



THE LÄND.

Baden-Württemberg

MINISTERIUM FÜR VERKEHR

Climate Mobility Plans: SUMP's towards climate-friendly mobility development in Baden-Wuerttemberg

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**Mobilität und Lebensqualität.
Für Stadt und Land.** 

Concept of Climate Mobility Plans



THE **DOUBLING** OF PUBLIC
TRANSPORT



A **THIRD** FEWER CARS
IN TOWNS AND CITIES



ONE IN **THREE CARS** IS
CLIMATE-NEUTRAL

TRANSPORT
REVOLUTION
2030
- 40 % CO₂



EVERY **THIRD** TON IS
TRANSPORTED CLIMATE
NEUTRALLY



HALF OF ALL JOURNEYS ARE MADE BY
FOOT OR BY BIKE

➔ Instrument for
integrated,
climate-
friendly traffic
development
in
municipalities
oriented at the
SUMP-
Guidelines
with focus on
the reduction
of CO₂
emissions

Legal basis: Regional Climate Protection Act

- **Climate Protection Act** in Baden-Wuerttemberg regulates climate neutrality by 2040 (-65% by 2030)
- Climate Mobility Plans as **voluntary instrument at the local level**
- **State Municipal Transport Financing Act (LGVFG)** regulates funding for transport infrastructure
- Local authorities who have a valid Climate Mobility Plan achieve 50% more funding for projects (“Climate Bonus”)



Financial Incentives: The “Climate Bonus”

- Climate Mobility Plans as one possibility to **provide evidence for a measure with a particularly positive contribution to climate protection (LGVFG)**
- Access to **increased funding rates** (climate bonus: 75% funding instead of 50%)

Requirements for Climate Mobility Plans (LGVFG):

- Reduction of CO2 emissions by 40% in 2030
- Use of a traffic model to calculate emission changes
- Beneficial assumptions (max. CO2-price and max. reduction of CO2-fleet emissions for 2030)
- Consideration of the **8 criteria for creating a SUMP** and the **SUMP process** as an ideal-typical process



Pilot Phase: First Experiences

Pilot Phase (2021-2023):

- 5 pilot communities to **test procedures and requirements** for their practical suitability, to **develop helpful assistance tools** (checklists, guidelines), and to **optimize the instrument**
- Pilot communities receive **80% funding rate** for external services

First Experiences: challenges for transport modelling

- Dynamic modelling of changes in the vehicle fleet, e.g. modelling Zero-Emission-Zones
- Consideration of changes in the mobility culture
- Medium-term effects of price and time effects (e.g. resident parking fees, speed limits) on car ownership and traffic

→ *Next steps*: from modelling to political instruments, involving public



Other Funding Opportunities: Funding of Human Resources

Funding of human resources and the creation of structures for:

- Sustainable mobility planning
- Coordination of cycling
- Initial consultation for electric mobility and management for implementation of charging infrastructure
- Coordination of mobility stations
- Traffic data management



Other Funding Opportunities: Funding of Concepts

Funding of concepts for:

- Climate mobility plans (SUMP)
- Cycling- and Pedestrian traffic
- Multimodal node
- Charging infrastructure
- Quiet and safe town centers
- Bicycle Policy Audits (BYPAD)
- Modal split surveys
- School route plans (preferably at district level)
- Pedestrian crossing
- Bike+Ride
- Mobility pass implementation
- Parking management
- Intermodal transport models for climate mobility plans



Forward-Looking: Action Plans and the State Climate Mobility Plan

Action Plan Mobility, Noise and Climate Protection

- integrated, climate-friendly traffic development for **smaller municipalities**
- ties in with existing concept (noise action plan)
- oriented at the SUMP

State Climate Mobility Plan

- integrated, climate-friendly traffic development on the state level
- integration in the climate protection act



Thank you for your attention!

Ministerium für Verkehr Baden-Württemberg

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