

humidity and a thermal comfort index). The developed system is planned to collect and supply information at least for 5 years to the public, local governments and other users, or for scientific research in parallel in both cities. The direct target group is the inhabitants of Szeged (~180 thousand people) and Novi Sad (~ 320 thousand people), primarily those tens of thousands of people who live and/or work in the densely built districts of the city with little green surfaces. The indirect target groups are the organizations and authorities (Local Government, Environmental Management, Disaster Management, National Public Health), which have to take actions (e.g. public information, alerting, street watering, fresh water distribution) in an occurred loading situation.

**Milica SOLAREVIĆ, Jelena DUNJIĆ, Imre NADJ,
Bojan DJERĆAN**

Faculty of Science, Department for Geography, Tourism and
Hotel Management, University of Novi Sad, Serbia
Email: milica.solarevic@dgt.uns.ac.rs,
dunjicjelena1@gmail.com, imre.nadj@dgt.uns.ac.rs,
bojan.djercan@dgt.uns.ac.rs

***Transport as a factor of sustainable development
in Serbia***

The modern world is characterized by the interdependent processes of economic, political, technological, demographic, social and cultural changes. An effective transport system is important indicator of economic activity, an essential component of the industry competitiveness and services, and an important integration factor. The increasing usage of cars caused some negative effects such as traffic congestion, traffic accidents, noise, air pollution, global warming and ozone layer destruction. The transport sector is a major energy consumer (responsible for 19% of global final energy consumption in 2007) and will be responsible for the increasing world oil use by 97% in the year 2030. In accordance with modern urban

trends, it is necessary to use alternative and renewable sources of energy, and this is a trend that has not escaped either Serbia. Because of adjustments to the requirements of the European Union, Serbia is going through reforms in all areas of transport, to the improvement of infrastructure and transportation facilities, and the organizational, legal and institutional framework. The task of this paper is to present the possible forms of sustainable transport and potentials which are defined in The national strategy of sustainable development, in order to determine its capabilities in Serbia, as well as the role in the country economic development and regional integration courses. Analyzes that were conducted in this paper are based on data and documents of the relevant government institutions, literature, and for their collection and presentation were used statistical, comparative, cartographic, graphical, GIS method and method of criticism.

Bojana SPASOJEVIĆ, Dejan BERIĆ, Igor STAMENKOVIĆ

The Faculty of Sciences, Novi Sad, Serbia

Email: bojana.spasojevic@ymail.com, bericdejan@gmail.com, igor.stamenkovic@dgt.uns.ac.rs

The Valorization of tourism potentials of Ovcarska Kablars' Orthodox monasteries based on using two methods: the Qualitative and Quantitative research method and the Hilary du Cross research method (and their comparison)

For almost two centuries, monasteries of Ovcarska-kablarska gorge attracted attention of many researchers, artists, believers, and in recent times they became pull factors for modern tourists. These monasteries along with natural beauty of Ovcarska-Kablarska gorge and healing properties of Ovcarska-Kablarska Spa, make an extremely important area and tourist potential. Although Ovcarska-Kablarska monasteries by overall artistic achievements are behind Serbian medieval work of art, not many people can