

## Preface by the Vienna's Climate Protection Coordinator

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It is my duty as Climate Protection Coordinator of the City of Vienna to promote and coordinate the implementation of the Vienna Climate Protection Programme KliP Wien across all areas of the city administration, and to report regularly to the Vienna City Council on its progress.

The 2015 KliP report is the sixth report overall and the second report since the programme's extension until 2020 ("KliP II").

As with the previous three reports, I commissioned the Austrian Energy Agency, an internationally recognised expert organisation in the field, to prepare a report on the progress of the KliP implementation. The Progress Report submitted by the Austrian Energy Agency on March 2016 forms part of my report to the Vienna City Council.

The present folder contains a summary of the Progress Report (Austrian Energy Agency: Progress Report on the Implementation of the Climate Protection Programme (KliP) of the City of Vienna, as of 31 December 2014).

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## Findings of the Progress Report by the Austrian Energy Agency

Effective climate policies have been a top priority for the City of Vienna for years. In order to achieve the European environmental and climate targets, comprehensive climate protection measures are taken in areas the City or Province of Vienna can influence with political measures. These areas include waste management, agriculture, housing, small-scale consumption, traffic and transport – though in the latter field, Vienna's influence is limited to emissions generated in the Vienna road network as such. As for enterprises subject to the European CO<sub>2</sub> Emissions Trading System (ETS), the EU Commission does not provide for any further instruments to lower greenhouse gas emissions at national level. ETS enterprises in the fields of energy supply and industry are therefore excluded from the KliP II analysis because they cannot be influenced by the City of Vienna.

The express aim of the KliP II measures is to achieve a 21% reduction of per capita greenhouse gas (GHG) emissions by the year 2020 (compared to 1990). By 2020, the consistent implementation of 385 individual measures is to allow for a reduction of GHG emissions to a level 1.4 million tons below 2010 emissions<sup>1</sup>. The cumulative effect of the KliP measures taken since 1990 adds up to 4.5 million tons of emissions avoided until 2020<sup>2</sup>.

As of 31 December 2014, the implementation of quantifiable measures had led to a total decrease in GHG emissions by 3.66 million tons from 1990 levels. The drop in the amount of total GHG avoided compared to the previous year is due to lower demand for district heating energy because of milder local weather conditions, and to the fact that less energy produced by green power plants was fed into the general grid. In accordance with the

instructions for the report, the GHG emission avoidance effect was calculated bottom-up using the method originally applied, thus ensuring the comparability of results throughout the monitoring period.

The main focus in the implementation of KliP II measures in 2014 was on:

- promoting projects that advance the use of renewable energies
- holding a campaign for "climate-friendly shopping"
- promoting district cooling projects
- increasing the modal share of public transport by expanding underground lines as well as improving and expanding the public bus and tram network
- raising the modal share of cycling by expanding and optimising the cycle path network and raising awareness.

The Progress Report also analyses GHG emissions in Vienna that are shown in the Austrian Regional Air Emissions Inventory (*Bundesländer-Luftschadstoffinventur*,



BLI)<sup>3</sup>. According to the BLI, total GHG emissions for the City of Vienna amounted to 8.4 million tons in 2013, i.e. 1.8% higher than in 1990 (8.2 million tons). At the same time the BLI shows that, during the same period, per capita emission for the City of Vienna decreased from 5.5 tons to 4.8 tons of CO<sub>2</sub> equivalents, which is a reduction by 12.7 %.

The Vienna Air Emissions Inventory is updated every five years as stipulated in the relevant legal regulations (*Emissionskatasterverordnung*). It was last updated in 2012, with 2010 used as the reference year. The primary data source for calculating road traffic emissions is the VISUM traffic model, which has been improved and enhanced considerably since the last evaluation. Updated emissions factors also caused changes in traffic emissions figures.

These technical improvements in emissions monitoring methods have caused a data discontinuity for traffic emissions (1,630,879 tons of CO<sub>2</sub> for the reference year 2010 compared to 2,218,926 tons for the reference year 2005). To provide a conclusive analysis, the discontinuity factors were corrected both by retroactive adjustment and in advance, producing a consistent timeline from 1990 to

<sup>1</sup> Source: Klimaschutzprogramm der Stadt Wien, Fortschreibung 2010–2020, p. 5; emission avoidance is calculated on the basis of CO<sub>2</sub> equivalents

<sup>2</sup> ibid.

<sup>3</sup> Since the BLI is based on statistical data that are only published in full with a delay of two years, these emissions, which are calculated top-down, can never be fully up to date for the current year and cannot, therefore, be contrasted to the tons of emission avoided due to KliP measures.



