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SUMP – A Joint Commitment!

Towards an overarching institutional coordination and policy development
in drafting and implementing SUMPs



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September 2019

The development of this publication is supported by the Open Regional Fund for South-East Europe - Energy Efficiency (ORF-EE) implemented by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH on behalf of the German Federal Ministry for Economic Cooperation and Development (BMZ).

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Introduction

The aim of this paper is to give a brief explanation of the benefits a Sustainable Urban Mobility Plan (SUMP) could have for cities, as well as explore the possibilities of how the National Level, i.e. Members of the Parliament, could directly or indirectly support and facilitate the implementation of SUMPs in cities.

Initially, an overview of SUMP will be presented, as a favorable alternative to traditional ways of planning for transportation and mobility.

Following, this paper will present an overview of the process of conceiving and implementing SUMPs, starting from the very beginning of the inception of SUMPs, all the way to the steps taken after the implementation, mainly monitoring, adjusting and learning the necessary lessons.

In this section, gaps and possibilities for intervening in order to support the process of SUMPs are identified and recommended.

Following, this paper will look at some aspects that SUMPs aim to enhance, and how they could further be supported by interventions and editions to the existing legal framework.

In addition, this paper will make an overview of the Kosovo legislation framework affecting SUMP regarding the drafting and implementing of SUMPs and identify gaps and areas for improvement based on the EU legislation and policies.

Finally, recommendations will be given on how and where in the process of drafting and implementation of SUMPs, members of the parliament could come in with support in legislation or in other forms.

Brief description of SUMP

A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles. Urban mobility planning is a challenging and complex mission. Planners need to manage many, sometimes conflicting demands and requirements on the local level and even beyond when it comes to contributing to European climate change and energy efficiency targets.

A Sustainable Urban Mobility Plan contributes to reaching the European climate and energy targets set by EU leaders. It has been widely promoted by the European Commission, for example, via the Action Plan on Urban Mobility (2009) and the Transport White Paper (2011) as a new planning concept able to address transport-related challenges and problems of urban areas in a more sustainable and integrative way. It is expected that Sustainable Urban Mobility Plans remain on the policy agenda of the European Commission and the Member States.¹

In contrast to traditional transport planning approaches, the new concept places particular emphasis on the involvement of citizens and stakeholders, the coordination of policies between sectors (transport, land use, environment, economic development, social policy, health, safety, energy, etc.), between authority levels and between neighboring authorities.

¹ European Commission. (2014). Guidelines. Developing and Implementing a Sustainable Urban Mobility Plan. European Platform on Sustainable Urban Mobility Plans. Brussels

Sustainable Urban Mobility Plans require a long-term and sustainable vision for an urban area and take account of wider societal costs and benefits with the aim of “cost internalization” and stress the importance of evaluation.

SUMP is being used as an instrument that will help cities to shift to more sustainable transport solutions. The development of a Sustainable Urban Mobility Plan is linked to an existing, long-term strategy for the future development of the urban area and, in this context, for the future development of transport and mobility infrastructure and services.

The goal of the Sustainable Urban Mobility Plan is to improve accessibility of urban areas and provide high-quality and sustainable mobility and transport to, through and within the urban area.²

The Sustainable Urban Mobility Plan concept considers the functional urban area and foresees that plans are developed in cooperation across different policy areas and sectors, across different levels of government and administration and in cooperation with citizens and other stakeholders.

² European Union/ European Regional Development Fund. (2018) Sustainable Urban Mobility Plans, A Policy Brief from the Policy Learning Platform on Low-carbon economy

01_Process for a Sustainable Urban Mobility Plan

As presented by the EU SUMP Guideline document³, every SUMP has to undergo four main phases from inception to implementation: Preparation and Analysis, Strategy Development, Measure Planning and Implementation and Monitoring

³ European Commission. (2014). Guidelines. Developing and Implementing a Sustainable Urban Mobility Plan. European Platform on Sustainable Urban Mobility Plans. Brussels. p.15

PHASE 02_Strategy Development / Setting Goals

The second phase is the initiation of the development of a common vision for mobility, however not self-contained, it also analyzes the effects it could have beyond what's within the mobility umbrella. It is crucial to take the local context into consideration when drafting the strategy, since every place needs a specific approach and treatment.

In addition, this is a phase to set priorities and measurable (SMART) targets as well as analyze and learn from others' experiences. Furthermore, this is the phase to consider best value for money by analyzing the capacities of the funding partners, along with the possibilities for funding.

It is particularly important, that during the phase of Strategy Development, the public is informed and a public outreach plan is established.

PHASE 01_Preparation and Analysis

In the first phase, the city determines the potential for a successful SUMP by committing and setting a number of sustainable principles. In this phase, an **assessment of the impact that the SUMP will have on the regional and national framework** is made. Afterwards, the scope of plan and the development process is defined after analyzing the problems and opportunities. In this phase, as a last step of preparing for the SUMP, possible scenarios could be developed based on the analysis and research already made. This provides the basis for setting goals in a rational and transparent way. These scenarios are useful to understand and visualize what urban mobility could look like in the future.

Funding is one of the key aspects in which the national level could push the implementation of SUMP's with. If enough funding is allocated from the beginning, and the capacities are known, it will be much easier to draft a more realistic plan.

←.....|

PHASE 03_Further Elaborating the Plan

In this phase, clear responsibilities for all stake holders are determined, including where the funding will be coming from by allocating budgets and assigning them, as well as preparing an action and budget plan. This is the phase where it is decided the amount that will be paid by which stakeholder.

As a second step, arranging for monitoring and evaluation is needed, which is something that is directly linked with the overall performance of the plan. A monitoring mechanism enables identifying and foreseeing challenges in the preparation and implementation of the SUMP. It is then possible to reorganize the plan to achieve targets more efficiently and within the available budget.

The Final draft of the SUMP document is to be prepared, ensuring that the previous agreements are well reflected. After a final quality check, the document, including the action and budget plan, needs to be formally adopted by the political representatives.

It is important to create a sense of ownership over the plan, which is something that can be achieved by having an inclusive and transparent process. It is likewise critical to guarantee that the arrangement is broadly accepted among stakeholders and citizens.

This phase is a good opportunity for the national level to understand its capacities and possibilities for supporting future SUMPs.

Keeping the national level, and members of the parliament in the loop, would help create that sense of ownership of the plan that will then lead them to further support it in different ways.

PHASE 04_Implementation and Monitoring

The final phase means that the implementation of the SUMP begins. SUMP is a strategic document which means that it does not specify in detail how a measure will be implemented. It is important to have a proper management and communications attitude when implementing the SUMP. The progress needs to be checked and tested constantly throughout the implementation through professional advice, stakeholder as well as through the engagement of the citizens. The plan needs to be open to refinements and updates and needs to adapt to new situations after understanding its successes and failures.

Why SUMP, and who benefits from it.

The specific, long-term and integrated nature of a Sustainable Urban Mobility Plan is the most effective way of realizing all of these potential benefits. Because it involves a long-term commitment with widely agreed goals, a Sustainable Urban Mobility Plan helps to manage uncertainty, as well as defining clear metrics of iteratively working towards targets.

Some of the major aspects of life that a properly drafted SUMP affects, are as follows:



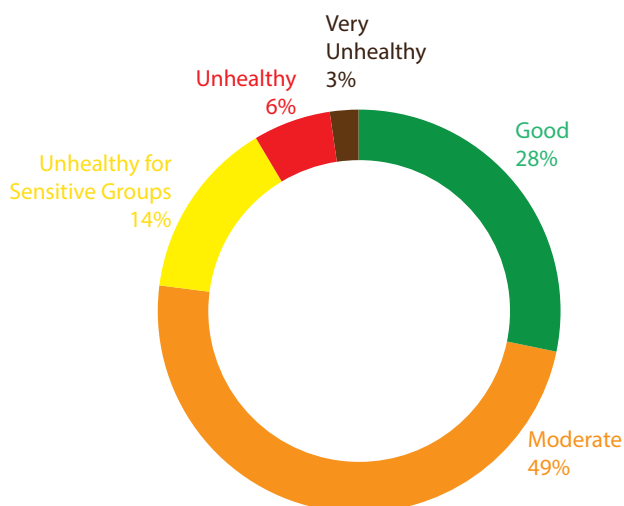
LAW No. 03/L-160
On Air Protection from Pollution

This law could further be improved upon, by specifying the limit air pollutants that a personal vehicle emits.



Quality of Air	Days
Good	94
Moderate	164
Unhealthy for Sensitive Groups	48
Unhealthy	20
Very Unhealthy	8

Days with the average quality of air (number on the right) for different categories (out of 334 days)



Air Pollution

It is quite evident now that the quality of air drops significantly during winter. One of the main causes of this is transportation, in particular the large number of personal vehicles on the road especially during peak hours. As of 2015, air pollution contributed to almost 400,000 premature deaths per year in the EU⁴, so, the social and economic advantages of improving air quality are clear. Beyond that, the necessity of reducing emissions to mitigate climate change is universally acknowledged, and road transport is the second biggest source of the EU's CO2 emissions⁵. Investing in SUMP is crucial for air quality, therefore nine of ten cities in the EU with the lowest levels of air pollution, have a SUMP in place.⁶

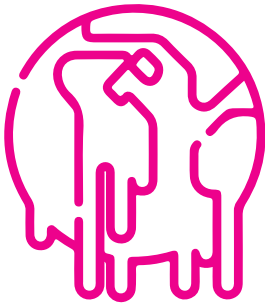
Mobility is one of the main contributors to air pollution in Prishtina too. For the period of September 2018 – September 2019, Prishtina has had an air quality level with an average of 74.5 PM_{2.5}⁷. This level of air quality translates to a category of 'moderate' and can be unhealthy for the citizens. Furthermore, only 94 days (or 28%) of the year have an average quality of air that can be categorized as 'Good' (see table for more information).

4 European Environment Agency. (2018). Air quality in Europe – report. Luxembourg: Publications Office of the European Union

5 European Environment Agency. (2019). Emissions of the main air pollutants in Europe. Fig. 2: Emissions of the main air pollutants by sector group in the EEA-33

6 Numbeo. (2019). Europe: Pollution Index 2019, Retrieved from: https://www.numbeo.com/pollution/region_rankings.jsp?title=2019®ion=150.

7 By Author, also see source of data (September 2019): <https://aqicn.org/city/kosovo/prishtina/us-consulate>



Climate Change

Along with air pollution, there is a large number of changes in the stability of our planet's climate that are and will continue to occur, as long as no significant changes in the way we are using fossil fuels. The transport sector is responsible for approximately 23% of total energy-related CO₂ emissions, which means that a properly drafted SUMP could directly help improve our efforts to reduce CO₂ emissions.⁸ As with many landlocked countries, Kosovo is bound to experience a variety of changes to its climate, such as draughts, flooding along rivers, wildfires, higher number of extremely hot days, shorter winters, etc. However, the main change to affect Kosovo in all likelihood will become water scarcity.

Even though this is more of a global problem rather than a local one, it is precisely in a local scale that this needs to be addressed. Much can be achieved by incentivizing public transport and clean alternative means of travelling instead of personal vehicles.

⁸ Sims R., R. Schaeffer, F. Creutzig, X. Cruz-Núñez, M. D'Agosto, D. Dimitriu, M.J. Figueroa Meza, L. Fulton, S. Kobayashi, O. Lah, A. McKinnon, P. Newman, M. Ouyang, J.J. Schauer, D. Sperling, and G. Tiwari, 2014: Transport. In: *Climate Change 2014: Mitigation of Climate Change. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* [Edenhofer, O., R. Pichs-Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. pp. 603

LAW No. 03/L-025
On Environmental Protection

Changes could be made in the law to specifically control some of the pollution linked directly to badly planned mobilities in municipalities.





Economy

To the average citizen, it is much cheaper to commute by a sustainable and systemized way than by owning and paying for a personal or family vehicle. Alternative modes of transport are often not only more sustainable, but actually more convenient than personal vehicles. Vulnerable groups, including economically disadvantaged and the mobility-impaired, are more likely to find work when travel barriers are removed, making a SUMP that much more important for Kosovo cities in indirectly reducing the unemployment rate.

At the point when employees have greater mobility options, business likewise benefits through an expanded pool of candidates and less time wasted in traffic. This indicates that a well thought-out SUMP could help reduce social inequality, by raising the standards for everyone as opposed to favoring any one particular group.

The cost benefit analysis that the Romanian city of Arad carried out in deciding on the measures for its SUMP showed that € 2.2 million is to be gained for every € 1 million invested.⁹ Stockholm worked out that its annual socio-economic surplus as a result of mobility measures totaled € 60 million.¹⁰

Moreover, when having more pedestrians and foot traffic, the businesses of those zones are very likely to increase their revenue.¹¹

LAW NO. 04/L-179
On Road Transport

Putting up congestion taxes is competence of the local governments, it could be arranged so owning more than one personal vehicle is taxed progressively.

←.....|

9 Municipal Arad. (2017). Planul de Mobilitate Urbană Durabilă al Municipiului Arad, p. 288-289

10 Eliasson, J. (2014). The Stockholm congestion charges: an overview. Centre for Transport Studies Stockholm. p. 34

11 Mattias Kärrholm. (2012). Retailising Space: Architecture, Retail and the Territorialisation of Public Space, Ashgate: Farnham and Burlington, VT, p. 44.

LAW NO. 02/L-70
On Road Traffic Safety

Even though there have been efforts to change the article that stops the importing of cars older than 10 years or more, it is yet illegal to do so. This affects the air pollution and road safety in a positive way, and is something should remain unchanged.



Road Safety

Making the streets safe for everyone, irrespective of their mode of travel, increases urban accessibility and contributes to a higher quality of life. When planning for a car-friendly city, more cars and more individuals operating them will result in a city that is not pedestrian friendly, where accidents are likely to be frequent. By having a SUMP and a well-planned mobility, there will be more room for walking safely in cities, which is why so many SUMP include a pedestrian zone in the core of cities.



Health

The more cities and citizens invest in personal vehicles, the more their levels of inactivity increase. Cities that don't incentive active modes of transport, such as walking and cycling, are thought to be much unhealthier. Cycling UK found out that people who go to work by bike have a 45% lower risk of cancer.¹² Linking SUMP to healthier cities is not a coincidence, since seven out of ten of the most livable cities in the EU are cities that have implemented some form of SUMP.¹³

Significant connections like this one among mobility and wellbeing are a focal reason that the interdepartmental approach of SUMP is something that needs to be thought out from the very beginning.

12 Cycling UK. (2017). Cycling UK Campaigns Briefing, Cycling and Health. Retrieved from: https://www.cyclinguk.org/sites/default/files/document/2017/09/health_1c_rv_brf.pdf

13 Adabi, M. (2018). The 50 most livable cities in the world in 2018. Retrieved from: <https://www.businessinsider.fr/us/most-livable-cities-in-the-world-2018-8>

02_National Level in support of SUMP

Cities alone cannot develop a sustainable urban mobility plan. Having successful implemented SUMPs contributes also to national goals by tackling problems in the cities thus improving people's lives which is the ultimate goal of all government levels.

The national government have the means of facilitating the process of SUMP by simply removing existing obstacles for SUMP development and implementation. The national government could start implementing measures that would increase the cooperation between cities and the national level; improve the cooperation and coordination between different ministries which in effect would produce aligned policies between the national government departments; raise awareness, political will and commitment from decision makers; increase professional support, by providing guidelines and targeted trainings.

Prishtina SUMP – an overview

Pristina is the first municipality in Kosovo to draft a Sustainable Urban Mobility Plan where problems with the transport network as well as possible solutions are analyzed. The purpose of the plan is to envision a long-term solution to the problem of mobility in the city of Prishtina, by upgrading existing conditions as well as investing in a variety of elements that enhance transport in a sustainable way. The document includes details on the investment and action plans necessary to deliver the city's urban mobility vision and a recommended monitoring framework that will gauge how well the interventions will deliver the new SUMP objectives.¹⁴

¹⁴ Municipality of Prishtina. (2019). Prishtina Sustainable Urban Mobility Plan (SUMP). Prishtina. pp. 15

2.1_Developing a national mobility strategy

Kosovo has a National Development Strategy which covers the period 2016-2021, and it is a document which addresses a list of priorities which would allow "building synergies between various initiatives, prevent institutional overlap, yield higher performance efficiency, orientation of support of the development partners and establish a firm guiding basis for Kosovo's institutions and accountability to the public."¹⁵ The main goal of the strategy is to achieve a sustainable economic growth by coordinating development policies and institutional processes. Kosovo's NDS developed some guiding principles and structured priorities which address unemployment issues, the rule of law and good governance, business development and infrastructure. For the purpose of this paper key area to be reviewed is the infrastructure development. In general, the strategy highlights a wide range of infrastructure development starting from power generation capacities, both lignite and renewable sources, energy efficiency measures; completion of main international and regional axis and the international railway lines, etc.

The "Further Development of Road and Railway Infrastructure" chapter gives concrete activities of the measure which consist on continuing the work in building the international road hubs, connecting Kosovo to Albania, Serbia and North Macedonia. Kosovo also has an approved Spatial Plan which covers the entire territory, and it is a strategic document that elaborates the vision and sets principles and goals for territorial development.

The spatial development framework divides the territory into four major areas based on their features and characteristics. The main features that the strategy elaborates in the divided areas are those of having development potential, geographical characteristic and economic activities.

¹⁵ Republic of Kosovo, Office of the Prime Minister. (2016). National Development Strategy 2016-2021. Prishtina, Kosovo.

The four major areas are: The Treasury of Kosovo, which includes the Northern part of Kosovo; The harbor of Kosovo, which includes the northern part of Kosovo and the capital city; The Bridges of Kosovo, which covers the south-eastern and south-western parts of Kosovo and the Garden of Kosovo which include the western parts of territory, the north-western and southern parts of Kosovo. The strategic development is foreseen through nodal development and corridors by concentrating the future development in the seven major cities of Kosovo and along the roads connecting them. In addition, the Ministry of Infrastructure, has developed a strategic sectorial policy on multimodal transport which foresees the models of transport infrastructure development and has set objectives for a sustainable infrastructure and sustainable transport. Its vision is to create a modern and integrated transport services which would contribute to a sustainable economic development and the development of professional capacities.

The strategy also foresees drafting of guidelines for municipalities to develop their own local transport plans which would offer counseling and recommendations regarding the scope, format and the development and monitoring of local transport plans.

National Mobility Strategy

A national mobility strategy would encompass the setting of clearly defined priorities for mobility solutions, including new technologies which would facilitate for example the roll-out of low and zero emission vehicles. A national SUMP supporting policy would provide the basis for a decrease in greenhouse gas emissions in the transport sector by creating the political, financial, and technical frameworks that increase awareness among all stakeholders. The set priorities would provide the private sector and local authorities clear signals that would ease the long-term investments

and improve the local actions by making plans more focused and operational. In addition, the strategy would also create formal liaison between the municipalities and the national government in order to support and coordinate the local SUMP developments.

2.2_Governance

The national levels of governance have the means to support the development of SUMPs through a wide range of national coordinated actions. The below mentioned measures are only some of the core actions that can be taken in order to facilitate the whole process from the inception phase to the implementation, monitoring and evaluation.

An institutional framework for urban mobility which would define the roles and responsibilities between the different layers of governance and in joint cooperation with the private sector and other related stakeholders should be the first task. The central government should create a working group which would coordinate the steps needed to be taken in order to incentivize the process of SUMP development in the Municipalities. In the case of Kosovo, the institution which would play a leading role would be the Ministry of Infrastructure with its respective departments, and with the support of, and close coordination of other relevant ministries which are Ministry of Environment and Spatial Planning, Ministry of Economic Development, Ministry of Local Governance, Ministry of Finance, etc.

2.3_Funding

A stable funding framework in support of SUMP development is of crucial importance for the Municipalities. A national coordinated funding framework which would have a legal background and covers the technical aspects would support a sustainable urban mobility. It could be achieved either through a

direct funding scheme or by allowing the Municipalities more competencies into generating specific funds which would be allocated to SUMP development and implementation. Most importantly, the framework for funding of infrastructure schemes should be framed in a way that promotes transport avoidance and alternative modes.

2.4_Knowledge Exchange Guidelines and methodology

The EU has already drafted guidelines and methodologies for the development of SUMPs. The translation of these guidelines to a local context and the adaption in alignment with the national spatial planning system would serve the Municipalities for a better understanding of the whole process of SUMP.

Furthermore, the guidelines and methodologies offer a step by step approach of SUMP development and its short term and long-term benefits. Such guidelines and methodologies would serve the Municipalities as the starting point for the initiation of SUMP development.

Information, education and awareness raising

A good awareness of politicians and public and an increase of the technical capacities in authorities and private sector is another important step needed to be taken in order to have professional and easily implemented plans and strategies. A national platform would facilitate the exchange of SUMP concept among cities, provide good practice examples and inform on funding opportunities.

03_Legal framework affecting SUMP

Kosovo institutions have put extensive effort in developing key legislation to support sustainable development, in line with the EU directives. Below is provided a brief review of a selected set of Laws addressing relevant topics for urban mobility.

List of relevant Laws and Administrative Instructions

Scope

Law no.04/L-179 on Road Transport	Scope
Law no.04/L-179 on Road Transport	The purpose of this law is to regulate and develop the sector of road transport of passengers and goods, an open and non-discriminatory access to market, provision of services in the market of the road transport of passengers and goods sector as well as to establish driving and resting regime.
Law no.02/L-70 on Road Traffic Safety	The purpose of this law is to regulate the relationships between the subjects on road traffic through signs and traffic regulations. It also regulates the conditions for vehicle operation and the conditions which the vehicle must fulfill on traffic. This particular law has been abolished partially by law no. 05/L-064 on driving license and law no. 05/L-088 on road traffic provisions which determines the basic rules of conduct and behavior for partakers and other subjects in road traffic.

<p>Law No.03/L-160 on Air Protection From Pollution</p>	<p>The purpose of this Law is to regulate and guarantee the rights of citizens to live in a healthy and clean air environment, whilst protecting human health, fauna, flora and natural and cultural values of the environment.</p> <p>The law addresses basic environmental indicators, defines pollution sources and their classification, responsibilities in terms of managing pollution sources (including cadaster of emissions, setting emission limit values, monitoring and inspective supervision ...), key dispositions with regards to combustion plants, measures for clean development, issuance of consecutive sub-legal acts with regards to new pollution sources administration, emission limit values including temporary once, small emission sources, industrial and other sources, volatile organic compounds, emission norms for mobile sources, sulphur content in combustion materials, greenhouse gases, measures of smog state warning regulatory special systems, monitoring of pollutant discharges in the air and related data management, measures for clean development, provisions for specially protected areas, provisions regarding notification about air pollution, environmental permit for air pollutants, regulates planning instruments for air protection from pollution, funding mechanisms, and punitive provisions,</p>
<p>Law No.03/L-025 on Environmental Protection</p>	<p>The purpose of this law is to promote the establishment of healthy environment for population of Kosovo by bringing gradually the standards for environment of European Union. It shall harmonize economic development and social welfare with basic principles for environmental protection according to the concept of sustainable development.</p> <p>It supports rational use of natural recourses and limitation of pollution discharge on environment, prevention of damage, rehabilitation and improvement of defective environment; improvement of environmental conditions in correlation with life quality and protection of human health; saving and maintenance of natural recourses, those renewable and un renewable as well as its sustainable management; coordination of national activities for fulfilling of request concerning to environmental protection; regional and international coordination in the field of environment; stimulation and public participation on activities related to environmental protection; to ensure that development on Kosovo is sustainable in order to protect and save the soil, air, water, living sources in Kosovo in favor of the coming generations;</p> <p>The law defines institutional responsibilities and respective mechanisms for administering environmental protection, defines policy and other regulatory instruments for planning and managing environmental protection, protection measures from hazardous matters, monitoring and environment information system, funding mechanisms for environmental protection and punitive provisions, administrative and inspective supervision measures.</p>
<p>Law No.04/L-010 on Inter-Municipal Cooperation</p>	<p>The aim of this Law is to regulate inter-municipal cooperation and cooperation of municipalities of Republic of Kosovo with other municipalities and institutions of local governing outside the Republic of Kosovo, in compliance with the Constitution of Republic of Kosovo, the applicable law as well as with the European Charter for Self-Governing of the European Council.</p> <p>The law sets key principles, procedures and forms for initiating and establishing inter-municipal cooperation at the national and international level.</p>

<p>Law No.03/L-040 on Local Self Government</p>	<p>This law establishes the legal basis for a sustainable local self-government system in Kosovo. It defines the legal status of municipalities, their competencies and general principles of municipal finances, organization and functioning of the municipal bodies, the intra-municipal arrangements and the inter-municipal cooperation including the cross-border cooperation and the relationship between municipalities and central government.</p> <p>The law lists environmental protection and related areas such as economic development, spatial planning and territorial management, public services, primary healthcare etc. among own municipal competencies.</p>
<p>Law No.04/L-076 on Police;</p>	<p>This law regulates the authorizations and duties of Police of the Republic of Kosovo, its organization and other issues related to activities and actions of the Police of the Republic of Kosovo.</p> <p>Traffic safety, public order, and assistance during natural disasters and other emergencies are among the main responsibilities of the Police.</p>
<p>Law No.2003/11 on Roads; Law No.03/L-120 for amending and supplementing The Law No. 2003/11 On Roads;</p>	<p>This law regulates the legal status of public roads; construction and Maintenance of public roads; measures for protection of roads and circulation; governance; financing and supervision of public roads.</p>
<p>Law No.04/L-174 on Spatial Planning</p>	<p>This Law determines the basic principles of spatial planning, methodology of spatial development and regulations, types, procedures, contents as well as the responsibilities of the administrative entities at central and local level for the drafting and implementation of spatial planning documents, administrative supervision for enforcement of this Law, and related activities undertaken in spatial planning and territorial regulation in the Republic of Kosovo.</p>
<p>Administrative Instruction MESP- No.08/2017 on Spatial Planning Technical Norms</p>	<p>The spatial planning technical norms set a regulatory framework to ensure the implementation of the law on spatial planning, drafting and implementation of Spatial Planning documents in Kosovo.</p> <p>It includes a dedicated chapter to transport infrastructure, setting minimal norms for planning and designing the road, railway and air transport infrastructure including vehicular space, buffer zones and parking space.</p> <p>The Spatial Planning Technical Norms also propose the development of special acts dedicated to road and railway terminals, respectively dedicated spaces to passenger and freight transport, including spaces for loading and unloading goods, etc.</p>
<p>Administrative instructions no. 2/2011 on routes network and timetables of interurban passenger transport by bus.</p>	<p>The purpose of these administrative instructions are to set the criteria and procedures for determining the network of inter-urban lines, scheduling of the timetable on public roads within two or more municipalities, registration, certification, revocation, permits for special transport and setting of tariffs.</p>

Although the current legislative framework addresses the relevant topics, the overall policy approach towards urban mobility remains rather fragmented.

The EU Commission through numerous policy papers, action plans and directives, provides concrete roadmaps and tools which support the institutions on acquiring an integrated approach towards urban mobility and can be easily adapted to the context, combining the most appropriate responses to each individual problem: technological innovation, the development of clean, safe and intelligent transport systems, economics incentives and amendments to legislation.

In order to better understand the main gaps and limitations that need to be addressed to ensure legislative alignment with the EU legislation, and furthermore a structured and informed process towards improved urban mobility in Kosovo, a thorough legislation review should be undertaken in the following topics:

- Road safety
- Environment
- Health
- Information and communication technology
- Urban transport and traffic
- Vehicle related aspects such as safety, alternative fuels, energy efficiency, etc.
- Water and cycling

Some significant EU policy papers that could serve as a starting point towards an integrated approach for urban mobility are:

GREEN PAPER*: Towards a new culture for urban mobility¹⁶

It identifies five key challenges which need to be met as part of an integrated approach and key focus areas for future policy development:

...towards free-flowing towns and cities;
...towards greener towns and cities;
...towards smarter urban transport;
...towards accessible urban transport;
...towards safe and secure urban transport.



**A Green Paper is a document published by the European Commission to stimulate discussion on given topics at European level. It invites the relevant parties (bodies or individuals) to participate in a consultation process and to debate on the basis of the proposals they put forward. Green Papers may give rise to legislative developments that are then outlined in White Papers.*

¹⁶ Commission of the European Communities. (2007). Green Paper: Towards a new culture for urban mobility. Brussels. Retrieved from: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52007DC0551&from=EN>

Action Plan on Urban Mobility¹⁷

It outlines a program of actions generated by the Green Paper on Urban Mobility, to support sustainable development of urban mobility centered around 6 themes, such as:

1. Promoting integrated policies

Accelerating the take-up of sustainable urban mobility plans
Sustainable urban mobility and regional policy
Transport for healthy urban environments

2. Focusing on citizens

Platform on passenger rights in urban public transport
Improving accessibility for persons with reduced mobility
Improving travel information
Access to green zones
Campaigns on sustainable mobility behavior
Energy-efficient driving as part of driving education

3. Greening urban transport

Research and demonstration projects for lower and zero emission vehicles
Internet guide on clean and energy-efficient vehicles
Information exchange on urban pricing schemes

4. Strengthening funding

Optimizing existing funding sources
Analyzing the needs for future funding

5. Sharing experience and knowledge

Upgrading data and statistics
Setting up an urban mobility observatory
Contributing to international dialogue and information exchange

¹⁷ Commission to the European Parliament the Council, the European Economic and Social Committee and the Committee of the Regions. (2009). Action Plan on Urban Mobility. Retrieved from: <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:52009DC0490>

6. Optimizimi i mobilitetit Urban

Urban Freight Transport

Intelligent Transport Systems (ITS) for urban mobility.

Other reference EU legislation & policies related to urban mobility address the following topics¹⁸:

- Urban logistics
- Urban vehicle access regulations
- Road infrastructure safety management and tunnel safety
- Vehicle safety
- Roadworthiness checks
- Technical roadside checks for commercial vehicles
- Driving licenses
- Enforcement of traffic laws across borders
- Professional driver training
- Alcohol limits for drivers
- Automated emergency call system (eCall)
- Dangerous goods transport
- Ambient air quality and cleaner air
- Directive related to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air
- Methods, data validation and location of sampling points for the assessment of ambient air quality
- Road telematics
- Energy efficiency and alternative fuels
- Cycling

¹⁸ ELTIS, The Urban Mobility Observatory. (2019). EU Legislation & Policies. Retrieved from: <https://www.eltis.org/discover/legislation-polices>

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2016-2021**



**Roadmap to Sustainable Urban Mobility
in SEE Countries**

