

Bosna i Hercegovina je bila jedna od šest zemalja Evrope u kojima se broj putničkih automobila na 1.000 stanovnika smanjio između 1990. i 1996. U 1996, taj omjer je bio niži samo u Albaniji i Moldaviji. U isto vrijeme je Slovenija imala skoro devet puta više automobila na 1000 stanovnika nego Bosna i Hercegovina. Godišnja potrošnja benzina po glavi stanovnika u 1997. bila je najniža u Evropi. Ova potrošnja je bila 64 puta niža nego u Švajcarskoj, gdje je bila najviša u Evropi (WRI, 2001). Željeznička mreža je ozbiljno oštećena u ratu i još nije obnovljena. Željeznički saobraćaj još se nije vratio na predratni nivo.

Bosnia and Herzegovina was one of six countries in Europe where the number of passenger cars per 1000 people decreased between 1990 and 1996. In 1996 this proportion was lower only in Albania and Moldova. At the same time, Slovenia had almost nine times more cars per 1000 people than Bosnia and Herzegovina. The country's annual consumption of gasoline per capita in 1997 was the lowest in Europe. It was 64 times lower than that of Switzerland, which was the highest in Europe (WRI, 2001). Rail network was severely damaged in the war, and is still not repaired. Rail transport has not yet returned to the pre-war levels.

## Glavni trendovi u BIH

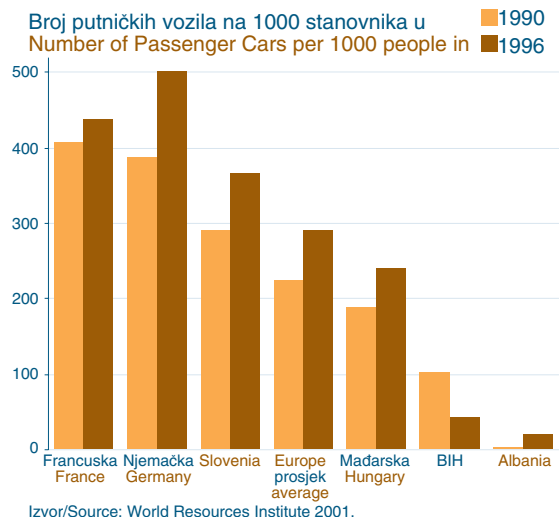
**B**roj putničkih vozila opao je sa 101 na 1.000 stanovnika u 1990. na 43 u 1996. Bosna i Hercegovina je bila među šest evropskih zemalja u kojima je broj automobila opao u isto vrijeme. Ostalih pet su bile: Finska, Island, Moldavija, Norveška i Švedska.

**U** 1997, godišnja potrošnja benzina bila je najniža u Evropi, 11 litara po glavi stanovnika. Švajcarska je imala najvišu - 703 litra, dok je evropski prosjek iznosio 303 litra (WRI, 2001).

## Main BIH Trends

**T**he number of passenger vehicles decreased from 101 per 1000 people in 1990 to 43 in 1996. Bosnia and Herzegovina was among six European countries where the number of cars decreased in the same period. The other five were: Finland, Iceland, Moldova, Norway, and Sweden.

**I**n 1997, the annual gasoline consumption was the lowest in Europe, 11 liters per capita. Switzerland had the highest - 703 liters, while the European average was 303 liters (WRI, 2001).



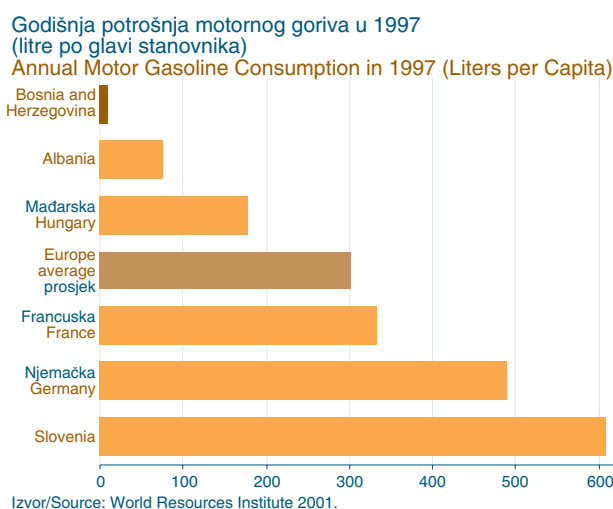
# Prevoz Transport

## Prevoz

Glavni negativni uticaji na okoliš uzrokovani prevozom su promjena klime i zagađenje zraka. Ostali nepoželjni efekti su buka, kisele oborine, otpad, zagađenje vode i promjene u korištenju zemljišta.

## Političke opcije

Tehnološka unapređenja u sektoru se uglavnom odnose na poboljšanja efikasnosti goriva. Međutim, pošto tržišta često ne uspijevaju da ih uvedu, trebalo bi da se koriste cijenom goriva i fiskalnom politikom da bi podstakli potražnju za vozilima i gorivom koji izazivaju manje štete u okolišu (OECD, 2001).



Regulatorni instrumenti (standardi, restrikcije i limiti) su prilično efikasni kada je u pitanju smanjenje zagađenja. Ostale uspješne opcije su zabrana olovnog benzina i ograničenja brzine vozila. Bolja politika u oblasti upravljanja sektorom prevoza trebalo bi da podstakne upotrebu onih načina prevoza koji imaju manje negativne efekte na okoliš, kao što je javni prevoz. Integrisani planovi korištenja zemljišta i prevoza mogu poboljšati pristup poslu, prodavnicama i ostalim servisima, smanjujući tako potrebu za prevozom. Uspostava zona zabrane za automobile u gradovima takođe može imati pozitivan uticaj na okoliš (OECD, 2001).

## Globalni trendovi i projekcije

**D**o 2020, svjetski zračni promet će se utrostručiti; broj kilometara pređenih motornim vozilima porast će 86% (40% u OECD).

**O**čekuje se da će broj motornih vozila u svijetu porasti za 74% između 1998. i 2020. (OECD 32%).

**U**kupni željeznički putnički prevoz porastao je 10% u posljednjih 15 godina, ali on iznosi samo 6% putničkog prevoza u OECD zemljama.

**P**lanirano povećanje u avioprevozu između 1997. i 2020. iznosi 200% u ukupnim kilometrima putničkog zračnog prevoza.

**S**ektor transporta će činiti 30% ukupnih emisija ugljen dioksida u zemljama OECD-a u 2020, u poređenju sa 20% u 1995. Globalne emisije će porasti za 83% od 1995 do 2020 (OECD, 2001).

## Global Trends and Projections

**B**y 2020, world air transport will triple; motor vehicle kilometers traveled will rise by 86% (40% in OECD).

**I**t is expected that motor vehicle stock will increase by 74% between 1998 and 2020 worldwide (OECD 32%).

**T**otal rail passenger transport has grown by 10% over the last 15 years, but it accounts for only 6% of passenger transport in OECD countries.

**T**he projected increase in aviation transport between 1997 and 2020 is 200% in global air passenger kilometers.

**T**he transport sector will contribute to 30% of total CO<sub>2</sub> emissions in OECD countries in 2020, in comparison to 20% in 1995. Global emissions will rise by 83% from 1995 to 2020 (OECD, 2001).

## **Transport**

The main environmental problems coming from transport are related to climate change and air pollution. Other effects are noise, acidification, waste generation, water pollution, and land use changes.

## **Policy Options**

The technological improvements which have been achieved in the sector are mostly related to improvements in fuel efficiency. However, markets often fail to introduce them, so pricing and fiscal policies should be used in order to encourage the demand for vehicles and fuels that have a less negative impact on the environment (OECD, 2001).

Regulatory instruments (standards, restrictions, and limits) have been rather successful in reducing pollution. Other successful policies have been the ban on leaded petrol, and lower speed limits. Better transport management policies should encourage the use of transport modes that have less negative effects on the environment, such as public transport. Integrated land use and transport planning may increase the accessibility of jobs, shops, and other facilities, thus reducing the need for transport. The establishment of car-free zones in cities can also have positive consequences for the environment (OECD, 2001).

