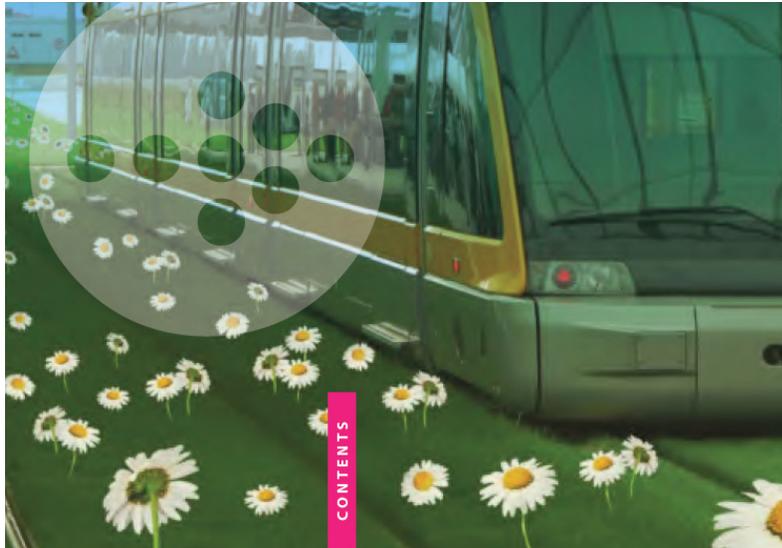




United Nations Development
Programme

Serbia



Transport

First Progress Report

Support to Sustainable Transport in the City of Belgrade

May 2012, Belgrade

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1. Introduction

Project title	Support to Sustainable Transport in the City of Belgrade
Project location	Belgrade, Serbia
Project duration	May 2010 – May 2014
Value (total budget)	US\$ 950,000 (GEF) US\$ 20,000 (UNDP) US\$ 7,471,951 (the difference through in-kind contribution)
Funding	Global Environmental Facility (GEF)
Main partners and beneficiaries	City of Belgrade through the Land Development Agency and the Secretariat for Transport
Expected Outcome(s)/Indicator(s):	Sustainable development plans/policies effectively respond to the need of stakeholders, as well as promote employment and environmental protection
Expected Output(s)/Indicator(s):	Reduced GHG emissions from ground transport in Belgrade through the promotion of a long-term modal shift to more efficient and less polluting forms of transport
Status of the project at the time of reporting	Implementation phase
Report prepared by	Natasha Martins, Portfolio Manager for Climate change, Sustainable Transport and Reduction of Metropolitan Emissions, UNDP Serbia (signature)
Report approved by	Miroslav Tadic, National Project Director, Ministry of Environment, Mining and Spatial Planning of Serbia (signature)

2.0

Executive Summary and Recommendations

The last year was a period of inception and taking up of the Project that provides support in establishing a more sustainable urban transport in the City of Belgrade. Big challenges were

ahead of us in April 2011, when the inception plan was adopted. The project was redesigned during the inception phase in order to match better the portfolios of current activities by both partners, the City Secretariat for Transport and the Land Development Agency. This project, above all, is designed in a way to be complementary with the core business of the partners and support them in providing better sustainability of the urban transport. We are striving towards this goal from the very first day.

The front of activities and actions are quite diversified ranging from institutional support and policy making, through public awareness and promotion of alternative mobility to implementation of pilot projects on the ground that enhances the safety of the youngest population and at the same time educates on topics such as protection of the environment and mobility.

In close cooperation with the Land development agency of Belgrade, an urgent need was identified to approach the problems of urban development and transport in a more systematic and holistic way identified in new tools called Sustainable Urban Transport Plans. These plans are providing solutions that enhance the sustainability of urban development and transport upgrade of an agglomeration by mainstreaming the economic, social and above all environmental aspects of the city expansion. Such a plan was initiated late last year, and in the scope of this project the first phase or the so call planning phase of preparation of a SUTP will be covered. The team of Experts is working closely with the beneficiaries and the stakeholders on acquainting them with the objectives and main features of these Plans. The first results are also known from the overview done on the policy and legal framework in place as well as screening of the players involved in the city urban and transport planning. The overall results are positive and no major obstacles were identified by the experts that could impede the preparation and implementation of the SUTP. The national transport policy and recommendations were analysed and compared to the EU mobility policy and very good assessment was made summarizing that the national policy covering the area of urban transport and mobility is pretty much aligned with the European one. A conclusion was drawn that very solid grounds exist in order to provide a consolidated and well prepared planning phase for the SUTP. As by the contract, the planning phase shall be completed by end of August, but a strong likelihood exists that the contract might be extended as some of the activities at the initiation took longer than predicted. However, the activity shall be concluded latest by the end of this calendar year.

The activity on boosting the bicycles in the urban transport share was initiated through the commencement of the public awareness campaign and launch of a survey. Questionnaires were prepared and distributed amongst 900 citizens and the results processed in a report. The bottom line of the survey is that slightly below 1% of citizens use the bicycle as a transport mean, most of them pointing out at safety and lack of cycling infrastructure as the main obstacles in promoting further this mode.

An open public debate followed just after the results of the survey were known, in which some 100 citizens took participation. It was extremely beneficial to collect different opinions and suggestions coming from avid cyclists and active ones, too. Those suggestions will facilitate further the approach in public awareness rising but also will assist the city authorities in tailoring the policy regarding cycling. This debate is just the first one of the three that will be performed during the project lifetime.

The youngest population is also involved and participates in this project, along with their parents and children. We have recognized the need to address the mobility issues and educate the children more thoroughly about this topic through their direct involvement in an initiative that promotes walking and cycling to school instead of using private cars. Public awareness campaign is also launched as end of last year under the title "Safe Routes to Schools" and a survey conducted in 20 primary schools (about 1000 interviewees, in total) enquiring on the habits and views of the children but also their parents regarding mobility and environment. The results processed indicate very encouraging fact that about 68% of the interviewed children do access schools walking. Almost 90% of them are eager to change the way they come to school and would like that it will be done in groups called pedibuses. Slightly less enthusiastic are the parents on the same issue, but still it is a high and very hopeful percentage for us in order to implement a

pilot project and reinforce this initiative through concrete measures and actions.

Public open debate was organized in April 2012 on which one the results of the survey were presented as well as the entire initiative was brought closer to the parents. Positive feedback was received by the parents that attended the open debate while also expressing their concerns that will be further used in this project and mainstreamed accordingly in our business.

Sveti Sava primary school located in Vracar, in the middle of dense and frequent traffic recognized the importance of our actions and supported this idea through direct involvement into a project that shall be executed in the area around the schools. The routes that are mostly used by the primary pupils from this school will be analysed and adequate horizontal and vertical signalization applied in order to mark the safest routes that children can use when accessing school. The project is expected to be operational latest by beginning of October 2012. In parallel, the campaign will be running and disseminating the positive experience gained through the a.m. pilot project.

As safety is waved through all activities that the project is pursuing, along with our partner, the need was recognized to also allocate time and funds on preparing an analysis of the fatalities and road safety aspects of the cyclists and motorcyclist in Belgrade. The survey itself would not be complete without screening the legal and institutional framework and providing recommendations for improvement. Although the final results are not yet known of the last document, encouraging information was outlined in the road safety aspects speaking of drastic decrease of the number of cyclists fatalities (in 2011 one was recorded on the territory of Belgrade). We expect that the results of this analysis and orientation policy paper would support our mission in encouraging the citizens of Belgrade to convert from using their cars to greener transport modes, walking and cycling above all.

Last, but not the least, in the past year, precisely last September 2011, for the first time the European mobility week was celebrated in Belgrade in an institutional manner, hosted by the Secretariat for transport. A range of different activities were organized in the period 17-22 September across Belgrade that support and promote the alternative mobility, the protection of the environment and encourage the citizens to take a more thorough thoughts about these topics. The following years, 2012 and 2013, the European mobility week will continue to be organized and supported by the Secretariat for Transport and UNDP, jointly.

Ahead of us in the following year are the completion of the planning phase for the SUTP, finalization of the orientation policy paper on road safety for two-wheeled commuters, the implementation of the pilot project Sveti Sava school and Safe routes, the implementation of the two public awareness campaigns targeting the cyclists and the primary school pupils that will go on through 2013, too. By the end of this year the activity on eco-driving will be launched and is expected that the implementation will be finalized by the third quarter of 2013.

3.0	<p>Review of Progress and Performance to date (comparing against plan – efficiency and effectiveness)</p>
	<p>Support to Sustainable Transport in the City of Belgrade is a project implemented by UNDP Serbia, Serbian Ministry of Environment, Mining and Spatial Planning and the City of Belgrade (through its Land Development Agency and Secretariat for Transport). The project was initiated in 2010, first activities have been undertaken throughout 2011, while May 2014 is set as the end of the project. The overall budget of the project is US\$ 950,000, and is provided by GEF – Global Environment Facility, while the total value of the project is established at US\$ 7,451,951 (the difference through in-kind contribution). The main goal of the project is to reduce GHG emissions from ground transport in Belgrade through the promotion of a long-term modal shift to more efficient and less polluting forms of transport.</p> <p>The Inception workshop, held on 9 February 2011, was the official starting point of the project. Following this event, it was clear that the project activities as presented in the original Project Document would have to be revised (mainly due to the time elapsed since the completion of the Project Document, and the progress of other activities relevant to the project undertaken by the City of Belgrade and other key stakeholders, or the new and existing planning tendencies within the framework of relevant city institutions.</p> <p>The activities were then re-examined and recalibrated in full cooperation with the project partners. The fruit of these efforts was presented in the form of the Inception Report, which had received its final approval at the First Project Steering Board Meeting on 21 April 2011. However, stated modifications of the project activities had some effect on overall project efficiency and effectiveness, as the activities could only be initiated following the final approval of the Inception Report.</p> <p>The project activities were grouped into four main categories:</p> <ol style="list-style-type: none"> 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 4. Capacity Building.
3.1	<p>Policy and programme context, including linkage to other ongoing operations/activities</p>
<p>Strategic and political context</p>	<p>Strategic and political context</p> <p>Considerable progress in the context of combating climate change was brought about by the beginning of the process of EU accession and the harmonization of national legislation with that of the EU. This is due to the fact that main principles of the relevant EU legislation are actually based on the principle of combating climate change. In response to the goals and preconditions of European partnership, but also recognizing the necessity of sustainable development in the process of economic recovery, over the last couple of years, climate change issues have been included to a great extent in sectoral and development strategies.</p> <p>A certain number of newly adopted, strategic documents, such as the Sustainable Development Strategy (adopted in 2008) and the National Environmental Protection Programme (2010), treat the climate change problem as being very</p>

important.

The Sustainable Development Strategy sees climate change as a top environmental risk factor. One of main goals in the environment sector is to enable exiting institutions to actively implement climate protection policies and to meet the obligations of international agreements (UNFCCC, Kyoto Protocol, *etc.*), as well as to produce an Action Plan for the adaptation of economic sectors to climate change. A number of priority actions contributing to climate change mitigation and adaptation have also been defined in other sectors.

In the **National Environmental Protection Programme**, priority was given to the activities of climate change mitigation. Simultaneously, the importance and the need to conduct activities of mitigation to modified climate conditions were also outlined. Sectoral strategic documents, such as the **Strategy of Energy Development by 2015**, the Strategy of Forestry Development and the Strategy of Scientific and Technological Development, recognize the importance of conducting activities of mitigation and adaptation in the context of the economic development of these sectors.

Increasing energy efficiency and the use of renewable energy resources by 2015 are two from five main priorities in the Serbian Energy Sector Strategy Development.

In June 2010 Serbia adopted its **First Energy Efficiency Action Plan**, which has set out short-term and long-term goals for final energy consumption reduction. The plan covers the commercial and residential, transport and industry sectors. The long-term goal is to reduce final energy consumption by 9.5% by 2018 compared to 2008.

The **Economic Development Strategy of Serbia 2020**, drafted late last year is also clearly defining the priorities of further economic development by decoupling the economic growth and the carbon emissions through investments in to rational use of energy and improving the energy efficiency.

“Reducing greenhouse gas emissions by 20% compared to 1990 levels; increasing the share of renewable in final energy consumption to 20%; and moving towards a 20% increase in energy efficiency; the EU is committed to taking a decision to move to a 30% reduction by 2020 compared to 1990 levels as its conditional offer with a view to a global and comprehensive agreement for the period beyond 2012, provided that other developed countries commit themselves to comparable emission reductions and that developing countries contribute adequately according to their responsibilities and respective capabilities.” Serbia has transposed these commitments in the recently adopted Economic Development Strategy of Serbia 2020.

Linkage to other ongoing operations / activities

Land Development Agency (LDA) of Belgrade “New bridge over Ada” – the finalization of the construction of the bridge took place in late December 2011, and the bridge was commissioned on New year’s Eve. However, not all of the access roads are functional, and work on several is still underway. Overall, this important infrastructural project will ensure reduction of traffic congestion as well as reduction of CO₂ emission in city centre and along the corridor of E75 highway section through Belgrade. This GEF project works in partnership with LDA and benefits from co-financing.

Land Development Agency of Belgrade “New Bridge over Danube river connecting Zemun and Borca” – realization period 2010-2013. The priority of this new link is to shift truck traffic, which now is going through the city, and to relocate of industrial activities from very dense city centre to peripheral areas. This GEF project works in partnership with LDA to promote high-density development along the new transit corridor so as to increase the utilization of transit modes.

Belgrade railways “Improvements of city rail BEOVOZ”- Belgrade will invest 109.9 million Euros. 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.

The Transport Management Plan of the City of Belgrade intends to expand road and parking infrastructure, bicycle lanes for recreational purposes and increase the rolling stock for public transport (including buses, trams and trolleybuses). The Plan will allow for growth in the transport system in Belgrade. Presently, institutional and individual capacity is essential to improve the situation of the transport sector in Serbia. These responses take mainly the form of increasing the capacity of the network, where possible, shifting demand centres to Novi Belgrade and elsewhere, and providing alternatives to private transport. However, there are some gaps in the planning that should be addressed to improve the country’s ability to meet its commitments towards sustainable development in accordance with global conventions. Without GEF’s involvement the implementation of the actions on sustainable management for transport in Belgrade (and in Serbia) are likely to be very restricted (at least in the near future) due to limited resources and low priority that is normally given to this sector by the Government and NGOs.

3.2	Progress towards achieving objectives (overall objective, purpose, results)
	<p>The overall objective of the project is to reduce the metropolitan emissions in the City of Belgrade by improving the public transport scheme, reinforcing the participation of cyclists in traffic and providing the policy framework for sustainable urban transport development of Belgrade.</p> <p>The project is intended to significantly improve the transport management infrastructure and to reduce greenhouse gas emissions while supporting the environment friendly development of Belgrade. The project involves the civil sector and allows for a joint approach to the solution of the problems related to the sustainable management of transport. The project aims to allow Serbia to mainstream environmental issues into its transport management infrastructure and help the country to meet its commitments to United Nations Framework Conference on Climate Change, by reducing greenhouse gas emissions from the increased use of sustainable transport modes, as well as non-motorized modes such as walking and bicycling.</p> <p>With the aforementioned in mind, the progress towards achieving the stated objectives was enabled and made visible by the activities undertaken so far.</p>
3.3	Activities undertaken

	<p>Having in mind that the project activities were grouped into four main categories: Integrated land use and urban transport planning at the metropolitan level, Promotion of the cycling transport mode, Safe and sound to School, and Capacity Building, out of the four groups, over the course of the past year activities have begun within the first three.</p>
<p>3.3.1</p>	<p>Integrated land use and urban transport planning at the metropolitan level</p>
<p>Integrated land use and urban transport planning at the metropolitan level</p>	<p>The objective of the Preparation of the Planning process of a Sustainable Urban Transport Plan is to provide the stakeholders (the Belgrade Land Development Agency as a key partner and the Directorate for Urbanism) with a mature and well-elaborated process to advance sustainable urban transport planning in Belgrade, and ultimately the implementation of sustainable urban transport.</p> <p><u>The objectives of this activity are to:</u></p> <ul style="list-style-type: none"> • Assess and evaluate the potential for a successful Sustainable Urban Transport Plan in Belgrade, Serbia; • Define the development process and scope of the plan that would be applied in the preparation of a successful Sustainable Urban Transport Plan; • Analyse the mobility situation and develop transport network, modes and traffic patterns, and provide Scenarios that may be relevant for Belgrade • To determine the potential for a successful Sustainable Urban Transport Plan • To provide definition for development process and scope of plan as well to analyse mobility situation and scenario development • To look for a continuous interaction and involvement of relevant local, regional and national stakeholders • To deliver a mature and well elaborated process to advance sustainable urban transport planning process in Belgrade and all relevant documents, which will enable the Agency to elaborate and implement the sustainable urban transport plan <p>The consortium consisting of Portuguese companies Parque Expo 98 and TIS was selected and their activities were initiated soon after. Of all the project partners, the brunt of efforts in this field is with the Land Development Agency of Belgrade, so close coordination and cooperation between the UNDP project team, selected consultants and this city institution was first firmly secured.</p> <p>This first report “Analysis of the urban and transport policy” provided a first assessment of the impact of regional and national planning policy framework and of key stakeholders influencing the planning process for the SUTP Belgrade. This report also aimed at providing the contextual framework and an overview of the whole planning stages of the study and its stages of development.</p> <p>The “Overview of the legal framework” intended to provide the beneficiaries and stakeholders with:</p> <ul style="list-style-type: none"> • suggested guiding sustainable mobility principles that will orient the preparation of the plan; • the alignment of existing planning and legal documents (regional and

	<p>national) with the sustainability principles; and,</p> <ul style="list-style-type: none"> • Guidance notes on the topics to be discussed during the stakeholders' meeting allowing for a better preparation. <p>A questionnaire was prepared in order to assess the capacities of the stakeholders in pursuing a SUTP. The questionnaire will be distributed during May 2012 and the results will be made available during a workshop to take place end of May/beginning of June. The Workshop intends to bring closer to the stakeholders and beneficiaries the concept and reasons of preparing a plan as the SUTP in a more plastic way.</p>
<p>3.3.2</p>	<p>Promotion of the cycling transport mode</p>
<p>Promotion of the cycling transport mode</p>	<p>Within the scope of this project activity group, three main pillars have been identified. Firstly, a public awareness campaign dedicated to promoting bicycle as a transportation mean in its own right was set to be launched in late 2011. Also, an initiative was raised to mark the European Mobility Week in Belgrade, thereby making the City of Belgrade the official participant of this continent-wide event in September 2011. Lastly, the attention is to be turned towards the safety issues relevant to cyclists and other two-wheeled commuters in Belgrade through the creation of a research paper on the road safety of two-wheelers.</p> <p>From 16 to 22 September several activities have been jointly organized by the project team from UNDP Serbia and the City Secretariat for Transport. The activities have been preceded by the distribution of leaflets specially designed for this occasion and the press conference announcing the upcoming events. Friday September 16 was reserved for the promotion of new trams and trolleybuses operating within the Public Transportation Company's system, while Saturday September 17 was dedicated to pedestrians, as the main street between Trg Republike and Trg Slavija were closed down for traffic. On Sunday (September 18) the focus turned to cycling, and a promotional ride was organized in which many citizens took part, while representatives from several embassies joined them. Two workshops which were planned for the subsequent two days had to be cancelled due to rainy weather, however the first ever bicycle counter device was presented on Tuesday, September 20. The next day saw the presentation of new zones of slow traffic, while Thursday, September 22 saw the climax of the activities. Thursday was the designated car-free day, but the European Mobility Week was officially closed at the exhibition of children's drawings on the subject of Alternative Mobility. Over 1300 drawings made by pupils from Belgrade elementary schools were received during the competition period, and the jury consisting of representatives of the Ministry of Environment, Mining and Spatial Planning, City Secretariat for Transport and UNDP Serbia selected 110 drawings which were later put on display at the Ozone gallery in Belgrade. Furthermore, the author of 10 best works received special prizes: an electric bike was awarded to the author of the best drawing, while 9 second-prized author received bicycles as a prize.</p> <p>The public awareness campaign entitled "Let's cycle in Belgrade!" was launched in October 2011. Previous research proved that the share of cycling in overall transport in Belgrade was minor (and well below European average). In the past, cycling has most often been seen as a mere recreational activity. Even though Belgrade has more than 60km of bicycle paths and lanes, these are still used dominantly for recreation. Especially having in mind that the paths in the old part of town follow the riverbanks of Danube and Sava up to Ada Ciganlija (Belgrade's largest sports and recreation area), where the path joins another, also used dominantly for recreation. New Belgrade has a stronger network of bicycle lanes, however certain problems have been identified which render their safe usage difficult. In order to achieve the</p>

desired modal shift from the use of private vehicles towards alternative/green transportation means, a public awareness campaign promoting bicycle as transportation mean was seen as necessary.

The call for proposals was launched in July 2011, and the bid presented by Orange Studio was selected. According to the contract provisions (signed on October 10), the first stage of the campaign was to be organized through a survey of high school pupils, university students and employees of companies based in Belgrade on their habits, needs, possibilities, perceived advantages and potential problems in using bicycle on their daily home-school and home-office commuting. The questionnaires have been created and approved jointly by the UNDP project team and the City of Belgrade's Secretariat for Transport. The survey was organized in two legs, with the first being undertaken in late 2011 where university students of 10 selected faculties and employees of around 15 large-scale companies, institutions or entities operating mainly on the territory of New Belgrade (this part of the city was chosen due to its existing cycling infrastructure and the potential for cycling to be more widely used in everyday commuting) have been directly contacted by surveyors, and the questionnaires have been filed and ready to be analyzed. The second leg of the survey, targeting high school pupils was set to start at the beginning of the second term. Unfortunately, just as the permission to enter schools and undertake the survey was obtained from their respective principals, a snow wave followed by extremely cold temperatures lead to the decision of the Ministry of Education and Science to close down schools until the weather and general situation regarding energy and electricity consumption improves. This pushed the survey back for two weeks, resulting in delays in the overall completion of the survey and the study presenting the results of the survey. The findings of this study were publicly presented at a public debate organized on April 4, 2012. This debate (first in the series of three) gathered both the representatives of the various city institutions, whose activities bring them close to this subject, and the general population, citizens of Belgrade with an interest in cycling and obtaining better conditions for cycling in overall transport in Belgrade.

The study itself proved what was stated at the beginning of the project: cycling is still far from widespread in Belgrade, still mainly seen as a recreational activity, but there is a strong sense that much more people would turn to cycling in daily commuting if the conditions for this would improve. As the main obstacles and problems in this, Belgrade citizens identified the lack of bicycle lanes, traffic safety issues for cyclists, and lack of safe parking facilities. However, the idea of introducing public bicycles, or a bike sharing system, as well as connecting the existing bicycle lane network of New Belgrade with the centre of the town was highly favoured by the citizens covered by the survey, which is a good direction sign for the city authorities.

In order to encourage the cyclists and boost their share in the urban transport, an analysis was prepared of the safety aspects and fatalities of the non-powered and powered two-wheel commuters in Belgrade. The survey shows that the total number of fatalities in Serbia decreased a lot during last decade and it reached in 2011 almost 50% of the fatalities in 2001. New Road Traffic Safety Law has been adopted in 2009 but all regulations are not yet fully in force. Once the law is fully in force, after adopting new awaiting bylaws and regulations, a decrease of fatalities is to be expected. Most critical group with involved motorcycles in accidents are age groups 25-44 years and then 21-24. Most critical group with involved bicycles in accidents are age groups 10-14 years and then older than age 65. Number of total fatalities in Serbia has decreased for two times in last decade while number of bicycle fatalities in Belgrade decreased eleven times in last decade (2000-2011).

The draft orientation paper that screens the legal framework in place in Serbia and

	<p>compared with the EU acquis and some international convention is to be though by end of May and provide recommendations for alignment and improvement of the national road safety policy.</p>
<p>3.3.3</p>	<p>Safe and sound to School</p> <p>According to the existing trend, the parents of elementary school pupils prefer to use private vehicles when taking their children to school. In an effort to provide safe passage to their children in their daily trips to school, parents in fact achieve the opposite: heavier traffic in school zones produced by the parents has a negative impact on overall traffic safety, while also having a negative impact on the environment. To change this trend, the project has envisaged a number of activities which have two principal objectives: to increase the safety of the youngest population in transport (in their daily home-school commuting), and to raise the awareness of children on the environmental aspects of transport.</p> <p>To help achieve both these objectives, the public awareness campaign entitled “Safe Routes to Schools” was envisaged, with the call for proposals which was launched in October 2011. Orange Studio was selected as the best bidder, and the contract with this entity was signed on 22 November 2011. The start of the campaign was marked by the survey conducted in a number of Belgrade elementary schools in order to obtain the input data on the habits of both parents and children in the daily home-school commuting, as well as other significant information about the level of awareness of children, parents and teachers about various transport and environment related issues. A questionnaire was distributed in almost 20 primary schools and about 900 people were interviewed (pupils, teachers and parents, all together). In order to present the results of the survey to a wide array of stakeholders, the first of three envisaged public debates was organized on April 25. The debate received good coverage in the media, which enabled the results of the survey to be widely distributed. In the meantime potential campaign ambassadors were identified from the ranks of all of the three groups (pupils, parents and teachers), and their role is to be vital in the future campaign activities.</p> <p>In order to capitalize on the positive results of the survey and the generally positive attitude towards this issue, the project envisaged an additional activity: an elementary school in downtown Belgrade was selected to be the pilot school for which the so-called Safe Routes to School will be designed and marked. The idea is to identify the routes most often used by schoolchildren approaching school (and going back home), mark the pavement sections and street crossings in a special manner and introduce other traffic calming measures so as to improve safety of children, and lay the foundation for “Pedibus” trips – organized group walking to school under supervision of a volunteer - a person responsible for safety of children in traffic. To achieve this goal, the call for proposals was launched in mid March, and the selection process is underway. The designing process and the works should begin shortly.</p>
<p>3.4</p>	<p>Resources and budget used</p>

	<p>In the past one year (April 2011-April 2012), many activities have been launched and initiated that produced an overall budget impact of about 35% percent of the overall budget.</p> <p>Additionally, 20.000USD were allocated to the project in November 2011 from core UNDP resources. The addition was blended with project funds in order to finance a study of the safety of cyclists and motorcyclists in the Belgrade urban transport. A quick decision on this study based on a need identified by the partners from the City Secretariat for Transport that the cycling campaign needs to be also supported by the side of road safety of the two-wheeled commuters.</p> <p><u>3.4.1. Integrated land use and urban transport planning at the metropolitan level</u> Budget used through April 2012: 62,100 USD</p> <p><u>3.4.2. Promotion of the cycling transport mode</u> Budget used through April 2012: Public Awareness Campaign:39,900 USD European Mobility Week: 14,042.36 USD Road safety of two-wheelers: 18,830 USD Total: 72,772.36 USD</p> <p><u>3.4.3. Safe and sound to school</u> Budget used through April 2012: 35,500 USD</p> <p>A detailed layout of the resources disbursed in the past year is presented in Annex 1 to this report.</p>
3.5	Assumptions and risks – status/update
Integrated land use and urban transport planning at the metropolitan level	<p>At large the success and full implementation of this activity depends on the decisiveness of the national and local partners to take active and committed participation at the process of designing the Sustainable Urban Transport Plan.</p> <p>The SUT planning process requires an open process and dialogue by all key stakeholders (the Land Development Agency, the Urban State Institute, the City Directorate for Urbanism, the City Secretariat for Transport and other in taking steps towards drawing new mobility plans. Therefore, a risk exists that the implementation of this activity might be delayed due to lack of coordination and involvement as well as ownership by the stakeholders.</p>
Preparation of GPRS cycling maps	<p>The preparation of the GPS maps for cyclists is subject to the existence of mature maps to be used as well as other data availability.</p> <p>The risk is assessed to be medium to low that this fact might affect the implementation of this activity.</p>
Preparation of a cycling web-site	<p>There is no risk associated with the implementation of this element but rather an issue of sustainability.</p> <p>The possible lack of willingness and understanding by the City Secretariat to maintain the web after 2014 (closing of the project) might affect the maintenance and continuity on building further the cycling users in the City.</p>

Cycling campaign “Let’s cycle in Belgrade”	<p>In parallel to this Project there is an NGO initiative for establishment of rent-a-bike services, as a novelty in Belgrade. The cycling campaign foresees that the rent-a-bike becomes also a topic of the promotion campaign. As the RAB project is dependent on many factors like funding and licensing, there is a medium to high risk that the coordination of the two projects might not work. However, this risk will not have any affects on the overall implementation of the project and achieving its overall objectives.</p>
European Mobility Week	<p>The participation of the project in the European Mobility Week seeks full participation and approval by the City and its relevant structures. Therefore this activity is at high risk in case the local authorities and decision makers will change during the lifetime of the due to election of new local authorities). However, the assumption is that the activity will remain to be attractive for the City as it does not require for any particular political decisions but is much more an open air event. The risk is assessed to be medium to high without implication on the overall project implementation.</p>
Safe and Sound to School - Study on schools to participate in the programme	<p>This activity requires a poignant change in the perception of the society on the already established patterns on the safest routes to schools. The parents and the teachers have developed over many years the opinion that the children are safest in the cars of the parents, and they apply this every day when driving their kids to the schools. Therefore, reaching a consensus by the parents to change their habits and let their children walk or bike to the school destination presents a difficult task mainstreamed by several risks. The biggest risk that might affect the overall success of this project is the lack of interest and commitment by both the parents and the teachers to participate in the programme and let their children do the same. Another risk is the readiness of the city Secretariat for Education in taking over the training and appointing representatives to participate in it. Both risks are considered medium to high.</p>
Workshops with children “Cycle labs”	<p>The risks are similar if not even the same as above. Lack of belief by the parents to let their children attend the Cycle Labs trainings.</p>
Public Awareness Campaign “Safe Routes to Schools	<p>The risks are similar if not even the same as above. Lack of interest by the parents to participate into the public debates.</p>
Train the Trainers Programme on eco-driving for the Public Transport Company of	<p>Eco-driving presents a novelty for Serbia and Belgrade especially for the professional drivers. The practice shows that he practitioners often are reluctant to novelties especially when their professional experience and knowledge need to be upgraded or corrected. Therefore, the risk in implementation of this activity is more related to its sustainability that the training itself. A medium risk exists that the public company that will receive this training will have understanding to maintain the</p>

Belgrade	gained knowledge and disseminate it further amongst the company and more. This does not require only willingness but determination and commitment of human and financial resources. The assumption is that still the stakeholders will perceive the economical benefits besides the ecological one and invest further in training.
Monitoring the effects of the Eco-drive trainings	There are no risks associated with the implementation of this activity. The only assumption is that there might be a problem in the performance of the monitoring due to lack of data and tools available for that to give the most accurate results. However, the overall result will not have any negative impacts on the implementation nor success of the project.
Case-study guide to aid replication of project elements	The preparation of the Study presents a summary of all activities and lessons learned in the project lifetime. There are no risks associated with the preparation of such albeit the recommendations given in it might be strongly influenced by the flow of this Project.
3.6	Management and coordination arrangements
Institutional arrangement	UNDP is the Implementing Agency for this project. The project is fully in compliance with the comparative advantages matrix approved by the GEF council. The project is also in line with two of the UNDP's priorities for Serbia: Sustainable Development and The Environment. Currently UNDP is supporting other projects in Europe and CIS, focused on supporting sustainable transportation, in Tajikistan and Slovakia. The proposed project is consistent with the UNDP's mandate on promoting environmental protection, while recognizing the need to sustainably manage resources through capacity building and encouraging broader multisectoral participation of all stakeholders. Given UNDP's recognized role in capacity development and based on the fact that UNDP is the implementing agency for a large portfolio of GEF – funded climate change projects, the Government of Serbia has requested UNDP's assistance in the design and implementation of this project.
Project Implementation Arrangements	<p>1. At the national level, the project is executed by the Ministry of Environment, Mining and Spatial Planning. The MEMSP appointed a senior official to be the National Project Director (NPD). The NPD ensures full government support for the project.</p> <p>A Project Implementation Unit (PIU) is established and comprises of permanent staff and includes: a National Project Manager (NPM) and Project Team. The NPM is recruited in accordance with UNDP's regulations to manage actual implementation of the project; and is based in Belgrade. The National Project Manager reports to the UNDP Focal Point on Energy and Environment. The NPM is responsible for overall project coordination and implementation, consolidation of work plans and project papers, preparation of quarterly progress reports, reporting to the project supervisory bodies, and supervising the work of the project experts and other project staff. The NPM also closely coordinates project activities with relevant Government institutions and holds regular consultations with other project stakeholders and partners, including UNDP's relevant projects.</p> <p>Overall guidance is provided by the Project Board (PB). Detailed PB structure is shown below. UNDP is also represented on the PB. The Project Board is</p>

responsible for making management decisions for the project, in particular when guidance is required by the Project Manager. It plays a critical role in project monitoring and evaluations by assuring the quality of these processes and associated products, and by using evaluations for improving performance, accountability and learning. The Project Board ensures that required resources are committed. It is also to arbitrate on any conflicts within the project and negotiate solutions to any problems with external bodies. In addition, it approves the appointment and responsibilities of the Project Manager and any delegation of its Project Assurance responsibilities. Based on the approved Annual Work Plan, the Project Board can also consider and approve the quarterly plans and also approve any essential deviations from the original plans.

In order to ensure UNDP’s ultimate accountability for project results, Project Board decisions are made in accordance with standards that ensure management for development results, best value for money, fairness, integrity, transparency and effective international competition. In case consensus cannot be reached within the Board, the final decision shall rest with the UNDP Project Manager.

The Project Board performs three distinct roles:

- *Executive Role:* This individual represents the project “owners” and chairs the group. The Ministry of Environment, Mining and Spatial Planning appointed a senior official to this role to ensure full government support of the project.
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- *Senior Supplier Role:* This role requires the representation of the interests of the parties concerned which provide funding for specific cost sharing projects and/or technical expertise to the project. The Senior Supplier’s primary function within the Board is to provide guidance regarding the technical feasibility of the project. This role rests with UNDP-Serbia represented by the Resident Representative.
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- *Senior Beneficiary Role:* This role requires representing the interests of those who will ultimately benefit from the project. The Senior Beneficiary’s primary function within the Board is to ensure the realization of project results from the perspective of project beneficiaries. This role rests with the City of Belgrade representative of the Project Board.

Project Assurance: The Project Assurance role supports the Project Board Executive by carrying out objective and independent project oversight and monitoring functions. The Project Assurance role rests with the UNDP Serbia Environment Focal Point.

Audit Arrangements: The Audit will be conducted in accordance with the established UNDP procedures set out in the Programming and Finance manuals by the legally recognized auditor.

3.7	Financing agreements
	<p>Total budget: US\$7,471,951</p> <p>Allocated resources:</p> <ul style="list-style-type: none"> • GEF US\$ 950,000 • UNDP core resources US\$ 20.000USD

	<p>In kind contributions: City of Belgrade US\$ 4,242,915</p> <ul style="list-style-type: none"> Land Development Agency US\$ 2,259,036
4.0	Work plan for the next period (Annual Plan)
	<p>In the coming period the activities among the first three output groups will continue as planned: the planning phase for the creation of the Sustainable Urban Transport Plan for Belgrade will see its completion in the coming period, the two public awareness campaigns will continue to be implemented, the works on designing and implementing the vertical and horizontal signalization marking the safe routes to Sveti Sava elementary school will be executed.</p> <p>Also, in the coming period activities will begin within the fourth activity group, seeking to build the capacities of professional drivers in the field of eco-driving.</p> <p>A detailed outline of the annual work plan is presented in Annex 2 to this report.</p>
4.1	Results to be delivered – quantity, quality and time
4.1.1	Integrated land use and urban transport planning at the metropolitan level
Integrated land use and urban transport planning at the metropolitan level	<p>The baseline analysis (already in progress) will be completed in May 2012. The Do-nothing/do-something analyses are to be completed by the end of June, and the Business-as-usual scenario will be created by the end of July 2012.</p> <p>The Environmental Impact assessment concluded on the business-as-usual scenario, Social Impact Assessment concluded on the business-as-usual scenario, Cost-benefit analysis concluded on the business-as-usual scenario, and the Different alternative policy scenarios will be created and submitted throughout fall 2012, with the Final report expected by the end of the year.</p>
4.1.2	Promotion of the cycling transport mode
Promotion of the cycling transport mode	<p>Media coverage for the ambassadors of the campaign will continue to be provided on monthly basis over the course of the next 12 months, and the TV spot promoting the public awareness campaign will be produced within the same timeframe. Building on the success of the first public debate held in April 2012, two more are expected to be held, and the first is tentatively scheduled for April 2013.</p> <p>Bicycle maps are currently being designed and are to be distributed starting from June 2012. The first Bicycle Parade will be held on June 10, and is to be publicly announced shortly. Two contests for pupils/students related to cycling will be held within the next 12 month period, tentatively scheduled for October 2012 and March 2013. Finally, permanent steel structures for safe bicycle parking will be provided to 10 schools in Belgrade by September 2012.</p>
4.1.3	Safe and sound to school
Safe and sound to school	<p>In this campaign too media coverage for the ambassadors of the campaign will continue to be provided on monthly basis within the next 12 months, and the campaign will target elementary schools with its promotional material. A TV spot will be produced, and two more public debates are to take place until the end of 2012. In</p>

	<p>early 2013 survey similar to the one undertaken at the beginning of the campaign will take place and the report containing the principal findings from this survey will be produced by March 2013.</p> <p>Meanwhile, works on designing and marking the safe routes to Sveti Sava elementary school should begin during the summer, and should be completed by September 2012.</p>
4.1.4	Capacity Building
Capacity Building	<p>The terms of reference for the Train the Trainers Programme on eco-driving for the Public Transport Company of Belgrade will be launched in November 2012, and it is expected that the stated programme will be initiated in March 2013.</p> <p>Note: For more on the activity schedule please refer to the Annex – Updated Annual Workplan for the Next Period.</p>
4.2	Resource schedule and budget
	<p>The entire budget allocated for 2012 is around 380,000USD which is equivalent to 39% of the total project budget and by the end of 2012, a disbursement of 65 % on the total is expected.</p> <p>Per activity, the plan for 2012 is as follows:</p> <p><u>4.2.1. Integrated land use and urban transport planning at the metropolitan level</u> Budget to be used May 2012 – April 2013: 144,950 USD</p> <p><u>4.2.2. Promotion of the cycling transport mode</u> Budget to be used May 2012 – April 2013: Public Awareness Campaign:45,600 USD European Mobility Week: 14,286 USD Research on road safety of two-wheelers: 15,420 USD Total: 75,306 USD</p> <p><u>4.2.3. Safe and sound to school</u> Budget to be used May 2012 – April 2013: 35,500 USD</p> <p><u>4.2.4. Capacity Building</u> Budget to be used May 2012 – April 2013: 72,286 USD</p>

Appendices included:

ANNEX 1, Budget breakdown and resources as per 2012

ANNEX 2, Annual work plan for 2012 and onwards

ANNEX 3, Communication outreach from the performed so far public awareness activities:

- a. European Mobility Week, 17-22 September, 2011
- b. Public Open debate on cycling, 5 April 2012
- c. Public Open debate on safe routes to schools, 25 April 2012

ANNEX 4, Summarised report on the survey performed on cycling

ANNEX 5, Summarised report on the survey performed on safe routes to schools

ANNEX 6, Overview on the Legal and Institutional framework for SUTP

ANNEX 7, Analysis of the road safety aspect of two-wheeled commuters