



# Declaration for Green Mobility of South East European Parties And Observing Participants

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GREEN MOBILITY SUMMIT OF SOUTH EAST  
EUROPEAN PARTIES AND OBSERVING PARTICIPANTS  
6-7, June 2024, Sarajevo

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**Building upon** the Transport Community Treaty signed on 9 October 2017;

**Whereas**, the Transport Community is based on the progressive integration of transport markets of the South East European Parties into the EU transport market based on the relevant acquis, including the areas of technical standards, interoperability, safety, security, traffic management, social policy, public procurement, and environment, for all modes of transport excluding air transport, aiming to create a Transport Community in the field of road, rail, inland waterway and maritime transport as well as the development of the transport network between the European Union and South East European Parties;

**Acknowledging** the significance of the Sustainable and Smart Mobility Strategy for the Western Balkans, endorsed by the Transport Community Ministerial Council on July 4, 2021, as a guiding document for the creation of sustainable, digital, and climate-resilient transport infrastructure, concurrently addressing safety and social concern;

**Taking into consideration**, the European Commission's Economic and Investment Plan for the Western Balkans published in October 2020 aiming to support green and digital transformation of transport;

**Acknowledging**, the Sofia Leaders' Declaration on the Green Agenda for the Western Balkans and the European Commission's Sustainable and Smart Mobility Strategy, recalling that the transport system of the future needs to be green, smart, sustainable, inclusive and social;

**Considering** the new revision of TEN-T Regulation 1<sup>1</sup> and underlining its enhanced focus to foster the resilience of the transport system, to digitalise transport, to shift more passengers and freight to the sustainable modes of transport and to focus more on sustainable urban mobility;

**Having regard** to European Cycling Declaration (C/2024/2377) of April 2024, which establishes a set of principles and related commitments to fulfil the potential of cycling so that it can 1 Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013 effectively help achieve EU mobility, climate, environmental, health, industrial and social objectives.

*Hereby, the Transport Ministers and Mayors of the Southeast European Parties and Observing Participants of the Transport Community, meeting at the Green Mobility Summit in Sarajevo on 6-7 June 2024, confirm their commitment to green mobility.*

*Therefore, they pledge to:*

- Promote zero-emission mobility, transport digitalisation and continue investing in the development of the indicative extension of TEN-T Network in full compliance with newly adopted TEN-T Regulation and sustainability standards mentioned therein;

## ► Sustainable mobility

- Align with the relevant transport acquis related to the alternative fuel infrastructure, clean vehicles, and fuel quality.
- Deploy e-charging stations on the indicative extension of TEN-T Road Core Network and enhance the use of other alternative – renewable and low-carbon – fuels;
- Include and promote sustainable and smart elements in national transport strategies and ensure harmonisation between national and local documents on climate change and transport/sustainable urban mobility such as National Urban Mobility Policy and Programmes National energy and climate plans, Sustainable Urban Mobility Plan, Sustainable Energy and Climate Action Plan;

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<sup>1</sup> Regulation of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013


- Adopt sustainable urban mobility plans (SUMP) in line with Annex V of TEN-T Regulation that includes measures to integrate the different modes of transport, to promote sustainable and efficient zero-emission mobility and including sustainable and zero-emission urban logistics, to reduce air and noise pollution and that takes long-distance trans-European transport flows into consideration;
- Endorse the establishment of Clean Bus and Clean Fleet Platform (Annex I) to support the deployment of clean bus and clean fleet technologies across South East European Parties and Observing Participants and to boost and support the exchange of knowledge and expertise on clean bus and fleet deployment.
- Promote cycling as a sustainable and healthy mode of transport and to work together to implement objectives of EU and South East European Parties and Observing Participants Cycling Declaration (Annex II);

### ► Resilient mobility

- Improve road and rail network climate resilience based on EU technical guidance on climate proofing and results of TCT TA on Improving Climate Resilience and Adaptation Measures in the Indicative Extension of TEN-T Road and Rail Networks in Western Balkans;
- Enhance the resilience of urban transport systems to climate change by specifically addressing the needs of pedestrians, cyclists, and public transport users. This involves integrating nature-based solutions along with green and blue infrastructures to create more sustainable and adaptable transport networks and services.

### ► Smart Mobility

- Advocate for the development of modern multimodal terminals as crucial hubs for seamless connectivity, facilitate multi-modal data exchange and multimodal integrated ticketing systems, foster development of innovative solutions like Mobility as a Service (MaaS), and the integration of roadside environmental sensors, fostering a comprehensive and eco-friendly transport network;
- Welcome establishment of Digital Mobility Centre of Excellence and Digital and Innovative Transport Forum to expedite digitalisation of transport to support achieving measures from Sustainable and Smart Mobility Strategy Flagship 6 - `Making Connected and Automated Multimodal Mobility a Reality` and Flagship 7 - `Innovation, Data and AI for Smart Mobility`;
- Commit to implement e-freight initiative and transpose e-freight regulation to enhance freight-related processes, reducing paperwork, increasing operational efficiency, and ultimately optimizing the overall logistics chain;

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- Promote sustainable mobility, digitalisation and stronger regional cooperation among technical and financial cooperation mechanisms and stakeholders to boost implementation of the above-mentioned green transport actions.

*The Transport Ministers and Mayors invite industry and civil society to engage in ensuring that new services and systems are sustainable, climate-friendly, secure, compatible, interoperable and as per European standards.*

*The Transport Ministers and Mayors acknowledge and advocate for a stronger regional exchange and cooperation towards a more green and sustainable transport in the Western Balkans and Observing Participants and are welcoming the contribution of the Transport Community but also the regional climate partnership of the German Government and other regional cooperation formats.*

*The Transport Ministers and Mayors highlight the importance of continuous work and cooperation to green and digitalise transport and mobility and take note of the contributions and commitments made by stakeholders prior to and during the Western Balkans Green Mobility Summit 2024.*

# Annex I

## Memorandum on cooperation

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# Clean Bus and Clean Fleet Platform for South East European Parties And Observing Participants

### ► Preamble

**Considering** the European Commission's Clean Bus Deployment Initiative that aims to support the deployment of clean bus technologies across Europe.

**Bearing** in mind the commitment under the Transport Community Treaty Annex 1, namely Directive 2009/33/EC on promoting clean and energy-efficient road transport vehicles, which sets minimum public procurement targets for light-duty vehicles (cars and vans), trucks and buses for 2025 and 2030.

**Taking into account** the Alternative Fuel Infrastructure Regulation<sup>2</sup> and TEN-T Regulation<sup>3</sup> requirements.

**Considering** priorities mentioned within the Economic and Investment Plan (EIP) for the Western Balkans 2021-2027, which call for investing in sustainable transport with emphasis on completion of TEN-T Network, connecting capitals in the region and with the EU as well as promotion of multimodal transport solutions and modal shift, and reducing transport related pollution.

**Having in mind** the European Commission's Staff Working Document 'Guidelines for the Implementation of the Green Agenda for the Western Balkans' as well as the Sofia declaration on the Green Agenda.

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<sup>2</sup> Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU

<sup>3</sup> REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) No 913/2010 and repealing Regulation (EU) 1315/2013

**Noting** the sustainability priorities set out in EU and Western Balkan’s Sustainable and Smart Mobility Strategies, which call for boosting uptake of zero-emission vehicles, renewable & low-carbon fuels and making interurban and urban mobility more sustainable and healthier.

**Noting** the experiences and resources of the Transformative Urban Mobility Initiative e-bus mission in supporting cities to deploy electric buses at scale.

*Hereby, the Transport Ministers and Mayors of the Southeast European Parties and Observing Participants from Ukraine, Republic of Moldova and Georgia of the Transport Community, meeting at the Green Mobility Summit in Sarajevo on 6-7 June 2024, have agreed on the following:*

## **Article 1**

### Platform objectives

This Platform seeks to address the challenges posed by traditional fossil fuel-powered buses and fleet, which contribute significantly to air pollution and greenhouse gas emissions. By promoting the adoption of clean energy and advanced technologies in the bus and public fleet sector, the Clean Bus and Fleet Platform aims to create greener, healthier, and more sustainable urban transport systems, benefiting both the environment and the communities they serve. Participation to the platform is on voluntary basis.

The deployment of clean buses and fleets can represent a significant step towards not only improving the environmental footprint of transport but also acts as a catalyst for advancing the quality of transport as a whole. By integrating clean bus and clean fleet technologies, public authorities are prompted to re-evaluate and enhance various facets of the public transport ecosystem, including (dedicated) infrastructure, ticketing systems, passenger information, and service integration. This integrated approach extends to urban logistics and government fleets, where the adoption of clean vehicle technologies further enhances sustainability efforts. Moreover, the move towards clean buses and clean fleet often necessitates upgrades in maintenance facilities and training for personnel, fostering a culture of continuous improvement and innovation within public organizations. An integrated improvement not only benefits current users but also attracts new riders, contributing to a more sustainable mobility landscape.

Platform would strive for:


- 1. Adoption of Clean Energy:** The Platform focuses on encouraging the transition from conventional diesel-powered buses and fleet to powered by clean and renewable energy sources, such as electricity, green hydrogen with aim to reduce air pollution and curb greenhouse gas emissions.

2. **Green Technologies:** The Clean Bus and Fleet Platform will emphasize the adoption of cutting-edge technologies and innovations to improve the energy efficiency and overall performance of buses and fleet.
3. **Infrastructure Development:** To support the widespread implementation of clean buses and fleet, the initiative calls for the development of necessary infrastructure, such as charging stations for electric buses or hydrogen refuelling stations.
4. **Collaborative Partnerships:** The Clean Bus and Fleet Platform will encourage collaborations between public and private stakeholders, including transport authorities, bus operators, technology providers, and environmental organizations. By working together, these entities can pool resources, share knowledge, and create a more conducive environment for the adoption of clean bus and fleet technologies.
5. **Incentives and Funding:** The initiative advocates for the provision of incentives, grants, and funding opportunities to support the procurement of clean buses and the establishment of necessary infrastructure. Financial incentives and supportive policies can accelerate the transition to clean bus fleets and make them a more viable option for transport operators.
6. **Data and Transparency:** The Clean Bus and Fleet Platform will promote a regional transparency initiative and joint data platform to benchmark regional developments in the field of clean vehicles sector performance and fleet renewal. This will support regional cooperation and faster adaptation of the most efficient approaches.
7. **Comprehensive approach:** Use the deployment of clean bus technologies as a keystone effort to enhance the quality of public transit institutions and associations to improve the bus fleet but also to elevate the overall quality of public transport by encompassing advancements in infrastructure, ticketing systems, and other related services. Additionally, integrating clean vehicle technologies into urban logistics and government fleets will further contribute to sustainability and environmental stewardship across all facets of transport. This holistic approach will foster a more integrated, efficient, and user-friendly transport system.

## **Article 2**

### The Platform Pillars

The Clean Bus and Fleet Platform aims to support administrations (national, regional, city level) in their learning and transition process, ensuring that valuable technical, procedural, and operational knowledge on clean bus deployment is disseminated beyond the group of frontrunner cities and countries. The platform will build on the existing solution done in European Union with adjustments to South East European Parties and Observing Participants.



The platform will serve as a valuable resource for municipalities and governments, offering them the opportunity to learn from those that have already successfully implemented clean bus and fleet schemes. Through study visits and webinars, participating municipalities and ministries gain insights and best practices from experienced counterparts. Furthermore, platform will gather IFI and bilateral financiers, as well as suppliers in order to share and discuss the most innovative approach for financing of transition to clean buses. Reflecting the EU initiative, the Clean Bus and Fleet Platform will be based on the following 3 pillars:

1. **A public declaration** endorsing a common ambition of cities, government, donor and financiers to accelerate roll-out of clean buses and clean fleets.
2. **Creating a deployment platform** where public authorities, public transport operators, manufacturers and financial organisations can come together with the aim to:
  - better exchange information,
  - establish a regional data and transparency platform for clean buses and public bus performance,
  - facilitating direct exchange of experience and good practices between cities and governments, e.g. twinnings, study visits (involving cities and governments that have already started operating zero-emission buses and fleets and cities that are planning to start doing so),
  - better organize relevant actors and create coalitions,
  - leverage potential investment action
  - issue recommendations on specific policy topics
3. **Creation of an expert group** bringing together actors from the demand and supply side. This expert group will benefit from consolidated expertise on technological, financial and organisational issues and will provide valuable input on possible ways of funding projects. Focus of the expert group would be twofold:
  - Legal and organisation issues
  - Financial and technological.

## **Article 3**

### Membership

Members of the Platform shall be all relevant stakeholders from South East Europe and Observing Participants from Ukraine, Republic of Moldova and Georgia, such as:

- Ministries of Transport (and/or other ministries in charge of fleets/urban development),



- Municipalities and public authorities,
- JASPERS,
- GIZ, through its TUMI-Transformative Urban Mobility Initiative (E-Bus Mission)
- International financial institutions (EIB, EBRD, WB, KfW, AFD, etc),
- Other relevant institutions/organisations/companies.

Additional parties that might be willing in the future to contribute to this Memorandum and become its signatories can do so subsequently.

## **Article 4**

### Operation of the Platform

The operation of the Platform shall be described and elaborated within specially dedicated *Modus Operandi* and Terms of Reference for establishment of all structures and operations of the Platform.

## **Article 5**

The Permanent Secretariat of the Transport Community will facilitate the establishment of the Clean Bus and Clean Fleet Platform for South East European Parties and Observing Participants.

## Annex II

# Pledging for a Greener Future - Declaration on Cycling as a Sustainable Mode of Transport

**Recalling** the Sofia Declaration on the Green Agenda for the Western Balkans of 10 November 2020;

**Considering** the European Commission's Staff Working Document 'Guidelines for the Implementation of the Green Agenda for the Western Balkans' of 6 October 2020;

**Bearing in mind** the European Commission's Communications 'EU "Save Energy"', 'The New EU Urban Mobility Framework';

**Considering** the European Commission's Communication of 9 December 2020 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future';

**Having regard** to the Sustainable and Smart Mobility Strategy in the Western Balkans of 5 July 2021;

**Acknowledging** Road Safety Declaration endorsed by Transport Ministers/representatives of the Western Balkans of 25 April 2018;


**Recognising** the European Committee of the Region's opinion of 12 October 2016 'An EU Roadmap for Cycling';

**Taking into consideration** the European Cycling Declaration (C/2024/2377) of April 2024 signed by the European Council, Commission and Parliament;

**Having regard** to the ambitious goal of the Transformative Urban Mobility Initiative to develop "2 km of high-quality cycling lanes per 1000 Inhabitants";

**Underlining** UN Sustainable Development Goals, in particular to Goal 11 on Sustainable Cities and Communities, in which cycling is viewed as making cities and human settlements more inclusive, safe, resilient, and sustainable;

**Having regard** to the 'Pan-European Master Plan for Cycling Promotion' of May 2021.



*We, Transport Ministers, and Mayors, recognizing the significant benefits of cycling for individuals, communities, and the environment, hereby declare that we will work towards promoting and supporting cycling as a sustainable mode of transport.*

We believe that increasing cycling rates can contribute to a healthier, more equitable, and environmentally friendly society. Therefore, we strive to:

- 1. Work on National Cycling Policies:** To develop and implement national cycling policies, supported by national cycling plans, strategies, programmes and rulebooks/design guidelines. We commit ourselves to continuously improving the legislative framework in order to promote and encourage cycling.
- 2. Develop Cycling Infrastructure:** To invest in the development and maintenance of safe, accessible and efficient cycling infrastructure, including cycling paths, lanes, cycleways, cycle-friendly streets and parking facilities. We recognize the importance of creating a connected and comprehensive network of cycling infrastructure that integrates with existing transportation systems. We will also work on ensuring bicycle parking facilities in urban areas, including in residential and non-residential building.
- 3. Integrate Planning and Support Multimodality:** To integrate cycling, including cycling infrastructure, into land use, urban, regional and transport infrastructure planning. We will strive to include cycling in the drafting of regulations on infrastructure planning. Cycling-friendly planning principles should be applied consistently during the planning process where relevant. Close cooperation and better linking/complementing public transport for first/last mile journeys will help to operate the transport system more efficiently.
- 4. Improve Safety Measures:** To prioritize the safety of cyclists by implementing appropriate measures to prevent road accidents resulting in serious injuries and deaths. This includes improving road design, reducing speed limits (in particular in urban areas), enhancing visibility, promoting awareness campaigns directed to all road users, and enforcing traffic laws to ensure the protection of bicycle users.
- 5. Educate and Raise Awareness:** To promote cycling education programmes for individuals of all ages, encouraging safe cycling practices, and raising awareness about the benefits of cycling. We will collaborate with educational institutions, community organizations, civil society and businesses to integrate cycling education into curricula and public outreach efforts.
- 6. Promote Active Transport and Partnerships:** To promote cycling as an environmentally friendly and clean mode of transport. We'll encourage initiatives like bike-sharing programs and incentives for cycling, while fostering collaborations among governments, non-profit and non-governmental organizations, businesses, and community groups to leverage collective resources and expertise in promoting cycling.

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- 7. Improve Data Collection and Evaluation:** We will collect and analyse data on cycling patterns, usage, safety and infrastructure to inform decision-making, measure progress and plan measures that support cycling. Regular evaluations will enable us to identify areas for improvement and make evidence-based adjustments to our strategies and initiatives.
  - 8. Be Inclusive, Accessible and Secure:** We will work towards creating an inclusive cycling culture and facilities that caters to individuals of all abilities, ages, genders, and socioeconomic backgrounds. We will prioritize accessibility in infrastructure design, ensuring that cycling facilities are accessible to everyone, including those with disabilities, and that cycling facilities (e.g. parking) are safe and secure.
  - 9. Cooperate beyond national borders and include international experiences:** We will collaborate with international organizations, governments, and stakeholders to share best practices, knowledge, and experiences in promoting cycling and collaborate on cycling projects. By learning from each other, we can accelerate progress towards creating cycling-friendly societies worldwide. We aim to mobilize international (climate) resources and funds to support and ambitious and accelerated development of cycling infrastructure and services.

We hereby affirm our willingness to these principles and call upon governments, organizations, and individuals to join us in this endeavour. Together, we can build healthier, more sustainable communities and pave the way for a brighter future through the promotion of cycling.