this junction was further developed as a part of Soviet railways in order to connect Western Ukraine with the Caucasus, Central Asia, Siberia and other parts of the former USSR as well as with China and Far East. Since that time here ran trains Moscow – Sofia (Varna, Burgas), St.-Petersburg –Sofia, Sofia – Berlin, Warsaw – Bucharest, Kiev – Istanbul, Varna-Minsk.

The new ways for modern resolution of the above mentioned challenges across and along the new eastern EU border in the framework of new ENPI was formulated by proper Ukrainian Governmental Structures in the Memorandum stated below.

### **Memorandum**

on integration of Ukraine into the process of development of Trans-European transit in the area of new EU borders

In accordance with the Doctrine of New “European Neighbourhood and Partnership Instrument” (ENPI) COM(2004) 628 final 2004/0219 (COD), presented by the European Commission to the European Parliament and the Council of Ministers on September 29, 2004, and the “Ukraine-EU” Action Plan, long-term co-operation programs and joint projects between EU and border regions of the neighbouring countries are considered to be among the main innovative components that will be financed in part by European Union from the year 2007 on.

These documents foresee, in particular, sustainable transport and infrastructure policy in order to identify and evaluate the priority infrastructure projects; participation in joint development of the Pan-European Corridors and Areas, as well as the safety of international transport operations.

In this respect, multilateral political, financial and legal assessment should precede the implementation stage of these projects that would form the national strategy programs. Based on such evaluations, Ukraine’s potential for the development of Trans-European transit communications along the new EU borders is unparalleled:

- It is the only State that borders on the majority of countries in the region that have already become or are on their way to the EU membership – Poland, Slovakia, Hungary, Romania, Bulgaria and Turkey;
- At the same time, Ukraine has common borders with other States that are located in the immediate proximity of the EU – Russian Federation, Byelorussia and Republic of Moldova;
- Ukraine’s geographical location and transport system play unique transit role on traditional trading and transport routes across the new EU borders both from East to West and along them from South to North (see the enclosed scheme).

The long-term role of the “Silky Way” crossroads with the mostly acceptable Baltic – Mediterranean trade routes (e.g. “from Varangians to Greeks” trading route, etc) contributed to the construction in the XIX century of the system of well-developed transport junctions along the cur-

rent EU border in Volyn', Lviv, Transkarpatia, Bukovina and Odessa; all of them have common roots for Spatial Development with bordering regions of Poland, Slovakia, Hungary & Romania.

Germany	Scandinavia	Belarussia	Baltic countries	<b>R</b>	Finland
Austria	Poland	Galicia	Volyn'	<b>U</b>	Far East
Former Yugoslavia	Slovakia	Trans-Carpathian	<b>UKRAINE</b>	<b>S</b>	Middle Asia
Italy	Czech	Bucovina	Odessa	<b>S</b>	Caucasus
Geese	Romania	Moldova	Middle East	<b>I</b>	Azerbaijan
Turkey	Bulgaria			<b>A</b>	Georgia

Nowadays, this creates a window of opportunities for bringing the existing system of connections in conformity with the present and future needs of freight and passenger traffic, as well as for the transit of energy resources among the EU member states, East and South, providing, at the same time, for Sustainable Development of the border regions. This is absolutely in line with the Guiding Principles for Sustainable Spatial Development of the European Continent adopted by the Council of Ministers of the Council of Europe in 2002 and the Ministerial Declaration "Towards Sustainable Development of Transport in the CEI countries" signed at the special UN General Assembly Session on June 25, 1997.

To take advantage of this potential, we suggest launching for the period until 2007 of the system of projects under the aegis of High Level Group and within the frameworks of EU Neighbourhood Programs and CADSES, that would target the development of Trans-European transport networks across the bordering states, i.e. evaluate new possibilities and conduct feasibility studies for the reconstruction of common transportation systems.

In accordance with the preliminary agreements, in particular, with the renowned Vienna Institutions in the field of Transport Connections and Spatial Development in the CEE – TINA Transport Strategies and iC-Group, these projects should entail the following:

- Research on the perspectives of transit traffic through the territory of Ukraine in the context of Pan-European Corridors II, III, IV, V, IX, X;
- Development in co-operation with the representatives of Hungary, Poland, Slovakia, Romania, Russian Federation and the above-mentioned European Institutions of the technical and economic substantiation of the co-ordinated reconstruction and further common development of the system of transport communications in Ukraine and neighbouring EU member States.

Once these proposals are approved by EU in general, Ukraine will proceed to develop them in accordance with the provisions of the Law of Ukraine "On Transfrontier Co-operation".

### 9. Border infrastructure.

Also the issue of Logistics should include solutions for the border infrastructure as a well-organised filter, transparent for tremendous flows of normal passengers, goods, energy-ware, cargo, information etc, but close for illegal migration, drags, terrorists, weapons and other nowadays sources of risks for the Europe.

But it's impossible to organise and equip this border only on the EU and NATO side. From the point of view of the above mentioned innovation-target approach here should be find the original solutions, attractive for all interested parties and based on the already existent experience of the "Red Banana".

For such resolution, it can serve the following way of the reconstruction of the main cross-border points on the Romanian-Ukrainian border (which length – 686 km is near the half of total new EU and NATO border with Ukraine). Whereas main cross-border points on the Ukrainian

borders with Poland, Slovakia and Hungary already were more or less reconstructed, it can be proposed as a pilot project for the main road check point of “Porubne - Siret” and railway “Vadul-Siret - Vicsani” to reconstruct them into the joint Control System.

Beside of the cost economy, such approach will essentially simplify the cross-bordering procedures, as well as will allow to improve the efficacy of border control. The real needs for such approach can be illustrated by the steady growth of total transit pass this border (Table 10).

**Table 10. Number of vehicles and people  
crossed Ukrainian-Romanian border pass “Porubne - Siret”**

Passed	1999	2000	2001	2002	2003	2004
Lorries	18 705	23 094	28 053	36 074	50 755	57 184
Cars	29 745	30 071	45080	66723	106 360	122 707
Buses	11 912	11 012	9 423	5 811	4 820	3 766
People	427 148	386 786	388 660	430 219	596 231	533 618

*Note: reduction of people transit in 2004 was conditioned to visas regime implementation*

On this example everybody can see the trend for increasing both of general passengers/cargo flows and freight transit, which part is more than 80 % in total traffic. The essential peculiarity is that for last years this growth wasn't concentrated in bilateral exchange between bordering countries (for instance, the number of Romanian trucks increased in 2004 some more than for 3 times in comparison with 2000).

The main stream consist of the vehicles, which are from the other countries and crossed Ukraine, mainly in Romania - Poland direction. For instance, the transit increased in 2004 regarding 2000 for the vehicles, came from the following States: Poland – for 8.3 times, Turkey - for more than 8 times, Germany - for more than 2.75 times, Belgium - for 2.7 times, other States – on average for 3 times. Besides Russian vehicles, this transit transport flow is mainly directed to check-points of Medyka, Krakowets, Rava-Russka, Jagotin on the Ukrainian-Polish border as well as to Brest.

Thus, without any essential investments and publicity from Ukrainian side, it's obvious the constant growth of transit pass the territory of Ukraine, Romania and Poland, both between the Member States of the enlarged EU and across the new EU border. This trend, in comparison with the short time “boom” on the beginning of 1990-th, has sustainable character. On some roads on the Ukrainian side traffic run up to 30 thousands vehicles per day.

For Romanian-Ukrainian border zone transfrontier symbiosis will be additionally stimulated by placement in Suceava of Joint Technical Secretariat of the EU Neighbourhood Program as well as by proposed location of the Secretariat of Carpathian Convention in Chernivtsi. The distance between these administrative centres of Southern and Northern Bucovina is 85 km and the main railways and roads border crossing point is directly between them.

### **Conclusions.**

Already mentioned example of former Bucovina Land on the beginning of XX c. as well as last experience in the “Red Banana” shown, that Logistics development in border areas will not only involve here intense transit flows. In the same way it'll arise the lure for such activities as trading, tourism, recreation, construction, services and many others, as well as the investment attraction of these territories in whole.

At the same time it will stimulate Regional Spatial Development into modern way for Sustainable Transport [21] as well as for the “best available technologies” involvement [22].

When each Region will define its real needs and priorities in transfrontier collaboration, it will be possible to establish the new point of view for the geo-political issues [15]. It can be formulate as equilibrated interregional collaboration of EU, CoE, NATO UN and other

influential international structures, including also CIS and United Economical Space of Russia, Ukraine, Byelorussia and Kazakhstan [23].

The role of EU and CoE in this process looks like a 50 years old teachers, which already reared and continue to bring up few generations of States and Regions in Wider Europe and Europe of Regions (e.g. in the Blue and Red Bananas). As it shown by the last “graduates” in the Eastern Europe, each generation needs for new approach and introduces novel and very specific experience for teachers themselves as well as fresh features in mutual process between tutors and progeny.

To become successful with new “15 years old adolescents” on the way to Democracy and Market Development through the eastern border, “teachers” should formulate first of all for themselves, what they want to see in this new “Green Banana”, taking into account the specificity of “teenagers” and esteeming their experience.

Mutual expediency of such process for Wider Europe of Regions can be demonstrated by the following example.

For the last years there was shown an interest in creation of new Euroregion by the Italian Region Friuli-Venezia-Giulia & Slovenia with Austrian Province of Carinthia (the zone of above mentioned GILDA project [4]), which simultaneously are the partners of the Euroregion “Upper Prut”.and of Chernivtsi Oblast.

At the same time in Gorizia on the distance of few hundred meters situated ISIG and INFORMEST — two Institutions, each of them has their long term interests and projects in geopolitical and economical development of new EU border areas. Just the same we can say about the TINA Vienna Transport Strategies & Institute for Integrate Planning and Development of Regional Transport- and Securing Systems, which submitted together with Ukrainian and Romanian Regions project proposal “Development of Upper Prut Cross-border Transport System”.

Such situation isn't unique. The “critical mass” of these mutual interests can focus in “Green Banana” further efforts of EU, CoE, UN, NATO, CIS, CEI, CADSES etc. The way to this important result was formulate in [24] as:

“Transfrontier co-operation, as it foreseen in the On-line Convention of the Council of Europe of 1980, requires the existence of Regions with strong power on both sides of the border, aimed to accelerate and promote harmonious transfrontier economic development.

For new EU borders and for Local and Regional Authorities there, such approach requires more efficient mechanisms for implementation of Neighbourhood in the Wider Europe both in a way of new Ukrainian Legislation “On transfrontier co-operation” establishment and by the encounter steps of the Council of the Europe and EU for the further improvement of the Madrid Convention accordingly to nowadays challenges, for instance in a way of more deep intergovernmental collaboration in this sphere”.

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