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If you want to go fast,
go alone,
If you want to go far,
go together!

African proverb

Sustainable Urban Mobility in South East European Countries | SUMSEEC

ROADMAP TO SUSTAINABLE URBAN MOBILITY IN SEE COUNTRIES

Implemented by:

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

In cooperation with:

ZELS SKG COR PC SOGFBiH

IMPRINT

Published by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
Registered offices: Bonn and Eschborn, Germany

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As at
November 2018

Print, design and layout by
GS Pixel
Neznanih junaka 31, Bijeljina, Bosnia and Herzegovina

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*For the purpose of this brochure, the name Macedonia is used to refer to The former Yugoslav Republic of Macedonia.

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ABBREVIATIONS

AoM - Association of Municipalities
CIVINET - CIVITAS National Networks
CIVITAS - CIty VITAlity and Sustainability Initiative
CSO - Civil Society Organization
EE - Energy Efficiency
ELTIS - European Local Transport Information Service
EMW – European Mobility Week
EPOMM - European Platform on Mobility Management
GE - Gender Equality
GM – Gender Mainstreaming
LGA - Local Government Authority
LUTP - Leaders in Urban Transport Planning Program
POLIS - European Cities and Regions Networking for Innovative Transport Solutions
PPP – Public-Private Partnership
RES - Renewable Energy Sources
SEEC – South-east Europe Countries
SEM - Sustainable Energy Municipality
SEAP - Sustainable Energy Action Plan
SEETO - South East Europe Transport Observatory
SloCaT - Partnership on Sustainable Low Carbon Transport
SUM – Sustainable Urban Mobility
SUMP - Sustainable Urban Mobility Plan
UEMI - Urban Electric Mobility Initiative
TUMI - Transformative Urban Mobility Initiative

INTRODUCTION

By 2030, 60% of the world's population will live in cities. Over the same period, more than two billion people will live in cities in emerging markets.

At the moment, over the 50% of the population lives in cities in South East European countries. The negative effects of the transportation system in SEE cities are large and the "greening" of the transportation system is a very important, but at the same time challenging and complex process.

SEE cities will not develop in parallel and the pace of transformation is going to differ. But SEE cities are similar in many ways and face common challenges and opportunities, so they can successfully learn from one another's experiences, and this has been the main reason for establishment of SUMSEEC project.

Based on lessons learned, positive experiences and great cooperation achieved through successful realisation of "Capacity building for energy management in cities towards the goals of the EU Covenant of Mayors - Capital Cities Initiative", "Strengthening of the Network of Sustainable Capital Cities in South East Europe - NEEC", "Network of energy efficient capitals in SEE – Implementing the Sustainable Energy Action Plans (SEAPs) in the capital cities – NEEC SEAP" and "Energy efficiency in Municipal Associations – EeMA" projects, SUMSEEC project aims in creating sustainable and integrated transport sectors that will contribute to sustainable economic development and human capacity development in SEE countries.

Solving the mobility challenge in SEE countries and cities require coordinated actions from all stakeholders toward new "multimodal" services—those that facilitate journeys combining walking, cars, buses, bikes, and trains—as well as shared transportation services. Technological advances and commercialization, funding, intelligent policies, and business-model innovation will be needed to realize productivity improvements while creating more sustainable environments in our cities.

We are optimistic that SUMSEEC Roadmap will give our cities solid platform to move faster towards Sustainable Urban Mobility future dedicated to people and their health, welfare and quality of life improvements.

Herewith we would like to thank all who actively supported us in developing this Roadmap.

Vesna Kolega

Dubravka Bošnjak

EU SUSTAINABLE URBAN MOBILITY POLICIES, LEGISLATION AND REGULATION

The most important Energy Community (EC) legislation regarding Sustainable Urban Mobility, in chronological order:

- Revised Clean Vehicle directive – 2017[1]
- European Strategy and Action Plan for low-emission mobility - 2016[2]
- Urban Mobility Package – 2013[3]
- White paper – Roadmap towards a single European Transport Area - Towards a competitive and resource efficient transport system – 2011[4]
- Directive 2009/33/EC on the Promotion of Clean and Energy Efficient Road Transport Vehicles – (Clean Vehicle directive) - 2009[5]
- Action Plan on Urban Mobility (APUM) - 2009[6]
- Action Plan for the Deployment of Intelligent Transport Systems – 2008[7]
- Green paper on Urban Mobility – Towards a new Culture for Urban Mobility - 2007[8]

CLEAN VEHICLE DIRECTIVE

The Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles (Clean Vehicle Directive) aims at a broad market introduction of environmentally friendly vehicles. It requires that energy and environmental impacts, linked to the operation of vehicles over their whole lifetime, are taken into account in all purchases of road transport vehicles, as covered by the public procurement Directives and the public service Regulation.
Legislation and programmes related to the different fields of the Clean Vehicles Directive are the following:

SCOPE (ARTICLE 3)

- Directive 2004/17/EC of the European Parliament and of the Council of 31 March 2004 coordinating the procurement procedures of entities operating in the water, energy, transport and postal services sectors

1 More information on: https://ec.europa.eu/transport/modes/road/news/2017-11-08-driving-clean-mobility_en
2 More information on: https://ec.europa.eu/transport/themes/strategies/news/2016-07-20-decarbonisation_en
3 More information on: https://ec.europa.eu/transport/themes/urban/urban_mobility/ump_en
4 More information on: https://ec.europa.eu/transport/themes/strategies/2011_white_paper_en
5 More information on: https://ec.europa.eu/transport/themes/urban/vehicles/directive_en
6 More information on: https://ec.europa.eu/transport/themes/urban/urban_mobility/action_plan_en
7 More information on: https://ec.europa.eu/transport/themes/its/road/action_plan_en
8 More information on: https://ec.europa.eu/transport/themes/urban/urban_mobility/green_paper_en

- Directive 2004/18/EC of the European Parliament and of the Council of 31 March 2004 on the co-ordination of procedures for the award of public works contracts, public supply contracts and public service contracts
- Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) No's 1191/69 and 1107/70

EXEMPTIONS (ARTICLE 2)

- Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles.

FUNDING (RECITALS 30 AND 37)

EU FUNDING

- Council Regulation (EC) No 1083/2006 of 11 July 2006 laying down general provisions on the European Regional Development Fund, the European Social Fund and the Cohesion Fund and repealing Regulation (EC) No 1260/1999

CIVITAS INITIATIVE

HORIZON 2020

EU STATE AID RULES FOR NATIONAL FUNDING

- Community guidelines on State aid for environmental protection [Official Journal 2008/C82/01 of 01-04-2008]
- Commission Regulation (EC) No 800/2008 of 6 August 2008 declaring certain categories of aid compatible with the common market in application of Articles 87 and 88 of the Treaty (General block exemption Regulation)
- Communication from the Commission - Community guidelines on State aid for railway undertakings [Official Journal C 184 of 22/07/2008]

EU GUIDANCE ON NATIONAL FINANCIAL INCENTIVES FOR VEHICLES

Commission Staff Working Document "Guidance on Financial Incentives for Vehicles" of 13 November 2009 giving practical guidelines to Member States wishing to introduce financial incentives for vehicles that meet mandatory emission limits in advance of the due dates set out in Regulation (EC) No 715/2007

OTHER LEGISLATION (RECITAL 21)

Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information

In November 2017, the European Commission proposed a revision of the Clean Vehicles Directive, after an evaluation showed that the Directive had yielded limited results, for instance by not encouraging a more significant uptake of clean vehicles in the market overall.

The revised Directive aims to promote clean mobility solutions in public procurement tenders and thereby raise the demand for, and the further deployment of, clean vehicles.

The revised Directive provides a definition for clean light-duty vehicles based on a combined CO2 and air-pollutant emissions threshold (Figure 1); for heavy-duty vehicles, it gives a definition based on alternative fuels. The revised Directive is in line with the European Commission's energy union package, which plans action on further decarbonization of road transport in line with the 2030 climate and energy targets, and the EU's commitments under the Paris Agreement. The revised Directive has been assigned to the European Parliament's Committee on Environment, Public Health and Food Safety (ENVI). The Parliament has been strongly supportive of a wider deployment of alternative-fuel vehicles on the European market.

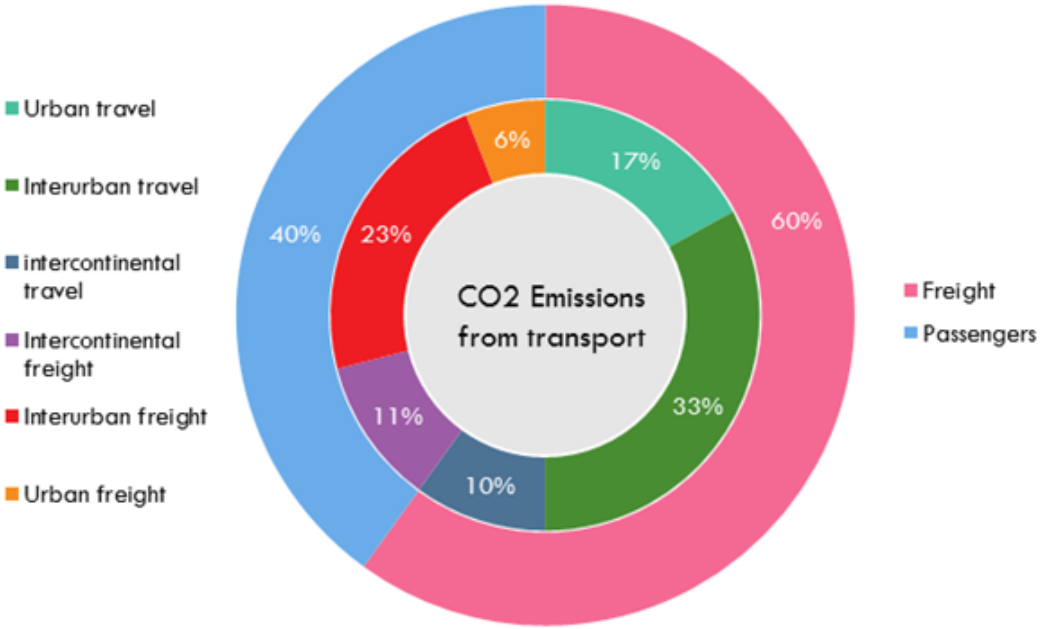

Figure 1: The distribution of CO2 emissions in EU transport sector

A EUROPEAN STRATEGY AND AN ACTION PLAN FOR LOW-EMISSION MOBILITY

The global shift towards a low-carbon circular economy has started and its pace is accelerating. To ensure Europe stays competitive and able to respond to the increasing mobility needs of people and goods, the Commission's low-emission mobility strategy sets clear and fair guiding principles to Member States to prepare for the future. The Energy Union strategy contributes to this goal.
The low-emission mobility strategy frames the initiatives that the Commission is planning in the coming years, and it maps the areas in which it is exploring options. It also shows how initiatives in related fields are linked and how synergies can be achieved. It should be seen as one of the tools to modernize the European economy and strengthen its Internal Market.

Three main pillars of the Strategy are:

- **Increasing efficiency of the transport system** by making the most of digital technologies, smart pricing and further encouraging the shift to lower emission transport modes;
- **Speeding up the deployment of low-emission alternative energy for transport,** such as advanced biofuels, electricity, hydrogen and renewable synthetic fuels and removing obstacles to the electrification of transport; and
- **Moving towards zero-emission vehicles**. While further improvements to the internal combustion engine will be needed, Europe needs to accelerate the transition towards low and zero-emission vehicles. (EU legislation currently refers to low-emission vehicles as vehicles having tailpipe emissions below 50g/km. This would include some plug-in hybrids, full electric cars and fuel cell (i.e. hydrogen-powered) vehicles. The latter two examples also represent zero-emission vehicles.)

Cities and local authorities are crucial for the delivery of this Strategy. They are already implementing incentives for low-emission alternative energies and vehicles, encouraging a modal shift to active travel (cycling and walking), public transport and/or shared mobility schemes, such as bike-sharing, car-sharing and car-pooling, to reduce congestion and pollution.
Finally, this Strategy reiterates Europe's commitment in pursuing **global efforts** to control emissions from international aviation and maritime transport.

URBAN MOBILITY PACKAGE

As a follow-up to the 2011 Transport White Paper 'Roadmap to a Single European Transport Area', the European Commission in 2013 developed an Urban Mobility Package that addressed initiatives 31, 32 and 33 of the White Paper. Initiative 31 called for establishing procedures and financial support mechanisms at

the European level for preparing Urban Mobility Plans; initiative 32 foresaw the development of a package for urban road user charging and access restriction schemes; while initiative 33 covered the production of best practice guidelines to better monitor and manage urban freight flows.
With the Urban Mobility Package, the Commission reinforces its supporting measures in the area of urban transport by:

- Sharing experiences, show-casing best practices, and fostering cooperation;
- Providing targeted financial support;
- Focusing research and innovation on delivering solutions for urban mobility challenges; and
- Involving the Member States and enhancing international cooperation.

The central element of the Urban Mobility Package is the communication "Together towards competitive and resource efficient urban mobility". It is complemented by an annex that sets out the concept of Sustainable Urban Mobility Plans, as well as four Staff Working Documents on urban logistics, urban access regulations, deployment of Intelligent Transport System solutions in urban areas, and urban road safety (Figure 2).

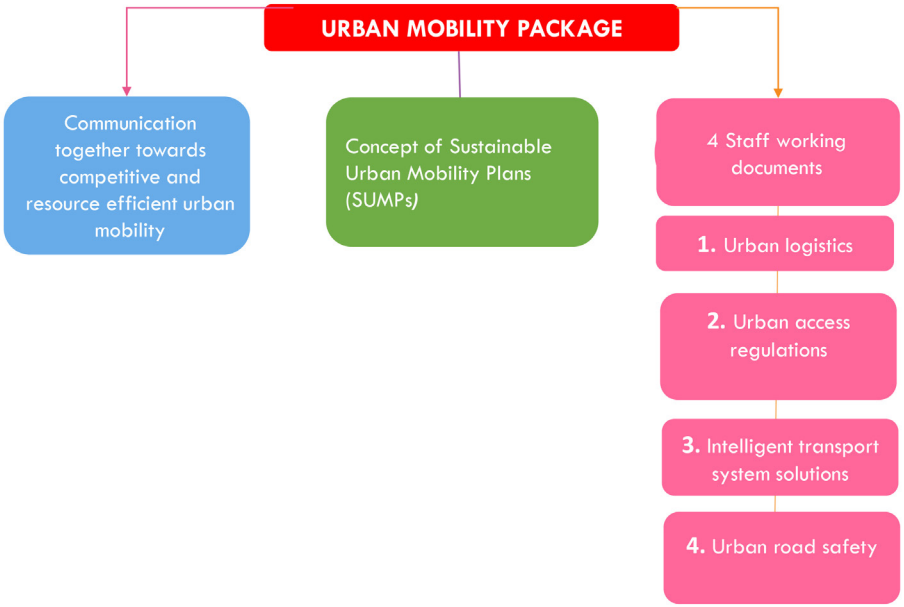

Figure 2: Components of Urban Mobility Package

Communication "Together towards competitive and resource efficient urban mobility"

Managing a successful transition towards a more sustainable type of urban mobility remains a major challenge for cities across the European Union. Local authorities need support to address the adverse economic, environmental, and social impacts associated with today's urban mobility patterns. It is thus necessary that urban mobility remains prominent on the EU political agenda.

The Commission and Member States should reinforce their support for local authorities so that all cities across the Union can achieve a step-change in their efforts for more competitive and resource efficient urban mobility.

This Communication aims at leveraging action across all levels of government: the Commission will step up its support in areas with established EU added value, while Member States are encouraged to create the right framework conditions for local authorities to develop and implement integrated and comprehensive strategies for better and more sustainable urban mobility. To facilitate closer exchange between the Commission and the Member States, the Commission proposes to host a Member States Expert Group on Urban Mobility. The Commission is recommending a concrete set of measures to be taken at different levels on several relevant issues, such as urban logistics, urban access regulations, deployment of urban ITS solutions and road safety, and it will carefully monitor their follow-up. The actions in this Communication present a basis for moving together towards competitive and resource efficient urban mobility.

A CONCEPT FOR SUSTAINABLE URBAN MOBILITY PLANS (SUMPS)

This document sets out a concept for the development of Sustainable Urban Mobility Plans that has emerged from a broad exchange between stakeholders and planning experts across the Union, which were supported by European Commission's initiatives, such as the ELTIS Plus project. The concept reflects a broad consensus on the main features of a modern and sustainable urban mobility and transport plan. It is not proposed that this concept represents a one-size-fits-all approach to urban transport planning. Instead, the concept can and should be adapted to the particular circumstances of the Member State and urban areas.

For several years the European Commission has actively promoted the concept of sustainable urban mobility planning. Through the funding of a range of projects related to the topic, stakeholders and experts have been brought together to analyze existing approaches, discuss problem areas and identify best practice. In 2013 this resulted in the publication of guidelines for the development and implementation of Sustainable Urban Mobility Plans (SUMPs)[9]. These guidelines provide local authorities with a structured approach on how to develop and implement strategies for urban mobility based on thorough analysis of

9 http://www.eltis.org/mobility-plans

the current situation, combined with a clear vision for sustainable development of the urban and neighboring areas under consideration. Thereby, SUMPs can help cities make efficient use of existing transport infrastructure and services and ensure a cost-effective deployment of the proposed measures.

The SUMP concept is not a rigid definition of what urban planning should be like, nor a universal approach to urban mobility planning. It is rather a set of guiding principles that can be adapted to the specific circumstances of the urban area under consideration. The European Commission defines a Sustainable Urban Mobility Plan as a plan aiming to improve the accessibility of urban areas and providing high-quality, and sustainable mobility, and transport to, through and within the urban area. It focuses on the needs of the "functioning city" and its hinterland rather than on a municipal administrative region. It aims to build on existing planning practices and ensure integration, as well as participation and evaluation principles. People are the main focus of SUMPs; whether it concerns commuters, business people, consumers, customers or any other role, preparing a SUMP means "Planning for People".

This people-centric approach is one of the main differences from traditional transport planning, which tend to focus on traffic and infrastructure rather than people and their mobility needs.

Seven main characteristics of SUMP are given at Figure 3, and 10 principal SUMP benefits are shown at Figure 4.

Figure 3: 7 Main characteristics of SUMP[10]

10 EU Sustainable Urban Mobility: European Policy, Practice and Solutions, Ref. Ares (2017)3676309 - 20/07/2017

Figure 4: 10 Principal SUMP benefits

COMMISSION STAFF WORKING DOCUMENTS

A CALL TO ACTION ON URBAN LOGISTICS

Efficient urban logistics are essential for the economy and quality of life in cities where most European citizens live but are largely neglected in urban transport policy and planning. Despite general agreement on the problems, and in many cases the solutions, there is a broad lack of attention to urban logistics issues. This strategy, along with the accompanying Communication on Sustainable Urban Mobility Plans, is a call for action at all levels to improve the efficiency of urban logistics. Improving urban logistics is an area where early progress can be made towards the overall goal of reducing transport greenhouse gas emissions to the extent of 60% by 2050.

Urban freight policy can deliver cost effective improvements at the local level and at the same time make significant contributions to longer term European transport, environmental and economic policy goals/ objectives.

A CALL FOR SMARTER URBAN VEHICLE ACCESS REGULATIONS

Access regulations are a common and increasingly used tool to manage urban mobility. However, there is a risk that the growing diversity of different access regulation schemes, being implemented in different ways, leads to a lack of economies of scale and risks fragmenting the single market. A greater understanding is needed of the different types of access regulations, their impacts and, most importantly, their cost effectiveness.

While the decisions about access regulations should be taken at the local level there is considerable potential for a more common and coordinated approach to access regulations across the Union, in particular on issues such as vehicle characteristics, enforcement methodologies, information and communication as well as evaluation.

Correctly implemented access regulations, developed and agreed with stakeholders, as part of sustainable urban mobility planning, can be an effective tool to optimize urban mobility and accessibility and deliver local, national and European urban transport policy objectives. However, more effort is needed to improve understanding and implementation of urban vehicle access regulations and foster a more common approach across the Union to optimize access to urban areas.

MOBILIZING INTELLIGENT TRANSPORT SYSTEMS FOR EU CITIES

Smart technologies and Intelligent Transport Systems (ITS) in particular can significantly contribute to a cleaner, safer and more efficient transport system in urban areas. Innovative transport solutions can also meet ever-growing citizens' needs in terms of new mobility services, such as car sharing and bike sharing schemes or smart ticketing solutions, for instance.

ITS are key enablers to achieve public policy objectives, support the design of urban mobility and offer tailor-made measures, adapted to the wide variety of urban mobility scenarios. ITS can provide very concrete solutions, for example for traffic and travel operations and management, thus reducing congestion and its resulting negative externalities. As such, multifunctional ITS can be used for different purposes under different conditions, applicable to all transport modes and mobility services, both for passengers and freight. This explains why intelligent transport solutions are at the core of the Urban Mobility Package. They constitute instrumental tools on which to rely while designing Sustainable Urban Mobility Plans, supporting access restriction schemes, smooth operation of city logistics and enhancing road safety measures.

The full potential of ITS can only be realized if their deployment in Europe evolves from the limited and fragmented approach, as it is still the case today, to an EU-wide and continuous one. Trans-national deployment of seamless cross-border services for travel information and traffic management cannot be achieved by the Member States alone. Urban areas are critical to achieving these objectives, as they constitute important nodes on the trans-European road network ensuring smooth linkage to interurban transport networks.

In order to achieve full benefit of urban ITS, there is a need for action at every administrative level: local, national and European.

TARGETED ACTION ON URBAN ROAD SAFETY

In EU urban areas, pedestrians, cyclists, motorcyclists, car drivers and public transport compete for limited space. An individual can be a pedestrian, a biker and a driver all in one day; going to and from work or school, running errands and using the streets during leisure time. The constant interaction between unprotected or vulnerable road users and moving vehicles creates situations where people are regularly put at risk. Urban road safety is therefore to a large degree an issue of vulnerable road user safety.

Some 11,000 people are killed each year in road traffic crashes in EU urban areas, and 37% of these are pedestrians. In addition, many more people are seriously injured, sustaining life-changing injuries. Road safety statistics show that progress in reducing road fatalities has been below average in urban areas.[11]

11 EU road traffic safety database CARE,

In urban areas, the restricted space must be used intelligently and effectively to enable increased mobility without compromising safety. To achieve this, a dedicated focus on road safety aspects throughout all levels of urban mobility planning is required. Some of the EU cities and towns are already well advanced in managing urban road safety issues. Others face more difficult challenges. This document aims to support those urban areas that have not yet developed a strong mobility safety culture. The aim is never to put limits on those who already perform well on road safety, but to raise the minimum levels and thereby help close the gap between the safest and the less safe EU urban areas.

The Transport White Paper[12] sets the target of moving close to zero fatalities in road transport by 2050. The interim target is to halve road casualties by 2020 as compared to the numbers in 2010.
The Commission has also identified seven specific work areas for road safety in the Communication "Towards a European road safety area: policy orientations on road safety 2011-2020"[13]:

(1) Improve education and training of road users
(2) Increase enforcement of road rules
(3) Safer road infrastructure
(4) Safer vehicles
(5) Promote the use of modern technology to increase road safety
(6) Improve emergency and post-injuries services
(7) Protect vulnerable road users.

http://ec.europa.eu/transport/road_safety/specialist/statistics/index_en.htm

12 COM (2011) 144 final: Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, http://eurlex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:EN:PDF

13 COM (2010) 389 final, http://ec.europa.eu/transport/road_safety/pdf/com_20072010_en.pdf

WHITE PAPER – ROADMAP TOWARDS A SINGLE EUROPEAN TRANSPORT AREA - TOWARDS A COMPETITIVE AND RESOURCE EFFICIENT TRANSPORT SYSTEM

The transport system has provided Europe a high degree of mobility with ever-increasing performance in terms of speed, comfort, safety and convenience. However, an in-depth ex post evaluation undertaken by the Commission has shown that, while several features of the transport system have improved in the last decade - notably its efficiency, safety and security - there has been no structural change in the way the system operates. The inability of past policies to modify the current transport paradigm is one of the main causes of unsustainable trends: growing CO2 emissions, persistent oil dependency and mounting congestion.

The Commission has carried out an analysis of possible future developments of these problems at unchanged policies. This analysis indicates that the share of CO2 emissions from transport would continue increasing to almost 50% of total emissions by 2050. Oil products would still represent 89% of the EU transport sector needs in 2050. Congestion would continue to pose a huge burden on the society.

On the basis of the conclusions of the ex post evaluation, the Commission has identified four main root causes that prevent the EU transport system to develop into a sustainable system:

1. **Inefficient pricing**: Today, most of the external costs of transport are still not internalized. Where existent, internalization schemes are not coordinated between modes and Member States. Moreover, many taxes and subsidies, which have been designed without the internalization goal in view have a distorting effect on behavior.
2. **Inadequate research policy**: In spite of the substantial efforts dedicated to transport research policy and promising results being obtained, a wide variety of market and regulatory failures hinder the fast development and deployment of key technologies for sustainable mobility.
3. **Inefficiency of transport services**: The achievement of a single, integrated and efficient transport system is delayed today by a number of remaining regulatory and market failures such as regulatory barriers to market entrance or burdensome administrative procedures which hamper the efficiency and the competitiveness of multimodal and cross-border transport. Besides, investments to modernize the rail network and transshipment facilities have been insufficient to address bottlenecks in multimodal transport. Modal networks continue to be poorly integrated. Trans-European transport network policy (TEN-T) has lacked financial resources and a true European and multimodal perspective.
4. **Lack of integrated transport planning**: When taking land-use planning or location decisions both at local level and at continental level, public authorities and companies often do not properly take into

account the consequences of their choices on the operation of the transport system as a whole, which typically generates inefficiencies.

The European Commission adopted in year 2011 a Roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.

By 2050, key goals will include:

- No more conventionally-fueled cars in cities
- 40% use of sustainable low carbon fuels in aviation - at least a 40% cut in shipping emissions
- A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport
- All of which will contribute to a 60% cut in transport emissions by the middle of the century.
-

The **Implementation report on White Paper´ s achievements and challenges** was published in 2016. This report looks at progress in implementation of the initiatives under the ten-year programme of the 2011 Transport White Paper, by taking stock of the activities undertaken for the 5-year period from 2011 to 2016. It also presents changes in the context against which the policy objectives and approach had been formulated in 2011, highlighting main trends and developments of relevance for transport. Through the publication of this report, services of the Commission are in particular responding to stakeholders, as well as European institutions and bodies, who have requested to take stock and follow-up on implementation of the 2011 White Paper on transport. Overall, the stock taking exercise has shown that there is still little progress achieved towards the goals set in 2011. Despite a relatively good pace on the side of the Commission in proposing new measures, it has become evident that the follow-up adoption of proposals by legislators as well as implementation have been lagging behind. Moreover, it has turned out that not all initiatives could take the form initially planned and alternative approaches to tackle various problems are sometimes needed.

Despite continuation of the main trends, it should also be acknowledged that the current situation has evolved since 2011. Rapid technological developments (notably due to automation and digitalization) have been reshaping mobility concepts and opening new potentials. At the same time, the results of consultation and feedback received from various stakeholders indicate that negative externalities of transport are increasingly contentious, while unresolved social issues are considered as a major stumbling block for the Single European Transport Area.

In addition, '**smart transport**' is often seen as part of the solution to mobility problems, but it also requires the right framework conditions, in particular with respect to standardization, interoperability and data exchange.

ACTION PLAN ON URBAN MOBILITY (APUM)

The European Commission adopted the Action Plan on Urban Mobility (APUM) on 30 September 2009. APUM proposed 20 measures to encourage and help local, regional and national authorities in achieving their goals for sustainable urban mobility. With the Action Plan, the European Commission presented for the first time a comprehensive support package in the field of urban mobility.
The actions were launched over the three years following the Action Plan's adoption. The European Commission conducted a review of implementation of the Action Plan, which it took into account for developing the 2013 Urban Mobility Package.

ACTION PLAN AND DIRECTIVE FOR THE DEPLOYMENT OF INTELLIGENT TRANSPORT SYSTEMS

Intelligent Transport Systems (ITS) can significantly contribute to a cleaner, safer and more efficient transport system. A legal framework (Directive 2010/40/EU) was adopted on 7 July 2010 to accelerate the deployment of these innovative transport technologies across Europe. This Directive is an important instrument for the coordinated implementation of ITS in Europe. It aims to establish interoperable and seamless ITS services, while leaving Member States the freedom to decide which systems to invest in.
Under this Directive the European Commission has to adopt within the next seven years specifications (i.e. functional, technical, organizational or services provisions) to address the compatibility, interoperability and continuity of ITS solutions across the EU. The first priorities will be traffic and travel information, the eCall[14] emergency system and intelligent truck parking.
The Commission already took a major step towards the deployment and use of ITS in-road transport (and interfaces to the other transport modes) on 16 December 2008 by adopting an Action Plan. The Action Plan suggested a number of targeted measures and included the proposal for this Directive. The goal is to create the momentum necessary to speed up market penetration of rather mature ITS applications and services in Europe.
The initiative is supported by five co-operating Directorates-General: DG Mobility and Transport (lead), DG Communications Networks, Content & Technology, DG Research & Innovation, DG Enterprise and Industry and DG Climate Action.
The Action Plan and directive were revised in the 2013 Urban Mobility Package - Commission Staff Working Document: Mobilizing Intelligent Transport Systems for EU cities.

14 More information on: https://ec.europa.eu/transport/themes/its/road/action_plan/ecall_en

GREEN PAPER ON URBAN MOBILITY - TOWARDS A NEW CULTURE FOR URBAN MOBILITY

In 2007 the EC published the Green Paper on Urban Mobility - Towards a new culture for urban mobility that set the foundations for a new European agenda for Sustainable Mobility Policy, and invited stakeholders to debate on what support the EU should provide and to identify the best ways to provide it. Results of the consultation and concrete measures were later compiled in the EC's 'Action Plan on Urban Mobility' (2009). Five main SUM benefits according to the Green paper are shown at Figure 12 in Chapter 5.

EU SUSTAINABLE URBAN MOBILITY FLAGSHIP INITIATIVES, PROGRAMMES, PLATFORMS AND PARTNERSHIPS

Having in mind that Sustainable Urban Mobility (SUM) is a burning issue in the EU, there are a lot of initiatives, programmes, platforms and partnerships aiming to introduce and implement SUM concepts in transport sectors of EU member states.
The most important EU Sustainable Urban Mobility flagship initiatives, programmes, platforms and partnerships are the following:

- European Local Transport Information Service – ELTIS
- South East Europe Transport Observatory - SEETO
- CIty VITAlity and Sustainability Initiative - CIVITAS
- CIVITAS National Networks – CIVINET
- Transformative Urban Mobility Initiative - TUMI
- MobiliseYourCity Partnership - MYC
- Urban Electric Mobility Initiative – UEMI
- Leaders in Urban Transport Planning Program - LUTP
- European Platform on Mobility Management – EPOMM
- European Cities and Regions Networking for Innovative Transport Solutions – POLIS
- Partnership on Sustainable Low Carbon Transport – SloCaT
- ECF's Cities for Cyclists Network.

EUROPEAN LOCAL TRANSPORT INFORMATION SERVICE - ELTIS[15]

Created more than 10 years ago, ELTIS is now Europe's main observatory on urban mobility.

ELTIS facilitates the exchange of information, knowledge and experiences in the field of sustainable urban mobility in Europe. It is aimed at individuals working in transport as well as in related disciplines, including urban and regional development, health, energy and environmental sciences. It is financed by the European Commission's Directorate General for Mobility and Transport.

Under three key themes – Discover, Resources, Participate – ELTIS provides the information, good practices, tools and communication channels needed to help you turn your cities into models of sustainable urban mobility.

15 More info on: http://www.eltis.org/

The dedicated Mobility Plans section offers a hub of information on how to develop and implement Sustainable Urban Mobility Plans (SUMPs) as the need for more sustainable and integrated planning processes in Europe grows.

The European Platform on Sustainable Urban Mobility Plans supports the transition towards competitive and resource-efficient mobility systems in European cities by:

- Supporting further development of the Sustainable Urban Mobility Plan (SUMP) concept and the tools required for its successful application by local planning authorities;
- Providing this Mobility Plans portal to disseminate relevant information, publications and tools;
- Facilitating co-ordination and co-operation across the different EU-supported actions through a Co-ordinating Group; and
- Offering opportunities for the exchange of knowledge, experiences and contacts through an annual SUMP conference, events, training courses and social media.

The work of the Platform is supported by a Secretariat which serves also as a central contact point for all inquiries.

SOUTH EAST EUROPE TRANSPORT OBSERVATORY - SEETO[16]

SEETO is the regional transport organization established by the Memorandum of Understanding for the development of the Core Regional Transport Network (MoU) signed on 11 June 2004 by the Governments of Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Montenegro, Serbia, the United Nations Mission in Kosovo and the European Commission. The aim of SEETO is to promote cooperation on development of the main and ancillary infrastructure on the multimodal Indicative Extension of TEN-T Comprehensive Network to the Western Balkans, and to enhance local capacity for the implementation of investment programmes as well as data collection and analysis on the Indicative Extension of TEN-T Comprehensive Network to the Western Balkans.

The main objectives of SEETO cooperation:

- Develop the Indicative Extension of TEN-T Comprehensive Network to the Western Balkans;
- Improve and harmonize regional transport policies and technical standards for the Indicative Extension of TEN-T Comprehensive Network to the Western Balkans development;
- Maintain an effective coordination and communication network; and
- Integrate the Indicative Extension of TEN-T Comprehensive Network to the Western Balkans in the framework of the wider Trans European Network.

16 More info on: http://www.seetoint.org/

SEETO focuses on a few targeted areas of interventions, which are identified in the SEETO Strategic Work Programme 2012-2014 as the SEETO Project Tasks for which continuous efforts and external support is needed:

- Railway Reform
- Border crossing facilitation
- Road Safety Auditing.

SEETO horizontal measures bring an added value to the infrastructure development of the SEETO Comprehensive Network. They are undertaken at the regional level and therefore they complement the national reform processes, legislative alignments, regulatory framework, institutional building etc. There has been one completed project for implementing soft measures at the regional level, targeting railway reforms and road safety auditing in all Regional Participants (RWR/RSA Project).

However, every South East Europe Core Regional Transport Network Multi Annual Plan (MAP) compiles a set of proposals for soft measures which are endorsed and taken into consideration for financing and implementation, such as:

- Implementation of a harmonized data collection mechanism and SEETO Comprehensive Network transport model
- Gap analysis of TEN-T standards implementation on the SEETO Comprehensive Network
- Support for training courses for road Safety auditors and road safety inspectors
- Addressing regional transport non-physical barriers.

The 2017 meeting in Trieste resulted in signing the Memorandum of Understanding on the Establishment of the Transport Community Treaty.

CITY VITALITY AND SUSTAINABILITY INITIATIVE - CIVITAS[17]

CIVITAS is a network of cities dedicated to cleaner, better transport in Europe and beyond. Since it was launched by the European Commission in 2002, the CIVITAS Initiative has tested and implemented over 800 measures and urban transport solutions as part of demonstration projects in more than 80 Living Lab cities Europe-wide (Figure 5).
The knowledge garnered through these practical experiences is complemented, and supported, by a number of research and innovation projects (ECCENTRIC, PORTIS and DESTINATIONS), also run under CIVITAS.

17 More info on: http://civitas.eu/

These research projects look at ways of building a more resource efficient and competitive transport system in Europe.

CIVITAS offers practitioners opportunities to see innovative transport solutions being developed and deployed first-hand and learn from peers and experts working in the field. CIVITAS nurtures political commitment, new marketable solutions, and offers funding and knowledge exchange with a view to creating growth and better-connected, more sustainable transport modes.

The project works on 10 thematic areas related to sustainable transport mobility covering: Car-Independent Lifestyles, Clean Fuels & Vehicles, Collective Passenger Transport, Demand Management Strategies, Integrated Planning, Mobility Management, Public Involvement, Safety & Security, Transport Telematics and Urban Freight Logistics.

The CIVITAS Initiative helps cities to test and develop an integrated set of measures for Sustainable Urban Mobility. CIVITAS cities take an integrated planning approach that addresses all modes and forms of transport in cities. They aim to demonstrate that it is possible to ensure a high level of mobility for all citizens, offer a high quality of urban space and protect the environment through sustainable mobility. It is this integrative approach based on innovation, collaboration, research and results-orientation that sets CIVITAS apart.

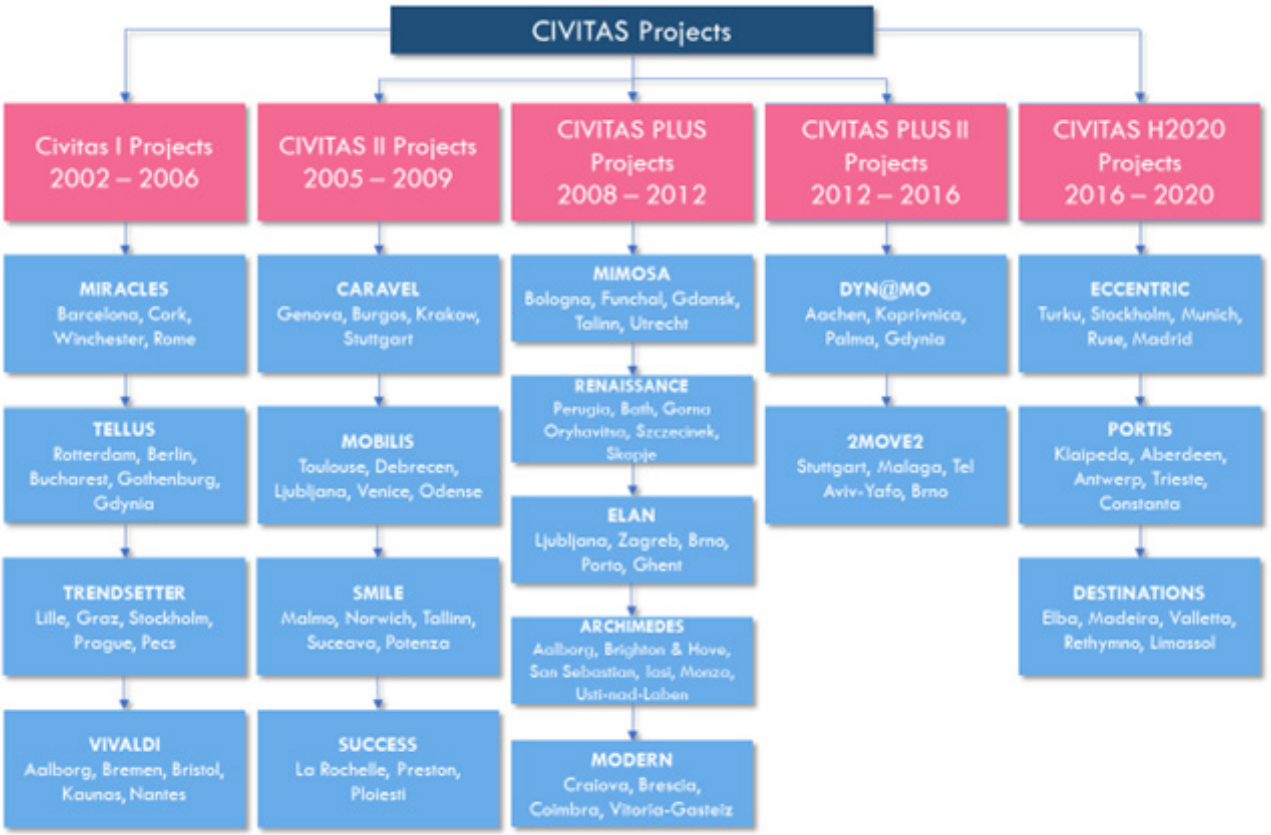

Figure 5: CIVITAS projects

One of CIVITAS' flagship projects is definitely the PROSPERITY project[18] started in September 2016 and supported by the European Commission within the H2020 programme. It aims to enable and create a culture shift in government agencies and local authorities to support Sustainable Urban Mobility Plans (SUMPs). The project focuses on promoting and supporting a broad take-up of SUMPs especially in countries / regions and cities where the take up is so far quite low. It aims to achieve this through: providing mechanisms and tools for national/regional agencies to take a leading role in the development of SUMPs; building professional capacity through peer-to-peer exchange programmes; and tailor-made training programmes on various aspects of SUMPs and/or innovative approaches in Sustainable Urban Mobility.

18 Prosperity project: D3.1 Higher Levels of Government – their Support for SUMP in the EU, Aljaž Plevnik (UIRS), Mojca Balant (UIRS), Luka Mladenovič (UIRS), February 2018

The main concept of PROSPERITY is to activate the national level to develop policy frameworks that will improve or initiate national SUMP supporting programmes. National level activation will work through peer-to-peer supported policy transfers, enhanced by innovation and capacity building. The approach has at its core the development and improvement of national SUMP programmes. These will be supported by exchange processes on a national and international basis, as well as by training and capacity building.

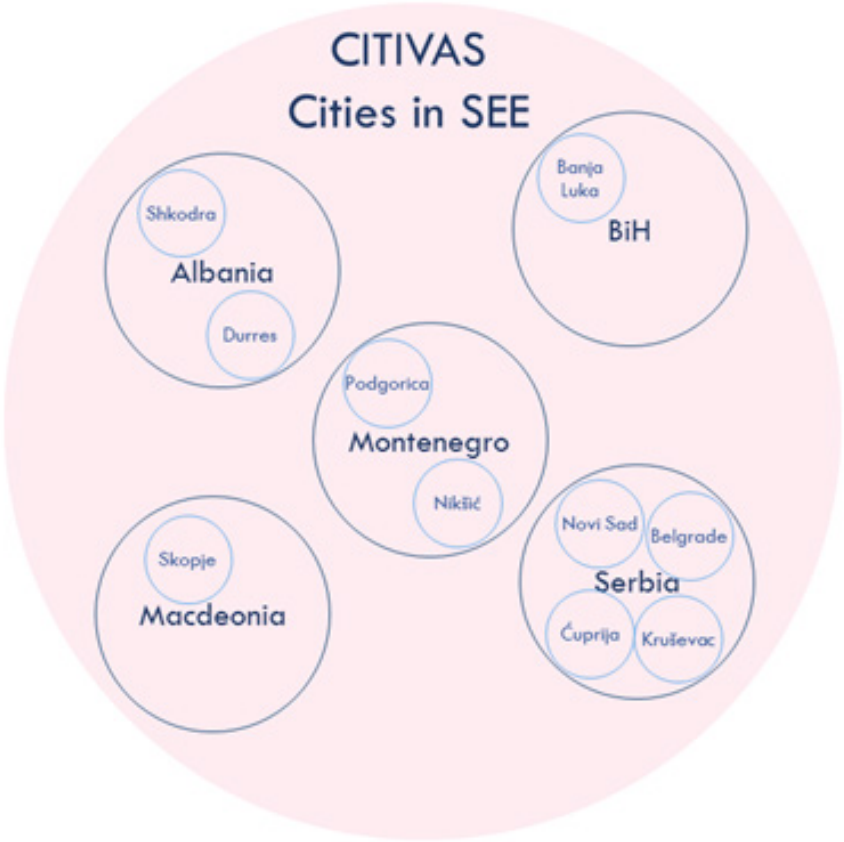

Figure 6: CIVITAS cities in SEE

CIVITAS NATIONAL NETWORKS - CIVINET[19]

CIVINET is a group of city networks that promote the CIVITAS approach at a local level, overcoming language and contextual barriers for local authorities and organizations interested in urban sustainable mobility. Members exchange information in their own language working together to engage with the Europe-

19 More info on: http://civitas.eu/civinet

an Union and national governments regarding transport policy issues, legislation, regulations and funding. Each CIVINET City Network works independently, with cooperation through CIVINET to share learning and experiences, and spread the city network approach to other countries (Figure 7).

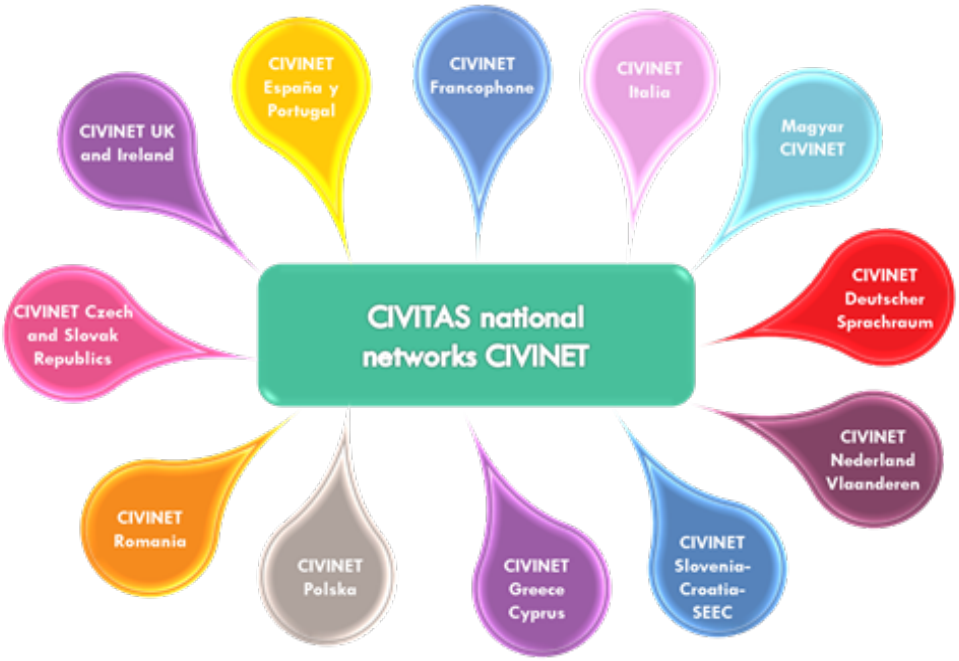

Figure 7: CIVITAS National Networks - CIVINET

CIVINET Slovenia-Croatia was established in 2013 as a network of cities and other stakeholders from two neighboring countries that deal with sustainable mobility planning and traffic management. The objective of the network is knowledge sharing and good practice exchange, as well as implementation of partner projects which are meant to finance future sustainable mobility activities. Networking and all forms of cooperation are welcome for more effective solving of urban traffic and mobility problems - from the exchange of experience, knowledge and ideas to joint participation and synergy of the cities, thus enabling better usage of EU funds. Besides members from Slovenia and Croatia, the Network also attracts cities and other stakeholders from South East Europe countries. In order to enhance conditions for sustainable development that contribute to the prosperity and a better future for cities, states and regions, during the 3rd Assembly held in February 2016, the name of the network was changed to CIVINET Slovenia - Croatia

- South East Europe (SEE).
Local authorities and other CIVINET Slovenia-Croatia-SEE partners have expressed their commitment to strengthening the exchange of knowledge, information and experience gained within the CIVITAS initiative with other members of the Network. They have also committed to supporting the dissemination of information on the activities, achievements and results of the CIVITAS initiative and the CIVINET Slovenia-Croatia-SEE network to other towns and cities in both countries and in SEEC.

TRANSFORMATIVE URBAN MOBILITY INITIATIVE - TUMI[20]

The Transformative Urban Mobility Initiative enables leaders in developing countries and emerging economies to create sustainable urban mobility. It offers technical and financial support for innovative ideas. In TUMI the German Federal Ministry of Economic Cooperation and Development (BMZ) has brought together some of the world's leading institutions working on sustainable mobility with city networks and think tanks to implement projects on site where they are needed most. TUMI supports projects, leaderships development and career building for urban leaders, decision-makers, planners and students; ultimately connecting 1.000 leaders worldwide based on capacity building, mobilization of investments and supporting approaches on the ground as the most effective measures to follow the set goals and achieve a more sustainable urban future. The initiative supports activities in the field of sustainable urban mobility towards accessible transport systems for economic growth and prosperity, better social inclusion for urban dwellers, healthier and cleaner cities as livable places and mitigating transport related GHG emissions.

4 TUMI Areas of Activities			
ACCESS	INCLUSION	HEALTH	CLIMATE CHANGE
Accessible transport systems for economic growth and prosperity	Social inclusion for urban dwellers	Healthy and clean cities as liveable places	Climate-sensitive urban transport development

Figure 8: 4 TUMI areas of activities

20 More info on: http://transformative-mobility.org

MOBILISEYOURCITY PARTNERSHIP[21]

The MobiliseYourCity Partnership is a global and inclusive network of cities and countries as well as an umbrella brand of European development cooperation particularly related to the field of sustainable urban transport. The Partnership aims at assisting beneficiary partners - i.e. national and local governments - in their preparation of National Urban Mobility Policies and Investment Programs (NUMPs) and Sustainable Urban Mobility Plans (SUMPs). It facilitates the establishment of framework conditions for effective investment and sustainable development of urban transport infrastructure & services as well as regulatory soft measures.

Furthermore, MobiliseYourCity is a global climate partnership for integrated urban mobility planning in emerging, developing and EU neighborhood countries, and an international transport initiative under the UN Marrakesh Partnership for Global Climate Action.

It is a multi-donor action, jointly co-financed by the European Commission (EUROPEAID), the French Government represented by its Ministry of Ecological Transition and Solidarity (MTES), the French Facility for Global Environment (FFEM), and the German Government represented by its Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU). The Partnership is implemented jointly by its founding partners ADEME, AFD, CEREMA, CODATU, and GIZ. Besides contribution to the international climate process, it contributes to the UN's Agenda 2030, specifically Sustainable Development Goal (SDG) 11: Make cities inclusive, safe, resilient and sustainable.

The MobiliseYourCity Partnership is a member of the EU SUMP coordination platform under the responsibility of DG MOVE.

21 More info on: http://mobiliseyourcity.net

Figure 9: 12 MobiliseYourCity messages on SUM development

URBAN ELECTRIC MOBILITY INITIATIVE – UEMI[22]

The European Commission funds several projects, such as SOLUTIONS, EMPOWER and ELIPTIC that support implementation of the UEMI. The Future Radar project has received funding from the European Union's Horizon 2020 research and innovation programme.

With commitments from industry and government, UEMI will function as an open forum for knowledge transfer and support for the take-up of e-mobility solutions around the world. It will initiate a process of dialogue and continue to gather commitments from local and national governments as well as businesses on e-mobility targets. The Action Platform will be established with a work programme setting out voluntary international, national and city targets on e-mobility, such as the global market share of electric vehicles and total number of passenger kilometers travelled on e-vehicles. While these targets will be voluntary in nature, a global monitoring system will be developed to track progress on implementation.

The reduction of GHG Emissions from the adoption of Electric Vehicles is not the only reason to encourage their widespread uptake. In its latest estimates, WHO indicates that outdoor air pollution caused 3.7 million premature deaths worldwide per year in 2012. People living in low and middle-income countries disproportionately experience the burden of outdoor air pollution with 88% (of the 3.7 million premature deaths) occurring in these countries. As transport is amongst the major sources of outdoor air pollution, the transition to electric-mobility will contribute towards reducing the associated mortality and economic losses. UEMI's objective is to phase out conventionally fueled vehicles and increase the share of electric vehicles in the total volume of individual motorized transport in cities to at least 30% by 2030. This will result in significant reduction of CO2 emissions, contributing to the target of limiting global temperature increase. The global population, particularly those vulnerable to the impacts of climate change, will benefit. City residents will also benefit from better air quality and reduced incidence of health problems and premature deaths caused by air pollution, including from particulate matter. The initiative will also stimulate new and low-carbon economic development, creating new jobs.

22 More info on: http://www.uemi.net/

UEMI stakeholders:

- Leadership Group: UN-Habitat, International Energy Agency, UN Global Compact, Clean Energy Ministerial (with representation from USA, China and UAE)
- Member State partners: China, Germany, India, USA
- Business partners: BYD Auto, Jiangsu Aima, Mahindra Reva, Siemens AG and others
- Civil society partners: Partnership on Sustainable Low Carbon Transport (SLoCAT), World EV Cities and Ecosystems
- Knowledge partners: Wuppertal Institute for Climate, Environment and Energy, International Transport Forum (ITF)
- Financing partners: Asian Development Bank, EBRD and other MDBs.

LEADERS IN URBAN TRANSPORT PLANNING PROGRAM - LUTP[23]

The Leaders in Urban Transport Planning (LUTP) program is a World Bank initiative aiming to develop a structured way of decision-making that considers the complexities of urban transport. The program uses a "hands on" learning approach that makes extensive use of case studies, group exercises and site visits to highlight linkages between different components of the urban transport system. The LUTP program equips transport professionals with knowledge of integrated strategic planning and transport management.

LUTP objectives are to build urban transport leadership that:

- Understands the complexities of urban transport problems and possible context-sensitive solutions;
- Recognizes the need for integrated mobility planning, what this planning involves, and how it should be undertaken; and
- Uses lessons learned from cities and cases for better decision-making.

The centerpiece of the program is a seven-day workshop sponsored by a local partnering institution. The workshop is preceded by a self-learning phase which involves about 24 hours of self-paced learning (about 1 hour of work each day over a period of 5 weeks), and covers topics ranging from land use and transport planning to environmental and social issues in urban transport planning. Optionally, the Program can provide individual mentoring and international study tours.

LUTP program stakeholders are the following:

- The World Bank
- The Australian Agency for International Development Aid
- The Energy Sector Management Assistance Program (ESMAP)

23 More info on: http://www.worldbank.org/en/topic/transport/brief/leaders-in-urban-transport-planning

- The Public-Private Infrastructure Advisory Facility (PPIAF)
- Africa Transport Policy Program (SSATP).

EUROPEAN PLATFORM ON MOBILITY MANAGEMENT - EPOMM[24]

The European Platform on Mobility Management is an international partnership aiming to promote and further develop Mobility Management in Europe and fine tune the implementation of Mobility Management in the EU.

EPOMM main goals are:

- To make mobility environmental friendly, socially just and economical
- To promote and further develop Mobility Management in Europe
- To support Mobility Management exchange and learning between European countries
- To become the prime partner for European institutions and national governments when seeking advice on Mobility Management.

The main tools to achieve the aims of EPOMM are:

- **Policy Transfer**: EPOMM provides tailor made support to assist direct transfer of the best policies from other countries or from EU projects to each member country
- **Training and Workshops**: EPOMM organizes and arranges trainings, has a trainer and training materials database and awards a training quality label to trainings that meet its standards
- **National Focal Points (NFP)**: EPOMM national networks help to develop and foster the communication and interchange amongst NFPs and to the European level
- **EPOMM website**: containing the most updated and most in depth information on MM available
- **EPOMM monthly e-update**: providing actual highlights, mainly from the EPOMM member states
- **Online tools**: TEMS – EPOMM Modal Split Tool with modal split data from over 350 cities and MaxEva, the standard evaluation tool for MM projects
- **ECOMM Conference on Mobility Management** takes place every year in a city in an EPOMM member state
- **EU-relations**: regular contacts with European institutions and cooperation with CIVITAS, ELTIS, UITP, POLIS and EUROCITIES, etc.;
- **EU-projects dissemination**: EPOMM is an efficient way to disseminate project results through NFPs, e-update, trainings and website; and
- **Secretariat**: through the EPOMM contact point stakeholders are able to get the information they need for their MM projects.

24 More info on: http://www.epomm.eu/

EUROPEAN CITIES AND REGIONS NETWORKING FOR INNOVATIVE TRANSPORT SOLUTIONS – POLIS[25]

POLIS is the network of European cities and regions working together to deploy innovative solutions for more sustainable mobility. With its Brussels-based secretariat, Polis fosters cooperation and partnerships across Europe and with the EU, to make transport research and innovation more accessible to cities and regions. In POLIS, decision makers are also provided with the necessary information and tools for making sustainable mobility policies a reality.

3 main POLIS missions are:

1. Facilitate the exchange of knowledge between cities and regions, and with other stakeholders from research, industry as well as NGOs;
2. Help POLIS members gain access to European initiatives, projects and funding; and
3. Represent the interests of cities and regions on transport related initiatives towards the European institutions.

Since 1989, POLIS has supported its member cities and regions in achieving their mobility policy objectives. POLIS is committed to providing insight in and practical support to the implementation of innovative solutions for more sustainable mobility.

Polis Working Groups and activities are organized around four thematic pillars:

1. Environment and Health in Transport
2. Mobility and Traffic Efficiency
3. Transport Safety and Security
4. Social and Economic Challenges of Transport.

In addition, POLIS covers a number of transversal themes such as Smart Cities, urban freight transport and sustainable urban mobility planning.

PARTNERSHIP ON SUSTAINABLE LOW CARBON TRANSPORT – SLOCAT[26]

The Partnership on Sustainable Low Carbon Transport promotes the integration of sustainable transport in global policies on sustainable development and climate change and leveraging action in support of the implementation of global policies. The SLoCaT Partnership on Sustainable Transport is a multi-stakeholder partnership of over 90 organizations (representing UN organizations, Multilateral and Bilateral development organizations, NGOs and Foundations, Academe and the Business Sector). The thematic scope of the Partnership is land transport (both motorized and non-motorized transport are included) in developing

25 More info on: https://www.polisnetwork.eu

26 More info on: http://www.slocat.net

countries, including freight and passenger transport. The policies proposed by SLoCaT are universal, but the geographical scope of the Partnership is mainly for developing countries. The Partnership's current focus is Asia, Latin America and Africa.

EUROPEAN CYCLISTS FEDERATION´ CITIES AND REGIONS FOR CYCLISTS NETWORK[27]

Established and coordinated by the European Cyclists´ Federation, the purpose of "Cities and Regions for Cyclists" is to establish a global ECF network of cities which are working to promote bicycle use in urban areas and encourage the exchange of knowledge.

Main goals of the Network are the following:

- Putting cycling at the center of urban planning and political thinking;
- Inspiring and catalyzing more cities to take concrete action in promoting cycling by learning from each other and avoiding the dilemma of having to "reinvent the wheel";
- Exchanging knowledge, solutions and strategies and thus promoting political initiatives and practical work on the ground; and
- Promoting and supporting a change in policy and planning practices in cities and introducing a cycle-friendly perspective in these processes.

27 More info on: https://ecf.com/community/cities-and-regions-cyclists

VISION, MISSION AND OBJECTIVES OF SUMSEEC ROADMAP

Vision of SUMSEEC Roadmap: Creating sustainable and integrated transport sectors that will contribute to sustainable economic development and human capacity development in the SEE countries.

Mission of SUMSEEC Roadmap: Providing a clearer understanding of the local and regional context of energy efficiency and environmental protection in the transport sector, as well as successful tools for developing Sustainable Urban Mobility in SEE countries, based on Energy Efficiency and Environmental Protection as an imperative of the 21st Century. Furthermore, Gender Equality is an essential factor in achieving sustainable change and is therefore one of the key values on which this Roadmap is based.

SUMSEEC Roadmap has the primary goal to outline common activities that cities´ authorities in SEE countries should undertake in order to proactively support the development of Sustainable Urban Mobility within their own jurisdictions, as well as in other cities in SEE countries, through experience and knowledge transfers.

According to EC definition, Sustainable Urban Mobility:

- allows the basic access and development needs of individuals, companies and society to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations;
- is affordable, operates fairly and efficiently, offers a choice of transport mode and supports a competitive economy, as well as balanced regional development;
- limits emissions and waste, including the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes, while minimizing the impact on the use of land and noise pollution.

Main objectives of the SUMSEEC Roadmap are to support SEE cities in:

- Developing Sustainable, Clean and Energy Efficient Transport Sectors in cities
- Creating Sustainable Energy Guidelines as a tool for improving energy efficiency and environmental protection in the transport sector
- Improving and upgrading of the legislative framework for the transport sector in SEE countries
- Overviewing state of the art of transport sectors in SEE cities
- Identifying barriers and challenges in building Sustainable Urban Mobility in SEE cities
- Creating a quality base for successful development of Sustainable Urban Mobility Plans (SUMP) of SEE Cities

- Linking all activities aimed at the development of Sustainable, Clean and Energy Efficient Transport Sectors in Cities with achieved results of the Network of Energy Efficiency in SEE embedded through development, implementation and monitoring of Sustainable Energy Action Plans (SEAPs)
- Improving Capacity Building in the field of Sustainable, Clean and Energy Efficient Transport Sectors in Cities
- Strengthening knowledge and know-how in the field of Sustainable Urban Mobility in Cities
- Supporting Mayors to define the right path for addressing Sustainable, Clean and Energy Efficient Transport and to harmonize efforts for achieving national targets and fulfilling commitment for reducing energy consumption as well as GHG emissions and air pollutants
- Supporting capacity building of city administration regarding transposition of relevant EU energy, climate change and environmental policies into national and local legislative frameworks
- Promoting Sustainable Urban Mobility as a crucial topic for successful city development
- Increasing public awareness on the importance of Sustainable Urban Mobility in SEE countries including
- Raising awareness of the need for Gender Mainstreaming in SUM in SEE
- Identifying financial instruments for developments of SUMPs and implementation of Sustainable Urban Mobility projects in SEE cities.

METHODOLOGY AND APPROACHES OF SUMSEEC ROADMAP

FUNDAMENTAL PRINCIPLES OF SUMSEEC ROADMAP ARE THE FOLLOWING:

- High ambition level with clear targets, which are well supported within government and society are needed
- Based on sound analysis of status quo, options, existing barriers
- Address the whole sector and all relevant issues, differentiated by sub-sectors
- Identify financial mechanisms to support Sustainable Urban Mobility
- Take into account changes in society, demographics and traffic situation
- Integrate Sustainable Urban Mobility into health, safety, access, comfort, waste and broader societal goals
- Include flexible, creative thinking beyond what has been tried before
- Include robust monitoring and evaluation processes
- Collaborate with all stakeholders to deliver success
- Gender mainstreaming as the imperative of Sustainable Urban Mobility in SEE countries.

Methodology of SUMSEEC Roadmap, aiming to adjust to municipal needs in a creative manner and based on the real situation in SEE countries consists of:

- EU Sustainable Urban Mobility policies, legislation and regulation
- Sustainable Urban Mobility policies, legislation and regulation in SEE countries: Albania, Bosnia and Herzegovina (Federation of Bosnia and Herzegovina and Republic of Srpska), Kosovo, Macedonia, Montenegro and Serbia
- EU Sustainable Urban Mobility flagship initiatives and programmes
- Sustainable Urban Mobility flagship projects in SEE Countries
- Brief overview on Sustainable Urban Mobility in SEE Countries
- Benefits of Sustainable Urban Mobility in SEE Cities
- Barriers and challenges in building Sustainable Urban Mobility in SEE Cities
- Best ways to improve capacity building at municipal and national levels in SEE countries
- Sustainable Urban Mobility stakeholders in SEE Countries
- Sustainable Urban Mobility public awareness campaigns in SEE Countries
- Financial instruments for Sustainable Urban Mobility in SEE Countries
- Best ways to develop Sustainable Urban Mobility City in SEE Countries – SUMSEEC City
- Integration of Gender Mainstreaming into SUM Cities activities.

SUMSEEC ROADMAP APPROACH IS INTEGRATING TWO MAIN SUM APPROACHES:

- Avoid – Shift - Improve (ASI) approach
- Plan-Implement-Monitor-Evaluate (PIME) approach.

1. AVOID – SHIFT - IMPROVE (ASI) APPROACH[28]

Since the rapid increase in the use of personal motor vehicles has been the prime contributor to the problems of transport in cities, the focus of remedial measures has to be in reducing such use as well as on reducing the negative impacts of whatever motor vehicle use is inevitable. These efforts have popularly come to be known as the "Avoid–Shift–Improve" (ASI) approach. Avoid actions seek to reduce the need for travel, both in terms of the number of trips that people make and the length of each of these trips. Shift actions seek to get people to move from less sustainable modes of travel - such as personal motor vehicles - to more sustainable modes like public transport and non-motorized modes. Improve actions seek to reduce the negative impacts of motorized travel that inevitably continue to take place despite the avoid and shift measures.[29]

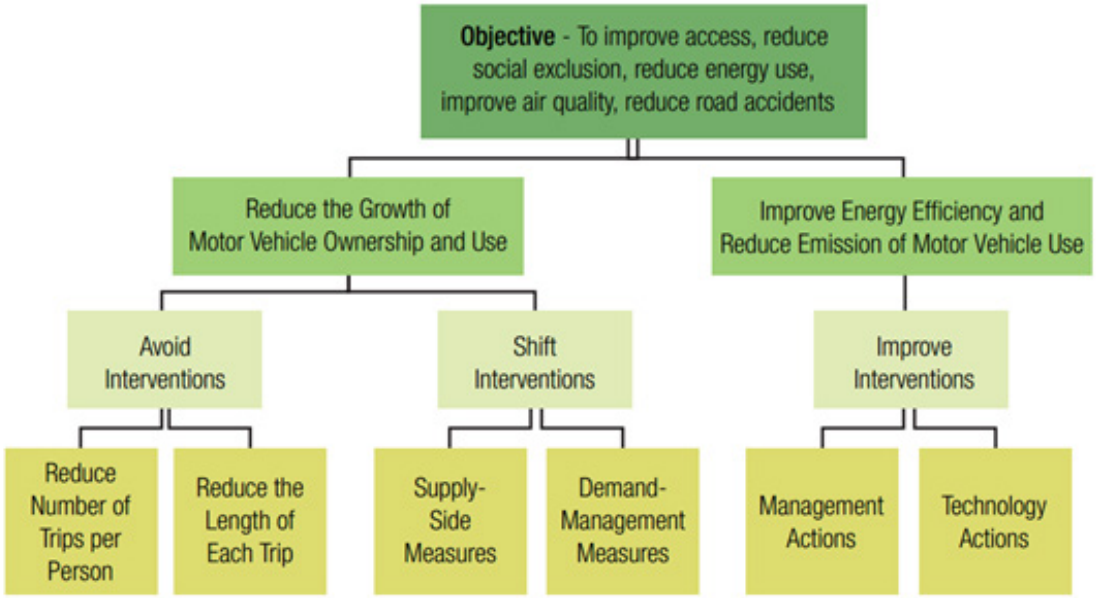

Figure 10: Avoid–Shift–Improve (ASI) approach - measures[30]

28 Urban Transport and Energy Efficiency_ MODUL 5, Susanne Böhler-Beadeker and Hanna Hüging, BMZ Federal Ministry for Economic Development, avaiable at: www.sutp.org and www.bmz.de

29 Toward Sustainable and Energy Efficient Urban Transport, Om Prakash Agarwal, Energy Efficient Cities, ESMAP, Available on: www.esmap.org

30 Source: Om Prakash Agarwal, Toward Sustainable and Energy Efficient Urban Transport, Energy Efficient Cities, ESMAP

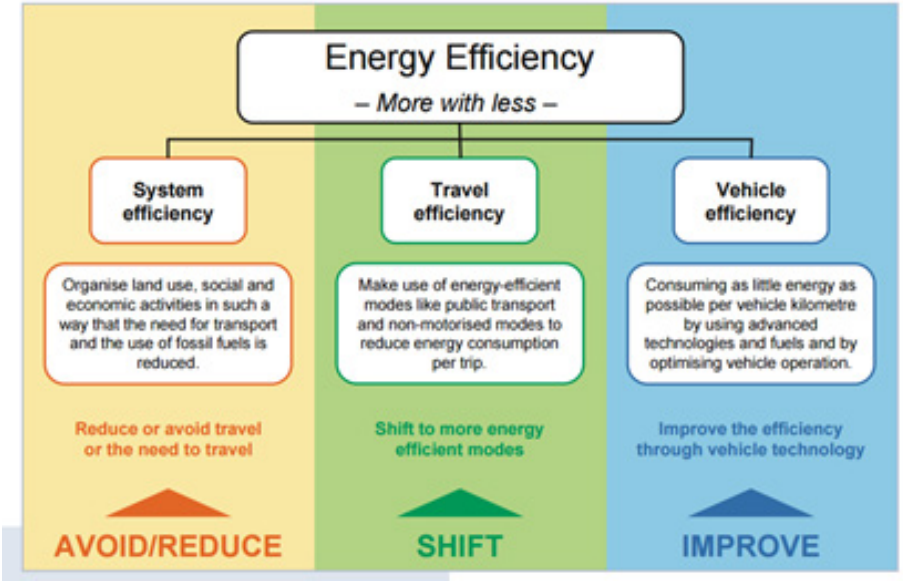

Figure 11: Avoid-Shift-Improve (ASI) approach - efficiency [31]

2. PLAN-IMPLEMENT-MONITOR-EVALUATE (PIME) APPROACH[32]

Although each city is different and transport efficiency responses vary, the overall pathway to transport system energy efficiency has a common thread: cities that have implemented effective transport policies have worked with a broad range of interested stakeholders to develop and implement clear objectives and policy responses while also monitoring, evaluating and communicating progress over time to ensure policy objectives continue to be achieved.

The PlME approach not only highlights the many policy measures and benefits of transport efficiency programmes in cities, but also serves as a practical tool to help cities pursue the plan, implement, monitor and evaluate process to achieve transport objectives.

31 Source: Susanne Böhler-Beadeker and Hanna Hüging, Urban Transport and Energy Efficiency_ MODUL 5, BMZ Federal Ministry for Economic Development

32 A Tale of Renewed Cities_ A policy guide on how to transform cities by improving energy efficiency in urban transport systems, International Energy Agency, avaiable at: www.iea.org

Step 1. PLAN

1. Identify transport needs and define objectives
- Identify transport issues and user needs
- Define objectives
- Identify policy responses
- Consider co-benefits and complementary measures

2. Identify and engage stakeholders
- Identify and engage stakeholders
- Keep stakeholders involved
- Explore co-operation and partnership opportunities

3. Address potential barriers and secure necessary resources
- Identify solutions to potential barriers
- Formulate responses
- Secure necessary resources: technical, institutional, financial, etc.

4. Establish policy framework and action plan
- Develop action plan: identify key steps, responsibilities and milestones
- Prepare robust analysis of economic consequences of options
- Prepare contingency plan
- Decide how progress will be measured

Step 2. – IMPLEMENT

5. Engage actors and begin implementation
- Call for tenders
- Establish roles, responsibilities and deliverables
- Launch policy

6. Raise awareness and communicate targets
- Communicate targets and explain policy measures
- Raise awareness of energy consumption and mobility choices

7. Manage implementation process
- Verify progress, ensure compliance and enforce deliverables
- Manage capacity building and project support

Step 3. – MONITOR

8. Collect, review and disseminate data
- Set clear data goals and define assessment methodology
- Review and compare data
- Share data

Step 4. - EVALUATE

9. Analyze data and evaluate effects of transport policy
- Analyze data and assess policy results
- Communicate results

10. Adapt transport policy and plan next steps
- Adapt policies with regards to results
- Plan next steps and future actions.

BENEFITS OF SUSTAINABLE URBAN MOBILITY IN SEE COUNTRIES

Benefits that can be achieved as a result of Sustainable Urban Mobility in SEE cities are numerous. Some are tangible and readily quantifiable, while others are less so and may be difficult to assign a monetary value, such as the social inclusion and sense of civic pride that comes with living in a green, successful and sustainable municipality (Figure 12, Figure 13).

Figure 12: 5 Main SUM benefits

SUMSEEC Benefits		
ECONOMIC	SOCIETAL	ENVIRONMENTAL
▪ New jobs ▪ Gross Domestic Product (GDP) increase ▪ Reduce trade imbalance for oil-importing countries ▪ Reduction of oil dependency ▪ Road and parking cost savings ▪ Lower exposure to oil price volatility risks ▪ Reduction of health costs ▪ Reduction of fuel costs ▪ Public finances increase ▪ New technologies development ▪ Competitiveness growth	▪ Social inclusion ▪ Health improvements ▪ Accidents reductions ▪ Reduced fuel poverty ▪ Improved access and mobility ▪ Improved productivity ▪ Improved reliability of public transport ▪ Increase of public transport passangers' satisfaction ▪ Creating employment opportunities ▪ Community cohesion ▪ Improved mobility for disadvanced groups	▪ Reduced air pollution ▪ Air quality improvements ▪ Noise reductions ▪ Reduced carbon footprint ▪ Improved street environments ▪ Implementation of climate change mitigation and adaptation measures

Figure 13: Benefits of Sustainable Urban Mobility in SEE Municipalities

Successful implementation of SUMSEEC project will ensure:

1. Better quality of life in SEE cities and municipalities
2. Environmental and health benefits for all SEE citizens
3. Improved social inclusion
4. Improved mobility and accessibility in SEE countries
5. Improved images of SEE cities
6. Citizens and stakeholders support decisions
7. Effective fulfilment of legal obligations
8. Improved SEE cities' competitiveness and access to funding
9. Movement towards a new mobility culture
10. Economic growth in SEE countries.

Put simply, Sustainable Urban Mobility in SEE cities improves the health and the wealth of its citizens!

CHALLENGES AND BARRIERS IN BUILDING SUSTAINABLE URBAN MOBILITY IN SEE CITIES

The Green Paper on Urban Mobility: 'Towards a new culture for urban mobility'[33] identified five challenges faced by cities that need to be overcome in order to move towards 'free-flowing towns and cities':

- Congestion
- Dependence on fossil fuels
- Increase in freight and passenger flows
- Accessibility to the urban mobility system
- Safety.

Congestion creates negative economic, health, environmental and social impacts, and affects mobility not only at the city level, but also long-distance transport routes which go through urban areas. Possible solutions to this issue include a better and more efficient link between transport modes, the promotion of cycling and walking, adequate parking policies, telecommuting and teleshopping, and other measures such as car sharing.

Dependence on fossil fuels, with their related CO2 and other polluting emissions as well as noise pollution, significantly contributes to climate change and worsens air quality and human health.

Possible ways to overcome this challenge include: the development of cleaner combustion engines and the setting of minimum standards for vehicle performance; research and introduction of alternative fuels and support for the development of infrastructure for their supply in the urban areas; and finally restricting or banning traffic from designated urban areas.

Increase in freight and passenger flows, combined with limited possibility to expand the transport infrastructure - from a point of view of limited space, inadequate finances and from a position of advocating sustainable development.

Possible ways to overcome this challenge include making intelligent transport systems (ITS) more efficient, integrating the tariff structure of public transport of all urban transport modes, and having good data to achieve better fleet management (both freight and passenger transport).

33 More information on: https://ec.europa.eu/transport/themes/urban/urban_mobility/green_paper_en

Accessibility to the urban mobility system

The existing systems, which include public transport, walking and cycling paths, roads, etc., need to be of high quality. This means, depending on each case, that they need to be efficient, fast, frequent, comfortable, reliable, safe, flexible, affordable and accessible to more vulnerable groups (elderly, children, citizens with disabilities, pregnant women, etc.). In addition, the urban sprawl phenomenon makes this challenge more complicated.

Possible ways to overcome this challenge include ensuring that collective transport options meet the needs of citizens, building an appropriate legal framework (e.g. by setting appropriate public procurement standards), developing fast and frequent public transport solutions, such as 'bus rapid transit', and, as an overarching measure, the development and implementation of Sustainable Urban Mobility Plans.

Safety is a crucial aspect of a high quality urban mobility system. It includes the safety of infrastructures and of the rolling-stock, as well as citizens' safety in reaching the system (e.g. walking from home to the bus stop). An unsafe system can discourage the use of public transport and result in the isolation of citizens and an increased use of private vehicles.

Possible ways to overcome this challenge include investments in safer infrastructures (e.g. installation of lighting in walking and cycling paths), introduction of rolling-stock accessible to citizens with reduced mobility, and the implementation of education and information campaigns.

Furthermore, there are both macro and micro economic challenges to be confronted to improve the sustainability of urban transport systems and, more particularly, to enhance the sustainability of the cities that these systems serve. The macro challenges are primarily about responding to declining rates of urban productivity growth and the differential productivity performance between different parts of cities, with associated equality implications. Also, there are links between urban productivity growth, transport/other community infrastructure investment and housing affordability.

The main groups of barriers that affect SUM progress in SEE cities are shown at Figure 14.

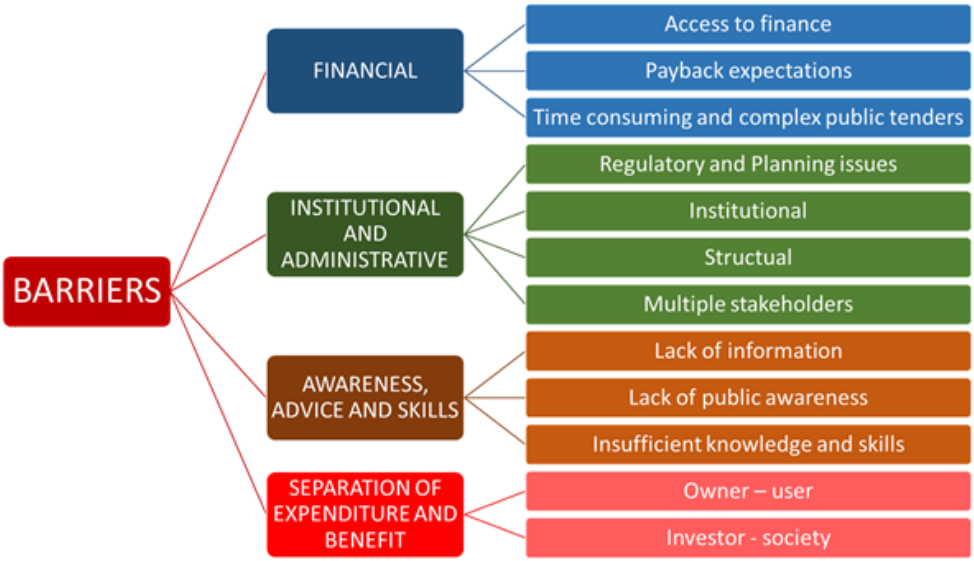

Figure 14: Barriers for SUM progress in SEE cities

According to the World Bank's Enterprise Surveys,[34] legislation and regulations regarding investment climate account for 46% of total barriers for enforcement of job creation and poverty reduction in low-income countries (Figure 15).

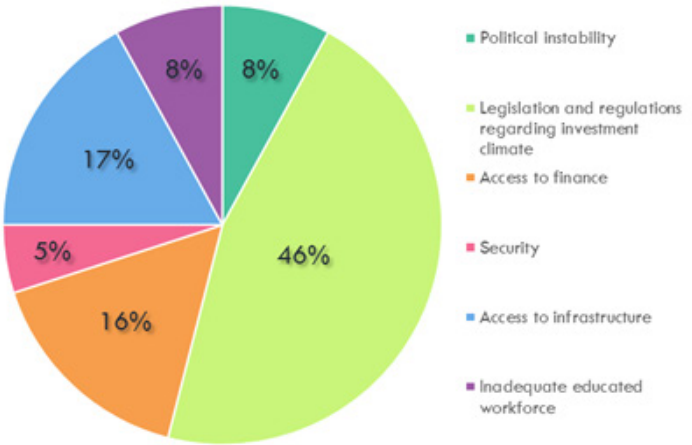

Figure 15: Share of different factors causing discouraging and disincentivising investment climate

34 IFC Jobs Study Assessing Private Sector Contributions to Job Creation and Poverty Reduction, http://siteresources.worldbank.org/CFPEXT/Resources/299947136468119036O/IFC_Jobs_Report_Summary.pdf

Further distribution of the mentioned 46% is as follows:

- Informality – 12%
- Tax rates – 11%
- Corruption – 8%
- Access to land – 3%
- Tax administration – 3%
- Business licensing and permits – 3%
- Labour regulations – 3%
- Courts – 2%

It can be concluded that the design and implementation of timely, effective and sustainable transport solutions in many SEE cities is often obstructed by institutional and administrative inadequacies. Although institutional reform does not necessarily lead to a single unified institution incorporating the management of SUM multiple modes and functions, inter-departmental coordination or cross-departmental integration is necessary to comprehensively address SUM challenges.

Actions to overcome these barriers should be tailor made for different stakeholders. Accordingly, the policy mix will need to encompass a range of measures that, collectively, address all interested parties (municipal authorities and administrations, AoMs, national authorities, public transport companies, utilities, investors, developers, etc.).

BRIEF OVERVIEW OF SUSTAINABLE URBAN MOBILITY IN SEE COUNTRIES

POSITIVE ASPECTS

Regarding Sustainable Urban Mobility and the current situation in SEE countries, the positive and affirmative aspects are the following:

National level

- Signatories of the Energy Community SEE countries are obliged to harmonize their legislation with the relevant EU legislation
- International financial mechanisms are available
- High public awareness on SUM topics in Macedonia
- Mapping of motor vehicles according the European emission standards in Macedonia
- Montenegro academia is quite active in SUM promotion
- Construction of the Bar - Boljare highway connecting economically less developed north with the rest of Montenegro, and in a wider aspect, with highways in Serbia and other countries whose roads are linked to this transversal
- Reconstruction and construction of third tape on national roads to avoid traffic jam in Montenegro
- Development of Montenegro traffic development strategy
- Reconstruction and construction of third tape on national roads to avoid traffic jam.
- Traffic development strategy provides further development of national and local roads.
- Road infrastructure in Serbia is well developed
- Strong SUM know-how and knowledge transfer in Serbia mostly lead by academia (Faculties for transport and traffic engineering in Belgrade and Novi Sad)
- Long-term experience in implementation of SUM international projects in Serbia
- NGO initiatives strongly promote SUM in Serbia
- Huge investments in transport sector in Serbia
- Benefits following EU accession procedures in Serbia.

Municipal (City) level

- New eco-friendly public buses in Tirana
- 5 electro public buses in Belgrade
- Clearly defined SUM objectives in Podgorica

- 60-70% planned share of public and suburban transport in Podgorica
- SUMP developed under CIVITAS RENAISSANCE project in Skopje
- Ensured financial support for Light Rail Transit project in Skopje
- Ensured financial support for Sustainable Urban Transport project in Skopje that include developing of the new SUMP
- Extended public transport network in Sarajevo included trams, trolleybuses, buses, and minibuses
- Developed pedestrian culture in small and medium-sized cities in Serbia
- Strong pedestrian culture (44% in modal split) in Krusevac
- Incentives for public bus transport for pupils, disabled and retired people in Krusevac
- Establishment of the Network of mobility coordinators in kindergartens and schools in Krusevac
- Establishment of City Council for traffic safety in Krusevac
- Strong cycling culture despite fairly poor development of cycling infrastructure in Krusevac
- Construction of roundabouts resulted in faster traffic flow, less congestion, reduced fuel consumption and air pollution in Krusevac
- Large percentage of cyclists in the total number of daily movements as a consequence of the flatland configuration of the terrain and the habit of people to use bicycles as a way of transport in Sabac
- The orthodox street matrix that allows good organization of different types of traffic in Sabac
- Active and vibrant pedestrian zone in Sabac
- Good connection of suburban parts with the City centre by public transport in Sabac
- SUMP Krusevac was adopted by City Council.

LESS POSITIVE ASPECTS

Less positive aspects regarding Sustainable Urban Mobility and the current situation in SEE countries are the following:

National level

- For a variety of reasons, numerous requirements of modern urban mobility are not satisfied in SEE countries
- Strong dominance of cars
- Car-based road development focus in national planning frameworks and provisions on urban development plans
- Energy consumption has dramatically increased and so the dependency on petroleum
- Lack of effective regulation of car ownership and imports of pre-owned cars
- National Transport Laws are not fully implemented and enforcement is on quite a low level

- Reforms of transport sector in SEE countries are slow and not very efficient
- Transport legislation was adopted through fast procedure and often all stakeholders were not asked for their opinion - contributes to enforcement problems
- Frequent changes of legal acts
- Insufficient visibility of SUM approach and projects
- Lack of systematic transport data collection - unavailability and doubtful reliability of transport data at all levels is a huge obstacle for intensifying SUM projects implementation
- Non-motivating political climate for SUM development
- Insufficient public awareness on the importance of SUM measures
- Strongly private car-oriented transport sectors
- Lack of National SUM strategies and National SUMPs
- Lack of decision makers´ awareness on SUM topics
- Insufficient financial means for implementation of SUM projects
- Lack of Public-Private partnerships as a proven market driver to implementation of SUM projects
- Rapid growth of motorization rate due to trends on one side and non-motivating SUM culture on other
- Lack of national level institutions in charge of urban transportation
- Extremely low level of Gender Equality in the transport sector in SEE countries
- Lack of women on decision making positions
- Old paradigm mind-set among decision makers, planners, and designers - walking and cycling are not considered as a mode of transport
- Poor road infrastructure and conditions in Albania, Bosnia and Herzegovina and Kosovo
- Generally, undeveloped public transport with old and uncomfortable buses in Albania, Bosnia and Herzegovina and Kosovo
- Bicycling and waking promotional campaigns are not successful in Albania
- Lack of transparency regarding investments in transport sector in Albania
- Unsuccessful business operations of public transport companies in Federation of Bosnia and Herzegovina
- Insufficient financial means for bicycle paths and associated infrastructure in FBiH
- Permitted import of vehicles with low standards for emissions of harmful gases (EURO 1, 2 and 3) in Macedonia
- Lack of rulebooks on infrastructure design for sustainable modes of transport in Macedonia
- Lack of a defined hierarchy of priorities for infrastructure planning in Macedonia
- Inadequate maintenance, protection and rehabilitation of existing roads in Montenegro
- Lack of bypasses around municipalities in Montenegro causing congestion and pollution due to transit traffic
- Insufficient access to tourist complexes, rural settlements, national parks, etc. in Montenegro

- Inadequate traffic planning (unplanned infrastructure construction, road rankings, crossed and longitudinal profiles, etc.) in Montenegro
- Non-compliance with the relevant legal and institutional framework and EU policies in Montenegro
- No national institutions in charge for urban transportation planning in Serbia.

Municipal (City) level

- Municipal authorities are not familiar with SUM topics and long-term profitability of investments in the implementation of SUM measures
- Lack of municipal departments or agencies dealing with SUM topics
- No guidelines and regulation for SUMP development, implementation and monitoring
- Private car-oriented development in cities and municipalities
- Traffic congestion and parking difficulties - lack of parking management & enforcement
- Longer commuting – people are spending an increasing amount of time commuting between their residence and workplace
- Difficulties for non-motorised transport – mobility of pedestrians and bicycles at risk
- Lack of consideration for pedestrians and bicycles in the physical design of infrastructures and facilities
- Environmental impacts – pollution (including noise) has become a serious impediment to the quality of life and health of population in SEE cities
- Lack of services (bike sharing, car sharing, carpooling, integral ticket, IT information solutions)
- Lack of modal integration (interoperability of services, integrated tariff schemes, lack of transit stations etc.)
- Lack of charging stations for E-vehicles
- Insufficient visibility of SUM approach and projects
- Low level of awareness about sustainable urban mobility
- Public transport inadequacy – many public transport systems are either over or under used; no sustainable maintenance and/or continuous advancement foreseen in management and budgeting
- Public transport in Tirana limited to busses and taxis only
- Insufficient financial means for further development of bicycle paths and following infrastructure in Sarajevo
- Insufficient financial means for improvement of existing public transport vehicles (mainly trams and trolleybuses) in Sarajevo
- Lack of clear SUM documentation with precise action plan in Podgorica
- Insufficient financial resources for implementation of SUM measures in Podgorica
- Huge problems with traffic in standstill in Podgorica

- Introduction of parking charge created problems in contact zones in Podgorica
- Huge number of taxi vehicles reduced road safety in Podgorica
- Low level of public transport services in Krusevac
- Lack of capacities of Krusevac municipal administration
- Architectural barriers on sidewalks distract the movements of pedestrians, people with disability and parents with baby strollers in Krusevac
- Poorly development of cycling infrastructure (lack of cycling paths, lines, parking, etc.) in Krusevac
- Lack of information about public transport (bus lines and time schedule) in Krusevac
- Lack of public transport company or department in a city administration managing public transport in Sabac
- Insufficient utilization of existing railway resources in Sabac
- Insufficient utilization of existing waterways in Sabac
- Existing cycling paths are not well connected in Sabac
- Lack of SUMP or any other strategy for sustainable urban mobility development in Sabac.

OPPORTUNITIES TO IMPROVE SUSTAINABLE URBAN MOBILITY

Best ways to improve Sustainable Urban Mobility in SEE countries are:

National level

- Encourage investments in SUM oriented transport sector
- Development and enforcement of SUM national legislation
- Improvement of transport infrastructure
- Creation of positive conditions for E-mobility
- Introduction of SUM educational schemes for different target groups (decision makers, urban planners, civil servants, etc.)
- Incentives for Eco-driving schools (reduced taxes, etc.)
- Continuous financial and technical support to SUM pilot projects
- Promote benefits from implementation of EE measures
- Develop national SUM strategies and national SUMPs - establish national guidelines for SUMP preparation
- Introducing stricter regulations regarding vehicle age and meeting certain criteria in terms of gas and noise emissions
- Establishment of national SUM agencies in SEE countries
- Continuous national support to municipalities in planning and realization of SUM projects

- Integrated SUM approach included multidisciplinary professionals (traffic engineers, architects, civil engineers, energy engineers, urbanists, sociologists, ICT engineers, etc.)
- Joining different EU SUM flagship initiatives and programmes at national level (Chapter 2)
- Provide favourable business environment for investments in SUM measures
- Successful transposition of EU strategies and directives into national legislation in SEE countries (Chapter 1)
- Incorporation of the SUMP concept into relevant national policies
- Establishment and successful work of Funds for environmental protection and energy efficiency in SEE countries
- Develop wider cooperation with international organizations, banks, donors and the business sector in the SUM scope of work at the national level (Chapter 10)
- Utilize technically optimal and financially feasible SUM projects
- Continue with reforms of transport sector in the more efficient ways
- Identification of available financial instruments for SUM development in SEE countries
- Continuous application to available international and EU funds (Chapter 12)
- Raise awareness of all stakeholders (municipal administration, state administration, NGOs, citizens, etc.) about the importance of SUM for sustainable development of SEE countries
- Systematic capacity building for state authorities
- Provide financial and logistical support to state authorities for implementation of SUM projects
- Continuous educational and awareness raising activities with a focus on gender mainstreaming objectives
- Implementation of national SUM awareness raising campaigns targeting general population through various communication channels (e.g. TV advertisements, jumbo posters, digital signage solutions, etc.)
- Promotion of public transport as a sustainable mode of transportation
- Progress of Gender Equality at the national level.

Municipal (City) level

- SUMP development, implementation and monitoring
- Systematic capacity building of municipal administration - establishment of SUM departments (Chapter 9)
- Incorporation of SUMPs in General Urban Plans - integration of transport and urban planning
- Improvement of public transport in cities (eco-friendly vehicles, frequent timetable, good coverage and connections, integrated ticket, price reduced tickets, etc.)
- Establishment of car-free zones in cities – Streets for people not for cars!
- Limited access of cars in city centres

- Protect historical parts of cities
- Establishment of digital signage solutions for SUM promotion
- Installation of charging stations for E-vehicles
- Increase of parking fees in cities
- Continuous public awareness raising campaign linking car-oriented traffic with air pollution, poor air quality, illnesses and generally low-grade life
- Joining as partner (member) the MobiliseYourCity Partnership (submission of application required)
- Joining Covenant of Mayors for Climate and Energy initiative
- Joining different EU SUM flagship initiatives and programmes (Chapter 2)
- Develop wider cooperation with international organizations, banks, donors and business sector in the SUM scope of work at local level (Chapter 10)
- Identification of available financial instruments for SUM development at municipal level
- Continuous application to available international and EU funds (Chapter 12)
- Integrated SUM approach included multidisciplinary professionals (traffic engineers, architects, civil engineers, energy engineers, urbanists, sociologists, ICT engineers, etc.)
- Progress of Gender Equality at municipal level
- Provide favourable business environment for investments in SUM measures
- Regular participation in European Mobility Week
- Provide financial and logistical support to municipalities for SUM projects implementation
- Identification of available financial instruments for municipal SUM project implementation
- Establishment of innovative financial instruments (e.g. crowd funding, public-private partnerships, etc.) for municipal SUM projects implementation
- Continuous educational and awareness raising activities with a focus on gender mainstreaming objectives
- Promotion of bicycling as the most energy sustainable way of transportation
- Promotion of public transport as a fast and secure way of transportation
- Encourage citizens to use public transport (integrated tickets, Parke and Ride areas, etc.
- Continuously organising activities and actions aiming to change people's mind-set about car as a symbol status
- Encouraging and supporting the exchange of knowledge and experience between cities (prevent re-inventing the wheel)
- Supporting study visits and exchange of knowledge and experience with SUM oriented cities (e.g. Freiburg, Lyon, etc.)
- Encourage twinning between cities in EU and SEE.

TRANSPORT STRATEGIES AND LEGISLATION IN SEE COUNTRIES

Generally, the situation regarding transport strategies and legislation is different in each SEE country. Tables with lists of legislative documents, official Internet sites and a short description for each SEE country are given below.

Table 1: Transport strategies and legislation in Albania

Legislative document	Official Internet site	Short description
National Road Safety Strategy for the Republic of Albania (2011- 2020)	Not available	The goal is to reduce fatalities over the long term by 50% in line with EU and SEETO objectives.
Law on the Road Code of the Republic of Albania, No. 8387 (21.07.1998.)	Not available	Norms and acts on the applications of this Code are led by the principle of security of movement in the road, following the objectives for rational movement, the protection of environment and saving of energy.
Law on Safety in the Road Tunnels No.158/213, (10.10.2013)	Not available	This Law aims to improve safety in road tunnels.
Law on Road Transport, No. 8308 (18/03/1998)	Not available	This Law regulates the conditions for admission to the activity of national and international transport operator of goods and passengers.
Government decision on Regulation for Transport of Goods, No. 325	Not available	Decision 325 regulates the criteria regarding the quality of vehicles.
Government Decision on Controlling Road Transport, No. 1243	Not available	Not available
Law on the Transport of Dangerous Goods, No. 118, (13.12.2012)	Not available	This Law aims to improve safety in road and rail transport of dangerous goods, by setting out procedures under which the transport of dangerous goods by road and rail shall be carried out.

Table 2: Transport strategies and legislation at the state level of Bosnia and Herzegovina

Legislative document	Official Internet site	Short description
Framework Transport Policy of Bosnia and Herzegovina for the period 2015-2030	http://www.mkt.gov.ba/	Framework Transport Policy of Bosnia and Herzegovina for the period 2015-2030 is a framework and basic document that will lead to the development of strategy, regulations, programs, plans and other acts aiming to progress and develop the transport sector at the level of Bosnia and Herzegovina, its Entities and the District of Brčko in accordance with the Constitution of BiH.
Framework Transport Strategy of Bosnia and Herzegovina for the period 2016-2030	http://www.mkt.gov.ba/	BiH Transport Framework Strategy is a planning document for the Transport and Infrastructure Network in Bosnia and Herzegovina and contains structural proposals for the development of the transport sector and capacity building programs for alignment with the long-term goals and strategic documents of the European Union in the field of transport. The Transport Framework Strategy is based on the sectoral strategic documents of both Entities and Brcko District.
Law on International and Inter-entity Road Transport (OG 1/02 and OG 14/03)	http://www.granpol.gov.ba/	This Law regulates the manner and conditions for transportation of passengers and goods by vehicles in international and inter-entity road transport, oversized transportation of goods, inspection, customs control and the requirement to pay fees for the use of roads. These are the first such changes and amendments to the Law since 2003. This Law includes solutions to the issues of illegal transportation of passengers in international transport operations, given the difficulties faced by the authorities competent for inspection affairs in terms of proving infringements and initiating appropriate procedures. This Law is also intended to harmonize BiH legislation with EU legislation in the field of transportation of passengers and goods. Furthermore, it partially regulates public transport in Sarajevo and its surroundings, as transport between Sarajevo and Eastern Sarajevo is treated as an inter-entity transport.
Law on the Basis of Road Traffic Safety in Bosnia and Herzegovina (OG 06/06 - OG 9/18)	http://www.mkt.gov.ba/	This Law includes provisions for all participants in road traffic, including cyclists. Particularly interesting is that since the beginning of enforcement (2007), the use of protective cycling helmets for bicycle riders and persons on bicycles used to be obligatory, but by the 2017 amendments to this law this obligation was abolished. So, since 2017 a bicycle driver is not obliged to use a protective helmet.

Table 3: Transport strategies and legislation in the Federation of Bosnia and Herzegovina

Legislative document	Official Internet site	Short description
Transport Strategy of the Federation of Bosnia and Herzegovina for the period 2016-2030	http://www.parlamentfbih.gov.ba/	The core part of the Transport Strategy contains goals and activities, the combination of which forms a strategic vision of the entity transport system of the FBiH by 2030. Special objectives are given for different types of traffic in the FBiH (road, rail, water and air), and are based on the priorities of FBiH transport policy. The FBiH's transport strategy covers short-term (2016-2020), mid-term (2021-2025) and long-term (2026-2030) activities to be implemented to achieve specific goals for each aspect of traffic.
Law on Road Transport of the Federation of Bosnia and Herzegovina (OG 28/06 and OG 2/10)	https://propisi.ks.gov.ba/	This Law regulates: the conditions and manner of carrying out the activity of transport of persons and cargo by motor, coupled and tugged vehicles in road transport (hereinafter referred to as: road transport); work of a technical inspection station in the territory of the Federation of Bosnia and Herzegovina; activity of public transport passengers and cargo in liner and outbound road transport; transport for own use; inspection supervision; penal provisions, and transitional and final provisions.
Law on Roads in the Federation of Bosnia and Herzegovina (OG12/10, OG 16/10 and OG 66/13)	http://www.fbihvlada.gov.ba/	This Law regulates the classification of public roads, road management and legal status of planning, construction, reconstruction, maintenance, contracting and assignment of works, roads protection, conditions for traffic on roads, roads concession, road financing, administrative oversight over the implementation of the Law, penalties and other matters of relevance to the Federation of Bosnia and Herzegovina regarding roads.

Table 4: Transport strategies and legislation in the Republic of Srpska

Legislative document	Official Internet site	Short description
Law on Road Transport in the Republic of Srpska (OG 47/17)	http://putevirs.com/	This Law regulates conditions for the transportation of persons and goods in road traffic as public and passenger transport, modes of transport, ride registrations, operation of bus stations and terminals in city and suburban areas, operation of technical inspection stations and inspection supervision at the territory Republic of Srpska.
Law on Public Roads in the Republic of Srpska (OG 89/13)	http://putevirs.com/	This Law regulates: the legal status of road management; the manner of using public and non-categorized roads; management, financing, planning, construction, reconstruction, maintenance and protection of roads; concessions on public roads; the realization of a public-private partnership and supervision over the Law implementation.
Law on Traffic Security on the Roads of the Republic of Srpska (OG 63/11)	http://www.mup.vladars.net/	This Law regulates traffic safety management, the establishment, operation and competences of Traffic Safety Council and Traffic Safety Agency of the Republic of Srpska, development of strategic documents, financing and monitoring of traffic safety, traffic signalization and road equipment, independent audit procedures for public road construction projects and independent reviews of existing public roads in terms of safety and licensing, identification and remediation of dangerous places on roads, in-depth traffic accident analysis, traffic rules, special security measures, traffic accident liability, organization of sporting and other events on roads, technical inspection of vehicles, supervision and penal provisions.
Law on Transport of Dangerous Goods	http://www.mup.vladars.net/	This Law regulates conditions for the transport of dangerous goods in certain branches of traffic, the rights and obligations of persons involved in transport, the conditions for packaging and vehicles, the issuance for permits, conditions for appointment of security advisers, competence and conditions for training of persons participating in transport, the competence of the ministries in connection with this transport in the Republic of Srpska and supervision over the implementation of this Law.
Rulebook on The Manner of Performing Control and Direct Traffic Regulation on Roads (OG 122/11)	http://www.mup.vladars.net/	This Rulebook prescribes the procedures for police officers in the control of road traffic and the direct regulation of traffic on roads, as well as other traffic related matters within the competence of the Ministry of Interior of the Republic of Srpska.

Table 5: Transport strategies and legislation in Kosovo

Legislative document	Official Internet site	Short description
Road Safety Strategy and Action Plan for Kosovo	http://mi-ks.net/	Road Safety Strategy and Action Plan developed in 2015 have a main aim to improve road safety in Kosovo considerably. The main elements of the Strategy are: • Investigation and background analysis • Road safety strategy 2016-2020 • Road safety action plan • Implementation.
Sectoral Strategy and Multimodal Transport 2015-2025 and the Action Plan for 5 years	http://www.kryeministri-ks.net/	Strategy and Action Plan were prepared as a part of the SEETO project: Support in the Implementation of Transport Community Agreement EUTCA in 2015, with an aim to define long-term development of the Transport Sector in Kosovo up to the year 2025. Five Strategic Objectives are: 1: Integration in Pan-European Corridors 2: Enhancing the Quality of Services 3: Improving Traffic Safety 4: Cooperation with International Organizations 5: Implementation of a Functional Structure.
Law No. 05/L-088 on Road Traffic Provisions	http://www.kuvend-ikosoves.org	The aim of this Law is to determine the basic rules of conduct and behavior for users and other subjects in road traffic, the main required conditions for roads in view of traffic safety, system-signaling of traffic-roads, the actions of authorized officers, procedures in case of traffic accidents, the instruction of new drivers and the administration of driver exams, Vehicles: Equipment and tools each vehicle should have, the permissible vehicle size and weight and axletree burden, as well as the standards vehicles must fulfil in traffic.
Law No. 02/L-70 on Road Traffic Safety	http://www.assembly-kosova.org	This Law defines regulations and conditions aiming to increase Road Traffic Safety in Kosovo.
Law No. 05/L-064 on Driving License	http://mi-ks.net/	The purpose of this Law is to define conditions and criteria for obtaining a driving license, for licensing driving schools, for professional lecturers, for instructors of drivers, for examiners, for training of candidates for drivers, for passing of the exam for driving license, for training programs for trainers in the field of driving license, for periodic training for professional drivers that drive transport vehicles for goods and passengers, for the conditions to gain the right for driving a vehicle, for vehicle categories, for health conditions, application procedures, for obtaining, extending and changing driving licenses as well as other related issues.
Law No. 04/L-179 on Road Transport	https://www.kuvend-ikosoves.org	This Law regulates and develops the sector of road transport of passengers and goods, an open and non-discriminatory access to the market, provision of services in the market of road transport of passengers and goods sector as well as to establish a driving and resting regime.

Table 6: Transport strategies and legislation in Macedonia

Legislative document	Official Internet site	Short description
National Transport Strategy for the period 2007-2017	http://www.see-toint.org/	The main objectives of the Strategy are: · Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximize their efficiency · Promote an integrated and interconnected transport network that establishes effective service to users in the Republic of Macedonia · Promote social inclusion by connecting remote and disadvantaged communities and increasing accessibility of the transport network · Protect environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimize emissions and consumption of resources and energy · Improve safety by reducing accidents and enhancing the personal safety of pedestrians, cyclists, drivers, passengers and staff · Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.
The Law on Public Roads	http://www.mtc.gov.mk/	This Law regulates conditions and manner of construction, reconstruction, maintenance, protection, use, management, and funding of public roads, as well as the supervision of the enforcement of this Law. Among the most important issues, the Law regulates: road categories; competencies; sources of funding and allocation of funds among the entities responsible for the road network; adoption of medium-term and annual programmes for construction, reconstruction and maintenance of roads and competencies for granting concessions.
The Law on Road Transport Safety	http://www.mtc.gov.mk/	This Law determines the conditions which have to be met by vehicles engaged in road transport, as well as the devices and equipment which have to be provided in the vehicles, dimensions, overall mass and axle weight of vehicles, the conditions for obtaining a driving permit and the form and application form for the driving permit, verification and technical control of the vehicles, registration of the vehicle and the application form for the traffic permit etc.
The Law on Road Transport	http://www.mtc.gov.mk/	This Law regulates the conditions and the manner in which the transport of passengers and goods is carried out, both in domestic and international road transport. It prescribes the terms for professional competency and financial stability, some of the conditions for access to the profession of transport operator, as well as the terms and procedures for acquiring a license for carrying out transport of passengers and goods by road. Several bylaws arising from the Law on Road Transport have been adopted.

Table 7: Transport strategies and legislation in Serbia

Legislative document	Official Internet site	Short description
Strategy for Development of Railway, Road, Water, Air and Intermodal Transport in the Republic of Serbia from 2008 to 2015	http://www.putevi-srbije.rs/	This Strategy is the framework document of transport policy of the Republic of Serbia in which EU accession is the key objective. The Strategy is based on the EU White Paper on Transport: Roadmap towards a single European Transport Area – Towards a competitive and resource efficient transport system from year 2011. According to the Ministry of Transport, Construction and Infrastructure, a new strategy for 2016-2026 is planned, which should take into account the initiatives from the 2011 EU White Paper and focuses more on urban mobility issues.
Strategy for Traffic Safety on the Roads of the Republic of Serbia for the Period 2015-2020	http://www.mgsi.gov.rs/	This Strategy gives a state of the art of traffic safety, objectives and actions to improve it, as well as the Guidelines on the fastest and easiest ways to get from the existing to the desired situation.
Law on Passenger Road Transport	http://www.mgsi.gov.rs/	This Law regulates the conditions and manner of performing public transport of passengers and transportation of persons for their own needs in road transport in domestic and international transport, the provision of cellular services at bus stations and inspection supervision.
Law on Freight Road Transport (OG 68/2015)	https://www.paragraf.rs/	This Law regulates the conditions and manner of performing public freight transport and freight transport for own needs in domestic road transport, public freight transport and freight transport for own needs in international road traffic and inspection supervision.
Law on Road Safety	http://www.mgsi.gov.rs/	This Law regulates rules of behavior of all traffic participants, traffic limitations, road signs and orders, rules for issuing of driving licenses, technical standards for vehicles etc.
Law on Public Roads	http://www.mgsi.gov.rs/	The law regulates the legal status of public roads, including ownership, management and maintenance, inspection, as well as financing of these activities.
Rulebook on Traffic Signs (OG 85/2017)	http://www.putevi-srbije.rs/	This Rulebook defines the types, meanings, forms, colors, dimensions and materials for traffic signs and rules of traffic signalization on roads.

Table 8: Transport strategies and legislation in Montenegro

Legislative document	Official Internet site	Short description
Transport Development Strategy (accepted on 30 November 2010)	http://www.minsaob.gov.me/	The strategy provides guidelines on how to use potentials of geo-strategic position of Montenegro for transit traffic and how to harmonize foreign direct investment with the public interest, considering the economic justification and environmental impact. Basic goals of strategic development of Montenegro's transport system are as follows: 1. Improvement of safety and security, in order to save human lives, material values and to preserve state resources 2. Integration in the European Union, through connection to TEN-T and improvement of competitiveness of national transport economy 3. Improvement of transport services quality 4. Stimulation of economic growth through more efficient and less expensive transport; 5. Minimization of negative impacts of transport development and traffic infrastructure on environment and society in general
National Road Development and Maintenance Strategy (accepted on 23 April 2010)	http://www.minsaob.gov.me/	The Strategy for Development and Maintenance of State Roads is a strategic document whose adoption is foreseen by the Law on Roads (Official Gazette of the Republic of Montenegro No. 42/04), which sets out the objectives and the basic tasks of development and maintenance of state roads for a period of 10 years. The established development goals in the field of road infrastructure in Montenegro will be taken into account in the next planning period from 2008 to 2018.
National Strategy for Sustainable Development of Montenegro by 2030	http://www.mrt.gov.me/odrzivi/	The NSSD is umbrella, horizontal and long-term development strategy of Montenegro that relates not only to environment and economics, but also to irreplaceable human resources and valuable social capital that should ensure prosperous development. The NSSD is umbrella, horizontal and long-term development strategy of Montenegro that relates not only to environment and economics, but also to irreplaceable human resources and valuable social capital that should ensure prosperous development. In accordance with European policies regarding sustainable urban mobility, cities need to provide multimodal traffic system and to deal with intermodal integrations as the main component of every urban mobility strategy, in accordance with sustainable development policies. Stated measures should also be priorities in Montenegro, in the context of achieving resource efficiency goals as well as significant reduction of air-pollution and improvement of the quality of life of citizens and the quality of tourist offer. This above all means efficient public transportation with which we would significantly reduce the use of vehicles in cities and thus reduce crowds, especially in coastal area during tourist season (Kotor, Budva). Significant incentives are needed for faster introduction of vehicles with low emissions and new technologies/alternative fuels, better control of fuel quality, promotion of environment-friendly modes of transportation, and application of instruments that bring negative impacts of traffic on the environment to the lowest possible level (including standards, impact assessments, economic instruments and other).

Law on Roads (OG 42/2004, OG 21/2009, OG 54/2009, OG 40/2010, OG 36/2011 and OG 40/2011)	http://www.paragraf.me/	The Law on Roads regulates the legal status, development, maintenance, protection, management and financing of public roads.
Law on Road Traffic Safety (OG 33/2012 and OG 58/2014)	http://www.paragraf.me/	This Law defines road traffic rules, obligations of participants and other subjects in traffic, traffic restrictions, traffic signaling, signs, signs and orders which must be observed by traffic participants, conditions to be met by drivers driving vehicles, conditions to be met by vehicles, special measures to be taken in the traffic, and other rules and measures to ensure the safety of traffic on the roads.
Law on Road Transport (OG 71/2017)	http://www.paragraf.me/	This Law prescribes the conditions and manner of carrying out the activity of public transport of passengers and freight in road traffic, provision of bus and cargo services, transport for own needs and other matters of importance for public transport in road traffic.

CAPACITY BUILDING ON SUSTAINABLE URBAN MOBILITY

Sustainable Urban Mobility solutions are available and have been tested at scale, but there is a lack of necessary capacity at all authority levels from national to municipal to develop and implement them in an open and inclusive way.

One of the important prerequisites for development of Sustainable Energy Mobility in SEE countries is capacity building on 3 different levels:

- National Authorities
- Associations of Municipalities
- Municipal Authorities.

CAPACITY BUILDING FOR NATIONAL AUTHORITIES

Capacity building for national authorities should aim towards multilevel governance as one of the most significant drivers for Sustainable Urban Mobility development in SEE countries. Although municipalities as well as their associations are increasingly initiating SUM actions, these initiatives have been largely decoupled from national policy frameworks, resulting in limitation of resources available to municipalities aiming to support SUM development. The solution is a multilevel governance approach as a framework to explore linkages between national, regional and local policies and to explore the strengthening of multi-level, regional and local governance to more effectively address SUM challenges.

A multilevel governance framework calls for the narrowing or closing of policy "gaps" between levels of government via the adoption of tools for vertical and horizontal cooperation. The vertical dimension of multilevel governance recognizes that national governments cannot effectively implement national transport strategies without working closely with regional and local governments as agents of change. A multilevel governance approach also recognizes that municipal authorities acting in SUM areas is often "nested" in legal and institutional frameworks at higher scales. A two-way relationship should exist between municipal and national SUM actions, as each can enable or constrain the other.

The horizontal dimension of multilevel governance acknowledges the opportunity for learning, information transmission and cooperation between municipalities, their associations and national authorities. Furthermore, this dimension is also associated with improving coordination between levels of governance in order to implement cross-cutting programs, such as those required in many Sustainable Urban Mobility policies. Horizontal relationships at the sub-national level can also exist in the form of national and transnational networks and coalitions. Horizontal governance activities can give business, research and environmental non-governmental organizations influence in the policy dialogue process.

It should be stressed that a multilevel governance approach in SEE countries is a difficult and complex task that will definitely not be easy to achieve. Numerous municipalities in SEE do not possess the necessary professional, administrative and financial means to plan and implement SUM projects and support schemes at the national level are underdeveloped or not sufficient. It is essential for the majority of SEE municipalities to find the best ways to strengthen their capacities for developing Sustainable Urban Mobility. The other important prerequisite is establishment of a conceptual framework of multilevel governance to strengthen relationships between municipalities, their associations and national authorities in order to improve SUM in SEE countries.

CAPACITY BUILDING FOR ASSOCIATIONS OF MUNICIPALITIES

Aiming to develop Sustainable Urban Mobility in SEE countries, the main task of AoMs is to provide continuous organizational and technical assistance to municipal administrations. It could be said that the modern AoM can be some kind of a consulting company that has an answer to any question that the municipality may have and can solve any concrete SUM problem and give guidelines in a very short timeframe. It can be stressed that this is a difficult task that requires legislative, technical and financial capacity building.

In order to support municipalities in SUM development and meeting the obligations arising from transport legislation and regulation, the AoM scope of work should include:

- Professional support in Sustainable Urban Mobility Planning of municipalities
- Professional support in 4 I areas: Identification, Initiation, Implementation and Inspection of municipal SUM projects
- Support in providing national and international financing mechanisms for SUM projects
- Continuous information and education on different SUM topics including the GE perspective.

The first step in establishing SUMSEEC capable AoMs is organization of educational trainings for their employees that should include the topics shown in Figure 16. Trainings should be organized by experienced experts for different SUM topics.

Figure 16: SUM educational trainings for AoMs and municipal administration

CAPACITY BUILDING FOR MUNICIPAL ADMINISTRATION

To be sustainable, urban mobility must be Safe, Clean, Accessible and Affordable for all, especially those in marginalised groups. For municipalities to function successfully, the urban mobility system must provide access to social, economic and other opportunities for their citizens.

It can be said that SUM development requires strong, environmentally oriented municipal administration based on an efficient organisational structure (Figure 17) consisting of multidisciplinary experts.

In accordance with the number of inhabitants and consequently number of municipal employees, the staff of the Department for Sustainable Urban Mobility should be appointed with Gender Equality (GE) in mind.

The main objectives of a municipal SUM department, including the GE perspective aspect, should be the following:

- Significant increase of road safety in the municipality
- Development of the municipality on SUM principles
- Economy development of the municipality through general improvement, increased investments and

new green jobs in the traffic sector
- Significant reduction of fuel consumption and associated CO2 emissions from the traffic sector
- Successful transformation of the municipality in an environmentally sustainable municipality.

For municipalities bigger than 50,000 inhabitants, a very good idea is establishment of an advisory professional body based on Gender Equal approach, consisting of prominent representatives of scientific and educational institutions in the fields of:
- Sustainable Urban Mobility Planning
- Architecture, civil engineering and physical planning
- Traffic and communal infrastructure.

As for AoMs, the SUM educational dimension is also essential to municipal administration, so SUM educational trainings including all topics shown at Figure 16 should be organised for the municipal administration, primarily to the Department for Sustainable Urban Mobility.

Figure 17: Municipal organisational structure

SUSTAINABLE URBAN MOBILITY STAKEHOLDERS IN SEE COUNTRIES

One of the main prerequisites for successful urban mobility development in SEE countries based on sustainability, livability as well as climate change mitigation and adaptation principles is involvement of stakeholders and the public in the complete SUM process from planning to implementation. It embraces the idea that citizens and stakeholders can articulate their ideas and concerns and can contribute creative and innovative solutions to transport problems. Further, it encourages citizens and stakeholders to take ownership of sustainable mobility ideas, transport policies and projects. At the same time, it is an opportunity for city administrations to incorporate local expertise and feedback into their work, thus achieving eventually the best possible outcome in terms of finding consensus. Disregarding participatory principles in mobility planning does not only mean that it cannot be considered "sustainable urban mobility planning", it also misses the opportunity to raise awareness for local urban mobility challenges and solutions, for more efficient and effective policy choices, for a more transparent decision-making process and for narrowing the gap between citizens (or stakeholders) and politicians[35].

SUMSEEC success depends heavily on a coordinated commitment by a wide range of stakeholders responsible for its delivery, extending well beyond the traditional transport community. To ensure that these stakeholders make the necessary commitment, it is important that they gain an early and shared understanding of their own roles and opportunities.

The SUMSEEC stakeholders´ approach is based on 4 main pillars:

- Collaboration – defining SUMSEEC mission, vision, methodology, objectives and actions should capture the collective expertise from all interested parties
- Inclusiveness – active participation from municipalities, AoMs, national authorities, NGOs, academia, traffic associations and networks, public transport companies, etc. is essential
- Consensus – building shared understanding and commitment to SUMSEEC implementation
- Forward looking – on-going partnerships and networking of stakeholders are the real SUMSEEC asset.

Main challenges to establishment of the SUMSEEC stakeholders´ approach are the following:

- Institutional barriers to active stakeholders´ participation
- Identification of optimal involvement techniques in the SUM process from planning to implementation

35 Mobil. TUM 2014 "Sustainable Mobility in Metropolitan Regions", May 19-20, 2014, Citizen and stakeholder involvement: a precondition for sustainable urban mobility, Miriam Lindenaua and Susanne Böhler-Baedeker

- Introduction of a transition management approach
- Implementation of a two-way process of communication: Top-down and Bottom-up.

SUMSEEC key stakeholders can be divided into 2 main categories:

- Influential international stakeholders
- National stakeholders – detailed stakeholders´ mapping for each SEE country is presented in tables below.

Some of the most influential international stakeholders who can support SUMSEEC and help to fulfil its objectives are the following:

- German International Cooperation (GIZ): Open Regional Funds for South East Europe (GIZ – ORF EE)[36]
- EC Directorate General for Mobility and Transport[37]
- EC Directorate General for Regional and Urban Policy[38]
- EC Directorate General for Environment[39]
- EC Directorate General for Energy[40]
- EC Directorate General for Neighbourhood and Enlargement Negotiations (DG Near)[41]
- Energy Community[42]
- Transport Community[43]
- Covenant of Mayors for Climate and Energy initiative (CoM C&E)[44]
- United Nations Human Settlements Programme (UN-Habitat)[45]
- European Innovation Partnership on Smart Cities and Communities (EIP-SCC)[46]
- European Local Transport Information Service (ELTIS)
- CIty VITAlity and Sustainability Initiative (CIVITAS)
- CIVITAS National Networks – CIVINET
- Transformative Urban Mobility Initiative (TUMI)
- MobiliseYourCity Partnership
- Urban Electric Mobility Initiative (UEMI)
- Leaders in Urban Transport Planning Program (LUTP)
- European Platform on Mobility Management (EPOMM)

36 More information on: https://www.giz.de/
37 More information on: https://ec.europa.eu/info/publications/directorate-general-mobility-and-transport_en
38 More information on: http://ec.europa.eu/dgs/regional_policy
39 More information on: http://ec.europa.eu/dgs/environment/
40 More information on: http://ec.europa.eu/dgs/energy/index_en.htm
41 More information on: https://ec.europa.eu/neighbourhood-enlargement/about/directorate-general_en
42 More information on: https://www.energy-community.org/
43 More information on: https://ec.europa.eu/transport/sites/transport/files/
44 More information on: https://www.covenantofmayors.eu/en/
45 More information on: https://unhabitat.org/
46 More information on: http://ec.europa.eu/eip/smartcities/

- European Cities and Regions Networking for Innovative Transport Solutions (POLIS)
- Partnership on Sustainable Low Carbon Transport (SloCaT)
- International Association of Public Transport (UITP)[47]
- European Cyclists´ Federation[48]
- McKinsey Center for Future Mobility (MCFM)[49]
- European Investment Advisory Hub (EIAH)[50]
- International Financial Institutions: WBIF, EBRD, KfW, World Bank/IFC, etc.
- Regional Environmental Center for Central and Eastern Europe (RES)[51]
- European Sustainable Development Network (ESDN)[52]
- South East Europe Network for Energy and Transport (SEE.NET)[53]
- Network of Associations of Local Authorities of South-East Europe (NALAS)[54]
- European Federation of Agencies and Regions for Energy and the Environment (FEDARENE)[55]
- European Association of Local Authorities in Energy Transition - Energy Cities[56]
- Council of European Municipalities and Regions (CEMR)[57]
- Network of major European cities (EUROCITIES)[58]
- Network of European Metropolitan Regions and Areas (METREX)[59]
- Sustainable Cities and Towns Campaign (ESCT Campaign)[60]
- Cities Climate Leadership Group (C40)[61]
- Local Governments for Sustainability (ICLEI)[62]
- United Nations Development Programme (UNDP)[63]

Detailed stakeholders´ mapping for each SEE country and SEEC as a whole is presented in Tables 9-15.

47 More information on: http://www.uitp.org/
48 More information on: https://ecf.com/
49 More information on: https://www.mckinsey.com/features/mckinsey-center-for-future-mobility/
50 More information on: http://eiah.eib.org/
51 More information on: http://www.rec.org
52 More information on: http://www.sd-network.eu
53 More information on: http://www.see-net.net
54 More information on: http://www.nalas.eu/
55 More information on: http://www.fedarene.org/
56 More information on: http://www.energy-cities.eu/
57 More information on: http://www.ccre.org/
58 More information on: http://www.eurocities.eu
59 More information on: http://www.eurometrex.org/
60 More information on: http://www.sustainablecities.eu/
61 More information on: http://www.c40.orghttp://www.c40cities.org/
62 More information on: http://www.iclei.org/
63 More information on: http://www.undp.org

Table 9: Stakeholders´ mapping in Albania

	Public Sector	Private Sector	CSOs
Key Stakeholders	Ministry of Finance, Municipalities	Companies (Bicycle companies, Segway, etc.)	Media, AAM
Primary Stakeholders	Ministry of Environment, Health Protection Organization, Ministry of Infrastructure, Tourism Offices, Power Supply + Distribution	Car sellers, Tourist Agencies, Distribution Services	Citizens, Environmental NGOs, Universities
Secondary Stakeholders	UN, EU + Other International, Banks IFIs	Road Construction Companies	Low economy families, Schools, Parents' Associations, Banks, IFIs

Table 10: Stakeholders´ mapping in Bosnia and Herzegovina

	Public Sector	Private Sector	CSOs
Key Stakeholders	City Municipalities, AoMs	City Bike, Media	Giro di Sarajevo, Faculty for traffic - Sarajevo, Faculty for traffic - Doboj, Citizens
Primary Stakeholders	GRAS - Public Transport, Canton Sarajevo, Department for Planning, Federal Ministry for Spatial Planning, Federal Ministry for Transport and Communications, RS Ministry for Traffic, RS Ministry for Spatial Planning, Building and Environment - RS		Educational Institutions
Secondary Stakeholders	BIH Ministry of Communication and Transport	Taxi Organizations	

Table 11: Stakeholders´ mapping in Kosovo

	Public Sector	Private Sector	CSOs
Key Stakeholders	Ministry of Transport and Communication, Municipalities, AoM	Banks, Media	
Primary Stakeholders	Public Transport Operators, Public Enterprises, Ministry of Economy	Road Construction Companies, Chamber of Architects and Engineers	Citizens, Environmental NGOs
Secondary Stakeholders	Ministry of Sustainable Development and Tourism, Academia	Private Transport Companies, Taxi Associations	Youth Initiative for Human Rights (YIHR)

Table 12: Stakeholders´ mapping in Macedonia

	Public Sector	Private sector	CSOs
Key Stakeholders	City of Skopje, 10 sub-municipalities in Skopje, Ministry of Interior, Ministry for Transport and Communications		
Primary Stakeholders	Public Transport Operators, Public Enterprises (JSP, Roads and Streets, Parking), Ministry of Environment, State Statistical Office, Agency for Spatial Planning	Chamber of Engineers and Architects, Private Transport Companies, Taxi, Media	ZELS, NGOs (Ekosvest, Na Tochak, VeloEvropa), Chamber of Engineers and Architects
Secondary Stakeholders	Primary Schools, Secondary Schools, Kindergartens, Universities and faculties	Private Universities, Private Companies based in Skopje	Citizens

Table 13: Stakeholders´ mapping in Montenegro

	Public Sector	Private sector	CSOs
Key Stakeholders	Ministry of Transport and Maritime Affairs, Secretaries of the City, MONSTAT, Agency for Development of the City, Communal Services of the City, Company "Roads" Maintenance	Transport Enterprises	Citizens
Primary Stakeholders	RTCG, Directorate of Transport, City Greenery, Ministry for Internal Affairs, PR Office of the City of Podgorica	Media (777, TV Prva, Vijesti, Pink), Taxi Associations, Public Transport Operators	Center for Sustainable Development, NGO Prona, NGO Biciclo ME
Secondary Stakeholders	Procurement Office of the City of Podgorica, Ministry of Health, University, Ministry of Sustainable Development	Jugopetrol, Montenegro Petrol, Auto-moto Association, R&D Project Developers, Road Constructors	Association of NGOs Green Home, Ozon

Table 14: Stakeholders´ mapping in Serbia

	Public Sector	Private sector	CSOs
Key Stakeholders	Ministry of Mining and Energy, Ministry for Environmental Protection, Ministry of Construction, Transport and Infrastructure, City Government,		SK GO, Cycling CGOs and Associations
Primary Stakeholders	Secretariat for Environmental Protection, Secretariat for Urbanization, Secretariat for Communal Services, Secretariat for Education, City Institute for Public Health, City Agency for Traffic, Secretary for Health	Faculty for Civil Engineering, Faculty for Traffic and Transportation, Institutes	Environmental CSOs
Secondary Stakeholders	Chamber of Commerce Serbia, Chamber of Commerce Belgrade, Parking Services, RHMZ,	Tourist Agencies, Taxi Associations, Road Construction Companies, Media	

Table 15: Stakeholders´ mapping in SEEC as a whole

	Public Sector	Private sector	CSOs
Key Stakeholders	Energy Community, Transport Community, RCC Regional Cooperation Council, Development Banks, EBRD Regional, WB	Telecoms, Commercial Banks, Smart Funds	SEE Change Net, PDI Network, NALAS
Primary Stakeholders	Covenant of Mayors, DG ENV, DG Clima, DG Move, DG NEAR, SIDA (SAS), JRC, UCLG (CCRE)	International Consulting, Tram Suppliers/ manufacturers, Bus Suppliers/ manufacturers	Connective Cities, Friends of the Earth
Secondary Stakeholders	SIDA (SECO), Members of EU Parliament Delegations	EU CAR, Car Suppliers / manufacturers	European Climate Foundation

SUSTAINABLE URBAN MOBILITY PUBLIC AWARENESS CAMPAIGNS IN SEE COUNTRIES

Development of Sustainable Urban Mobility in SEE countries strongly depends on establishment of communication channels and continuous information/education activities for public awareness rising (Figure 18).

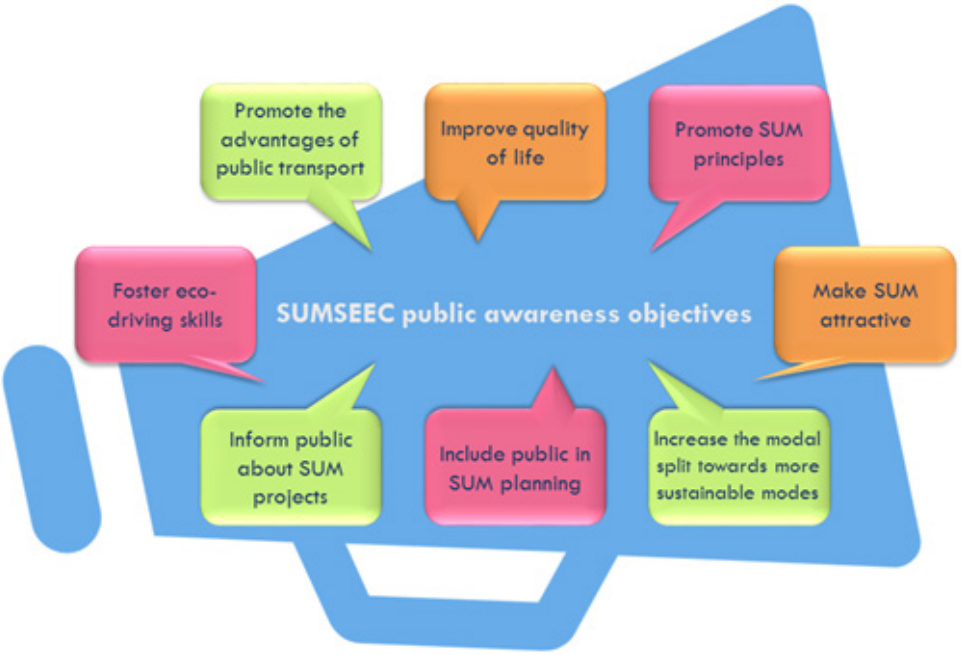

Figure 18: SUMSEEC public awareness objectives

Twelve Golden rules for a successful SUM public awareness campaign:

1. Online campaign should be well balanced with reference to quality, costs and time!
2. Use more than one communication channel!
3. List the link to the SUM information portal on official municipal web-sites!
4. Correct existing myths/legends, misbeliefs about different aspects of SUM!
5. Include information about SUM in any other relevant on-going public awareness campaign!
6. Clearly explain terms and definitions - avoid technical language!

7. Media is a powerful promoter!
8. Ask for feedback at least in the form of "like it" and "share it"!
9. Be aware of the Gender Equality principle and carry it out whenever needed, including use every opportunity to raise awareness on GE in SUM!
10. Try to turn the campaign from Bring the information to the people into People are asking for information!
11. People like to test their knowledge – organize quiz-duels!
12. People like to test their skills – organize races and competitions!

European Mobility Week (EMW)[64] is the Europe-wide awareness-raising campaign on sustainable urban mobility, culminating in a Car-Free Day. Organised by the European Commission's Directorate General for Mobility and Transport, it aims to facilitate behavioural change by promoting smart, clean and intelligent urban mobility. Since 2002, the campaign has been held between 16 and 22 September, but throughout the year public and private organisers at the local level engage in a variety of mobility actions. EUROCITIES is the project leader in a consortium that also includes the communication agency ICF Mostra, Local Governments for Sustainability (ICLEI), European Cities and Regions Networking for Innovative Transport Solutions (POLIS) and Regional Environmental Center for Central and Eastern Europe (REC).

The EMW campaign is definitely the strongest SUM public awareness campaign in Europe, and it is great that SEE cities recognise its significance and join it (Figure 19).

64 More information on: http://www.mobilityweek.eu/

European Mobility Week 2017					
ALBANIA	BiH	KOSOVO	MACEDONIA	MONTENEGRO	SERBIA
▪ Delvine ▪ Durres ▪ Elbasan ▪ Kruje ▪ Lushnje ▪ Maliq ▪ Mallakaster ▪ Mat ▪ Patos ▪ Pogradec ▪ Shkoder ▪ Tirana ▪ Ura Vajgurore ▪ Vlore	▪ Banja Luka ▪ Gračanica ▪ Trebinje ▪ Kakanj ▪ Sarajevo ▪ Zenica	▪ Gjakova ▪ Peja ▪ Prishtina ▪ Prizren	▪ Bitola ▪ Berovo ▪ Kočani ▪ Kumanovo ▪ Negotino ▪ Nov Dojran ▪ Ohrid ▪ Pehčevo ▪ Skopje ▪ Strumica ▪ Štip ▪ Veles	▪ Budva ▪ Cetinje ▪ Podgorica ▪ Kotor ▪ Nikšić ▪ Šavnik ▪ Tivat	▪ Beograd ▪ Kruševac ▪ Niš ▪ Pančevo ▪ Savskivenac ▪ Srbobran ▪ Sremska Mitrovica ▪ Svilajnac
14	6	4	12	7	8
Σ 51 EMW 2017 SEE Cities					

Figure 19: SEE cities in EMW 2017

EUROPEAN MOBILITY WEEK IN ALBANIA[65]

Fourteen Albanian cities participated in the 2017 European Mobility Week (EMW). The municipalities, working in close cooperation with CSOs, implemented a series of SUM activities including a 'Car-Free Day' on 22 September. In Tirana, EMW activities started on 18 September 18 at the TEN Multifunctional Center, where the City of Tirana, in cooperation with REC Albania, hosted an EMW 2017 meeting on shared mobility modes, which include bike and car sharing. The main goal of the meeting was to identify and collect facts and figures that can support arguments for the development of clean, shared, and intelligent mobility in the City of Tirana. On 19 September the "Cloud" installation in Tirana showed a series of movies focusing on "Sustainable Transport and the Environment in General" to an audience of representatives from NGOs, civil society and diplomatic corps. Furthermore, a friendly bicycle race for 9th-grade students was held on 20 September along the Deshmoret e Kombit Boulevard, and winners received a special award. The EMW also involved young volunteers from ECO Volis in training and assisting people of different ages who do not know how to ride a bicycle.

Events in other Albanian cities included bicycle marathons in Elbasan and Shkodra - an initiative that the cities would like to continue as a traditional event. The main aim of the initiative was to raise existing levels of bike accessibility in city centres. In Shkodra, CSO "Eko Mendja" organised panoramic bike tours and

65 More information on: http://www.rec.org

clean-up campaigns. Meanwhile, "Horizon EU", an NGO in Lushnja, held public awareness-raising activities for secondary and high schools related to clean and smart mobility. The Aarhus Information Centre in Vlore, with the participation of several students and pupils, citizens and public officials, mobilised a massive cycling tour starting from the main street of the city.

EUROPEAN MOBILITY WEEK IN BIH[66]

European Mobility Week 2017, held under the slogan "Sharing gets you further", took place in six municipalities in BiH from 16 to 22 September 2017 including a number of activities to highlight the importance of using alternative and shared means of transport.

The "Today I'm biking, and you?" social media challenge received huge support from citizens. Diplomats and employees of the EU Delegation/EUSR in BiH, Mayors and their deputies from Banja Luka and Brcko District, town administration employees, journalists from Sarajevo, Banja Luka, Mostar and Brcko District, assembly employees, managers of public companies from Kakanj and Mostar, film directors, actors, sportspeople, representatives of NGOs, as well as celebrities from all over Bosnia and Herzegovina told the story of their "journey" from home to work without a car.

In just a few days, this campaign reached over 400,000 citizens. Judging by the public interest expressed, cycling to work is becoming more popular in BiH cities.

In addition to the campaign, the EU Delegation also support organisation of the Banja Luka Cycling Race. Organised in cooperation with the National Coordinator of the European Mobility Week for BiH, the race gathered over 400 cyclists in Banja Luka Park "Petar Kocic", in order to mark the Car Free Day. Children from kindergartens "Mladost" and "Pcelica" took part in the workshop where they learned about basic traffic safety, through painting and drawing. Their older fellow citizens held a cycling race on the streets of the city.
It can be said that the 2017 European Mobility Week involved a great number of citizens throughout Bosnia and Herzegovina and raised awareness about the usage of intelligent and shared mobility.

EUROPEAN MOBILITY WEEK IN KOSOVO

Kosovo municipalities started to participate to European Mobility Week in 2015, when the City of Prishtina organised a Car free day. In the following year, 2016, the City of Prishtina and Municipality of Janik organised a Car free day and Cycle rides. EMW activities in Kosovo in 2017 were expanded to three more municipalities: Gjakova, Peja and Prizren.

66 More information on: http://europa.ba

EUROPEAN MOBILITY WEEK IN MACEDONIA

Among SUMSEEC partner countries, Macedonia is definitely the most successful regarding European Mobility Week.

Cities from Portugal, Sweden and Macedonia have made it through to become finalists for the European Mobility Award 2016. Lisbon, Malmö and Skopje were chosen from a long list of 63 applications from 23 countries[67].
The award was specifically intended to reward cities and local authorities that have involved the public in their schemes and engaged stakeholders with strong communication.

Skopje's innovative car-pooling service has helped residents save money while helping the environment. Fourteen Macedonian cities marked EMW 2017 with a focus on the environment. A car free day, which was also attended by government officials, was organized in central Skopje. New bicycle lanes were opened across the city and presentations were made of alternative transport modes and ideas to improve mobility in the city. Bicycle parades were also held in several other municipalities in the country.

EUROPEAN MOBILITY WEEK IN MONTENEGRO

The City of Podgorica and other municipalities have participated in European Mobility Week for the last few years. EMW in 2017 included educational movies (supported by UNDP) as well as different educational programmes (organised by NGOs Ozon and Biciklo.me). The highlight of 2016 EMW was the 29th bicycle ride dedicated to the Paris Agreement on Climate Change, organizing by NGO Biciklo.me[68] in cooperation with UNDP and the Ministry of Foreign Affairs and European Integration. The ride started from the main City square (Trg Republike) and ended at the roundabout in front of the gate of the UN Eco House in Podgorica.

It is important to emphasize that the Municipality of Tivat applied for EMW 2017 award with numerous SUM activities that took place from 16-22 September 2017, beginning with an ecological class, symbolic reforestation of a territory destroyed by fire, through hiking and biking tours, excursion to National park Lovcen, a romantic "Poetry on a Bicycle" event, Parking Day event, Car Free Day event and numerous other activities.

EUROPEAN MOBILITY WEEK IN SERBIA[69]

Serbian municipalities have a long history of organising EMW since 2002. The organization of EMW 2015 in Krusevac attracted attention and its achievements were published in the "Best practice guide for Europe-

67 More information on: http://www.mobilityweek.eu
68 More information on: http://biciklo.me/
69 More information on: https://europa.rs/european-mobility-week-in-serbia-sharing-gets-you-further/

an mobility week". The Serbian City of Krusevac implemented permanent measures such as the extension of pedestrian areas and speed limit zones. The project received ample media coverage and involved a broad range of partners, including celebrities.[70]

Under the motto "Clean, shared, and intelligent mobility," the European Mobility Week is celebrated from 16-22 September 2017 in eight municipalities in Serbia, with a view to influencing reductions in GHG emissions caused by traffic in towns across the country.

The EU Delegation to Serbia, the EU Info Centre and the Standing Conference of Towns and Municipalities (SCTM) seized this opportunity to organise a conference "Sharing gets you further – Examples of good practice and benefits brought to Serbian towns and municipalities through participation in the European Mobility Week" at the EU Info Centre premises.

The highlight was given to bicycling and to innovative start-ups including Onobikes, a company engaged in bicycle design and production. Serbian-made Onobikes bicycles have been named the most beautiful in Europe and the company won an EU sustainable energy award. It is initiatives like this that the EC will support because they create new jobs.

Apart from European Mobility Week, numerous SUM public awareness activities have been taking place in SEE countries (Figure 20).

SUM Public Awareness Campaigns in SEE Countries

Albania	Bosnia & Herzegovina		Kosovo	Macedonia	Montenegro	Serbia
	FBiH	RS				
• European Mobility Week (EMW) • Smart Cities • Public transport and benefits • Commodity of transport vehicles • Road conditions • Trave costs • Energy Efficiency Days	• EMW • Cycling campaign Giro di Sarajevo • Energy Efficiency Days	• EMW • Banja Luka main street: two days pedestrian zone • Energy Efficiency Days	• EMW • Energy Efficiency Days • Using bike in Peja • Parking lots vs public spaces • Pedestrians are important • Do not violate traffic regulations • Save lives # slow down • Caution, slippery • Safe kids' lives	• EMW • Skopje Velo Grad • Smart ticketing public transport • Skopje bike share system • Skopje car share system • Energy Efficiency Days	• EMW • Day without cars • Worldday of EE in Tivat • JOIN IN • Energy tour • Energy Efficiency Days	• EMW • Vidovdan eco day Kruševac • Vozo ulice in Šabac • In town without my cars • What do you know about traffic in Kruševac • Energy Efficiency Days

Figure 20: SUM public awareness campaigns in SEE countries

70 More information on: http://www.mobilityweek.eu/fileadmin/user_upload/materials/participation_resources/2016/EMW_Best_Practice_Guide_2016_BR.pdf

It can be concluded that each SEE country is familiar with European Mobility Week and that a lot of SEE cities (Figure 19) have participated so far in this significant SUM manifestation, aiming to raise public awareness on different SUM topics.

Along with, let say traditional EMW actions (One day without car, Cycling races, etc.), the next EMW as well as other SUM manifestations and events can include some of the following actions:

- Study tours for different target groups to realized SUM flagship projects
- Interactive digital signage about different SUM topics in various parts of the city[71]
- SUM Gender Equality campaigns
- SUM exhibitions and trade fairs with the latest environmental technologies in the field of eco-innovations in the transport sector
- Discussion forums on transport policies and the promotion of Information and Communication Technologies (ICTs) for public transport
- Display of SUM promotional posters in various parts of municipalities,
- SUM promo - informational TV and radio broadcastings
- SUM open days in different institutions (public transport providers, auto clubs, eco driving schools, etc.)
- Realization of thematic promo-informational campaigns to raise SUM public awareness through interaction with already realized examples of best practice, e.g.
- Streets to people not to vehicles!
- Eco-driving is a must!
- Electromobility – road to the future!
- The implementation of educational activities and programs such as seminars or workshops on sustainable mobility, climate changes, air quality, fuel savings, etc. for target groups of citizens:
- Kindergartens - distributing picture books, organizing playrooms on SUM topics
- Elementary and secondary schools – SUM lectures, artistic and literary expressions on different topics: SUM, congestion, air quality, climate change, fuel savings, electromobility, etc.
- Organization of expert meetings, seminars, conferences on different SUM topics of energy
- Exhibitions and trade fairs with the latest technologies in the fields of sustainable mobility solutions, eco-innovations, electromobility, etc.

71 More information: www.pandopad.com

FINANCIAL INSTRUMENTS FOR SUSTAINABLE URBAN MOBILITY IN SEE COUNTRIES

Financial instruments for SUM projects in SEE countries can be divided into two main categories:

- **Subsidized financing** (Instrument for Pre-Accession Assistance - IPA, Special Funds, Initiatives and Programs of the European Commission, European Bank for Reconstruction and Development, National Funds for Environmental Protection and Energy Efficiency, etc.) (Figure 21);
- **Market financing** (Public-private partnership, commercial bank loans, crowd funding etc.)

Figure 21: Available international financial instruments for SUM in SEE countries

INSTRUMENT FOR PRE-ACCESSION ASSISTANCE – IPA[72]

The Instrument for Pre-accession Assistance (IPA) supports countries that are candidates or potential candidates for EU membership. The support goes towards measures aiming at adopting and implementing the political, institutional, legal, administrative, social and economic reforms required to comply with the Union's values and to align progressively with the Union's rules, standards, policies and practices, with a view to Union membership. Currently, these beneficiaries are: Albania, Bosnia and Herzegovina, Kosovo, Montenegro, Serbia, Macedonia and Turkey (Figure 22).

IPA II 2014-2020 legal framework and financial assistance are under the responsibility of DG Neighbourhood Policy and Enlargement Negotiations. IPA II focuses on specific objectives, such as support for political reform and economic, social and territorial development; efforts to strengthen the ability of beneficiaries to fulfil the obligations stemming from Union membership, and work on strengthening regional integration and territorial cooperation. IPA II funds projects relating to reforms in preparation for EU membership and related work on institution and capacity building, socio-economic and regional development, employment, social policies, education, the promotion of gender equality, human resources development, agriculture and rural development, and regional and territorial cooperation.

Figure 22: IPA II 2014-2020 SEEC financial allocations

According to Indicative Strategy Papers of each SEE country, transport fields that will be financed through IPA II 2014-2020 are the following:

Albania – Better infrastructure and regional connectivity; improved road safety; increased interoperability (cross-border technical compatibility)

72 More information on: http://ec.europa.eu/regional_policy/en/funding/ipa/

Bosnia and Herzegovina - Integration of Bosnia and Herzegovina road and rail networks, aviation as well as inland navigation, maritime and ports within the region and with the EU, in line with relevant EU acquis and the agreed Connectivity Reform Measures

Macedonia - Developing a modern, well-connected transport network to support competitiveness and growth; making transport networks safer; improving mobility in urban areas using green transport

Montenegro - Alignment with EU transport law (acquis); improving internal infrastructure and connections with neighbours

Serbia - Harmonisation with transport acquis; better infrastructure and regional connectivity; increased intermodal transport and better navigation conditions in inland waterways.

EUROPEAN TERRITORIAL COOPERATION PROGRAMMES – INTERREG V (2014-2020)[73]

European Territorial Cooperation (ETC), better known as Interreg, is one of the two goals of cohesion policy and provides a framework for the implementation of joint actions and policy exchanges between national, regional and local actors from different Member States and EU candidate countries. The overarching objective of European Territorial Cooperation (ETC) is to promote a harmonious economic, social and territorial development of the Union as a whole. Interreg is built around three strands of cooperation: cross-border (Interreg A), transnational (Interreg B) and interregional (Interreg C).

In accordance with the new design of the European Cohesion Policy 2014-2020 and the targets set out in Europe 2020, Interreg V has been significantly reshaped to achieve greater impact and an even more effective use of the investments.

Key elements of the 2014-2020 reforms are:

- Concentration
- Simplification
- Results orientation.

Interreg V is based on 11 investment priorities laid down in the ERDF Regulation contributing to delivery of the Europe 2020 strategy for smart, sustainable and inclusive growth (Figure 23).

73 More information on: http://ec.europa.eu/regional_policy/en/policy/cooperation/european-territorial/

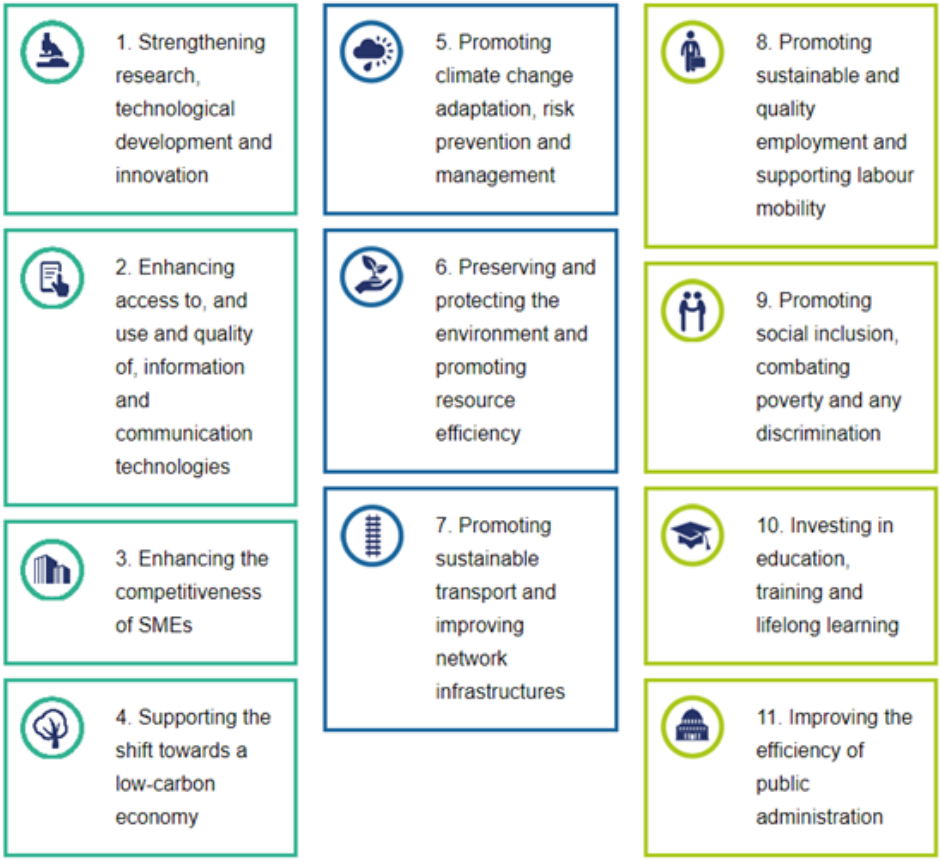

Figure 23: 11 Interreg V investment priorities

INTERREG V (2014-2020) consists of:

- INTERREG A - Cross-border programmes
- INTERREG B - Transnational programmes

Central Europe
Danube
Adriatic-Ionian
Mediterranean

- INTERREG C - Interregional programmes

Interreg Europe IVc
URBACT III.

HORIZON 2020[74]

Horizon 2020 is the biggest ever EU research and innovation programme. It will lead to more breakthroughs, discoveries and world-firsts by taking great ideas from the lab to the market. Almost €80 billion of funding is available over 7 years (2014 to 2020) – in addition to private and national public investment that this money will attract.

The EU has identified seven priority challenges where targeted investment in research and innovation can have a real impact benefitting the citizen:

1. Health, demographic change and wellbeing
2. Food security, sustainable agriculture and forestry, marine and maritime and inland water research and the bioeconomy
3. Secure, clean and efficient energy
4. **Smart, green and integrated transport**
5. Climate action, environment, resource efficiency and raw materials
6. Europe in a changing world - inclusive, innovative and reflective societies
7. Secure societies - protecting freedom and security of Europe and its citizens.

The financial allocation 2014-2020 for the H2020 work programme **Smart, green and integrated transport** aiming towards creation of a sustainable transport system that is fit for a modern, competitive Europe is **6,4 Billion €.**

Work programmes announce the specific research and innovation areas that will be funded. They are accessible through the Participant Portal[75] and indicate the timing of forthcoming Calls for Proposals. When ready each Call gives more precise information on the research and innovation issues that applicants for funding should address in their proposals.

The H2020 2018-2020 work programme Smart, green and integrated transport[76] is structured in four broad lines of activities aiming at:

- **Resource efficient transport that respects the environment** with the aim to minimise transport systems' impact on climate and the environment (including noise, air and water pollution) by improving its efficiency in the use of natural resources, and by reducing its dependence on fossil fuels and energy imports;
- **Better mobility, less congestion, more safety and security** with the aim to reconcile growing mobility needs with improved transport fluidity, through innovative solutions for seamless, inclusive,

74 More information on: http://ec.europa.eu/programmes/horizon2020/
75 More information on: http://bit.ly/H2020PP/
76 http://ec.europa.eu/research/participants/data/ref/h2020/wp/2018-2020/main/h2020-wp1820-transport_en.pdf

affordable, safe, secure and robust transport systems that make full use of modern information and communication technologies (ICT) capabilities

- **Global leadership for the European transport industry** with the aim to reinforce the competitiveness and performance of European transport manufacturing industries and related services on global markets including logistic processes and retaining areas of European leadership (e.g. such as aeronautics)
- **Socio-economic and behavioural research and forward-looking activities for policy making** with the aim to support improved policy making which is necessary to promote innovation and meet the challenges raised by transport, including the internalisation of external costs, and the societal needs related to it. Socio-economic research is also an important instrument for reaching the objectives under this programme.

As of 1 January 2017 Albania, BiH, Macedonia, Montenegro and Serbia are associated to Horizon 2020. Association to Horizon 2020 is governed by Article 7 of the Horizon 2020 Regulation. Legal entities from Associated Countries can participate under the same conditions as legal entities from the Member States. While not associated to Horizon 2020, Kosovo is eligible for all Smart, green and integrated transport calls.

GREEN FOR GROWTH FUND SOUTHEAST EUROPE (GGF)[77]

The Green for Growth Fund Southeast Europe is the first specialised fund to advance energy efficiency (EE) and renewable energy (RE) in South-Eastern Europe and Eastern Neighbourhood regions. Initiated by the European Investment Bank and KfW Entwicklungsbank, GGF is an innovative Public Private Partnership established to reduce energy consumption and CO2 emissions. GGF provides refinancing to financial institutions to enhance their participation in the EE and RE sectors, and also makes direct investments in non-financial institutions with projects in these areas. The activities of GGF are supported by a Technical Assistance Facility.

The Green for Growth Fund supports sustainable energy finance and green energy projects through funding, know-how and tools to succeed in the market. The fund offers various financing instruments, which combined with targeted technical assistance, ensure the long-term effectiveness of its investments. The fund's minimum target for all measures it supports is a 20% reduction in energy use, CO2 emissions or both.

77 More information on: http://www.ggf.lu/

EUROPEAN LOCAL ENERGY ASSISTANCE (ELENA)[78]

ELENA is a joint initiative by the European Investment Bank and the European Commission that provides grants for technical assistance focused on the implementation of energy efficiency, distributed renewable energy and urban transport projects and programmes. The grant can be used to finance costs related to feasibility and market studies, programme structuring, business plans, energy audits and financial structuring, as well as for the preparation of tendering procedures, contractual arrangements and project implementation units.

Typically, ELENA supports programmes above EUR 30 million with a three-year implementation period for energy efficiency and four years for urban transport and mobility and can cover up to 90% of technical assistance/project development costs. Smaller projects can be supported when they are integrated into larger investment programmes. The annual grant budget is currently around EUR 20 million. Projects are evaluated and grants allocated on a first-come-first-served basis.

ELENA may co-finance investment programmes in the following fields of Urban transport and mobility:

- Investments to support the use and integration of innovative solutions for alternative fuels in urban mobility
- Investments to introduce on a large-scale new, more energy-efficient transport and mobility measures in urban areas including passenger transport, freight transport, etc.

WESTERN BALKANS SUSTAINABLE ENERGY FINANCING FACILITY - WEBSEFF II[79]

The EU/EBRD Western Balkans Sustainable Energy Credit Line Facility II (WeBSEFF II) is an investment facility established by the EBRD to provide debt financing for energy efficiency projects and small renewable energy projects implemented by private companies, Energy Service Companies (ESCOs) and municipal entities in SEE countries. It aims to unlock the significant potential in the region to reduce energy intensity and promote diverse sources of green energy. WeBSEFF II follows on the success of the first WeBSEFF launched in 2009.

WeBSEFF is a financing facility under which the EBRD provides credit lines to partner banks in the Western Balkans, who on-lend the funds to businesses and municipalities wanting to invest in two key areas: energy efficiency and small-scale renewable energy.

78 More information on: http://www.eib.org/products/advising/elena/
79 More information on: http://www.webseff.com

WeBSEFF loans are available to:

- Private business for a maximum financing of 2 million €
- Municipalities, ESCOs, providers of municipal services and owners of public buildings for a maximum financing of 2.5 million €.

The loans may be used to invest in:

- Modern technologies that cut energy consumption or CO2 emissions by at least 20%;
- Retrofitting of buildings, provided the investment will make them at least 30% more energy efficient;
- Small renewable energy production projects.

DEUTSCHE GESELLSCHAFT FÜR INTERNATIONALE ZUSAMMENARBEIT – GIZ[80]

As a federally owned enterprise, GIZ supports the German Government in achieving its objectives in the field of international cooperation for sustainable development. GIZ Open Regional Fund Southeast Europe – Energy Efficiency (ORF-EE) provides support to energy and climate relevant political and civil society actors, through regional SEE partner networks, in implementing required EU regulations and sector reforms, and helps spur development of the region. Support is provided in line with the EU Energy Strategy 2030[81], the UN Sustainable Development Goals (SDGs)[82] and partner countries' responsibilities as signatories of the Paris Agreement[83]. Since 2008, GIZ ORF-EE has implemented numerous regional projects in cooperation with national energy ministries, cities, municipalities, AoMs and civil society organizations, focusing on evidence-based policy making, improving good governance and promoting energy efficiency at municipal and national level, while also considering gender equality as one of the essential cross cutting topics in overall GIZ work.

UNITED NATION SUPPORT PROGRAMMES - UN[84]

The UN system, also known unofficially as the "UN family", is made up of the UN itself and many affiliated programmes, funds, and specialized agencies, all with their own membership, leadership and budget. The programmes and funds are financed through voluntary rather than assessed contributions. The Specialized Agencies are independent international organizations funded by both voluntary and assessed contributions.

UN programmes that can finance and support different SUM topics in SEE are the following:

80 More information on: https://www.giz.de/
81 More information on: https://ec.europa.eu/energy/en/topics/energy-strategy-and-energy-union/2030-energy-strategy
82 More information on: https://www.un.org/sustainabledevelopment/sustainable-development-goals
83 More information on: https://unfccc.int/process-and-meetings/the-paris-agreement/the-paris-agreement
84 More information on: http://www.un.org/

THE UNITED NATIONS DEVELOPMENT PROGRAMME - UNDP[85]

Since 1966, UNDP has worked in nearly 170 countries and territories, helping to eradicate poverty, reduce inequalities and build resilience so countries can sustain progress. As the UN's development agency, UNDP plays a critical role in helping countries achieve the Sustainable Development Goals.
One of the four main areas of UNDP support is Environment and Energy for Sustainable Development, and through this sub-programme numerous successful sustainable energy and transport projects have been implemented in SEE countries during the last 20 years.

UNITED NATIONS ENVIRONMENT PROGRAMME – UNEP[86]

Established in 1972, the United Nations Environment Programme is the voice for the environment within the United Nations system. UNEP acts as a catalyst, advocate, educator and facilitator to promote the wise use and sustainable development of the global environment.

UNITED NATIONS HUMAN SETTLEMENTS PROGRAMME - UN-HABITAT[87]

The mission of the UN-Habitat Programme is to promote socially and environmentally sustainable human settlements development and the achievement of adequate shelter for all.

UNITED NATIONS INDUSTRIAL DEVELOPMENT ORGANIZATION - UNIDO[88]

UNIDO is the specialized agency of the United Nations that promotes industrial development for poverty reduction, inclusive globalization and environmental sustainability.

EUROPEAN ECONOMIC AREA FUND - EEA[89]

Iceland, Liechtenstein and Norway have announced a new fund that supports regional cross-border and transnational projects proposing shared solutions to Europe's common challenges. Funding is available within all priority sectors of the EEA and Norway Grants.
A total of 34.5 million € has been allocated to this fund. In the first call for project proposals that was launched on 24 January 2018, €15 million has been made available for regional cooperation projects within a wide range of fields. Tender duration is from 24 January to 1 July 2018.

85 More information on: http://www.undp.org/
86 More information on: https://www.unenvironment.org/
87 More information on: https://unhabitat.org/
88 More information on: https://www.unido.org/
89 More information on: https://eeagrants.org/

Project partners may cooperate in one of two ways:

1. Regional cross-border cooperation between eligible countries (focusing on broader regional challenges
2. Transnational cooperation between eligible countries (focusing on common European challenges).

This Call for projects includes all five priority sectors of the EEA and Norway Grants:

1. Innovation, Research, Education and Competitiveness
2. Social Inclusion, Youth Employment and Poverty Reduction
3. Environment, Energy, Climate Change and Low Carbon Economy
4. Culture, Civil Society, Good Governance and Fundamental Rights and Freedoms
5. Justice and Home Affairs.

All SEE countries but Kosovo are eligible. Eligible project partners may be entities, public or private, commercial or non-commercial and nongovernmental organizations and academia established as legal persons, including but not limited to:

- Municipalities, organizations owned or partly owned by municipalities, associations of municipalities
- Regions, organizations owned or partly owned by regions, associations of region
- Organizational units of central government, organizations partly funded by central government units, state enterprises, state organizations
- Civil society organizations, non-profit organizations, social enterprises, interest associations of legal persons, foundations and endowment funds
- Companies
- Cooperatives (manufacturing, housing, consumer)
- Social partners (trade unions, sector associations, employer associations, chambers of commerce and industry).

CONNECTING EUROPE FACILITY PROGRAMME – CEF[90]

Although SEE countries are not eligible at the moment for financing through the CEF programme, they will become so upon entering the EU. As a key EU funding instrument or SUM development, CEF should be mentioned. CEF supports the development of high performing, sustainable and efficiently interconnected trans-European networks in the fields of transport, energy and digital services. CEF investments fill the missing links in Europe's energy, transport and digital backbone.

The CEF benefits people across all Member States, as it makes travel easier and more sustainable, it en-

90 More information on: https://ec.europa.eu/inea/en/connecting-europe-facility

hances Europe's energy security while enabling wider use of renewables, and it facilitates cross-border interaction between public administrations, businesses and citizens.
In addition to grants, the CEF offers financial support to projects through innovative financial instruments such as guarantees and project bonds. These instruments create significant leverage in their use of EU budget and act as a catalyst to attract further funding from the private sector and other public-sector actors.
Since January 2014, the Innovation and Networks Executive Agency - INEA is the gateway to funding under the CEF. INEA implements most of the CEF programme budget, in total 27.4 billion € out of 30.4 € billion (€22.4 billion for Transport, €4.7 billion for Energy, and €0.3 billion for Telecom).
The CEF fund is divided into three sectors:

- CEF Transport
- CEF Energy
- CEF Telecom.

CONNECTING EUROPE FACILITY FOR TRANSPORT – CEF TRANSPORT[91]

CEF Transport is the funding instrument to realize European transport infrastructure policy, aiming to support investments in building new transport infrastructure in Europe or rehabilitate and upgrading the existing one.

CEF Transport focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and on the Comprehensive Network, as well as for horizontal priorities such as traffic management systems.

CEF Transport also supports innovation in the transport system in order to improve the use of infrastructure, reduce the environmental impact of transport, enhance energy efficiency and increase safety.
The total budget for CEF Transport is 24.05 billion € for the period 2014-2020. INEA is responsible for implementing 22.4 billion € of the CEF Transport budget in the form of grants during the same period.

PUBLIC-PRIVATE PARTNERSHIP – PPP[92]

Public private partnership is a long-term contractual partner relationship between the public and the private sector. It may include financing, design, construction, operation and/or maintenance of infrastructure and/or provision of services by the private sector, which are usually procured and provided by the public sector. The PPP model yields benefits for both sides, provided that there is an effective combination of goals of the public and the private sector. It is important to recognize the circumstances where a PPP

91 More information on: https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport
92 More information on: https://ppp.worldbank.org/public-private-partnership/

might be the best method for the delivery of a particular service or the construction of infrastructure in comparison to other traditional public procurement methods.

Public private partnerships open up opportunities for private investments which can result in the realization of projects that would otherwise, based on classic (budgetary) funding, not be possible or which would require much longer periods of time for implementation. This is often not acceptable where certain public services or their adequate level should be ensured promptly.

Regarding the financial situation of numerous SEE cities, this kind of market financing for SUM development and implementation is promising, but the preparation and implementation of PPPs is a lengthy and expensive process[93].

93 More information on: http://www.javnanabava.hr/userdocsimages/userfiles/file/Razne%20publikacije/Step%20by%20step%20guide%20to%20PPP.pdf

SUSTAINABLE URBAN MOBILITY FLAGSHIP PROJECTS IN SEE COUNTRIES

ALBANIA

City of Tirana

Project: Sustainable Traffic Development in Tirana, Albania (SUSTRAFFTIA)[94]

ECAT Tirana (Environmental Centre for Administration and Technology) with the support of the Ministry of Environment, Forests and Water Administration and in co-operation with the Municipality of Tirana has undertaken the project "Sustainable Traffic Development in Tirana, Albania" (SUSTRAFFTIA) financed by LIFE programme and co-financed by the Federal Ministry for the Environment, Nature, Conservation and Nuclear safety of Germany.

The project aimed to improve traffic in the City of Tirana, contributing directly to reducing traffic related air pollution in Tirana.

SUSTRAFFTIA's four main actions were the following:

1) Preparation of an Integrated Strategy for Sustainable Traffic Development in Tirana

2) Contribution to monitoring of traffic related air pollution in Tirana

3) Training of key staff

4) Increasing public awareness of traffic related environmental effects and dissemination of knowledge and publications.

Key components of the Integrated Strategy for Sustainable Traffic Development in Tirana are:

- Integrated urban transport planning and demand management
- Stringent emission standards for new and in-use vehicles
- Introduction of clean fuel
- Proper inspection & maintenance of all vehicles.

This Strategy represents the inputs of a large number of stakeholders, involved during a three-year period of its preparation: Ministry of Environment, Forests and Water Administration, Ministry of Public Works, Transport and Telecommunication, the National Agency of Environment and Forests, the Institute of Transport Studies, the Institute of Public Health, etc.

94 More info on: http://ec.europa.eu/environment/life/project/

Municipality of Shkoder

Project: Development of Sustainable Urban Mobility Plan (SUMP) of the Municipality of Shkoder for the period 2017-2023

The Sustainable Urban Mobility Plan of the Municipality of Shkoder is the first SUMP developed in Albania. Its development was supported by the EU, coordinated by REC Albania and prepared by GO2[95]. The SUM of the Municipality of Shkoder is an instrumental planning concept to encourage sustainable transport modes and to solve urban mobility problems aiming to reach local and higher-level environmental, social, and economic objectives of the Municipality of Shkoder.

Development of the SUM of the Municipality of Shkoder took 18 months or more than 3,200 hours of work by a team consisting of 12 local/international experts and 210 volunteers. It is important to emphasize that the public and stakeholders were involved from the beginning and that this SUM is a flagship example of successful cooperation between municipal administration and numerous different interested parties in Shkoder. Fifteen trainings and public hearings with different stakeholders in the Municipality of Shkoder have shown the significance of common work aiming to increase the quality of life for all citizens of the municipality and should be an excellent Guideline for further development of SUMs for other municipalities in Albania.

BOSNIA AND HERZEGOVINA

Federation of Bosnia and Herzegovina (FBiH)

City of Sarajevo

Project: Construction of bicycle paths in the City of Sarajevo

The City of Sarajevo, in cooperation with the Ministry of Transport and Direction for the Roads of the Canton of Sarajevo, has built the bicycle path Nedzarici - Skenderija, with total length of around 14 km, as a follow up to the cycling route Ilidza – Nedzarici based on Elaboration of the Bicycle Trails Network in the Canton of Sarajevo.

Project objectives are the following:

95 More info on: http://www.go2albania.org/

- Creating the necessary infrastructure for development of bicycle traffic in Sarajevo
- Construction of the main cycling longitudinal road through Sarajevo as a basis for further expansion of the bicycle infrastructure network according to the above-mentioned elaboration
- Raising public awareness of a healthy and safe means of transport.

The project was implemented through 3 phases:
1. Bicycle path through Novi Grad Sarajevo municipality
2. Bicycle path through Novo Sarajevo municipality
3. Bicycle path through Center municipality.

It is important to emphasize that this project has stimulated other municipalities of the city and Canton Sarajevo in building a network of bicycle lanes in their area.

Republic of Srpska (RS)

City of Banja Luka

Project: BL-bus mobile application, the new public transport suit

The City of Banja Luka belongs to a large family of European cities promoting sustainable development. The city's most important goals are sustainable mobility, better environment and combating climate changes. The city implements various actions to improve quality of air and build a cleaner and healthier environment for its inhabitants. The big variety activities have been implanted under the slogan "Think Globally, Act Locally".

BL-bus mobile application, the new public transport suite project, aims to improve bus public transport by making it more Attractive, Accessible, Available, Approachable, Affordable and Attainable for all citizens of Banja Luka – 6A for Sustainable Public Transport in Banja Luka.

All information needed for time saving and pleasant use of bus public transport in Banja Luka is available on the App Store and Google Play Store. The BL-Bus advanced guide is developed to make travels by public transport easy and to remove any doubts that passengers may have regarding sequences of routes, line availabilities, search on the desired route, time schedules, any modifications and changes in real time and many, many more.

City of Prishtina

Project: Pristina Urban Transport Project - Sustainable Urban Mobility Planning

This project financed by EBRD in year 2015 consisted of two main parts:

- The acquisition of 51 low-entry EURO-VI buses for the public transport operator, Trafiku Urban company wholly owned by the City of Prishtina and refurbishment of the Company's maintenance depot
- Development of a SUMP that will assist the City to manage mobility to be compatible with European environmental requirements.

Regarding SUM development the following nine actions were performed:

1. Preparation of a Plan for the urban transport sector in Pristina, which would determine future priority investments in the sector
2. Preparation of a transport model to use as the basis for assessment of the entire mobility plan
3. Actions to ensure the accessibility offered by the transport system is available to all, such that urban public facilities, including public transport, can provide services on an inclusive basis
4. Actions to improve safety and security in all modes of transport and to reduce the number of accidents
5. Actions to reduce air and noise pollution, greenhouse gas (GHG) emissions and energy consumption
6. Actions to improve the efficiency and cost-effectiveness of the transport of persons, including defined sources of underlying funding and financing for such activities. This is understood to include both TU and private transport providers
7. Elaboration of a general and specific set of indicators regarding the mobility, socio-economic and urban development of the City, which will be monitored in evaluating the effectiveness of the Plan associated with the established objectives
8. Development of non-motorised modes and intermodal transport networks
9. Recommendations on Private Sector Participation (PSP) opportunities in the provision of urban transport services in Pristina.

City of Prishtina, Municipality of Peja and other Kosovo municipalities

Project: MOBKOS: Building Urban Mobility Together in Kosovo[96]

In cooperation between the Government of Flanders, Belgium, the Ministry of Transport and Communications and the Municipality of Peja a project was set up in 2009 aiming to explore ways towards a new approach to urban mobility in Kosovo.

MOBKOS project objectives are the following:

- Exploring new ways for urban mobility problems in Kosovo,
- Formulating recommendations for short, mid and long-term action plans and programmes on urban mobility
- Building a network of persons committed to sustainable urban mobility in Kosovo
- Launching and developing the knowledge based MOBKOS website on urban mobility.

The Municipality of Peja was a pilot municipality where the actions shown at Figure 24 were performed.

Figure 24: Demo SUM actions in Peja[97]

The MOBKOS project included different actions and activities implemented in the City of Prishtina and other Kosovo municipalities:

- Introduce access restrictions to city and town centres and to residential areas
- Categorize urban roads and revitalize public space

96 More info on: http://www.mobkos.org/
97 More info on: http://www.mobkos.org/

- Revitalize public transport in municipalities as a necessary service for SUM development
- Promote clean, safe and active urban mobility (walking and cycling, clean vehicles)
- Improve management of the urban transport network of roads and streets, and implement a parking management system
- Continuous application of soft measures: SUM public awareness campaigns, SUM educational activities, European Mobility Week actions, etc.
- Implement SUM solutions for transport and delivery of freight
- Adopt the new approach for urban mobility management through cooperative ways of governance & partnerships.

Successful implementation of the MOBKOS project significantly reduced the impacts of urban traffic growth and corresponding problems such as congestion, road accidents, loss of public space, pollution, etc. Furthermore, strengthening the economy of Kosovo cities and municipalities while improving quality of life, safety and health for its citizens by promoting sustainable urban mobility is a challenge that central and local authorities in Kosovo have yet to jointly prepare for.

Kosovo municipalities

Project: Development of Urban Mobility Plans for the period 2016-2020 for different Kosovo municipalities as a part of the DEMOS project

The Decentralisation and Municipal Support (DEMOS)[98] project is at the forefront of Democratic Governance and Decentralisation domain of the Swiss Cooperation Office Cooperation Strategy 2013-2016 for the Republic of Kosovo. DEMOS supports municipalities to achieve visible and tangible improvements in the delivery of their services to their citizens through different intervention lines, including improvement of the municipal traffic sector. DEMOS works with 17 partner municipalities that are clustered in Western, Central and Eastern regions of Kosovo, covering around 40% of the Kosovo population (approximately 700,000 citizens). The DEMOS project is implemented by Helvetas Swiss Intercooperation organization and financed by the Swiss Cooperation Office (SCO).

Significant actions aiming at SUM development in Kosovo municipalities were preparation of Urban Mobility Plans for the period 2016-2020 for the following five municipalities:

- Municipality of Junik
- Municipality of Lipjan
- Municipality of Kamenica

98 More info on: http://helvetas-ks.org/demos/

- Municipality of Orahovac
- Municipality of Viti.

The Working and Coordination Groups for Urban Mobility Plans development have performed analysis of the situation on the ground and proposed SUM measures in order to improve the traffic sector in municipalities.

MACEDONIA

City of Skopje

Project: Sustainable Urban Mobility in the City of Skopje

It can be said that the City of Skopje is a SUM pioneer in SEE countries, which has undertaken numerous actions and projects aiming towards SUM development for the last few years. For the purpose of this Roadmap, some of most important ones will be presented under the umbrella of the project name Sustainable Urban Mobility in the City of Skopje.

The most significant SUM projects and actions in the City of Skopje are the following:

- Development of a SUMP for the City of Skopje as a part of the CIVITAS RENAISSANCE project
- Fleet renewal of the public transport operator JSP Skopje
- Smart ticketing in all buses for public transport
- Reconstruction of bicycle paths
- Displays for real-time passenger information - 50 displays at bus stops
- Operational control center for public transport - monitoring of buses by using an automatic vehicle location system
- Automated traffic management in Skopje - traffic management and control center
- Mobile Applications - Skopje Green Route
- Congestion Reduction in Europe – Advancing Transport Efficiency - CREATE project
- Furthering Less Congestion by Creating Opportunities for More Walking and Cycling - FLOW project

City of Skopje

Project: Skopje Velo project

The Skopje Velo project was launched in 2014, including the following actions:

- Reconstruction and construction of a new uninterrupted cycling network in the City
- Improvement of 50 km cycle paths network in 10 Skopje municipalities
- Road space relocation and introduction of bicycle lanes
- Activities for providing parking facilities and protection of dedicated space for cycling from illegal car parking.

An important part of the project was implementation of a subsidy scheme for the purchase of bikes for citizens. Citizens were granted a subsidy of 40% of the bicycle price or up to 4,000 MKD for purchase of new bike (around 2,800 bikes were subsidized in year 2017).

MONTENEGRO

City of Podgorica

Project: Construction of a new and continuous maintenance of bicycle infrastructure in the Capital City
During 2015, the Capital City started activities on the realization of a project for construction of bicycle paths through the reconstruction and adaptation of city roads according to the recommendations and guidelines given in the Podgorica Spatial Plan (PUP). The urban planning solution foresees the construction of bicycle paths with a total length of about 14.5 km, defined by five corridors.

In 2015, the first cycling route (Corridor 3) was completed with a one-way corridor of 2.9 km total length. Works on all corridors were carried out during 2016. In 2017, works on Corridor 1 with a total length in one direction of 2.6 km and Corridor 2 with a total length in one direction of 3.9 km were completed. The remaining Corridor 4, with a total length in one direction of 3km should be completed in 2018. The total investment is around 1.1million €, and 925,000 € has already spent for realization of the first four corridors. The total length of bicycle trails and the one-way track is about 13.5 km, and 10.5 km has already been built.

City of Podgorica

Project: Construction of the Sustainable Traffic Supportive Infrastructure
In addition to bicycle paths, a large number of bicycle parking lots were built. Aiming to increase walking culture in Podgorica, a pedestrian bridge and parks with pedestrian areas were built. For the purpose of relaxation and efficiency of traffic on individual roads, roundabouts have been built to provide less car-intersection and congestion, resulting in lower fuel consumption and reduced emission of pollutants. Furthermore, construction of a mini-detour as well as several bridges has resulted in faster traffic flow, reduced congestion, improved air-quality, increased security and generally improved microclimates in terms of reducing the effect of the "urban warm island".

City of Podgorica

Project: Study on the long-term development of public urban and suburban traffic in Podgorica
The main goal of the Study is improvement of public transport in Podgorica. The Study proposed a set of measures, which are described in the form of three scenarios that differ on the bus line network and the number of bus departures on those lines. All three scenarios include the same billing system, the use of electronic contactless smart cards and the integration of public and suburban traffic, which means that the electronic map can be used in vehicles of different carriers.

City of Podgorica

Project: GIZ ORF EE project - The Network of Energy Efficient Capital cities in South East Europe - NEEC
Successful realisation of the NEEC project resulted in numerous achievements in Podgorica:

- The City of Podgorica joined the EU Covenant of Mayors Initiative (CoM) and accepted commitments
- Sustainable Energy Action Plan (SEAP) of the Capital City of Podgorica was developed according to CoM requirements and adopted by City Council.
- City administration capacity building and introduction of energy management
- Establishment and successful work of Energy Efficiency Info-centres and Info-points in the Capital City of Podgorica
- Strengthening of cooperation between the capital cities in SEE and knowledge and experience transfers among them.

Measures for SUM in Podgorica were an important part of SEAP leading to implementation of numerous SUM projects. It can be said that this document was a base for SUM development in Podgorica.

Municipality of Tivat
Project: Improvement of traffic sector in Municipality of Tivat

The Municipality of Tivat has continuously put a lot of effort into trying to overcome traffic challenges for the last few years, and the most important ones are presented here under the umbrella of the project Improvement of traffic sector in Municipality of Tivat:
- New traffic regulations – traffic regulation and parking
- Creating Park and Ride stations
- Improvement of traffic infrastructure – pavements, signalisation, safer pedestrian crossings, access ramps for disabled persons, underground passages for pedestrians
- Improvement of bicycle facilities
- Arranging hiking trails and maintaining existing hiking and cycle trails
- Traffic roundabouts on the main road – one near the entrance to downtown and the other near Tivat Airport
- Continuous SUM public awareness activities.

Municipality of Perast
Project: Sustainable Transportation System in the Municipality of Perast

Project aims to establish new modern and sophisticated transport techniques with respect to environmental conservation in the Municipality of Perast.

The basic idea is a restricted traffic zone where only residents, disabled people and food suppliers will be allowed to enter the municipality by motor vehicles. Two parking lots will be located at the municipality´ s entrance and exit. Bicycles, electric cars and Segways will be used as means of transport and controlled through the access system. Software manager connected to the access control system will control parking and info boards. The required energy will be provided through photovoltaic panels.

SERBIA

City of Belgrade

Project: Support to Sustainable Transport in the City of Belgrade

Support to Sustainable Transport in the City of Belgrade, financed by the Global Environmental Facility (GEF), was implemented in 2013 by UNDP in partnership with the Ministry of Agriculture and Environmental Protection and the City of Belgrade, through its Land Development Agency and Secretariat for Transport. The overall objective of the project was to reduce emissions in the City of Belgrade by improving the public transport scheme, reinforcing the participation of cyclists in the traffic and providing the policy framework for sustainable urban transport development. Some of the most important outcomes of the project were publication of the "Sustainable urban mobility toolkit" and preparation of the 1st phase of SUMP of the City of Belgrade.

City of Krusevac

Project: Development and implementation of Sustainable Urban Mobility Plan of the City of Krusevac 2017-2030[99]

The SUMP of the City of Krusevac, the first SUMP developed in Serbia, defines a vision, long-term and mid-term goals and measures for development of sustainable urban mobility on the territory of the City of Krusevac until the year 2030. Aiming at successful SUMP implementation, the City Council appointed a nine-member Committee for SUM implementation (members of City Council for traffic safety, City Committee for urban planning and City Committee for environment protection, representatives from Urban planning and Parking management departments from City Administration, representatives from public transport and other private companies, etc.) in December 2017.

One of the SUMP measures for SUM education and public awareness raising is the establishment of a Network of Coordinators for mobility in kindergartens, primary and secondary schools as the links between City authorities and institutions owned by the City. The SUMP of the City of Krusevac from 2017-2030 was adopted by the City Assembly on 27 November 2017 and the Network of the Mobility Coordinators was formed in February 2018. At the moment, there are 37 appointed coordinators for each kindergarten, elementary and secondary school from urban and rural parts of the City.

99 Available on: http://krusevac.rs/images/stories/dokumenta/poum_krusevac.pdf

City of Krusevac

Project: Introduction of "Play-out" street in the City centre

The Project "Play-out" street (temporary closure of the main street for motor traffic) started in 2015, when a part of Vidovdanska street was closed to all motor traffic for the seven days during European Mobility Week in the period from 6 pm to 10 pm. In the following year of 2016, temporary closure of a part of Vidovdanska street lasted longer from July until the end of September. Responding to citizens´ requests the closure of a part of the main street for traffic enabling public space for other activities lasted even longer in 2017: from 1 June until the beginning of October. The area freed from motor traffic was occupied by children's activities (roller skates, cycling, etc.) During 2018, Vidovdanska street will be closed from 1 May until 1 October. This project shows all the benefits of the Street to People comparing with the Street to Vehicles.

City of Sabac

Project: Savapark[100]

The Savapark project regulates a wide area of the 4.5 km long river bank of the Sava river in Sabac, covering a surface of nearly 350 hectares, aiming to convert this mainly unused area to a green recreation park for citizens. The size of the area and the demands of accessibility to all make some traffic a necessity, but within the park it is limited to electric vehicles. Parking is provided in multi-storey garages with green facades, with priority parking for disabled people and electric vehicles. The Savapark project promotes sustainable ways of transport and encourages users to walk or ride a bicycle while enjoying the park.

City of Sabac

Project: Public Spaces Development[101]

The Public Spaces Development project started in 2015 when a public parking lot on the city's main square was converted into space open for pedestrians, bicycles and children´ s playground. The next phase of the project was reconstruction of City park, which took place in 2016 when a new network of pedestrian and cycling paths were constructed.

The aim of the City government is to reconstruct three main City squares and three parks (one main park and two local parks) expending pedestrian zones and connecting public spaces until the end of the year 2020.

100 More information on: http://www.plansabac.co.rs/en/usvojen-pdr-savapark-u-sapcu/
101 More information on: http://www.plansabac.co.rs/en/portfolio/trg-sabackih-zrtava/

SUMSEEC GENDER EQUALITY

GENDER EQUALITY IN SEE COUNTRIES

The 2030 Agenda and the new European Consensus on Development clearly underscore the central role gender equality (GE) plays in sustainable development[102]. As an essential factor in achieving sustainable change, GE is therefore one of the key values on which the SUMSEEC project is based. Gender differentiated procedures and consistent efforts to ensure that women and men enjoy equal opportunities are among the features that should define the traffic sector in SEE countries.

SEE countries are characterized by persistent inequalities between women and men, as they face comparable challenges related to the discrimination of women (high female unemployment and inactivity rates; unpaid care work provided almost exclusively by women; low representation of women in decision-making; highly gendered occupational and educational profiles; high incidence of domestic violence). The relation between women and men in SEE countries has been significantly impacted by recent history and the governance responses entailed in post-conflict reconstruction, state-building, and accession to the EU[103]. While the overarching legal and policy framework on gender equality is in place, in practice women do not enjoy de facto equal rights. National Gender Action Plans receive limited attention; they are insufficiently budgeted and weakly implemented.

Generally, GE remains unexplored in SEE countries, especially with reference to the subject of climate protection. The only publication available in the region, is the gender section within (FYR) Macedonia's Third National Communication on Climate Change, prepared in the framework of the country's progress reporting on the United Nations Framework Convention on Climate Change (UNFCCC) in 2014. This is an exception in the region. It provides a thorough overview on gender and climate change in Macedonia. The document contains Gender and Climate Change Indicators as well as a Proposed Action Plan on Gender and Climate Change Adaptation and Mitigation. Respective reform processes share relatively similar dynamics. To some degree, activities operate in an overarching environment where EU-directives aim at greater equality between the sexes. At the same time, dynamics in these transition economies are characterized by the quest for a new national identity, which is generally backed by a reversion to traditional - and highly stereotyped and unequal - gender norms and values. As a result, relations between female and male citizens are continuously contested, negotiated, and newly defined, as is their relation vis-à-vis the State. Ensuing challenges are particularly evident in heavily disputed areas such as energy governance, and in the current state of Gender Equality. Dynamics are additionally impacted by the on-going economic and financial crisis.
SUMSEEC GE challenges are as follows:

102 GIZ Gender Strategy, March 2012
103 Dolly Wittberger, PhD, ORF Energy Efficiency - Gender Assessment, December 2014

- Lack of GE policies, legislation and regulations
- Lack of GE mainstreaming interventions
- Lack of GE analysis, studies and research
- Lack of GE awareness and sensitization efforts
- Lack of data and information on the gendered dimension in the SUM sector of energy
- Women's limited representation and participation in the SUM sector (policy making, employment, education/studies/training, civic engagement)
- More favourable employment conditions for men (access, salary, career, etc.)
- Lack of gender-sensitive pilots and experience in showing how to address SUM topics in a practical and gender-responsive way
- Women are almost exclusively made responsible for providing unpaid care work (household, child-, sick-, and elderly care), which is an under-use of human capacity and resources, and heavily contributes to the time burden on women.
- Lack of consideration of safety of women and girls in SUM planning.
- Lack of consideration of the role of women and girls in SUM planning.

RECOMMENDATIONS TO IMPROVE SUMSEEC GENDER EQUALITY

Potentials for improvement of Gender Equality in SUMSEEC are high and the main recommendations are the following:

- Drastic increase of female decision-makers at all levels
- Enforcement of GE policies and legislation in SEE countries
- Equal employment conditions (salary, career development, working conditions, etc.)
- Implementation of continuous information and educational activities aimed at increasing public awareness on GE
- Positioning of gender focal points or gender equality experts as mandatory employees in public authorities, institutions and organizations at all levels
- Existence of strong female technical expertise in public authorities, institutions and organizations at all levels
- Establishment of financial schemes for NGOs addressing GE issues
- GE as strong evaluation criteria for EU financing mechanisms (Horizon 2020, IPA II, European Territorial Co-operation programmes, CIVITAS, Elena, etc.).

It can be concluded that fulfilling the GE objectives will not be an easy task in SEE countries but with continuous support of international organizations, primarily the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), it is definitely reachable in the foreseeable future.

Figure 25: 6 Main SUMSEEC objectives

Figure 26: 8 SUMSEEC objectives in Cities

Generally, the best ways to achieve 6 main SUMSEEC objectives and 8 SUMSEEC objectives in Cities are shown in Figure 27.

Figure 27: Best ways to support Sustainable Urban Mobility in SEE Cities/Municipalities

Actions that should be taken aiming to establish SUM SEE City/Municipality are divided into six main categories:

- Strategic
- Legislative & Regulatory
- Technical
- Fiscal/Financial
- Communication/Capacity Building
- Research and Development.

STRATEGIC	Establish support across the political spectrum to establish SUM SEE City/Municipality
	Establish an independent committee to monitor and report progress of SUM SEE City/Municipality development on an ongoing basis, including making recommendations for improvements and periodic updates
	Undertake systematic appraisal of barriers to SUM development in each segment and develop policy responses to address each barrier
	Establish an objective to eradicate fuel poverty through SUM improvements in SEE City/Municipality
	Develop holistic cross-policy targets that integrate with and deliver on goals in related fields, e.g. sustainable urbanization, resource efficiency, sustainable construction, sustainable mobility, etc.
	Establish a wide stakeholder group as a forum for consultation, policy formulation and feedback on practical issues and barriers to SUM development based on GE principles
LEGISLATIVE	Identify trigger points and develop respective national SUM legislation to encourage SUM development
	Develop and enforce SUM regulations at municipal level including the GE perspective
	Develop national strategies concerning local deployment of low/zero carbon technologies to ensure that a positive environment for SUM is established
	Develop national SUMP
	Mandate development of SUMPs for Cities with more than 30,000 inhabitants
	Develop and enforce a SUM Monitoring and Verification System introducing Sustainable Urban Mobility Indicators (SUMI)
TECHNICAL	Develop standards that are progressively and regularly strengthened in response to experience and new technological solutions
	Analyse potential for efficient, low carbon mobility solutions in City/Municipality
	Ensure proper monitoring and enforcement of compliance with eco standards
	Develop packaged solutions that can be readily replicated in different cities
	Introduce quality standards/certification systems for public transport vehicles
	Implement smart traffic solutions (intelligent traffic lights, traffic flow meters, etc.)
	Ensure proper monitoring and enforcement of compliance with smart traffic standards

FINANCIAL	Secure sources of finance for SUM development and mechanisms that effectively leverage private capital
	Factor in monetary value of co-benefits (e.g. health, employment, etc.) in public funding decisions
	Develop funding vehicles, tailored to specific market segments, that provide a simple ("one-stop-shop") and commercially attractive source of finance different SUM measures
	Develop mechanisms to encourage SUM measures implementation via third party financing
	Strengthen energy/carbon pricing mechanisms to provide the right economic signals
	Remove fossil fuel subsidies to eliminate perverse incentives that discourage investment
	Consider "bonus-malus" mechanisms, e.g. property taxation systems (which rewarding eco-friendly vehicles while penalizing non-eco-friendly ones) and energy pricing
CAPACITY	Establish publicly accessible databases demonstrating SUM developments
	Gear up skills and training programmes covering key professions and disciplines
	Establish knowledge and experience-sharing networks across SEE countries
	Encourage development of local supply chain industry for maximizing macro-economic benefits and to minimize embedded CO2 emissions
	Develop promotional and dissemination activities that sensitize the public to undertake SUM measures
	Inform and communicate regularly and publicly on the progress of SUM development
	Engage all stakeholders in all phases of SUMP development
R&D	Support research, development and demonstration projects into new & improved technologies and techniques to SUM development
	Engage R&D stakeholders in all phases of SUM development

21 STEPS TO SUM SEE CITY/MUNICIPALITY	
1.	Make a public statement to be a SUM SEE City/Municipality
2.	Build a successful organizational structure based on GE principles (Chapter 9)
3.	Benefit from international endorsement and support
4.	Benefit from encouragement and examples of other pioneers
5.	Benefit from SUMP development
6.	Identification of concrete measures to improve the transport situation in municipalities including GE principles
7.	Benefit from participation in European Mobility Week (Chapter 11)
8.	Useful tools made available for SUM SEE Cities/Municipalities
9.	Strengthening of City/Municipality economic development through implementation of SUM measures and creation of new (green) jobs
10.	Cooperation among municipalities aiming towards SUM development
11.	Benefit from EU SUM initiatives, programmes, platforms and partnerships (Chapter 2)
12.	Establishment of Sustainable Urban Mobility Indicators (SUMI)
13.	Identification and continuous application to available EU funds (Chapter 12)
14.	Exchange of experiences and best practices from one city to other (Chapter 13)
15.	Start measuring emissions of greenhouse gases in City/Municipality
16.	Development of common know-how in SUM SEE Cities/Municipalities
17.	Continuous SUM trainings for different target group: Knowledge is power!
18.	Continuous SUM public awareness actions and campaigns
19.	Establishment of innovative financial instruments for implementation of SUM measures (PPP, crowdfunding, etc.)
20.	Improvement of quality of life in SUM SEE Cities/Municipalities through reduction of air pollution, improvement of air quality, reduction of congestion, etc.
21.	Improvement of overall quality of life in SUM SEE Cities/Municipalities through SUM development based on the motto: Streets for people not cars!

Published by:
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
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