

# ACTION PLAN FOR A TRANSNATIONAL SUMP CONCEPT

## PART A

### Benchmark Report

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WP Coordinator: Free Municipal Consortium of  
Ragusa

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## Introduction

This document is a result of the work carried out by partners of SMILE project. The following chapters in the footnotes report the contributions provided by partners which, where possible, were not modified in order to respect the drafting operated by each contributor.

As regards the overall cooperation activity, SMILE project is focused on first and last mile of mobility in some variegated and paradigmatic urban areas of Adriatic Region, embracing coastal, inland and bordering cities of different size (from metropolises to small towns) in order to:

- depict and compare mobility scenarios to enable policy makers and key stakeholders to better understand consequences of inaction/action;
- elaborate transnational scheme to draft *Sustainable Urban Mobility Plans*, as common cognitive umbrella under which to develop (or reinforce, where already initiated) local SUMP's mirroring local specific situations;
- test through residents, commuters, tourists, freight and bus tourism operators some IT-Information Technology solutions (APPs/Platforms) aimed at reducing/curbing congestion, promote intermodal solutions and make more efficient traffic flows.

Given the above, SMILE aims to reach multilevel objectives:

- to strengthen knowledge and operational capacity about mobility of local/regional authorities;
- to test quick-win solutions based on IT, and hence not requiring large infrastructural investments, in order to promote intermodal transport.

The transnational approach allows a comparison, exchange and share of experiences, by drafting and comparing mobility scenarios and SUMP schemes within an interregional context and in the mix of IT solutions that will be tested.

At programme level, SMILE project contributes to the fulfillment of the ADRIION Strategic Objective 3.1 (*"Enhance capacity for integrated transport and mobility services and multimodality in the Adriatic-Ionian area"*) by promoting solutions for:

- multimodal environmental-friendly and low carbon transport;
- mobility infrastructures and services.

With this purpose, as reported in the Application Form, the SMILE project is structured through **2 specific objectives** defining:

1. *Transnational action plan and SUMP concept;*
2. *Test of various IT tools to favor a sustainable mobility.*

**Main expected project results** of SMILE project are:

- Increasing policy-making capacity through the elaboration of mobility scenarios and a joint *transnational Sustainable Urban Mobility Plan (SUMP) scheme*;





- Promoting sustainable mobility in urban areas by testing IT solutions.

To reach such purposes, the project develops the following *Implementing Work Packages*:

- **WP T1** *Design of Mobility Scenarios and elaboration of a transnational action plan;*
- **WP T2** *Elaboration of a transnational SUMP scheme for urban and interurban areas of the ADRION region;*
- **WP T3** *Testing of IT, e-mobility solutions & mainstreaming activities.*

In particular, for the purpose of this document, the *WP T2* aims to draw up and promote a transnational Sustainable Mobility Planning model for urban and interurban areas, on the basis of integrated SUMP scheme identifying *transnational mobility strategies*.

*Ragusa Free Municipal Consortium* is the partner coordinating WP T2 and involved all partners in the creation and coordination of a *Transnational Working Group (TWG)*, in order to draft the Transnational SUMP scheme.

The document was subdivided in two parts, according to the work flow carried out by partners:

- Part A – Benchmark report;
- Part B – Planning model.

Any information or data affecting the local territories and national framework was provided by each partner responsible for its competence area.



# 1. Methodological approach

## 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**, including a common and transnational model for *Sustainable Urban Mobility Planning* with a series of suggestions and measures that could be implemented at local level.

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 with updating on 2019);
- ELTIS Guidelines on “*The Poly-SUMP Methodology*” (December 2014).

## 1.2 Purpose of the report and developed analyses

As specified above, the *Action Plan for Transnational SUMP concept*, should a common and transnational model for *Sustainable Urban Mobility Planning* that could be used by Local Authorities operating in the Countries of ADRION macro-region.





To this end, for each considered Country/Region the SUMP scheme has to regard its existing national legal frameworks and the current planning tools implemented at local level, so that the proposal SUMP model can be developed according to the local regulations.

Therefore, before to start the drafting of the *Transnational SUMP concept*, each partner checked the existing tools and best practices on *Sustainable Urban Mobility Plans* and other eventual transport plans in its Country/Region.

This preliminary analysis was developed by using a same template by all partners so that it allowed to compare different legal frameworks and sustainable mobility planning models which are implemented in the Countries involved within the ADRION macro-region.

This preliminary step has been preparatory to draft the *Transnational SUMP concept* and its main purpose was to define a benchmark for the SUMP policy implementation in the areas of involved partners.

Such activity allowed to outline the overall legal and policy framework of sustainable mobility in the ADRION macro-region and, at meantime, it allowed 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 defined the current implementation of *Sustainable Urban Mobility Plans* (or similar planning models) in the EU states and in other IPA Countries/Regions involved by project.

The project partners that contributed to the transnational analysis by drafting 6 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 following States of the involved partners:

- Bosnia and Herzegovina;
- Croatia;
- Greece;
- Italy;
- Serbia;
- Slovenia.

Therefore the analysis activity focused 2 specific issues:

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

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

In the following page it is listed the distribution of tasks for each partner with the reports which they have produced.





## Partners contributing to the analyses for the transnational SUMP scheme

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
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
PP10	<b>PRED-PA</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

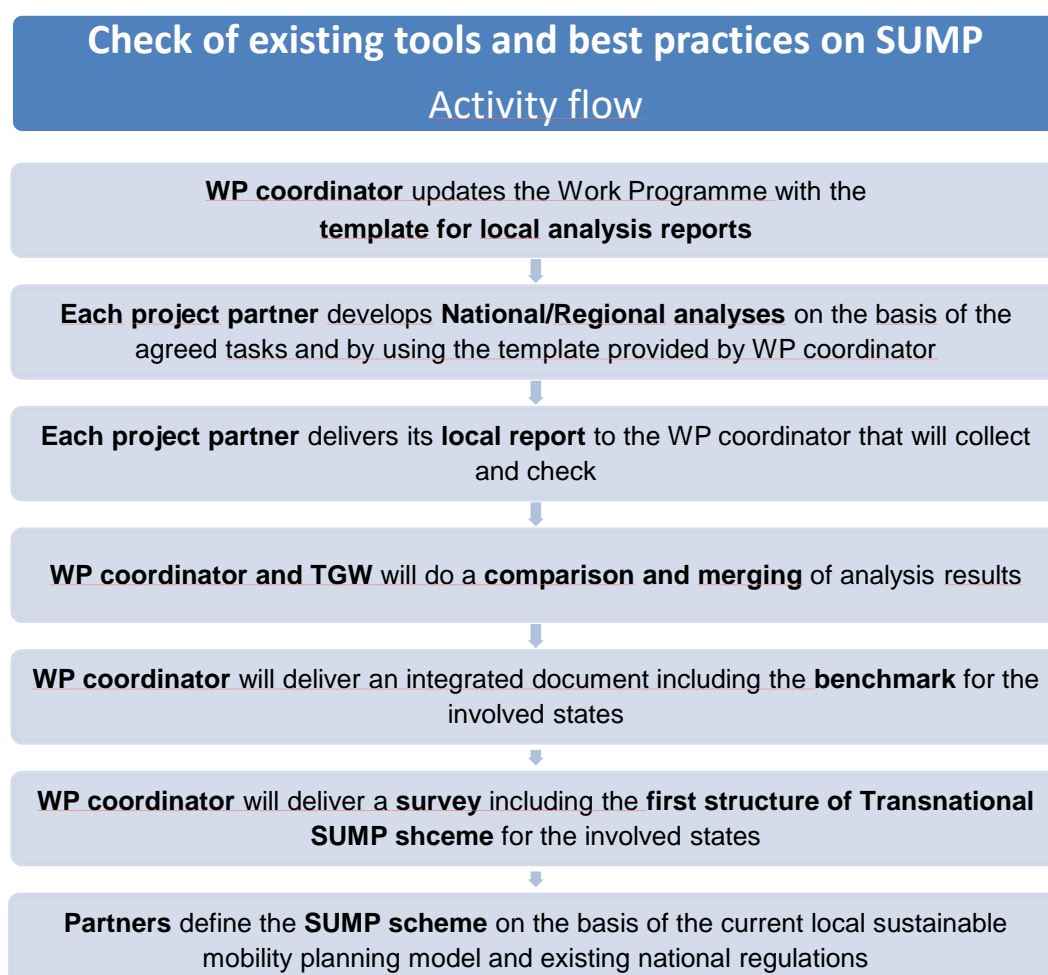


The purpose of the reports was to share the legal framework and policies implemented by the involved EU Member States and in IPA regions, in order to compare the results of the analyses and to develop a benchmark for the next *Transnational SUMP concept*.

To this end, all the **local reports** were collected in the part A of this document in order to define benchmark of Sustainable Mobility policies and Regulations for each involved Country.

After the comparison of the results of the local analysis, which were carried out by each partner in its Country/Region, the partners drafted the transnational SUMP Scheme on the basis of the current local sustainable mobility planning model and existing national regulations.

Given the above, the activities of the partners were developed according to the following flow chart.





## 1.3 Structure of the report

On the basis of the abovementioned methodology adopted by partners, the final version of this document will be developed with the following framework:

- **Introduction**
  1. Methodological Approach
- **Part A – Benchmark report**
  2. General overviews of sustainable mobility in analyzed Countries
  3. National Legal Frameworks on Sustainable Mobility
  4. National Policy Frameworks on Sustainable Mobility
- **Part B – Transnational SUMP Scheme**
  5. General results on the basis of the benchmark analyses
  6. Transnational Planning Model (contents and procedures)
  7. Sustainable mobility key indicators

The **introduction** includes the methodologies and the approach described in this chapter.

The **Part A – Benchmark report** develops 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;

Considering the abovementioned purposes and the distribution of tasks reported in the previous table, the Part A 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.

The **Part B – Transnational SUMP Scheme** develops the planning model to draft the *Sustainable Urban Mobility Plans*:

- in accordance with the exiting National legal frameworks and planning models;
- following common procedures, indexes and key indicators.

Considering the above, the Part B was structured into 2 different sections:

- Identification of local implemented measures or best practices to be replicated in other areas;
- Transnational Planning Model (contents and procedures)
- Sustainable mobility key indicators.

The current version of the report includes at the moment the moment only the Part A. The subsequent Part B will be completed on the basis of the last contributions provided by partners.





## 2. General overviews of sustainable mobility in analyzed Countries

This chapter reports a general overview of the urban mobility state for art in the countries of involved partners, in order to introduce the following chapters aimed to check the level of implementation and the coherence of Policies and Regulations/Directives on Sustainable Mobility.

Therefore in the next pages we reported the overviews developed by partners for the following States:

- Bosnia and Herzegovina;
- Croatia;
- Greece;
- Italy;
- Serbia;
- Slovenia.

The general analysis of the urban mobility for abovementioned countries considered the following documents:

- 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).

### 2.1 Mobility overview in Bosnia and Herzegovina<sup>1</sup>

To understand the national mobility status in Bosnia and Herzegovina, it is necessary before to explain the current administrative situation and its relationship with European Union.

Bosnia and Herzegovina is a administratively complex Country formed through the Dayton peace agreement following the dissolution of Former Yugoslavia.

The country, is formed by two entities, *Republika Srpska* and *Federation of Bosnia and Herzegovina*, along with Brčko District. The constitutions of the two entities and the statute of the Brčko District provide for the internal organization and separation of powers at their level of government.

While the Republika Srpska entity is a single administrative unit, the Federation entity consists of 10 cantons, entrusted with shared and exclusive legislative competences. The country's complex administrative structure reflects its difficult national structure.

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<sup>1</sup> Contribution provided by Municipality of Gradiška.



Relations between the EU and Bosnia and Herzegovina have developed since the independence of the country in 1992 and the signature of the General Framework Agreement for Peace (GFAP) at Dayton/Paris in 1995. Bosnia and Herzegovina is participating in the Stabilisation and Association Process (SAP).

With the entry into force of the SAA, on 1 June 2015, Bosnia and Herzegovina opened a new chapter in its relations with the EU and confirmed its commitment to pursue EU accession.

By establishing contractual relations among the parties, the SAA provides a framework of mutual commitments on a wide range of political, trade and economic issues as well as the legal basis for formalized policy dialogue.

Bosnia and Herzegovina has developed appropriate administrative capacities to ensure the implementation of the SAA provisions, in particular concerning the smooth operation of the Stabilisation and Association Council, Committee and sectoral sub-committees.

To meet its legal obligations under the Agreement, Bosnia and Herzegovina needs, among other things, to ensure the functioning of the parliamentary dimension of the Agreement, and adopt a national programme for the adoption of the EU acquis.

Between 2015 and 2018 Bosnia and Herzegovina embarked on an ambitious 'reform agenda' to bring back economic growth and jobs opportunities. Its implementation allowed economic indicators and the macroeconomic situation to improve, including balanced public finances and steady economic growth.

A new set of socio-economic reform measures needs to be agreed and implemented by the governments at all levels in the country, in full alignment with the ERP and the jointly agreed policy guidance. Economic Reform Programme.

The distribution of competences in transport sector is defined in the Constitution of BiH and Entities' and cantonal constitutions. Competences in the transport sector in BiH lie within State, Entity, Brčko District, cantonal and municipal levels.

Generally, international and inter-Entity transport falls under competence of institutions at the State level - the BiH Ministry of Communications and Transport. Transport infrastructure, including road, rail, water and intermodal transport fall under competence of Entities and the Brčko District (RS Ministry of Transport and Communications, FBiH Ministry of Transport and Communications and Public Affairs Department of the Brčko District).

In the FBiH, along with the FBiH Ministry of Transport and Communications, the competency lies within the cantonal institutions. Entities are in charge of transport infrastructure and all forms of transport.

In the FBiH the competences are distributed between the FBiH, cantons and municipalities, in such a way that the FBiH is in charge of the basic infrastructure, cantons are in charge of regional and municipalities of local infrastructure.

Law on Roads of the FBiH (Official Gazette of FBiH, 12/10, 16/10 and 66/13), governs important issues of road transport in the FBiH. Law on Internal and Maritime Navigation of the FBiH (Official Gazette of FBiH,



73/05) governs issues of internal and maritime navigation.

In the RS transport infrastructure falls under competence of the Entity, as well as road, rail, water and intermodal transport. With this in mind, the RS Ministry of Transport and Communications is in charge of this area. International and inter-Entity transport falls under competence of the State level institutions (BiH Ministry of Communications and Transport).

The Brčko District is in charge of the road infrastructure, including construction, reconstruction and maintenance of public roads in the District (regional and local roads and city streets). The organisation and supervision of rail, water and intermodal transport is under competence of the Brčko District Government.

## 2.2 Mobility overview in Croatia<sup>2</sup>

Strategic traffic plans are just beginning to be considered in Croatia, so a small number of cities are implementing sustainable urban mobility plans. Although not much, they give good practical examples applicable in most cases to other cities as well.

The city of Koprivnica (30,854) developed a SUMP in 2015 within the CIVITAS Dyn@mo project (2012-2016), and through the CH4ALLENGE project (2013-2016).

In order to modernize part of the bus fleet under the framework of the transport system, city of Sisak (47 768) with financial support of European Bank for Reconstruction and Development (EBRD) is developing a SUMP to ensure best-practice urban transport planning (2016).

The Faculty of Transport and Traffic Sciences (FTTS) and the Department of Urban Transport have completed three scientific research projects funded by the University of Zagreb: Development of Sustainable Urban Mobility Plans (2013-2014) and Analysis of the Role of Public Transport in Sustainable Urban Mobility (2014) and Evaluation of impacts of strategies and measures for sustainable transport in cities (2015).

## 2.3 Mobility overview in Greece<sup>3</sup>

The Greek urban system is characterized by the primary role of the metropolitan urban areas of Athens and Thessaloniki; roughly half of the population of Greece lives in these two cities. There is a number of much smaller cities (under 200,000 inhabitants) which are unable to compete with the two metropolitan cities in most indicators and production terms.

There are many port-cities or other type of hubs such as Heraklion, Patras, Kavala, Volos and many islands such as Rhodes, which are depending their local economic development mostly on tourism and sometimes agriculture.

<sup>2</sup> Contribution provided by Zadar County Development Agency

<sup>3</sup> Contribution provided by Municipality of Hersonisos.





The current state of commuting in all Greek cities is car-centric with several efforts in terms of public transportation for Athens and Thessaloniki, as well as significant actions for cycling and walking in various smaller cities such as Karditsa and Rethymno.

Greece's sustainable mobility history is quite new with interesting recent findings however with an overwhelmingly slow pace. Modal split findings show an average of 65% for car trips, 15% for motorcycle trips, 8% for public transport trips (in larger cities) while the rest include cycling, walking and freight trips with differences depending on the city (SMU<sup>4</sup> findings in various cities). In many cities the modal share for car trips and motorcycle trips can exceed 85% of the total trips.

The Greek national climate change agenda, in respect to sustainable mobility, is particularly inadequate. Greece is the penultimate of the EU countries in the assessment of policies dealing with climate change, according to the Climate Change Performance Index 2014<sup>5</sup>.

National policies do not "convince" citizens to alter their daily habits and yet the shortage of provision in infrastructures and action plans is high. The economic recession of the last 10 years (2009-2019) has affected all factors of the daily life and transportation could not remain intact.

Though, the results of the above have not yet been researched in depth. The *National Transport Plan* – although not yet completed – has no considerations about active mobility, no explicit references for cycling, and most of the plan deals with highway infrastructure and airport distribution.

National Tourist Masterplans have not considered cycling as a viable tourism parameter, hence cycling tourism is also neglected. National spatial plans as well as regional spatial plans have not incorporated transportation as a key developmental aspect, nor are obliged to plan with transportation corridors in mind.

Automobile ownership in Greece has skyrocketed since the 1980s and now every household owns almost 1,5 private cars. Austerity measures' effects showed initially a turn of commuting habits into sustainable options (walking, cycling, avoidance of leisure car trips), however this did not have a lasting impact on travelling choices, nor an alteration in planning objectives of decision makers. Greece didn't manage to catch the momentum to radically turn its citizens' travel behavior as a result of its overall downgrade in the quality of life.

Moving to the operational perspective, mobility planning is the responsibility of municipal authorities in Greece, although the legal and operational frameworks are rather complex and interweaving<sup>6</sup>.

Every mobility initiative, action, policy, plan and intervention have to adhere to a multifaceted legislative framework, often with complementing or conflicting objectives. Planning in Greece has a top-down approach and most local plans have to be approved by a number of administrative bodies belonging to the state (incl. Ministries).

<sup>4</sup> Sustainable Mobility Unit is a research lab in the National Technical University of Athens founded in 1998, dealing with sustainable mobility since then.

<sup>5</sup> I. Burck, F. Marten, C. Bals, Climate Change Performance Index 2014 [Online], Germanwatch Web, 2013, <https://germanwatch.org/en/7677> (accessed Feb. 06, 2014).

<sup>6</sup> Eltis member state profile <http://www.eltis.org/mobility-plans/member-state/greece#>





Due to the fact that sustainable mobility was perceived for ages as an ecologic approach in planning, it was neglected by the majority of decision makers, engineers and civilians.

Few cities have decent infrastructure for walking and cycling and maintenance issues are constantly rising due to the fallacies in the operation of the municipal units as well as the poor culture in terms of road design standards.

Greek cities have been delayed in developing and implementing *Sustainable Urban Mobility Plans* for various reasons, such as the lack of an integrated urban and transport planning attitude, the numerous misconceptions about public open spaces as well as the involvement of too many “interrelated” administration bodies regarding the coordination of such plans.

Encouragingly though, from 2005 until 2016 several cities have started to develop their own sustainable mobility strategies and implemented a series of interventions in the public realm followed by a number of actions, while the Ministry of the Environment and Energy together with the Ministry of Transport have started to develop the National Strategy on Promoting Sustainable Mobility<sup>7</sup>.

The participation of several cities in the European Mobility Week initiative and the promotion of these actions by the Ministry of the Environment has promoted further the term of sustainable mobility and has initiated the discussion for human-centered cities, with less cars and less pollution.

The 2016 was a landmark year in terms of national initiatives for promoting sustainable mobility as the Green Fund<sup>8</sup> has released a program to finance municipalities regarding the development of their own SUMPs.

162 small, medium and large cities were selected as beneficiaries to the project and have started to develop their SUMPs. Among them, there are all major cities, tourist cities and insular communities, which clearly define a new era in mobility planning.

Citizens, stakeholders and decision makers are now more familiar with the terms and ask for policies to slow down climate change, open up public spaces, enhance urban cycling, however still resist on measures that are related to parking restrictions and removal of on-street parking.

At the same time from 2016, the two major ministries<sup>9</sup>, through a Team of Experts, attempted to develop particular national guidelines on Greek SUMPs and regulatory reports in order to guide in detail the municipal authorities and planners for the philosophy and key features of such plans, based on the ELTIS Guidelines Report (January 2014), which remains incomplete so far (2019).

The cities that are currently (from 2016 up to now) implementing SUMPs are officially guided to follow the ELTIS Guidelines (January 2014). In 2019, a new law defined a number of parameters regarding Greek SUMPs, while a series of relevant frameworks seem to change in favor of the vulnerable users and

<sup>7</sup> This strategy was never fully completed and never adopted by the Greek Parliament.

<sup>8</sup> The Green Fund is a public-law entity reporting to the Ministry of Environment and Energy. It is the mission of the Green Fund to support development through environmental protection with administrative, economic, technical and financial support coming from programs, measures, measures and actions aimed at preserving and enhancing the environment, supporting the environmental policy of the country and serving the public and social interest through the administration, management and utilization of its resources.

<sup>9</sup> The Ministry of Transport and the Ministry of Environment and Energy.



electromobility.

In the forthcoming chapters it is possible to observe that Greece is generally harmonized with European Legislative Framework and has adopted several measures which promote alternative means of transport and sustainable mobility in general.

However, the existing legislation framework which contains numerous laws, often contradicting with each other, and ambiguous decisions complicates and restricts the further implementation of sustainable mobility strategies.

Therefore, the radical transformation of the existing planning procedure is considered urgent. In this context, EU should take an active role through providing further guidance to Greek state and local communities in order to overcome possible obstacles and to integrate today's mobility needs into the formal planning system.

Moreover, Greece has to develop as soon as possible a sustainable mobility strategy in order to permit and accelerate the implementation of sustainable mobility schemes across the country's territory.

To conclude, the existing situation regarding sustainable mobility in Greece indicates serious improvements compared to the last 20 years, but at the same time points out several deficiencies. Hence, it is important for the state to prioritize the promotion and support of sustainable mobility policies in order to embark into a new era, sustaining functional and efficient transport systems.

## 2.4 Mobility overview in Italy<sup>10</sup>

In the last 10 years, the Italian government promoted several measures to implement the European sustainable mobility policies. However, the economic crisis since 2008 influenced the transport demand and the mobility behavior of citizens.

Such exogenous factor reduced the impact of the implemented policies even if in the recent period we register an inversion of transport demand also due to the new incentives.

As highlighted in the *National Strategic Plan on Sustainable Mobility* (PSNMS) approved by Italian Government on April 2019, in recent years the Italian share of motorized journeys with public transport decreased in urban and suburban areas.

In fact between 2014 and 2015, public transport share passed from 14,6% in 2014 to 11,7% in 2015 of total displacements, while the journeys by car increased from 81,1% to 83,8%<sup>11</sup>.

The preference of the private car for local travel is mainly due to the low quality of the means employed for public transport and the poor capillarity of the public transport networks.

<sup>10</sup> Contribution provided by Free Municipal Consortium of Ragusa.

<sup>11</sup> Data provided by *National Strategic Plan on Sustainable Mobility* pursuant the Law 232/2016, art. 1, Items 613-615.





Overall, on the basis of last national analyses of *Audimob Observatory*, about 66% of journeys are made by car with an incidence that has grown by almost 8 percentage points in the last 15 years.

The various means of public transport have fragmented modal share, with a reduced relevance in the urban journeys that is partly absorbed by intermodal displacements for longer distances.

Instead the share of “*active mobility*” (i.e. walking or cycling) is around 20%, and it is decreasing in the long term also because of the impact of urban sprawl processes and of the consequent lengthening of commuter journeys.

In 2016, the modal share of collective mobility totally reached just 6,6%, distributed between Bus/Tram/Metro (4,4%) Pulman (1,3%) and Train (0,9%). Such field of mobility increased respect to 2008 (+6,1%) even if the values of 2001 have not yet been returned<sup>12</sup>.

The mentioned analyses register also the increase in intermodal trips that doubles from 2001 to 2016, going from 2,3% to 4,6%.

As regards the motorized displacements, during the period 2014-2015 the reduction of fuel price favored the use of private vehicles (over 80%). Such growth was also encouraged by the difficulties in adopting effective policies to support of sustainable mobility (both at national and local level), and by the lack of investments in the public transport fleet.

In this sense the demand for local public transport, beyond a certain income threshold, appears to be strongly influenced by the quality of the service as well as by the quality of the vehicles.

Generally, on 2016 the so-called “sustainable means of transport” (feet, bikes, public transport) regained a modal share of +3,5% compared to 2015, giving signs of a turnaround of mobility behaviors at national level.

The relevance of this data has to be compared with the fact that between 2002 and 2016 the rate of sustainable mobility had a decrease -6% (from 37,2% to 31,1%), and up to 2015 the reduction was almost of -10%.

The positive signal of 2016 from the demand combined with the current change of national mobility policies pursuant the principles of *EC Communication COM(2013) 913* (e.g. new rail carriers investments, constant funding for Local Public Transport services and infrastructures, financing for cycling) is expected to trigger a positive circuit for sustainable mobility in the coming years.

Moreover, on the basis of abovementioned studies and of the *National Strategic Plan on Sustainable Mobility*, the rate of sustainable mobility presents very significant gaps compared to the different territorial contexts.

In particular, the most significant gap affects the size of the Municipalities of resident population: in 2016 the “sustainable mobility index” (share of public transport + pedestrian + bicycle) touched 50% in the major urban areas with over 250.000 inhabitants.

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<sup>12</sup> Data provided by ISFORT - *Audimob, 14th Report on Italian Mobility*, 2017.





On the contrary, the same index reached only 22,9% in the smaller Municipalities (up to 10.000 inhabitants) or 27% in medium-small ones (10.000-50.000 inhabitants).

Such gap has grown steadily since 2001, due to the joint effect of the relevant drop of the index for the small towns (almost -11% in Municipalities with up to 10.000 inhabitants) and slight growth in bigger cities.

On the other hand, the differences in the rate of sustainable mobility between the territorial areas are less evident, since the index decreased everywhere between 2001 and 2016 with a constant values only in the Regions of Central Italy.

The distribution of shares between motorized vehicles does not present significant differences between urban and extra-urban mobility: in particular, the role of public transport is quite similar in all territorial categories, while the motorbike has a greater relevance in the urban displacements due to its average speed in traffic and ease of parking.

The modal split recovery of public transport recorded in 2016 was more significant in the suburban areas. The incidence of the cars, however, remains above 80%, and in suburban mobility the car reaches also 85%.

About such issue, it is to be highlighted that the cars in Italy are now almost 38 million, growing in the three-year period 2014-2016 (+ 2.4%) after the slight reduction in 2011 and 2012, and confirming its central role in the mobility of Italian citizens.

In fact, on the basis of the national report on Italian mobility issued on 2017, the national motorization rate is equal to 61 cars per 100 inhabitants in 2016, and it is the highest one in Europe with the exception of Luxembourg.

Other countries with a strong automotive industry tradition comparable to Italy, such as Germany and France, have a lower index respectively of 7% and 12%.

The same national report estimates that on an average weekday, the Italian population (between 14 and 80 years of age) makes a total of just over 100 million trips and covers around 1,2-1,4 billion km of displacements, with an average distance of 13 km per trip.

In the last decade there has been a dynamic of overall contraction in travel (from 120,6 million in 2002 to 97,5 million in 2012, to 102,3 million in 2016) with a decrease from 2008 to 2016 of -20,1%.

On the basis of abovementioned data analyses, just over a third of Italians moves daily for reasons related to work and study (36,7%). Another third of population moves for leisure (34,8%) and a minority share moves for family management (28,5%).

It is to be highlighted that in the most acute phase of the crisis (2012-2013) the share of leisure travel has decreased and increased the share of travel for family management.

In the analyses developed for Italian territory, as reported in next chapters, it is possible to observe that the experience of the National Strategic Plan generated some remarks emerged from, in particular on the issue of public transport as a central challenge for sustainable mobility, can be shared with other European contexts and are reported in full below:





- large urban centers are the places where the main problems related to traffic congestion and high air pollution rates are concentrated;
- although public road transport is not the main cause of pollution in large urban centers, the renewal of vehicles can contribute to improving their air quality;
- the urgent need to replace the most obsolete vehicles makes a rapid renewal of the fleet necessary;
- in recent years, large and medium-sized cities have started to renovate their vehicle fleet also with alternative-powered vehicles, through a variety of interventions;
- the analysis of the experiences of the cities tells a wide variety of choices, strongly interconnected with the specific features of the territory and with the characteristics of the demand flows;
- in the case of the introduction of electric vehicles, in most cases, the choices are linked to specific lines; moreover, they do not only concern the purchase of vehicles but also redesign of the transport system concerned, which therefore also includes the procurement phases, the readjustment of the deposits, the redefinition of the route, etc .;
- there are many elements on which to compare the different alternative power options and the rapid technological evolution makes it difficult to reach definitive conclusions at the moment;

Finally, the differences between the needs of urban and suburban transport are considerable.

As regards the urban transport, the technological options are different, as the experiences of different cities demonstrate, but the factors that influence the choice of the best option are strictly connected to the specificities of the territory, understood in its broadest sense.

About the interurban and long-range transport, the current park is almost exclusively fueled by diesel and requires a strong boost to renewal with less polluting vehicles.

In the first implementation of the national strategic plan, the power supply of buses is not applicable as a priority option, while the new technological offers relating to natural gas are interesting. In this sense, it will be necessary to strengthen the support infrastructures, both in terms of stations inside company depots, and in terms of public distribution network in the territory, in particular with reference to the CNG in consideration of the less autonomy of the vehicles they use this type of feeding.

Therefore, the Sustainable Mobility regulations and policies will need in the next years to develop also the issues regarding the suburban and interurban displacements.

## 2.5 Mobility overview in Serbia<sup>13</sup>

According to Serbia's Initial National Communication to UNFCCC and the Draft Summary of the Biannual

<sup>13</sup> Contribution provided by Regional Agency for Socio-Economic Development Banat Ltd.





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.

The data registered in Serbia highlight:

- 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.

Below we report some best practices of the implementation of sustainable mobility in the cities of Sabac, Krusevac, and Novi Sad:



**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



## 2.6 Mobility overview in Slovenia<sup>14</sup>

Slovenia is gradually improving in the area of quality of life and economic development, and certain pressures on the environment are also decreasing. Despite this, it still lags considerably behind the most developed countries with regard to economic, social and environmental development, with the development gaps varying from region to region.

Further development opportunities are limited by low productivity, insufficient adjustment to demographic changes, continued excessive loading of the environment and a low level of state effectiveness in promoting development. Slovenia's position in the international business and socio-political environments is also exceptionally important for the exploitation of development potentials.

Slovenia's future development will be strongly dependent on its ability to respond and adapt to global trends and challenges. The trends indicate profound changes, particularly in demographics, pressures on ecosystems, and competition for global resources and economic development.

Cooperation and connectedness at the global, European and national level, as well as cross-border cooperation, are therefore becoming increasingly important. Pressures on the harmonisation of interests in cross-cutting areas with respect to individual natural resources (water – food – energy – ecosystems) and in the area of the ownership of and access to natural resources are constantly increasing.

From this perspective, achieving the goals of the Paris Climate Agreement, and regarding the sustainable development of mobility White Book, EC Communication COM(2013) 913 final *“Together towards competitive and resource-efficient urban mobility* and ELTIS Guidelines on *“Developing and Implementing a Sustainable Mobility Plan* (January 2014) are very important as mobility is one of the essential social functions and a field which, due to the specificity of Slovenia (dispersed settlement), presents one of the key challenges for the transition to a more sustainable mobility.

Slovenia as a transit country also faces the challenges of finding a solution to freight transport and the corresponding development of its infrastructure. Nevertheless, due to geographical location and manageable size, Slovenia has all the potential to further develop and implement sustainable mobility.

Positive changes have been achieved in recent years with regard to reducing the environmental load, which continues to be excessive due to the modern lifestyle and production processes employed by Slovenia's inhabitants.

Greenhouse gas emissions, which are the cause of one of the largest environmental problems, climate change, fell during the time of reduced economic activity during the crisis, but remain above the EU average in terms of GDP per unit.

One particularly thorny environmental issue is that of the increase in transit road traffic and unsustainable mobility in general.

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<sup>14</sup> Contribution provided by Regional Agency for Socio-Economic Development Banat Ltd.





Transport is another major source of GHG, therefore Slovenia will exploit innovation potentials in the area of new concepts of mobility, the development of public transport and the optimisation of transit traffic.

In order to carry out a faster transition to a low-carbon circular economy it will also be crucial to eliminate legislative and social obstacles and market dysfunction, create an appropriate regulatory environment, incorporate external costs according to the polluter pays principle and to change consumer patterns.

The elimination of material loopholes is associated with appropriate logistics for returning raw materials, whereby an adequate transport infrastructure will play an important role.

Slovenia will achieve this goal by<sup>15</sup>:

- breaking the link between economic growth and growth in consumption of resources and GHG emissions, which will be possible through education and including various stakeholders in the transition to a circular economy;
- promoting innovation, the use of design and information and communications technologies to develop new business models and products which use raw materials and energy more efficiently and through adaptation to climate change;
- replacing fossil fuels through the promotion of EE and the use of RES in all areas of energy use, while harmonising interests in cross-cutting areas: water – food – energy – ecosystems;
- ensuring that infrastructure and energy use in transport support the transition to a lowcarbon circular economy and allow sustainable mobility, including through the introduction of new concepts of mobility and increasing the share of public passenger transport;
- using spatial planning to design nodes for the low-carbon circular economy and development solutions at the regional and local levels.

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<sup>15</sup> Data provided by *Slovenian Development Strategy 2030*, adopted by the Government of the Republic of Slovenia on 7 December 2017.





### 3. National Legal Frameworks on Sustainable Mobility

The following pages report the implementation level of EU policies on Sustainable Mobility through specific national regulations/acts adopted in the following analyzed Countries:

- Bosnia and Herzegovina;
- Croatia;
- Greece;
- Italy;
- Serbia;
- Slovenia.

In particular, in the next paragraphs for each abovementioned State the report summarizes the current legal framework regulating:

- the adoption and implementation of EU policies on Sustainable Mobility;
- the drafting, approval processes and implementation of *Transport Planning* (including *Sustainable Urban Mobility Plans*, when applicable);
- the drafting, approval processes and implementation of *Land Use and Urban Planning* (for the fields affecting transport measures).

#### 3.1 Sustainable Mobility legal framework in Bosnia and Herzegovina<sup>16</sup>

Bosnia and Herzegovina as non EU country is not obligated to implement EU policies on Sustainable mobility. Nevertheless, as Pre-accession country, BiH is committed to adopt EU *acquis* and update existing practices.

EU policies for Sustainable mobility are still not adopted and only recently with implementation of transnational mobility projects, the topic of Sustainable mobility has become relevant. The first Sustainable mobility plan in the country has been prepared for City of Banja Luka, but this approach is not yet established in public authorities in order to be implemented on larger scale.

There are currently initiatives led by international development agencies to adopt general methodology for preparation of SUMP to be used by all local self-governance units. It is important that this methodology is based on EU Guidelines for SUMP preparation and just adapted to local conditions.

Transport planning in BiH is mainly carried out at entity level and local self-governance units. BiH, as a

<sup>16</sup> Contribution provided by Municipality of Gradiška.





country in development, is focusing on construction of network of highways and connection to Pan-European transport corridors.

Urban transport is still focused on improving and expanding road networks for growing motorized traffic. Nevertheless, some innovative solutions are implemented in order to stimulate sustainable mobility (i.e. bike-sharing systems in Sarajevo and Banja Luka).

All major cities have public transport systems, although underutilized and underdeveloped, while smaller urban areas usually have only regional public transport. Any transport planning is very limited regarding mainly available resources for realization of envisioned measures.

Land use and urban planning is regulated on entity level through laws while local self-governance units have jurisdiction to prepare and implement Spatial and regulation plans.

Process for development of such plans includes participation of all stakeholders, including citizens, but visibility of this process in practice is currently very limited.

In the following pages, it is noted that in Bosnia and Herzegovina, as a non-EU country, major part of legislation, including transport and mobility, is still based on conventional transport policies.

It is expected that this legislation will be aligned with official EU policy in the following period, during the EU accession process.

Nevertheless, the current laws and regulations are not in collision with the practice of Sustainable mobility planning, but this field is not specifically regulated or mentioned in the legislation.

Technically, entity and local authorities are free to prepare and implement Sustainable mobility plans on its territory.

The problem is that general knowledge and overall awareness of current urban mobility trends of EU is very limited – the authorities in BiH are mainly focused on expansion of road infrastructure and accommodating the ever-growing number of cars on the roads.

However, considering that BiH is a developing country and is still transitioning from planned to market economy with growing GDP, ownership of a car for majority of population is not only necessity, but rather a status symbol.

Furthermore, other modes of transport in urban and regional transport system are limited, railway network is archaic and required major investments that are currently not available.

Public transport is used only in major urban areas and it is suffering from heavy debts of public companies are not profitable.

Regional public transport is in a similar situation that leads to use of outdated equipment and practices, which is reflected in the speed of transport, reliability and popularity among the population.

Future transport policy and planning will have to account that the number of cars will keep growing in the immediate future even if authorities start to plan and implement measures of sustainable mobility.



Recent promotion of healthy lifestyle and active mobility modes, walking and cycling, is resulting in their increased use in urban areas. Those modes are further stimulated by rising fuel prices and fuel taxes introduced on state level.

The SUMP concept is not specifically written into the BiH laws and policies, but by preparing the documents the authorities are showing the Good governance examples, which is in line with the transposed EU Directives. Considering current trends and since BiH is in the pre-accession phase for the EU membership, state, entity and local authorities are dedicated to adopt specific legislation for sustainable mobility and development.

### 3.1.1 National laws and regulations affecting Sustainable Mobility

Bosnia and Herzegovina is, at the time of this report, still a “Potential Candidate country for EU membership” and has not started negotiations for EU membership or transposition of EU acquis. However, it is recommended to Bosnia and Herzegovina to adopt all new regulations of the EU in line with Stabilization and Accession agreement. The negotiation process, once started, will include specific chapters of which one is Transportation and mobility.

Sustainable mobility as such is currently not covered by any specific existing laws and regulations in BiH, but is rather indirectly covered by legislation related to transport and road safety. The Laws for traffic safety on state and entity levels regulate the basic principles, ensuring safety of all participants in traffic (drivers, cyclists or pedestrians).

Those regulations enabled authorities on state, entity and local level to adopt appropriate bylaws and regulate organization of the mobility on its territory (speed limits, traffic signalization, rules of behavior for all participants, as well as planning and construction of infrastructure).

Main national legal references affecting the Sustainable Mobility in Bosnia and Herzegovina	
National original title	English translation
<i>Zakon o osnovama bezbjednosti saobraćaja na putevima BiH donesen 09/2018</i>	<i>Law on basics of traffic safety on roads of BiH issued on 09/2018</i>
<i>Zakon o bezbjednosti u saobraćaju na putevima RS donesen 02.06.2011.</i>	<i>Law on traffic safety on roads of RS issued on 02.06.2011.</i>
<i>Zakon o prevozu u drumskom saobraćaju RS donesen 07.04.2017.</i>	<i>Law on road transport of RS issued on 07.04.2017.</i>

In the following tables, we report the summary of each of abovementioned acts adopted by Bosnia and Herzegovina governments.



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<b>Law on traffic safety on roads of RS issued on 02.06.2011.</b>	
<b>General Description</b>	The Law regulates the traffic safety management, the establishment, operation and competence of the Council for Traffic Safety of Republika Srpska and Agency for Traffic Safety of Republika 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 checks on existing public roads in terms of safety and acquisition of licenses, identification and rehabilitation of dangerous places on roads, depth analysis of traffic accidents, traffic rules, special security measures, liability in case of accident, the organization of sports and other events on the roads, work stations for technical inspection of vehicles, control and punitive measures.
<b>Main purposes</b>	The main purpose of the Law is to set rules for management of the traffic safety in Republika Srpska and define jurisdiction of the entity bodies related to the traffic safety. Furthermore, the law governs development of strategic documents, traffic signalization and procedure for construction monitoring and maintenance of public roads.
<b>Territorial level</b>	Entity Republika Srpska
<b>Period of implementation</b>	The Law has come into force on 02.06.2011.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: The Law is issued by National Assembly of Republika Srpska</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Government of Republika Srpska</li> <li>- Bodies responsible for the implementation of the Act : Ministry of Transport and Communications of RS</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation
<b>Main contents</b>	I - General provisions II – Traffic safety management III – Roads IV – Traffic rules V – Special security provisions VI – Duties in the event of a traffic accident VII – Sports and other events or activities on the roads VIII – Vehicles IX – Control and punitive measures X – Transitional and final provisions
<b>Main measures</b>	<p>In accordance with the law, public entities responsible for traffic safety are: Ministry for transport and communications of RS, Ministry of interior of RS, Ministry of education and culture of RS, Ministry of health and social welfare, Agency for traffic safety of RS, Republic administration for inspection, Automobile Association of RS, public companies entrusted with road network management and local self-government units. The Law defines rules for safe participation in traffic. The Council for traffic safety of RS is established by the law with the goal to consider issues in the field of traffic safety, propose measures for improving traffic safety, give expert opinions on strategic documents, participate in development of legal and other acts, give expert opinions on programs, work planes and reports of the Agency for traffic safety and realize and encourage coordination and cooperation between entity authorities and other bodies dealing with traffic safety. The Agency for traffic safety of RS is established by the low with main obligation to: improve traffic safety in RS, support and coordinate work of all entities in traffic safety, promote traffic safety, prepare, eluate and monitor implantation of strategic documents, realize traffic safety campaigns and support research in the field of traffic safety.</p> <p>Regulation of identification of dangerous locations, conditions and criteria for determining priorities in alleviation and conditions for removal of dangerous locations, as bylaw was issued on 23.10.2014. The regulation defines dangerous location, dangerous part of road and dangerous section, management of dangerous places and determination of accidents. Furthermore, the Regulation defines specific measures for removal of dangerous locations.</p>
<b>Main targets</b>	The Law does not define targets and indicators for implementation





Law on road transport of RS issued on 07.04.2017.	
<b>General Description</b>	This Law regulates the conditions for performing transport of people and goods on the roads of RS as public transport and transport for own purpose as well as modes of transport, registration of transport schedule, operation of bus stations and urban and suburban passenger transport terminals, operation of stations for technical inspection of vehicles in the territory of RS and inspection supervision.
<b>Main purposes</b>	<p>The main purpose of the Law is to set rules for performing economic activities related to transport of people or goods.</p> <p>The law defines public transport and transport for own purpose and sets preconditions that operators need to meet in order to perform those activities.</p> <p>The law also authorizes the local self-governments to regulate public transport of people and good on its territory in more detail.</p>
<b>Territorial level</b>	Entity Republika Srpska
<b>Period of implementation</b>	The Law has come into force on 07.04.2017.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: The Law is issued by National Assembly of Republika Srpska</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Government of Republika Srpska</li> <li>- Bodies responsible for the implementation of the Act : Ministry of Transport and Communications of RS</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation
<b>Main contents</b>	<p>I - General provisions</p> <p>II – Preconditions for conducting transport</p> <p>III – Public transport</p> <p>IV – Transport for own purpose</p> <p>V – Supervision</p> <p>VI – Punitive measures</p> <p>VII – Transitional and final provisions</p>
<b>Main measures</b>	<p>The law defines public transport as transport of people and goods in order to gain economic benefit while transport for own purpose is transport for self-service i.e. free of charge. The local self-governments are authorized to regulate public transport, taxi services, and transport with caravans, harvesters, agricultural machines, motorcycles and tricycles.</p> <p>The transport service provider is defined as legal body or entrepreneur with appropriate license for transport of people or goods. The transport vehicles need to meet technical requirements while drivers need to have valid driver licenses for relevant transport vehicle.</p> <p>Public transport is divided on public transport of people and public transport of goods. It can be regular and extraordinary.</p> <p>The law proscribe harmonization and registration of schedules for regular transport with relevant local-self-governance or chamber of commerce were appropriate.</p> <p>Definition and use of bus station and terminals is also regulated by the law. Extraordinary transport of people is defined as transport where distance, prices and other conditions for transport are included in the contract between transport provider and users.</p> <p>Taxi service is defined as public extraordinary transport where price is determent by taximeter. Taxi operators need to have appropriate license issued by relevant self-governance.</p> <p>The transport for own purpose can be performed by legal bodies, entrepreneurs and other registered entities with their vehicles provided that the transport for own purpose is indicated in the registration. The Ministry is in charge of supervision of the law implementation.</p>
<b>Main targets</b>	The Law does not define targets and indicators for implementation

### 3.1.2 National laws and regulations affecting Transport Planning

The most important laws regulation transport sector in BiH are Law on international and inter-entity road transport at BiH level, Law on road transport of FBiH and Law on public roads of RS.



Those laws, regulate transport of people and goods on territory of BiH and sets preconditions for transport planning on state, entity and local level. The entity authorities are obligated to prepare and regularly update Strategy for development of transport network as basic document for overall transport planning.

Main national legal references affecting the Transport Planning in Bosnia and Herzegovina	
National original title	English translation
Zakon o međunarodnom i međuentitetskom drumskom prevoza donesen 20.12.2001	Law on international and inter-entity road transport issued on 20.12.2001
<i>Zakon o cestovnom prijevozu FBiH donesen 7.06.2006</i>	<i>Law on road transport of FBiH issued on 07.06.2006.</i>
<i>Zakon o javnim putevima RS donesen 3.10.2013</i>	<i>Law on public roads of RS issued on 3.10.2013.</i>

In the following tables, we report the summary of each of abovementioned acts adopted by Bosnia and Herzegovina governments.

Law on international and inter-entity road transport issued on 12/01	
<b>General Description</b>	This Law defines the manner and conditions of transport of passengers and goods in vehicles international road transport (hereinafter: international transport) and inter-Entity road transport (hereinafter referred to as "inter-entity transport"), freight transport of goods, inspection supervision, customs controls and payment obligations for road use fees
<b>Main purposes</b>	The main purpose of the Law is to set rules and obligations governing the transport of passengers and goods in international and inter-entity road transport
<b>Territorial level</b>	Bosnia and Herzegovina
<b>Period of implementation</b>	The Law has come into force on 01/02 with amendments in 05/03
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: The Law is issued by Parliamentary Assembly of Bosnia and Herzegovina</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Council of Ministers of BiH</li> <li>- Bodies responsible for the implementation of the Act : Ministry of Communications and Transport of BiH</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation
<b>Main contents</b>	I - General provisions II – Transportation of passengers III – Transportation of goods IV – Road fees V – Cancellation of transport license VI – Inspection supervision and mandate of competent authorities VII – Punitive measures VIII – Authorization for issuing bylaws IX – Transitional and final provisions
<b>Main measures</b>	The Law defines procedures for issuing and cancellation of licenses for international road transport and authorizes the Ministry to issue permits for international and inter-entity road transport timetable, tariffs and road map. Supervision of implementation of this Law and related bylaws is performed by the state Ministry, entities' Ministries and entity inspection services, customs and border protection services.
<b>Main targets</b>	The Law does not define targets and indicators for implementation





Law on road transport of FBiH issued on 07.06.2006.	
<b>General Description</b>	<p>This Law regulates:</p> <ul style="list-style-type: none"> <li>- conditions and manner of performing the activities of transport of persons and cargo by vehicles, connecting and traction vehicles in road transport (hereinafter: road transport);</li> <li>- Work of technical inspection stations in the territory of the Federation of Bosnia and Herzegovina;</li> <li>- public transport activity of passengers and cargo in ordinary and extraordinary road transport;</li> <li>- transport for own use;</li> <li>- work of bus stations;</li> <li>- inspection supervision;</li> <li>- penal provisions, and transitional and final provisions.</li> </ul>
<b>Main purposes</b>	The objectives of the Law are to regulate transport of persons and cargo by vehicles (public and private) as well as work of bus stations and technical stations for inspection of vehicles
<b>Territorial level</b>	Federation of Bosnia and Herzegovina
<b>Period of implementation</b>	The Law has been issued on 07.06.2006
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Parliament of Federation of Bosnia and Herzegovina</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Government of Federation of Bosnia and Herzegovina</li> <li>- Bodies responsible for the implementation of the Act: Federal Ministry of Transportation and Communications; Cantonal Ministries of Transportation</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation
<b>Main contents</b>	<p>I - General provisions            II – Public transport            III – Transport for own purposes            IV – Bus stations            V – Technical inspection stations            VI – Inspection supervision            VII – Punitive measures            VIII – Transitional and final provisions</p>
<b>Main measures</b>	<p>The Law defines:</p> <ul style="list-style-type: none"> <li>- procedures and conditions for issuing of permits for provision of public transportation (of persons, cargo and taxi transport);</li> <li>- conditions and terms of performing transport for own purposes;</li> <li>- conditions and terms of performing services of bus stations;</li> <li>- conditions and terms of performing services of technical inspection stations.</li> </ul> <p>Supervision of implementation of this Law and related bylaws is performed by the Ministry and federal inspectors for road transport.</p>
<b>Main targets</b>	The Law does not define targets and indicators for implementation

Law on public roads of RS issued on 3.10.2013.	
General Description	<p>This law regulates:</p> <ul style="list-style-type: none"> <li>- the legal status of road managers, use of public and non-categorized roads;</li> <li>- management, financing, planning, construction, reconstruction, maintenance and protection of roads; concessions on public roads;</li> <li>- realization of public-private partnership and supervision over the implementation of this law.</li> </ul>
Main purposes	The objective of the Law is to regulate use of public and uncategorized roads, their management, financing, planning, construction, reconstruction, maintenance and protection, as well as concessions and public-private partnerships in Republika Srpska.
Territorial level	Republika Srpska
Period of implementation	The Law has been issued on 03.10.2013





<b>Law on public roads of RS issued on 3.10.2013.</b>	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: National Assembly of Republika Srpska</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Government of Republika Srpska</li> <li>- Bodies responsible for the implementation of the Act: Ministry of Transport and Communications of Republika Srpska</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation
<b>Main contents</b>	I - General provisions II – Public roads III – Strategic documents and public roads management IV – Construction, reconstruction and rehabilitation V – Maintenance and protection of public roads VI – Financing of public roads VII – Concessions and Public-private partnerships on public roads VIII – Supervision on implementation of the Law and bylaws IX – Punitive measures X – Transitional and final provisions
<b>Main measures</b>	The Law defines types of roads in RS, their use and management, construction, reconstruction and rehabilitation, obligations of maintenance and protection of public roads, financing of public roads, as well as concessions and public-private partnerships on public roads. Furthermore, the Law obliges Ministry of Transport and Communications of RS to prepare a Strategy of development of public roads network every ten years. Supervision of implementation of this Law and related bylaws is performed by the Ministry, transport inspection and communal police. Decision on definition of criteria for categorization of public roads, as bylaw is issued on 07.12.2016. This Decision defines six main categories of roads in RS besides local roads and streets in urban areas: <ul style="list-style-type: none"> <li>- High-way,</li> <li>- Motor-way,</li> <li>- Main road first class,</li> <li>- Main road second class,</li> <li>- Regional road first class,</li> <li>- Regional road second class.</li> </ul> Local roads and streets in urban areas are regulated by decisions of local self-governance units and are categorized in three classes.
<b>Main targets</b>	The Law does not define targets and indicators for implementation

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

Land use and urban planning is regulated by two entities laws on Spatial planning (Law on Spatial Planning and Construction of Republika Srpska , Law on Spatial Planning and Land Use of FBiH).

These laws regulate determination of a land use and preparation of the Regulation plans of local-self-governance units.

Construction of any object, including infrastructure for transportation, needs to be in line with adopted Regulation plans and specific procedures defined by the Law and related bylaws need to be followed.

Considering the large number of objects constructed in previous period without obligatory documents and permits, the Law defines procedures and deadlines for their legalization.





Main national legal references affecting the Urban Planning in Bosnia and Herzegovina	
National original title	English translation
<i>Zakon o uređenju prostora i građenju RS donesen 04/2013</i>	Law on Spatial Planning and Construction of RS issued on 04/2013
<i>Zakon o prostornom planiranju i korištenju zemljišta FBiH donesen 08.01.2006</i>	Law on Spatial Planning and Land Use of FBiH issued on 08.01.2006

In the following tables, we report the summary of each of abovementioned acts adopted by Bosnia and Herzegovina governments.

Law on Spatial Planning and Construction of RS issued on 25.04.2013	
<b>General Description</b>	This law regulates the system for spatial planning, development and adaptation of documents for spatial planning, location conditions, landscaping, licenses for construction, type and content of technical documentation, construction of objects and mutual relations between participants in construction, use and removal of facilities, legalization of facilities, supervision of the law implementation, competence and work of the Engineering Chamber, and other issues of importance for the spatial planning, construction land and construction of facilities.
<b>Main purposes</b>	The main purpose of the Law is to set rules for overall special planning and to ensure safety of newly constructed facilities and that they are designed and constructed by professional and with adequate materials.
<b>Territorial level</b>	Entity Republika Srpska
<b>Period of implementation</b>	The Law has come into force on 25.04.2013. with amendments from 10.12.2015.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: The Law is issued by National Assembly of Republika Srpska</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Government of Republika Srpska</li> <li>- Bodies responsible for the implementation of the Act : Ministry of Spatial Planning, Construction and Ecology</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation
<b>Main contents</b>	I - General provisions II – Spatial planning III – Construction land IV – Construction V – Legalization of buildings VI – Supervision VII – Engineering Chamber of RS VIII – Punitive measures IX – Transitional and final provisions
<b>Main measures</b> (follows in next page)	<p>The law defines spatial planning as system for development planning that incorporates continuous multidiscipline process for analysis of natural economic, demographic technical and other conditions for securing functional and rational use of available space, goods and other resources while protecting environment and harmonizing interests of all stakeholders.</p> <p>Construction land is used in accordance with its purpose in a way that ensures rational use. The self-governments are authorized to take care and manage municipality construction land.</p> <p>The law has defined that all facilities and buildings need to be constructed in line with spatial planning documents.</p> <p>This is ensured by preparation of construction project in line with location conditions, supervision of the proposed project, issuing a construction permits, realization of the construction in line with approved project and supervision during issuing of the use permit.</p>





<b>Law on Spatial Planning and Construction of RS issued on 25.04.2013</b>	
<b>Main measures</b> (continuing from previous page)	<p>Legalization of buildings is defined as aftermath issuing of location conditions, building permits and usage permits for buildings or some of their parts that are constructed without construction permits or where construction permits are not followed.</p> <p>The request for legalization can be submitted no later than 31.12.2016. The Ministry is in charge of supervision of the law implementation while Republic's administration for inspection affaires in authorized to conduct inspections on law and its bylaws implementation in practice.</p> <p>Engineering Chamber of RS is established in order to improve conditions for providing expertise related to spatial and urbanistic planning, project preparation, construction of the buildings and other purposes related to spatial planning.</p> <p>The members can be engineers of architecture, construction, mechanic, electro-technic, transport, other technical background and other graduated spatial planners with appropriate licenses in accordance with the law.</p> <p>Regulation on conditions for planning and design of objects for unimpaired movement of children and people with disabilities, as bylaw is issued on 23.10.2013, defines technical characteristics and signalization of sidewalks and pedestrian paths, cross walks, parking spaces, public transport stations, access to buildings, platforms for pedestrians and wheelchairs, stairways, elevators and orientation systems.</p> <p>Regulation on procedure for preparation, contents and development of spatial planning documents, as bylaw issued on 26.07.2013.</p> <p>This regulation defines procedures for preparation and obligatory contents of spatial planning documents in jurisdiction of Ministry (including the Spatial plan of RS and Spatial plans for areas of special purpose) and of local self-governance units (Spatial plan of local self-governance unit, Joint spatial plan for territory of two or more local self-governance units and Urbanistic plan).</p> <p>Regulation on general conditions of urban regulation and subdivision, as bylaw is issued on 23.12.2013.</p> <p>The regulation defines general rules of urban regulation and subdivision for building plot construction and issuance of location conditions on space for which no zoning plan has been adopted, zoning plan of special purpose area, regulation plan, urban design or parcel planning.</p>
<b>Main targets</b>	The Law does not define targets and indicators for implementation

<b>Law on Spatial Planning and Land Use of FBiH issued on 08.01.2006</b>	
<b>General Description</b>	This Law regulates: the planning of land use at the level of the Federation of Bosnia and Herzegovina (hereinafter: the Federation) through the preparation and adoption of planning documents and their implementation, the type and content of planning documents, the use of land at the Federation level, supervision of the implementation of planning documents of importance for the Federation, supervision over the implementation of this Law, as well as penalties for legal and natural persons.
<b>Main purposes</b>	The objective of this Law is to define and regulate procedures for Spatial planning and land use, preparation of planning documentation and its implementation on the territory of Federation of Bosnia and Herzegovina
<b>Territorial level</b>	Federation of Bosnia and Herzegovina
<b>Period of implementation</b>	The Law has been issued on 08.01.2006
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Parliament of Federation of Bosnia and Herzegovina</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Government of Federation of Bosnia and Herzegovina</li> <li>- Bodies responsible for the implementation of the Act: Federal Ministry of Spatial Planning; Cantonal Ministries of Spatial Planning, Local self-governance units (Municipalities and cities)</li> </ul>
<b>Economic resources</b>	The Law does not foresee any economic resources intended for its implementation





Law on Spatial Planning and Land Use of FBiH issued on 08.01.2006	
<b>Main contents</b>	I - General provisions II – Planning III – Preparation of planning documents IV – Documentation V – Use of land for construction VI – Removal of construction VII – Supervision VIII – Punitive measures IX – Transitional and final provisions
<b>Main measures</b>	The Law defines Spatial planning, land use and protection, planning documentation and the procedures for its preparation and implementation. Furthermore, the Law defines procedures for removal of constructions. Supervision of implementation of the Law is performed by the Federal Ministry of Spatial planning and Federal urbanistic inspection.
<b>Main targets</b>	The Law does not define targets and indicators for implementation

## 3.2 Sustainable Mobility legal framework in Croatia<sup>17</sup>

In the Republic of Croatia transport planning in the legal sense is characterized by a one-sided approach. There is no law directly regulating sustainable mobility, but there are many laws and regulations that regulate the infrastructure of particular modes of transport.

Although innovative and sustainable solutions for the design of the transport infrastructure have been implemented within the laws and regulations, it is problematic that the rules for different types of transport are not fully harmonized.

For a clearer regulation and more complex planning of sustainable mobility, important activities are under way, in particular the development of the study *"Professional basis for the introduction of integrated public transport of passengers on the territory of the Republic of Croatia"*, development of the "Minimum Standards for Access to Public Transport of Passengers in Road Transport in the Republic Croatia" and the development of the Law on the Integrated Transport of Passengers by Public Transport that are being developed now.

### 3.2.1 National laws and regulations affecting Sustainable Mobility

Sustainable mobility in the Republic of Croatia is under development and policy and measures for its implementation are yet to be established.

It is important to note that, as part of the Law on the Transport of Goods in Road Traffic (NN 41/18), *"Integrated Public Passenger Services is defined as a service that includes interconnected public transport services of passengers within a certain geographical area with a single information service, with a freight*

<sup>17</sup> Contribution provided by Zadar County Development Agency



card or tariff system and a single timetable.”

### 3.2.2 National laws and regulations affecting Transport Planning

Although traffic planning in the Republic of Croatia is not regulated directly, traffic planning is one of the most important segments of regional development planning, so it is certainly necessary to analyze the legal documents related to regional development and regional planning.

The key laws for the legal regulation of regional development are the "Law on Regional Development of the Republic of Croatia" and the "Law on Strategic Planning and Management of the Republic of Croatia".

Although spatial planning and regional development are two interrelated causal systems, it is problematic that in Croatia these two systems are institutionally separate, so we have the Ministry of Physical Planning and Construction and the Ministry of Regional Development and EU Funds.

Due to the institutional separation and the historical reasons in which the planning of the future development was dominated by the spatial planning, the regional planning system (and thus the traffic planning) has begun to develop only after the accession of the Republic of Croatia to the European Union and its legal documentation is required complete the European guidelines in the following period.

Main national legal references affecting the Transport Planning in Republic Croatia	
National original title	English translation
<b>Zakon je stupio na snagu 01/01/2019</b> – “ <i>Zakon o regionalnom razvoju Republike Hrvatske</i> ”	<b>Law issued on 01/01/2019</b> – “ <i>Law on Regional development of the Republic of Croatia</i> ”
<b>Zakon je stupio na snagu 20/12/2017</b> – “ <i>Zakon o sustavu strateškog planiranja i upravljanja razvojem Republike Hrvatske</i> ”	<b>Law issued on 27/12/2017</b> – “ <i>Law on the System of Strategic Planning and Development Management of the Republic of Croatia</i> ”

In the following tables, we report the summary of each of abovementioned acts adopted by Croatian governments.

<b>Law issued on 27/12/2018</b> <i>“The Regional development law”</i>	
<b>General Description</b>	The Regional Development law defines the objectives and principles of regional development management, planning documents of regional development policy, the bodies responsible for regional development management, assessing the degree of development of units of local and regional self-government, how to identify urban and assisted areas, implementation, monitoring and reporting on the implementation of the regional development policy for the purpose of more efficient use of European Union funds.
<b>Main purposes</b>	The aim of the regional development policy is to contribute to the socio-economic development of the Republic of Croatia, in accordance with the principles of sustainable development, by creating conditions that will enable all parts of the country to strengthen competitiveness and realize their own development potential.





<b>Law issued on 27/12/2018</b> <i>"The Regional development law"</i>	
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	Date of entry into force of the Act: 27.12.2018.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Ministry of regional development and EU funds</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: The bearer of regional development policy is Ministry of regional development and EU funds, but other bodies of state administration are also involved in the preparation and implementation of the regional development policy. The Regional Development Council aims to ensure the active contribution of the units of local and regional self-government. The Agency for Regional Development may undertake certain actions in the implementation of programs and other activities for the needs of the Ministry upon its request.</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents</b>	<p>The act includes:</p> <ul style="list-style-type: none"> <li>- The basic provisions</li> <li>- Principles of regional development policy</li> <li>- Strategic planning of regional development</li> <li>- Institutional framework and management</li> <li>- Level of statistical region and harmonization of the development priorities of central and regional (regional) levels</li> <li>- Level of regional self-government</li> <li>- Level of Local Self-Government</li> <li>- Register of Regional Coordinators and Local Development Agencies</li> <li>- Evaluation and classification of units of local and regional self-government according to degree of development</li> <li>- Supported areas</li> <li>- Areas with developmental features</li> <li>- Encouraging regional competitiveness and urban development</li> <li>- Monitoring, Evaluating and Reporting</li> <li>- Transitional and final provisions</li> </ul>
<b>Main measures</b>	n.a.
<b>Main targets</b>	<p>Main targets are:</p> <ul style="list-style-type: none"> <li>- The linkage of local and regional development needs with the priorities of the development of the central level and the objectives of the cohesion policy of the European Union</li> <li>- Support less developed areas to increase and optimize the use of their own development potential by addressing the causes of developmental difficulties</li> <li>- Appropriate measures for the balanced and sustainable development of local and regional self-government units in the border area</li> <li>- Fostering territorial cooperation and effectively utilizing the resources of the European Union's structural and investment funds for regional and urban development</li> </ul>

<b>Law issued on 08/12/2017</b> <i>"Law on the System of Strategic Planning and Development Management of the Republic of Croatia"</i>	
<b>General Description</b>	This Act regulates the system of strategic planning of the Republic of Croatia and the management of public policies, namely the preparation, preparation, implementation, reporting, monitoring of implementation and impacts and the evaluation of the acts of strategic planning and public policy planning which, in accordance with their competencies, are drafted, implemented and implemented by public bodies.
<b>Main purposes</b>	The purpose of this law is to edit the strategic planning system through clear definition of competencies and the way of drafting and adopting strategic documents at all levels.
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	Date of entry into force of the Act: 08.12.2017.





<b>Law issued on 08/12/2017</b> <i>"Law on the System of Strategic Planning and Development Management of the Republic of Croatia"</i>	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Croatian Parliament</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: The institutional framework of the Strategic Planning and Development Management System in the Republic of Croatia consists of the Parliament, the Government, the central state administration bodies, the units of local and regional self-government, the Office of the Prime Minister of the Republic of Croatia, the Coordination Body, strategic planning coordinators of central government bodies, local coordinators and other public bodies that have responsibilities and responsibilities in accordance with this Law.</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents</b>	<p>The act includes:</p> <ul style="list-style-type: none"> <li>- General provisions</li> <li>- Principles of strategic planning and development management</li> <li>- Strategic Planning Acts System</li> <li>- Institutional framework of strategic planning and management system development</li> <li>- Development and implementation of strategic planning documents</li> <li>- Monitoring and reporting</li> <li>- Valuation</li> <li>- Transitional and final provisions</li> </ul>
<b>Main measures</b>	n.a.
<b>Main targets</b>	n.a.

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

Although the Land use and Urban planning system in the Republic of Croatia is defined through various legal documents, the most significant of them is a document the Physical Planning Law. In addition to this law, construction law is also important.

Physical Planning law regulates the system of physical planning, conditions and manner of drafting, adoption and implementation of physical planning documents,.

Moreover, Physical Planning law regulates also the competence state administration bodies and bodies of local and regional self-government units in implementation measures and activities that ensure the planning and regulation of the territory of the Republic of Croatia.

According to the Law, physical planning is based on the principles:

- integral approach in physical planning,
- respect for scientifically and professionally established facts,
- spatial sustainability of the development and excellence of construction,
- realizing and protecting the public and individual interests,
- horizontal integration in the protection of space, vertical integration,
- public and free access to data and documents important for spatial planning.





Main national legal references affecting the Urban Planning in Republic of Croatia	
National original title	English translation
<b>Zakon je stupio na snagu 25/04/2019 – “Zakon o prostornom uređenju”</b>	<b>Law issued on 25/04/2019 – “Physical planning law”</b>

In the following tables, we report the summary of each of abovementioned acts adopted by Croatian governments.

Law issued on 25/04/2019 “Physical planning law”	
<b>General Description</b>	This Law regulates the urban planning system: the goals, principles and subjects of urban planning, the conditions of urban planning, the adoption of the Urban Development Strategy of the Republic of Croatia, urban plans including their design and implementation process, construction land management, property institutes of construction land management and supervision.
<b>Main purposes</b>	As well as defining the principles and objectives of urban planning of the Republic of Croatia, within the law there is a certain scope of work for each subject in the urban planning system, the way of monitoring the situation in the space is defined and the conditions for planning the space are regulated. The basic content was defined for the Urban Development Strategy of the Republic of Croatia. Additionally, general provisions and defined types of urban planning documentation were issued at the state, regional and local level, and the process of drafting, adopting and implementing urban plans was regulated. Also, conditions and required requirements and permissions for certain types of interventions in space have been defined
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	date of entry into force of the Act: 25/04/2019
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Ministry of Construction and physical planning</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: On national level – Ministry of Construction and physical planning</li> <li>- Bodies responsible for the implementation of the Act: Ministry of Construction and physical planning, County Institutions for Physical Planning and Local Institutions for Physical planning</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents</b> (follows in next page)	<p>The act includes:</p> <ul style="list-style-type: none"> <li>- General Provisions</li> <li>- Physical Planning Entities</li> <li>- Monitoring of space conditions and spatial planning</li> <li>- Space Planning Requirements, including: <ul style="list-style-type: none"> <li>- Construction site and planning outside the construction area</li> <li>- Protected coastal area of the sea</li> </ul> </li> <li>- Spatial Development Strategy of the Republic of Croatia</li> <li>- Spatial plans, including: <ul style="list-style-type: none"> <li>- General provisions</li> <li>- State Spatial Plans</li> <li>- Spatial plans of regional (regional) levels</li> <li>- Spatial plans of the local level</li> <li>- The process of drafting and enacting spatial plans</li> </ul> </li> <li>- Implementation of spatial plans, including: <ul style="list-style-type: none"> <li>- Common provisions</li> <li>- Location permit</li> <li>- Permits to change the use and use of the building</li> </ul> </li> </ul>



### 3.3 Sustainable Mobility legal framework in Greece<sup>18</sup>

Furthermore, the integration of measures and policies favoring disabled people into the existing framework constitutes a great improvement for the country regarding sustainable mobility.

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Moreover, the introduction of Laws and Decisions about the management of alternative energy sources and the circulation of electric vehicles is also a positive sign, however needs upgrade for a number of factors in terms of electromobility and energy providers.

It is true though that the existing legislation framework which contains numerous laws, often contradicting with each other, and ambiguous decisions complicates and restricts the further implementation of several sustainable mobility policies.

Hence it is recommended that the EU should provide further guidance to Greek state and local communities in order to overcome the current obstacles and integrate today's mobility needs into the formal planning procedure.

To sum up, Greece in general has made considerable progress during the previous year in terms of legislation framework regarding sustainable mobility, but still needs radical changes in order to achieve an efficient level of regulatory framework in accordance to other European Countries.

### 3.3.1 *National laws and regulations affecting Sustainable Mobility*

In this chapter the National Laws and Regulations which are presented, are the ones that mostly affect sustainable mobility in Greece.

Some of them are very recent while others are in force for a few years now. It was needed to set the necessary legal framework for sustainable mobility planning since it was not quite clear but in combination with other policies, e.g. urban planning.

There was a set to of laws and regulations for a variety of issues affecting road/mobility transport which was also focused on all technical details for planning or designing on the streets creating an inclusive mobility environment for all, including vulnerable groups like students, elderly, disabled, other.

This framework was also updated in order to respond to technological needs and contribute to “smart” mobility systems and new rules for mobility behavior for all, drivers or simple users.

Main national legal references affecting the Sustainable Mobility in Greece	
National original title	English translation
Άρθρο 22 του Νόμου 4599/2019, ΦΕΚ 40/Α/4-3-2019 με τίτλο «Δοκιμασία προσόντων και συμπεριφοράς υποψήφιων οδηγών και οδηγών για τη χορήγηση αδειών οδήγησης οχημάτων, άλλες διατάξεις για τις άδειες οδήγησης και λοιπές διατάξεις»	Art.22 of Law 4599/2019, published in Government Gazette. 40/A/4-3-2019 entitled "Testing the qualifications and behavior of prospective drivers and guides for the issue of driving licenses, other provisions on driving licenses and additional provisions"
Κώδικας Οδικής Κυκλοφορίας, Ν. 2696/1999, ΦΕΚ 57/Α/23.3.1999	Law 2696/1999, published in Government Gazette 57/A/23.3.1999, entitled "Road Transport Code"
Νέος Κώδικας Οδικής Κυκλοφορίας, Ν.4530/2018, ΦΕΚ 59/Α/30.03.2018	New Law 4530/2018, published in Government Gazette 59/A/30.03.2018, entitled "Transport management arrangements and other provisions"





Main national legal references affecting the Sustainable Mobility in Greece	
National original title	English translation
Υ.Α. ΥΠ. ΥΠΟ.ΜΕ.ΔΙ. ΔΜΕΟ/Ο/3050 «Έγκριση Τεχνικών Οδηγιών κυκλοφοριακών παρεμβάσεων στο αστικό περιβάλλον για την εφαρμογή τους σε περιοχές σχολικών συγκροτημάτων και περιοχές με αυξημένη κίνηση στα πλαίσια βελτίωσης της οδικής ασφάλειας», ΦΕΚ 2302/Β/16.09.2013	no. ΔΜΕΟ/Ο/3050 Decision of the Ministry of Infrastructure, Transport and Public Works published in Government Gazette 2302/Β/16.09.2013, entitled "Adoption of Technical Instructions for traffic interventions in the urban environment for their application in areas of school complexes and areas with increased traffic in the context of improving road safety"
ΥΑ ΔΟΥ/ΟΙΚ.920, ΦΕΚ 1053/Β/2016 με τίτλο "Έγκριση Τεχνικών Οδηγιών για ποδηλατοδρόμους" (Υποδομές ποδηλάτων).	no. ΔΥΟ/ΟΙΚ.920 Decision of the Ministry of Infrastructure, Transport and Networks published in Government Gazette 1053/Β/2016 "Adoption of Technical Guidelines for cycle routes" (Bicycle Infrastructure).
Ν. 4439/2016, ΦΕΚ 222/Α/2016 με τίτλο «Ενσωμάτωση στην ελληνική νομοθεσία της Οδηγίας 2014/94/ΕΕ του Ευρωπαϊκού Κοινοβουλίου και του Συμβουλίου της 22ας Οκτωβρίου 2014 για την ανάπτυξη υποδομών εναλλακτικών καυσίμων, απλοποίηση διαδικασίας αδειοδότησης και άλλες διατάξεις πρατηρίων παροχής καυσίμων και ενέργειας και λοιπές διατάξεις»	Law 3329/2016, published in Government Gazette 222/Α/2016, entitled "Integration into Greek Legislation Framework of Directive 2014/94/EU of the European Parliament and of the Council of 22 <sup>nd</sup> of October of 2014 on the development of alternative fuel infrastructures, the simplification of licensing procedures and other provisions for service stations and other provisions"

In the following tables, we report the summary of each of abovementioned acts adopted by Greek governments.

<b>Art.22 of Law 4599/2019, published in Government Gazette 40/Α/4-3-2019</b> <i>"Testing the qualifications and behavior of prospective drivers and guides for the issue of driving licenses, other provisions on driving licenses and additional provisions"</i>	
<b>General Description</b>	<p>In this Article a framework is set for the SUMP's in Greece for the first time. They are being recognized as strategic plans and their co-relation with other regional, urban and development plans.</p> <p>Additional issues defined are the following: their stages in order to be integrated, the steps for approval, approval procedures, adaptation issues, involved parties and stakeholders, etc.</p>
<b>Main purposes</b>	To introduce Sustainable Mobility Plans in everyday life for decision makers, authorities, stakeholders and citizens in Greece
<b>Territorial level</b>	The territory of a Municipality
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- The date of entry into force of the above Art. 22 of Law 4599/2019 is the 4th of March of 2019</li> <li>- There is no eventual deadline for the implementation of the Law. In practice this means that it will be in force from now on and in the future</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing this Law is the Ministry of Infrastructure and Transport</li> <li>- Body responsible for the monitoring and coordination of the implementation of SUMP's is the Ministry of Infrastructure and Transport</li> <li>- Bodies responsible for SUMP's implementation are the Municipalities of the country.</li> </ul>
<b>Economic resources</b>	<p>The Green Fund Organization supervised by the Ministry of Environment and Climate Change, has funded all Municipalities in Greece – according to their population – for drafting/conducting their SUMP</p> <p>No specific funds or budget is predicted for implementing SUMP's and their measures by Municipalities.</p> <p>This is an issue that is not foreseen in the Law but is needed to be defined in the future.</p>
<b>Main contents</b>	One article (art. No. 22) including 14 sub-paragraphs



*“Testing the qualifications and behavior of prospective drivers and guides for the issue of driving licenses, other provisions on driving licenses and additional provisions”*

<b>Main measures</b>	Measures will be predicted in a local/municipal level and will involve mostly the following: urban planning issues, infrastructure interventions, transport systems enhancement or any other kind of measures which promote sustainable mobility
<b>Main targets</b>	Targets and indicators will be set and reported for each SUMP separately in a local/municipal level

Law 2696/1999, published in Government Gazette 57/A/23.3.1999, entitled "Road Transport Code"

and

**New Law 4530/2018, published in Government Gazette 59/A/30.03.2018, entitled “Transport management arrangements and other provisions”**

<b>General Description</b>	<p>Law 2696/1999 introduces an official code for road transport of vehicles (of all kind), pedestrians and animals. It sets the framework and rules for road transport defining the road marking and signaling as well as the road behavior rules.</p> <p>Additionally it sets technical issues for driving a vehicle in streets, what needs to be attended, noticed, respected and followed. Moreover it introduces fines for those who will not respect this code and its content.</p> <p>Law 4530/2018 had updated the previous “Road transport code” and predicted necessary issues that responded to recent mobility needs and need of the future. In more details, ICT technologies and tools are being introduced for passengers transport needs either with private or rented vehicles and updated rules are being introduced for transport behavior of drivers and passengers of private or non-private vehicles.</p> <p>Moreover, traffic lights and signaling is being upgraded for cyclists while additional rules are being set for upgrading road safety issues. Additionally, illegal behaviors/violations and fines are being also updated, while additional administrative issues are being defiled.</p>
<b>Main purposes</b>	<p>Law 2696/1999 aimed to create the legal environment for road behavior and to set the necessary rules, technical issues and fines for achieving functionality and safety in road mobility management.</p> <p>Law 4530/2018 aimed to update the previous law and respond to new road mobility needs and challenges. Sustainable mobility rules and signaling are being introduced and become a part of everyday transport behavior for all road users</p>
<b>Territorial level</b>	<p>Overall national territory</p>
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- The date of entry into force of the above Law is the 23rd of March of 1999</li> <li>- There is no eventual deadline for the implementation of the Law. In practice this means that it is in force since the 23/03/1999 and in the future.</li> <li>- The date of entry into force of the new Law is the 30th of March of 2018</li> <li>- There is no eventual deadline for the implementation of the Law. In practice, it updated the previous law and it is in force since the 30/03/2018 and in the future.</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Law 2696/1999 is the Ministry of Infrastructures and Communications</li> <li>- Body responsible for monitoring and implementation of the Law is the Ministry of Infrastructures, Transport and Networks</li> <li>- Bodies responsible for Road Transport Code implementation are the planning authorities, such as Municipalities, regions, etc. of the country.</li> <li>- Bodies for imposing fines for not respecting Transport code rules are the Traffic Police authorities (especially regarding road behavior rules) while for some other administrative issues fines are being imposed by the Ministry.</li> </ul> <p>The same as the above stand for the recent Law 4530/2018.</p>





<b>Law 2696/1999, published in Government Gazette 57/A/23.3.1999, entitled “Road Transport Code”</b> <b>and</b> <b>New Law 4530/2018, published in Government Gazette 59/A/30.03.2018, entitled “Transport management arrangements and other provisions”</b>	
<b>Economic resources</b>	<p>No specific funds or budget is predicted in the Law 2696/1999 for implementing Road Transport rules or related signaling as it focuses mainly on setting the framework of rules and the technical tools for its implementation.</p> <p>The same as the above stand for the recent Law 4530/2018.</p>
<b>Main contents</b>	<p>The Law 2696/1999 includes 3 main parts and 110 Articles in total.</p> <p>The Law 4530/2018 includes the first 4 main parts and articles 1-66 which update the previous Law.</p>
<b>Main measures</b>	<p>The Law 2696/1999 mainly includes:</p> <ul style="list-style-type: none"> <li>a. Road marking and signaling – Rules for transport behavior;</li> <li>b. Technical guidelines, census, classification, traffic position and driving rules for vehicles;</li> <li>c. Administrative measures, final and transitional provisions.</li> </ul> <p>The Law 4530/2018 includes a variety of new measures. It mainly introduces new behavioral rules for all road users, ICT tools in every day road transport needs, sustainable mobility rules and signaling regarding cyclists, updated rules and fines in case of not respecting the rules introduced etc.</p>
<b>Main targets</b>	Targets and indicators are not being set or reported by these Laws (2696/1999 and 4530/2018) either in a national/regional or local level

<b>no. ΔΜΕΟ/Ο/3050 Decision of the Ministry of Infrastructure, Transport and Public Works published in Government Gazette 2302/B/16.09.2013</b> <i>“Adoption of Technical Instructions for traffic interventions in the urban environment for their application in areas of school complexes and areas with increased traffic in the context of improving road safety”</i>	
<b>General Description</b>	This Decision aims to define and adopt traffic calming measures in order to create the framework for more sustainable transport conditions in cities and in specific areas. Apart from the general guidelines for introducing traffic calming in city mobility planning, it focuses on measure categories and obligatory technical details for their development, presenting also advantages and disadvantages of each measure. It also introduces traffic calming measures for specific sensitive areas like the ones in which school complexes of all categories exist. In these areas road safety is the key principle for all traffic calming interventions.
<b>Main purposes</b>	To set homogenous guidelines for traffic calming measures implementation which will be legally in force for all planning authorities (Municipalities, regions, etc.). To promote traffic calming measures in particularly sensitive areas, such as the ones of/of/with/close to school complexes.
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	<p>The date of entry into force of the above Decision is the 16<sup>th</sup> of September of 2013</p> <p>There is no eventual deadline for the implementation of the Decision. In practice this means that it is in force since the 16/09/2013 and in the future.</p>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing this Decision is the Ministry of Infrastructure, Transport and Networks.</li> <li>- The Body responsible for the monitoring of traffic calming measures and their compatibility with technical standards, is the Ministry of Infrastructure, Transport and Networks.</li> </ul>
<b>Economic resources</b>	No specific funds or budget is predicted in this Decision for implementing traffic calming measures or related infrastructure by planning authorities as it focuses mainly on technical guidelines.
<b>Main contents</b>	One article of the Decision including 3 chapters of the technical guidelines
<b>Main measures</b>	Main Traffic calming measures defined in this Decision are: road width reduction, “cat’s eyes”, speed humps, raised platforms, chicanes
<b>Main targets</b>	Targets and indicators are not being set or reported by this Decision either in a national/regional or local level



<b>no. ΔΥΟ/ΟΙΚ.920 Decision of the Ministry of Infrastructure, Transport and Networks published in Government Gazette 1053/B/2016</b> <i>"Adoption of Technical Guidelines for cycle routes" (Bicycle Infrastructure).</i>	
<b>General Description</b>	<p>With this Decision all technical guidelines for cycle routes and infrastructure are being set and adopted. As planning criteria the following are being set:</p> <ul style="list-style-type: none"> <li>- Road Safety,</li> <li>- Directness,</li> <li>- Coherence,</li> <li>- Attractiveness,</li> <li>- Comfort.</li> </ul> <p>Cycling infrastructures of all kind are being defined, presented and analysed, while additional issues are being set, such as:</p> <ul style="list-style-type: none"> <li>- cycle routes and public transport,</li> <li>- bicycle parking infrastructure,</li> <li>- signaling,</li> <li>- construction key points.</li> </ul>
<b>Main purposes</b>	To set homogenous guidelines for cycle routes and further related issues which will be legally in force for all responsible planning authorities (Municipalities, regions, etc.)
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	<p>The date of entry into force of the above Decision is the 14<sup>th</sup> of April of 2016</p> <p>There is no eventual deadline for the implementation of the Decision. In practice this means that it is in force since the 14/04/2016 and in the future</p>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing this Decision is the Ministry of Infrastructure, Transport and Networks.</li> <li>- The Body responsible for the monitoring of cycle routes and their compatibility to technical standards, is the Ministry of Infrastructure, Transport and Networks.</li> </ul>
<b>Economic resources</b>	No specific funds or budget is predicted in this Decision for implementing cycle routes or related infrastructure by planning authorities as it focuses mainly on technical guidelines.
<b>Main contents</b>	One article of the Decision including 12 chapters of the technical guidelines
<b>Main measures</b>	Measures issues defined for technical standards are: cycling infrastructure, cycle tracks, bicycle crossings, bicycle and public transport, etc.
<b>Main targets</b>	Targets and indicators are not being set or reported by this Decision either in a national/regional or local level

<b>Law 3329/2016, published in Government Gazette 222/A/2016</b> <i>"Integration into Greek Legislation Framework of Directive 2014/94/EU of the European Parliament and of the Council of 22<sup>nd</sup> of October of 2014 on the development of alternative fuel infrastructures, the simplification of licensing procedures and other provisions for service stations and other provisions"</i>	
<b>General Description</b>	This Law refers to the integration into the Greek Legal Framework of the Directive 2014/94/EU of the European Parliament on the development of alternative fuel infrastructures, the simplification of licensing procedures and other provisions for service stations.
<b>Main purposes</b>	<ul style="list-style-type: none"> <li>- To regulate the supply of alternative fuels such as electrical power, hydrogen, natural gas and the development of the related infrastructures</li> <li>- To simplify the procedure of licensing relevant suppliers</li> <li>- To form the proper operating conditions of service stations</li> </ul>
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	<p>The date of entry into force of the above Law is the 30<sup>th</sup> of November of 2016</p> <p>There is no eventual deadline for the implementation of the Law. In practice this means that it is in force since the 30/11/2016 and in the future</p>



<b>Law 3329/2016, published in Government Gazette 222/A/2016</b> <i>"Integration into Greek Legislation Framework of Directive 2014/94/EU of the European Parliament and of the Council of 22<sup>nd</sup> of October of 2014 on the development of alternative fuel infrastructures, the simplification of licensing procedures and other provisions for service stations and other provisions"</i>	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing this Law are several Ministries but the main one is the Infrastructure, Transport and Networks</li> <li>- The Body responsible for the monitoring the Law is the Ministry of Infrastructure, Transport and Networks.</li> </ul>
<b>Economic resources</b>	No specific funds or budget is predicted in this Law for implementing infrastructure as it focuses mainly on management guidelines.
<b>Main contents</b>	The Law consists of three chapters and 27 articles.
<b>Main measures</b>	Measures issues defined in this Law concern technical standards for supply points and charging stations, licensing procedure and operating conditions of service stations (e.g. proper measures during emergency events)
<b>Main targets</b>	Targets and indicators are not being set or reported by this Law either in a national/regional or local level

### 3.3.2 National laws and regulations affecting Transport Planning

In the table below we resumed the main legal references for the urban mobility planning before the SUMPs and for the guidelines affecting the national transport planning.

Main national legal references affecting the Transport Planning in Greece	
National original title	English translation
Οδηγίες Μελετών Οδικών Έργων (ΟΜΟΕ 1-5) που εγκρίθηκαν με την απόφαση ΔΜΕΟ/α/ο/987/11-05-01	Road Engineering Studies Guidelines (ΟΜΟΕ 1-5) approved by ΔΜΕΟ / a / o / 987 / 11-05-01
Οδηγίες Μελετών Οδικών Έργων (ΟΜΟΕ 6 & 7) που εγκρίθηκαν με την απόφαση ΔΜΕΟ/Ο/613, ΦΕΚ 905/Β/2011	Road Engineering Studies Guidelines (ΟΜΟΕ 6 & 7) approved by ΔΜΕΟ/Ο/613, published in Government Gazette 905/Β/2011
Οδηγίες Μελετών Οδικών Έργων (ΟΜΟΕ 10) που εγκρίθηκαν με την απόφαση ΔΜΕΟ/γ/ο/66/17-2-03	Road Engineering Studies Guidelines (ΟΜΟΕ 10) approved by ΔΜΕΟ / g / o / 66 / 17-02-03
Κώδικας Οδικής Κυκλοφορίας, Ν. 2696/1999, ΦΕΚ 57/Α/23.3.1999, &	Law 2696/1999, published in Government Gazette 57/Α/23.3.1999, entitled "Road Transport Code" &
Νέος Κώδικας Οδικής Κυκλοφορίας, Ν.4530/2018, ΦΕΚ 59/Α/30.03.2018	New Law 4530/2018, published in Government Gazette 59/Α/30.03.2018, entitled "Transport management arrangements and other provisions"
Άρθρο 50 του Νόμου 4442/2016, ΦΕΚ 230/Α/7-12-2016 με τίτλο «Νέο θεσμικό πλαίσιο για την άσκηση οικονομικής δραστηριότητας και άλλες διατάξεις»	Art.50 of Law 4442/2016, published in Government Gazette. 230/Α/7-12-2016 entitled "New institutional framework regarding the exercise of economic activity and other provisions"
Π.Δ. 50/2012, ΦΕΚ 100/Α/27-04-2012 με τίτλο «Εναρμόνιση της Ελληνικής Νομοθεσίας προς τις διατάξεις της Οδηγίας 2010/40/ΕΕ του Ευρωπαϊκού Κοινοβουλίου και του Συμβουλίου, της 7ης Ιουλίου 2010, περί πλαισίου ανάπτυξης των Συστημάτων Ευφυών Μεταφορών στον τομέα των οδικών μεταφορών και των διεπαφών με άλλους τρόπους μεταφοράς (ΕΕL 207/1 της 06. 08. 2010)»	Presidential Decree 50/2012, published in Government Gazette 100/Α/27-04-2012 entitled "Harmonization of Greek Legislation with the provisions of Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on a framework for the development of the Intelligent Transport Systems in the field of road transport and interfaces with other modes of transport (ELL 207/1 of 06.08.2010)



In the following tables, we report the summary of each of abovementioned acts adopted by Greek governments.

<b>Action Plan for a Transnational SUMP concept</b>	Version 4
Part A – Benchmark report	51 of 163



**Road Engineering Studies Guidelines (OMOE 1-5) approved by DME0/a/o/987/11-05-01**

<b>Main purposes</b>	<p>The main purpose of these guidelines are as follows:</p> <ul style="list-style-type: none"> <li>- OMOE 1: Functional Road Network Classification: This classification is based on the purpose of the road function. Purpose of the functional classification of the road network is its classification within the spatial and transport planning framework, according to the operational needs of all users, inside and outside the city area.</li> <li>- OMOE 2: Cross sections: They include principles and methods as well as limited or standard values of the cross sections for the new roads studies or reconstruction studies and the improvement of existing road network, inside or outside city area, which provide the ability to serve private property. The aim of these guidelines is to provide the geometric design of these cross-sections and also make sure mobility quality and mobility capacity of the road network.</li> <li>- OMOE 3: Engravings: They describe all elements and requirements which should be taken into account and applied when studying and designing of roads, inside and outside city area, which service private properties</li> <li>- OMOE 4: Main Urban Roads: Public transport roads are classified into five groups, designated by the letters A, B, C, D, E, based on:                         <ul style="list-style-type: none"> <li>a. their location (inside or outside the city plan</li> <li>b. the possibility of servicing property dues</li> <li>c. their decisive functional characteristics (connection, access, stay).</li> </ul> </li> <li>- OMOE 5: Additional Traffic Lanes: To define additional traffic lanes on interurban roads designed to provide a desirable level of service traffic, particularly in sections with a long inclined slope (additional lanes of uphill and downhill), and / or where it cannot be ensured due to ground conditions and engraving sufficient overhang for overtaking (additional overtaking lanes).</li> </ul> <p>The construction of the additional traffic lanes should be accompanied by financial-technical control, particularly in cases where traffic requirements imposed their construction or when it is applied to an existing road.</p>
<b>Main targets</b>	No specific targets are being set by these guidelines
<b>Main indicators</b>	No specific indicators are being set by these guidelines
<b>Main measures</b>	Specific common standards are being set by these guidelines as follows:

ROAD ELEMENT	SUBCASE		WIDTH		Height	Source	
			typical	minimum			
TRAFFIC LANES	one-way street 1 lane	for passenger vehicle	2.25	2.00	1.70	OMOE-KAO 2001	pic.2-1α, page.8
		for a large passenger vehicle	2.60	2.35	2.40		pic.2-1α, page.8
		for a truck	3.00	2.75	4.20		pic.2-1α, page.8
		for a bus	3.00	2.75	3.15		pic.2-1α, page.8
		for a passenger vehicle and a bicycle	3.50		2.50		pic.2-1γ, page.10
		for a truck and a bicycle (in parallel movement)	4.25		4.50		pic.2-1γ, page.10
		in a shared use with a bicycle	3.50		-	G.G. 1053/B/2016	page.13650
		traffic calming	3.50	3.25	-	G.G. 2302/B/2013	page.32790
	two-way street	BUS / BUS	6.50	6.00	3.45	OMOE-KAO 2001	pic.2-1α page.8, pic.2-1β page.9





**Road Engineering Studies Guidelines (OMOE 1-5) approved by DME0/a/o/987/11-05-01**

		2 lanes	TRACK / TRACK	6.25	5.50	4.50		pic.2-1α page.8, pic.2-1β page.9	
			TRACK / PASSENGER VEHICLE	5.50	4.75	4.50		pic.2-1α page.8, pic.2-1β page.9	
			PASSENGER VEHICLE / PASSENGER VEHICLE	4.50		-	ΕΓΚΥΚΛΙΟΣ 41	page. 6	
			traffic calming	5.50		-	G.G. 2302/B/2013	page.32790	
			in a shared use with a bicycle	5.50		-	G.G. 1053/B/2016		
			with parking	3.00		-	ROAD TRANSPORT CODE	page.76	
		two-way street 1 lane	serving both directions from the same lane	3.50		-	newsleter 41	page. 6	
		one-way street 2 lanes	BUS / BUS	6.50	6.00	3.45	OMOE-KAO 2001	pic.2-1γ page.10	
			TRACK / TRACK	6.25	5.50	4.50		pic.2-1γ page.10	
			TRACK / PASSENGER VEHICLE	5.50	5.00	4.50		pic.2-1γ page.10	
			PASSENGER VEHICLE / PASSENGER VEHICLE	4.75	4.25	2.00		pic.2-1γ page.10	
		2 lanes street with heavy vehicles	high: >20%	7.00	6.50	-		pic.2-1β page.9	
			medium: 5-20%	6.50	6.00	-		pic.2-1β page.9	
			low: <5%	6.00	5.50	-		pic.2-1β page.9	
		SEPARATING LANE	simple (without additional elements)		2.00		-	OMOE-KAO 2001	page.7
			with additional elements		2.50		-		page.7
			in pedestrian crossing areas				-		page.7
			separating lane for a special bus lane		0.80		-	G.G. 2017/B/2003	page.2531
			exclusive bike lane of the same direction as other traffic		1,00-2,00	0.70	-	G.G. 1053/B/2016	page.13638, pic.3-10, page.13603





**Road Engineering Studies Guidelines (OMOE 1-5) approved by DMEO/a/o/987/11-05-01**

					0.60		0,15-0,17		page.13638, pic.3-10, page.13603
					0.30		0,15-0,17		page.13638, pic.3-10, page.13603
			exclusive contra flow bike lane		1.00	0.70	-		page.13621
					0.30		0,15-0,17		page.13621
		OTHER SEPARATING ELEMENTS	special bus lane	separation by movable elastic elements	0.20		0.08	G.G. 217/B/2003	page.2531
			exclusive bike lane of the same direction as other traffic	elevation separation at intermediate level	crane width		0.10	G.G. 1053/B/2016	page.13639
				elevation separation at the pavement level	crane width		0,15-0,17		page.13639
				separation with horizontal signaling					
		PAVEMENT	simple pavement		1.50		2.20	G.G. 2302/B/2013	page.32789
			Pavement with tiles for blind (maximum gradient of 2%)		1.50		2.20		page.32801
			for pedestrian movement in series		1.50		2.20	OMOE-KAO 2001	pic.2-3 page.13
			for pedestrian parallel movement		1.80		2.20		pic.2-3 page.13
			simple pavement		1.50		2.25		pic.2-2, page.12
			pavement with a bike lane		3.60		2.25		pic.2-2, page.12
			pavement next to parking		1,50+0,75		2.25		pic.2-2, page.12
			mixed use pavement (pedestrians-cyclists)	1 cyclist / 2 pedestrians	3.30	3.10	2.25	pic.2-3 page.13	
				2 cyclists / 2 pedestrians	4.30	4.10	2.25	pic.2-3 page.13	
			mixed use pavement (pedestrians-cyclists)	1 bike lane and 1 pedestrian	3.50	3.25	-	G.G. 1053/B/2016	pic.3-6, page.13599
				2 bike lanes and 1 pedestrian	4.50	4.25	-		pic.3-7, page.13600
				2 bike lanes and 2 pedestrians in parallel	4.80	4.55	-		pic.3-7, page.13600
			pavement widening in front of a stop with the use of a platform		1,35+0,40 (σχάρα)		0.15	G.G. 2201/B/2007	page.30531





### Road Engineering Studies Guidelines (OMOE 1-5) approved by DMEO/a/o/987/11-05-01

	PARKING	simple parking lane	2.00	-	OMOE-KAO 2001	pic.2-16, page.11, pic.2-2, page.12
		parking next to a bike lane	2.50	-		pic.2-2, page.12
		next to a bike lane	+0,30-0,50	-	ΦΕΚ 2302/B/2013	page.32792
		next to a bike lane	2,20-2,50 +0,50-0,70	-	ΦΕΚ 1053/B/2016	pic.4-4, page.13673
	SPECIAL BUS LANE	for separating with movable elastic elements of 0,20 width and 0,08 m high	3.20	-	G.G. 2017/B/2003	page.2531
		mixed use of special bus lane with bicycles	4.00	-	G.G. 1053/B/2016	page.13630
		special bus lane with a built-in bicycle track width of 1.50m	4.50	-		page.13630
	BIKE LANE	exclusive use	1.50	2.50	G.G. 1053/B/2016	page.13614
		non-exclusive use	2.00	1.50		page.13614
		exclusive use of one direction (not including separator)	3.50	1.50		page.13592- 13593, 13638
		exclusive use of two directions (not including separator)	4.00	2.50		page.13597, 13638

### Road Engineering Studies Guidelines (OMOE 6 & 7) approved by DMEO/O/613, published in Government Gazette 905/B/20.05.2011

<b>General Description</b>	<p>These updated guidelines for Road Engineering studies are related to road signage and specially on the following issues:</p> <ul style="list-style-type: none"> <li>- Enable the use of lowercase letters, which are more user-friendly and established uniformity in all Greek motorways</li> <li>- Include modern views on traffic management along existing roads during the construction of new projects that affect traffic</li> <li>- Changes proposed in design, letter size, combinations and placement arrangements have taken into account the updated versions of the respective German (and European) Directives and do not contradict the provisions of the current concession contracts</li> </ul>
<b>Main purposes</b>	<p>The main purpose of these guidelines are:</p> <ol style="list-style-type: none"> <li>Uniformity of the signage of Greek Motorways with the rest of Europe. All EU countries, with the exception of Italy, France and Spain, use lower-case letters on their entire road network. Lowercase letters are also used on US signboards.</li> <li>Lower-case letters are more user-friendly, easier to read, and leave no doubt about the information, which should shortly be receive, process, understand and react accordingly without hesitation or ambiguity.</li> <li>Using lower-case letters in motorway information signs, a uniform message image is achieved throughout the country's road network. Existing signposts are proposed to be phased out, e.g. when their "life limit" is exhausted and therefore no additional financial burden will arise.</li> </ol>
<b>Territorial level</b>	Overall national territory





<b>Road Engineering Studies Guidelines (OMOE 6 &amp; 7) approved by DMEO/O/613, published in Government Gazette 905/B/20.05.2011</b>	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Guidelines is the Ministry of Infrastructure, Transport and Networks</li> <li>- Bodies responsible for the monitoring and coordination of the implementation of these guidelines are all planning authorities</li> <li>- Bodies responsible for the implementation of these guidelines are all planning authorities but also all professional engineers who conduct related studies.</li> </ul>
<b>Timing</b>	There is no time horizon for the implementation of these guidelines. They are in force since their approval on the 20th of May 2011. There are no eventual deadlines for the implementation of these guidelines
<b>Average budget</b>	No budget is predicted for the implementation of these guidelines
<b>Main contents</b>	<p>The approved guidelines include the following main contents</p> <ul style="list-style-type: none"> <li>- OMOE 6: Guidelines for vertical motorways signage / Includes 6 main chapters</li> <li>- OMOE 7: Guidelines for signage of ongoing projects / Includes 1 main chapter</li> </ul>
<b>Main targets</b>	No specific targets are being set by these guidelines
<b>Main indicators</b>	No specific indicators are being set by these guidelines
<b>Main measures</b>	<p>Specific common standards are being set by these guidelines. All signage templates are being presented in related chapters.</p> <p>As mentioned before main changes involve signage uniformity, use of lower-case letters, etc.</p>

<b>Road Engineering Studies Guidelines (OMOE 10) approved by DMEO / g / o / 66 / 17-02-03</b>	
<b>General Description</b>	<p>These guidelines refer to Road Engineering studies focuses on Construction works with the use of concrete, either reinforced or pre-stressed.</p> <p>These Guidelines defines:</p> <ul style="list-style-type: none"> <li>- (a) the general categories of road works based on their geometry, their structural design and static analysis,</li> <li>- (b) their loads and</li> <li>- (c) their design, the regulatory frameworks for the design and the parameters of the methodology of their static calculations.</li> </ul>
<b>Main purposes</b>	<p>The purpose of these guidelines is to analyse the general technical terms for these studies per phase. They also presents the detailed contents of these studies per phase. Related studies of technical projects are combined with road construction studies with the appropriate time sequence. A reference is made, where appropriate, to supporting studies of technical works or their components, such as subsoil studies, hydraulic studies, environmental studies, environmental studies, etc.</p>
<b>Territorial level</b>	Overall national territory
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Guidelines is the Ministry of Infrastructure, Transport and Networks</li> <li>- Bodies responsible for the monitoring and coordination of the implementation of these guidelines are all planning authorities</li> <li>- Bodies responsible for the implementation of these guidelines are all planning authorities but also all professional engineers who conduct related studies.</li> </ul>
<b>Timing</b>	There is no time horizon for the implementation of these guidelines. They are in force since their approval on the 17th of May 2003. There are no eventual deadlines for these guidelines.
<b>Average budget</b>	No budget is predicted for the implementation of these guidelines
<b>Main contents</b>	<p>The approved guidelines include the following main contents:</p> <ul style="list-style-type: none"> <li>- OMOE 10: Guidelines for Technical Projects / 11 main chapters</li> </ul>
<b>Main targets</b>	No specific targets are being set by these guidelines
<b>Main indicators</b>	No specific indicators are being set by these guidelines
<b>Main measures</b>	No specific measures are being predicted, only guidelines for technical projects studies. It is a guidelines document aiming to set the framework for technical project studies.





<b>Art.50 of Law 4442/2016, published in Government Gazette. 230/A/7-12-2016</b> <i>"New institutional framework regarding the exercise of economic activity and other provisions"</i>	
<b>General Description</b>	This article deals with Logistics Centers (Storage and Distribution Centers). It constitutes the next step in the Legal Framework regarding Logistics in Greece, following the Law 3333/2005 and the Law 4302/2014.
<b>Main purposes</b>	The main purpose of this article is to modify some definitions, regulations and operating conditions features concerning Logistics Centers that existed in previous Law (4302/2014). .
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	The date of entry into force of the Law is the 7 <sup>th</sup> of December of 2016 There is no eventual deadline for the implementation of the Law. In practice, it updated some parts of the previous law and it is in force since the 07/12/2016 and in the future.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Law 4442/2016 is the Ministry of Development</li> <li>- Body responsible for monitoring and implementation of the Law is the Ministry of Development</li> </ul>
<b>Economic resources</b>	No specific funds or budget is predicted in the Law 4442/2016.
<b>Main contents</b>	One article (art. No. 50) including 14 sub-paragraphs
<b>Main measures</b>	The Art. No 50 mainly includes: a. definitions for Logistics Centers b. Licensing for Logistics Centers c. Building Regulations d. Permitted Activities
<b>Main targets</b>	Targets and indicators are not being set or reported by this Law

<b>Presidential Decree 50/2012, published in Government Gazette 100/A/27-04-2012</b> <i>"Harmonization of Greek Legislation with the provisions of Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on a framework for the development of Intelligent Transport Systems in the field of road transport and interfaces with other modes of transport (ELL 207/1 of 06.08.2010)</i>	
<b>General Description</b>	This Presidential Decree refers to the integration into the Greek Legal Framework of the Directive 2010/40/EU of the European Parliament on a framework for the development of Intelligent Transport Systems.
<b>Main purposes</b>	The main purpose of this Presidential Decree is the harmonization of Greek Legislation with the provisions of Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on a framework for the development of Intelligent Transport Systems in the field of road transport and interfaces with other modes of transport. In particular, this act establishes the conditions for coordinated and coherent development and use of ITS.
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	The date of entry into force of the Decree is the 27 <sup>th</sup> of February of 2017 There is no eventual deadline for the implementation of the Presidential It is in force since the 27/02/2012 and in the future.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Decree is the Ministry of Infrastructures, Transport and Networks</li> <li>- Body responsible for monitoring and implementation of the Decree is the Ministry of Infrastructures, Transport and Networks</li> </ul>
<b>Economic resources</b>	No specific funds or budget is predicted in the Presidential Decree 50/2012
<b>Main contents</b>	The Decree consists of 13 articles and 2 annexes
<b>Main measures</b>	This Decree mainly contains: a. Prioritizing actions b. Definitions c. Standards d. Other Regulations
<b>Main targets</b>	Targets and indicators are not being set or reported by this Presidential Decree





<b>Ministerial Decision no 4993/395 published in the Government Gazette 217/B/26-02-2003</b> <i>"Determination of the way of separation and marking of special buses and trolley lanes"</i> <b>&amp;</b> <b>Ministerial Decision A78404/6024/03 published in Government Gazette 242/B/9-02-2004</b> <i>"Modification of the Min. Decision no 4993/395 regarding the definition of the way of separation and marking the special lanes and trolleybuses"</i>	
<b>General Description</b>	These Decisions deal with a. issues of marking Bus and Trolley Lanes b. methods for separating these lanes from the other circulation lanes in order to achieve efficiency and functionality regarding public transport in urban areas.
<b>Main purposes</b>	The main purposes of these Decisions is to determine the way of marking (horizontally and vertically) the exclusive Bus and Trolley Lanes as well as to describe the methods to separate these Lanes from the rest circulation Lanes.
<b>Territorial level</b>	In urban areas serviced by public transport (e.g. Athens)
<b>Period of implementation</b>	The date of entry into force of the Decision 4993/395 is the 11 <sup>th</sup> of February of 2003 and of the Decision A78404/6024/03 is the 16 <sup>th</sup> of January of 2004. There is no eventual deadline for the implementation of the Decisions. They are in force since the 11/02/2003 and 16/01/2004 respectively and in the future.
<b>Involved Authorities</b>	- The Body issuing these Decisions is the Ministry of Transport and Communications - Body responsible for monitoring and implementation of the Decree is the Ministry Transport and Communications as well as Competent Public Transport Operators
<b>Economic resources</b>	No specific funds or budget is predicted in the Ministerial Decision 4993/395 and in the Ministerial Decision A78404/6024/03
<b>Main contents</b>	Each of the Decisions consists of one unified part.
<b>Main measures</b>	This Decree mainly contains: a. Horizontal Marking b. Ways of Separation c. Coloring of Special Bus and Trolley Lanes d. Vertical Marking
<b>Main targets</b>	Targets and indicators are not being set or reported by these Ministerial Decisions.

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

In this chapter the National Laws and Regulations are being presenting, the ones that mostly affect Land Use and Urban Planning in Greece in Greece.

Some of them are more recent while others are in force for a few years now. Spatial and Urban Planning have a more complete legal framework in Greece – and quite complex sometimes – and respond to related policies of all levels – of a Ministry, of a region, of a Municipality, etc.

Predicted Plans are being characterized by an integrated approach which mostly includes crucial parameters of Transport and Mobility planning and also crucial sustainable mobility issues (pavements planning, public transport issues, bus lanes, parking areas, etc.).

After SUMP's development and once they will be updated they will also need to take into into account their content and comply with sustainable mobility guidelines.

In the table below we resumed the main legal references in Greece affecting the land use and urban planning.





Main national legal references affecting Land use and Urban Planning in Greece	
National original title	English translation
“Γενικό Πλαίσιο Χωροταξικού Σχεδιασμού και Αειφόρου Ανάπτυξης, ΦΕΚ 128/Α/03.07.2008	«General Framework for Spatial Planning and Sustainable Development in Greece», published in Government Gazette. 128/A/03.07.2008
Αριθ. 42284/13.10.2017, ΦΕΚ 260/ΑΑΠ/08.11.2017, με τίτλο “Έγκριση αναθεώρησης του Περιφερειακού Χωροταξικού Πλαισίου της Περιφέρειας Κρήτης και έγκριση της Στρατηγικής Μελέτης Περιβαλλοντικών Επιπτώσεων αυτού.	Decision number 42284/13.10.2017, published in Government Gazette 260/ΑΑΠ/08.11.2017, entitled "Approval of the revision of the Regional Spatial Planning of the Region of Crete and Strategic Environmental Impact Assessment approval"
Άρ. 12 του ν.2742/1999, ΦΕΚ 207/Α/07.10.1999, ΣΟΑΠ - Σχέδια Ολοκληρωμένης Αστικής Ανάπτυξης	Art. 12 of the Law 2742/1999, published in Government Gazette 207/A/07.10.1999, entitled “Integrated Urban Intervention Plans”
Άρ.7 και 8 του Ν. 4447/2016, ΦΕΚ 241/Α/23.12.2016 με τίτλο «Τοπικά Χωρικά Σχέδια» και «Ειδικά Χωρικά Σχέδια»	Art.7 and 8 of the Law 4447/2016, published in Government Gazette 241/A/23.12.2016, entitled “Local Spatial Plans” and “Special Spatial Plans”
Περιοχές ΒΑΑ – ΟΧΕ, που προβλέπονται από τα Περιφερειακά Επιχειρησιακά Σχέδια.	Areas of Integrated Territorial Investments (ITI) and Sustainable Urban Development (SUD), predicted by Regional Development Plans.
Νόμος Π.Δ.59/2018, ΦΕΚ 114/Α/29.06.2018, «Κατηγορίες και περιεχόμενο χρήσεων γης»	Law 59/2018, published in Government Gazette 114/A/29.06.2018, entitled “Land use categories and content”
Υ.Α. 10788, ΦΕΚ 285/Δ/05.03.2004, με τίτλο «Έγκριση πολεοδομικών σταθεροτύπων (standards) και ανώτατα ορια πυκνοτήτων που εφαρμόζονται κατα την εκπόνηση των γενικών πολεοδομικών σχεδίων, των σχεδίων χωρικής οικιστικής οργάνωσης "ανοικτής πόλης" και των πολεοδομικών μελετών.	Decision Number 10788, published in Government Gazette 285/D/05.03.2004, entitled “Adoption of urban planning standards and maximum density limits applied in the preparation of General Urban Plans and urban planning studies.

In the following tables, we report the summary of each of abovementioned acts adopted by Greek governments.

«General Framework for Spatial Planning and Sustainable Development in Greece», published in Government Gazette. 128/A/03.07.2008	
<b>General Description</b>	This framework aims to define strategic guidelines for spatial planning and sustainable development of the national territory for the next 15 years. It complies and supports the national economic and development policy and also related guidelines for investments and employment. It is obligatory for sectoral, regional and local plans to comply and specify this strategic plan.
<b>Main purposes</b>	Its purpose is to achieve: - sustainable and balanced development and support competitiveness, - environmental, historic and cultural heritage protection for the whole country and also focusing in specific areas, - empower the place of the country in the international and European framework.
<b>Territorial level</b>	Overall national territory. It is obligatory for sectoral, regional and local plans to comply and specify this strategic plan.
<b>Period of implementation</b>	The date of entry into force of this framework was the 3 <sup>rd</sup> of July of 2008. This plan will be in force from 2008 until 2022 (for 15 years period). Though it will be in force until it will be updated.





<b>«General Framework for Spatial Planning and Sustainable Development in Greece», published in Government Gazette. 128/A/03.07.2008</b>	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the framework is the Ministry of Environment, Spatial Planning and Public Works</li> <li>- The Body responsible for the monitoring and coordination of the implementation of this framework is the Ministry of Environment, Spatial Planning and Public Works in cooperation with the National Network of Information for Spatial Planning.</li> </ul>
<b>Economic resources</b>	There is no budget or specific funds predicted for the implementation of this framework as it is only a strategic document and not an operational program.
<b>Main contents</b>	Four chapters which include fourteen articles
<b>Main measures</b>	The framework defines the general guidelines for spatial development in the country territory. It defines development and sectoral priorities which will be supported by spatial and urban planning. So, specific measures will be defined by underlying levels plans (sectoral, regional. etc.)
<b>Main targets</b>	<p>Targets and indicators are not being set in this framework. Though general principals are being set in order to monitor the framework in a later stage. Basic principles are:</p> <ul style="list-style-type: none"> <li>- The time, manner and degree of harmonization of underlying spatial and urban planning plans in the predicted directions</li> <li>- The way and the degree of integration of the spatial dimension in implementation of development planning and sectoral policies</li> <li>- The implementation of the envisaged regulatory and arrangements</li> <li>- The effectiveness of instruments and machinery control of institutionalized land use</li> <li>- The use of consultation mechanisms and information</li> <li>- The extent to which the choices of this framework are affected from climate change</li> </ul>

<b>Decision number 42284/13.10.2017, published in Government Gazette 260/AAΠ/08.11.2017</b> <i>"Approval of the revision of the Regional Spatial Planning of the Region of Crete and Strategic Environmental Impact Assessment approval"</i>	
<b>General Description</b>	<p>This Decision sets the spatial development framework for the region of Crete and for the years 2014 until 2031.</p> <p>It combines all strategic policies that are needed to be implemented, including economic development policy and sectoral plans, environmental policy, administrative reforms, European guidelines and activities (like cohesion policy, Europe 2020, Cohesion policy for investments, employment and social cohesion, etc.).</p> <p>It set basic axis for Crete development regarding, infrastructure, enhancement of the spatial environment, protection of sensitive areas, rural and urban development and of specific poles, special issues for sectoral development (e.g. tourism), transport and mobility improvement interventions etc.</p>
<b>Main purposes</b>	<p>Main purposes of this Decision are the following:</p> <ul style="list-style-type: none"> <li>- Strengthening the international and European orientation of the Region of Crete,</li> <li>- Promoting spatial integration of the Region</li> <li>- Complete the necessary spatial actions for promoting a spatial organization model with interventionist character</li> </ul>
<b>Territorial level</b>	The Region of Crete
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- The date of entry into force of the Decision is the 8<sup>th</sup> of November 2017</li> <li>- The duration period for its implementation are the years 2014-2031</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Decision is the Ministry of Environment and Energy</li> <li>- The Body responsible for the monitoring and coordination of the implementation of the Decision is the Region of Crete</li> <li>- Bodies responsible for the implementation of the decision are the Municipalities of Crete</li> </ul>





<b>Decision number 42284/13.10.2017, published in Government Gazette 260/AAΠ/08.11.2017</b> <i>"Approval of the revision of the Regional Spatial Planning of the Region of Crete and Strategic Environmental Impact Assessment approval"</i>																																		
<b>Economic resources</b>	<p>Overall budget established for the general implementation of the Decision is 2.966M€ for the years 2014-2031</p> <p>Specific budget established for implementation of measure categories are as follows:</p> <table border="1"> <thead> <tr> <th></th><th>in M€</th><th>2014-2020</th><th>2021-2031</th><th>2014-2031</th></tr> </thead> <tbody> <tr> <td><b>A. General Goals - Soft Measures</b></td><td></td><td>506</td><td>807</td><td>1.313</td></tr> <tr> <td>Enhancing entrepreneurship, innovation and competitiveness</td><td></td><td>329</td><td>516</td><td>845</td></tr> <tr> <td>Human Resources Development</td><td></td><td>177</td><td>291</td><td>468</td></tr> <tr> <td><b>B. Specific Objectives - Spatial Cohesion</b></td><td></td><td>625</td><td>1.028</td><td>1.653</td></tr> <tr> <td><b>Total</b></td><td></td><td>1.131</td><td>1.835</td><td>2.966</td></tr> </tbody> </table>					in M€	2014-2020	2021-2031	2014-2031	<b>A. General Goals - Soft Measures</b>		506	807	1.313	Enhancing entrepreneurship, innovation and competitiveness		329	516	845	Human Resources Development		177	291	468	<b>B. Specific Objectives - Spatial Cohesion</b>		625	1.028	1.653	<b>Total</b>		1.131	1.835	2.966
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<b>Main contents</b>	Six chapters and 21 articles																																	
<b>Main measures</b>	<p>The Decision includes a variety of measures for the Region of Crete.</p> <p>Many of them will be implemented by the Region (mainly the ones which involve more than one prefecture or municipality) and others will be implemented by Municipalities via their own development of spatial plans.</p>																																	
<b>Main targets</b>	<p>Targets and indicators are not being set in this Decision. For progress monitoring and for environmental impact assessment purposes, a report will be drafted every 5 years by the Region of Crete, based to which the Region can update and improve this Decision.</p>																																	

<b>Art. 12 of the Law 2742/1999 published in in Government Gazette 207/A/07.10.1999, entitled "Integrated Urban Intervention Plans"</b>	
<b>General Description</b>	<p>Integrated Urban Intervention Plans are not conventional urban plans but are complex programs including a social dimension (e.g. addressing social exclusion, specific population groups, unemployment ...), development dimension (support for entrepreneurship, modernization of economic base, ...) and environmental - urban dimension (incl. city-related issues, traditional neighborhoods, etc.), and other dimensions on a case-by-case basis (e.g. cultural).</p> <p>A key element of the Integrated Urban Intervention Plans is the Action Plan, which includes axes and actions of many species. The actions list of each specific plan depends on the specific problems of each area for which such a plan is being prepared.</p>
<b>Main purposes</b>	The purpose of these plans is to promote integrated urban strategies in cities or parts of them, as well as in wider urban areas that present critical and complex problems of development hardship, social and economic cohesion, environmental degradation and quality of life.
<b>Territorial level</b>	In cities/Municipalities or parts of them but also in wider city/Municipality areas with complex problems
<b>Period of implementation</b>	<p>The date of entry into force of this Law is the 7<sup>th</sup> of October of 1999.</p> <p>There is no eventual deadline for the implementation of these plans. A specific timetable can be set for each action plan of these plans</p> <p>Within 5 years from the approval of these plans, Municipalities need to update their Local Spatial Plans in order to comply with them.</p>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Law is the Ministry of Environment, Spatial Planning and Public Works</li> <li>- The Body responsible for the monitoring and coordination of the implementation of these Integrated Urban Intervention Plans is the Ministry of Environment and Public Works</li> <li>- Bodies responsible for the implementation of these Plans are the Municipalities. Within 5 years from the approval of these plans, Municipalities need to update their Land Use plans in order to comply with them.</li> </ul>





<b>Art. 12 of the Law 2742/1999 published in in Government Gazette 207/A/07.10.1999, entitled “Integrated Urban Intervention Plans”</b>	
<b>Economic resources</b>	There is no budget or specific funds predicted for the implementation of these plans. This is an issue that is not foreseen in the Law but is needed to be defined in the future.
<b>Main contents</b>	One article with twelve sections
<b>Main measures</b>	These plans are accompanied by an action plan, in which the financial and management arrangements, measures and programs, phases and implementing and financing bodies, as well as any supplementary information is being predicted. They can also include training, education and social and economic reintegration measures for the population of these areas
<b>Main targets</b>	Specific indicators can be predicted in these plans per action, in order to support the monitoring of the plan.

<b>Art.7 and 8 of the Law 4447/2016, published in Government Gazette 241/A/23.12.2016, “Local Spatial Plans” and “Special Spatial Plans”</b>	
<b>General Description</b>	<p>Local Spatial Plans are set of texts, maps and diagrams which define the spatial organization and development model, land uses, building conditions and restrictions, as well as any other measure, condition or restriction required for integrated spatial development and organization of the area of a Municipality.</p> <p>Special spatial plans are set of texts, maps and diagrams which define land uses, general terms and building restrictions and any other measure, condition or restriction required to make such that specific sites are suitable either for the creation of organized activity or for the implementation of programs and interventions.</p> <p>Special Spatial Plans belong at the same level of planning as Local Spatial Plans and may modify the predicted arrangements of approved Local Spatial Plans and Spatial Control Areas.</p>
<b>Main purposes</b>	<p>Local Spatial Plans aim to define the spatial framework for a specific area and promote spatial development.</p> <p>Special spatial plans are being set in cases that specific regulation of land uses and other conditions are being required in order to promote specific activities, e.g. strategic projects, large scale investments, areas of specific development orientation (touristic, technological, environmental), etc.</p>
<b>Territorial level</b>	<p>Both plans can be implemented in Municipalities but also in wider areas.</p> <p>Special Spatial Plans can be implemented in smaller areas than a Municipality.</p>
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- The date of entry into force of the Law is the 23th of December of 2016.</li> <li>- There is no eventual deadline for the implementation of these plans.</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing this Law and related plans is the Ministry of Environment and Energy</li> <li>- The Body responsible for approving these plans is the President of Democracy</li> <li>- The Body responsible for the monitoring and coordination of the implementation of these plans is the Ministry of Environment and Energy</li> <li>- Bodies responsible for the implementation of these plans are the Ministry of Environment and Energy and Municipalities.</li> </ul>
<b>Economic resources</b>	<p>There is no budget or specific funds predicted for the implementation of these plans.</p> <p>This is an issue that is not foreseen in the Law but is needed to be defined in the future.</p> <p>Some Special Plans implemented had being funded by Municipalities.</p>
<b>Main contents</b>	<p>For Local Spatial Plans: One article (art.7) and fourteen sections</p> <p>For Special Spatial Plans: One article (art.8) and twelve sections</p>
<b>Main measures</b>	Main measures of Local Spatial Plans include the definition of: Residential Areas, Areas of productive and business activities, Protected areas, Land use control area, etc. Main measures of Special Spatial Plans include similar areas definition as the previously mentioned plans.
<b>Main targets</b>	<p>Targets and indicators are not being set in these plans.</p> <p>Specific indicators can be predicted in these plans per action/per area, etc.</p>





<b>Areas of Integrated Territorial Investments (ITI) and Sustainable Urban Development (SUD), predicted by Regional Development Plans.</b>	
<b>General Description</b>	<p>These are newly predicted plans, according to European standards, included in Regional Development Plans which aim to boost local development of related areas, such as:</p> <ul style="list-style-type: none"> <li>- ITI- Integrated Territorial Investment for Sustainable Urban Development (SUD),</li> <li>- ITI for other spatial strategies for non-SUD areas, ie outside urban areas</li> </ul> <p>They comply with all development plans in force and they predict additional development measures for urban, economic, environmental, cultural, etc. development. Their integrated character aim to bring drastic progress of the involved areas.</p>
<b>Main purposes</b>	Integrated Territorial Investments (ITI) are a tool for integrated spatial development for the implementation of development strategies in spatial units, which have specific problems or are characterized by significant development potential
<b>Territorial level</b>	The area included in ITI or SUD
<b>Period of implementation</b>	<p>The date of entry into force of these projects vary according to the date of Regional Development Plans approval</p> <p>The eventual deadline for the implementation of these projects is the end of the current programming period, which is 2022 – however it expected to be extended.</p>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Bodies issuing these plans are the Regions via their Regional Development Plans</li> <li>- The Bodies responsible for the monitoring and coordination of the implementation of these areas are the regions or Intermediate Management Bodies set for specific ITI projects</li> <li>- Bodies responsible for the implementation of ITI's are the Municipalities or Municipalities networks set for this purpose.</li> </ul>
<b>Economic resources</b>	Specific funds are predicted by Regional Development Plans for ITI'S and SUD's implementation.
<b>Main contents</b>	They vary according to each proposal/ITI
<b>Main measures</b>	Usual measures included are related to entrepreneurship, urban regeneration, social cohesion, environmental protection, ICT tools and "smart cities" projects, etc.
<b>Main targets</b>	Specific target and indicators are being predicted for all actions included in ITI or SUD.

<b>Law 59/2018, published in Government Gazette 114/A/29.06.2018</b> <i>"Land use categories and content"</i>	
<b>General Description</b>	This law defines land use categories and the detailed content for each land use. This will be used in all Urban Development plans by all Planning Authorities (Ministry, Regions, Municipalities, etc.) in order to use homogenous descriptions in all related plans including study documents and maps, technical graphs, etc. This is very helpful for all kind of comparisons between plans.
<b>Main purposes</b>	The main purpose of this law was to update the previous one with land uses categories and content. This was a necessity as the previous one was old and over dated and did not respond to recent needs and possibly the needs of the future.
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	<p>The date of entry into force of the Law is the 29<sup>th</sup> of June 2018</p> <p>The is no eventual deadline for the implementation of this law</p>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Law is the Ministry of Environment and Energy</li> <li>- The Body who approved this Law is the President of Democracy</li> <li>- The Body responsible for the monitoring and coordination of the implementation of this law is the Ministry of Environment and Energy and all Planning Authorities</li> <li>- The Bodies responsible for the implementation of the law are the Municipalities</li> </ul>
<b>Economic resources</b>	There is no budget or specific funds predicted for the implementation of this Law.
<b>Main contents</b>	18 articles
<b>Main measures</b>	There are no specific measures, only Land use categories which are being taken into account in each plan involving land uses.
<b>Main targets</b>	Targets and indicators are not being set in this Law





<b>Decision Number 10788, published in Government Gazette 285/D/05.03.2004</b> <i>“Adoption of urban planning standards and maximum density limits applied in the preparation of General Urban Plans and urban planning studies”</i>	
<b>General Description</b>	This Decision sets the Urban Planning standards that were used in former General Urban Plans (now they are called Local Spatial Plans and Special Spatial Plans) and Urban Planning Studies. These standards respond to the identification of the existing situation, consist guidelines for predicted needs and also determine future function of an urban area. They also provide common definitions and common language in this category of plans in order to achieve homogeneity
<b>Main purposes</b>	To present the existing situation of the studied area and identify future needs and interventions in a homogeneous way
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- The date of entry into force of the Decision is the 5<sup>th</sup> of March 2004</li> <li>- There is no eventual deadline for the implementation of the Decision</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- The Body issuing the Decision is the Ministry of Environment and Energy</li> <li>- The Body who approved this Decision is the President of Democracy</li> <li>- The Body responsible for the monitoring and coordination of the implementation of this Decision is the Ministry of Environment and Energy and all Planning Authorities</li> <li>- Bodies responsible for the implementation of the Decision are the Municipalities</li> </ul>
<b>Economic resources</b>	There is no budget or specific funds predicted for the implementation of this Decision.
<b>Main contents</b>	Seventeen Articles and One annex
<b>Main measures</b>	There are no specific measures, only presentation of categories standards which are being taken into account in Local spatial Plans and Special Spatial Plans.
<b>Main targets</b>	Targets and indicators are not being set in this Decision. Predicted standards vary per plan of implementation.

### 3.4 Sustainable Mobility legal framework in Italy<sup>19</sup>

The European guidelines reported *EC Communication COM(2013) 913* and in the *ELTIS Guidelines on “Developing and Implementing a Sustainable Mobility Plan* were implemented by Italian Governments in recent years since 2015.

In particular, the EU policies on Sustainable Mobility through were implemented mainly through the following national **regulations/acts**:

- the *Legislative Decree of December 16<sup>th</sup> 2016, n. 257*, regulating the transposition and implementation of Directive 2014/94/EU on the Deployment of Alternative Fuels Infrastructures.
- the *Financial Law 2017*, art. 1, paragraph 613, providing special funds to promote sustainable mobility;
- the *Decree of the Ministry of Infrastructures and Transport of August 4<sup>th</sup> 2017, n. 397*, providing guidelines for *Sustainable Urban Mobility Plans*..
- The Italian Legal Framework on Sustainable Mobility has had an evolution in recent years on the basis of EU policies and guidelines.

<sup>19</sup> Contribution provided by Free Municipal Consortium of Ragusa.





- Moreover the Italian Government did a great effort to regulate the drafting and adopting process of *Sustainable Urbana Mobility Plan* through a specific decree including also the structure and the scheme of SUMP.
- However, despite such period of law reforming, there are persisting criticalities affecting the air quality and the traffic congestions in urban areas.
- In particular, on the basis of the data provided by National Strategic Plan for Sustainable Mobility, the Italian Municipalities are taking action to regulate urban mobility in order to improve air quality and contain climate-side emissions.
- A wealth of local experiences is consolidating which, starting from the emergency responses to pollution issues, has embarked on a path towards a serious diagnosis of the phenomena of mobility and a sustainable planning of movements in the area.
- Despite the continuous reduction of emissions of local pollutants, many Italian cities continue to exceed the limits imposed by Directive 2008/50/EC, in particular in urban areas with reference to both airborne particulate matter (PM10 and PM2.5), than nitrogen dioxide (NO2).
- The latest available data on the annual averages of PM10, provided by the National Strategic Plan, show that the highest concentrations of particulate matter are due to motorized movements, even if the data is decreasing and is aligning with the values of other sources of emissions.
- As regards the traffic monitoring, instead, the Italian metropolitan cities are more congested than smaller urban centers and pay a very high spread-mobility towards other European centers due to traffic, accidents and pollution.
- Comparing the data for the 2008-2015 period, provided by National Strategic Plan, traffic increased globally by 13%, but the distribution varies greatly according to the area; Palermo and Rome are busier than Paris or Brussels or even a much larger city like Beijing.
- On the basis of such data, looking at commuter traffic, the morning peak confirms Rome as the worst (+ 73% in travel times) followed by Palermo (+ 62%) and Milan (+ 59%); the time of the return instead forces those who live in Palermo to times increased by 66%, followed by Rome (+ 65%), Naples (+ 56%) and Milan (+ 52%).
- Traffic congestion must be addressed with an integrated approach to achieve sustainable future mobility aiming to reach less traffic, less consumption, more safety and even pollution under control
- Given the above, starting from European experiences, Italian Municipalities have now many years of planning activities and experiences of implementing sustainable mobility.
- Moreover, the community guidelines for the drafting of Urban Sustainable Mobility Plans (PUMS) and today the guidelines issued by the Ministry of Infrastructure and Transport with decree of 4 August 2017 n. 397 represented, for example, an essential reference point for guiding and spreading a common approach that could be transferred to other Municipalities of EU Countries.
- Anyway, it is necessary to update the land use regulation with a centralized framework of activities in order to integrate Transport Planning and Urban Planning matters on the basis of EU policies on Sustainable Mobility.

The next paragraphs summarize the current legal framework regulating:



- the adoption and implementation in Italy of EU policies on Sustainable Mobility;
- the drafting, approval processes and implementation of *Transport Planning* (including *Sustainable Urban Mobility Plans*);
- the drafting, approval processes and implementation of *Land Use and Urban Planning* (for the fields affecting transport measures).

In the last case, it is important to highlight that the Urban Planning field is regulated also by Regional Authorities, so that this matter have different implementations in the local territories of the Nation.

### 3.4.1 National laws and regulations affecting Sustainable Mobility

The Italian legal framework for sustainable mobility is a result of a process started after the 1990 as consequence of European directives and guidelines reported in white and green papers.

The tools adopted by the European transport policy have been defined since the guidelines of the White Paper issued on 1992 “*The future development of the common transport policy*”, subsequently integrated by the 2001 White Paper and finally with the document issued on 2006 “*Keep Europe moving - sustainable mobility for our continent*”.

In 2007 the European Commission adopted the new Green Paper “*Towards a new culture of urban mobility*” which represents the starting point for sustainable urban mobility policies within a common strategy.

The White Paper issued 2011 also contains a reference to urban mobility, in particular to clean transport powered by alternative fuels. The latest contributions to the strategic planning for urban mobility come from the *ELTIS Guidelines on “Developing and Implementing a Sustainable Mobility Plan* approved on 2014 by the *Directorate-General for Mobility and Transport* of European Commission.

For the implementation of Sustainable Mobility EU policies at national level, the Italian Member State approved several decrees and regulations for the transposition of European Directives affecting the transport and the quality of air.

In particular, the Directive 2008/50/EC of the European Parliament and of the Council of May 21<sup>st</sup> 2008, concerning the quality of the air and the environment, has been implemented in Italy by legislative decree of August 13<sup>th</sup> 2010 n. 155.

Moreover the Directive n. 2009/28/EC, on the promotion of the use of energy from renewable sources, was implemented in Italy with the legislative decree March 3<sup>rd</sup> 2011, n. 28, which, among the various measures, also regulates the support schemes for the use of renewable sources in transport and determines the criteria for the sustainability of biofuels.

In the transport sector, the rules on vehicle emissions for sustainable mobility are particularly important.

The Italian legislation aims to encourage interventions, connected to the Communication of the European Commission COM (2016) 501 “A European Strategy for Low-Emission Mobility”, such as the modification of



However the main national policies affecting Sustainable Mobility have been adopted in recent years since 2016.

The legislative decree 16 December 2016, n. 257 implementing Directive 2014/94/EU (DAFI) confirms the long-term strategic objective of providing support for the rational use of all alternative fuels, keeping faith with the criterion of technological neutrality and the search for technical solutions and forms of incentives aimed at reducing emissions in the sector.

On August 4<sup>th</sup> 2017 specific guidelines for the drafting of the *Sustainable Urban Mobility Plans* were approved by decree of the Minister of Transport and Infrastructure.

In the table below we resumed the main recent legal references for the implementation of European sustainable mobility policy in Italy.

Main national legal references affecting the Sustainable Mobility in Italy	
National original title	English translation
<b>Decreto Legislativo del 16 dicembre 2016, n. 257</b> – <i>“Disciplina di attuazione della direttiva 2014/94/UE del Parlamento europeo e del Consiglio, del 22 ottobre 2014, sulla realizzazione di una infrastruttura per i combustibili alternativi.”</i>	<b>Legislative Decree of December 16<sup>th</sup> 2016, n. 257</b> – <i>“Discipline for the implementation of Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the on the Deployment of Alternative Fuels Infrastructures”.</i>
<b>Legge dell'11 dicembre 2016, n. 232</b> – <i>“Legge di Bilancio 2017”. Art. 1, comma 613.</i>	<b>Law of December 11<sup>th</sup> 2016, n. 232</b> – <i>“Financial Law for 2017”. Art. 1, par. 613.</i>
<b>Decreto del Ministero delle Infrastrutture e dei Trasporti del 4 agosto 2017, n. 397</b> - <i>“Individuazione delle linee guida per i piani urbani di mobilità sostenibile, ai sensi dell’articolo 3, comma 7, del decreto legislativo 16 dicembre 2016, n. 257.”</i>	<b>Decree of the Ministry of Infrastructures and Transport of August 4<sup>th</sup> 2017, n. 397</b> - <i>“Identification of the guidelines for Sustainable Urban Mobility Plans, pursuant to Article 3, paragraph 7, of Legislative Decree 16<sup>th</sup> December 2016, n. 257.”</i>

In the next pages the tables reports the synthetic description of the abovementioned acts.



<b>Legislative Decree of December 16<sup>th</sup> 2016, n. 257</b> <i>“Discipline for the implementation of Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the on the Deployment of Alternative Fuels Infrastructures”.</i>	
<b>General Description</b>	<p>The <i>Legislative Decree n. 257/2016</i> regulates the implementation of the <i>Directive 2014/94/EU</i> in Italy, by:</p> <ul style="list-style-type: none"> <li>- incorporating all its contents with some further integrations affecting the local context;</li> <li>- adopting the <i>National Policy Framework</i> on alternative fuels pursuant the art. 3 of Directive.</li> </ul>
<b>Main purposes</b>	<p>Pursuant the <i>Directive 2014/94/EU</i>, the Decree aims to:</p> <ul style="list-style-type: none"> <li>- reduce dependence on oil and to mitigate environmental impact in the transport sector;</li> <li>- establish minimum requirements for the construction of alternative fuels infrastructure.</li> </ul>
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- date of entry into force of the Act: 2017</li> <li>- deadline for the implementation of the act: not applicable</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: National Government;</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Ministries for Economic Development and for Infrastructures;</li> <li>- Bodies responsible for the implementation of the Act: Ministry of Infrastructures.</li> </ul>
<b>Economic resources</b>	- Overall budget established for the general implementation of the act: not applicable
<b>Main contents</b>	<p>The Decree includes 24 articles structured in 7 Items affecting:</p> <ul style="list-style-type: none"> <li>- full transposition of articles 1-7 of Directive 2014/94/EU affecting its purposes, definitions, National Policy Framework on alternative fuels, and user information;</li> <li>- measures to simplify administrative processes and to promote dissemination of alternative fuels;</li> <li>- activities for monitoring and information.</li> </ul> <p>The Decree adopts the <i>National Policy Framework</i> on alternative fuels, which is enclosed to the Act as “Attachment III” and includes for electric transport also the <i>“National infrastructure plan for the recharge of electric vehicles” (PNIRE)</i>.</p>
<b>Main measures</b>	<p>The art. 3 (<i>“regulation of National Strategic Framework”</i>) of Decree establishes the necessity to include the alternative fuels infrastructures in the drafting of <i>Sustainable Urban Mobility Plans</i> to be adopted in the National territory in order to promote it with the public transport services.</p> <p>As regards the integration of <i>Directive 2014/94/EU</i> with the SUMP, the art. 3 (<i>“regulation of National Strategic Framework”</i>), paragraph 7, of Decree establishes that <i>“With the decree of the Minister of Infrastructures and Transport, following the opinion of the unified Conference, guidelines are drawn up for the drafting of Sustainable Urban Mobility Plans - SUMP - taking into account the principles set forth in this decree.”</i></p>
<b>Main targets</b>	Targets refer to Directives 2014/94/EU for alternative fuels.

<b>Law of 11 December 2016, n. 232</b> <i>"Law for National Budget 2017" (art. 1, par. 613)</i>	
<b>General Description</b>	Annual financial law containing the economic measures for the year 2017 and forthcoming years. The paragraph 613 of art. 1 foresee measures for Sustainable Mobility during the period 2017-2019
<b>Main purposes</b>	Introduction of a <i>National Strategic Plan for Sustainable Mobility</i> implementing EU regulations and guidelines in order to: <ul style="list-style-type: none"> <li>- renew of the bus fleet of local and regional public transport services;</li> <li>- promote and improve the air quality with innovative technologies;</li> <li>- promote alternative fuel mobility.</li> </ul>
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	- date of entry into force of the Act: 11/12/2019 - deadline for the implementation of the measures: 2019-2034
<b>Involved Authorities</b>	- Body issuing the Act: Parliament; - Body responsible for the monitoring and coordination of the implementation of Act: National Ministry of Finances; - Bodies responsible for the implementation of the Act: National Ministries and other authorities.





<b>Law of 11 December 2016, n. 232</b> <i>"Law for National Budget 2017" (art. 1, par. 613)</i>	
<b>Economic resources</b>	- 3,7 billion of euro established for the general implementation of the paragraph
<b>Main contents</b>	The measures are reported in only one paragraph.
<b>Main measures</b>	<p>The paragraph 613, provides an increasing special fund for Sustainable Mobility with 200 million for year 2019 and 250 million per year during the period 2020-2033 in order to implement a <i>National Strategic Plan for Sustainable Mobility</i> aiming at:</p> <ul style="list-style-type: none"> <li>- renewal of the bus fleet of local and regional public transport services;</li> <li>- promotion and improvement of air quality with innovative technologies;</li> <li>- implementation of international agreements as well as of the guidelines and legislation of the European Union;</li> <li>- financing of related technological support infrastructures for the promotion of the development and diffusion of alternative fuel buses.</li> </ul> <p>As part of the National Strategic Plan, a program of interventions is envisaged aimed at increasing the competitiveness of companies producing goods and services in the chain of public road transport vehicles and intelligent systems for transport, by supporting targeted productive investments.</p> <p>The transition to more modern and sustainable forms of production, with particular reference to the research and development of alternative feeding methods, for which the expenditure of 2 million euros for the year 2017 and 50 million euros for each of the years 2018 and 2019.</p>
<b>Main targets</b>	Not applicable

<b>Decree of the Ministry of Infrastructures and Transport of August 4<sup>th</sup> 2017</b> <i>"Identification of the guidelines for Sustainable Urban Mobility Plans, pursuant to Article 3, paragraph 7, of Legislative Decree 16<sup>th</sup> December 2016, n. 257."</i>	
<b>General Description</b>	The <i>Ministerial Decree of August 4<sup>th</sup> 2017</i> establishes the guidelines for <i>Sustainable Urban Mobility Plans</i> , in order to implement the <i>National Strategic Plan for Sustainable Mobility</i> and the <i>Legislative Decree n. 257/2016</i> .
<b>Main purposes</b>	<p>The Decree aims to establish national guidelines for the drafting of <i>Sustainable Urban Mobility Plans</i> (SUMP) in the overall national territory.</p> <p>According to such guidelines, the Metropolitan Cities and other Local Authorities have to define the SUMP in order to access state funding for new "infrastructures for public transport", such as metropolitan railway systems, metro and trams.</p>
<b>Territorial level</b>	Overall national territory, with specific reference to Municipalities with more than 100.000 inhabitants.
<b>Period of implementation</b>	<ul style="list-style-type: none"> <li>- date of entry into force of the Act: 04/08/2017</li> <li>- deadline for the implementation of the act: 24 months to be monitored and updated if necessary.</li> </ul>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Ministry of Infrastructure;</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Ministry of Infrastructure;</li> <li>- Bodies responsible for the implementation of the Act: Municipalities.</li> </ul>
<b>Economic resources</b>	Economic resources refer also to previous Financial Law for 2017 reported before.
<b>Main contents</b>	<p>The Decree includes national guidelines for SUMP establishing:</p> <ul style="list-style-type: none"> <li>- clear procedures to draft and approve the SUMP;</li> <li>- policies, objectives and actions contributing to the implementation of the strategies, as well as the monitoring indicators to check the achievement of the objectives of the SUMP.</li> </ul>



Decree of the Ministry of Infrastructures and Transport of August 4 <sup>th</sup> 2017 "Identification of the guidelines for Sustainable Urban Mobility Plans, pursuant to Article 3, paragraph 7, of Legislative Decree 16 <sup>th</sup> December 2016, n. 257."	
<b>Main measures</b>	<p>The measures of the Decree include:</p> <ul style="list-style-type: none"> <li>- Obligation to prepare and adopt SUMP, according to the guidelines, within 24 months after the entry into force of the Decree, for the following Authorities: <ul style="list-style-type: none"> <li>a. Metropolitan Cities;</li> <li>b. Municipalities and Associations of Municipalities with more than 100,000 inhabitants;</li> <li>c. other wide zone authorities.</li> </ul> </li> <li>- Obligation for Authorities to provide for a biennial monitoring of SUMP;</li> <li>- Establishment of National Observatory for public transport policies;</li> <li>- Provision of national funds for Local Authorities to develop SUMP.</li> </ul>
<b>Main targets</b>	Report target and indicators refer to key indicators reported in the guidelines.

### 3.4.2 National laws and regulations affecting Transport Planning

The planning is the starting point for national regulatory measures. Therefore, national transport policies relate to European programming, referring to the guidelines, and with regional and local planning, providing indications on strategic infrastructures and identifying common references for the Country.

In Italy, the strategic transport planning at regional and local level is developed with the Regional Transport Plans (PRT as Italian acronym) at regional level and with the Urban Mobility Plans (PUM) established with article 22 of the law 24 November 2000, n. 340.

On the basis of the European guidelines, several Municipalities in recent years are also developing specific *Sustainable Urban Mobility Plans* (PUMS as Italian acronym) introducing the concept of participatory and integrated planning with respect to existing territorial planning.

On August 4<sup>th</sup>, 2017, national guidelines for the drafting of the SUMP were approved by the abovementioned decree of the Minister of Transport and Infrastructure.

The Italian decree adopts the process of elaboration and implementation of the SUMP, which is based on the principles of cooperation between the various institutional levels, collaboration between nearby urban areas, evaluation of the present and future performance and public involvement of the stakeholders.

Beyond such specific act on *Sustainable Mobility Plans*, other decrees regulate in the same period the overall transport planning matter.

In particular, the legislative decree April 18<sup>th</sup> 2016, n. 50 (New Procurement Code) confirms the importance of strategic transport planning by identifying, in article 201, the following general planning and programming tools:

- *General Transport and Logistics Plan* (PGTL as Italian acronym), reporting the strategic lines of the policies of the mobility of people and goods as well as the infrastructure development of the Country;
- *Multiannual Programming Document* (DPP as Italian acronym), containing the list of national strategic interventions relating to the transport and logistics sector, whose feasibility planning is deemed worthy of financing, to be carried out in accordance with the *General Transport and*



*Logistics Plan*. Paragraph 5 of the aforementioned article provides that the Regions, the autonomous Provinces, the Metropolitan Cities and the other competent bodies transmit to the Ministry of Infrastructure and Transport proposals for priority interventions for the development of the country for the purposes of the inclusion of the *Multiannual Programming Document*.

Always for the strategic transport infrastructure planning, the before mentioned Legislative Decree of 16 December 2016, n. 257 supports the creation of a national infrastructure for alternative fuels with measures for the diffusion of vehicles powered by energy sources other than diesel and oil, which are configured in a homogeneous regulation on a national scale of the access of these vehicles to restricted traffic areas.

Finally, it is to be mentioned in last years also the legislative decree 21 March 2017, n. 51 Italy implementing the directives:

- 2015/652/EU establishing calculation methods and reporting obligations pursuant to directive 98/70/EC relating to the quality of petrol and diesel fuel and directive 2015/1513/EU amending directive 98/70 / CE, relating to the quality of gasoline and diesel fuels;
- 2009/28/CE, on the promotion of the use of energy from renewable sources.

In the table below we resumed the main legal references for the urban mobility planning before the SUMPs and for the guidelines affecting the national transport planning.

Main national legal references affecting the Transport Planning in Italy	
National original title	English translation
<b>Legge 24 novembre 2000, n. 340</b> – “Disposizioni per la delegificazione di norme e per la semplificazione di procedimenti amministrativi - Legge di semplificazione 1999” (art. 22).	<b>Law November 24<sup>th</sup> 2000, n. 340</b> – “Provisions for the delegation of standards and for the simplification of administrative procedures - Simplification law 1999” (art. 22).
<b>Decreto Legislativo 18 aprile 2016, n. 50</b> – “Attuazione delle direttive 2014/23/UE, 2014/24/UE e 2014/25/UE sull'aggiudicazione dei contratti di concessione, sugli appalti pubblici e sulle procedure d'appalto degli enti erogatori nei settori dell'acqua, dell'energia, dei trasporti e dei servizi postali, nonché per il riordino della disciplina vigente in materia di contratti pubblici relativi a lavori, servizi e forniture”.	<b>Legislative Decree April 18<sup>th</sup> 2016, n. 50</b> – “Implementation of Directives 2014/23 / EU, 2014/24 / EU and 2014/25 / EU on the award of concession contracts, on public contracts and on the procurement procedures of providers in the water, "energy, transport and postal services, as well as for the reorganization of the current regulations on public contracts relating to works, services and supplies”.

In the next pages the tables reports the synthetic description of the abovementioned acts.

<b>Law November 24<sup>th</sup> 2000, n. 340</b> <i>“Provisions for the delegation of standards and for the simplification of administrative procedures - Simplification law 1999”</i> (art. 22)	
<b>General Description</b>	The Act establish several measure to simplify specific administrative procedures especially within the matter of public administration. As regards the urban mobility, the art. 22 of the law provide the institution of <i>Urban Mobility Plans</i> (PUM as Italian acronym of “ <i>Piani Urbani della Mobilità</i> ”).





<b>Law November 24<sup>th</sup> 2000, n. 340</b> <i>"Provisions for the delegation of standards and for the simplification of administrative procedures - Simplification law 1999"</i> (art. 22)	
<b>Main purposes</b>	The measures of art. 22 (Urban Mobility Plan) aim to: <ul style="list-style-type: none"> <li>- meet the mobility needs of the population;</li> <li>- ensure the reduction of atmospheric and noise pollution levels;</li> <li>- ensure the reduction of energy consumption;</li> <li>- promote the increase in safety levels of transport and circulation road traffic;</li> <li>- promote the minimization of the individual use of private cars and the moderation of traffic;</li> <li>- promote the increase in transport capacity;</li> <li>- ensure the increase in the percentage of citizens transported by collective systems also with car-sharing and car-pooling solutions;</li> <li>- ensure the reduction of congestion phenomena in urban areas.</li> </ul>
<b>Territorial level</b>	Overall national territory and Municipalities or their consortia with more than 100.000 inhabitants.
<b>Period of implementation</b>	- date of entry into force of the Act: November 24 <sup>th</sup> 2000
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Italian Parliament</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act (for art. 22): Ministry for Infrastructure;</li> <li>- Bodies responsible for the implementation of the Act: Regional Authorities and Municipalities or their consortia with population of at least 100.000 inhabitants.</li> </ul>
<b>Economic resources</b>	The co-funding budget of 60% of expenditures for Plans' implementations. The budget to co-fund the Urban Mobility Plan was regulated by subsequent acts.
<b>Main contents</b>	The contents are reported in only art. 22 of the law concerning the institution of Urban Mobility Plans, that are projects of mobility systems including the organic set of interventions on: <ul style="list-style-type: none"> <li>- public and road transport infrastructures;</li> <li>- park and ride nodes;</li> <li>- technologies;</li> <li>- vehicle fleet;</li> <li>- the management of transport demand through the structure of mobility managers;</li> <li>- traffic control and regulation systems;</li> <li>- user information;</li> <li>- logistics and technologies aimed at the reorganization of the distribution of goods in cities.</li> </ul>
<b>Main measures</b>	Co-funding of plans affecting: <ul style="list-style-type: none"> <li>- single Municipalities or their consortia with population of at least 100.000 inhabitants;</li> <li>- provinces with at least 100.000 inhabitants;</li> <li>- Regions and metropolitan areas.</li> </ul>
<b>Main targets</b>	N.A.

<b>Legislative Decree April 18<sup>th</sup> 2016, n. 50</b> <i>"Implementation of Directives 2014/23 / EU, 2014/24 / EU and 2014/25 / EU on the award of concession contracts, on public contracts and on the procurement procedures of providers in the water, "energy, transport and postal services, as well as for the reorganization of the current regulations on public contracts relating to works, services and supplies"</i> (art. 201 – Planning and programming tools)	
<b>General Description</b>	The Legislative Decree, so-called Public Procurement Code, implements the European directives regulating the procurements and concession contracts of contracting authorities for the acquisition of services, supplies, and works, as well as public design competitions. The code introduced also the programming and general planning of infrastructures and strategic settlements at national level.
<b>Main purposes</b>	As regards the transport infrastructure matter, the art. 201 aim to assess and include the infrastructure and priority settlements for the development of the Country in specific planning and programming tools coordinated by the Ministry of Infrastructure and Transport
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	- date of entry into force of the Act: 19/06/2016





<b>Legislative Decree April 18<sup>th</sup> 2016, n. 50</b> <i>"Implementation of Directives 2014/23 / EU, 2014/24 / EU and 2014/25 / EU on the award of concession contracts, on public contracts and on the procurement procedures of providers in the water, "energy, transport and postal services, as well as for the reorganization of the current regulations on public contracts relating to works, services and supplies"</i> (art. 201 – Planning and programming tools)	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Italian Government</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Ministry for Infrastructures;</li> <li>- Bodies responsible for the implementation of the Act: Ministries and other Public Authorities.</li> </ul>
<b>Economic resources</b>	Specific budget for funding and reprogramming of resources for priority infrastructures is reported at art. 202
<b>Main contents</b>	The contents are reported in only art. 201 of the law concerning the planning and programming tools for the development of national transport system and priority infrastructures. In order to identify the infrastructure and priority settlements for the development of the country, the Italian Government with the support of the Ministry of Infrastructure identifies the following general planning and programming tools: <ul style="list-style-type: none"> <li>- <i>General Transport and Logistics Plan</i> (PGTL as Italian acronym);</li> <li>- <i>Multiannual Programming Document</i> (DPP as Italian acronym).</li> </ul>
<b>Main measures</b>	<ul style="list-style-type: none"> <li>- The <i>General Transport and Logistics Plan</i> (PGTL) contains the strategic lines of the policies of the mobility of people and goods as well as the infrastructural development of the country. The Plan is adopted every three years, on the proposal of the Minister of Infrastructure and Transport.</li> <li>- The <i>Multiannual Programming Document</i> (DPP) under the jurisdiction of the Ministry of Infrastructure and Transport, contains the list of infrastructures and priority settlements for the development of the Country, including interventions relating to the transport and logistics sector whose feasibility planning is deemed worthy of financing, to be carried out in accordance with the PGTL.</li> </ul> The Regions, the autonomous Provinces, the Metropolitan Cities and the other competent bodies transmit to the Ministry of Infrastructure and Transport proposals of priority infrastructures and settlements for the development of the Country for insertion in the DPP, giving priority to the completion of the unfinished works, including the feasibility project.
<b>Main targets</b>	Each 3 year it is foreseen updating of plan

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

The land use planning matter is regulated in Italy since 1942 with the "Urban Planning Law" n. 1150, which is still in force despite the long time of this legal basis.

In subsequent years, the law was integrated by several acts to define specific fields, such as the minimum land use standards, the transport planning, the administrative approval processes, the landscape restrictions, the environmental assessments, and other issues.

It is to be noted that the Italian Constitution law provides that the Urban Planning field is regulated also by Regional Authorities pursuant the national laws and directives, so that this matter have different implementations in the local territories of the Nation and several further regional laws were implemented in the following years.

Therefore, also the planning tools contains different frameworks and different administrative procedures on the basis of the Region of the Municipalities of which every plan affects.

Of course, in recent years the needs to issue a new national law regulating the land use planning was discussed several times and many bills were drafted by the parlements and national associations operating



in the field of Urban and Regional Planning.

In the table below we resumed the main legal basis for the adoption and implementation of EU policies on *Land Use and Urban Planning*.

Main national legal references affecting the Urban Planning in Italy	
National original title	English translation
Legge 17 agosto 1942, n. 1150 – “ <i>Legge Urbanistica</i> ”	Law August 17 <sup>th</sup> 1942, n. 1150 – “Urban planning law”

In the next pages the tables reports the synthetic description of the abovementioned acts.

Law August 17 <sup>th</sup> 1942, n. 1150 “Urban planning law”	
<b>General Description</b>	The law contains main rules for planning at various levels, by regulating the approval procedures, and provides restrictions to the building activity for municipalities without urban planning tools. The law provides also the possibility of expropriation for public use of the expansion areas, introduces the building authorizations for all interventions of private individuals within inhabited centers.
<b>Main purposes</b>	<p>The law, first of all, reorganized the matter related to the planning tools, entrusting the main responsibility to the Municipalities, also a hierarchical system was provided to guarantee complete and widespread control of the territory:</p> <ul style="list-style-type: none"> <li>- at a interurban and/or regional level, the <i>Territorial Coordination Plan</i> (PTC as Italian acronym) is aimed at orienting and coordinating the urban activity of large and winning areas for the subordinate plans;</li> <li>- at the municipal level, the <i>General Town Plan</i> (PRG as Italian acronym) regulates the urban development of cities;</li> <li>- the law then provides that the PRG are implemented through the detailed Plans (PPE as Italian acronym), drawn up by the Municipality.</li> </ul> <p>For each of the plan tools, the contents, the training methods and the procedures for the adoption, publication, presentation of observations and approval are specifically indicated.</p>
<b>Territorial level</b>	Overall national territory, with the implementation of plans by Municipalities and Local Authorities for PTCs.
<b>Period of implementation</b>	- date of entry into force of the Act: August 17 <sup>th</sup> 1942
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Parliament</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: The Ministry of Public Works with Regional Authorities (as joint matter due to Constitution law).</li> <li>- Bodies responsible for the implementation of the Act: Municipalities and Local Authorities.</li> </ul>
<b>Economic resources</b>	N.A.





<b>Law August 17<sup>th</sup> 1942, n. 1150</b> <b>“Urban planning law”</b>	
<b>Main contents</b>	Main articles of law affects: <ul style="list-style-type: none"> <li>- Art. 1. Urban planning discipline and its purposes,</li> <li>- Art. 2. Consultative competence of the Higher Council of Public Works,</li> <li>- Art. 3. Establishment of compartmental planning sections,</li> <li>- Art. 4. Regulatory plans and rules on construction activity,</li> <li>- Art. 5. Formation and approval of territorial coordination plans,</li> <li>- Art. 6. Duration and effects of territorial coordination plans,</li> <li>- Art. 7. Content of the general plan,</li> <li>- Art. 11. Duration and effects of the general plan,</li> <li>- Art. 13. Content of the detailed plans,</li> <li>- Art. 17. Validity of detailed plans,</li> <li>- Art. 18. Expropriation of urban areas.</li> </ul>
<b>Main measures</b>	The Ministry of Public Works has the faculty, on the opinion of the Superior Council of Public Works, to compile territorial coordination plans by setting the perimeter of each individual plan. Each plan has a different procedure for drafting: <ul style="list-style-type: none"> <li>- The PRG, each Municipality of the State has the right to draft the regulatory plan of its territory                The general plan of the municipality must be filed in the municipal secretariat for a period of 30 consecutive days, during which anyone has the right to view it.</li> <li>- The PPE is drafted by the Municipality and must be adopted with a specific resolution. The PPE must be deposited in the Secretariat of the Municipality for the duration of 30 consecutive days.</li> </ul>
<b>Main targets</b>	N.A.

### 3.5 Sustainable Mobility legal framework in Serbia<sup>20</sup>

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, which consider the policies adopted by European Union through the EU White Paper on Transport (2011).

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

<sup>20</sup> Contribution provided by Regional Agency for Socio-Economic Development Banat Ltd.



technical regulation of traffic on the local roads, Decision on public car parks, Decision on the municipal transport of passengers by road, etc.

### 3.5.1 National laws and regulations affecting Sustainable Mobility

In the table below we resumed the main recent legal references for the implementation of European sustainable mobility policy in Serbia.

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

In the next pages the tables reports the synthetic description of the abovementioned acts.

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> </ul>



Strategy and Action plan for Road Traffic Safety of the Republic of Serbia from 2015 to 2020 ("Official Gazette of RS", no. 64/2015)	
	<ul style="list-style-type: none"> <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>	<p>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.</p> <p>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.</p>
<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>
<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>	<p>More efficient traffic safety management, safer routes, safer vehicles, safer traffic participants, after-accident operation.</p>

### 3.5.2 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.

In the table below we resumed the main legal references for other urban mobility planning and for the guidelines affecting the national transport planning in Serbia.





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

In the next pages the tables reports the synthetic description of the abovementioned acts.

The General transport master plan 2027, June 2010	
<b>General Description</b>	<p>The aims of the Main Master Plan are:</p> <ul style="list-style-type: none"> <li>- to contribute to expanded, improved and safer transport networks that will attract new investments in poorer regions,</li> <li>- to improve quality of life in Serbia,</li> <li>- to improve trade,</li> <li>- to contribute improving relations with countries in the environment.</li> </ul>
<b>Main purposes</b>	<p>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.</p> <p>This plan is the basis for all future projects to be financed from EU accession funds and from other sources.</p>
<b>Territorial level</b>	National territory;
<b>Period of implementation</b>	From 2009 to 2027;
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Government;</li> <li>-The ministry responsible for transport;</li> </ul>
<b>Economic resources</b>	<p>Minimum scenario: 7,570.0 [million euro]</p> <p>Development scenario: 22,183.0 [million euros]</p> <p>Note Total investment in transport infrastructure (rail, roads, airport, waterways, intermodal transport);</p>
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Introduction;</li> <li>2. The Development of Serbian Transport Infrastructure;</li> <li>3. Master plan;</li> <li>4. Strategic Environmental Assessment;</li> <li>5.Master Plan Implementation;</li> <li>6. Conclusions and Recommendations;</li> </ol>
<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.

### 3.5.3 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.

In the table below we resumed the main legal basis for the adoption and implementation of EU policies on Land Use and Urban Planning.



In the next pages the tables reports the synthetic description of the abovementioned acts.

<b>Action Plan for a Transnational SUMP concept</b>	Version 4
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<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>	n.a.
<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> </ul>

### 3.6 Sustainable Mobility legal framework in Slovenia<sup>21</sup>

Slovenia is gradually improving in the area of quality of life and economic development, and certain pressures on the environment are also decreasing.

Despite this, it still lags considerably behind the most developed countries with regard to economic, social and environmental development, with the development gaps varying from region to region.

The legal basis for the preparation of the National Programme, together with the decisions of the Government of the Republic of Slovenia, is provided by the legislation in individual transport sections (roads, railways, aviation and maritime).

In addition to these statutory provisions, the Court of Audit of the Republic of Slovenia in its audit report Modernisation of road and railway infrastructure on 3.a development axis No. 320-1/2013/90 dated 14 July

<sup>21</sup> Contribution provided by Regional Agency for Socio-Economic Development Banat Ltd.



2015, finds the main reason for ineffectiveness in the fact that the Republic of Slovenia has no national programme for the sector of state roads and no updated national programme for the development of public railways infrastructure.

Financial resources are envisaged for individual years until 2022 and from 2023 to 2030 for the whole period, namely for all the transport sections together and for each individual section:

- Road Transport,
- Rail Transport,
- Sustainable Mobility,
- Marine Transport And
- Air Transport.

### ***3.6.1 National laws and regulations affecting Transport Planning***

The legal basis for the adoption of the national programmes from the section of transport is stipulated by the following statutory provisions:

Article 42 of the Roads Act (Official Gazette of the Republic of Slovenia [Uradni list RS], Nos. 109/10, 48/12, 36/14 – Ruling of the Constitutional Court and 46/15) stipulates:

- (1) The objectives and tasks of the Strategy for the development and maintenance of state roads shall be further specified in the National Programme for the development and maintenance of state roads.
- (2) The National Programme shall specify the order of the priorities of maintenance and development of state roads, the sources of funds for their realisation and the dynamics as well as the scope of realisation of individual development tasks for a period of at least four years. The determination of priority tasks must be based on objective transport, technical, economic and environment protection criteria.
- (3) The National Programme shall be drafted by the ministry responsible for transport and adopted by the National Assembly of the Republic of Slovenia upon a proposal by the Government of the Republic of Slovenia.

Article 13 of the Railway Transport Act (Official Gazette of the Republic of Slovenia [Uradni list RS], No. 99/15 – official consolidated text), stipulates the following:

- (1) The objectives and tasks of the Strategy for the development of the public railway infrastructure and the maintenance of the public railway infrastructure shall be further specified after consultation with stakeholders in the Strategy for the development of public railway infrastructure, independently or within the framework of the development of the whole transport sector (hereinafter: the Development Strategy), which shall be adopted by the Government of the Republic of Slovenia for a period of at least five years and published on the website.





- (2) Regarding investments in public railway infrastructure and public railway infrastructure maintenance, the Development Strategy specifically determines the order of priority tasks of investing in public railway infrastructure and the maintenance of infrastructure, the sources of funds for their realisation and the dynamics as well as scope of realisation of individual tasks in the planned period. The determination of priority tasks must be based on transport policy and developmental goals by considering objective transport, technical, economic, financial and environment protection criteria.
- (3) Based on the Development Strategy at the proposal of the operator, the Ministry shall adopt an annual plan of renovation and maintenance of public railway infrastructure for calendar year.
- (4) The annual plan of investments in the public railway infrastructure proposed by the company from paragraph one of Article 13.a hereof shall be adopted by the Ministry. (5) Engineering to the public railway infrastructure, necessary for the implementation of the Strategy for the development of the railway infrastructure shall cover particularly:
  - the preparation, organisation and coordination of investments in all phases of the investment process;
  - the organisation and implementation of reviews of project documentation.

The Strategy for the development of transport does not meet all the substantive requirements listed in Article 13 of the Railway Transport Act. Therefore, it is necessary from this point of view to prepare a more detailed programme for the implementation of activities in this sector.

Article 33 of the Maritime Code (Official Gazette of the Republic of Slovenia [Uradni list RS], No. 120/06 – official consolidated text, 88/10, 59/11 and 33/16) stipulates:

- Guidelines for the sustainable development of maritime affairs and ensuring security in maritime transport shall be stipulated by means of the National Programme for maritime development in the Republic of Slovenia, which shall be adopted at the proposal of the Government of the Republic of Slovenia by the National Assembly of the Republic of Slovenia (and the Strategy for transport development in the Republic of Slovenia, which shall be adopted by the Government – proposal for amendments of the Maritime Code in the first hearing in the National Assembly).

The National Programme for transport development also includes content, which together with the development of the international port of Koper, also relate to the measures for the development of transport on inland waters and to other development projects from the sector of water-borne transport.

The Aviation Act (Official Gazette of the Republic of Slovenia [Uradni list RS], No. 81/10 – official consolidated text, hereinafter: ZLet), stipulates the following in Article 6:

- The guidelines for sustainable development of civil aviation and the provision of safety in air traffic shall be stipulated with the National Programme for the development of civil aviation of the Republic of Slovenia, which shall be adopted by the National Assembly of the Republic of Slovenia at the proposal of the Government of the Republic of Slovenia. Paragraph 2 of Article 6 of ZLet also



stipulates that harmonised programmes for the development of airports.

In addition to these statutory provisions, the Court of Audit in its audit report "Modernizacija cestne in železniške infrastrukture na 3.a razvojni osi št. 320-1/2013/90 z dne 14. julija 2015" (Modernisation of road and railway infrastructure on 3.a development axis No. 320-1/2013/90 dated 14 July 2015), finds the main reason for ineffectiveness in the fact that the Republic of Slovenia has no national programme for the sector of state roads and also no updated national programme for the development of public railways infrastructure.

In the table below we resumed the main legal references for the urban mobility planning before the SUMP's and for the guidelines affecting the national transport planning.

Main national legal references affecting the Sustainable Mobility in Slovenia	
National original title	English translation
Zakon o cestah (ZCes-1), ki ga je sprejel Državni zbor Republike Slovenije 20. decembra 2010	The Roads Act (ZCes-1), adopted by the National Assembly of the Republic of Slovenia on 20 December 2010
Zakon o železniškem prometu (ZZelP-UPB6), ki ga je potrdil Državni zbor Republike Slovenije 4. 2. 2011	The Railway Transport Act (ZZelP-UPB6), approved by the National Assembly of the Republic of Slovenia on 4 February 2011
Pomorski zakonik (PZ) ki ga je potrdil Državni zbor Republike Slovenije 12. 5. 2001	The Maritime Code approved by the National Assembly of the Republic of Slovenia on 12 May 2001
Zakon o plovbi po celinskih vodah (ZPCV), ki ga je potrdil Državni zbor Republike Slovenije 20.4.2002	Inland Waterways Navigation Act (ZPCV), approved by the National Assembly of the Republic of Slovenia on 20 April 2002

In the next pages the tables reports the synthetic description of the abovementioned acts.

<i>The Roads Act (ZCes-1), adopted by the National Assembly of the Republic of Slovenia on 20 December 2010</i>	
<b>General Description</b>	Roads Act which inter alia provides for the construction, maintenance and safety of state-owned roads as well as regulations regarding traffic safety and supervision.
<b>Main purposes</b>	<p>This Act establishes and regulates:</p> <ul style="list-style-type: none"> <li>- status and categorization of public roads,</li> <li>- uniform rules for the construction, operation and maintenance of all public roads, and the conditions for the use of uncategorized roads used for public road transport, in order to ensure a level playing field for the safe operation of road transport throughout the road network,</li> <li>- compulsory commercial public service to ensure the safety of public roads and unhindered traffic,</li> <li>- management, construction, maintenance and protection of public roads and traffic on them.</li> </ul> <p>The private legal sphere of road carriage is regulated by the Road Transport Contracts Act specifying carriage of passengers and goods in national and international carriage unless otherwise stated in international agreement.</p> <p>In case of international carriage by road, two conventions apply: CMR (1956) for goods and CVR (1973) for passengers. Slovenia has adopted the first one only, although both of them are incorporated into national legislation which tends to strengthen the carrier's liability. Public road law is governed by the Public Roads Act which inter alia provides for the construction, maintenance and safety of state-owned roads as well as regulations regarding traffic safety and supervision. Road Traffic Safety Act includes traffic rules, provisions regarding vehicles, special obligations of passengers and safety issues, etc. The Road Transport Act regulates transport of passengers in internal and international carriage, carriage of goods (national and international permits), etc.</p>



The Railway Transport Act (ZZeIP-UPB6), approved by the National Assembly at its session on 4 February 2011	
General Description	Carriage by rail - Railway Transport Act Slovenian rail transport is governed by the Railway Transport Contracts Act and special tariffs.





**The Railway Transport Act (ZZeIP-UPB6), approved by the National Assembly at its session on 4 February 2011**

<b>Main purposes</b>	<p>Historically, in Slovenia rail transport played a pivotal role for carriage of passengers and cargo. Today the situation is different. At the EU level the volume of goods transported by rail has significantly diminished. At present, the main goal is to improve, restructure and strengthen transportation by rail. According to the White Paper, the main objective is not just to modernize the existent infrastructure but also to avoid trains running empty, to move trucks from roads on trains and to develop and improve international passengers' services.</p> <p>It is generally known that Slovene infrastructure is underdeveloped and that standards and capacity no longer correspond to modern transport requirements.</p> <p>International carriage by rail is regulated by the 1999 version of COTIF Convention with CIM (cargo) and CIV (passengers) which was adopted by Slovenia.</p> <p>Slovenian rail transport is governed by the Railway Transport Contracts Act and special tariffs. The law reflects the provisions of the aforementioned international convention and regulates carriage of passengers (liability of the carrier for carriage of passengers and luggage), carriage of cargo (conclusion and performance of contract of carriage, amendment of contract of carriage, liability of carrier for loss of cargo), combined transport, etc.</p> <p>Railway safety is governed by the Safety of Railway Transport Act which among other things regulates public transport, railways lines, railways vehicles, traffic regulations, system of signaling, protection of railway lines and other issues.</p>
<b>Territorial level</b>	Overall national territory
<b>Period of implementation</b>	- date of entry into force of the Act 27.11.1999
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Ministry for Infrastructure and transport</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Ministry for Infrastructure and transport</li> <li>- Bodies responsible for the implementation of the Act (competent ministries, municipalities, agencies and departments)</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents /measures</b>	<p>This Act lays down the conditions for the provision of railway transport services, services which are public goods provided by the Republic of Slovenia (hereinafter: the state) in the field of railway transport with a compulsory commercial public service, public railway infrastructure, its status and conditions for access to it, the method of exercising the right to strike in the railway sector, the establishment, task and competence of the regulatory body, the establishment, the task and responsibilities of the Public Railway Agency (hereinafter: the Agency).</p> <p>This Act shall not apply to:</p> <ul style="list-style-type: none"> <li>- lines that are functionally separated from the rest of the railway network and are intended only for the provision of local, urban or suburban passenger services;</li> <li>- private railway infrastructure, which is used exclusively by its owner for its own transport of goods;</li> <li>- carriers operating only on the networks referred to in the first and second indents of this paragraph.</li> </ul> <p>(3) This Act transposes the provisions of Directive 2012/34 / EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L No. 343 of 14.12.2012, p. ), most recently amended by Directive 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34 / EU with regard to the opening up of the market for inland rail passenger services and infrastructure management services (OJ L No 352 of 23.12.2016, p.1) (hereinafter: Directive 2012/34 / EU).</p>

**The Maritime Code approved by the National Assembly of the Republic of Slovenia on 12 May 2001**

<b>General Description</b>	This Code regulates the sovereignty, sovereign rights, jurisdiction and control of the Republic of Slovenia at sea.
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The Maritime Code approved by the National Assembly of the Republic of Slovenia on 12 May 2001	
<b>Main purposes</b>	This Code regulates the sovereignty, sovereign rights, jurisdiction and control of the Republic of Slovenia at sea, the safety of navigation along the territorial sea and inland waters, the protection of the sea from pollution from vessels and the legal regime of ports; property rights, and contractual and other obligations relating to vessels; entry of vessels, restrictions on shipowner liability, joint damage, enforcement and insurance on vessels and conflict of laws rules, supervision of the safety of navigation.
<b>Territorial level</b>	Relations related to navigation in the territorial sea and the internal sea waters of the Republic of Slovenia and rivers along to the border to which they are navigable from the sea side, unless otherwise provided in this Act.
<b>Period of implementation</b>	- date of entry into force of the Act 12.05.2001
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Ministry for Infrastructure and transport</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Ministry for Infrastructure and transport</li> <li>- Bodies responsible for the implementation of the Act (Administration of the Republic of Slovenia for Maritime Affairs, Geodetic Institute of Slovenia, Local communities in which the ports lie)</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents /measures</b>	<p>This Code regulates the sovereignty, sovereign rights, jurisdiction and control of the Republic of Slovenia at sea, the safety of navigation along the territorial sea and inland waters, the protection of the sea from pollution from vessels and the legal regime of ports; property rights, and contractual and other obligations relating to vessels; entry of vessels, restrictions on shipowner liability, joint damage, enforcement and insurance on vessels and conflict of laws rules</p> <p>The guidelines for the sustainable development of maritime transport and ensuring the safety of maritime transport are determined by the National Maritime Development Program of the Republic of Slovenia, adopted by the National Assembly of the Republic of Slovenia on the proposal of the Government, and the strategy of the development of transport of the Republic of Slovenia adopted by the Government</p> <p>Supervision of the safety of navigation carried out by port supervisors at the Maritime Administration of the Republic of Slovenia includes the supervision of:</p> <ol style="list-style-type: none"> <li>1. crew members;</li> <li>2. the transport of persons and goods by boats;</li> <li>3. the implementation of the voyage regime of vessels;</li> <li>4. boats with regard to their ability to sail;</li> <li>5. the maintenance and marking of waterways in the territorial sea and inland waters of the Republic of Slovenia and the state of the facilities for the safety of navigation on them;</li> <li>6. floating devices, as regards the safety of their use and their navigability;</li> <li>7. carrying out pilotage and compulsory towing of ships.</li> </ol> <p>This law transposes the provisions of the following European Union directives into Slovenian law: Directive 2009/15 / EC of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations (recast) (OJ L No 131 of 28.5.2009, p.47), Directive 2009/16 / EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ L 131, 28.5.2009, p. 57), Directive 2014/90 / EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98 / EC (OJ L No. 257 of 28.8.2014, p 146);, Directive 2009/45 / EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (recast) (OJ L 163 of 25.6.2009, p.1), Council Directive 98/41 / EC of 18 June 1998 on the registration of persons traveling by passenger ships sailing to or from ports of Member States of the Community (OJ L 188, 2 July 1998, p. 35), Council Directive 1999/35 / EC of 29 April 1999 on a system of mandatory checks for the safe operation of regular services by ro-ro ferries and high-speed passenger craft (OJ L 138 of 1 June 1999, p.1), Directive 2001/96 / EC of the European Parliament and of the Council of 4 December 2001 laying down harmonized requirements and procedures for the safe loading and unloading of bulk carriers (OJ L No 13 of 16.1.2002, p. ), Directive 2002/59 / EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75 / EEC (OJ L No 208 of 5.8.2002, p. 10),</p>





<b>Inland Waterways Navigation Act (ZPCV), approved by the National Assembly of the Republic of Slovenia on 20 April 2002</b>	
<b>General Description</b>	<p>Inland Waterways Navigation Act</p> <p>Carriage of goods by inland waterways is governed by the <i>Inland Navigation Act</i><sup>11</sup> which is to great extent based on the <i>Maritime Code</i>, especially with respect to the carrier's liability for goods and passengers.</p>
<b>Main purposes</b>	<p>This Act regulates the safety of inland navigation and lays down the conditions that must be met by navigable areas, vessels and floating installations and persons operating vessels, ports and other sites for access to the water area, determines the elements of the navigation regime, regulates the entry of vessels and floating devices, lifting of sunken objects and regulating the safety of navigation.</p> <p>Inland navigation is the navigation on rivers and lakes, except for navigation along rivers to the border to which they are navigable from the sea side.</p>
<b>Territorial level</b>	Inland navigation is the navigation on rivers and lakes, except for navigation along rivers to the border to which they are navigable from the sea side.
<b>Period of implementation</b>	- date of entry into force of the Act 20.04.2002
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Ministry for Infrastructure and transport</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act: Ministry for Infrastructure and transport</li> <li>- Bodies responsible for the implementation of the Act (competent ministries, municipalities, agencies and departments)</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents /measures</b>	<p>This Act regulates the safety of inland navigation and lays down the conditions that must be met by navigable areas, vessels and floating installations and persons operating vessels, ports and other sites for access to the water area, determines the elements of the navigation regime, regulates the entry of vessels and floating devices, lifting of sunken objects and regulating the safety of navigation.</p> <p>Contents:</p> <ul style="list-style-type: none"> <li>- meaningful application of the Maritime Code</li> <li>- concepts</li> <li>- the conditions of navigation safety and the determination of the navigation regime</li> <li>- port state and entry points</li> <li>- line in the port</li> <li>- permission of navigation</li> <li>- meeting vessels</li> <li>- conditions for safe navigation</li> <li>- building or renovation of buildings</li> </ul> <p>In the inland waters, any act that would compromise the safety of people or vessels, pollution of water, coast and shores, or any damage to the coast and shore and facilities that serve the safety of navigation, as well as an act that is contrary to in the prescribed order in ports, entry points and inland waters.</p> <p>In the inland waters are prohibited in particular:</p> <ul style="list-style-type: none"> <li>- hinder navigation;</li> <li>- to fly out or land outside of certain places;</li> <li>- float outside the waterway, the time allowed, in weather and other conditions that do not allow safe navigation;</li> <li>- to navigate by vessels that do not comply with the regulations;</li> <li>- to sail in the area of regulated bathing areas;</li> <li>- tie or lease vessels in places where this is not permitted;</li> <li>- to clean, color or scrape vessels in a way that can contaminate water;</li> <li>- dispose of solid and liquid waste and other objects in water.</li> </ul>



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

In the table below we resumed the main legal basis for the adoption and implementation of EU policies on Land Use and Urban Planning.

Main national legal references affecting the Urban Planning in Slovenia	
National original title	English translation
<i>Zakon o varstvu okolja (ZVO-1), ki ga je Državni zbor Republike Slovenije sprejel 07.05.2004</i>	The Environmental Protection Act (ZVO-1) adopted by the National Assembly of the Republic of Slovenia on 07.05.2004
<i>Zakon o prostorskem načrtovanju (ZUreP-2), ki ga je Državni zbor Republike Slovenije sprejel 24. oktobra 2017</i>	<i>The Spatial Planning Act (ZUreP-2), adopted by the National Assembly of the Republic of Slovenia on 24 October 2017</i>

In the next pages the tables reports the synthetic description of the abovementioned acts.

The Environmental Protection Act (ZVO-1) adopted by the National Assembly of the Republic of Slovenia on 07.05.2004	
<b>General Description</b>	This Act regulates the protection of the environment against burdening as a prerequisite for sustainable development and in this framework defines the basic principles of environmental protection, environmental protection measures, environmental monitoring and environmental information, economic and financial instruments for environmental protection, public environmental protection services and others with protection related issues.
<b>Main purposes</b>	<p>The purpose of environmental protection is to promote and guide such social development, which enables long-term conditions for human health, the well-being and quality of its life, and the preservation of biodiversity.</p> <p>The objectives of environmental protection are, in particular:</p> <ol style="list-style-type: none"> <li>1. Preventing and reducing the burden on the environment,</li> <li>2. Conservation and improvement of the quality of the environment,</li> <li>3. Sustainable use of natural resources,</li> <li>4. Reducing energy use and increasing the use of renewable energy sources,</li> <li>5. The elimination of the consequences of burdening the environment, the improvement of the diseased natural balance, and the restoration of its regeneration skills,</li> <li>6. Increasing the material efficiency of production and consumption, and</li> <li>7. Abandoning and replacing the use of hazardous substances.</li> </ol> <p>In order to achieve the objectives referred to in the preceding paragraph:</p> <ol style="list-style-type: none"> <li>1. Encourages production and consumption, in order to reducing the burden on the environment,</li> <li>2. Encourages the development and use of technologies that prevent, eliminate or reduce environmental burdens</li> <li>3. It pays pollution and the use of natural resources</li> </ol> <p>Implementing regulations on the basis of the Environmental Protection Act by fields:</p> <p><b>ENVIRONMENT</b></p> <ul style="list-style-type: none"> <li>- Waste</li> <li>- Air quality and Climate change</li> <li>- Industrial pollution and Industrial accidents</li> <li>- Environmental impact assessments</li> <li>- Light pollution and electromagnetic radiation</li> <li>- Soil protection and Noise</li> <li>- Rehabilitation and prevention of environmental damage</li> </ul> <p><b>WATER</b></p> <ul style="list-style-type: none"> <li>- Water protection</li> </ul>





The Environmental Protection Act (ZVO-1) adopted by the National Assembly of the Republic of Slovenia on 07.05.2004	
	<p><b>GENERAL</b></p> <ul style="list-style-type: none"> <li>- Non-governmental and other organizations in the field of environmental protection</li> <li>- Ratifications of conventions, protocols</li> <li>- Programs and plans for environmental protection</li> </ul>
<b>Territorial level</b>	Overall national territory, or specific kind of regions/cities
<b>Period of implementation</b>	Adopted by the National Assembly of the Republic of Slovenia on 07.05.2004
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act - National Assembly of the Republic of Slovenia</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act (for Ministry for Environment, National Sectoral Agency, Agency for Environment);</li> <li>- Bodies responsible for the implementation of the Act (Municipalities, local authorities, Agencies)</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents</b>	<p>-principle of sustainable development</p> <p>(1) When adopting policies, strategies, programs, plans, plans and general legal acts and in carrying out other matters within its competence, the state and the self-governing local community (hereinafter: the municipality) must promote such economic and social development of a society that, when satisfying the needs of the present generation take into account the same opportunities to meet the needs of the future and enable the long-term preservation of the environment.</p> <p>(2) In order to promote sustainable development, environmental protection requirements must be integrated into the preparation and implementation of policies and activities in all areas of economic and social development.</p> <p>-principle of integrity</p> <p>(1) When adopting policies, strategies, programs, plans, plans and general legal acts and in carrying out other matters within their jurisdiction, the state and the municipality must take into account their environmental impacts by contributing to the achievement of environmental protection.</p> <p>(2) When adopting the acts referred to in the preceding paragraph relating to the protection of the environment, human health, the well-being and quality of his life shall be taken into account as well as survival, protection against environmental accidents and health.</p> <p>-principle of cooperation</p> <p>(1) The state and the municipality shall, when adopting policies, strategies, programs, plans, plans and general legal acts related to environmental protection, facilitate the cooperation of polluters, contractors or contractors of public services of environmental protection and other persons engaged in environmental protection activities and the public.</p> <p>(2) The state shall ensure co-operation and solidarity in addressing global and interstate environmental issues, in particular by concluding interstate agreements, cooperating with other countries on plans, programs and interventions in the environment with a cross-border impact.</p> <p>(3) Municipalities are solidarity and participate in the implementation of environmental protection tasks within their competence in order to provide environmentally more acceptable, more appropriate and economically more effective environmental protection measures.</p> <p>-principle of prevention</p> <p>(1) Emission limit values, environmental quality standards, codes of conduct and other environmental protection measures must be designed and any environmental impact planned and implemented in such a way as to minimize environmental pollution.</p> <p>(2) In order to implement the provisions of the preceding paragraph, the best available techniques available on the market shall be used.</p> <p>(3) In order to prevent adverse effects on the environment and human health, environmental interventions are also guided by long-term recommendations.</p> <p>-principle of caution</p> <p>(1) The introduction of new technologies, production processes and products is permissible only if it is not expected that unforeseeable adverse effects on the environment or human health will be expected taking into account the state of science and technology and possible protective measures.</p> <p>(2) If there is a possibility of irreversible destruction of the environment or if its regeneration capacity is compromised, the lack of scientific certainty must not be a reason for postponing the measures.</p> <p>-principle of responsibility of the producer</p> <p>(1) The burden-maker shall be responsible for eliminating the source of excessive burdening of the</p>



The Environmental Protection Act (ZVO-1) adopted by the National Assembly of the Republic of Slovenia on 07.05.2004	
	<p>environment and its consequences in accordance with this Act.</p> <p>(2) The debtor shall be responsible for the prevention and remedying of environmental damage in accordance with this Act.</p> <p>(3) The debtor shall be responsible for the burden on the environment in the event of bankruptcy or liquidation in accordance with this Act.</p>
<b>Main measures</b>	Measures planned in the act - drafting of plans by Municipalities/Local Authorities
<b>Main targets</b>	<p>Described in above paragraphs, except:</p> <ul style="list-style-type: none"> <li>-the principle of paying for burdens</li> </ul> <p>(1) The debtor shall cover all the costs of the prescribed measures for the prevention and reduction of pollution and risks to the environment, the use of the environment and the elimination of the consequences of environmental pollution, including the cost of implementing preventive and remedial measures in the event of environmental damage.</p> <p>(2) In order to reduce environmental pollution, an environmental levy may be imposed due to pollution or due to the content of environmentally harmful substances in the raw material, semi-</p> <p>(3) The debtor may prescribe the obligation to guarantee financial guarantees in order to carry out prescribed obligations or to reimburse the costs of burdening the environment in the performance of his activity, after his termination or termination of operation of the plant or plant or the termination of the polluter.</p> <ul style="list-style-type: none"> <li>-principle of subsidiary action</li> </ul> <p>(1) The state shall take care to eliminate the consequences of excessive environmental burdens and cover the cost of eliminating these consequences if it can not be affixed to specified or identifiable agents or there is no legal basis for imposing obligations on the person causing the burden or consequences can not be otherwise remedied.</p> <p>(2) Notwithstanding the provisions of the preceding paragraph, the municipality shall take care to eliminate the consequences of the excessive burden on the environment for the treatment of municipal waste and shall cover the costs of eliminating these consequences if it can not be affixed to specified or identifiable agents or is not right</p>

The Spatial Planning Act (ZUreP-2), adopted by the National Assembly of the Republic of Slovenia on 24 October 2017	
<b>General Description</b>	This law defines objectives, principles and rules of spatial planning, participants in this field, types of spatial acts, their content and mutual relations, procedures for their preparation, adoption and implementation, and a unified planning and authorization process. It also determines spatial measures, instruments and land policy measures, and regulates the monitoring of the situation in the area, the operation of the spatial information system and the issuance of certificates in the field of spatial planning.
<b>Main purposes</b>	<p>This law defines objectives, principles and rules of spatial planning, participants in this field, types of spatial acts, their content and mutual relations, procedures for their preparation, adoption and implementation, and a unified planning and authorization process. It also determines spatial measures, instruments and land policy measures, and regulates the monitoring of the situation in the area, the operation of the spatial information system and the issuance of certificates in the field of spatial planning.</p> <p>(2) This Act transmits the following to the Slovenian legal order:</p> <ul style="list-style-type: none"> <li>- Directive 2001/42 / EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programs on the environment (OJ L 197, 21.7.2001, p. 157), in so far as it refers to the assessment of the effects of plans and programs on the environment in the case of spatial acts;</li> <li>- Directive 2011/92 / EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment (OJ L No 26 of 28.01.2012, page 1), last amended by Directive 2014/52 / EC of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92 / EU on the assessment of the effects of certain public and private projects on the environment (OJ L 124, 25.4.2014, p. ), in the part relating to the merger of the environmental impact assessment of the environment with a combined</li> </ul>





The Spatial Planning Act (ZUreP-2), adopted by the National Assembly of the Republic of Slovenia on 24 October 2017	
	<p>procedure for planning and permitting spatial arrangements of national importance;</p> <ul style="list-style-type: none"> <li>- Council Directive 92/43 / EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, page 7), last amended by Council Directive 2013 / 17 / EU of 13 May 2013 adapting certain directives in the field of the environment, by reason of the accession of the Republic of Croatia (OJ L 158, 10.6.2013, p. 193), in so far as it concerns the assessment of the acceptability of plans and programs and interventions in the nature, if they are combined with procedures for comprehensive environmental impact assessment of spatial planning documents and environmental impact assessments in the framework of the integrated procedure for planning and permitting spatial arrangements of national importance;</li> <li>- Directive 2014/89 / EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial planning (OJ L No. 257 of 28.8.2014, p. 135).</li> </ul>
<b>Territorial level</b>	Overall national territory, or specific kind of regions/cities
<b>Period of implementation</b>	<p>07.05.2004</p> <p>The Spatial Planning Act (ZUreP-2), adopted by the National Assembly of the Republic of Slovenia at its meeting on 24 October 2017.</p>
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act - National Assembly of the Republic of Slovenia</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act (for Ministry for Environment, National Sectoral Agency, Agency for Environment);</li> <li>- Bodies responsible for the implementation of the Act (Municipalities, local authorities, Agencies)</li> </ul>
<b>Economic resources</b>	n.a.
<b>Main contents</b>	<p>The purpose of spatial planning is to achieve sustainable spatial development by integrating, managing and coordinating its social, environmental and economic aspects, so that as a goal of spatial planning:</p> <ul style="list-style-type: none"> <li>- Protects space as a limited natural asset;</li> <li>- ensure the preparation and implementation of spatial planning documents;</li> <li>- enable quality living conditions and a healthy living environment;</li> <li>- provides adequate and universal access to social and economic public infrastructure;</li> <li>- enables a polycentric system for the development of settlements;</li> <li>- enables the urban development of cities and wider urban areas;</li> <li>- create and maintain recognizable characteristics in the space;</li> <li>- creates and protects the diversity, visibility and quality of the landscape;</li> <li>- achieve spatially coordinated and mutually complementary multi-functional deployments of various activities in the space;</li> <li>- ensure rational use of space and maintain spatial capabilities for present and future generations;</li> <li>- contribute to the strengthening and protection of human health;</li> <li>- contributes to the protection of the environment, the preservation of nature, the protection of cultural heritage, the protection of agricultural land and other quality of the area;</li> <li>- contributes to adaptation to climate change;</li> <li>- create conditions for reducing and preventing natural or other disasters;</li> <li>- contributes to the defense of the state.</li> </ul> <p>(2) Decisions on spatial development must be formulated at all levels in accordance with the objectives of spatial planning, resulting from the monitoring and analysis of data from the state of the spatial state, as well as knowledge of current and professionally substantiated assessment of future protection and development needs in the area.</p> <p>(3) Spatial planning under this Act is a continuous process comprising spatial planning, a combined process of planning and permitting spatial arrangements of national importance, the implementation of land policy measures, monitoring of the situation in the area and the provision of related information services.</p> <p>(4) Achieving the objectives of the regulation of the space referred to in the first paragraph of this Article shall be in the public interest</p>
<b>Main measures</b>	Measures planned in the act - drafting of plans by Municipalities/Local Authorities
<b>Main targets</b>	Described in above paragraphs





## 4. National Policy Frameworks on Sustainable Mobility

The following chapter reports the level of implementation of EU policies on Sustainable Mobility through specific national **plans/strategies** promoted in the following analyzed Countries:

- Bosnia and Herzegovina;
- Croatia;
- Greece;
- Italy;
- Serbia;
- Slovenia.

In particular, in the next paragraphs for each abovementioned State the report summarizes the current national policy framework implementing:

- specific EU policies, directives and/or regulations on *Sustainable Urban Mobility Plans*;
- the *Sustainable Urban Mobility Plans* in the analyzed Country (when applicable);
- further typologies of *Transport Plans* affecting *Sustainable Mobility* policies.

### 4.1 Sustainable Mobility national policies in Bosnia and Herzegovina<sup>22</sup>

As already highlighted in the previous chapter, Bosnia and Herzegovina is administratively complex country formed by Dayton agreement in 1995, after the end of the war. This agreement confirmed Bosnia and Herzegovina as an independent and sovereign state in Europe.

Under the treaty, Bosnia and Herzegovina consists of two administrative units: the Federation of Bosnia and Herzegovina and the Republic of Srpska, and the Brčko District, which has a special status and does not belong to any entity.

While the Republic of Srpska entity is a single administrative unit, the Federation of Bosnia and Herzegovina entity consists of 10 cantons, entrusted with shared and exclusive legislative competences. This complex administrative structure reflects on its difficult national structure.

This partition also affects on transport. Ministries that are responsible for making decisions are divided on Ministry of transport and communication of Republic of Srpska, Ministry of transport and communication of Federation of Bosnia and Herzegovina, Ministry of transport and communication of Bosnia and Herzegovina and Department for public affairs of Brčko District. Each of them are responsible for its unit.

<sup>22</sup> Contribution provided by Municipality of Gradiška.



According to all mentioned above, there are national transport strategies for country, entities and district. In 2016, Bosnia and Herzegovina adopted this strategies in order to access EU funds. Developing of strategies was supported by UK Government. There is Framework Transport policy of Bosnia and Herzegovina, as a basic strategy for entities strategies.

There is also Transport strategy of the Federation of Bosnia and Herzegovina and Conclusions, Transport strategy of Republic of Srpska and Transport strategy of Brčko District. This strategies are for period 2016-2030. Each of them contains List of projects, as indicator of implementation of strategy.

After 50% of strategy time framework, strategy is audited. Here is discussed what has been implemented and what is not, should strategy implementation continues or it should be revised.

At the time of this report, in Bosnia and Herzegovina there is no adopted Sustainable urban mobility plans. Some local self-governances, through implementation of various projects with focus on sustainable mobility, already developed or they are in process of developing such documents. Currently, only Banja Luka has developed SUMP, but still not adopted by local governance.

Sarajevo, also through project implementation, will have developed SUMP in April 2020. Those two cities are only in Bosnia and Herzegovina which have developed bike-sharing system, so it could be considered that there are some basis for sustainable mobility.

Since in Bosnia and Herzegovina transport strategies and plans are focused on construction and reconstruction of express roads and highways, according to Official Gazette of Bosnia and Herzegovina, every local self-governance unit has to adopt annual plan for maintance, reconstruction and construction of local roads.

With implementation of different projects focused on sustainable mobility, local self-governances will have opportunity to participate in developing documents and strategies that support sustainable mobility.

#### ***4.1.1 National policies affecting Sustainable Mobility***

In Bosnia and Hezegovina, there are Framework transport policy 2015-2030, Transport strategy of the Federation of Bosnia and Herzegovina 2016-2030 and Conclusion, Transport strategy of Republic of Srpska 2016-2030.

These strategies are developed with support of UK Government in order to access to EU funds. The strategies cover the development of road, rail, water, air and intermodal transport. These strategies, as is mentioned above, contain List of projects.

Strategy is audited on the first half of planed duration of strategy. List of projects is analysed and it is discussed what is implemented and what is not, and what is the percentage of implementation of strategy.

Strategies in Bosnia and Herzegovina and its units are mostly focused on construction and reconstruction of express roads and highways and connecting with neighbourd countries and maintance, construction and reconstruction of local and regional roads.



Main national strategic plans and strategies affecting the Sustainable Mobility in Bosnia and Herzegovina	
National original title	English translation
Okvirna transportna politika BiH za period 2015-2030.	Framework transport policy of BiH for the period 2015 – 2030
Transportna strategija Federacije Bosne i Hercegovine za period 2016.-2030. godine i Zaključci	Transport Strategy of the Federation of Bosnia and Herzegovina for the period 2016-2030 year and Conclusions
Strategija transporta Republike Srpske 2016-2030	Transport strategy of Republic of Srpska 2016-2030

Framework transport policy of BiH for the period 2015 – 2030	
<b>Responsible Authorities</b>	<ul style="list-style-type: none"> <li>- Body responsible for the drafting and implementation: Ministry of Communications and Transport of BiH</li> <li>- Body responsible for the approval: House of Peoples of Bosnia and Herzegovina</li> </ul>
<b>General Description</b>	Framework Transport Policy of BiH for the period 2015-2030. is an indicative and fundamental document on which basis development strategies, regulations, programs, plans and other acts will be adopted in the process of improvement and development of the transport sector, as well as deciding on the directions of development, action plans and priorities at the level of BiH, its entities and Brcko District of Bosnia and Herzegovina, and in accordance with the Constitution of BiH.
<b>Territorial level</b>	Bosnia and Herzegovina (entities: Federation of Bosnia and Herzegovina and Republic of Srpska, Brcko District)
<b>Current status</b>	<ul style="list-style-type: none"> <li>- date of adoption: May, 2015</li> <li>- date of approval. July 2015</li> </ul>
<b>Timing</b>	- time horizon 2015-2030
<b>Economic resources</b>	<p>To be reported:</p> <ul style="list-style-type: none"> <li>- Overall budget established for the general implementation of the plan</li> <li>- Specific minimum and/or maximum budget established for implementation of each measure (for ex. drafting of plans, specific works, equipment, or services)</li> </ul> <p>Framework Transport Policy s planned and operational document that represents a framework of action for institutions and individuals, who are in accordance with their jurisdiction directly involved in its application and makes it an integral part this decision. No financial information about total budget nor about budget for implementation of each measure.</p>
<b>Main purposes</b>	<p>General and Specific objectives</p> <p>The overall objective of the Framework Transport Policy of BiH is sustainable development of transport system of country, entities and Brcko District of BiH, based on expected economic and social development of the county, meeting the needs for improved mobility of goods and people, physical access to markets, workplaces, educational centres and other social and economic requirements.</p>
<b>Main measures</b>	No main measures are indicatet in Framework transport policy of Bosnia and Herzegovina. This framework policy is basic document for development of transport strategies of entities which will further represent basis for local transport plans.





Framework transport policy of BiH for the period 2015 – 2030	
<b>Main targets</b>	<p>Achieving the overall goal requires that each type transport, including intermodal and combined transport, contributes to achieving the following objectives:</p> <ul style="list-style-type: none"> <li>- to satisfy the social and economic demand,</li> <li>- to provide the highest level of service at the lowest possible costs,</li> <li>- to meet information requirements system and security,</li> <li>- To be financially sustainable and based on the main sources of funding range from user fees, general budget sources to the private sector, satisfies needs maintenance, improvement and development traffic infrastructure,</li> <li>- be regulated in accordance with EU standards and regulations and the Constitution of Bosnia and Herzegovina,</li> <li>- it has the minimum allowed negative impact on the environment, and</li> <li>- to ensure the development of traffic in function European integration of Bosnia and Herzegovina</li> </ul>
<b>Main contents</b>	<p>Report the index of chapter/section and annexes</p> <ol style="list-style-type: none"> <li>1. Vision</li> <li>2. Objectives</li> <li>3. Main principles</li> <li>4. Orientation</li> <li>5. Implementation guidelines of Framework transport policy</li> </ol>

Transport Strategy of the Federation of Bosnia and Herzegovina for the period 2016-2030 year and conclusions	
<b>Responsible Authorities</b>	<p>Body responsible for the drafting and implementation: Department for international development</p> <p>Body responsible for the approval: Parliament of the Federation of Bosnia and Herzegovina</p>
<b>General Description</b>	<p>Transport strategy of the Federation of BiH has aim to identify actions necessary for development of the transport system of the Federation of BiH in the short term, mid term and long term periods. Transport strategy is tool for planning and designing which goal is creating opportunities for future investments in the Federation of BiH related to transport and traffic.</p>
<b>Territorial level</b>	Federation of Bosnia and Herzegovina
<b>Current status</b>	<ul style="list-style-type: none"> <li>- date of adoption: June, 2016</li> <li>- date of approval: March 2017</li> </ul>
<b>Timing</b>	- time horizon 2016-2030
<b>Economic resources</b>	<p>Transport strategy contain List of projects whose implementation is realizing objectives of Transport strategy. According to that list, budget for implementation of the Strategy is 6.484.740.000 EUR. Here should be considered that there is no financial data for all planned projects. This sum is calculated using available financial data.</p>
<b>Main purposes</b>	<p>General objectives:</p> <ol style="list-style-type: none"> <li>1. Being financially sustainable and based on the main sources of financing from user fees</li> <li>2. To be regulated in accordance with EU standards and regulations</li> <li>3. Ensure minimum negative environmental impact</li> <li>4. Fulfil information system and security requirements</li> <li>5. The fulfillment of social and economic requirements</li> <li>6. Fulfillment the needs from the aspect of maintenance and improvement and development of transport infrastructure</li> <li>7. Provision of the highest level of service</li> </ol>





Transport Strategy of the Federation of Bosnia and Herzegovina for the period 2016-2030 year and conclusions	
<b>Main measures</b>	<p>The document reports 46 measures. For the synthesis of this document, here below we report the first ones:</p> <ol style="list-style-type: none"> <li>1. Introduction of a system of financing based on excise duties on fuel</li> <li>2. Define the regulatory framework for toll access charges</li> <li>3. Harmonization of fuel tax levels with neighboring countries</li> <li>4. Alignment of existing Federation of BiH laws with EU directives and EIA legislation</li> <li>5. Alignment of existing FBiH laws with EU directives and legislation on the Vehicle Emissions Law</li> <li>6. Alignment with EU road safety policies</li> <li>7. Establishment of public institutions for regional roads in all cantons</li> <li>8. Construction of a cross-border crossing of the Svilaj Bridge on the Sava River (near the section of the Odžak - Svilaj highway)</li> <li>9. Completion of the motorway section on the indicative extension of the TEN-T Comprehensive Core Network in the Federation of BiH</li> <li>10. Administrative procedures / studies to identify new railways to be added to the SEETO network.</li> </ol>
<b>Main targets</b>	<p>Main targets of Transport strategy of Federation of Bosnia and Herzegovina are expressed throughout List of projects, which is part of strategy. After the adoption of the strategy, a time period is agreed upon after which the planned projects will be audited, how much has been done and what is left. List of project is presented within Annex I.</p>
<b>Main contents</b>	<p>Introduction</p> <ol style="list-style-type: none"> <li>1. Methodology <ol style="list-style-type: none"> <li>1.1 approach to transport strategy</li> <li>1.2 Objectives and actions</li> <li>1.3 Data needs and collection methods</li> </ol> </li> <li>2. Current situation <ol style="list-style-type: none"> <li>2.1 Socio-economic overview</li> <li>2.2 Roads</li> <li>2.3 Railways</li> <li>2.4 Air transport</li> </ol> </li> <li>3. Objectives to be achieved through the framework transport policy <ol style="list-style-type: none"> <li>3.1 Transport policy – framework forTransport strategy</li> <li>3.2 Objectives</li> </ol> </li> <li>4. Strategy <ol style="list-style-type: none"> <li>4.1 strategic actions</li> <li>4.2 Action plan</li> </ol> </li> </ol> <p>Annexes  Definitions  List of projects  Received data  Strategies, studies and plans  Regulation  Documents received from Federation of BiH</p>

Transport strategy of Republic of Srpska	
<b>Responsible Authorities</b>	<p>Body responsible for the drafting and implementation: Ministry of transport and communications of Republic of Srpska</p> <p>Body responsible for the approval: National Assembly of the Republic of Srpska</p>
<b>General Description</b>	<p>Transport Strategy of Republic of Srpska defines the methodology for the strategy development, general and specific objectives, as well as the Action Plan for short, medium and long-term activities by 2030. Transport Strategy of Republic of Srpska consists of an Analysis of the Current Situation ("Diagnostics") and a Strategy Development ("Defining Objectives and Actions"). For each mode of transport, the Strategy is based on four pillars of the transport system: Infrastructure, Regulation (legal framework), Technology and Services.</p>





Transport strategy of Republic of Srpska	
<b>Territorial level</b>	Entity Republic of Srpska
<b>Current status</b>	This Strategy is adopted. - date of adoption: January 2017 - date of approval. March 2017
<b>Timing</b>	- time horizon 2016-2030
<b>Economic resources</b>	Transport strategy contain List of projects whose implementation is realizing objectives of Transport strategy. According to that list, budget for implementation of the Strategy is 3.410.900.000 EUR. Here should be considered that there is no financial data for all planned projects. This sum is calculated using available financial data.
<b>Main purposes</b>	General and Specific objectives General objectives 1. Financial sustainability and financing principles from end-user fees 2. Alignment with EU standards and regulations 3. Minimal environmental impact 4. The fulfillment of social and economic requirements 5. Meeting the needs from the aspect of maintenance and improvement and development of transport infrastructure 6. Provision of the highest level of service 7. Fulfillment of traffic safety requirements
<b>Main measures</b>	The document reports 48 measures. For the synthesis of this document, here below we report the first ones: 1. Revision of toll payment model based on operating and infrastructure investment costs 2. Harmonization of fuel tax levels with neighboring countries 3. Harmonization of environmental regulations with EU standards - Alignment of existing legislation with EU directives 4. Harmonization of regulations on emissions of gas (cars and trucks) with EU standards - Alignment of existing legislation with EU directives 5. Construction of the bridge on the Sava River near Gradiška (Route 2a, connecting corridors X and Vc) 6. Construction of the Banja Luka - Mliništa Highway (part of Route 2a, connecting corridors X and VC) 7. Construction of highway on corridor Vc through Republic of Srpska 8. Administrative procedures for identifying new routes to add to the Core and SEETO networks 9. Construction of new sections (highways and expressways) 10. Modernization / reconstruction of road sections (main and regional)
<b>Main targets</b>	Main targets of Transport strategy of Federation of Bosnia and Herzegovina are expressed throughout List of projects, which is part of strategy. After the adoption of the strategy, a time period is agreed upon after which the planned projects will be audited, how much has been done and what is left. List of project is presented within Annex II.





Transport strategy of Republic of Srpska	
<b>Main contents</b>	<ul style="list-style-type: none"> <li>Content</li> <li>List of abbreviations</li> <li>INTRODUCTION</li> <li>1. METHODOLOGY <ul style="list-style-type: none"> <li>1.1. Approach to developing a Transport Strategy</li> <li>1.2. Objectives and activities</li> <li>1.3. Needed data and data collection</li> </ul> </li> <li>2. CURRENT SITUATION <ul style="list-style-type: none"> <li>2.1. Socioeconomic Review</li> <li>2.2. Roads</li> <li>2.3. Railways</li> <li>2.4. Water traffic</li> <li>2.5. Air traffic</li> </ul> </li> <li>3. Objectives to be achieved through the framework transport policy <ul style="list-style-type: none"> <li>3.1. Transport policy – framework for Transport strategy</li> <li>3.2. Objectives</li> </ul> </li> <li>4. Strategy <ul style="list-style-type: none"> <li>4.1. strategic actions</li> <li>4.2. Action plan</li> </ul> </li> <li>Annexes</li> <li>Definitions</li> <li>List of projects</li> <li>Received data</li> <li>Strategies, studies and plans</li> <li>Regulation</li> <li>Documents received from Republic of Srpska</li> </ul>

#### **4.1.2 Implementation of Sustainable Urban Mobility Plans**

As it is mentioned, transport strategies are developed and adopted in Bosnia and Herzegovina and its entities. These strategies do not cover sustainable mobility. Reason for that could be limited knowledge about sustainable mobility.

On the other hand, for many people in Bosnia and Herzegovina, car is not necessity, it is more like a status symbol. As a second country in the world as the most polluted, decision makers in Bosnia and Herzegovina have to consider sustainable mobility and start to adopting its practice.

For now only two cities have developed bike-sharing system. Many local self-governances started to work on sustainable mobility through implementation of various projects with focus on sustainable mobility.

As it is visible in previous analysis, national and entities strategies and local plans are focused on maintenance, construction and reconstruction of express roads and highways with aim to connect Bosnia and Herzegovina with neighboring countries.

Developing SUMP in Bosnia and Herzegovina is also on low level. At the time of this report, only one city has developed SUMP. Other cities showed initiative and through implementation of projects started to introduce concept of sustainable mobility planning.

In order to be in line with other EU countries when is about sustainable mobility, huge benefit has



participation in similar projects like SMILE. Local self-governances, development agencies, NGOs and other have opportunity to see good practice examples and later discuss what is possible to implement on their local.

Generally, Bosnia and Herzegovina is missing promotion of healthy life style, “active” modes of transport and sustainable mobility, on national level and on local. Considering that there are no policies, guidelines on national level which would contribute to the development of sustainable mobility, it is important that local self-governances with promotion on their local start to create positive image of Bosnia and Herzegovina when sustainable mobility is about.

SUMP for City of Banja Luka is at the time of this report only SUMP developed in Bosnia and Herzegovina.

Other local self-governances showed initiative and through implementation of different projects are developing this plan.

City of Sarajevo, also through project implementation will develop SUMP in April 2020. Beside that information, other data are not available.

Below it is reported the table with the distribution of SUMPs in Bosnia and Herzegovina.

Implementation status of <i>Sustainable Urban Mobility Plans</i> in Bosnia and Herzegovina (updated to October 2019)				
Region	Approved SUMPs	Adopted SUMPs	In progress SUMPs	Total SUMPs
Banja Luka	-	-	1	1

The next table reported the exempla of some SUMPS drafted in Bosnia and Herzegovina.

Banja Luka SUMP	
<b>Responsible Authorities</b>	City of Banja Luka, Department of Traffic and roads Authors of SUMP: LIR Evolution, Routing company
<b>General Description</b>	Sustainable Urban Mobility Plan - SUMP for the city of Banja Luka is designed in accordance with spatial, economic, social characteristics and possible sources of financing. The City of Banja Luka has made several serious steps in the previous period: the signing of the Covenant of Europe Mayors, the creation of the SEAP (Action Plan for Sustainable Energy), the preparation of the LEAP (Local Environmental Action Plan) for Banja Luka.
<b>Involved area</b>	- City center: 1.232 Km <sup>2</sup> - Population density: n.a.
<b>Current status</b>	Adopted - date of adoption: February 2019
<b>Timing</b>	- time horizon 2019 - 2028
<b>Economic resources</b>	To be reported: - Overall budget established for the general implementation of the plan : 12.214.000,000 EUR - Specific minimum and/or maximum budget established for implementation of each measure (for ex. drafting of plans, specific works, equipment, or services).





Banja Luka SUMP	
<b>Main contents</b>	<ol style="list-style-type: none"> <li>Summary</li> <li>Introduction</li> <li>SUMP – what is it? <ol style="list-style-type: none"> <li>The SUMP benefits</li> </ol> </li> <li>Methodology of SUMP development</li> <li>Socio-economic data and overview</li> <li>Mobility scenarios</li> <li>Vision, Priorities and Goals of the SUMP</li> <li>SUMP indicators</li> <li>Measures</li> <li>Responsibility, financing sources/resources</li> <li>Supervision and assessment</li> <li>Extended Summary in English</li> <li>Annex</li> <li>Authors / (Team members for SUMP development)</li> </ol>
<b>Main purposes</b>	<ul style="list-style-type: none"> <li>- Active mobility and car independent lifestyle,</li> <li>- Eco and safe City,</li> <li>- Efficient City</li> </ul>
<b>Main targets</b>	<ol style="list-style-type: none"> <li>Increasing the attractiveness of public transport / Modal split / sharing of 35% by 2028</li> <li>Modal split / sharing of cycling 8% by 2028</li> <li>Modal split / sharing of walking 40% by 2028</li> <li>Increasing the number of users of the specific user group - 20% per year</li> <li>Physical and tariff integration of various modes of transport until 2028.</li> <li>Reducing the total number and consequences of traffic accidents / Reduction by 50% by 2028</li> <li>Reconstruction of central pedestrian zone</li> <li>Defined by legal provisions in Official Gazette of Republika Srpska, BiH, No.124 from 31.12.2012</li> <li>Increase in the number of tourists and visitors - 20% per year</li> <li>Acquire data and tools for decision making by 2020</li> <li>Increase the level of service on the existing street network / minimum service level "D" to 2028.</li> <li>Reduction of average travel time by all modes of transport to 10-15 minutes by 2028</li> </ol>
<b>Main indicators</b>	<ol style="list-style-type: none"> <li>The number of trips by public transport</li> <li>Number of tickets sold in public transport</li> <li>The number of trips by bicycle</li> <li>Number of trips by foot</li> <li>Number of subscription tickets</li> <li>Number of buses that can receive bikes</li> <li>The number of P &amp; R systems that have been built</li> <li>CO2 emissions</li> <li>Walking availability</li> <li>Number of days of the year with exceeding the limit value</li> <li>Number of tourists and visitors</li> <li>Developed and adopted Transport model and Urban plan of the City by 2021</li> <li>Loss in traveling time</li> <li>Average travel time</li> </ol>





Banja Luka SUMP																																																												
Main measures	In following table measures with affecting budget are reported.																																																											
	<table> <tr> <th>Measure</th><th>Resources (BAM)</th></tr> <tr> <td>Development of Urban plan and Transport model by 2021</td><td>500.000,00</td></tr> <tr> <td>Development of 5 calm traffic zones by 2028</td><td>200.000,00</td></tr> <tr> <td>Specialized website and printed publications for information in public transport, information centre development, real-time information on bus stands and mobile phone applications</td><td>300.000,00</td></tr> <tr> <td>Database</td><td>50.000,00</td></tr> <tr> <td>Increase the number of buses (1 bus/1000 habitants)</td><td>10.000.000,00</td></tr> <tr> <td>Increase the density and number of public transport lines, 4,0 km bus lines/km<sup>2</sup></td><td>-</td></tr> <tr> <td>Increase accessibility to public transport to max 5,0 min of walking to the bus station</td><td>200.000,00</td></tr> <tr> <td>Construction of a P&amp;R (park and ride) system by 2023</td><td>500.000,00</td></tr> <tr> <td>Parking policy (regime and tariffs) with the aim of improving the accessibility of the city's central zone for working and commercial purposes by 2020</td><td>50.000,00</td></tr> <tr> <td>Developing the cycling development projects by 2021</td><td>30.000,00</td></tr> <tr> <td>Construction of 5 multimodal bus stops by 2024</td><td>300.000,00</td></tr> <tr> <td>A specialized web site for bike services</td><td>5.000,00</td></tr> <tr> <td>Organization of promotional media campaign on recommendations for public transport usage, bicycle usage and walking</td><td>50.000,00</td></tr> <tr> <td>Increasing the number of bike sharing stations from 4 to 14, by 2025 and the number of bicycles in the system up to 100</td><td>400.000,00</td></tr> <tr> <td>Construction of 30 bicycle parking places in attractive locations</td><td>200.000,00</td></tr> <tr> <td>Increasing the length of cycling trails from 14 km to 30 km</td><td>2.000.000,00</td></tr> <tr> <td>Construction of 1 regional bicycle route by 2023</td><td>500.000,00</td></tr> <tr> <td>Increase accessibility of attraction facilities in the central city zone</td><td>100.000,00</td></tr> <tr> <td>Restricting vehicle speed at 30 km/h in primary residential areas</td><td>250.000,00</td></tr> <tr> <td>Reducing the waiting time of pedestrians at traffic lights to reduce the number of irregular road crossings</td><td>15.000,00</td></tr> <tr> <td>Promotion of sustainable mobility in 10 schools by 2023</td><td>30.000,00</td></tr> <tr> <td>Reconstruction of the central pedestrian zone by 2025</td><td>6.000.000,00</td></tr> <tr> <td>Introduction of a new concept of public space use in residential areas</td><td>200.000,00</td></tr> <tr> <td>Removing obstacles on pedestrian paths in the central zone for persons with disabilities by 2022</td><td>60.000,00</td></tr> <tr> <td>Set up a display indicating free parking lots in the central zone by 2022</td><td>500.000,00</td></tr> <tr> <td>The Traffic Management Centre</td><td>1.000.000,00</td></tr> <tr> <td>Optimization of phase plans and implementation of measures for activity of the signalled intersections by 2023</td><td>100.000,00</td></tr> <tr> <td>Increasing funds for e-mobility from 70.000 BAM up to 200.000 BAM by 2023</td><td>300.000,00</td></tr> <tr> <td>Increase in the number of electrical vehicle stations from 2 to 3 by 2023</td><td>50.000,00</td></tr> </table>	Measure	Resources (BAM)	Development of Urban plan and Transport model by 2021	500.000,00	Development of 5 calm traffic zones by 2028	200.000,00	Specialized website and printed publications for information in public transport, information centre development, real-time information on bus stands and mobile phone applications	300.000,00	Database	50.000,00	Increase the number of buses (1 bus/1000 habitants)	10.000.000,00	Increase the density and number of public transport lines, 4,0 km bus lines/km <sup>2</sup>	-	Increase accessibility to public transport to max 5,0 min of walking to the bus station	200.000,00	Construction of a P&R (park and ride) system by 2023	500.000,00	Parking policy (regime and tariffs) with the aim of improving the accessibility of the city's central zone for working and commercial purposes by 2020	50.000,00	Developing the cycling development projects by 2021	30.000,00	Construction of 5 multimodal bus stops by 2024	300.000,00	A specialized web site for bike services	5.000,00	Organization of promotional media campaign on recommendations for public transport usage, bicycle usage and walking	50.000,00	Increasing the number of bike sharing stations from 4 to 14, by 2025 and the number of bicycles in the system up to 100	400.000,00	Construction of 30 bicycle parking places in attractive locations	200.000,00	Increasing the length of cycling trails from 14 km to 30 km	2.000.000,00	Construction of 1 regional bicycle route by 2023	500.000,00	Increase accessibility of attraction facilities in the central city zone	100.000,00	Restricting vehicle speed at 30 km/h in primary residential areas	250.000,00	Reducing the waiting time 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#### 4.1.3 Further typologies of local Transport Plans

According to Official Gazzete of Bosnia and Herzegovina, every local self-governance has to adopt annual plan for maintenance, protection, reconstruction and construction of local roads, uncategorized roads and streets. In this plan, as in the strategies, focus is on construction and reconstruction.

At this time, sustainable mobility is not covered by this plan.

The table below reports the further typologies of transport plans.

Typologies of Local Transport Plans affecting the Sustainable Mobility in Bosnia and Herzegovina	
National original title	English translation



In the next page the table reports the synthetic description of the abovementioned plan.

## Action Plan for a Transnational SUMP concept

### Part A – Benchmark report



## 4.2 Sustainable Mobility national policies in Croatia<sup>23</sup>

Consequently, in order to stimulate more intense management of sustainable mobility and a strategic approach to sustainable mobility developed in as many cities as possible, it is necessary to better implement sustainable mobility and remove current legal deficiencies.

Although there are many legal documents from the transport sector, they are in some aspects uncoordinated

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Strategic documents in the transport sector are only developed at the national level while at the regional level they are in the process of being developed.

Strategic documents in the transport sector are only developed at the national level while at the regional level they are in the process of being drafted.

The national plans/programmes constituting the main strategies for the implementation of Sustainable Mobility are listed in the table below.

In the next page the table reports the synthetic description of the abovementioned act.

## Action Plan for a Transnational SUMP concept

### Part A – Benchmark report



The Transport Strategy of the Republic of Croatia 2017 - 2030	
Current status	Approved on 24.08.2017.
Timing	2017. – 2030.
Economic resources	n/a
Main purposes	Improving traffic connectivity and coordination with neighboring countries, improving accessibility in long distance passenger transport within the Republic of Croatia, improving regional connectivity in passenger traffic by strengthening territorial cohesion, improving accessibility in passenger traffic within and to major urban agglomerations, improving accessibility in freight transport within the Republic Croatia, improving the transport system in terms of organization and operational organization to ensure efficiency and sustainability of the system itself
Main measures	Eliminating congestion at the borders, improving accessibility in passenger traffic over long distances, improving regional connectivity to the mainland, the adjustment of legislation, procedures and standards with EU requirements and international best practices, improving organizational system settings and cooperation among relevant stakeholders, improving the operating system settings, financial sustainability of the transport system
Main targets	<p>The Transport Development Strategy of the Republic of Croatia for the period 2017-2030 will evaluate and define the future measures (infrastructure, work and organization) in the transport sector related to international and internal traffic in all transport segments irrespective of the sources of funding.</p> <p>The Strategy (2017) will provide a framework for developing interventions and defining interfaces with other strategies or assessments (Concept of Functional Regions, Major Plans, Sector Strategies, etc.).</p> <p>The Strategy (2017) will take into account European strategies and requirements (TEN-T, ERTMS, TSI, environmental protection, climate protection, etc.) and will be based on a comprehensive analysis of Croatia's status (specific objectives for the Republic of Croatia).</p> <p>The Strategy (2017) will identify the need for further data collection / generation and define the steps that need to be taken for a future revision of the Strategy.)</p>
Main contents	<p>Below it is reported the structure of the plan:</p> <ul style="list-style-type: none"> <li>- ANALYSIS - General aspects of transport, Public transport and modes of transport with zero emission of harmful gases, Railway transport, Road transport, Air transport, Maritime transport, Inland waterways and river transport</li> <li>- OBJECTIVES - General Purposes, Specific objectives</li> <li>- MEASURES - General measures, Specific Measures, City, suburban and regional traffic, Railway traffic, Road traffic, Air traffic, Sea traffic, Inland waterway traffic</li> <li>- MEASURES IN RELATION TO THE OBJECTIVE - City, suburban and regional traffic, Railway traffic, Road traffic, Air traffic, Sea traffic, Inland waterway traffic</li> <li>- ENVIRONMENTAL PROTECTION MEASURES – Ground, water, biodiversity, Cultural and historical heritage, Agriculture, Landscaping features, Socio-economic features, Climate changes, Measures to alleviate the negative impact of the intervention on the goals</li> </ul>

Strategy of Spatial Development of the Republic of Croatia	
Responsible Authorities	Ministry of Construction and Physical Planning
General Description	The spatial development strategy of the Republic of Croatia is the fundamental state document for the direction of development in space. Based on the established values of the Croatian space and the spatial development management system and the established status and processes in the area, the general goal (vision) of spatial development by 2030 with the developmental priorities and the priorities, directions and implementation framework was established.
Territorial level	National
Current status	Approved on 13.10.2017.





Strategy of Spatial Development of the Republic of Croatia	
<b>Timing</b>	2017. – 2030.
<b>Economic resources</b>	n/a
<b>Main purposes</b>	In order to improve the Republic of Croatia, the Spatial Planning Strategy of the Republic of Croatia emphasizes the importance of transport for linking county groups (spatial units) and Croatia with the European Union as a medium for promoting economic and demographic growth, while pointing to investment in large projects without the necessary professional studies
<b>Main measures</b>	n.a.
<b>Main targets</b>	<p>Main targets are:</p> <ul style="list-style-type: none"> <li>- Effective linking of all parts of the territory with the island to the mainland, developing the network of state, county and local roads;</li> <li>- directing the development of the railway infrastructure to be competitive with other types of traffic,</li> <li>- connecting the islands with land and islands to each other,</li> <li>- developing an intermodal system, TEN-T transport network;</li> <li>- establishment of infrastructure for public e-services;</li> <li>- city networking and smart development of urban areas beyond administrative boundaries,</li> <li>- integrated urban development policy</li> <li>- sustainable mobility</li> <li>- sustainable use of space and resources</li> <li>- preservation of traditional identity</li> <li>- improvement of all types of infrastructure and development of services</li> <li>- aligning the planned use of space with real needs</li> <li>- limiting excessive space consumption</li> </ul>
<b>Main contents</b>	Update values, state and space processes, policies and concepts Space development, priorities and strategy, space assessments, development, implementation framework

The Regional Development Strategy of the Republic of Croatia for the period by the end of 2020	
<b>Responsible Authorities</b>	The Ministry of Regional Development and Funds of the European Union, the Agency for Regional Development of the Republic of Croatia
<b>General Description</b>	<p>The Regional Development Strategy provides guidelines for the development of traffic in all aspects of its functionality.</p> <p>Acceptance and directional development under the proposed guidelines would enable the development of the transport system in accordance with European examples of good practice and directives.</p>
<b>Territorial level</b>	National
<b>Current status</b>	Approved on 14.7.2017.
<b>Timing</b>	2017. – 2020.
<b>Economic resources</b>	n/a
<b>Main purposes</b>	<p>The Strategy is intended to contribute to the identification of priority activities aimed at strengthening the development potential of all Croatian regions, reducing regional disparities and strengthening and developing the development potential of less developed parts of the country.</p> <p>The Strategy provides a framework and guidelines for further development of regional development policy based on established strategic goals and priorities, paying particular attention to:</p> <ul style="list-style-type: none"> <li>- contributing to overall development by creating conditions that will increase the competitiveness of all regions / areas</li> <li>- reduce social and economic development inequalities across different areas</li> <li>- Establish a framework for coordinated (national, regional and local) territorial initiatives aimed at improving economic and social development at the regional and local level.</li> </ul>



The Regional Development Strategy of the Republic of Croatia for the period by the end of 2020	
<b>Main measures</b>	Improvement of regional and local development capacities in nurture, education and sport, Support of affirmation of cultural identity and development of civil society, Development of public infrastructure of local importance, Development of public infrastructure of regional importance, Sustainable use and evaluation of cultural and natural heritage, Support of environmental protection measures and Energy Efficiency at Local and Regional Levels, Providing Support to Development of Supported Areas, Providing Sustainable Island Development Support, Providing Support to Development of Mountain Areas, Improving the Quality of Life and Urban Development Areas, Creating Desirable Living Conditions in Borders, Defining and Implementing Clear Establishment and Financing of Entrepreneurial Zones, Activation of State Assets at Local and Regional Levels, Development of Local Capacities for Heritage Maintenance Programs and Cultural Heritage Facilities, Strengthening of Local and Regional Entrepreneurship Support Institutions, Activation of Local Development through Support to New Economic Entities and Innovative Economic Concepts, Collaborative Economy Development by Supporting Associations of Economic Entities at Regional and Local Levels, Increasing Region Attractiveness Through Territorial Branding, Supporting Increase of Workforce Capacity at Regional and Local Levels, Encouraging Migration of the Population to Areas with Disadvantages of the Workforce, Improving the Public Policy-Oriented Cycle at All Levels of Management, Improving Regional Development Projects Management, Improving the Quality of Public Services through Collaboration in Functional and Fiscal Decentralization Processes, Increasing Property Management Effectiveness at All Levels of Public Management, Harmonization of Public Policy Implementation at the National and Regional Levels, Improvement of Vertical and Horizontal Coordination of Stakeholders in Regional Development Management Strengthening of stakeholders in regional development management and implementation of development projects, Improving the system and increasing the efficiency of state aid management at all levels of governance.
<b>Main targets</b>	Increasing the quality of life by promoting sustainable territorial development, increasing regional economy competitiveness and employment, systematic regional development management
<b>Main contents</b>	<p>Below it is reported the structure of the plan:</p> <ul style="list-style-type: none"> <li>- ANALYSIS - Methodological approach to SWOT analysis, Macroeconomic trends of the Croatian economy since 2006, Analysis of the state of social development with SWOT analysis, Analysis of the state of development of space and environment with SWOT analysis, Analysis of the state of economic development with SWOT analysis, Analysis of regional system management with SWOT analysis, New Concepts for Local and Regional Development of the Republic of Croatia</li> <li>- STRATEGY - Coverage of the Strategy and Compliance with Key Development Documents, Horizontal Issues of regional development policy, Vision, values, strategic goals and priorities, Description of measures with outcome indicators</li> <li>- IMPLEMENTATION - Implementing the Strategy and Implementing Structure, Instruments of Implementation and Implementation Mechanism of the Strategy, Monitoring and reporting system,</li> <li>- External Evaluation Strategy, Programs and Projects, Financial framework</li> </ul>

Strategy for Tourism Development of the Republic of Croatia by 2020	
<b>Responsible Authorities</b>	The ministry of tourism
<b>General Description</b>	<p>The strategy envisages investment in a wide range of content from the transport sector's domain such as:</p> <ul style="list-style-type: none"> <li>- construction of cycling infrastructure aimed at cyclotourism development,</li> <li>- construction of new seaports, traffic signalization,</li> <li>- public parks and local transport,</li> <li>- training of less traffic local roads and country roads etc.</li> </ul>
<b>Territorial level</b>	National





Strategy for Tourism Development of the Republic of Croatia by 2020	
<b>Current status</b>	Approved on 06.2.2013.
<b>Timing</b>	2020
<b>Economic resources</b>	n/a
<b>Main purposes</b>	The Tourism Development Strategy of Croatia by 2020 gives an answer to the question of what kind of tourism Croatia wants and needs to develop and identifies the key tourism policy activities aimed at securing production, institutional, organizational and human preconditions for improving the competitiveness of Croatian tourism and the use of resource bases on the principles of responsible and sustainable development.
<b>Main measures</b>	Harmonization and improvement of the legal framework in the function of strengthening entrepreneurship and investment, Accelerating investment activities through the adoption of a special law, Action plan for the development of nautical tourism - yachting, Development program for cyclotourism, Promotion of investment in tourism.
<b>Main targets</b>	The main goal of Croatian tourism development by 2020 is to increase its attractiveness and competitiveness
<b>Main contents</b>	Starting points, Croatian tourism today, Global development context and opportunities for Croatia Croatian Tourism in 2020, Operational strategies

#### 4.2.2 Implementation of Sustainable Urban Mobility Plans

A 2014 public consultation by the Faculty of Transport and Traffic Sciences (FTTS) on SUMPs in Croatia indicated a lack of co-ordination between local, county and national levels.

Half of the respondents thought that there was no integrated planning of urban mobility in their local community.

Regarding EU-level support to facilitate the development SUMPs, respondents in Croatia ranked financial support and development and sharing of best practices on sustainable urban mobility first and second, respectively.

Given that strategic planning in the transport sector started institutionally only a few years ago, regional strategic documents are currently under preparation.

After the entry into force of the Traffic Master Plan of the Northern Dalmatia functional region, which is the main traffic document at the regional level, in the coming years the development of strategic and operational documents such as Sustainable Mobility Plans, Action Plans and other studies at the local level is under preparation.

The next table reported the exempla of some SUMPS drafted in Croatia.

Koprivnica SUMP	
<b>Responsible Authorities</b>	City Council





<b>Koprivnica SUMP</b>	
<b>General Description</b>	<p>In order to exploit all the possibilities of modern transport, while eliminating negative impacts on the environment, the safety and health of the population, the European Commission encourages and assists in the development of local and regional Sustainable Urban Mobility Plans (SUMP).</p> <p>The City of Koprivnica developed this document as part of the CIVITAS DYN @ MO project as a long-term strategy for traffic and mobility development, with an impact on the wider region and the international environment.</p>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 91 Km<sup>2</sup></li> <li>- Population density: 339 inhabitants/Km<sup>2</sup></li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 23 955 inhabitants (2011)</li> <li>- Surrounding area: 30 854 inhabitants (2011)</li> </ul>
<b>Current status</b>	<p>Adopted.</p> <p>To be reported:</p> <ul style="list-style-type: none"> <li>- date of adoption; 2015</li> <li>- date of approval. n/a</li> </ul>
<b>Timing</b>	- time horizon: 2022
<b>Economic resources</b>	n/a
<b>Main contents</b>	<p>Sustainable traffic-spatial planning - Horizontal and Vertical Compliance Plan with Spatial Planning Documentation, Infrastructure stems from the complete planning of the transport system, Defining conditions for the development of spatial plans and traffic plans and transport projects, Involvement of citizens in the planning and education process on safe and healthy traffic with the least impact on the environment, Koprivnica as a sustainable city of high quality of life, Campus as a city of interest</p> <p>Pedestrian and cycling traffic - The network of pedestrian-cycling infrastructure in the city, Improving the connectivity of city bicycle network elements and increasing the degree of bicycle infrastructure, Improvement of the public bicycle system, Implementation of accompanying bicycle content, Introducing common space in the city center, Plans for designing squares as interest areas (place of residence, place of meeting), Education on traffic rules and safe participation in traffic</p> <p>Public transport and intermodality - Introduction of Integrated Passenger Transport, Introducing Integrated Card System, Information Travel Time System (ICT Application), The Mobility Management Plan for the needs of city administration employees and city companies with a tendency to expand to citizens, Introducing paratroopers - transfer to a call</p> <p>Electromobility - Public transport system, Car transport - car sharing, carpooling, The popularization of electric and hybrid vehicles, Fast filling system for electric vehicles, Campus Zero CO<sub>2</sub></p> <p>Optimization of motor vehicle traffic</p>
<b>Main purposes</b>	Sustainable traffic-spatial planning, pedestrian and cycling traffic, public transport and intermodality, electromobility, motor vehicle traffic optimization
<b>Main targets</b>	<p>Strategic, comprehensive and targeted spatial planning that effectively and transparently places the quality of life in the center of planning, developing a traffic study focusing on sustainable forms of traffic within two years of the adoption of the Plan (2017), Systematic Education and Inclusion of Citizens in the Process planning, decision making and creation of solutions, SUMP South East Europe Competence Center as a successful place for information and education on the process of sustainable traffic planning, vertical and horizontal signaling for 50% trajectory up to 2017 and for the entire network of bicycle traffic by 2022 compulsory alignment with the new National Regulations on Bicycle Infrastructure Increase of the modal share of walking and bicycling in primary and secondary schools to 50% (with increasing modal share of public transport to 20%) by 2022 Increase of the modal share of travel on foot and bicycle for all employees on 40% (with p strengthening the modal share of public transport to 10%) by 2022. Reducing the number of pedestrians and cyclists involved in road traffic accidents by 20% by 2017 and 50% by 2022. The performance of more than 50% of all daily trips combination of sustainable modes of operation; non-motorized traffic, public transport, hybrid and electric vehicles in the city (not counting the travel of residents of villages except the central settlement) by 2022.</p>



Koprivnica SUMP	
<b>Main indicators</b>	Number of Shared Space zone, surface zones of calm traffic, the number of zones of calm traffic, Reducing the number of accidents involving pedestrians and cyclists, Number of parking spaces, traffic flow at peak hours, the number of reduced parking spaces in the city center, Interior parking lot for the needs of freight transport , Increasing the utilization of all parking lots, Increasing the loads of the most loaded parking lots, Efficient billing zoning measures, Reduction of the costs of recruiting and replacement of damaged infrastructure due to delivery traffic, Increasing the safety of pedestrians and cyclists (number of accidents), Extension of the number of electric and hybrid vehicles Number of free parking spaces for electric and hybrid vehicles, Number of people traveling together, Study of intermodality of public transport
<b>Main measures</b>	Monitoring of the success of the implementation of SUMP, Development of the Traffic Study of the City of Koprivnica, Removal of the bottlenecks in traffic with the aim of increasing the flow of the transport network, Education and inclusion of citizens in large infrastructure projects, Citizens education with the aim of popularizing sustainable forms of traffic, Education on safe participation in user traffic Sustainable transport modes, "Branding" of the City of Koprivnica as examples of good practice in sustainable mobility, Primary cycling network, Increased directness and connectivity of the pedestrian and bicycle routes network, Expansion of public bicycle system, Intermodality of public transport, Construction of secondary bicycle facilities, Introduction of public transport, Establishment intermodal public passenger transport system, Intermodal freight transport as a result of vertical alignment at the national level, Integrated transport map system, Introduction of a travel information system, Paratranzit Transmission of electric car systems for city and city employees, Car sharing system to other users, Carpooling system promotion, Encouraging use of electric and hybrid vehicles, Expansion of filling system, Arrangement of one-way street, Arrangement of the Shared space zone, Denivelation of road- Railway Crossing on Križevci Road, Smooth Traffic Zone Design, Fixing of Parking Areas at the Center of the City, Car Parking Service, Optimization of Parking System, Delivery System Optimization.

Sisak SUMP	
<b>Responsible Authorities</b>	City Council
<b>General Description</b>	Aim of the Plan of Sustainable Urban Mobility of the City of Sisak - Determine City As a Successful Dynamic Regional Center, should enable citizens to provide better mobility and accessibility with reduced external transport costs, economic development and environmental protection and animal health protection of all users - users of the transport system and a special interest for the users. with mobility, TE person Elderly Life).
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 422,75 Km<sup>2</sup></li> <li>- Population density: 113 inhabitants/Km<sup>2</sup></li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 33 322 inhabitants (2011)</li> <li>- Surrounding area: 47 768 inhabitants (2011)</li> </ul>
<b>Current status</b>	Drafting, adopted or approved To be reported: - date of adoption; 2017 - date of approval. n/a
<b>Timing</b>	- time horizon – 2030 .g.
<b>Economic resources</b>	n/a
<b>Main contents</b>	Sustainable traffic mobility plan, Role of Institutions, Public Transport, Pedestrian and Bicycle Traffic, Road Network, Proposed Comprehensive Parking Control Policy, City Logistics, Traffic Safety  The Role of the Public and Private Sector in Providing Services, recapitulation of planned costs of sustainable urban mobility, strategic analysis of environmental impact, financing a plan of sustainable urban mobility, communication plan and planning plan of sustainable urban mobility of Sisak city



<b>Sisak SUMP</b>	
<b>Main purposes</b>	Improvement of public transport, pedestrian and bicycle traffic, road network, park management policy and city logistics,
<b>Main targets</b>	increasing the use of public transport, improving public transport, improving the integration between different modalities of public transport and improving accessibility for people with mobility problems, defining terminals to change modes of transport involving non-motorized traffic (such as Bike-and-Ride), development of independent pedestrian routes (paths, sidewalks) and bicycle networks in accordance with examples of good practices, pedestrian development in the center of the city as a function of the protection of cultural and historical heritage and increasing the quality of life of citizens, reduction of the number of delivery / cargo vehicles in the central part of Sisak, for delivery / freight vehicles in the central part of the City of Sisak, improved control of entry / exit of delivery / cargo vehicles in the central part of the City of Sisak
<b>Main indicators</b>	Number of passengers in urban bus transport (narrow urban area) by lines and total, number of passengers in urban bus transport (wider city area) by lines and total, increase of share of city bus travel in the mode of travel distribution, quality of PT service, integration of tariff the length of the bicycle number, the length and purpose of the trip by foot the number of cargoes entering the central part of the City of Sisak, the time of entering the delivery car in the central part of the city of Sisak, the time of the delivery of the delivery vehicles for loading / unloading of goods, average vehicle occupancy, user satisfaction, greenhouse gas emissions
<b>Main measures</b>	The PT visual identity, the alignment of the PT urban lines, the improvement of the PT service, the transformation of the train station into a special terminal, the refurbishment of bus stops, the provision of bus stops with real-time passenger information displays, the tariff system project JGP billing system - ticketing, P&R system, city bus buses wireless internet, multimodal travel application - PT (bus + train), public bicycle, hiking, carpooling (real time) PT promotion, additional alignment of PT for the construction of a new bridge, the replacement of the fleet with new ecological buses, the introduction of a tourist train, the public car service - carsharing, the improvement of taxi services, the integration of the JGP subsystem with the railway, the transport by invitation, the priority of passing the buses on the semaphorized intersections, bicycles, construction of new bicycle infrastructure, pedestrian zone construction, pedestrian construction the change of regulation and organization of traffic flows in the city center, the optimization of the semaphorization system at intersections, the reconstruction of critical intersections, the construction of bridges, the construction of roads of utmost importance

#### 4.2.3 Further typologies of local Transport Plans

The most important national document for the development of the transport sector is the Transport Strategy of the Republic of Croatia 2017-2030, which resulted from the update of the Transport Strategy of the Republic of Croatia 2014.-2030 with the completion of the National Transport Model for the Republic of Croatia.

For the purpose of drafting the Strategy (2014), Ministry of the sea, transport and infrastructure has organized 6 sectoral working groups aimed at elaboration of concepts of sectoral strategies for rail, road and air traffic, maritime affairs and internal navigation, and for the first time in the Republic of Croatia, in terms of strategic planning of the national transport sector, the concept of sectoral strategy for the public sector has also been developed urban, suburban and regional mobility.

The result of this approach was the development of concepts of sectoral strategies for the above-mentioned aspects traffic that was created in June 2013.

The process of merging sectorial concepts the strategy for a unified national transport development strategy



began in August 2013. taking into account the functional regional and sectoral approach.

Functionally regional approach implies the division of the territory of the Republic of Croatia into functional regions based on traffic demand and real interactions of mobility, regardless of county boundaries or state borders, and they can overlap each other.

Sector approach is present analysis of key aspects of transport, ie rail, road and air traffic, maritime affairs and internal navigation, in terms of national and international mobility.

Ultimately, the results analysis of functional regional approach and sectoral analysis served as the basis for determining the multimodal goals and measures for achieving these goals, which are set for each single traffic sector.

In accordance with the above-mentioned strategic approach to the national strategy for the Zadar County area, a traffic master plan of the Northern Dementia Functional Regions was established and will come into effect in the coming months.

Within the Transport Master Plan of the functional region Northern Dalmazia, infrastructure, organizational and management measures for the sustainable development of the Zadar County transport system have been defined, whose main goals are increasing intermodality and increasing the modal share of public transport, cyclists and pedestrians.

It should be noted that within the framework of the Mobilitas project funded from the eu funds, a Study of cycling traffic and infrastructure.

Typologies of Local Transport Plans affecting the Sustainable Mobility in Zadar County	
National original title	English translation
Prometni masterplan funkcionalne regije Sjeverna Dalmacija	Transport Master Plan of the Functional Region of North Dalmatia
Studija biciklističkog prometa I infrastructure u Gradu Zadru	Study of bicycle traffic and infrastructure in the City of Zadar

In the next page the table reports the synthetic description of the abovementioned plan.

Transport Master Plan of the Functional Region of North Dalmatia	
<b>General Description</b>	<p>The Transport Master Plan of the Functional Region North Dalmatia (170,017 inhabitants and the area of 3,646 km<sup>2</sup>) represents the strategic basis for all Zadar County development projects. It should also serve as a basis for other planning sectors. Its implementation should increase regional and local accessibility and should provide for a steady but also increased development of all parts of the County.</p> <p>Analysing the possibilities of improving traffic linkages and analysing and proposing solutions for improving urban and rural and regional transport links through the organization of local, rural and regional integrated public passenger transport (IPPT). Establishing the strategic objectives and measures for the sustainable development of the transport system (road transport, rail transport, maritime transport, air transport and public and suburban public transport, etc.)</p>





Transport Master Plan of the Functional Region of North Dalmatia	
<b>Main purposes</b>	n.a.
<b>Territorial level</b>	Zadar County
<b>Involved Authorities</b>	Zadar city and Zadar County
<b>Timing</b>	- time horizon – 22.year
<b>Average budget</b>	n/a
<b>Main contents</b>	<ul style="list-style-type: none"> <li>- Determining the scope and plan of work</li> <li>- Collection / analysis of data and development of a traffic model</li> <li>- Field surveys (traffic counting, field surveys - face to face on the parking system and use of public transport, cordon surveys)</li> <li>- Conducting research on the mobility of the households (household surveys)</li> <li>- Analysis and review the alignment of spatial planning documentation</li> <li>- Analysis and identification of problems and opportunities</li> <li>- Implementing 4- step mesoscopic simulation transport model with the dynamic traffic load of the Zadar county (private transport, freight transport and public transport – rail and urban public transport)</li> <li>- Analysis of the 4- step mesoscopic simulation transport model with the dynamic traffic load of the Zadar County</li> <li>- Development of a standard offer of public transport of passengers</li> <li>- Defining the objectives and key performance indicators (KPI)</li> <li>- Identification and assessment of measures</li> <li>- Creating an implementation plan</li> <li>- Implementation of cost benefit analysis for infrastructural projects</li> <li>- Development of the implementation plan of the Master Plan</li> <li>- Creating a cost estimate for the implementation of the measures and proposing methods of their financing</li> </ul>
<b>Main purposes</b>	Reduction of the negative effects of traffic on the environment, improvement of the efficiency and sustainability of the transport sector, enhancement of the competitiveness of the economy, improvement of the efficiency of the transport sector and improvement of the degree of safety and security, improvement of the traffic system management level according to economic and social efficiency principles, traffic data.
<b>Main targets</b>	Improving international, regional and long distance passenger accessibility, Improving the connectivity of the island and the continental hinterland with the functions of the main gravitation centers in the County, Improving the accessibility of the PT, Introducing integrated passenger transport system, Increasing the quality of PT service, Increasing the level of passenger information and availability of public transport information among tourists , Improving the perception and awareness of the advantages of using PT, Changing the distribution of passengers in favor of public transport in relation to road, Improving the integration of maritime and rail transport into the local and regional transport system (passenger and freight), Increasing the reliability of maritime transport (public transport and supply chains) in aggravating weather conditions, Improving the infrastructure of public passenger transport, Increasing the level of efficiency and functionality of the transport system in the tourist season, Improving infrastructure and organization Traffic In Idle, Increasing the Effectiveness of Public Transport Financing, Reducing Total External Costs, Ensuring Responsibility and Collaboration of Relevant Shareholders,
<b>Main indicators</b>	Minimum share of railway traffic in relation to total traffic (modal split), Old and energy-inefficient public transport fleet, Large share of road transport in the area of study coverage in relation to public passenger transport, Absence of cycling trails as a link between urban and suburban settlements, and public transport stalls, unavailable public transport fleet, lack of information system in any form and availability of passenger data and traffic statistics monitoring, low commercial speed and unreliability in terms of arrivals / departures in rail traffic, creation of crowds when boarding on trains During the tourist season, Insufficient knowledge of sea liner users, Insufficient level of security, Public transport not integrated, Lack of traffic development strategy in the Zadar County area, Poor improvement of the existing cycling and pedestrian system h track, lack of plans to promote the form of sustainable mobility of hiking, cycling



Study of bicycle traffic and infrastructure in the City of Zadar	
<b>General Description</b>	<p>The city of Zadar has the vision to develop as an ecological, family and tourist town. Given that cycling has positive aspects for people and the environment, it is clear that the development of cycling traffic fits into the development vision of the City of Zadar.</p> <p>The aim of this study is to analyze the issues of the development of bicycle traffic and cycling infrastructure in the area of Zadar and to lay the foundation for the development of bicycle network in the area of Zadar.</p>
<b>Main purposes</b>	n.a.
<b>Territorial level</b>	Zadar City
<b>Involved Authorities</b>	Zadar City
<b>Timing</b>	n.a.
<b>Average budget</b>	n/a
<b>Main contents</b>	<p>Analysis of the current state</p> <p>Traffic data analysis</p> <p>Bicycle traffic</p> <p>Analysis of the state of cycling infrastructure and traffic in the City of Zadar</p> <p>Bicycle trails</p> <p>Public parking lots for cyclists</p> <p>Public bicycle system in the City of Zadar</p> <p>Sports and recreational cycling trails</p> <p>Safety in bicycle traffic in the area of Zadar</p> <p>Analysis of survey research</p> <p>Counting cycling traffic</p> <p>Proposal for the development of the bicycle network of the city</p> <p>Proposal of the bicycle network of the City of Zadar</p> <p>Recommendations for designing the bicycle infrastructure</p> <p>Recommendations for designing cycling routes</p>
<b>Main purposes</b>	<p>The study of bicycle traffic and infrastructure analysis presents the upgrading of existing documents in the area of sustainable tourism mobility and sustainable urban mobility, ie upgrading to the draft version of SUMP of the City of Zadar. SUMP places emphasis on participative and multilevel planning and holistic approaches to improve traffic planning practices and the adoption and implementation of innovative measures that will encourage the widespread use of cycling, hiking and public transport.</p>
<b>Main targets</b>	increasing the use of bicycles and increasing road safety.



Study of bicycle traffic and infrastructure in the City of Zadar	
<b>Main indicators</b>	n/a
<b>Main measures</b>	Harmonization of existing bicycle routes with the Regulations on Bike Infrastructure (NN 28/16), Construction of bicycle infrastructure, Establishment of public parks for cyclists, Further expansion of public bicycle systems, Planning and management of cycling traffic, Provision of data collection on a continuous basis, Bicycling education on cycling , Organization of cycling activities and events

### 4.3 Sustainable Mobility national policies in Greece<sup>24</sup>

Greece has gradually introduced some guidelines and policy “roadmaps” affecting sustainable mobility during the previous years. However, the state has not yet developed a national policy regarding transport issues and urban mobility.

It has to be noted that this absence is restricting the promotion of sustainable mobility in the country and conserves the dominant conventional policies.

Therefore, a national transport plan and a sustainable urban mobility policy should be formulated in the forthcoming time period in order to sustain alternative means of transport and achieve functionality and efficiency.

The formulation of such a plan has the potential to:

- Improve coherence between different sectoral policies and governance levels
- Enable local authorities by removing barriers to sustainable strategies’ (SUMP’s or relevant plans) elaboration and implementation
- Optimise and coordinate European, national and local funding flows
- Promote innovations and new markets

#### 4.3.1 National policies affecting Sustainable Mobility

It is essential to mention that Greece gradually adopts strategies, policies and measures which support and promote sustainable mobility.

However, as highlighted in previous chapter, the existing legislation framework which is characterized by numerous laws (often contradicting with each other) and ambiguous decisions complicates and restricts the further implementation of sustainable mobility plans.

Hence, the EU ought to provide further guidance to Greek state and local communities in order to overcome the current obstacles and to integrate today’s mobility needs into the formal planning procedure.

<sup>24</sup> Contribution provided by Municipality of Hersonisos.



Tellingly, the update of SUMPs guidelines (2.0) has undoubtedly the potential to support European countries even more efficiently than the existing one, thus contributing greatly to the making of sustainable and functional transport systems.

On the basis of the analysis of previous legal framework and its comparison with related planning tools, we have to highlight the following remarks on Greek mobility planning:

- There is a lack of incentive schemes for all aspects of sustainable mobility,
- Vehicle sharing is a field remaining unexplored in the country although recent micro-mobility alternatives have been introduced in large cities,
- Cycling infrastructure are not being implemented as the newly established minimum standards do not allow for flexibility within our local street geometry,
- Several impediments exist when plans call for on-street parking removal in order to widen sidewalks or implement cycling infrastructure,
- E-mobility facilities face a complex framework and although there is interest for stations, delays are apparent,
- Public transportation in all cities apart from Athens and Thessaloniki is privatized with traditional operational standards resisting to any changes based on needs and local demands,
- Freight services operate autonomously regardless of local regulations calling for less pollution and noise (if existing), cooperative models are still far from the norm,
- Citizens and stakeholders lack the experience and culture for Public participation in planning and there is little trust in decision makers that their voice will be heard,
- Funding for SUMP development is very limited compared to similar studies in European cities.

The national plans/programmes constituting the main strategies for the implementation of Sustainable Mobility are listed in the table below.

Main national strategic plans and strategies affecting the Sustainable Mobility in Greece	
National original title	English translation
Εθνικό Σχέδιο Μεταφορών	National Transport Plan for Greece
Οδηγός ανασχεδιασμού αστικών οδών αρμοδιότητας δήμων ΜΟΔ Α.Ε.	Guidelines for designing urban municipal roads MOU
Εθνική στρατηγική για την αστική κινητικότητα	National strategy for urban mobility
Οδηγίες για τα Σχέδια Βιώσιμης Αστικής Κινητικότητας (ΣΒΑΚ). Μια στρατηγική για τον επανασχεδιασμό της κυκλοφοριακής οργάνωσης και των αστικών λειτουργιών στις ελληνικές πόλεις Report SMU:A.1/B.K./Σ.01/2016/6.7	Guidelines for Sustainable Urban Mobility Plans (SUMPs) development. A strategy for redefining traffic organization and urban planning in Greek cities Report SMU:A.1/B.K./Σ.01/2016/6.7



National Transport Plan for Greece	
<b>Responsible Authorities</b>	<ul style="list-style-type: none"> <li>- Body responsible for the drafting and implementation; Ministry of Infrastructure and Transport.</li> <li>- Body responsible for the approval. Ministry of Infrastructure and Transport.</li> </ul>
<b>General Description</b>	<p>The National Transport Plan for Greece is a key policy document which will define the transport sector development strategy for the next 20 years and will support Greece's economic development. It will also determine the main actions that may receive financial support from International Financing Institutions and donors, especially EU and EIB. Thus, it requires a well-defined and justified Strategy, which will be endorsed by all stakeholders.</p>
<b>Territorial level</b>	Overall national territory
<b>Current status</b>	Draft development – Ongoing
<b>Timing</b>	The project started on the 15th of May 2017 and has a total duration of 22 months, which is extended.
<b>Economic resources</b>	The total expenditure of the plan is about 9 billion €.
<b>Main purposes</b>	The primary objective of the Project is to provide the basis for sustainable transport infrastructure and service development in Greece over the medium to long term, which will contribute to the competitiveness of the transport sector of the country.
<b>Main measures</b>	<p>The project includes:</p> <ul style="list-style-type: none"> <li>- Soft measures (e.g. Development of Road Database and Pavement Management System (PMS) at the regional and central levels, Fostering Multimodality)</li> <li>- Infrastructure measures (e.g. Rail and roads construction, Airport renovation)</li> </ul>
<b>Main targets</b>	Several targets (e.g. Improve road accessibility of regions with the poorest accessibility and indicators (e.g. Set of accessibility maps) are set in the annexes of the report.
<b>Main contents</b>	The report consists of 5 chapters and 6 annexes

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National strategy for urban mobility	
<b>Responsible Authorities</b>	<ul style="list-style-type: none"> <li>- Body responsible for the drafting and implementation; Ministry of Environment</li> <li>- Body responsible for the approval. Ministry of Environment</li> </ul>
<b>General Description</b>	The national strategy for urban mobility constitutes an attempt to formulate an integrated set of measures sustaining alternative means and ways of transport. Furthermore, this strategy is going to follow the relevant Directives and guidelines of the European Union.
<b>Territorial level</b>	Overall national territory
<b>Current status</b>	Drafting
<b>Timing</b>	There are no eventual deadlines for the implementation of these guidelines
<b>Economic resources</b>	no budget or specific funds predicted for the implementation of this strategy
<b>Main purposes</b>	The primary objective of this strategy is to formulate an integrated set of actions, measures and policies favoring sustainable mobility.
<b>Main measures</b>	The main pillars are the following: <ul style="list-style-type: none"> <li>- Unified planning approach</li> <li>- Traffic management</li> <li>- Interventions in favor of alternative means and ways of transport</li> <li>- Measures and interventions concerning the protection of the environment</li> </ul>
<b>Main targets</b>	Targets and indicators are not being set in this strategy. Predicted standards vary per plan of implementation.
<b>Main contents</b>	The report is in drafting state, therefore the main contents are not to be communicated yet.

Guidelines for Sustainable Urban Mobility Plans (SUMP) development. A strategy for redefining traffic organization and urban planning in Greek cities Report SMU:A.1/B.K./Σ.O1/2016/6.7	
<b>Responsible Authorities</b>	Body responsible for the drafting and implementation; Sustainable Mobility Unit (NTUA)
<b>General Description</b>	This report constitutes a primary attempt to form a "roadmap" which can support local authorities to introduce and implement sustainable mobility policies and measures.
<b>Territorial level</b>	The territory of a Municipality
<b>Current status</b>	Completed
<b>Timing</b>	There are no eventual deadlines for the implementation of these guidelines
<b>Economic resources</b>	No budget is predicted for the implementation of these guidelines
<b>Main purposes</b>	The primary objective of these Guidelines is to provide an integrated approach to local authorities sustaining alternative means and ways of transport.
<b>Main measures</b>	The report contains example measures concerning a) walking b) cycling and c) public transport. Furthermore, it suggests the structure and the contents of a SUMP.
<b>Main targets</b>	Targets and indicators are not being set in this strategy. Predicted standards vary per plan of implementation.
<b>Main contents</b>	The report consists of 5 chapters

#### 4.3.2 Implementation of Sustainable Urban Mobility Plans

Many Greek municipalities are currently in the process of elaborating *Sustainable Urban Mobility Plans* (SUMP), initiating the path towards a more sustainable future.

This is due to the recent funding from the Green Fund for 162 cities (relevant Decision 114.9/2016) by which the majority of Greek Municipalities have managed to find necessary funds in order to conduct related plans.

These secured funds have acted as additional motive for Municipalities to promote sustainable mobility as a



priority in their policy.

On the basis of the analyzed current status, it is possible to highlight the following remarks:

- Conducting a careful assessment of the present and future performance of urban mobility in their territory, also in view of key EU policy goals. The state has roughly identified its inadequacies and hence provided a series of actions for promoting urban mobility performance.
- Developing an approach to urban mobility which ensures coordinated and mutually reinforcing action at national, regional and local level. The state has not yet developed an integrated approach to coordinate all levels of planning. The various levels of approvals and licensing for each SUMP weaken local community initiatives and wills.
- Ensuring that Sustainable Urban Mobility Plans are developed and implemented in their urban areas and that they are integrated into a wider urban or territorial development strategy. The state has recently issued a law providing the basics for such integration, however there are still issues to be solved for ensuring SUMPs are in accordance to the overall urban and territorial strategies at the local level.
- Reviewing – and amending where necessary – the technical, policy-based, legal, financial, and other tools at the disposal of local planning authorities. The state has not yet developed a complete “roadmap” in order to guide and support local planning authorities. Several tools are provided through specific public entities.
- Where appropriate, measures to avoid fragmented approaches to ensure continuity and compatibility of urban mobility measures to safeguard the functioning of the internal market. The state has not drafted issues of compatibility – however there is an evolving framework.

The next table reported the exempla of some SUMPS drafted in Greece.

Implementation status of <i>Sustainable Urban Mobility Plans</i> in Greece				
Region	Approved SUMPs	Adopted SUMPs	In progress SUMPs	Total SUMPs
Attica	-	-	13	13
Central Greece	-	-	1	1
Central Macedonia	-	1	6	7
Crete	-	1	6	7
Eastern Macedonia and Thrace	-	-	1	1
Epirus	-	-	1	1
Ionian Islands	-	-	-	-





Implementation status of <i>Sustainable Urban Mobility Plans</i> in Greece				
Region	Approved SUMPs	Adopted SUMPs	In progress SUMPs	Total SUMPs
North Aegean	-	-	-	-
Peloponnese	-	-	2	2
South Aegean	-	-	4	4
Thessaly	-	1	2	3
Western Greece	-	-	1	1
Western Macedonia	-	-	1	1
<b>Total</b>	<b>-</b>	<b>3</b>	<b>28</b>	<b>31</b>

The next table reported the exempla of some SUMPS drafted in Bosnia and Herzegovina.

Metropolitan Area of Thessaloniki SUMP	
<b>Responsible Authorities</b>	There was a network of responsible Authorities that was consisted for this purpose. The Urban Transport and Mobility Agency/Council in Thessaloniki was the “leader” of this network and has the final responsibility for conducting the SUMP.
<b>General Description</b>	<p>The SUMP was developed in the framework of the ATTAC project funded by SEE. It included the Metropolitan area of Thessaloniki and it was the first that was conducted in Greece, based on most steps on ELTIS standards. Its goal was to create a sustainable transport system for the studied area that would:</p> <ul style="list-style-type: none"> <li>- ensure accessibility of jobs and services to all</li> <li>- Improve the protection and safety of users</li> <li>- reduce pollution, greenhouse gas emissions and energy consumption</li> <li>- increase the efficiency and cost-effectiveness of people and goods transport</li> <li>- enhance the attractiveness and quality of the urban environment</li> </ul> <p>This SUMP was mainly focused on Urban Public Transport and its integration with other mobility options</p>
<b>Involved area</b>	Na data available
<b>Involved area</b>	No data available
<b>Current status</b>	Partially adopted however not officially approved
<b>Timing</b>	Time horizon 2015-2022, planned to be updated every 2 years
<b>Economic resources</b>	See below in the final section (measures)





Metropolitan Area of Thessaloniki SUMP				
Main contents	Contents:			
	1. THE TRANS-EUROPEAN WORK ATTAC 2. WHAT IS THE SUSTAINABLE MOBILITY PLAN 3. BENEFITS OF SUMP 4. PROCEDURE 5. COMMITMENT TO GENERAL PRINCIPLES OF SUSTAINABLE MOBILITY 6. ASSESSMENT OF EXTERNAL EFFECTS BY THE REGIONAL AND NATIONAL FRAME 7. PROJECT BACKGROUND 8. ANALYSIS OF ADVANTAGES, PROBLEMS, RISKS & OPPORTUNITIES (SWOT) 9. SUMP's SCENARIOS 10. DEVELOPING A COMMON VISION FOR MOBILITY 11. CONSULTATION AND INFORMATION PROCEDURE 12. PRIORITIES OF SBAKA THESSALONIKI 13. OBJECTIVES OF SBAKA THESSALONIKI 14. SBAK THESSALONIKI: DEVELOPMENT OF EFFECTIVE PACKERS OF MEASURES 15. INTEGRATING AWEARNESS RAISING PROCEDURE 16. DETERMINING ECONOMIC EFFICIENT MEASURES 17. COOPERATION BETWEEN MEASURES & MEASURE PACKAGES 18. DISTRIBUTION OF COMPETENCES & RESOURCES 19. ACTION PLAN & BUDGET 20. MONITORING AND EVALUATION PROGRAM 21. SUMP OWNERSHIP AND NEXT STEPS			
Main purposes	Thessaloniki aims to achieve a modern and sustainable transport system that will connect people with the city. The connection with the city is not limited to providing comfortable, fast, safe and affordable transportation but extends to ensuring high quality in the natural, structured and social environment. Urban transport is a product of co-operation between all actors under the coordination of the Urban Transport and Mobility Agency, aiming at a unified urban and regional transport and travel system linking citizens, activities and regions in ways to provide support on economy, environment and quality of life by upgrading the cooperation and the image of the city.			
Main targets and indicators	TARGET	INDICATOR	TARGET PRICE	TARGET YEAR
	Increase of public transport customers (vehicle occupancy, total number of passengers)	Total number of PT passengers	15%	2016
			50%	2020
		PT Average occupancy	10%	2016
			25%	2020
		Average bus speed	10%	2016
			25%	2020
	Decrease of parking demand in the central area	Off-road parking	-10%	2016
			-30%	2020
		On-road parking	-15%	2016
			-30%	2020
	Increase of pedestrians movements in the central area	Pedestrian participation rate in traffic composition	10%	2016
			25%	2020
	Increase of cycling in the metropolitan area	Bicycle participation rate in traffic composition	10%	2016
			15%	2020
	Decrease of pollutant values measured in the area	Emission levels of SO <sub>2</sub> , O <sub>3</sub> , CO, NO <sub>2</sub> , PM <sub>10</sub>	-10%	2016
			-25%	2020





Metropolitan Area of Thessaloniki SUMP	
<b>Main measures and Economic resources</b>	<p>This SUMP contains 12 main measures and an estimation of its cost, as follows:</p> <ul style="list-style-type: none"> <li>- Measure 1: Unified and Intelligent Fare System (22,4 M€)</li> <li>- Measure 2: Passenger Lanes, Priority in Light Signaling, Bus Services (BRT) (550.000€)</li> <li>- Measure 3: Citizen awareness raising to discourage unreasonable use of private vehicles and shift to use of public Transport (PT) (20.000€ per partner of the SUMP Network)</li> <li>- Measure 4: Promote the creation of a TRAM network (350-450M€)</li> <li>- Measure 5: Metro / Tram / Bus interconnection with the creation of interchanges, restructuring of stops and informing of users (no budget needed for this measure)</li> <li>- Measure 6: Maritime transport system in Thessaloniki (13.810.000€)</li> <li>- Measure 7: Flexible Transport Systems &amp; taxi (300.000€ per year)</li> <li>- Measure 8: Single parking policy (1.4000.000€ per 1.000 parking places)</li> <li>- Measure 9: Public spaces regeneration (average cost 160-200€ per square meter)</li> <li>- Measure 10: Cycling Network (average cost 130.000€ per km)</li> <li>- Measure 11: Public bike sharing system (1.500-2.000€ + VAT for initially buying the bikes and 500€ per bike per year for their preservation/service)</li> <li>- Measure 12: Traffic Congestion Charge and Road Access Control (Initial investment of 20-40ME and 8-16M€ per year for their function. Expected revenue 20-40M€.</li> </ul>

Rethymno City SUMP	
<b>Responsible Authorities</b>	Rethymno Municipality
<b>General Description</b>	<p>Rethymno is a partner in the EU project DESTINATIONS funded by HORIZON 2020. In the framework of this project Rethymno has conducted a preliminary SUMP for its city following project demands and some of the ELTIS steps – specially as far as the preparation and the consultation activities is concerned.</p> <p>Rethymno's SUMP adopts an integrated approach to face the rising challenges of both growing sectors – MOBILITY and TOURISM – by introducing sustainable, affordable, smart and reliable mobility solutions. This SUMP demonstrates complementary mobility solutions combining emerging technologies, policy based and soft measures with a strong replication potential, aiming to improve the city's image to citizens and tourists alike. It aims to serve as a lighthouse example to other Greek tourist cities as best practice for sustainable mobility solutions.</p>
<b>Involved area</b>	Rethymno city area: 26.777 km <sup>2</sup> and population: 34.300 κατοίκους (data year 2011) The wider urban area has a population of 46.879 citizens.
<b>Involved area</b>	Municipality area: 397.48 km <sup>2</sup> and population: 55.525 (data year 2011)
<b>Current status</b>	Partially conducted and adopted however not officially approved
<b>Timing</b>	Time horizon 2019-2030
<b>Economic resources</b>	<p>Destinations Project will fund some key measures.</p> <p>Possible additional funding resources can be:</p> <ul style="list-style-type: none"> <li>- City administration budget,</li> <li>- Potential additional budget from EU projects</li> <li>- Regional funds related to mobility studies or other development projects, e.g. related to tourism</li> <li>- Other national funds</li> <li>- Private funds possibly coming from city stakeholders (hoteliers association, city Commercial Chamber, other.)</li> </ul>
<b>Main contents</b>	<p><b>RETHYMNO's SUMP contents:</b></p> <ol style="list-style-type: none"> <li>Introduction</li> <li>EU Guidelines &amp; National Legal Framework</li> <li>Setting a local working group</li> <li>Stakeholders mapping and setting a participatory agreement</li> <li>Rethymno's vision on Sustainable Mobility</li> <li>Strategic Objectives for the SUMP</li> </ol>





Rethymno City SUMP	
	<p>G. Setting specific targets</p> <p>H. Communication and consultation plan</p> <p>I. Scenario's (Baseline and Alternative scenario's)</p> <p>J. Measure package and feasibility Analysis</p> <p>K. Measure selection</p> <p>L. Implementation Plan</p> <p>M. Evaluation Plan and indicators</p> <p>N. Time Plan</p> <p>O. Financial Plan and possible additional resources</p> <p>P. Updates according to Evaluation Plan and Implementation progress</p>
<b>Main purposes</b>	<p>The SUMP Strategy deals with specific challenges in terms of upgrading the existing transport system, improving the urban environment and aiming at behavioural change. The macro- objectives of Rethymno's SUMP are to:</p> <ul style="list-style-type: none"> <li>- improve the quality of life of residents,</li> <li>- enhance tourists travel experience and</li> <li>- enhance the area's image as an attractive tourism destination while</li> <li>- stimulate economic growth and</li> <li>- stimulate social development</li> </ul> <p>According to the vision for the city of Rethymno the following goals and objectives are set:</p> <p><b>Strategic Goal 1: Inclusive city for all</b></p> <p><b>Strategic objectives:</b></p> <ul style="list-style-type: none"> <li>- improvement of city's accessibility and</li> <li>- improvement of citizens' social inclusion</li> </ul> <p><b>Strategic Goal 2: Equity in transport</b></p> <p><b>Strategic objectives:</b></p> <ul style="list-style-type: none"> <li>- increase cycling, walking and use of PT,</li> <li>- increase the quality of transport service and</li> <li>- strengthen the behavioural change towards more sustainable, car -free transport modes</li> <li>- increase the cost-effectiveness of transport service</li> </ul> <p><b>Strategic Goal 3: Clean city- towards zero emissions transport</b></p> <p><b>Strategic objective:</b></p> <ul style="list-style-type: none"> <li>- reduce fuel consumption, GHG emissions, traffic congestion and noise</li> </ul>
<b>Main targets</b>	<p>Main targets and Indicators per strategic objective are the following:</p>
<b>Main indicators</b>	<p><b>Strategic Objective 1.1: Improvement of city's accessibility</b></p> <p>Perception of accessibility level of transport vehicle (C.I. 43)   Increase → 25%</p> <p>Bike sharing bikes and stations per capita (C.I. 31)   Increase → 56%</p> <p>Traffic calmed and car-free/ pedestrianized streets (C.I. 37)   Increase → 15%</p> <p>Extent of off-street walking path network - CIVITAS CAPITAL (C.I. 27)   Increase → 10%</p> <p>Extent of on-street cycle network - CIVITAS CAPITAL (C.I. 28)   Increase → 10%</p> <p>Opportunity for active mobility – WBCSD (C.I. 29)   Increase → 23%</p> <p><b>Strategic Objective 1.2: Improvement of citizens' social inclusion</b></p> <p>Perception of accessibility level of transport vehicle (C.I. 43)   Increase → 25%</p> <p>Traffic calmed and car-free/ pedestrianized streets (C.I. 37)   Increase → 15%</p> <p>Extent of off-street walking path network - CIVITAS CAPITAL (C.I. 27)   Increase → 10%</p> <p>Extent of on-street cycle network - CIVITAS CAPITAL (C.I. 28)   Increase → 10%</p> <p>Opportunity for active mobility – WBCSD (C.I. 29)   Increase → 23%</p> <p>Road Safety (actual) (C.I. 35)   Decrease → 10%</p> <p>Road Safety (perceived) (C.I. 36)   Increase → 15%</p> <p><b>Strategic Objective 2.1: Increase cycling, walking and use of PT</b></p> <p>Car ownership (C.I. 44)   Decrease → 5%</p> <p>Bike ownership (C.I. 45)   Increase → 25%</p> <p>Bike sharing bikes and stations per capita (C.I. 31)   Increase → 56%</p>





### Rethymno City SUMP

Traffic calmed and car-free/ pedestrianized streets (C.I. 37) - Increase → 15%  
 Citizens satisfaction with transport system (C.I. 41) | Increase → 25%  
 Extent of off-street walking path network - CIVITAS CAPITAL (C.I. 27) | Increase → 10%  
 Extent of on-street cycle network - CIVITAS CAPITAL (C.I. 28) | Increase → 10%  
 Opportunity for active mobility – WBCSD (C.I. 29) | Increase → 23%  
 Avg modal split (passenger km) (C.I. 16) | Car-Decrease→57%, Walking- Increase→200%,  
 Cycling- Increase→440%, PT- Increase→150%  
 Avg modal split (trips) (C.I. 17) | Car-Decrease→58%, Walking- Increase→125%, Cycling-  
 Increase→300%, PT- Increase→150%  
 Avg modal split – CIVITAS CAPITAL (C.I. 18) | Car-Decrease→58%, Walking- Increase→125%,  
 Cycling- Increase→300%, PT- Increase→150%

#### Strategic Objective 2.2: Increase the quality of transport service

Accuracy of time keeping (C.I. 25) | Improved → 50%  
 Public transport service per head of population (C.I. 26) | Increase → 5%  
 Citizens satisfaction with transport system (C.I. 41) | Increase → 25%  
 Perception of accessibility level service (C.I. 42) | Increase → 18%  
 Perception of accessibility level of transport vehicle (C.I. 43) | Increase → 25%  
 Personal Security (actual) (C.I. 33) | Increase → 10%  
 Personal Security (perceived) (C.I. 34) | Increase → 10%

#### Strategic Objective 2.3: Strengthen the behavioural change towards more sustainable, car - free transport modes

Bike sharing bikes and stations per capita (C.I. 31) | Increase → 56%  
 Average occupancy (C.I. 23) | Increase → 25%  
 Traffic calmed and car-free/ pedestrianized streets (C.I. 37) | Increase → 15%  
 Opportunity for active mobility – WBCSD (C.I. 29) | Increase → 8%  
 Use of space for parking - CIVITAS CAPITAL (C.I. 24) | Decrease → 5%  
 Avg modal split (passenger km) (C.I. 16) | Car-Decrease→57%, Walking- Increase→200%,  
 Cycling- Increase→440%, PT- Increase→150%  
 Avg modal split (trips) (C.I. 17) | Car-Decrease→58%, Walking- Increase→125%, Cycling-  
 Increase→300%, PT- Increase→150%  
 Avg modal split – CIVITAS CAPITAL (C.I. 18) | Car-Decrease→58%, Walking- Increase→125%,  
 Cycling- Increase→300%, PT- Increase→150%

#### Strategic Objective 2.4: Increase the cost-effectiveness of transport service

Average occupancy (C.I. 23) | Increase → 25%

#### Strategic Objective 3.1: Reduce fuel consumption, GHG emissions, traffic congestion and noise

Avg modal split (passenger km) (C.I. 16) | Car-Decrease→57%, Walking- Increase→200%,  
 Cycling- Increase→440%, PT- Increase→150%  
 Avg modal split (trips) (C.I. 17) | Car-Decrease→58%, Walking- Increase→125%, Cycling-  
 Increase→300%, PT- Increase→150%  
 Avg modal split – CIVITAS CAPITAL (C.I. 18) | Car-Decrease→58%, Walking- Increase→125%,  
 Cycling- Increase→300%, PT- Increase→150%  
 Traffic flow (peak) (C.I. 19) | Decrease → 12%  
 Traffic flow (off- peak) (C.I. 20) | Decrease → 5%  
 Average vehicle speed (peak) (C.I. 21) | Decrease → 7%  
 Average vehicle speed (off- peak) (C.I. 22) → 5%  
 Use of space for parking - CIVITAS CAPITAL (C.I. 24) | Decrease → 5%  
 Freight Movements (C.I. 30) | Decrease → 20%  
 Road safety audits (C.I. 38) | Increase → 5%  
 Pollutants concentration levels (CO<sub>2</sub>, CO, NO<sub>x</sub>, VOC and PM<sub>10</sub> and PM<sub>2.5</sub>) | Decrease → 10%  
 Pollutants emissions (CO<sub>2</sub>, CO, NO<sub>x</sub>, VOC and PM<sub>10</sub> and PM<sub>2.5</sub>) | Decrease → 10 %  
 Noise perception | Decrease → 10dB





Rethymno City SUMP																									
Main measures	<table> <tr> <th colspan="2">LIST OF POLICY MEASURES</th></tr> <tr> <th>Policy measure for the City of Rethymno</th><th>DESTINATIONS SUMP measures</th></tr> <tr> <td>RET 2.2.</td><td>Smart systems for urban planners, PT operators and users</td></tr> <tr> <td>RET 3.1.</td><td>Active healthy and inclusive mobility for all</td></tr> <tr> <td>RET 3.2.</td><td>Mobility plan for schools/ university's communities</td></tr> <tr> <td>RET 4.1.</td><td>Uptake of electric vehicles by fleet operators</td></tr> <tr> <td>RET 4.2.</td><td>Building a sharing mobility culture</td></tr> <tr> <td>RET 6.1.</td><td>Sustainable mobility agency for tourists/visitors</td></tr> <tr> <td>RET 6.2.</td><td>Low emission zones study</td></tr> <tr> <td>RET 6.3.</td><td>Green mobility card</td></tr> <tr> <td>RET 7.1.</td><td>Introducing electric vehicle for PT</td></tr> <tr> <td>RET 7.2.</td><td>Improved PT for tourists and citizens</td></tr> </table>	LIST OF POLICY MEASURES		Policy measure for the City of Rethymno	DESTINATIONS SUMP measures	RET 2.2.	Smart systems for urban planners, PT operators and users	RET 3.1.	Active healthy and inclusive mobility for all	RET 3.2.	Mobility plan for schools/ university's communities	RET 4.1.	Uptake of electric vehicles by fleet operators	RET 4.2.	Building a sharing mobility culture	RET 6.1.	Sustainable mobility agency for tourists/visitors	RET 6.2.	Low emission zones study	RET 6.3.	Green mobility card	RET 7.1.	Introducing electric vehicle for PT	RET 7.2.	Improved PT for tourists and citizens
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### 4.3.3 Further typologies of local Transport Plans

All typologies and guidelines are mentioned in the relevant sections above.

Anyway, after the analyses developed by the involved partners, it is possible to highlight the following remarks in other fields of transport interacting with sustainable mobility.

For Urban Logistics:

- Ensuring that urban logistics are given proper consideration in their national approaches to urban mobility and in Sustainable Urban Mobility Plans; The state has not yet developed a proper plan to integrate urban logistics into the sustainable mobility issue.
- Creating platforms for cooperation, exchange of data and information, training, etc., for all actors of urban logistics chains. The state has not yet prepared these type of platforms.

For Smart Urban Access Regulations and Road User Charging:

- Conducting a thorough review of the effectiveness and impacts of existing and planned urban access regulation schemes; The state has not yet conducted a thorough review regarding these issues.
- Providing a framework that allows local transport authorities to design, implement, and evaluate access regulation schemes, including urban road user charging. Local authorities are allowed through the common framework to implement access regulation schemes. The state has not yet prepared a framework for measures such as RUC.

For Urban Intelligent Transport Systems:

- Developing proper interfaces between urban and surrounding interurban transport networks; The state has recently issued a relevant law about ITS, but this act should be enhanced and specified.





- Setting-up interoperable multimodal datasets gathering all information about urban mobility. The state has not yet prepared such datasets.

For Urban Road Safety:

- Ensuring that Sustainable Urban Mobility Plans take account of road safety aspects as a horizontal issue, at all steps of the planning process and address appropriately issues like safe urban infrastructure, especially for vulnerable road users, the use of modern technology for enhanced urban road safety, traffic rules enforcement, and road safety education; The state has recently issued a law about SUMPS mentioning the high significance of road safety. Furthermore, it has issued a law regarding road safety and traffic calming in vulnerable areas such as school, neighborhoods etc. However, the state should develop an integrated strategy about road safety issues.
- Ensuring proper gathering of data on road safety indicators at the most detailed level possible and encourage local authorities to use such data for local analysis and road safety planning. The state has not yet developed a proper way of gathering data on road safety indicators. On the contrary the existing condition is characterized by obscurity.

#### 4.4 Sustainable Mobility national policies in Italy<sup>25</sup>

As regards the Italian experience, the implementation of EU policies on Sustainable Mobility was anticipated by an older generation of Mobility Urban Plans regulated since 2000 year.

The policies reported in EC Communication COM(2013) 913 and in ELTIS Guidelines on “*Developing and Implementing a Sustainable Mobility Plan*”, as reported in previous chapter were adopted by Italian Government mainly through:

- the *Decree of the Ministry of Infrastructures and Transport of August 4<sup>th</sup> 2017, n. 397*, identifying the guidelines for the transposition and implementation of the *Sustainable Urban Mobility Plans* in the Italian Municipalities;
- the *National Strategic Plan for Sustainable Transport*, adopted with *Prime Minister Decree of April 18<sup>th</sup> 2019* and containing the strategies implementing the European Policies for sustainable mobility.

Despite the short-period of the national implementation of this planning tool, the next paragraphs try to summarize the current main national policy framework implementing:

- specific EU policies, directives and/or regulations on *Sustainable Urban Mobility Plans*;
- the *Sustainable Urban Mobility Plans* in Italy;
- further typologies of *Transport Plans* affecting *Sustainable Mobility* policies, with special reference to

<sup>25</sup> Contribution provided by Free Municipal Consortium of Ragusa.



the previous category of *Urban Mobility Plans* issued since 2000.

Anyway, the need to draft the *Sustainable Urban Mobility Plans* for the Municipalities with more than 100,000 inhabitants was the occasion for a broader reflection on the environmental sustainability policies of the city and, therefore, to better contextualize also the purchase choices of new means for Public Transport and the best technologies for the specific needs of the area.

The determination of specific national guidelines for the definition of a single structure of the plans according to a common index and shared indicators was fundamental in this phase.

This experience gave the possibility to compare and share recent plans according to common parameters and targets.

It is believed that this experience can be used in other European contexts to develop a single plan scheme starting from the model provided by the Ministerial Decree of August 4<sup>th</sup> 2017.

#### 4.4.1 National policies affecting Sustainable Mobility

At national level, the Italian Government adopted on April 18<sup>th</sup> 2019 the *National Strategic Plan for Sustainable Mobility* implementing the European directives and guidelines in such matter.

The national plan substitutes some previous experiences and can be considered now as the main paper for the national sustainable mobility policies.

In detail, as mentioned in previous chapter, the National Strategic Plan was envisaged by art. 1 paragraph 613 of the 2017 Financial Law, and it represents the outcome of an inter-ministerial round table which collected experiences, analyzes and suggestions from institutional interlocutors and main stakeholders.

The Plan aims to provide medium-term guidelines to regions and local authorities, in support of sector planning activities, and to public transport companies and reference industrial sectors, to support strategic choices in relation to different technological options.

This is in order to optimize the use of the substantial financial resources made available for the renewal of the fleet, also with a view to the progressive development of alternative fuel fleets, in line with the provisions of Directive 2014/94/EU of 22 October 2014 on the deployment of an infrastructure for alternative fuels (so-called *Alternative Fuels Infrastructure Directive*), implemented in Italy by Legislative Decree 257/2016.

The financial resources foresees a time horizon to 2033, for a total state commitment of € 3,7 billion for new means and related support infrastructures, as well as almost 2 million euros for studies and research and 100 million euros for support to the production chain.

Within the implementation of the *Strategic National Plan*, the Ministry for Infrastructure allocated already € 502.4 million to contribute to the renewal of the vehicle fleet to which must be added the resources allocated to the Operational Programme of Ministry for Infrastructure, amounting to € 200 million. If we also consider regional co-financing, the resources get to about 1,240 million euros.



The Operational Programme was refunded with two Addendums for a total amount of € 515.786 million. The latter loans are intended for the renewal of rail and road fleets for all public transport modes.

Further purchases of bus fleet are planned with territorial agreements and other resources coming from the European Structural Investment Funds.

As specified in following table, the planned resources will allow to:

- improve the vehicle fleet, by replacing the more polluting and energy-consuming vehicles, making sure that the needs of the community's movement are best met;
- improve air quality and reduce climate-side emissions and particulates;
- support a coherent infrastructure policy, gas storage and electric recharge centers, in order to allow a greater diffusion of alternative energy buses.

A first part of the planned resources will be used in the medium term in order to:

- address the critical issues relating to infringement procedures against Italy for overcoming the limits on air quality set by Directive 2008/50 / EC;
- support the construction of infrastructure for alternative fuels;
- take into account the constraints imposed by Legislative Decree 257/2016, implementing the DAFI directive, in particular as regards the obligation for public administrations to purchase at least 25% of alternative fuel vehicles;
- replace in the shortest possible time the most obsolete and polluting vehicles with vehicles powered by alternative fuels.

In the table below it is reported the original complete title of the plan constituting the main strategies for the implementation of Sustainable Mobility in Italy, and its translation in English language.

Main national strategic plans and strategies affecting the Sustainable Mobility in Italy	
National original title	English translation
<b>Piano Strategico Nazionale della Mobilità Sostenibile</b> – Approvato con DPCM del 13/04/2019	<b>National Strategic Plan for Sustainable Transport</b> – Adopted with Prime Minister Decree of April 13 <sup>th</sup> 2019.

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

In the next page the table reports the synthetic description of the abovementioned act.

National Strategic Plan for Sustainable Transport	
<b>Responsible Authorities</b>	<ul style="list-style-type: none"> <li>- Body responsible for the drafting and implementation: Ministry for Infrastructure;</li> <li>- Body responsible for the approval: Prime Minister of Italian Government.</li> </ul>





National Strategic Plan for Sustainable Transport	
<b>General Description</b>	<p>The Plan, in particular, aims at the renewal of the bus fleet used for local public transport with less polluting means (electric, natural gas or hydrogen) and more modern.</p> <p>On average, used buses are currently around 11,4 years old in Italy, compared to the average European age of around 7,5 years.</p> <p>The objective of the Plan is therefore to reduce the age of these cars, to promote the improvement of air quality, using innovative technologies in line with international agreements and with the regulatory provisions of the European Union, as well as to relaunch the supply chain industrial bus production.</p>
<b>Territorial level</b>	Overall national territory
<b>Current status</b>	Adopted on 13/04/2019.
<b>Timing</b>	<ul style="list-style-type: none"> <li>- time horizon: 2034</li> <li>- scheduled steps: the resources will be provided in 3 five-year periods starting from 2019 to 2034.</li> </ul>
<b>Economic resources</b>	<ul style="list-style-type: none"> <li>- Overall budget established for the general implementation of the plan: 3.7billion of Euro.</li> <li>- Specific minimum and/or maximum budget established for implementation of each measure:</li> <li>- 398 million euros will be assigned for the first five-year period of application for the main municipalities with high pollution of PM10 and nitrogen dioxide;</li> <li>- 1.1 billion euros for municipalities and metropolitan cities with more than 100,000 inhabitants;</li> <li>- 2.2 billion euros for the Regions.</li> </ul>
<b>Main purposes</b>	<p>The Plan aims to:</p> <ul style="list-style-type: none"> <li>- qualitatively and rapidly improve the vehicle fleet, by replacing the more polluting and energy-consuming vehicles, making sure that the needs of the community's movement are best met;</li> <li>- improve air quality and reduce climate-side emissions and particulates, also taking into account what is defined in European legislation, taking reference benchmarks that also consider the situation (experiences, perspectives and implementation methods) of other countries;</li> <li>- support a coherent infrastructure policy, gas storage and electric recharge centers, especially in the first years of application of the plan, in order to allow a greater diffusion of alternative energy buses.</li> </ul>
<b>Main measures</b>	<p>Measures planned in the plan foresee:</p> <ul style="list-style-type: none"> <li>- Funds directly managed by Regional Authorities to be used mainly for public transport and alternative fuel;</li> <li>- Funds for towns with high pollution level;</li> <li>- Funds for Municipalities with more than 100.000 inhabitants;</li> <li>- National co-funding.</li> </ul>
<b>Main targets</b>	Reduction of GHG emissions, increasing the public transport share, Increase the alternative fuel vehicle share.
<b>Main contents</b>	<p>The index of Plan includes (synthesis):</p> <ul style="list-style-type: none"> <li>- Objectives;</li> <li>- EU and Italian policies;</li> <li>- Governance;</li> <li>- Transport demand analysis;</li> <li>- State of art for alternative fuels;</li> <li>- Implemented actions in progress;</li> <li>- Guidelines.</li> </ul>

#### 4.4.2 Implementation of Sustainable Urban Mobility Plans

Following the European ELTIS guidelines and the national regulations recently issued by Italian Government, the *Sustainable Urban Mobility Plan* is a planning model proposing an organic vision with strategic contents having targets with long-term horizon, over a ten-year period.





The goal these plans pursue is to reduce the environmental costs of mobility and at the same time to allow adequate levels of accessibility. To this end, they identify strategic actions to implement urban mobility policies based on sustainability.

The contents of the plan also include the objectives to be achieved and the indicators for evaluating the actions implemented by the instrument, for the subsequent monitoring phase. The SUMP model pursues the priority objective of improving accessibility to urban areas by implementing a sustainable transport system that guarantees adequate access to workplaces and services for all, improves safety and increases the efficiency and cost-effectiveness of transport, increases the attractiveness and quality of the urban environment.

For the homogeneous and coherent drafting of the SUMP by the Italian Municipalities, as mentioned in previous chapter, specific guidelines have been defined and approved with the Ministerial Decree of August 4<sup>th</sup> 2017.

The drafting process of the SUMP, as required by the Italian Guidelines and confirmed by National Strategic Plan, is divided into a series of procedural steps necessary for their implementation and approval, such as:

- Definition of the interdisciplinary working group between the various offices and competent sectors of the Public Administrations;
- Preparation of the framework of the reference area;
- Start of the participatory path;
- Definition of objectives (macro and specific);
- Participatory construction in the plan scenario with definition of strategies and intervention actions;
- Strategic environmental assessment;
- Adoption of the plan and subsequent approval;
- Monitoring.

The Italian guidelines also report a possible temporal working plan of the SUMP drafting and approval process, organized over a period of about two years.

The aforementioned Italian guidelines offer an important contribution at national level to the homogeneity between the documents that will be produced by the municipalities and therefore to have a sufficiently organic picture of the programming documents and their convergence on 4 areas of interest.

Such thematic areas, with annexed minimum mandatory macro objectives to be achieved, are:

- Effectiveness and efficiency of the mobility system;
- Energy and environmental sustainability;
- Road Mobility Safety;
- Social and economic sustainability.



For the monitoring of the implementation level of *Sustainable Urban Mobility Plans* in Italy, we considered the national SUMP observatory, that is an autonomous national initiative, promoted with the sponsorship of the national *Ministry for the Environment and Protection of the Territory and the Sea* and national Railway Company (*Ferrovie dello Stato*).

Compared to the ELTIS observatory, such database contains more updated data to the end of 2019 with some details referred to Italian context.

In fact, according to the statistical surveys developed by the Observatory, on the total amount of 7.954 Municipalities in Italy, on December 2019 the survey registers only 158 Municipalities with a SUMP, and in particular:

- 35 SUMPs are definitively approved;
- 35 SUMPs are adopted;
- 88 SUMPs are ongoing (drafted or started, but not yet adopted)

Below it is reported the table with the distribution of SUMPs in the Italian regions.

Implementation status of <i>Sustainable Urban Mobility Plans</i> in Italy (updated to December 2019)				
Region	Approved SUMPs	Adopted SUMPs	In progress SUMPs	Total SUMPs
Puglia	5	5	23	33
Lombardia	4	5	9	18
Emilia-Romagna	6	5	4	15
Toscana	6	2	7	15
Sicilia	6	2	6	14
Veneto	1	1	7	9
Piemonte	0	5	3	8
Sardegna	2	1	4	7
Marche	1	1	5	7
Umbria	1	2	3	6
Others	3	6	17	26
<b>Total</b>	<b>35</b>	<b>35</b>	<b>88</b>	<b>158</b>

In the next pages are reported the exempla of 3 SUMPs drafted in Italy.

Genova SUMP	
<b>Responsible Authorities</b>	Municipality of Genova - Department for Mobility, Logistic and Public Transport, Rail Transport and Subways





Genova SUMP	
<b>General Description</b>	<p>The Genoese territory is spread over an area of about 240 km<sup>2</sup> and has a very articulated and differentiated structure, with a series of local centralities that act as poly attractors of mobility and correspond to specific demand basins. The town host about 600,000 inhabitants as permanent resident population, 27% of whom are over 65 years old.</p> <p>The orographic restrictions of the territory, the population density of around 2400 inhabitants / km<sup>2</sup> and some historical "accelerations" in urban development have produced an infrastructure system (roads and parking areas) which is partly inadequate and above all uneven.</p> <p>The road network stretches for 1406 km with an average width of 7 meters.</p>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 240,29 Km<sup>2</sup></li> <li>- Population density: 2.405 inhabitants/Km<sup>2</sup></li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 578.000 inhabitants (on baseline year)</li> <li>- Surrounding area: 841.180 inhabitants (on baseline year)</li> </ul>
<b>Current status</b>	<p>Approved</p> <ul style="list-style-type: none"> <li>- date of adoption: 2018</li> <li>- date of approval: July 31st 2019.</li> </ul>
<b>Timing</b>	<ul style="list-style-type: none"> <li>- time horizon: 2027</li> <li>- scheduled steps: on 2021 the first monitoring phase is planned.</li> </ul>
<b>Economic resources</b>	N.A.
<b>Main contents</b>	<p>The SUMP of the Metropolitan City of Genoa is a strategic plan aimed at satisfying the demand for mobility of people and businesses to improve the quality of life.</p> <p>In relation to the Strategic Plan of the Metropolitan City of Genoa, approved on April 21<sup>st</sup> 2017, the SUMP constitutes implementation of the strategies and lines of action, in a medium-long term time horizon, developing a system vision of urban mobility in the Genoese capital and in the entire metropolitan area.</p> <p>The Genoa SUMP has a "metropolitan vision", both in terms of critical issues and problems, and in the identification of objectives and strategies and the overall aim is to raise the overall levels of safety and well-being of those who live and use the metropolitan area.</p> <p>The SUMP is also an operational tool in that it identifies the priority interventions to achieve the strategic objectives of sustainable mobility, defines the time schedule of the interventions to be implemented in the short term and in the term of the Plan, predicting the costs and resources available.</p> <p>The Metropolitan City PUMS has put in place the preliminary "Strategic Framework", focused on the mobility system of the capital, with the strategic frameworks for mobility in the vast metropolitan area, and constitutes the result of a participatory process that involved all metropolitan municipalities and other stakeholders.</p>
<b>Main purposes</b>	<p>The macro-objectives to be achieved within the validity of the SUMP (10 years) are established at national level by the Ministry of Infrastructure and Transport (Decree of 4 August 2017) and respond to the four areas of general interest of effectiveness and efficiency of the mobility system and social, economic and environmental sustainability.</p> <p>The macro-objectives aim at:</p> <ul style="list-style-type: none"> <li>- Effectiveness and efficiency of the mobility system</li> <li>- Energy and environmental sustainability</li> <li>- Road mobility safety</li> <li>- Socio-economic sustainability</li> </ul>
<b>Main targets</b>	Target are reported in monitoring plan.
<b>Main indicators</b>	Indicators are foreseen in monitoring plan.
<b>Main measures</b>	Plan provides measures for sharing mobility and electric transport interventions.

Bolzano SUMP	
<b>Responsible Authorities</b>	Municipality of Bolzano - Department for Mobility





<b>Bolzano SUMP</b>	
<b>General Description</b>	The mobility planning experience of Municipality of Bolzano records the approval of the Urban Mobility Plan in 2010 and the Urban Traffic Plan in 2014. In 2018 the drafting of the PUMS was started, with the adoption of the Plan in 2019.
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 52.29 Km<sup>2</sup></li> <li>- Population density: 2.060 inhabitants/Km<sup>2</sup></li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 107.739 inhabitants (on baseline year)</li> <li>- Surrounding area: 164.664 inhabitants (on baseline year)</li> </ul>
<b>Current status</b>	Adopted - date of adoption: May 15 <sup>th</sup> 2019.
<b>Timing</b>	- time horizon: 2029 (10 years starting from 2019)
<b>Economic resources</b>	N.A.
<b>Main contents</b>	<p>The Urban Sustainable Mobility Plan of Bolzano has been drawn up in compliance with European and national Directives (Ministerial Decree August 4<sup>th</sup> 2017) for the drafting and approval of SUMP.</p> <p>The project scenario of the Bolzano PUMS starts from the infrastructure resulting from the set of infrastructure interventions included in the programming tools (Urban Mobility Plan 2010-2020 and Planning of the railway and road infrastructures of the Autonomous Province of Bolzano) already financed (doubling of the Merano railway line) and those further included in the Protocol for strategic interventions signed in September 2018 between the Province and the Municipality of Bolzano.</p> <p>These interventions, in line with the ministerial guidelines, help to define the Reference Scenario which constitutes the basis against which to build the PUMS scenario and evaluate its effectiveness and efficiency in achieving the set objectives.</p> <p>Some of these interventions, including the tram line were however included in the project scenario in order to subject them to transport-related assessments which will be the references for developing the detailed analysis of the possible alternatives in the preparation of the related Preliminary Technical-Economic Feasibility Projects as required by current legislation.</p>
<b>Main purposes</b>	<p>Also the Bolzano SUMP, pursuant the national directive, proposes the macro-objectives aiming at:</p> <ul style="list-style-type: none"> <li>- Effectiveness and efficiency of the mobility system</li> <li>- Energy and environmental sustainability</li> <li>- Road mobility safety</li> </ul> <p>Socio-economic sustainability The project scenario of the PUMS set itself as the main and priority objective to reduce motor vehicle mobility and the associated polluting emissions, starting from the exchange component between the city of Bolzano and the suburban area which, if we also consider the component of motorway crossing, today it represents more than 50% of motorized traffic affecting the urban area.</p> <p>To achieve this objective, the PUMS proposes an integrated strategy that is based, first of all, on completing the strengthening of the reciprocal interconnection road network between the main routes of extra-urban traffic, including the motorway, provided for by the protocol between the Province and the Municipality of Bolzano.</p>
<b>Main targets</b>	Target are reported in monitoring plan.
<b>Main indicators</b>	Indicators are foreseen in monitoring plan.
<b>Main measures</b>	Plan provides measures for sharing mobility and electric transport interventions.

<b>Ragusa SUMP</b>	
<b>Responsible Authorities</b>	Municipality of Ragusa – Sustainable Mobility Service





Ragusa SUMP	
<b>General Description</b>	<p>Ragusa rises on a hilly chain of Iblean Mountains, located in the south-eastern part of Sicily, and is the capital of the southernmost province of Italy.</p> <p>The urban center has an average altitude of 500 meters above sea level, from which it is about 20 km away. The municipal territory covers an area of 444.67 km<sup>2</sup>, with a resident population of 73'638 inhabitants. The suburban area of Ragusa includes 34 locations, of which 10 with more than 50 residents (primarily Marina di Ragusa with 2.559 inhabitants).</p> <p>The morphology of the area is characterized by the presence of hills and valleys, which allow the identification of three "cities" and three main expansions.</p> <p>Ragusa has a system of small and medium-sized enterprises, divided into six product groups: agri-food and animal feed, building materials and accessories, marble and granite, wood-furniture, chemical-plastic and metal-mechanical-plant engineering.</p> <p>The haulage for freight and passenger road transport together with the other commercial activities is present in the services sector</p> <p>Ragusa is the 1<sup>st</sup> Italian pole for salable agricultural production, with 47% of fruit and vegetables and greenhouse flower production (data of Ragusa Municipality).</p> <p>The situation of the circulating vehicle fleet records 51,619 cars, 10,478 motorcycles, 5,732 goods transport vehicles, 1,500 special vehicles / other means for freight and 112 buses.</p> <p>The motorization rate is 70.1 cars / 100 residents, higher than the national average.</p>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 444,67 Km<sup>2</sup></li> <li>- Population density: 165 inhabitants/Km<sup>2</sup></li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City center: 73.373 inhabitants (on baseline year)</li> <li>- Surrounding area: 294.916 inhabitants (on baseline year)</li> </ul>
<b>Current status</b>	<p>Approved</p> <ul style="list-style-type: none"> <li>- date of adoption: 2018</li> <li>- date of approval: July 25<sup>th</sup> 2019</li> </ul>
<b>Timing</b>	<ul style="list-style-type: none"> <li>- time horizon: 2027 (10 years starting from 2017)</li> </ul>
<b>Economic resources</b>	N.A.
<b>Main contents</b>	<p>The contents were developed before the approval of Ministerial Decree of 2017. The Plan focuses on:</p> <ul style="list-style-type: none"> <li>- Territorial context;</li> <li>- Public transport services;</li> <li>- Urban planning framework;</li> <li>- Current mobility system and current no-motorized mobility status;</li> <li>- Criticalities of transport system;</li> <li>- Mobility scenarios and Scenario evaluations;</li> <li>- Identification of actions and interventions;</li> <li>- Action Plan, Monitoring Plan, Communication Plan.</li> </ul>
<b>Main purposes</b>	<p>The plan aims to:</p> <ul style="list-style-type: none"> <li>- guarantee to all citizens diversified transport options that allow them to access key destinations and services;</li> <li>- reduce air and noise pollution, greenhouse gas emissions and energy consumption;</li> <li>- improve the efficiency and economy of the transport of people and goods;</li> <li>- improve the safety conditions of the various modes of movement, in particular in favor of cycle-pedestrian traffic;</li> <li>- helping to improve the attractiveness of the area and the quality of the urban environment and of the city in general for the benefit of citizens, the economy and society as a whole.</li> </ul>
<b>Main targets</b>	Target are reported in monitoring plan.
<b>Main indicators</b>	Indicators are foreseen in monitoring plan.
<b>Main measures</b>	Plan provides measures for sharing mobility and electric transport interventions.



#### 4.4.3 Further typologies of local Transport Plans

As reported in previous chapter, in Italy, before the implementation of *Sustainable Urban Mobility Plans* pursuant the Ministerial Decree of of August 4th 2017, the most similar planning tool is represented by the *Urban Mobility Plans* (PUM as Italian acronym of “*Piano Urbano della Mobilità*”) established with article 22 of the law 24 November 2000, n. 340.

Such kind of Plans was established in order to meet the mobility needs of the population and ensure the reduction of atmospheric and noise pollution levels as well as the reduction of energy consumption.

Moreover the *Urban Mobility Plans* have to promote the increase in safety levels of transport and circulation road traffic as well as the minimization of the individual use of private cars and the moderation of traffic.

Other aims of such typology of plans are the increase in transport capacity and in the percentage of citizens transported by collective systems also with car-sharing and car-pooling solutions.

Finally, other issue tackled by such plans has been also the reduction of congestion phenomena in urban areas.

In the table below it is reported the original complete title of such typology of plan in Italy, and its translation in English language.

Typologies of Local Transport Plans affecting the Sustainable Mobility in Italy	
National original title	English translation
<b>Piano Urbano della Mobilità</b> – ai sensi dell’art. 22 della Legge 340/2000	<b>Urban Mobility Plan</b> – pursuant the art. 22 of Law n. 340/2000

In the next page the table reports the synthetic description of the abovementioned plan.

Urban Mobility Plan pursuant the art. 22 of Law n. 340/2000	
<b>General Description</b>	The art. 22 of the law provides the institution of <i>Urban Mobility Plans</i> (PUM as Italian acronym of “ <i>Piani Urbani della Mobilità</i> ”) within an overall framework of several measures to simplify specific administrative procedures especially within the matter of public administration.
<b>Main purposes</b>	The Urban Mobility Plan aims to: <ul style="list-style-type: none"> <li>- meet the mobility needs of the population;</li> <li>- ensure the reduction of atmospheric and noise pollution levels;</li> <li>- ensure the reduction of energy consumption;</li> <li>- promote the increase in safety levels of transport and circulation road traffic;</li> <li>- promote the minimization of the individual use of private cars and the moderation of traffic;</li> <li>- promote the increase in transport capacity;</li> <li>- ensure the increase in the percentage of citizens transported by collective systems also with car-sharing and car-pooling solutions;</li> <li>- ensure the reduction of congestion phenomena in urban areas.</li> </ul>
<b>Territorial level</b>	Overall national territory and Municipalities or their consortia with more than 100.000 inhabitants.





<b>Urban Mobility Plan</b> pursuant the art. 22 of Law n. 340/2000	
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Body issuing the Act: Italian Parliament</li> <li>- Body responsible for the monitoring and coordination of the implementation of Act (for art. 22): Ministry for Infrastructure;</li> <li>- Bodies responsible for the implementation of the Act: Regional Authorities and Municipalities or their consortia with population of at least 100.000 inhabitants.</li> </ul>
<b>Timing</b>	With further regulations specific funds were provided for the implementation of plans.
<b>Average budget</b>	The co-funding budget of 60% of expenditures for Plans' implementations. The budget to co-fund the Urban Mobility Plan was regulated by subsequent acts.
<b>Main contents</b>	The contents are reported in only art. 22 of the law concerning the institution of Urban Mobility Plans, that are projects of mobility systems including the organic set of interventions on: <ul style="list-style-type: none"> <li>- public and road transport infrastructures;</li> <li>- park and ride nodes;</li> <li>- technologies;</li> <li>- vehicle fleet;</li> <li>- the management of transport demand through the structure of mobility managers;</li> <li>- traffic control and regulation systems;</li> <li>- user information;</li> <li>- logistics and technologies aimed at the reorganization of the distribution of goods in cities.</li> </ul>
<b>Main targets</b>	Co-funding of plans affecting: <ul style="list-style-type: none"> <li>- single Municipalities or their consortia with population of at least 100.000 inhabitants;</li> <li>- provinces with at least 100.000 inhabitants;</li> <li>- Regions and metropolitan areas.</li> </ul>
<b>Main indicators</b>	N.A.
<b>Main measures</b>	N.A.

## 4.5 Sustainable Mobility national policies in Serbia<sup>26</sup>

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

<sup>26</sup> Contribution provided by Regional Agency for Socio-Economic Development Banat Ltd.





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.

#### ***4.5.1 National policies affecting Sustainable Mobility***

After the European Mobility Week (EMW) held in Serbia in 2002, 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.

The national plans/programmes constituting the main strategies for the implementation of Sustainable Mobility are listed in the table below.

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)

In the next page the table reports the synthetic description of the abovementioned act.





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>	<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.
<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) and 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>



## 4.6 Sustainable Mobility national policies in Slovenia<sup>27</sup>

The Ministry of Infrastructure is responsible for two very important fields: transport and transport infrastructure, and energy sector. The Transport Development Strategy is the most important instrument to articulate sustainable mobility in the Republic of Slovenia. Its purposes can be summarized as follows:

- to present the standpoints, needs and possibilities for the development of the key transport infrastructure in the Republic of Slovenia,
- to prepare a harmonized development programme for the key transport infrastructure in the Republic of Slovenia,
- to guarantee ex-ante conditionality's for drawing EU funds in the 2021–2027 financial period for transport infrastructure.

Despite many efforts on a national and local level, spatial and transport development in Slovenia are still urging for a paradigm shift from car-oriented mobility towards more sustainable means of transport.

Coherent implementation of sustainable mobility solutions in Slovenia is thus still needed and should be sustained by a wide range of measures that would additionally develop and promote use of innovative transport technologies, multimodal solutions, sustainable mobility promotion and stakeholder's involvement for all the modes of passenger mobility.

Besides that, the establishment of Integrated Public Transport System is needed for providing sustainable mobility in the area of urban regions and at the national level. One of the most important benefits for users of related transport systems is the introduction of integrated tariff systems.

The rate of connection of the tariff system and the type of tickets and technologies to be used (single tickets and / or electronic tickets, smart cards or contactless payments, etc.) will be analyzed on a case by case basis on the basis of the competence of the relevant transport authority, such as using a smart card to pay P + R, parking on the street, tolls, etc.

In order to increase the share of public transport in urban, suburban and regional transport, the timetables must be harmonized to improve the connectivity, efficiency and coherence of the various modes of transport.

In further studies, this option will be analyzed taking into account the number of passengers and operational and infrastructure requirements. Slovenia is very special concerning settling. It has about 6,000 settlements, which is a large number taking into considerations its area (20,273 km<sup>2</sup>) and the number of inhabitants (approximately 2 million).

Therefore, the use of the P + R system ("Park and ride") appears to be appropriate for promoting the use of public passenger transport.

The system of cycling routes is not upgraded and functionally logically concluded, which makes it less

<sup>27</sup> Contribution provided by Regional Agency for Socio-Economic Development Banat Ltd.





developed and not in the function of public passenger transport as well as it does not allow sufficient development of cycling for daily migration.

Cycling development, as fundamentally transport issue is horizontally dependent on many different social areas such as sport, health, tourism, spatial planning, education, safety etc. and coordination with other social and economy fields is unavoidable.

Nonetheless, after a long period of implementing unsustainable mobility habits in Slovenia, this past decade produced a turn in opposite side noticeable at all levels of decision-making. Maybe the most visible shift is currently taking place at the level of municipal transport policies.

Many municipalities are preparing comprehensive transport strategies, which are supposed to provide a turn from asphaltting of local roads and creation of roundabouts at the local level to a more comprehensive reflection on transport and mobility in general.

Besides EU cohesion funds supporting development of SUMPS a big step was done on implementing national strategies and plans that envisage development of Slovenia till 2030.

They support concept of sustainable mobility from different perspectives (transport strategy and development strategy) and have their legal basis in Slovenian legalisation system.

This creates a financial and legal framework for mobility that gives local authorities all relevant competences to elaborate a SUMP and to implement SUMP measures in close cooperation with other obligatory documents and plans and with other actors of mobility planning.

The path of sustainable mobility in Slovenia is therefore well defined but more effort is needed to change the mobility planning mind-set.

Even though much high-quality SUMP has been developed for local authorities in recent years, in many urban areas urban transport planning is still primarily focused on infrastructure projects.

Furthermore, municipalities are lacking strong technical support and quality control for SUMP from the national level.

The following factors also impact upon SUMP development and implementation: financial and personnel resources; the availability of expertise inside the administration, awareness of the positive impacts of integrated planning; strong and lasting political commitment; and administrative structures and routines.

Altogether, this complex situation carries the risk that only a limited share of Slovenian cities dare to develop and implement comprehensive SUMP in their local spatial plans.

There is a need for a more systematic understanding and targeted support for SUMP development on all political and planning levels concerned with urban mobility development.

#### **4.6.1 National policies affecting Sustainable Mobility**

The *Transport Development Strategy in the Republic of Slovenia* (hereinafter: the Strategy) passed by the





Government of the Republic of Slovenia at its session on 29 July (decision No. 37000-3/2015/8) is the first document in this field which deals with the transport system as a whole.

Thus, with the preparation and the passing of the Strategy the existing practice of partial solving of the individual transport subsystem has been exceeded. Along with the infrastructure, the strategic level now also includes the comprehensive operation of the transport system.

The National Programme is a document representing a transition between general measures from the Strategy to concrete activities in the preparation and implementation. In their definition, the deadlines and holders of individual activities have been specified along with indicative costs, although, the values for most activities were estimated.

The determination of activities, holders of the activities and the expenses for the measures from the Strategy therefore represents the fundamental purpose of the preparation of the National Programme.

On 22 November 2016, the National Assembly of the Republic of Slovenia adopted a Resolution on the *National Program for the Development of Transport in the Republic of Slovenia until 2030* (ReNPRP30), which, in order to achieve a defined vision of a transport policy which is to ensure sustainable mobility of the population and the supply of the economy, aims at improving the mobility and accessibility of the population, improving traffic safety, reducing environmental burdens, improving the accessibility of passengers to and within the main urban agglomerations and improving the organizational and operational structure of the transport system in order to ensure its efficiency and sustainability.

Based on detailed analyses of infrastructure, the functioning of the system and the identified actual problems, the Strategy envisages 108 measures.

The analyses of the infrastructure coverage considering the number of residents and gross domestic product show that the transport infrastructure system in Slovenia is quite well developed and branched, and as regards the EU, it is even above average.

This applies particularly to motorways. However, on the other hand, the OECD1 analyses show, that in the area of transport comparable and more developed countries allocate considerably more budgetary appropriations to the preservation and investment maintenance of the existing infrastructure (reconstruction of carriageways and facilities, construction of bypass roads, etc.).

This is where Slovenia lags significantly behind. In order to preserve the quality transport infrastructure, it is therefore crucial that the long-term documents structurally redirect sufficient assets into their preservation and investment maintenance.

Measures for the improvement of traffic safety, accessibility, permeability and the like, which are included in the practice of the countries whose example we follow and which are more developed in transport, enable gradual improvement of the existing infrastructure with proper maintenance.

The same also applies to transport services in public transport. Such approach will significantly improve the efficiency of the Slovenian transport infrastructure system.



The National Programme as an implementation document has been produced for the periods 2016–2022 and 2022–2030 or until everything has been completely realised and it includes concrete measures and activities. It has been split into two parts, namely to the areas:

- of preparation and
- of implementation.

The implementation of priority of activities is determined based on:

- ensuring an appropriate accessibility standard;
- environmental requirements, traffic safety and burdens, established with the use of the national transport model and based on the environmental report for the comprehensive assessment of environmental impacts, used or produced for the Strategy;
- the justifications, guidelines, vision and objectives from the Strategy.

In particular, National Program for the Development of Transport in the Republic of Slovenia until 2030 (ReNPRP30), which, in order to achieve a defined vision of a transport policy which is to ensure sustainable mobility of the population and the supply of the economy, aims at improving the mobility and accessibility of the population, improving traffic safety, reducing environmental burdens, improving the accessibility of passengers to and within the main urban agglomerations and improving the organizational and operational structure of the transport system in order to ensure its efficiency and sustainability. The National Programme envisages a series of measures in the sustainable mobility section to improve the role of public transport in daily migration. It is possible to prepare a part of the measures independently, and a part in relation to the measures in other subsystems (roads, railways). Activities for the preparation include the production of situation analyses with development plans and/or the analysis of the potential, expert groundwork and project documentation. In the short- and medium-term, the following activities need to be prepared and implemented as a matter of priority:

- to produce documentation, which will ensure an improved role of the railways in public passenger transport (chiefly in the area of Ljubljana with the rearrangement of the station and Maribor with corresponding surroundings);
- to produce comprehensive transport strategies, to arrange safe access to stations and stops, P + R system, pavements and cycle infrastructure, to make a strategy for promoting walking;
- to produce the analysis of the situation and development potential for the improvement of intermodality including the stress on the increased use of the cycle network in connection to public passenger transport, and for the development of cycling it is necessary to make a strategic plan, too;
- to introduce an integrated ticket (introduction of the system and establishment of the operator), modernisation of public passenger transport services and to provide information on the transport;
- to coordinate and customise the timetables of individual types of transport (railway, public line interurban and urban passenger transport).





The National Programme principally follows the vision and general and specific objectives determined in the Strategy. General objectives are used to check the results (effects) of the implementation of measures in transport, whereas specific objectives are used to determine what needs to be done to eliminate any identified problems and to achieve the anticipated results – effects.

The transport policy vision is defined as the provision of sustainable mobility for the population and the supply to the economy with the following objectives:

- to improve mobility and accessibility;
- to improve supply to the economy;
- to improve traffic safety and protection;
- to reduce energy consumption;
- to reduce costs to users and operators;
- to reduce environmental burdens.

Specific objectives more precisely determine the measures for the elimination of the established problems. For each of them more detailed aspects and/or traffic-gravitational areas are determined where problems need to be solved, namely:

- Specific objective No. 1: improvement of transport connections and harmonisation with neighbouring countries
- Specific objective No. 2: improvement of national and regional connections within Slovenia
- Specific objective No. 3: improvement of accessibility of passengers to the main city agglomerations and within them
- Specific objective No. 4: improvement of the organisational and operational structure of the transport system to ensure system efficiency and sustainability.

The national transport model was evaluated by the European Commission experts as one of very high quality and as a reference model also for other member states of the EU who are preparing their own strategic documents in the development of transport systems.

Next to the current main problems, the national transport model also found the problems that would arise in the future if the present traffic arrangement was maintained and if we consider that the existing transport infrastructure would only be maintained and the existing investments completed, namely:

- the selection of the means of transport in passenger transport would not spontaneously change towards the strengthening of the public transport; rather, it would remain unchanged and the selection of the means of transport in goods transport would change to the benefit of the road freight transport rather than the other way around;
- without any additional investments, almost the whole TEN-T rail network would fail to provide the



necessary permeability capacities and acceptable commodiousness to passengers as well as minimal TEN-T standards;

- despite the enforcement of sustainable transport policy an important part of the Slovenian road network would cause permeability, jams and bottlenecks to be exceeded, which would be particularly pronounced on the Ljubljana Ring Road and its connection motorway sections;
- parking areas for trucks along the motorway system already represent bottlenecks which will be further exacerbated in the future if the situation does not change;
- the present public transport is not competitive to passenger cars and its competitiveness is becoming even worse;
- there are no comprehensive (state, regional) or detailed (municipal) arrangement plans for cyclists; consequently, the system of cycling paths has not been upgraded and functionally and logically completed, making it less developed and not in the function of the public passenger transport and/or it does not enable sufficient development of cycling for daily migration;
- a faster development of the Port of Koper is being limited by the inappropriate dimensions of the entry channels and piers, inappropriate port infrastructure and bottlenecks of the Slovenian rail infrastructure.
- the main problem of Ljubljana Jože Pučnik Airport includes inappropriate passenger and freight terminals and insufficient hangar capacity;
- in the future, greenhouse emissions would increase rather than decrease;
- the adverse effects of excessive noise are already extensive and in the future, they would even increase;
- accessibility from certain areas to regional centres is unacceptably poor, both with passenger cars as well as with public transport;
- there are numerous dangerous locations in the road network and merely passively protected level crossings of roads and railways, which adds to an increase in the number of traffic accidents.

The national plans/programmes constituting the main strategies for the implementation of Sustainable Mobility are listed in the table below.

Main national strategic plans and strategies affecting the Sustainable Mobility in Slovenia	
National original title	English translation
<b>Strategija razvoja prometa v Republiki Sloveniji do leta 2030 – sklep vlade RS št. 37000-3/2015/8</b>	<b>Transport Development Strategy of the Republic of Slovenia until 2030 – government decision no. 37000-3/2015/8</b>
<b>Resolucija o nacionalnem program razvoja prometa v Republiki Sloveniji za obdobje do leta 2030 – UL št. 75/2016</b>	<b>Resolution on the National Programme for the Development of Transport in the Republic of Slovenia until 2030 – Official Gazette of the Republic of Slovenia no. 75/2016</b>





Main national strategic plans and strategies affecting the Sustainable Mobility in Slovenia	
National original title	English translation
<b>Strategija razvoja Slovenije 2030</b> – 159. Redna seja vlade RS 7.12.2017	<b>Slovenian development strategy 2030</b> – Slovenian government assembly no. 159 on 7.12.2017
<b>Operativni program za izvajanje evropske kohezijske politike v obdobju 2014 - 2020</b> – izvedbeni sklep ES C(2018) 8648	<b>Operational Programme for the implementation of the EU Cohesion Policy 2014 – 2020</b> – Commission implementing Decision C(2018) 8648

In the next page the table reports the synthetic description of the abovementioned act.

Transport Development Strategy of the Republic of Slovenia until 2030	
<b>Responsible Authorities</b>	Republic of Slovenia, Ministry of infrastructure
<b>Transport Development Strategy General Description</b>	<p>Strategy is the first document that deals with the transport system in Slovenia in a comprehensive way, which provides greater synergy in achieving the goals of the country's transport and spatial policy and other policies, as well as better control over the impact of transport on the environment and the economy. Its purpose is to:</p> <ul style="list-style-type: none"> <li>- present the starting points, needs and possibilities for the development of key areas of transport in the Republic of Slovenia;</li> <li>- to prepare a coordinated program for the development of key areas of transport in the Republic of Slovenia;</li> <li>- to ensure that the conditions for the absorption of EU funds in the 2014-2020 financial year for the transport sector are met beforehand;</li> <li>- to provide a basis for the preparation of a resolution on a national program for the construction of a transport infrastructure or an appropriate operational program.</li> </ul> <p>Following sections will cover chapters dedicated to sustainable mobility.</p>
<b>Territorial level</b>	national
<b>Current status</b>	Government of the Republic of Slovenia has adopted Transport Development Strategy of the Republic of Slovenia and Environmental report for the Strategic Environmental Assessment for the Transport Development Strategy of the Republic of Slovenia on its 48th regular session on July 27, 2015 (ref.nr. 37000-3/2015/8).
<b>Timing</b>	Between 2015 and 2030
<b>Economic resources</b>	N/A (planned investing is covered in document <i>Resolution on the national Programme of the Development of transport in the Republic of Slovenia until 2030</i> )
<b>Main purposes</b>	<p>General purpose on field of sustainable mobility in Slovenia's are activities ensuring access by public transport or by ensuring conditions for sustainable mobility, which includes walking and cycling.</p> <p>Specific objectives are:</p> <ul style="list-style-type: none"> <li>- To improve passenger transport</li> <li>- Development of comprehensive sustainable and accessible mobility in cities</li> <li>- Introduction of advanced technologies for efficiently monitoring and managing public passenger transport</li> <li>- Ensuring Synergies with the construction of infrastructure by selecting those projects/measures that have the maximum synergy effects in terms of pollution indicators (air) and mobility indicators (passenger kilometres)</li> <li>- Creating solutions with the aid of guidelines for the implementation of comprehensive transport strategies</li> </ul>





Transport Development Strategy of the Republic of Slovenia until 2030	
<b>Main measures</b>	<ul style="list-style-type: none"> <li>- Preparation and monitoring of the implementation of sustainable mobility measures</li> <li>- Preparation of applications and public calls for the acquisition of EU funds</li> <li>- Cooperation on the implementation of public procurement procedures and public calls in accordance with the internal acts of the MZI in this field</li> <li>- Cooperation on payment and reimbursement procedures</li> <li>- Implementation of project management or contract custodian tasks (in the case of public calls) arising from national legal bases and contractual relation with participants when implementing projects</li> <li>- Monitoring and reporting tasks at the project level and priority guidelines</li> <li>- Reporting on irregularities at the project level, and</li> <li>- Cooperation in project and working groups on the preparation of instructions and other relevant material for the programming period</li> </ul>
<b>Main targets</b>	N/A
<b>Main contents</b>	See previous chapter.

Resolution on the National Programme for the Development of Transport in the Republic of Slovenia until 2030									
<b>Responsible Authorities</b>	Republic of Slovenia, Ministry of infrastructure								
<b>General Description</b>	<p>The Resolution on the National Program for the Development of Transport in the Republic of Slovenia for the period up to 2030 is a document that represents the transition between the general measures from the <i>Strategy for the Development of Transport in the Republic of Slovenia until 2030</i>, to concrete activities, preparation and implementation.</p> <p>In their definition, the deadlines and the holders of the individual activities were assigned to which the indicative costs were allocated, and the values for the majority of the activities were estimated.</p> <p>The basic orientation of the strategy and the national program is based as a priority on increasing efficiency and optimization and adapting the transport system to the medium and long-term transport needs of people and economic operators in an optimal or sustainable manner.</p> <p>Following sections will cover chapters dedicated to chapter Sustainable mobility.</p>								
<b>Territorial level</b>	national								
<b>Current status</b>	The document was adopted by Government of the Republic of Slovenia at its meeting on 22 November 2016 and was published in the Official Gazette of RS, no. 75/2016 of 30 November 2016								
<b>Timing</b>	It was created for the period 2016-2022 and 2022-2030.								
<b>Economic resources</b>	The planned dynamic of investing in investments, sustainable mobility (in EUR million)								
	<b>Sustainable mobility</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	
	Preparation	0.92	0.32	0.02	0.01	0.01	0.00	0.05	1.33
	MInf	0.90	0.30	0.01	0.00	0.00	0.00	0.05	1.26
	Municipalities	0.01	0.01	0.01	0.01	0.01	0.00	0.00	0.07
	Implementation	9.56	23.75	40.36	56.49	37.36	22.40	22.40	212.32
	MInf	9.56	16.25	33.36	49.49	31.86	22.40	22.40	185.32
	Municipalities	0.00	7.50	7.00	7.00	5.50	0.00	0.00	27.00
	Total MInf	10.46	16.56	33.37	49.49	31.86	22.40	22.45	186.58
	Total municipalities	0.01	7.51	7.01	7.01	5.51	0.00	0.00	27.07
	<b>Total investments</b>	<b>10.48</b>	<b>24.07</b>	<b>40.38</b>	<b>56.51</b>	<b>37.37</b>	<b>22.40</b>	<b>22.45</b>	<b>213.65</b>
The planned dynamic of investing in subsidies and compensations (in EUR million)									





Resolution on the National Programme for the Development of Transport in the Republic of Slovenia until 2030										
	Subsidies and compensations	2016	2017	2018	2019	2020	2021	2022	Total 2016–2022	Total 2023–2030
	Subsidies and compensations (bus transport)	60.00	60.00	60.00	60.00	60.00	60.00	60.00	420.00	480.00
	Integrated system of public passenger transport (railways)	45.00	45.00	61.00	61.00	61.00	61.00	61.00	395.00	488.00
	<b>Total subsidies and compensations – investments of the state</b>	<b>105.00</b>	<b>105.00</b>	<b>121.00</b>	<b>121.00</b>	<b>121.00</b>	<b>121.00</b>	<b>121.00</b>	<b>815.00</b>	<b>968.00</b>
<b>Main purposes</b>	Promoting low-carbon strategies for all types of territories and in particular urban areas. Including the promotion of sustainable multimodal urban mobility and adequate mitigation and adaptation measures with specific objective to develop urban mobility to improve air quality in urban areas.									
<b>Main measures</b>	<p>Measures on city networks:</p> <ul style="list-style-type: none"> <li>- Ljubljana P+R</li> <li>- Maribor P + R</li> <li>- Slovenia P + R</li> <li>- Development of stations (public transport)</li> <li>- Separation of transport types – giving priority to public transport, elimination of congestions</li> <li>- Enhancing intermodality</li> <li>- Bicycle network</li> </ul> <p>Measures on functioning/organisation of city traffic:</p> <ul style="list-style-type: none"> <li>- Introductions of a uniform public transport ticket</li> <li>- Introduction of on-demand public transport services</li> <li>- Adjustment of public transport timetables (harmonised)</li> <li>- Administrative capacities and training</li> <li>- Vehicle fleet modernisation</li> <li>- Information platform</li> <li>- Support for non-profit groups in the field of transport</li> <li>- Transport and logistics management and related information</li> <li>- Review/modernisation of local/regional central transport plans</li> <li>- Measures to prevent, mitigate and maximise the elimination of the consequences of significant impacts of the plan on the environment, health and cultural heritage (mitigation measures)</li> <li>- Preparedness for extreme weather conditions</li> </ul>									
<b>Main targets</b>	<ul style="list-style-type: none"> <li>- to introduce an integrated ticket (introduction of the system and establishment of the operator), modernisation of public passenger transport services and to provide information on the transport;</li> <li>- to produce the analysis of the situation and development potential for the improvement of intermodality including the stress on the increased use of the cycle network in connection to public passenger transport, and for the development of cycling it is necessary to make a strategic plan, too;</li> <li>- to produce comprehensive transport strategies, to arrange safe access to stations and stops, P + R system, pavements and cycle infrastructure, to make a strategy for promoting walking;</li> <li>- to produce documentation, which will ensure an improved role of the railways in public passenger transport (chiefly in the area of Ljubljana with the rearrangement of the station and Maribor with corresponding surroundings);</li> <li>- to coordinate and customise the timetables of individual types of transport (railway, public line interurban and urban passenger transport).</li> </ul>									
<b>Main contents</b>	N/A									

Slovenian Development strategy 2030	
<b>Responsible Authorities</b>	Government Office for Development and European Cohesion Policy



Slovenian Development strategy 2030	
General Description	Main objective of Slovenian Development strategy 2030 is to ensure a quality life for all. This is to be realized through a balanced one economic, social and environmental development, which creates conditions and opportunities for the present and future generations. Policies, activities and measures must therefore contribute to the achievement of strategy goals. Strategy objectives provide the basis for the formulation of priorities and measures of the Government of the Republic of Slovenia, local communities and other stakeholders. The achievement of the Slovenia's Development Strategy 2030 will be monitored with 30 performance indicators that together with the target values are given for each of the development goals. Among these, 6 key performance indicators are highlighted to monitor the achievement of strategic goals.
Territorial level	national
Current status	Adopted by the Government of the Republic of Slovenia on 7 December 2017.
Timing	For a period between 2018 and 2030
Economic resources	N/A
Main purposes	<p>Five strategic orientations</p> <ol style="list-style-type: none"> <li>1. an inclusive, healthy, safe and responsible society</li> <li>2. learning for and through life</li> <li>3. a highly productive economy that creates added value for all</li> <li>4. well-preserved natural environment</li> <li>5. high level of cooperation, competence and governance efficiency</li> </ol> <p>will be implemented through 12 development goals</p> <ol style="list-style-type: none"> <li>1. Healthy and active life</li> <li>2. Knowledge and skills for a high quality of life and work</li> <li>3. Decent life for all</li> <li>4. Culture and language as main factors of national identity</li> <li>5. Economic stability</li> <li>6. Competitive and socially responsible entrepreneurial and research sector</li> <li>7. Inclusive labour market and high-quality job</li> <li>8. Low-carbon circular economy</li> <li>9. Sustainable natural resource management</li> <li>10. Trustworthy legal system</li> <li>11. Safe and globally responsible Slovenia</li> <li>12. Effective governance and high-quality public service</li> </ol>
Main measures	N/A
Main targets	<ol style="list-style-type: none"> <li>1. Healthy life years – 64,5 by 2030</li> <li>2. PISA - Mean Score in Mathematics, Reading and Science – top quartile of EU countries by 2030</li> <li>3. People at Risk of Social Exclusion - &lt;16% by 2030</li> <li>4. GDP per Capita in Purchasing Power Parities – EU average in 2030</li> <li>5. Employment Rate (age 20 to 64) - &gt; 75 % by 2030</li> <li>6. Share of Renewable Energy in Gross Final Energy Consumption – 27% by 2030</li> </ol>
Main contents	<ol style="list-style-type: none"> <li>1. Slovenia's development baselines</li> <li>2. Slovenian development strategy 2030: Slovenia, a country with a high quality of life for all</li> <li>3. Slovenia's development goals</li> <li>4. Implementation and monitoring of the Slovenian development strategy 2030</li> <li>5. Appendices</li> </ol>

Operational Programme for the implementation of the EU Cohesion Policy 2014 – 2020	
<b>Responsible Authorities</b>	Operational programme was prepared from Government Office for Development and European Cohesion Policy of the Republic of Slovenia. The document was then approved by European commission implementing decision.





Operational Programme for the implementation of the EU Cohesion Policy 2014 – 2020	
<b>General Description</b>	<p>Operational Programme for the implementation of the EU Cohesion Policy 2014 – 2020 is a strategic implementation document that provides the basis for absorption of European Regional Development Found (ERDF), The European Social Found (ESF) and Cohesion Found (CF) for the period 2014 – 2020. The document defines priority areas that Slovenia is investing in this time period with aim to meet the requirements for each EU found, guarantying economic, social and territorial cohesion. The European Commission has identified 11 thematic objectives within which member states can found European cohesion policy measures and contribute to joint achievement of the objectives of the EU 2020 Strategy.</p> <p>Slovenia managed to implement sustainable mobility actions under priority axe no. 4 - Sustainable consumption and production of energy and smart grids and thematic objective no. 4 Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and adequate mitigation and adaptation measures with specific objective no. 1 – Develop urban mobility to improve air quality in urban areas. Following chapters will cover above mentioned section in operational programme.</p>
<b>Territorial level</b>	national
<b>Current status</b>	The document was approved from European commission on 15th of December 2014. Ministry of Infrastructure of Republic of Slovenia adopted a decision No. 371-29/2014/122-00841223, dated 12.1.2016, which defines the financing of implementation of Sustainable Urban Mobility Plans (SUMP) by municipalities in Slovenia
<b>Timing</b>	Active between 2016 and 2020
<b>Economic resources</b>	<p>Overall budget for operational program (all priority axes included) is worth 3.817.949.921 EUR</p> <p>Priority axe 4.4 has available 42.817.647 EUR of founds.</p> <p>Founds reserved for local authorities to implement Sustainable urban mobility plans where 3.750.000,00 EUR</p> <p>Founds reserved for co-financing network of nodes (P+R) that support sustainable urban mobility plans where 5.010.037,59 EUR (from where 4.010.037,59 EUR for all types of P+R and 1.000.000 EUR for P+R type C)</p> <p>Founds reserved for co-financing of infrastructure that s support sustainable urban mobility plans where 20.037.309,54 EUR.</p>
<b>Main purposes</b>	Promoting low-carbon strategies for all types of territories, in particular for urban areas including the promotion of sustainable multimodal urban mobility and adequate mitigation and adaptation measures with specific objective to develop urban mobility to improve air quality in urban areas.
<b>Main measures</b>	<ol style="list-style-type: none"> <li>1. Number of Sustainable Urban Mobility Plans in place – 30 by 2023</li> <li>2. Number of new park and ride facilities in urban areas – 6 by 2023</li> <li>3. Sustainable parking policy measures – 8 by 2023</li> <li>4. Number of sustainable mobility measures in the framework of Sustainable Urban Mobility Plans – 7 (east part of country) by 2023 and 4 (west part of country) by 2023</li> <li>5. Number of public electric vehicle charging stations with remote control of the charging process – 630 by 2023</li> <li>6. Number of private electric vehicle charging stations with remote control of the charging process – 3150 by 20230</li> </ol> <p>And also:</p> <ul style="list-style-type: none"> <li>- Education and awareness-raising activities</li> <li>- Use of advanced technologies for efficient mobility management</li> <li>- Green city logistics</li> <li>- Limiting the traffic in city centres for personal vehicles</li> </ul>
<b>Main targets</b>	<ol style="list-style-type: none"> <li>1. 3,6 share of passenger kilometres in rail transport in relation to overall land transport by 2023</li> <li>2. 16 share of passenger kilometres in bus transport in relation to overall land transport</li> <li>3. CO2 emissions due to road usage by cars*</li> </ol>
<b>Main contents</b>	<p>2.4.6 Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and adequate mitigation and adaptation measures</p> <p>2.4.6.1 Actions to be supported under the investment priority</p>



#### 4.6.2 Implementation of Sustainable Urban Mobility Plans

The EU guidelines have been adapted to the Slovenian context and legislation and have been complemented by local best practices. A big push for SUMP development came in 2015 when the Ministry of



Infrastructure issued a tender to finance the preparation of SUMP for cities and municipalities, sourced from EU Cohesion Funds. This resulted in the development of over 60 SUMP.

Three tenders that supported their implementation followed in 2017. A national platform and a network of trained and certified consultants were set up to support the development of SUMP in the context of the tenders. In 2017, six further tenders were financed through the National Climate Fund.

This case study sets out the process and efforts that led to the development of over 60 SUMP between 2015 and 2017. This included improvements to infrastructure for walking and cycling, public transport stops and 'park-and-ride' facilities, as well as mobility management measures.

By the end of 2018, over 77 cities will have adopted a SUMP (including those implemented before 2015 and after 2017) – which accounts for around one-third of all municipalities in Slovenia and two-thirds of the total number of urban areas (i.e. areas around urban settlements of over 5 000 inhabitants).

SUMPs are co-financed in part by EU through Cohesion Fund under Operational Programme for the implementation of the European cohesion policy in the period 2014-2020, Priority Axis no. 4: Sustainable use and production of energy and smart grids, investment priorities 4.4: Promote low-carbon strategies for all types of territories, in particular urban areas, including the promotion of sustainable multimodal urban mobility and the corresponding mitigation adaptation measures in the context of a specific target for the development of urban mobility to improve air quality in cities.

Below it is reported the table with the distribution of SUMP in the Slovenian regions.

Implementation status of <i>Sustainable Urban Mobility Plans</i> in Slovenia (updated to June 2019)				
Region	Approved SUMP	Adopted SUMP	In progress SUMP	Total SUMP
Eastern Slovenia (NUTS 2)	50	50	1	51
Western Slovenia (NUTS 2)	29	29	1	30
Total	79	79	2	81

In the next pages are reported the exempla of 3 SUMP drafted in Italy.

Municipality of Koper SUMP	
<b>Responsible Authorities</b>	Municipality of Koper
<b>General Description</b>	Sustainable mobility plan of Municipality of Koper envisages five strategic planning pillars, by which the municipality will achieve modern, organized traffic and better quality of life for all people living, working or visiting city. Strategic pillars are interconnected and complementary. They all share one important common thing: departure from traditional traffic planning and orientation to effective, environmentally less disruptive improvements that are primarily focused on human.





Municipality of Koper SUMP	
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City centre: 13 Km<sup>2</sup></li> <li>- Population density: 1968 inhabitants/Km<sup>2</sup></li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City centre: 25.521 inhabitants</li> <li>- Surrounding area: 26273 inhabitants</li> </ul>
<b>Current status</b>	Date of adoption: 25.5.2017
<b>Timing</b>	Between 2017 and 2027
<b>Economic resources</b>	<p>Overall budget – 595.432.581,00</p> <p>promoting of walking as an important travel option – 7.155.000,00</p> <p>optimal use of cycling potentials – 1.285.000,00</p> <p>attractive public transport service – 37.581.000,00</p> <p>implementation of optimized road transport – 586.243.000,00 EUR</p> <p>implementation of sustainable and integrated transport planning – 712.000,00 EUR</p>
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Traffic-safe and healthy community</li> <li>2. Sustainable mobility planning</li> <li>3. Role of an integrated transport strategy</li> <li>4. Mobility assessment in municipality of Koper</li> <li>5. Five strategic pillars</li> <li>6. First pillar: walking</li> <li>7. Second pillar: bicycling</li> <li>8. Third pillar: public transport</li> <li>9. Fourth pillar: optimized road transport</li> <li>10. Fifth pillar: integrated transport planning</li> </ol>
<b>Main purposes</b>	<p>During the elaboration of SUMP four main problems were identified:</p> <ol style="list-style-type: none"> <li>1. Lack of infrastructure for pedestrians in city direct surrounding area</li> <li>2. Inadequately arranged bicycled routes</li> <li>3. Poor service of suburban public transport</li> <li>4. Motorized transport infrastructure-oriented development</li> </ol>
<b>Main targets</b>	<p>First pillar:</p> <ul style="list-style-type: none"> <li>- Increase the share of walking</li> <li>- Ensure conditions that most of the traffic users will be able to carry a large part of the short journeys on foot</li> <li>- Increase traffic safety and a sense of pedestrian safety</li> <li>- Following data on pedestrian share and their habits</li> </ul> <p>Second pillar:</p> <ul style="list-style-type: none"> <li>- Following data on bikers share and their habits</li> <li>- Increase the share of cycling.</li> <li>- Ensure attractive conditions for biking</li> <li>- Increase traffic safety and sense of safety for bikers</li> </ul> <p>Third pillar:</p> <ul style="list-style-type: none"> <li>- Improve the quality of PTS</li> <li>- Increase usage of PTS</li> <li>- Increase the use integration between PTS and other transport modes.</li> <li>- Improve the availability of PTS for people with reduced mobility</li> <li>- Improve public view on PTS</li> <li>- Improve inter-city and cross-border PTS links</li> </ul> <p>Fourth pillar:</p> <ul style="list-style-type: none"> <li>- Decrease traffic emission</li> <li>- effective managing of parking demand</li> <li>- Increase of quality of parking in city centre</li> <li>- Reducing the negative impacts of freight traffic in city</li> <li>- Increase traffic safety in motor traffic</li> <li>- Reduce the dependence of the population on the car</li> <li>- Increasing share of eco vehicles</li> </ul> <p>Fifth pillar:</p>





Municipality of Koper SUMP	
	<ul style="list-style-type: none"> <li>- Establish systems of financial and administrative conditions to improve mobility management</li> <li>- ensuring transparency of decision-making in terms of public involvement in all phases of mobility planning</li> <li>- Introduce mobility monitoring tools</li> <li>- integration between the various planning sectors within the municipality</li> </ul>
<b>Main indicators</b>	N/A
<b>Main measures</b>	<p>First pillar:</p> <ul style="list-style-type: none"> <li>- Improving pedestrian infrastructure</li> <li>- Promotion and educational activities</li> <li>- Increase traffic safety and sense of safety of pedestrians</li> <li>- Improving pedestrian mobility planning</li> </ul> <p>Second pillar:</p> <ul style="list-style-type: none"> <li>- Establishment and maintenance of the bicycle network</li> <li>- Ensuring safe parking of bicycles and an efficient bicycle rental system</li> <li>- Promotion of cycling as a modern and healthy mode of transport</li> <li>- Increase traffic safety and a sense of safety for riders</li> <li>- Improve cycling mobility planning</li> </ul> <p>Third pillar:</p> <ul style="list-style-type: none"> <li>- Increase in the scope of the public transport service (PTS) offer</li> <li>- upgrade of information system to (PTS) users</li> <li>- Integration of different forms of mobility</li> <li>- Adapting the (PTS) system to people with reduced mobility</li> <li>- Improving (PTS) image in public, promoting</li> <li>- Establishment of inter-municipal and inter-state (PTS) links</li> </ul> <p>Fourth pillar:</p> <ul style="list-style-type: none"> <li>- Traffic calming measures and increasing traffic safety</li> <li>- Stationary traffic management</li> <li>- Reducing car dependent users of transport</li> <li>- Increase the proportion of environmentally friendly vehicles</li> <li>- Reducing the negative effects of freight traffic in the city</li> <li>- Planning and dismantling of transit traffic through settlements</li> <li>- Ensuring separation of remote road transport from local (city)</li> </ul> <p>Fifth pillar:</p> <ul style="list-style-type: none"> <li>- Systemic, financial and administrative conditions for improving mobility management</li> <li>- Establishing an effective link between different modes of mobility</li> <li>- Integrating the public at all stages of mobility planning</li> <li>- Introducing tools for systematic monitoring of the mobility field</li> <li>- Integration between different planning sectors within the city management</li> <li>- Traffic planning according local needs</li> </ul>

Municipality of Izola SUMP	
<b>Responsible Authorities</b>	Municipality of Izola
<b>General Description</b>	With a new and modern approach to management traffic strategy, the Municipality of Izola is directed towards long-term and sustainable traffic planning. This will take into account all the main pillars of mobility planning (walking, biking, public passenger transport, motor transport, sustainable planning) and existing planning practices, upgraded thorough situation analysis, vision of transport development and strategic goals.
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City centre: 7 Km<sup>2</sup></li> <li>- Population density: 1.522 inhabitants/Km<sup>2</sup></li> </ul>





Municipality of Izola SUMP	
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City centre: 11.353 inhabitants</li> <li>- Surrounding area: 4.662 inhabitants</li> </ul>
<b>Current status</b>	Date of adoption: 11.5.2017
<b>Timing</b>	Between 2017 and 2022
<b>Economic resources</b>	<p>Overall budget – 901.500,00 EUR</p> <p>implementation of sustainable and integrated transport planning – 97.500,00 EUR</p> <p>promoting of walking as an important travel option – 65.000,00 EUR</p> <p>optimal use of cycling potentials – 200.000,00 EUR</p> <p>attractive public transport service – 125.000,00 EUR</p> <p>implementation of optimized road transport – 414.000,00 EUR</p>
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Role of SUMP</li> <li>2. Main advantages of holistic mobility planning</li> <li>3. Main strategic challenges</li> <li>4. Main strategic opportunities</li> <li>5. Sustainable urban mobility plan vision in Municipality of Izola</li> <li>6. First pillar: integrated transport planning</li> <li>7. Second pillar: walking as important way of travel</li> <li>8. Third pillar: development conditions to support cycling</li> <li>9. Fourth pillar: development of attractive public transport service</li> <li>10. Fifth pillar: optimized road transport</li> </ol>
<b>Main purposes</b>	<p>During the elaboration of SUMP eight challenges were identified:</p> <ul style="list-style-type: none"> <li>- Social-demographic picture</li> <li>- Urban Traffic Management</li> <li>- Commuting</li> <li>- Access for motor vehicles in the city centre</li> <li>- Accessibility for people from hinterland</li> <li>- Managing tourist traffic flows</li> <li>- Economic development</li> <li>- Ensuring quality environment for living</li> <li>- Lack of comprehensive traffic planning</li> </ul>
<b>Main targets</b>	<p>First pillar:</p> <ul style="list-style-type: none"> <li>- Establish systematic conditions for the participation of municipal services and neighbouring municipalities in integrated traffic planning</li> <li>- Change the planning priorities.</li> <li>- Introduce mobility monitoring tools</li> <li>- Ensure decision-making transparency at all stages of integrated transport planning</li> <li>- Strengthen the role of soft measures in changing travel habits</li> </ul> <p>Second pillar:</p> <ul style="list-style-type: none"> <li>- Increase the share of walking</li> <li>- Ensure conditions that most of the traffic users will be able to carry a large part of the short journeys on foot</li> <li>- Increase traffic safety and a sense of pedestrian safety</li> <li>- Improve accessibility for people with reduced mobility</li> </ul> <p>Third pillar:</p> <ul style="list-style-type: none"> <li>- Planning cycling at municipal and regional level.</li> <li>- Increase the share of cycling.</li> <li>- Ensure that most of the traffic users will be able to carry a large part of the short journeys by bicycle</li> <li>- Increase traffic safety and sense of safety for bikers</li> </ul> <p>Fourth pillar:</p> <ul style="list-style-type: none"> <li>- Improve the quality of PTS</li> <li>- Increase the use Improve integration between PTS and other transport modes.</li> <li>- Improve the availability of PTS for people with reduced mobility</li> </ul> <p>Fifth pillar:</p>





Municipality of Izola SUMP	
	<ul style="list-style-type: none"> <li>- motor traffic-calming</li> <li>- Reducing the negative impacts of car parking</li> <li>- Increase traffic safety in motor traffic</li> <li>- Reduce the dependence of the population on the car</li> <li>- Promoting the use of eco vehicles</li> </ul>
<b>Main indicators</b>	N/A
<b>Main measures</b>	<p>First pillar:</p> <ul style="list-style-type: none"> <li>- Promotional campaigns on sustainable mobility</li> <li>- SUMPs</li> <li>- Organization of the municipal administration</li> <li>- Balanced budgets</li> <li>- Implementation of the SUMP (approval, commissioning, renewal)</li> </ul> <p>Second pillar:</p> <ul style="list-style-type: none"> <li>- Elaboration of network for walking mobility</li> <li>- Establishment and maintenance of records on the scope and habits of journeys</li> <li>- Upgrading safe pathways to school</li> <li>- Increasing the attractiveness of walking paths</li> </ul> <p>Third pillar:</p> <ul style="list-style-type: none"> <li>- Development of infrastructure for bikers</li> <li>- Establishing and maintaining records of the extent and habits of bikers</li> <li>- Bicycle rental system</li> <li>- Increasing the attractiveness of biking paths</li> </ul> <p>Fourth pillar:</p> <ul style="list-style-type: none"> <li>- Adaptation of PTS fleets</li> <li>- Improving of PTS offer</li> <li>- Upgrading bus stops</li> <li>- Multimodal centre</li> </ul> <p>Fifth pillar:</p> <ul style="list-style-type: none"> <li>- Optimizing the system of managing steady traffic and implementing the parking policy</li> <li>- Traffic calming</li> <li>- E-mobility, new ways of mobility</li> </ul>

Municipality of Piran SUMP	
<b>Responsible Authorities</b>	Municipality of Piran
<b>General Description</b>	n.a.
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City centre: 0,7 Km2</li> <li>- Population density: 5.462 inhabitants/Km2</li> </ul>
<b>Involved area</b>	<ul style="list-style-type: none"> <li>- City centre: 3.804 inhabitants</li> <li>- Surrounding area: 13.839 inhabitants</li> </ul>
<b>Current status</b>	Date of adoption: 20.6.2017
<b>Timing</b>	Between 2017 and 2030
<b>Economic resources</b>	<p>Overall budget – 14.867.072,00 EUR</p> <p>implementation of sustainable and integrated transport planning – 468.040,00 EUR</p> <p>promoting of walking as an important travel option – 5.633.200,00 EUR</p> <p>optimal use of cycling potentials – 1.255.432,00 EUR</p> <p>attractive public transport service – 2.535.300,00 EUR</p> <p>Effective steady traffic management – 4.975.100,00 EUREUR</p>





Municipality of Piran SUMP	
<b>Main contents</b>	<p>Municipality of Piran toward green future  With SUMP to human oriented traffic planning  Assessment of actual traffic situation  From key findings to challenge plan  With strategic measures to better quality living  Mobility plan vision in Municipality of Piran</p> <ol style="list-style-type: none"> <li>1. pillar: sustainable mobility planning</li> <li>2. pillar: development of attractive public transport service</li> <li>3. pillar: Optimal usability of potentials for cycling</li> <li>4. pillar: elaboration of walking potential</li> <li>5. pillar: Effective steady traffic management</li> </ol>
<b>Main purposes</b>	<p>Key challenges to address in SUMP Piran where:</p> <ul style="list-style-type: none"> <li>- Public transport service is used by only 10% of inhabitants. Bus routes towards hinterland are scarce and nonattractive. Some bus stations need renovation and modernization</li> <li>- Bicycle is used by 9% of people living in Piran. Main obstacle that prevents bicycle culture to develop is disconnected biking network. Biking is safe only on few route segments but mainly follows the road.</li> <li>- Walking in quite attractive among inhabitants and almost 16% of inhabitants uses walking as everyday way of transport. There are few segments of narrow roads that represent safety risk for walking.</li> <li>- Road connections are good. Roads connecting neighbour cities (Izola, Piran) are crowded by daily commuters. A big issue represent transit traffic of tourist during summer season.</li> <li>- Parking management is well organised</li> </ul>
<b>Main targets</b>	<p>First pillar - sustainable mobility planning :</p> <ul style="list-style-type: none"> <li>- Adoption and launch of SUMP Piran</li> <li>- Balanced municipal budget anticipating equally distributed financial means between different genres of mobility</li> <li>- Pilot testing of innovative ideas on sustainable mobility.</li> <li>- Monitoring national and international tenders regarding sustainable mobility</li> <li>- Participating in EU projects with intent to share and receive experiences and good practices in the area of sustainable and green mobility</li> <li>- Delivery and traffic optimization inside city of Piran</li> <li>- Promotion, communication and awareness activities</li> </ul> <p>Second pillar - development of attractive public transport service :</p> <ul style="list-style-type: none"> <li>- Increasing share of public transport service use</li> <li>- Public transport carpark renewal (green energy)</li> <li>- Increasing capacity of public transport carpark</li> <li>- Modernization and construction of new bus stations</li> <li>- Optimization of public bus routes</li> <li>- Study on "transport on call" service</li> <li>- Arrangement of tourist bus parking</li> </ul> <p>Third pillar - Optimal usability of potentials for cycling:</p> <ul style="list-style-type: none"> <li>- Increase the share of cycling to school</li> <li>- Increase the share of cycling to groceries</li> <li>- Increase the share of cycling for recreational use</li> <li>- Inter-connection of disconnected bicycle network routes</li> <li>- Library system for bicycle rental</li> <li>- Expansion of bus route "Piranko" to additional stations around municipality</li> </ul> <p>Fourth pillar - elaboration of walking potential:</p> <ul style="list-style-type: none"> <li>- Increase share of walking to school and work</li> <li>- Increase share of walking to groceries</li> <li>- Inter-connect existing network of walking infrastructure between places in municipality</li> <li>- Modernization of walking infrastructure</li> <li>- Modernization and construction of road crossings</li> </ul> <p>Fifth pillar - Effective steady traffic management:</p>



### 4.6.3 Further typologies of local Transport Plans

In addition to national strategic documents covering sustainable mobility chapters and local SUMP, regional development programs (RDPs) also tackle transport strategies in all 12 statistical regions in Slovenia. RDPs are in pursuant the Promotion of Balanced Regional Development Act and Article 12 that states that regional policy is planned with the following interconnected documents: the development strategy of Slovenia, the state strategic spatial act, the program of national development priorities and investments, program documents at international and national level, regional and regional development programs (RDPs) and agreements for the development of regions.

For the programming period, the RDP is prepared in the region, which is the basic strategic and program document at the regional level. It coordinates development goals in the region, sets instruments and



The RDP Implementation Document is an agreement for the development of the region, which is concluded for a period of four years. It is signed by the president of the Regional Development Council and the minister responsible for regional development.

The RDP and the agreement are being prepared at the same time as the preparation of national strategic documents (Slovenia's Development Strategy, the National Development Program, the Partnership Agreement with the EU and operational programs for the implementation of EU cohesion policy and the rural development program).

The Development Council of the region appoints for the preparation of the RDP and agrees with the project leader and heads of individual substantive areas, which also lead the committees of the development council of the region. In order to ensure coordination between national and regional planning, regional administrators are defined within the ministry responsible for regional development.

Following each RDP there is Agreement on regional development document that represents prioritized set of regional projects to be founded in financial perspective of four years. All twelve RDPs in Slovenia will be listed in following table and only one will be analysed further in table describing details.

Typologies of Local Transport Plans affecting the Sustainable Mobility in Slovenia	
National original title	English translation
RRP Pomurske regije - (ZSRR-2 člen 5.)	RDP Pomurske regije - (ZSRR-2 article 5)
RRP Gorenjske regije - (ZSRR-2)	RDP Gorenjske regije - (ZSRR-2 article 5)
RRP Obalno-Kraške regije - (ZSRR-2)	RDP Obalno-Kraške regije - (ZSRR-2 article 5)
RRP za JV regijov - (ZSRR-2)	RDP za JV regijov - (ZSRR-2 article 5)
RRP Posavske regije - (ZSRR-2)	RDP Posavske regije - (ZSRR-2 article 5)
RRP Savinjske regije - (ZSRR-2)	RDP Savinjske regije - (ZSRR-2 article 5)
RRP Podravske regije - (ZSRR-2)	RDP Podravske regije - (ZSRR-2 article 5)
RRP Primorsko-Notranjske regije - (ZSRR-2)	RDP Primorsko-Notranjske regije (ZSRR-2 article 5)
RRP Osrednjeslovenske regije - (ZSRR-2)	RDP Osrednjeslovenske regije - (ZSRR-2 article 5)
RRP Koroške regije - (ZSRR-2)	RDP Koroške regije - (ZSRR-2 article 5)
RRP Zasavske regije - (ZSRR-2)	RDP Zasavske regije - (ZSRR-2 article 5)

In the next page the table reports the synthetic description of the abovementioned plan.

Regional development program (RDP) Obalno Kraške regije (by law ZSRR-2 article 5)	
<b>General Description</b>	The Regional Development Program (RDP) includes key analyses, a vision of development and a more detailed description of priorities and measures, timetable for implementation, indicative financial plan and envisaged resources for financing. Monitoring, evaluation and organization systems are also defined and information and publicity on the planning and implementation of the RDP.





Regional development program (RDP) Obalno Kraške regije (by law ZSRR-2 article 5)	
	<p>RDP has set four development region priorities:</p> <ol style="list-style-type: none"> <li>1. strengthening the economy competitiveness and employment</li> <li>2. strengthening quality of life and inclusive society</li> <li>3. rural development and sustainable management of natural and cultural goods</li> <li>4. infrastructure, environment and sustainable spatial development</li> </ol> <p>Further sections regarding budget, content, purpose, target with indicator and measures will be based only on priority 4 that cover sustainable mobility.</p>
<b>Territorial level</b>	Regional development plan Obalna Kraška regija consist of 8 municipalities covers an area of 1044km <sup>2</sup> and has 112.154 inhabitants.
<b>Involved Authorities</b>	<ul style="list-style-type: none"> <li>- Regional council of Obalno Kraška regija is issuing the document with agreement of Ministry of Infrastructure of Slovenia</li> <li>- Regional development agency is responsible for the monitoring and coordination and implementation of plan. Ministry of infrastructure appoints contact person for specific region to monitors the development of agreement between Ministry and region.</li> </ul>
<b>Timing</b>	RDP is set to support regional development between 2014 and 2020.
<b>Average budget</b>	Resources in RDP specifically to support targets and measures for sustainable mobility are 21.000.000,00 EUR.
<b>Main contents</b>	<ol style="list-style-type: none"> <li>1. Program summary</li> <li>2. Assessment of the implementation of the regional development program</li> <li>3. Analysis of regional development potentials, definition of key development obstacles and advantages of the region including the region international position</li> <li>4. Definition of the region's development vision</li> <li>5. Definition and argumentation of the development specialization of the region</li> <li>6. Definition and description of the region strategic development objectives</li> <li>7. Definition and description of the region's development priorities</li> <li>8. Definition and detailed description of programs, measures, activities and priority projects</li> <li>9. Total framework financial assessment of the RDP</li> <li>10. definition of the monitoring, evaluation and organization system of the implementation of the RDP</li> <li>11. Definition of public information system on the planning and implementation of the RDP</li> <li>12. Presentation of major regional projects</li> <li>13. Cartographic representation</li> <li>14. Annexes</li> </ol>
<b>Main purposes</b>	<p>Regional development plan priority 4. Covers two main goals:</p> <ul style="list-style-type: none"> <li>- Provide infrastructure conditions for development and environmental protection</li> <li>- Ensure conditions for a sustainable organization of activities in environment</li> </ul> <p>Priority main programs are:</p> <ol style="list-style-type: none"> <li>a) Transport infrastructure, sustainable mobility</li> <li>b) Sustainable energy: efficient use of energy, renewable energy sources</li> <li>c) Infrastructure for environmental protection (municipal waste water, municipal waste)</li> <li>d) Drinking water supply</li> <li>e) Support services for spatial planning; development of urban potentials, integrated coastal management).</li> </ol>
<b>Main targets</b>	<p>Under the program of: a) Transport, infrastructure, sustainable mobility, there are additional targets to be reached:</p> <ol style="list-style-type: none"> <li>1. Further development of transport infrastructure</li> <li>2. Further development of port infrastructure</li> <li>3. Development of sustainable mobility</li> </ol> <p>Main target under 3. Development of sustainable mobility is set more precisely:</p> <ul style="list-style-type: none"> <li>- Implementation of integrated sustainable mobility on regional level and on inter-city level of Koper – Izola - Piran</li> </ul>





Regional development program (RDP) Obalno Kraške regije (by law ZSRR-2 article 5)	
<b>Main indicators</b>	<ul style="list-style-type: none"> <li>- Adopted SUMPS with priority investment program region – 4 till 2020</li> <li>- Sustainable mobility infrastructure projects: cycling routes, footpaths, infrastructure for P+R, integrated public passenger transport – 10 till 2020</li> <li>- Implemented SUMPS in institutions – 5 till 2020</li> <li>- Established regional logistic centre for sustainable mobility management – 1 till 2020</li> </ul>
<b>Main measures</b>	<ul style="list-style-type: none"> <li>- Preparation of SUMP with priority tasks</li> <li>- Adaptation of municipal spatial plans to facilitate introduction of sustainable mobility</li> <li>- Preparation of investment documentation</li> <li>- Preparation of project documentation</li> <li>- Construction of infrastructure for sustainable mobility: cycling paths, footpaths, shade construction for corridors (public pathways), infrastructure for P + R, infrastructure for integrated public passenger transport,</li> <li>- Elevators, escalators and similar to support walking</li> <li>- Parking houses to ease traffic in city centres (especially historical)</li> <li>- Implementation of measures to promote public passenger transport</li> <li>- Infrastructure construction to support green energy</li> <li>- Implementation of regional bicycle rental system</li> <li>- establishment of a regional logistics centre sustainable mobility management</li> <li>- Intelligent Transport Systems: ICT Mobility Support</li> <li>- Supporting mobility plans (commuting) to different entities (organizations, institutions)</li> <li>- promotional campaigns to popularize public transport</li> <li>- Maintenance and repair and construction of local roads</li> <li>- Construction of city bypasses</li> </ul>

#### 4.6.4 Conclusions on sustainable mobility policies in Slovenia

In Slovenia, we have some experience with strategic sustainable mobility, especially in the field of transport strategies in the direction of spatial, environmental and developmental policies. Preparation of strategies arrangements traffic, infrastructure and the environment, are on the individual level and not connecting all the integrated vision all levels in uniform at the state level. Clear transmission on the lower hierarchical levels of management will be also necessary for the development of sustainable urban mobility friendly for all participants.

Nevertheless Slovenian policy framework supports implementation of sustainable mobility on national, regional and local scale. After 2014 all-important national strategies and plans carry objectives and measures to advocate sustainable mobility. The most commonly stated policies, which are in line with urban mobility policies are those related to transport, land use, decarbonisation, energy efficiency, air quality, and specific transport modes, such as cycling policy or policy on public transport quality. From which Operational Programme for the implementation of the EU Cohesion Policy 2014 – 2020 advocates low-carbon strategies for all types of territories, in particular for urban areas including the promotion of sustainable multimodal urban mobility and adequate mitigation and adaptation measures with specific objective to develop urban mobility to improve air quality in urban areas. Furthermore, Transport Development Strategy till 2030 promotes activities ensuring access by public transport or by ensuring conditions for sustainable mobility, which includes walking and cycling and Slovenian development strategy 2030 introduces goals like healthy and active life, low-carbon circular economy and Sustainable natural resource management





These objectives are largely transferred to regional scale and op 12 regional development plans that support regional development agreement for every four years. Regional development plan is prepared in the region, which is the basic strategic and program document at the regional level. Regional document supports regional projects and sector projects that prove to be key answer to regional development.

On a local scale SUMP's have been developed after a government tender to support their elaboration and further implementation with soft and hard projects (P+R, bus stations, cycle path,...). After 2015 and a Ministry of infrastructure tender to finance preparation of SUMP's for cities and municipalities, number of SUMP's arose to almost half of all municipalities in Slovenia. After first founding period in following years, additional tenders were available with aim to support implementation of SUMP's in practice. More municipalities are financing SUMP's through projects of National Climate Fund and Interreg – central Europe scheme. In recent years, there is new tendency to produce regional SUMP's – SUMP that cover wider area constituting multiple municipalities and cities in one document. Reasons for that were probably two. Original tender from Ministry of Infrastructure provided funds for specific set of municipalities (with at least one urban settlement), municipalities not eligible were able to join to consortiums and apply as regional SUMP. Second reason was practical, as mobility policy cannot sustain itself within municipal border only.

Even thou SUMP's are not compulsory they have been widely implemented as their adoption is related to access to further government funding. To ease their implementation and provide best practice information, government has issued several specific guidelines for SUMP's elaboration and implementation and appointed National platform for supporting activities to all entities. These documents represent:

- P+R implementation guidelines document is to provide local communities with instructions on how to place and design the nodes of P + R in urban settlements. The document highlights areas that need to be addressed in the context the suitability of planning the infrastructure for users who will use P + R. It is giving guidelines to prioritize or co-finance specific areas aimed at promoting the development of sustainable mobility of friendly infrastructure.
- Walking infrastructure document guidelines that represents basic starting points on how-to design high-quality types of public space for walking and the pleasant and safe environment of the pedestrians. It also provides basic criteria for assessment of the measures on transport infrastructure intended for pedestrians.
- Bicycling infrastructure implementation document represent examples of good and bad practices. The guidelines provide a basis for understanding how to achieve user-friendly infrastructure and on the other hand, what discourages the user from using bicycle.
- guidelines and for SUMP development are intended for traffic planners in Slovenian municipalities and consulting firms and other stakeholders to be involved in the process preparation and implementation of the Integrated Transport Strategy. They do not contain precise technical instructions, but focus on presenting the preparation process and the implementation of the Strategy





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