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**

*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

- Paris Agreement (2016)
- Economic and Investment Plan for the Western Balkans (2020)
- Green agenda for Western Balkans (2020)
- Sustainable and Smart Mobility Strategy for Western Balkans perspective (2021)
- European Green Deal (2020)
- Transport Community Modal Action Plans (2020)
- EU Sustainable and Smart Mobility Strategy (2020)
- “Fit for 55” Legislative package (2021)
Vision

Making the **transport** in the Western Balkans **cleaner, safer, smarter, greener, resilient, competitive, and sustainable.**
The Sustainable and Smart Mobility Strategy - Western Balkans perspective mirrors the European Commission’s Strategy and considers 10 flagships under 3 objectives – Sustainably, Smart and Resilient Mobility.

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
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 will 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.
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