



# Sustainable Smart Mobility Strategy for Western Balkans

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# Why strategy for Western Balkans?

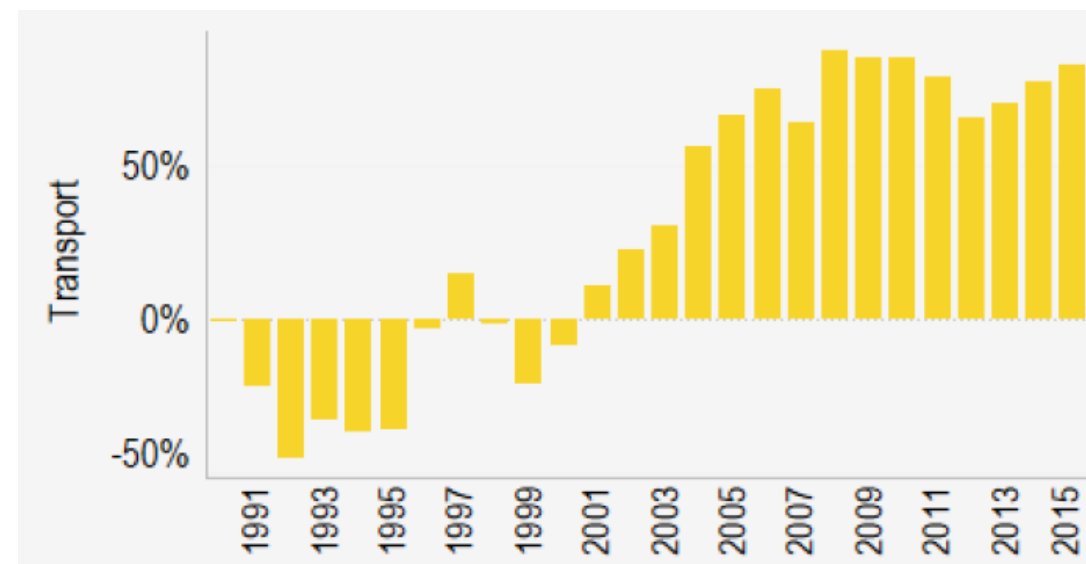


## GHG emissions

- Sources of GHG emissions in WB- energy and transport, 2/3 of overall share
- Transport sector
  - 12% share of these emissions in 1990
  - 16% share of these emissions in 2018\*

## On air quality

- Particulate matter (PM10 and PM2.5), SO2, O3 and NO2 concentrations are often above the yearly average, daily maximum and hourly maximum limits\*\*

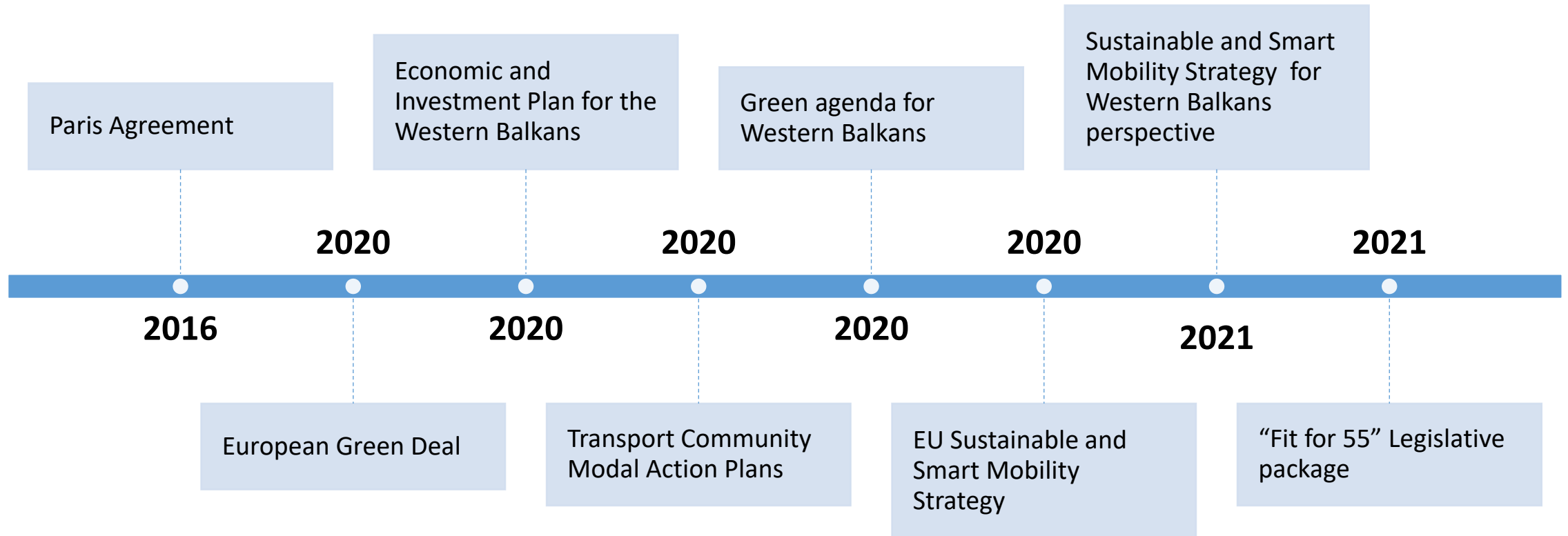


Changes in Western Balkans GHG emissions relative to 1990, transport sector

\*Source: JRC, "Status of air pollutants and greenhouse gases in the Western Balkans", 2020

\*\*Source: UN environment, "Air Pollution and Human Health: The Case of the Western Balkans", 2019

# Policy framework



# Vision



Making the **transport** in the Western Balkans **cleaner, safer, smarter, greener, resilient, competitive, and sustainable.**



# SSMS WB Objectives & Roadmap



The Sustainable and Smart Mobility Strategy -Western Balkans perspective mirrors the European Commission`s Strategy and considers 10 flagships under 3 objectives –

***Sustainable, Smart and Resilient  
Mobility***

A circular inset image showing a white sign with the word "Sustainable" in black letters, set against a background of a blue sky with white clouds.

Flagship 1 - boosting uptake of zero-emission vehicles, renewable & low-carbon fuels and related infrastructure

Flagship 2 - creating zero-emission airports and ports

Flagship 3 - making interurban and urban mobility more sustainable and healthy

Flagship 4 - greening freight transport

Flagship 5 - pricing carbon and providing better incentives for users

# SSMS WB Objectives & Roadmap



**Flagship 6 - making connected and automated multimodal mobility a reality**

**Flagship 7 - innovation, data and AI for smart mobility**

# SSMS WB Objectives & Roadmap



Flagship 8 – working towards the single market

Flagship 9 - making mobility fair and just for all

Flagship 10 - enhancing transport safety and security

# Waterborne transport within the strategy (1)



## ❑ FLAGSHIP 2 – CREATING ZERO-EMISSION AIRPORTS AND PORTS

- Western Balkans Ports to be up to date with the latest developments on the European level through cooperation and sharing of knowledge between ports.
- Compliance with the TEN-T standards on availability of clean fuels in ports should be a medium-term mandatory objective for both maritime and inland ports of the Western Balkans.

### MILESTONE:

- By 2050, greenhouse gases emissions from waterborne transport to be largely eliminated and airports to be made zero -emission nodes



# Waterborne transport within the strategy (2)



## ❑ FLAGSHIP 4 – GREENING FREIGHT TRANSPORT

- An enhanced cooperation with the European Coordinator for Motorways of the Sea to be established
- Participation of core maritime ports of the Western Balkans to future calls and projects under CEF II

### MILESTONES:

- By 2030, transport by inland waterways and short sea shipping to increase by 15 per cent. This to increase by 30 percent by 2050
- By 2035, rail and waterborne-based intermodal transport to compete on equal footing with road-only transport in the Western Balkans.

# Way forward - Waterborne/Port dimension



- Increased investment needs in critical resilience of maritime port infrastructure due to climate change are inevitable.
- The “greening of the port” means much more than greening the transport side. All industry players in the port should have their goals and plans aligned to maximise the impact of any greening initiative. This is applicable to all EU ports, including the Maritime Western Balkan ports.
- It is very important that in the process of greening of the Ports, the actions and plans which will be done are taken in the broadest term possible, because even small changes and investments can make a difference
- Leapfrogging might not be possible in terms of blitz changes and speedy progress.
- Active participation in existing EU platforms (e.g.EUSAIR) as well as diversification of funding sources (IPA, INTERREG, CEF, HORIZON, WBIF,EIB, EBRD, WB) will be crucial in the port Greening Process of the Western Balkan Maritime (and Inland ) Ports

# Way forward - general



- In order to achieve 'Greening' of transport, strong partnership and coordinated actions by all relevant stakeholders
- Implementation of some of the measures requires a strong financial component.
- Prioritization of 'green' investments is a must to enable green transition.
- Transport Community Permanent Secretariat will facilitate and support this process and assist Regional Partners

Thank you for your attention