



2050
CliMobCity
Interreg Europe



European Union
European Regional
Development Fund

Municipality of Thessaloniki Conclusions for Policy Making

Pinelopi Antoniou¹ / Dr. Georgios Papastergios²

1. Municipality of Thessaloniki, Dpt. of Sustainable Mobility and Networks, Sector of Transportation Planning
2. Municipality of Thessaloniki, Dpt. of Operational Planning and Development Programmes Monitoring (Resilience Office)

p.antoniou@thessaloniki.gr / g.papastergios@thessaloniki.gr



CITY OF **THESSALONIKI**

20 June, 2023, Leipzig, Final Dissemination Event

Introduction

Reduction Target

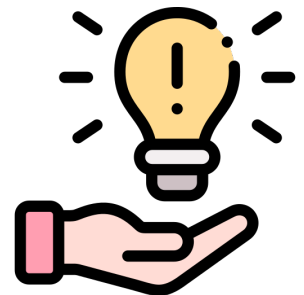
- The MoT had set a challenging target for 2030: 42% less emissions than in 1990, in line with the National Climate and Energy Plan of 2019
- Adopted this target in the framework of 2050CliMobCity for the urban mobility sector



Challenges

2050CliMobCity results highlighted that the target involves addressing two main challenges:

- Sustainable handling of a projected 9% increase in overall trips within MoT between 2018-2030
- Phasing out of a significant 20% increase in CO₂e emissions from 1990-2018



Strategic Planning of MoT

- **Sustainable Urban Mobility Plan (SUMP, 2018-2021)**

- SUMP 2030 (served as BAU) measures:
 - Focus on multimodal public transport system
 - Achievement of modal shift from private cars to public transport and active modes of mobility
 - Supports polycentric development



- **BAU results highlight the impact of metro system inauguration (2023-2024) on sustainable mobility efforts and CO2e reduction**
- **However, these measures alone not enough to reach the desirable reduction target**
- **Additional measures proposal:**
 - Further modal shift through **local measures** but to a specific scale for a realistic scenario
 - Additional **fossil fuel car-free scenario** for the city center of MoT, building upon the relevant SUMP proposed measure for the partial exclusion of the city centre
 - Urgency in addressing climate-friendly freight transport and logistics is present
 - **Sustainable Urban Logistics Plan (SULP)** identified as priority action

Promoting Electric Vehicles & Green Energy

- **2050CliMobCity Scenario**

- Additional measures in this scenario resulted in 6% further reduction in CO₂e emissions compared to BAU
- Main contributors: replacement of diesel buses with electric buses and introduction of shared electric car scheme

- Analysis highlighted the importance of:

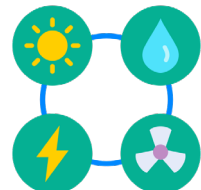
- Increasing the **penetration degree of battery electric vehicles (BEVs)**

- Proposed required measures:

- Establishment of private and sharing schemes
- Infrastructure development (charging stations)
- Fostering a mindset change through financial support and awareness campaigns for wider adoption
- Except for incentives, regulations are also essential (e.g. prohibition of non-green vehicles to access the broad city center)

- **Greening of energy production**

- National-level initiatives to enhance the transition to a greener energy mix



Collaboration and Common Vision

- Need for a **common vision** among all Municipalities in the metropolitan area
 - Focus on providing connected and unfractionated zero-emission transport services
 - Proposal: Electric car-sharing schemes between MoT and other Municipalities
- **Incentives** for Travel Demand Reduction
 - Involvement of the business sector:
 - Collaboration with major employers to support teleworking initiatives and reduce commuting



EU Mission for Climate-Neutral and Smart Cities

In April 2022, MoT was selected as one of the EU Mission for Climate-Neutral and Smart Cities to achieve **Climate Neutrality by 2030**

→ **NEW mitigation target**

- MoT aims to reduce GHG emissions from **all sources within its boundaries** to net zero by 2030 (buildings, transport, indirect and out-of-boundary emissions)
- Some emission sources may pose challenges for full mitigation by 2030 due to technological or financial constraints
 - Compensation for **residual emissions** through:
 - Carbon sinks: Investing in natural ecosystems to absorb and store carbon dioxide
 - Carbon credits: Offset mechanisms to support projects that reduce emissions elsewhere
- **Climate City Contract (CCC)**, the central feature of the Cities Mission, includes:
 - Action Plan for achieving climate neutrality by 2030
 - Investment Plan
- MoT is currently developing the CCC/AP/IP in collaboration with **local stakeholders and citizens**
- **Official signing** by Mayor/Stakeholders is scheduled for September 2023



Key Recommendations and Concluding Remarks

- **Carbon Reduction** depends on **Local**, and mainly in **National and European measures**
- Essential measures to reach the emission reduction targets:
 - **Modal shift** from private cars to public transport and active modes
 - Promotion (incentives and regulations) of **electric vehicles** and **greening of energy**
 - **Collaboration** among Municipalities for connected zero-emission transport services
 - **Incentives** for travel demand reduction within **business sector**, (e.g. teleworking incorporated into companies' sustainability strategies)
 - **Stakeholder engagement** and strong **political commitment**
 - **Awareness raise** of citizens
 - **Financial support**
- The project acknowledged that achieving the emission reduction target solely for mobility is **challenging**
- MoT's participation in EU Mission for Climate Neutrality by 2030 will work towards achieving the even more ambitious goal through:
 - **mitigating emissions** across multiple sectors and sources within MoT and
 - **mitigating residual emissions** through technology and nature-based solutions





2050 CliMobCity

Interreg Europe



European Union
European Regional
Development Fund

Thank you!

Questions welcome



Project smedia