

## Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

In preparation for the Fourth High-level Meeting on Transport, Health and Environment (4HLM) in Paris on 14-16 April 2014, THE PEP was conducting its yearly surveying of Member States on the developments in achieving the goals of the Amsterdam Declaration from 2009. These replies were used to write an assessment report of progress made in Member States to be launched at the 4HLM. As such, this survey provided an opportunity for Member States to highlight and showcase their achievements in implementing THE PEP since 2009.

The answers below were submitted by the listed THE PEP focal point(s) to THE PEP secretariat in fall 2013 and are provided here in an unedited version.

## Questionnaire for reporting on progress made since 2009 on the attainment of the Amsterdam Goals

### Section A: Information about the preparation of the replies to the questionnaire

Country	Serbia	Date	17.09.2013.
Name of officer (national focal point) responsible for submitting the report	Biljana Filipovic		
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Names of the officers (national focal points) from the other two sectors that participated in the preparation of the report	1. Ms. Tijana Spasic 2. MS. Mirjana Jovanovic,
Institutions	1. Ministry of Energy, Development and Environmental Protection 2. Ministry of Transport
E-mail addresses	
Websites	1. <a href="http://merz.gov.rs">http://merz.gov.rs</a> 2. <a href="http://ms.gov.rs">http://ms.gov.rs</a>

Please provide brief information on the process through which this report has been prepared, including information on which types of authorities were consulted or contributed to its preparation.

- Ministry in charge of health  
 Ministry in charge of environment  
 Ministry in charge of transport  
 Regional authorities  
 Local authorities  
 Academia  
 Private business  
 Non-governmental organizations  
 Others, please specify:

Ministry of Natural Resources, Mining and Spatial Planning

Please report any particular circumstances that have a major impact on the context for the implementation of THE PEP in your country. For example, whether the decision-making structure is federal and/or decentralized and whether financial constraints are a significant obstacle to implementation.

Particular circumstances that need to be mentioned are, that the environment sector, and the previous Ministry of Environment, Mining and Spatial Planning, has been divided between 2 responsible Ministries: Ministry of Energy, Mining and Spatial Planning and the Ministry of Natural Resources, Mining and Spatial Planning. Since both Ministries have more or less similar responsibilities in the environmental sector, and in implementing the Amsterdam Declaration Goals. We have obvious problems in financing the structures that are necessary for implementation mechanisms.

## Section B: Implementation of the Amsterdam Goals

### Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport

indicator 1.1 Please describe any policies or programmes in your country that support investment in the following:

Development of transport infrastructure that promotes safety, environment and health and has a job creation potential, including rail and light rail. *Please specify:*

**Ministry of Transport of the Republic of Serbia** is currently conducting numerous railway projects funded by the EU (IPA) and other IFIs, all of them in accordance with the General Transport Master Plan (2009-2027), and all these projects have basic objectives to increase traffic safety, to attain technical and technological modernization of the railway infrastructure and transport capacities. Strategy of development of railway, road, water, air and intermodal transport in Serbia (2008 - 2015), Section IV describes Vision of Transport System in the Republic of Serbia from the point of view of sustainable development as following: Transport system in the Republic of Serbia use all modes of transport in accordance with their respective advantages and the most useful way possible, taking into account the external costs, market-oriented, stable financial system, traffic safety has improved to a level achieved by the EU, the negative social and environmental impacts of transport are being controlled and permanently reduced.

#### Land Development

**Agency (LDA)** of Belgrade is currently conducting important infrastructure projects that shall ensure reduction of traffic congestion by relocating heavy transport and industrial activities to peripheral areas of the city and have job creation potential: a) GEF & LDA funded projects "New bridge over Ada" and "New Bridge over Danube river connecting Zemun and Borca" – realization period 2010-2014.; b) The City of Belgrade is investing 109.9 million Euros in the Belgrade railways "Improvements of city rail BEOVOZ" project. The European Bank for Reconstruction and Development (EBRD) made a decision on granting a loan of 35 million Euros for modernization of urban rail transport in Belgrade. Modernization of the Belgrade railway traffic will include the transformation of the Belgrade railway operator Beovoz, owned by Serbian Railways, the joint venture majority-owned by the City of Belgrade. Batajnica and Pancevo bridge are currently connected by rail, while other suburbs such as Grocka, Sopot and Barajevo should be connected into the system in the coming period. This will improve quality of public transport in Belgrade and will reduce usage of cars for trips with working purposes.

Clean and efficient intermodal connections. *Please specify:*

Government of the Republic of Serbia established the **National Road Safety Coordinating Body**. The task of the Coordinating Body is to initiate and monitor preventive and other activities in the field of road safety, direct and harmonize activities related to reducing the number of accidents and their consequences, to propose and monitor the implementation of the National Road Safety Strategy.

#### Support to Sustainable Transport in

**the City of Belgrade** is a 4 year project (2010-2014) implemented by UNDP Serbia, Serbian Ministry of Energy, Development and Environmental Protection and the City of Belgrade (through its Land Development Agency and Secretariat for Transport) and funded by the GEF. Purpose of the mentioned project is to reduce metropoliten emissions in the City of Belgrade by improving public transport, promoting and reinforcing the use of bicycles as means of transportation and setting up strategic and political framework for sustainable development of urban transport (including the development of Sustainable Urban Transport Plan for the City of Belgrade - initial phase). The main goal of the project is to reduce GHG emissions from ground transport in Belgrade through promotion of a long-term modal shift to more efficient and less polluting forms of transport. Expected outcomes of the project are sustainable development plans/policies that effectively respond to the needs of stakeholderholders as well as promote employment and environmental protection. More information on promotion of cycling as a mode of transport is given on the following URL > <http://www.biciklirajbeogradom.com/eng/>

Infrastructure for active and environmentally friendly transport. *Please specify:*

Eco-Tourism. *Please specify:*

Serbia is a country with great possibilities in tourist products that are linked to environment and eco tourism. Although there are many chances, eco tourism is still not targeted enough in development programs. There are only local initiatives and programs promoting eco tourism through investment in health friendly transport. For example: NGO "Supernatural" promotes ecotourism, responsible travel to natural areas; tourism that conserves the environment and improves the well-being of local people. This is done through creating an international network of individuals, institutions and the tourism industry, educating tourists and tourism professionals and influencing the tourism industry, public institutions to integrate the principles of ecotourism into their operations and policies. They promote the concept of integrated communities and sustainable travel. They support ecotourism venture : mapping, upgrading and promoting destinations primarily in Balkan region helping them market their products and services while promoting the regions. Supernatura also organizes tours custom made for small groups experiencing nature through trekking, biking (Eurovelo 6-Danube routes, off road), river boat trips (Belgrade, Novi Sad, National Park "Djerdap"), and through experience of authentic foods in the region.

### Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system

indicator 2.1

Level	Description
national ▼	River Information Services - provide measures for efficient and integrated services in Inland water transport on national level. RIS is integral part of the Government tagrets to rise level of utility of IWT
Target group business ▼	

Level <input type="text" value="national"/>	Description Introducing the Public Service Obligation in the new Railwaylaw the Ministry of Transport of the Republic of Serbia supports the modal shift from private cars toward public railway transportation.
Target group <input type="text" value="public sector"/>	

Level <input type="text" value="local/municipal"/>	Description Support to Sustainable Transport in the city of Belgrade (UNDP project in partnership with Ministry of Energy, Development and Environmental Protection of Republic of Serbia, Belgrade Land Development Pubic Agency and Belgrade Secretariat forTransport).This is not only the example of the climate change project in Serbia, but also a support to sustainable public transportation system in the city of Belgrade. The project is aiming to achieve the reduction of greenhouse gas emissions by approving access to sustainable transport modes in Belgrade, by integrating land use and transport planning and promoting the use of bicycles and public transport modes.while rationalizing parking tariffs and initiating social networking programs to promote shared taxi and car use. Together, these activities are expected to reduce the growth of personal vehicle use and improve the transport management infrastructure to support the environmentally friendly development of Belgrade.
Target group <input type="text" value="communities"/>	

indicator 2.2 **Does the government raise awareness of mobility choices?**

indicator 2.3 **Does the government promote the use of information technology to increase the efficiency of the transport system?**

indicator 2.4 **Are there mechanisms in place in your country to improve the coordination between land use and transport planning?**

indicator 2.5 **Does you country take any measures to promote high-quality integrated public transport and reducing the need for, and the volume of, car traffic?**

Please, specify:

The Strategy of the Railways, Road, Inland Waterways, Air and Intermodal Transport Development in the Republic of Serbia (2008-2015), including the Action Plan, incorporates principles of EU Transport Policy, the requirements of the SAA, the Community Strategy Guidelines on Cohesion, the NPI and the MIPD and introduces the principal goal of reaching the necessary capacity, compatibility and interoperability of Serbian transport with the neighbouring and the EU's transport systems, while ensuring as low as possible adverse environmental impacts of transport development.

Since the majority of the cars and transport problems are concentrated in the capital city, Belgrade, the project strategy is to propose targeted interventions in the Belgrade road transport sector, with the main objective of shifting trips to more sustainable modes, such as public transport, car-pooling and non-motorized transport while developing integrated land-use and transport strategies for the long term.

**Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollutants and noise**

indicator 3.1 **Describe any strategies, policies or measures to support a shift in the vehicle fleet towards zero- or low-emission vehicles and fuels based on renewable energy, clean transport modes and fostering electric mobility as well as eco-driving.**

indicator 3.2 **Does your Government take any measures to support a reduction in noise emissions from transport activities?**

Yes

Specify

The Law on civil aviation and a set of bylaws regulate the measures to reduce emissions of noise Rulebook on division of motor and trailer vehicles, and the conditions for vehicle in road traffic ("Official Gazzete of RS" 40/12, 102/12, 19/13 and 41/13)

**Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport**

indicator 4.1 **Describe any strategies, policies and measures in your country for the promotion of healthy and safe modes of transport, including infrastructure and safety measures for safe walking and cycling, policies to support cycling and walking, in particular in urban areas and links with efficient and accessible public transport**

Ministry of Energy, Development and Environmental Protection, in cooperation with UNDP CO Serbia, with overall support of GEF, conducts a four year project 1. Project Support to Sustainable Transport in the City of Belgrade. One of the main outcomes of this particular project is to start preparatory activities related to the development of the Sustainable Urban Transport Plan of the City of Belgrade.

indicator 4.2 **Do transport policies and actions in your country focus on vulnerable groups such as children and persons with reduced mobility?**

Yes

Specify:

Strategy of development of railway, road, water, air and intermodal transport in Serbia (2008 - 2015) - In Chapter 1.8 it is given focus on vulnerable groups of users by adapting the transport infrastructure and vehicles to specific groups of users (children, persons with disabilities, the elderly people etc.).

There are on-going projects that pay particular attention to vulnerable groups. Under the Project "Support to Sustainable Transport in the City of Belgrade", there are four groups of activities: 1. Integrated land use and urban transport planning at the metropolitan level, 2. Promotion of the cycling transport mode, 3. Safe and sound to School and 4. Capacity Building. In the part 3 of project activities, pilot schools are being identified and for those selected schools, activities are developed in order to promote the most safest and most appropriate routes to school for children (the so called "Pedi-busses". The "Safe Routes to School" campaign has also produced its website, which serves, not only for communication purposes of the campaign, but also as a portal for the parents of pupils from "Sveti Sava" Primary School who are taking part in "Pedi-bus" activities (safe roads to schools guided by parents). The website is available at <http://www.pedibusbeograd.com/>

**Section C: Implementation of THE PEP****5. THE PEP Implementation mechanisms (please see the Amsterdam Declaration para 6-8)****NATIONAL TRANSPORT, HEALTH AND ENVIRONMENT ACTION PLANS (NTHEAPs)****More information:**[Draft manual on developing NTHEAPs](#)indicator 5.1 **Does your country have a NTHEAP or similar tool?** Yes ▼**Was THE PEP helpful in the development of your country's NTHEAP?** ▼**If available, please provide a web link to your country's NTHEAP:**

http://

indicator 5.2 Planned ▼

indicator 5.3 **What is/will be the scope and format of your country's NTHEAP?**

- national
- sub-national
- stand-alone document
- part of a national environment and health action plan (NEHAP)
- environment and health components in a national transport action plan

**RELAY RACE (Staffete)****More information:**

[Workshop in Moscow, 2012](#)

[Workshop in Kyiv, 2011](#)

[Workshop in Batumi, 2010](#)

[Workshop in Skopje, 2010](#)

[Workshop in Pruhonice, 2009](#)

indicator 5.4 **Has your country contributed to THE PEP relay race workshops?** No ▼

If YES, how?

- technical contribution (in kind)
- financial contribution

**THE PEP PARTNERSHIP****More information:**[Terms of reference of THE PEP Partnership](#)indicator 5.5 **Does your country contribute to THE PEP Partnership?** No ▼

If YES, how?

- technical expertise (in kind)
- direct financial contribution

indicator 5.6 **Are there any formal networks/platforms of professionals who are involved in THE PEP issues in your country?**

No ▼

Please specify:

indicator 5.7 **Are these networks/platforms supported by the government?**

No ▼

If YES, please indicate how:

- direct funding
- in kind
- political

**6. Policy, regulatory and operational frameworks that support the promotion of THE PEP**indicator 6.1 **Do you have a coordinating body and/or a formal structure for implementation of THE PEP within your government?**

Yes ▼

Represented sectors:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Transport   | <input type="checkbox"/> Education                 |
| <input checked="" type="checkbox"/> Environment | <input checked="" type="checkbox"/> Urban planning |
| <input checked="" type="checkbox"/> Health      | <input type="checkbox"/> Agriculture               |
| <input type="checkbox"/> Finance                | <input type="checkbox"/> Others, please specify:   |
| <input checked="" type="checkbox"/> Academia    |  |

NGO



indicator 6.2 **Is integration of the three sectors reflected in any other national policy document(s)?**

Yes ▼

Please list main documents:

National CEHAP (Children's Environment and Health Action Plan)

indicator 6.3 **Is public awareness in relation to the integration of the three sectors addressed in relevant national document(s)?**

Yes ▼

Please list main documents:

National CEHAP (Children's Environment and Health Action Plan)

indicator 6.4 **Are public budgets and/or economic incentives available specifically to support integration of the three sectors?**

No ▼

Please specify:

## 7. Future of THE PEP

Indicator 7.1 **What have been the main successes of THE PEP in stimulating national action in the priority areas of THE PEP in your country? Please give concrete examples and a short explanation of your assessment.**

Awareness raising and knowledge exchange through promotional workshops on National level, organized in Aarchus centers in Serbia, Municipalities and National Parks and protected areas...

Indicator 7.2 **What have been the main weaknesses of THE PEP in stimulating national action in the priority areas in your country? Please give concrete examples and a short explanation of your assessment.**

Indicator 7.3 **How could THE PEP better support national efforts to integrate transport, environment and health policies and achieve sustainable transport?**

**Policy on Environmental Noise Protection** is the following: Noise protection legislation has been adopted in 2009 (2010). According to it, the Directive 2002/49/EC has to be implemented, which means that Strategic Noise Maps and Action Plans will be made. Implementation of the Directive will contribute to better urban planning and better planning of transport. Also, a consequence will be healthier children and adults, as well as healthier environment. Also, integration of transport, health and environment policies on a local level, is a way to better implement in practice the Air quality plans and Short term action plans at the local self-government levels (particular implementation of specific measures in relation to traffic).  
**The PEP could better support encouraging dialogue between transport**, environment and health sectors and overcome some institutional barriers to the integration of transport policy with other policy sectors. Achieving sustainable transport will be possible after providing the main tools for the implementation of the Amsterdam Declaration Goals, creation of the NTHEAP, as an individual document, or through modifying the existing National CEHAP. Also, awareness raising among different sectors must also be a priority.