



# SUSTAINABLE MOBILITY POLICY AND LEGAL FRAMEWORK

## LOCAL REPORT

### Sustainable Mobility Policy and Legal framework in Serbia

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Author: RDA Banat, Serbia

Version 2  
05 2019

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## Document status

Programme:	Interreg V B ADRIATIC-IONIAN Cooperation Programme 2014-2020
Project:	<b>SMILE - FirSt and last Mile Intermodal mobiLity in congested urban arEas of Adrion Region</b>
Work package:	WP T2 - <i>Elaboration of a transnational SUMP scheme for urban and interurban areas of the ADRION region</i>
Deliverable:	T2.1.1 – Composition of transnational Working Group and Work Programme
Operative Step:	<b>2.1 - Check of existing tools and best practices on SUMP</b>
Title of Report:	<b>Sustainable Mobility Policy and Legal framework in Serbia</b>
Responsible Partner:	<b>RDA Banat</b>
Version:	2
Status:	Draft Report
Date:	11/05/2019
Distribution:	<b>Restricted</b>
Number of page:	25

### Responsible Partner for the Report



#### RDA Banat

Čarnojevićeva street no. 1, 23000 Zrenjanin, Serbia

### with technical support:

#### Agency FITRACE

Bore Stankovića street no. 33, 17500 Vranje, Serbia

MSc Filip Trajković, traffic engineer



**Revision history:**

Version	Status	Date	Author	Notes
0	Template	11/04/2019	Ragusa FMC	Template
1	Template	24/04/2019	Ragusa FMC	Template updated with suggestions of Lead Partner
2	Draft Report	11/05/2019	RDA Banat	Draft version of the Report



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# 1. Introduction to the report

## 1.1 General overview of the WP T2 within the SMILE project

The **Work Package T2 - Elaboration of a transnational SUMP scheme for urban and interurban areas of the ADRION region** aims to:

- compare different sustainable mobility planning models in coastal, inland and cross-bordering regions (at urban and interurban level);
- promote a transnational Sustainable Urban Mobility Planning scheme/concept.

**Main output** of the WP T2 will be the creation of an **Action Plan for Transnational SUMP concept**, which will contain both:

- a common and transnational vision for *Sustainable Urban Mobility Planning*;
- a series of specific suggestions and measures to be implemented.

With this purpose, the final **Transnational SUMP Scheme** will be an open planning model for urban and interurban areas that can be used by Municipalities and Local Authorities. Therefore it:

- has to be owned by the entire partnership and freely usable, after project conclusion;
- will be open and available by internet web-sites for a wider ADRION and EU communities;
- can be used to finalize the eventual SUMP drafting in the areas involved in SMILE as well as in other ADRION areas.

To this end, the “*Transnational SUMP concept*” will be drafted on the basis of:

- the existing acts and guidelines on Sustainable Mobility already issued by European Union;
- the regulations and policies implemented at regional level by EU Member States and IPA regions.

Therefore the drafting of the transnational SUMP scheme will start from some Acts and Guidelines on Sustainable Mobility, such as:

- EC Communication COM(2013) 913 final “*Together towards competitive and resource-efficient urban mobility*”;
- ELTIS Guidelines on “*Developing and Implementing a Sustainable Mobility Plan* (January 2014);
- ELTIS Guidelines on “*The Poly-SUMP Methodology*” (December 2014).

## 1.2 Purpose of the reports and distribution of tasks

Before to start the drafting of the *Transnational SUMP concept*, each partner will check existing tools and best practices on *Sustainable Urban Mobility Plans* and other eventual transport plans in its Country/Region, in order to compare different sustainable mobility planning models which were implemented in the ADRION



macro-region.

This preliminary step is preparatory to draft the *Transnational SUMP concept* and its main purpose is **to define a benchmark for the SUMP policy implementation in the areas of involved partners** as well as in eventual further external areas representing best practices.

Such activity will allow **to outline the overall legal and policy framework of sustainable mobility** in the ADRION macro-region and, at meantime, it will allow to share and compare the state of art of the regulations and policies in each State involved in the project.

Following the purposes of the application form, in this report the project partners will define the current implementation of *Sustainable Urban Mobility Plans* (or similar planning models) in the EU states and in other IPA Countries/Regions.

According to the Application Form, each partner will be involved as reported in the table below.

No. partner	Partner	Member State	Role in the step
LP	RDC Koper	Slovenia	Lead Partner - Involved
PP2	School center Velenje	Slovenia	Involved
PP3	Ragusa FMC	Italy	WP Coordinator - Involved
PP4	IUAV	Italy	Involved
PP5	ZADRA NOVA	Croatia	Involved
PP6	DURA	Croatia	Involved
PP7	Municipality of Hersonisos	Greece	Involved
PP8	RDA Banat	Serbia	Involved
PP9	Municipality of Tirana	Albania	Involved
PP10	PREDA-PD	Bosnia and Herzegovina	Involved
PP11	Municipality of Gradiška	Bosnia and Herzegovina	Involved

The partners will draft 11 local reports in order to check the level of implementation and the coherence of Policies and Regulations/Directives on Sustainable Mobility, which were adopted by EU Commission and Parliament in the States of the involved partners.

Therefore the Activity will focus 2 specific issues:

- Sustainable Mobility **Legal Framework** approved in the States of involved partners;
- Sustainable Mobility **Policies** implemented in the States of involved partners.

In the following page it is listed the distribution of tasks for each partner with the reports to be produced.



**Distribution of tasks for Step 2.1 - Check of existing tools and best practices on SUMP**

No. partner	Partner	Member State	Title of report	Analysis Area	Territorial level
LP	<b>RDC Koper</b>	Slovenia	Sustainable Mobility Policy framework in Slovenia	Slovenia	National
PP2	<b>School center Velenje</b>	Slovenia	Sustainable Mobility Legal framework in Slovenia	Slovenia	National
PP3	<b>Ragusa FMC</b>	Italy	Sustainable Mobility Policy and Legal framework in Italy	Italy	National
PP4	<b>IUAV</b>	Italy	Best practices on Sustainable Mobility Policy and Legal framework in other EU Member States	Other EU Member States (not involved in the project)	-
PP5	<b>ZADRA NOVA</b>	Croatia	Sustainable Mobility Policy framework in Croatia	Croatia	National
PP6	<b>DURA</b>	Croatia	Sustainable Mobility Legal framework in Croatia	Croatia	Regional
PP7	<b>Municipality of Hersonisos</b>	Greece	Sustainable Mobility Policy and Legal framework in Greece	Greece	National
PP8	<b>RDA Banat</b>	Serbia	Sustainable Mobility Policy and Legal framework in Serbia	Serbia	National
PP9	<b>Municipality of Tirana</b>	Albania	Sustainable Mobility Policy and Legal framework in Albania	Albania	Regional
PP10	<b>PREDA-PD</b>	Bosnia and Herzegovina	Sustainable Mobility Policy framework in Bosnia and Herzegovina	Bosnia and Herzegovina	National
PP11	<b>Municipality of Gradiška</b>	Bosnia and Herzegovina	Sustainable Mobility Legal framework in Bosnia and Herzegovina	Bosnia and Herzegovina	Local



The reports will be drafted by partners according to this template in order to use a common framework and to develop common topics to be shared and compared between the partners.

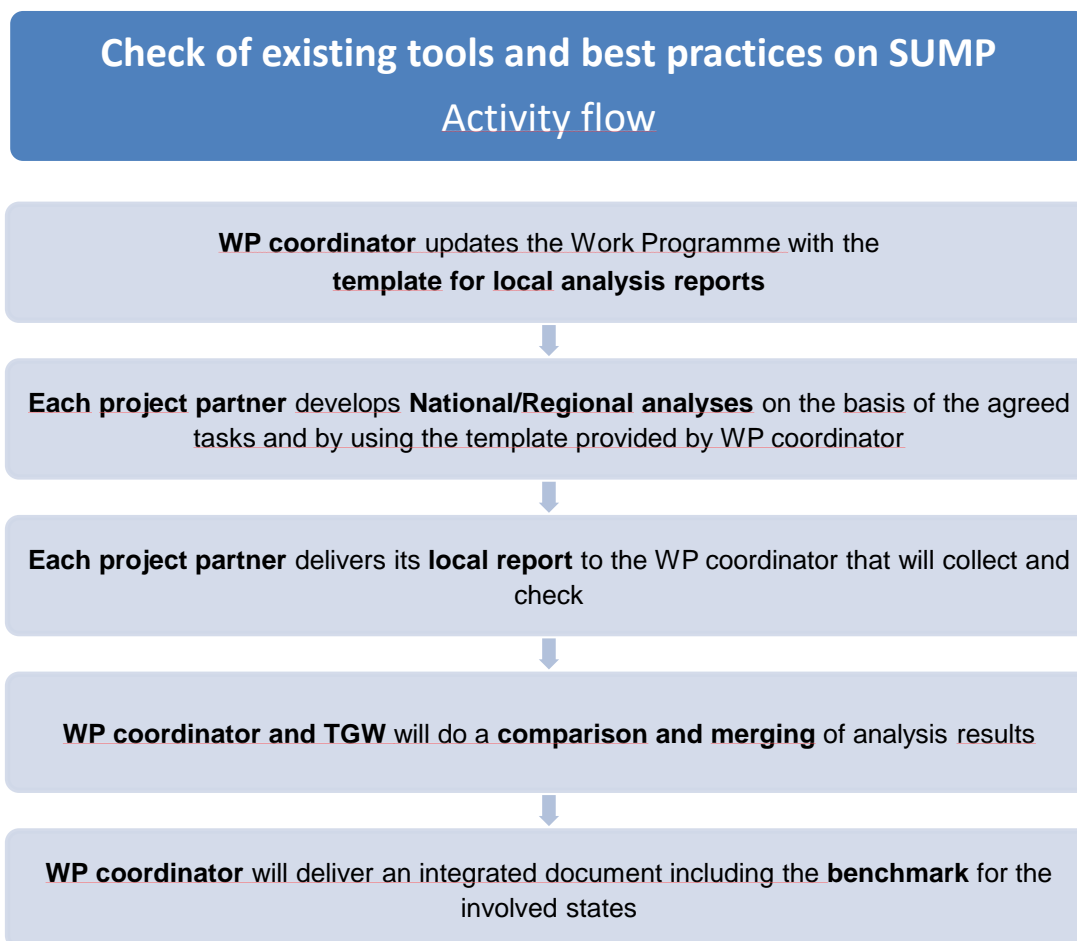
The common template was created following the *SMILE Quality Management Plan* issued by Lead Partner and it has to be filled by all the involved partners to draft their analyses.

The purpose of the reports is to share the legal framework and policies implemented by the involved EU Member States and in IPA regions, in order to compare the results of the analyses and to develop a benchmark for the next *Transnational SUMP concept*.

To this end, all the **local reports** will be collected in an **integrated report** which will define benchmark of Sustainable Mobility policies and Regulations.

Moreover, the document will compare the results of the local analysis, which will be carried out by each partner in its Country/Region.

Thus, the activities of the partners will be developed according to the following flow chart.







### 1.3 Structure of the report

The check of existing planning models and best practices on *Sustainable Urban Mobility Plans* and other eventual transport plans, the analysis is aimed to reach the following specific objectives:

- to define SUMP **policy and legal frameworks** at National level for each State;
- to check SUMP **implementation level and local planning models** in involved areas;
- to identify SUMP **best practices** at National level for each State;
- to identify local implemented **measures or solutions to be replicated** in other areas.

Considering the abovementioned purposes and the distribution of tasks reported in the previous table, the report was structured into 2 different sections:

- Sustainable Mobility **Legal Framework** in the State of involved partner;
- Sustainable Mobility **Policy Framework** in the States of involved partner.

With this purpose, the index of the report has been structured with the following chapters:

- **General overview of the sustainable mobility in Serbia;**
- **National Legal Framework on Sustainable Mobility**
- **National Policy Framework on Sustainable Mobility**
- **Conclusion.**



## 2. A general overview of sustainable mobility in Serbia

According to Serbia's Initial National Communication to UNFCCC and the Draft Summary of the Biannual Update Report (2015), transport-related GHG emissions have been in decline since 1990 due to the overall collapse of the economy. At the same time cars are more than ever considered a necessity even in towns where bicycles used to be the most common mode of transport until a couple of decades ago (e.g. in Vojvodina region). Consequently, one of the axioms of current urban planning in Belgrade is the 'need for more parking spaces'. Official strategic documents envisage the increase of car use that needs to be accommodated. For that reason, although there might be a decrease in overall GHG emissions from transport, the air pollution in Belgrade is regularly above legal limits.

Data are that in Serbia:

- 75% of the population lives in cities, while more than a third of the population lives in the six largest cities where about 95% of travel is spent.
- 96% of passengers and 70% of passenger kilometers per day, mainly in urban areas.
- About two-thirds of the trip is carried out with public transport funds, while only a third makes long-distance travel
- Mobility is 2-3 times lower than in developed European countries
- Dominates road transport
- Jurisdiction: Public transport, Taxi, and public parking, inspection supervision, local road network

Concurrently with anticipated policy turns and consequential (infra)structural changes, bottom-up pressure is and will be necessary for years to come. Actions by citizens in Belgrade and Novi Sad are already bringing results and both policymakers and status quo prone public administration are more and more taking into account the needs of cyclists and pedestrians. The role of Government and civil society organization's will remain the same: to monitor implementation, propose changes and improvements, as well as promote sustainable mobility modes and educate both the general public and the decision makers.

Finally, in order to be more sustainable, mobility policies ought to take into account economic and social aspects such as pricing, aging population, accessibility, inclusion, etc.

The current state of sustainable urban mobility in Serbia is not at an enviable level. As the dominant form of public transport, the bus transport can be assessed as relatively satisfactory in terms of the number of lines and the frequency of operation, whereas a lack of capacity can be observed in rush hours. The main challenge when it comes to the bus fleet is a continuing need for renewal and modernization of the vehicles in order to provide greater passenger comfort and to minimize adverse environmental impacts. Bus companies operating in the public transportation system can be both public and private.

The conditions for carrying out taxi services, including the lowest economic price, as well as the necessary number of taxis is specified by local authorities. Taxi drivers are organized into associations. The problem of illegal taxi drivers is especially evident in Belgrade, namely at the airport and the main railway station.

Even though the majority of commuters use public transport, the share of private passenger vehicles in urban traffic is not negligible. Traffic congestion in rush hours is, in this sense, a daily phenomenon. This is also due to an incomplete system of bypasses around major cities (which are being constructed depending on the availability of financial resources), but also to a network of urban roads that requires adaptation to a growing number of vehicles on the streets. For reasons of poor driving culture, great attention is, for many years, paid to road safety, especially the safety of pupils. In addition to the continuous improvement of the legal framework, this activity involves numerous campaigns and initiatives that bring together national and local governments, schools and media. The average age of a car in Serbia is 16 years, which raises a



number of questions regarding the safety of vehicles, air pollution, but also of the economic power of the population. The lack of parking places in city centers is another challenge.

Bicycle traffic is typical chiefly for Vojvodina as a northern, lowland part of the country whereas in Belgrade, for example, it has primarily a recreational character with a system of paths along the rivers and mainly in New Belgrade, which is mostly flat. "Bike sharing" system exists in the cities of the northern province of Vojvodina. Bike paths are built sporadically in other cities and towns south of Belgrade, but this kind of traffic is primarily promoted as a form of recreation in the countryside and therefore it has no significant role in urban mobility. In recent years there has been an increasing number of initiatives of citizens and associations of cyclists requiring greater road safety for cyclists and raising awareness about the participation of bicycle traffic in the system of public transport.

Pedestrian traffic depends, naturally, on distances and its role varies depending on the size of the city. The main barriers to this form of urban mobility are the lack of or insufficient regulation of sidewalks, taking sidewalks for parking, as well as insufficient safety of certain pedestrian crossings, or lack thereof.

Cities in Serbia participate in European Mobility Week since the establishment of this campaign by the European Commission. The campaign aims to raise public awareness about the need to reduce the use of private cars and promote alternative forms of transportation. Since 2001, this initiative in various ways involved more than 90 towns in Serbia.

In comparison to the EU White Paper on transport, Serbian Transport Strategy does not make any reference neither to the Sustainable Urban Mobility Plans – SUMP nor to quantitative targets for reducing emissions. Apart from Krusevac and Valjevo, there were no significant activities related to the definition of SUMP in Serbia. During 2016, the town of Krusevac started drafting the SUMP on its own initiative, which can be considered the result of previous involvement of the city in the European Mobility Week and CIVINET network for South East Europe. Beside Krusevac and Belgrade, cities Kragujevac, Kraljevo, Novi Sad, Vrbas, Sabac are also members of CIVINET.

Improving urban mobility will require major investments that cities in Serbia, unfortunately, are not able to provide at an appropriate level, but which are obliged to strive as a goal.

Good examples of the application of sustainable mobility are:



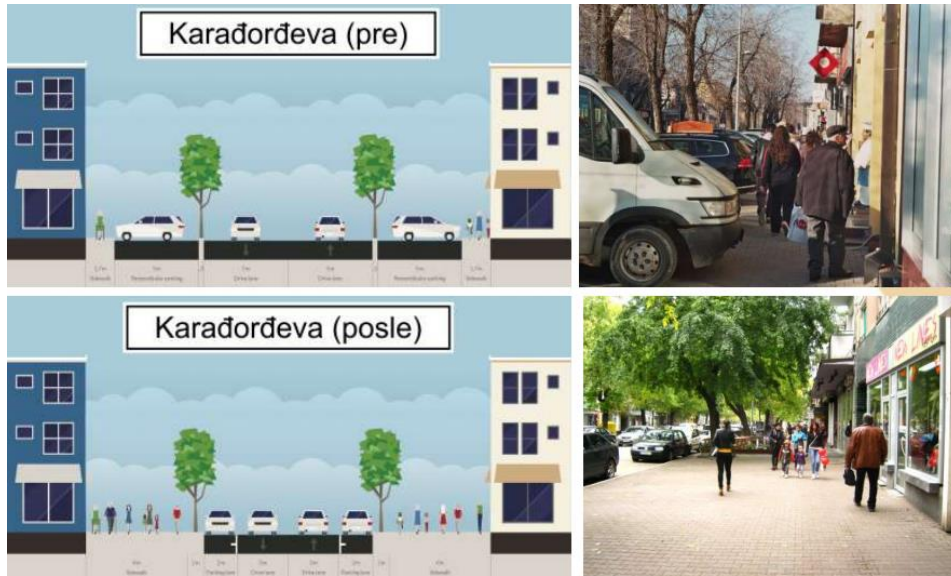


Figure 1. Actions that promote sustainable mobility in the city of Sabac



Traffic calming zones in the city of Krusevac



Cycling lanes in the city of Krusevac



A pavement with a bus stop in the city of Krusevac



Promotional Campaign material "Bike Safe" conducted during the "European Mobility Week"

Figure 2. Actions that promote sustainable mobility in the city of Krusevac



*Figure 3. Bike share system in the city of Novi Sad*

### **3. National Legal Framework on Sustainable Mobility**

According to the Strategy of railway, road, inland waterway, air and intermodal transport in Serbia 2008 – 2015, the mobility of Serbian population is two to three times lower than in the developed countries of Europe, 96% of all passengers being commuters (mainly in urban areas). About two-thirds of all trips are performed by means of public urban and suburban transportation of passengers while one third are long-distance travels. Around 24 95% of all trips are effectuated in the six largest cities of Serbia. Share of the railway in public urban and suburban passenger transport is significant only in the City of Belgrade (Beovoz).

Other documents of relevance for urban mobility are: Strategy and Action plan for Road Traffic Safety of the Republic of Serbia 2015-2020, as well as the EU White Paper on Transport (2011) as Serbia is a candidate country for EU membership.

From the perspective of local governments, in addition to sector-regulating laws (including those related to the environment), an umbrella law in the field of mobility is the Local Government Act which defines the competencies in the field of transport.

Along with laws, the legislation is based on the locally brought decisions such as the Decision on the technical regulation of traffic on the local roads, Decision on public car parks, Decision on the municipal transport of passengers by road, etc.



### 3.1 National laws and regulations affecting Sustainable Mobility

Main national legal references affecting Sustainable Mobility in Serbia	
National original title	English translation
Стратегија безбедности саобраћаја на путевима Републике Србије за период од 2015. до 2020. године ("Сл. гласник РС", бр. 64/2015)	Strategy for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)
Бела књига ЕУ о транспорту 2011	EU White Paper on Transport 2011

Table 3.1 – Main national legal references affecting sustainable mobility

Strategy and Action plan for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)	
<b>General Description</b>	The Strategy is the most important strategic document in the field of traffic safety, which in the long term and comprehensively defines the objectives and priorities of improving the safety of traffic in the Republic of Serbia in accordance with the European plans for the development of the mentioned area. Based on Strategy, the Action Plan for Implementation of the Strategy is adopted for the same period from 2015 to 2020.
<b>Main purposes</b>	The purpose of the Strategy is an introduction with the current condition of traffic safety, an overview of the state of traffic safety we are in now, an overview of the traffic safety situation we are looking for and guidelines that will be the fastest and easiest way to get from the existing to the desired situation.
<b>Territorial level</b>	Overall national territory.
<b>Period of implementation</b>	The Strategy is made an entry on 02.07.2015; The Action plan was made an entry on 23.12.2016; Period for the implementation of the Strategy and Action plan is 2015-2020.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Government,</li> <li>- Body for coordination of road safety on roads,</li> <li>- the ministry responsible for transport,</li> <li>- the ministry responsible for education affairs,</li> <li>- the ministry responsible for health,</li> <li>- the ministry responsible for internal affairs,</li> <li>- Agency for Safety of Transport,</li> <li>- a local body for the coordination of traffic safety,</li> <li>- body supervisor for inspection supervision in the field of safety traffic,</li> <li>- manager of the road,</li> <li>- the court,</li> <li>- public prosecutor,</li> <li>- means public information, or. advertising,</li> <li>- a scientific, educational, self-supporting institution,</li> <li>- association in the area of road transport safety,</li> <li>- a person who is obligated to temporarily work in the area, more or less with safety road traffic, etc.</li> </ul>
<b>Economic resources</b>	From the budget funds for the fiscal year 2017. The Ministry of Internal Affairs envisaged 11,070,000.00 dinars for the realization of the activities envisaged by the Action Plan. In addition to these funds, for the realization of the activities envisaged by the Action Plan, the funds of the responsible organizations will be used for the realization of activities and funds from other sources of financing.
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Introduction;</li> <li>2. State and tendencies in the security of traffic;</li> <li>3. Desired state;</li> <li>4. Principles;</li> <li>5. Key areas (pillars);</li> </ol>



<b>Strategy and Action plan for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)</b>	
	6. Key challenges of transport security in the Republic of Serbia to 2020; 7. Holders of activities; 8. Monitoring, reporting and permanent improvement; 9. Action plan of security of traffic roads; 10. Final part;
<b>Main measures</b>	<ul style="list-style-type: none"> <li>- Raising awareness about the harmful consequences of unsafe behavior;</li> <li>- Formation of correct attitudes about the importance of own and safety of other citizens in traffic;</li> <li>- Education of citizens as they can be better protected in traffic;</li> <li>- The implementation of traffic safety measures should be based on the adoption of measures by the target groups;</li> <li>- Reducing the permitted alcoholic limit in the body while driving;</li> <li>- Development of preventive measures against driving under the influence of alcohol;</li> <li>- Development of intelligent devices to limit the speed of vehicle movement;</li> <li>- Campaigns aimed at banning the use of phones in driving, driving under the influence of alcohol and speeding;</li> <li>- Campaigns aimed at the use of protective helmets and other protective systems;</li> <li>- Putting an important emphasis on motorcyclists driving a vehicle under the influence of alcohol;</li> <li>- Combining measures that support zones 30 km / h;</li> <li>- Designing the road profile taking into account the needs of pedestrians and cyclists;</li> <li>- Introduction of new regulations or modification of existing ones that can be useful for harmonization in Europe;</li> <li>- Introducing intelligent transport systems;</li> </ul>
<b>Main targets</b>	More efficient traffic safety management, safer routes, safer vehicles, safer traffic participants, after-accident operation.

Table 3.2 – Synthesis of national legal references affecting the sustainable mobility

<b>EU White Paper on Transport 2011</b>	
<b>General Description</b>	White Paper takes on the challenge of seeking a deep transformation of the transport system, promoting independence from oil, the creation of modern infrastructure and multimodal mobility assisted by smart management and information systems. It is put forward together with a Communication providing a roadmap to a low-carbon economy by 2050 and a new Energy Efficiency Plan 2011 and forms an integral part of the 'Resource Efficiency' initiative of the Commission.
<b>Main purposes</b>	The European Commission adopted 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
<b>Territorial level</b>	EU territory (Serbia is a candidate country for EU membership)
<b>Period of implementation</b>	To 2050
<b>Involved Authorities</b>	National authorities
<b>Economic resources</b>	<p>A well-performing transport network requires substantial resources. The cost of EU infrastructure development to match the demand for transport has been estimated at over € 1.5 trillion for 2010-2030. The completion of the TEN-T network requires about € 550 billion until 2020 out of which some € 215 billion can be referred to the removal of the main bottlenecks. This does not include investment in vehicles, equipment and charging infrastructure which may require an additional trillion to achieve the emission reduction goals for the transport system.</p> <p>Diversified sources of finance both from public and private sources are required. Better coordination of the Cohesion and Structural Funds with transport policy objectives is needed, and the Member States need to ensure that sufficient national funding is available in their budgetary planning, as well as sufficient project planning and implementation capacities. Other sources of funding to be considered include schemes for the internalization of external costs and infrastructure use charges,</p>



<b>EU White Paper on Transport 2011</b>	
	which could create additional revenue streams making infrastructure investments more attractive to private capital.
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Preparing The European Transport Area for the Future</li> <li>2. A vision for a competitive and sustainable transport system               <ol style="list-style-type: none"> <li>2.1. Growing Transport and supporting mobility while reaching the 60% emission reduction target</li> <li>2.2. An efficient core network for multimodal intercity travel and transport</li> <li>2.3. A global level-playing field for long-distance travel and intercontinental freight</li> <li>2.4. Clean urban transport and commuting</li> <li>2.5. Ten Goals for a competitive and resource efficient transport system: benchmarks for achieving the 60% GHG emission reduction target</li> </ol> </li> <li>3. The Strategy – what needs to be done               <ol style="list-style-type: none"> <li>3.1. A Single European Transport Area</li> <li>3.2. Innovating for the future – technology and behavior</li> <li>3.3. Modern infrastructure and smart funding</li> <li>3.4. The external dimension</li> </ol> </li> <li>4. Conclusion</li> </ol>
<b>Main measures</b>	<ol style="list-style-type: none"> <li>1. Halve the use of ‘conventionally-fueled’ cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO2-free city logistics in major urban centers by 2030;</li> <li>2. Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO2 emissions from maritime bunker fuels by 40% (if feasible 50%);</li> <li>3. Thirty percent of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed;</li> <li>4. By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail;</li> <li>5. A fully functional and EU-wide multimodal TEN-T ‘core network’ by 2030, with a high-quality and capacity network by 2050 and a corresponding set of information services;</li> <li>6. By 2050, connect all core network airports to the rail network, preferably high-speed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system;</li> <li>7. Deployment of the modernized air traffic management infrastructure (SESAR) (12) in Europe by 2020 and completion of the European common aviation area. Deployment of equivalent land and waterborne transport management systems (ERTMS) (13), (ITS) (14), (SSN and LRIT) (15), (RIS) (16). Deployment of the European global navigation satellite system (Galileo);</li> <li>8. By 2020, establish the framework for European multimodal transport information, management and payment system;</li> <li>9. By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in all modes of transport;</li> <li>10. Move towards full application of ‘user pays’ and ‘polluter pays’ principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments;</li> </ol>
<b>Main targets</b>	<p>No more conventionally-fueled cars in cities.</p> <p>40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.</p> <p>A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.</p> <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century</p>

Table 3.3 – Synthesis of national legal references affecting the sustainable mobility





## 3.2 National laws and regulations affecting Transport Planning

The main documents of program policy and strategic planning of urban communities in addition to the City Development Plans are master plans and plans for the development of transport.

The General transport master plan 2027 which refers to the investment program for the transport sector during the period up to 2027 (estimating that Serbia needs 22 billion Euro for investments and maintenance) is of great relevance for urban mobility.

Main national legal references affecting the Transport Planning in Serbia	
National original title	English translation
Генерални транспорт мастер план у Србији 2027, јун 2010	The General transport master plan 2027, June 2010

Table 3.4 – Main national legal references affecting the transport planning

The General transport master plan 2027, June 2010	
<b>General Description</b>	The aim of the Main Master Plan is to contribute to expanded, improved and safer transport networks that will attract new investments in poorer regions, improve quality of life in Serbia, improve trade and contribute to improving relations with countries in the environment;
<b>Main purposes</b>	The purpose of the project is to provide the users with a comprehensive General Master Plan of Transport in accordance with the transport strategy and adopted agreements in the field of infrastructure. This plan is the basis for all future projects to be financed from EU accession funds and from other sources;
<b>Territorial level</b>	National territory;
<b>Period of implementation</b>	From 2009 to 2027;
<b>Involved Authorities</b>	- Government; -The ministry responsible for transport;
<b>Economic resources</b>	Minimum scenario: 7,570.0 [million euro] Development scenario: 22,183.0 [million euros] Note Total investment in transport infrastructure (rail, roads, airport, waterways, intermodal transport);
<b>Main contents</b>	1. Introduction; 2. The Development of Serbian Transport Infrastructure; 3. Master plan; 4. Strategic Environmental Assessment; 5. Master Plan Implementation; 6. Conclusions and Recommendations;
<b>Main measures</b>	As a result of the master plan, a package of investment projects is received as well as a support plan for the further implementation of the transport plan;
<b>Main targets</b>	Checking the effects of the implementation of strategic projects in the Transport sector and the support to the decision-making process in infrastructure development;

Table 3.5 – Synthesis of national legal references affecting the sustainable mobility



### 3.3 National laws and regulations affecting Land Use and Urban Planning

The Law on Planning and Construction and The Law on the spatial plan of the Republic of Serbia from 2010 to 2020 are the main laws of this kind which are affecting Land Use and Urban Planning.

Main national legal references affecting the Urban Planning in Serbia	
National original title	English translation
Закон о планирању и изградњи ("Сл. Гласник РС", бр. 72/2009, 81/2009 - испр., 64/2010 - одлука УС, 24/2011, 121/2012, 42/2013 - одлука УС, 50 / 2013 - одлука УС, 98/2013 - одлука УС, 132/2014, 145/2014 и 83/2018)	Law on planning and construction ("Official Gazette of the Republic of Serbia" No. 72/2009, 81/2009 - Ex., 64/2010 - Decision US, 24/2011, 121/2012, 42/2013 - decision US, 50 / 2013 - decision US, 98/2013 - decision US, 132/2014, 145/2014 and 83/2018)
Закон о просторном плану Републике Србије од 2010. до 2020. године ("Службени гласник Републике Србије", бр. 88/2010)	Law on a spatial plan of the Republic of Serbia from 2010 to 2020 ("Official Gazette of the Republic of Serbia", No. 88/2010)

Table 3.6 – Main national legal references affecting the transport planning

Law on planning and construction ("Official Gazette of the Republic of Serbia" No. 72/2009, 81/2009 - Ex., 64/2010 - Decision US, 24/2011, 121/2012, 42/2013 - decision US, 50 / 2013 - decision US, 98/2013 - decision US, 132/2014, 145/2014 and 83/2018)	
<b>General Description</b>	This law regulates: conditions and manner of landscaping, editing and use of construction land and construction of facilities; exercising supervision over the application of the provisions of this Law and inspection supervision; other issues important for landscaping, editing and use of construction land and for the construction of buildings
<b>Main purposes</b>	Regulates planning and landscaping, or building and removing buildings
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	From 2018 -
<b>Involved Authorities</b>	The Ministry in charge of civil engineering affairs, the competent authority of the autonomous province, or the competent authority of the local self-government unit
<b>Economic resources</b>	/
<b>Main contents</b>	I General provisions II Spatial and urban planning III Urban plans IV Construction land V Construction of objects VI Construction permit VII Construction VIII Usage permit IX Professional exam and licenses for the responsible planner, urban planners, architects and contractors X Engineering chamber of Serbia XI Removal of objects XII Supervision XIV Authorization for the submission of auxiliary acts XV Penalty provisions XVI Transitional and final provisions
<b>Main targets</b>	Regulates planning and landscaping, or building and removing buildings

Table 3.7 – Synthesis of national legal references affecting the transport planning



<b>Law on a spatial plan of the Republic of Serbia from 2010 to 2020</b> ("Official Gazette of the Republic of Serbia", No. 88/2010)	
<b>General Description</b>	The Spatial Plan of the Republic of Serbia determine the long-term bases of organization, design, use, and protection of space of the Republic of Serbia in order to harmonize economic and social development with natural, ecological and cultural potentials and limitations on its territory.
<b>Main purposes</b>	This plan determines the vision, principles, and objectives of the spatial development of the Republic of Serbia and its regional entities, in its constitutionally established borders.
<b>Territorial level</b>	National territory
<b>Period of implementation</b>	From 2010 to 2020
<b>Involved Authorities</b>	Government, The ministry responsible for spatial planning, Local government, The competent inspection services, Courts, Professional institutions, Population.
<b>Economic resources</b>	/
<b>Main contents</b>	I Environment and general assessment of urban development of the Republic of Serbian II Vision, principles and goals of spatial development III Scenarios and conceptions of spatial development
<b>Main targets</b>	<ul style="list-style-type: none"> <li>- protection, controlled and sustainable use of nature, natural resources, natural and cultural heritage;</li> <li>- systematic cleaning of the territory of the Republic of Serbia from waste, rehabilitation, reclamation and rehabilitation of areas with the most endangered environment;</li> <li>- the strict control of the irrational expansion of construction areas and larger ones engaging Braunfels, or a more careful and rational approach to greenfield investments;</li> <li>- alleviating negative demographic processes and redirecting them with special measures economic and social development, in particular, to stop the emigration of a young population;</li> <li>- planned development of rural area based on linking with functional urban areas and/or rehabilitation programs;</li> <li>- increased traffic accessibility and equipment space by technical infrastructure;</li> <li>- improving energy efficiency and using renewable energy sources;</li> <li>- etc.;</li> </ul>

Table 3.8 – Synthesis of national legal references affecting the transport planning



### 3.4 Conclusions

Serbia itself as a state does not yet have the necessary knowledge and experience in the field of SUMP. With sustainable mobility, the first time encounter of the Municipality in Serbia in 2002 is through the European Mobility Week (EMW).

In the previous period, local self-government has not adopted specific strategies, traffic plans or plans to adopt them in the future. So, one of the problems are also, insufficient participation in defining strategic documents.

A multi-level governance framework requires policy alignment between different levels of government through the adoption of a collaborative tool. National governments cannot effectively implement national transport strategies without close co-operation with regional and local authorities as drivers of change. It is very important to establish a two-way relationship between city / municipal and national activities in the Sustainable Urban Mobility (SUM) area, in order to achieve mutual synergy. It should be emphasized that the approach of multi-level governance in the country of Serbia, as well as in other countries of South-Eastern Europe, is a difficult and complex task that will certainly not be easy to achieve. Numerous municipalities do not have the necessary expertise, administrative and financial means for planning and implementing projects related to SUM, and support programs at the national level are underdeveloped or insufficient.

Another important prerequisite is the establishment of a conceptual multi-level governance framework for strengthening relations between municipalities, their associations and national authorities in order to promote sustainable urban mobility.



## 4. National Policy Framework on Sustainable Mobility

As it is already stated, Serbia does not yet have the necessary knowledge and experience in the field of Sustainable Mobility. Consequently, there is no many national policy frameworks regarding this topic. Moreover, there is only one strategy considering sustainable mobility and it is more oriented to the sustainable road safety management system. It is already listed within previous Chapter and it is repeated within this Chapter in the absence of documents related to the topic.

### 4.1 National policies affecting Sustainable Mobility

Main national strategic plans and strategies affecting the Sustainable Mobility in Serbia	
National original title	English translation
Стратегија безбедности саобраћаја на путевима Републике Србије за период од 2015. до 2020. године ("Сл. гласник РС", бр. 64/2015)	Strategy for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)

Table 4.1 – Main national plans and strategies affecting the sustainable mobility

Strategy and Action plan for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)	
<b>Responsible Authorities</b>	<ul style="list-style-type: none"> <li>- Government,</li> <li>- Body for coordination of road safety on roads,</li> <li>- the ministry responsible for transport,</li> <li>- the ministry responsible for education affairs,</li> <li>- the ministry responsible for health,</li> <li>- the ministry responsible for internal affairs,</li> <li>- Traffic Safety Agency</li> </ul>
<b>General Description</b>	The Strategy is the most important strategic document in the field of traffic safety, which in the long term and comprehensively defines the objectives and priorities of improving the safety of traffic in the Republic of Serbia in accordance with the European plans for the development of the mentioned area. Based on Strategy, the Action Plan for Implementation of the Strategy is adopted for the same period from 2015 to 2020.
<b>Territorial level</b>	Overall national territory.
<b>Current status</b>	Adopted on 2015
<b>Timing</b>	Time horizon is from 2015 – 2020
<b>Economic resources</b>	From the budget funds for the fiscal year 2017. The Ministry of Internal Affairs envisaged 11,070,000.00 RSD for the realization of the activities envisaged by the Action Plan. In addition to these funds, for the realization of the activities envisaged by the Action Plan, the funds of the responsible organizations will be used for the realization of activities and funds from other sources of financing.
<b>Main purposes</b>	The purpose of the Strategy is an introduction with the current condition of traffic safety, an overview of the state of traffic safety we are in now, an overview of the traffic safety situation we are looking for and guidelines that will be the fastest and easiest way to get from the existing to the desired situation.
<b>Main measures</b>	- Raising awareness about the harmful consequences of unsafe behavior;



<b>Strategy and Action plan for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)</b>	
	<ul style="list-style-type: none"> <li>- Formation of correct attitudes about the importance of own and safety of other citizens in traffic;</li> <li>- Education of citizens as they can be better protected in traffic;</li> <li>- The implementation of traffic safety measures should be based on the adoption of measures by the target groups;</li> <li>- Reducing the permitted alcoholic limit in the body while driving;</li> <li>- Development of preventive measures against driving under the influence of alcohol;</li> <li>- Development of intelligent devices to limit the speed of vehicle movement;</li> <li>- Campaigns aimed at banning the use of phones in driving, driving under the influence of alcohol and speeding;</li> <li>- Campaigns aimed at the use of protective helmets and other protective systems;</li> <li>- Putting an important emphasis on motorcyclists driving a vehicle under the influence of alcohol;</li> <li>- Combining measures that support zones 30 km / h;</li> <li>- Designing the road profile taking into account the needs of pedestrians and cyclists;</li> <li>- Introduction of new regulations or modification of existing ones that can be useful for harmonization in Europe;</li> <li>- Introducing intelligent transport systems;</li> </ul>
<b>Main targets</b>	More efficient traffic safety management, safer routes, safer vehicles, safer traffic participants, after-accident operation.
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Introduction;</li> <li>2. State and tendencies in the security of traffic;</li> <li>3. Desired state;</li> <li>4. Principles;</li> <li>5. Key areas (pillars);</li> <li>6. Key challenges of transport security in the Republic of Serbia to 2020;</li> <li>7. Holders of activities;</li> <li>8. Monitoring, reporting and permanent improvement;</li> <li>9. Action plan of security of traffic roads;</li> <li>10. Final part;</li> </ol>

Table 4.2 – Synthesis of national plans and strategies affecting the sustainable mobility

## 4.2 Conclusions

Serbia itself as a state does not yet have the necessary knowledge and experience in the field of Sustainable Mobility. With sustainable mobility, the first time encounter of the Municipality in Serbia in 2002 is through the European Mobility Week (EMW).

In the previous period, local self-government has not adopted specific strategies, traffic plans or plans to adopt them in the future. So, one of the problems are also, insufficient participation in defining strategic documents.



## 5. Concluding remarks

Serbia itself as a state does not yet have the necessary knowledge and experience in the field of SUMP. With sustainable mobility, the first time encounter of the Municipality in Serbia in 2002 is through the European Mobility Week (EMW). Since then, there has been an increasing number of Municipalities that are interested in and are joining this action. The EMW organization in Krusevac in 2015 attracted a lot of attention and its achievements were published in the "Best Practice Guide for the European Mobility Week". Within EMW, Krusevac implemented a project for the extension of pedestrian zones and speed limit zones, which, along with broad media coverage, included a large number of partners.

Under the motto "Clean, Joint and Intelligent Mobility", the European Mobility Week was held from 16 to 22. September 2017 in eight cities/municipalities in Serbia with the aim to influence the reduction of greenhouse gas emissions caused by transport in cities throughout the country.

The Delegation of the European Union in Serbia, the EU Information Center and the Standing Conference of Towns and Municipalities (SCTM), within the EMW 2017, organized a conference entitled "With sharing you get more - Examples of good practice and benefits of Serbian Cities and Municipalities in the MW" in the EU Info Center.

Of the other activities under EMW 2017, should be mention organization of bicycle races by Onobikes, a company that deals with design and production of bicycles, who won the EU Sustainable Energy Award and at the same time declared the most beautiful in Europe.

In addition to the European Mobility Week, other campaigns and activities in raising public awareness about the necessity of sustainable urban mobility are being implemented.

That awareness of a sustainable lifestyle is gradual developing in Serbia, says the fact that during 2012 a study "Sustainable Urban Traffic for the city of Belgrade " was conducted whose main goal was to well prepare a sustainable urban mobility plan that has been implemented.

More precisely, on the basis of establishing own potential, defining the process of development, the coverage of the plan, analysis of the state of mobility and the development of scenarios, the SWOT analysis was done. Thanks to the strength, weaknesses, opportunities and threats to the introduction of the SUMP in Belgrade, it was concluded that there are more positive facts of this document, and that in the future period other steps should be taken to form a plan, in order to make the citizens more modern and at the same time a pleasant city for life.

Also, the town of Krusevac is the first in Serbia to develop a Sustainable Mobility Plan in 2017. His footsteps are followed by Valjevo who compiled Sustainable mobility plan which is in draft state of the final report.

The experiences of cities that have sustainable urban mobility plans can be guidelines for establishing them in other cities, with some corrections related to the local conditions and specificities of the areas to which the plan relates.

In the previous period, local self-government has not adopted specific strategies, traffic plans or plans to adopt them in the future. So, one of the problems are also, insufficient participation in defining strategic documents.

A multi-level governance framework requires policy alignment between different levels of government through the adoption of a collaborative tool. National governments cannot effectively implement national transport strategies without close co-operation with regional and local authorities as drivers of change. It is very important to establish a two-way relationship between city / municipal and national activities in the



Sustainable Urban Mobility (SUM) area, in order to achieve mutual synergy. It should be emphasized that the approach of multi-level governance in the country of Serbia, as well as in other countries of South-Eastern Europe, is a difficult and complex task that will certainly not be easy to achieve. Numerous municipalities do not have the necessary expertise, administrative and financial means for planning and implementing projects related to SUM, and support programs at the national level are underdeveloped or insufficient.

Another important prerequisite is the establishment of a conceptual multi-level governance framework for strengthening relations between municipalities, their associations and national authorities in order to promote sustainable urban mobility.





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