TRANSGREEN. Integrated Transport and Green Infrastructure Planning in the Danube-Carpathian Region for the Benefit of People and Nature
January 2017 – June 2019

User Guide

Project co-funded by the European Regional Development Fund (ERDF).
www.interreg-danube.eu/transgreen
The TRANSGREEN project’s Guidelines

- One of the main outputs of the TRANSGREEN project
- Aimed to minimize negative impacts of transport infrastructure development on wildlife in the Carpathians
- Recommended to be used in combination with other TRANSGREEN outputs:
  - The State-of-the-Art Report
  - The Catalogue(s) of Measures
  - The In-Depth Analysis
  - Special Recommendations for sustainable transportation in the Carpathians
  - The EIA training package for sustainable transportation in the Carpathians

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Main target groups

Written mainly for the following groups of users:

- Transport planners and designers
- Environmental impact assessment specialists
- Authorities responsible for decisions regarding authorizations for transport constructions at all levels - both from the transport and environmental sectors
- Transport infrastructure constructors
- Transport infrastructure operators
- Biologists and ecologists involved in monitoring the impacts of transport on wildlife
How to use the guidelines
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<th>1. <strong>Introduction</strong> - wildlife and traffic in the Carpathians</th>
<th>2. <strong>Users’ Guide</strong> - about the guidelines and how to use them</th>
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<td>- why these guidelines are needed</td>
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<td>3. <strong>Basic terms</strong> - explanation of used terms and abbreviations</td>
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<td>4. <strong>Effects of transport infrastructure on nature</strong> - the ecological impacts of transport infrastructure, primary and secondary effects</td>
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<td>5. <strong>Specifics of the Carpathian countries</strong> - introduction of the region, characteristics of natural conditions, transport and settlement in the Carpathians</td>
<td>6. Biota and ecological connectivity, demands of different groups of fauna on infrastructure permeability - main habitats and species in the Carpathians, their demands for connectivity in the landscape</td>
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<td>7. <strong>Legislative aspects</strong> - European Directives and strategies, relevant conventions, national level legislation in respective Carpathian countries</td>
<td>8. Basic steps and processes for ensuring ecological connectivity within transport infrastructure development - how to apply protection of wildlife and requirements for landscape connectivity during the process of transport infrastructure development</td>
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<td>9. <strong>Integration of linear transport infrastructure into the surrounding landscape</strong> - key issues for successful integration of infrastructure into the landscape, with emphasis on factors relevant to minimising habitat fragmentation</td>
<td>10. Fauna passages and other technical solutions - choice and location of mitigation measures according to target species and habitats; overpasses, underpasses, passages for aquatic organisms, joint-use and modified passages; measures to avoid or reduce mortality</td>
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<td>11. <strong>Ecological compensation</strong> - the use of compensatory measures as the last option in cases when mitigation measures cannot prevent ecological damage or where it is not possible to mitigate; methods and examples</td>
<td>12. Monitoring the impact of transport on nature - guidelines for the design of monitoring programmes and for evaluating the effectiveness of measures; different monitoring methods described.</td>
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In order to use this experience, it is recommended to take into account the following IENE Principles for Environmentally Friendly Linear Transport Infrastructure development:


II. “Sustainable Strategic Planning”: Sustainable strategic planning for development of any major transportation infrastructure project based on the Hierarchy of priorities: Avoidance – Mitigation – Compensation.
III. “Ecosystem approach”: Ecosystem approach to crossing points of Grey and Green Infrastructure, knowing the values of Natural Capital and ecosystem services in combination with the “Precautionary” principle.

IV. “Any case, a unique case”: Establishment of the “any case, a unique case” approach, taking any problem as a unique problem and always properly evaluating the use of existing solution.

V. “Multi-disciplinary cooperation”: Establishment of multi-disciplinary cooperation among different professionals, such as engineers and environmentalists.
VI. “Civil society involvement”: Involvement of civil society in the planning phase of linear infrastructure projects.

VII. “Polluter pays principle”: Implementation of the “Polluter pays” principle, after clarifying the ethical and transparency concerns, by including concrete mitigation measures right from the beginning of the planning phase until the tendering and contracting of the building and operating phases.

VIII. “Long life effective maintenance”: Inclusion of maintenance of mitigation measures in the budget of the ordinary program for maintenance of the infrastructures under operation.
IX. “Environmental supervision”: Inclusion of environmental supervision of technical features of the infrastructure and monitoring of the habitat and wildlife populations’ status at all phases of the projects from design to full operation.

X. “Culture of learning”: Establishment of a culture of learning to build up and support continuous evaluation and exchange of knowledge and experience among the interested, relevant and authorized organizations and state services.
Thank you!