

26-27 November 2025

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From 120 to 30 to 20: What works in tackling air pollution in Baden-Württemberg

📌 Wednesday, 26 November 2025
⌚ 16:45 - 18:15

SESSION 3E.

CITIES CLEARING THE AIR:
PATHWAYS TO ZERO-POLLUTION

SPEAKER

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Ministry of Transport
of the German federal state of Baden-Württemberg



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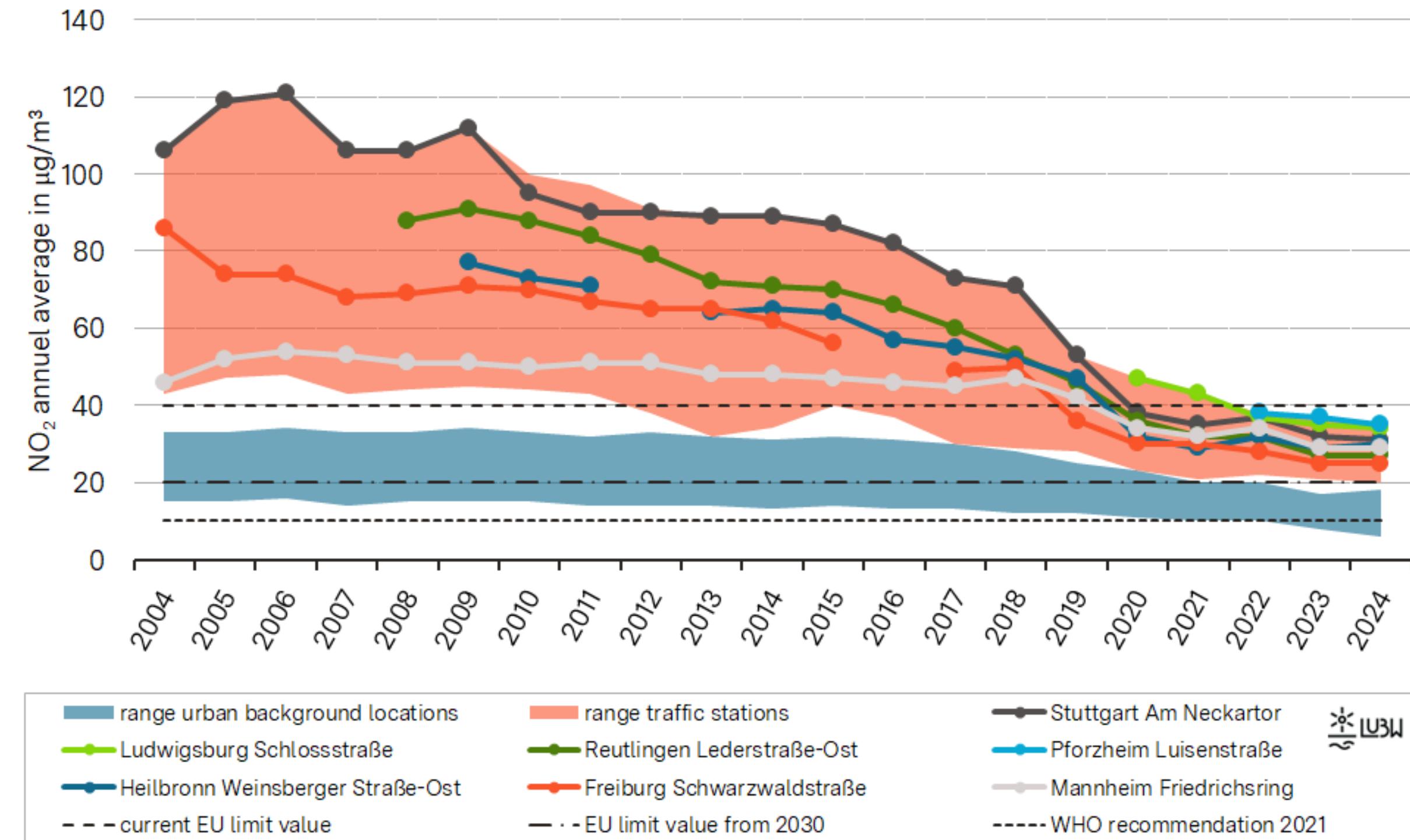
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First step 2005-2022

From 120 to 30

concentration of NO₂
in Baden-Württemberg
from 2004 to 2024



Most effective measures in the past (1)



clean busses

- funding of electric and other low-emission busses for many years



reorganising roads: distance to residential buildings

- bus lanes
- bike lanes
- (where reasonable) open to be used by BEV as well



air filter cubes

- at hotspots in Stuttgart, Ludwigsburg and Heilbronn
- reduction of about 3-4 $\mu\text{g}/\text{m}^3$ of NO_2 , PM_{10} and $\text{PM}_{2,5}$

Most effective measures in the past (2)



speed limits and truck transit bans

- 40 km/h on uphill roads; 30 km/h to fluidify and displace traffic
- traffic management (“green lights”) and truck transit bans in many downtown cities



environmental zones and traffic bans for diesel cars

- „green“ environmental zones in many cities
- in downtown Stuttgart in addition Diesel ban for vehicles lower than Euro 6/VI



communication measures

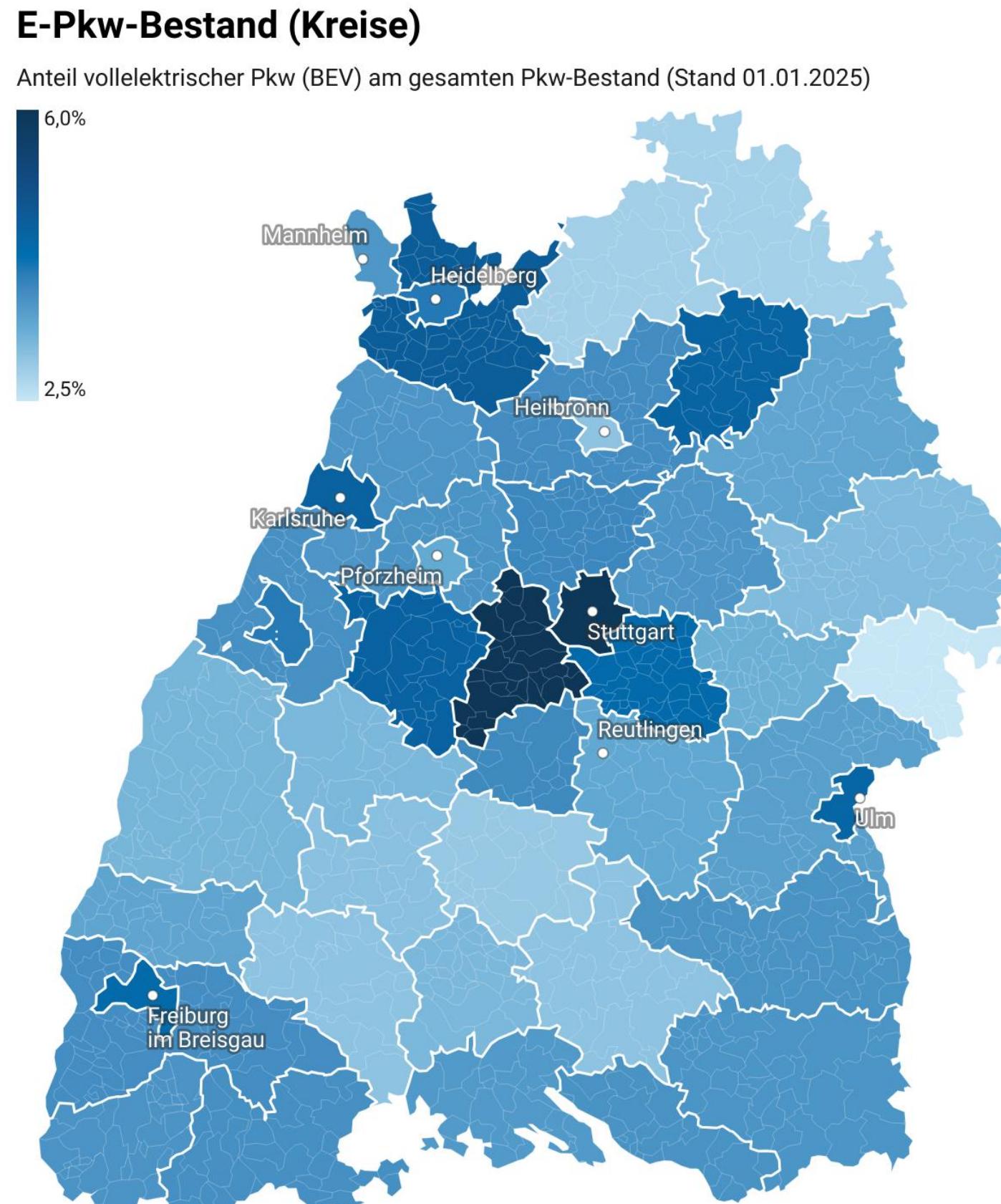
- “Feinstaubalarm” in Stuttgart in combination with discounted public transport ticket
- informative flyers and website about private wood firing

Second step 2022-2030

From 30 to 20

- in 2027/28 (mainly because of NO₂)
 - projections for about 10 cities in Baden-Württemberg
 - roadmaps for about 5 to 7 of those cities
- car traffic is still the major source for NO₂
→ electrification will play a key role in improving air quality in cities

In Baden-Württemberg, the BEV rate in many districts and cities is slightly above the national average.



Durchschnitt Baden-Württemberg: 3,8% BEV (2,3% PHEV)

Grafik: KEA-BW • Quelle: Eigene Berechnung und Darstellung basierend auf Daten des Kraftfahrt-Bundesamts, Kartenmaterial: © GeoBasis-DE / BKG (2024) • Erstellt mit Datawrapper

Zero emission zones “made in BW”

challenge:

- no German traffic sign for zero emission zones

solution in Baden-Württemberg:

- concept to combine measures, such as
 - neighbourhood car parking garages
 - extended charging infrastructure
 - spatial and financial parking advantages for BEV
 - BEV lanes
- stepwise, voluntary implementation of measures by willingly cities, e.g. Konstanz
- financial funding for conception and implementation of measures



“Klimamobilitätsplan” (SUMPs)

- the cities in Baden-Württemberg that face air pollution are all involved in sustainable urban mobility plans (either in implementation, in preparation or ready-to-start)
- measures for climate protection often also help against air pollution (synergy effects)

Landkreise, Stadtkreise, Gemeindeverbände

Umsetzung

Erstellung

Startklar

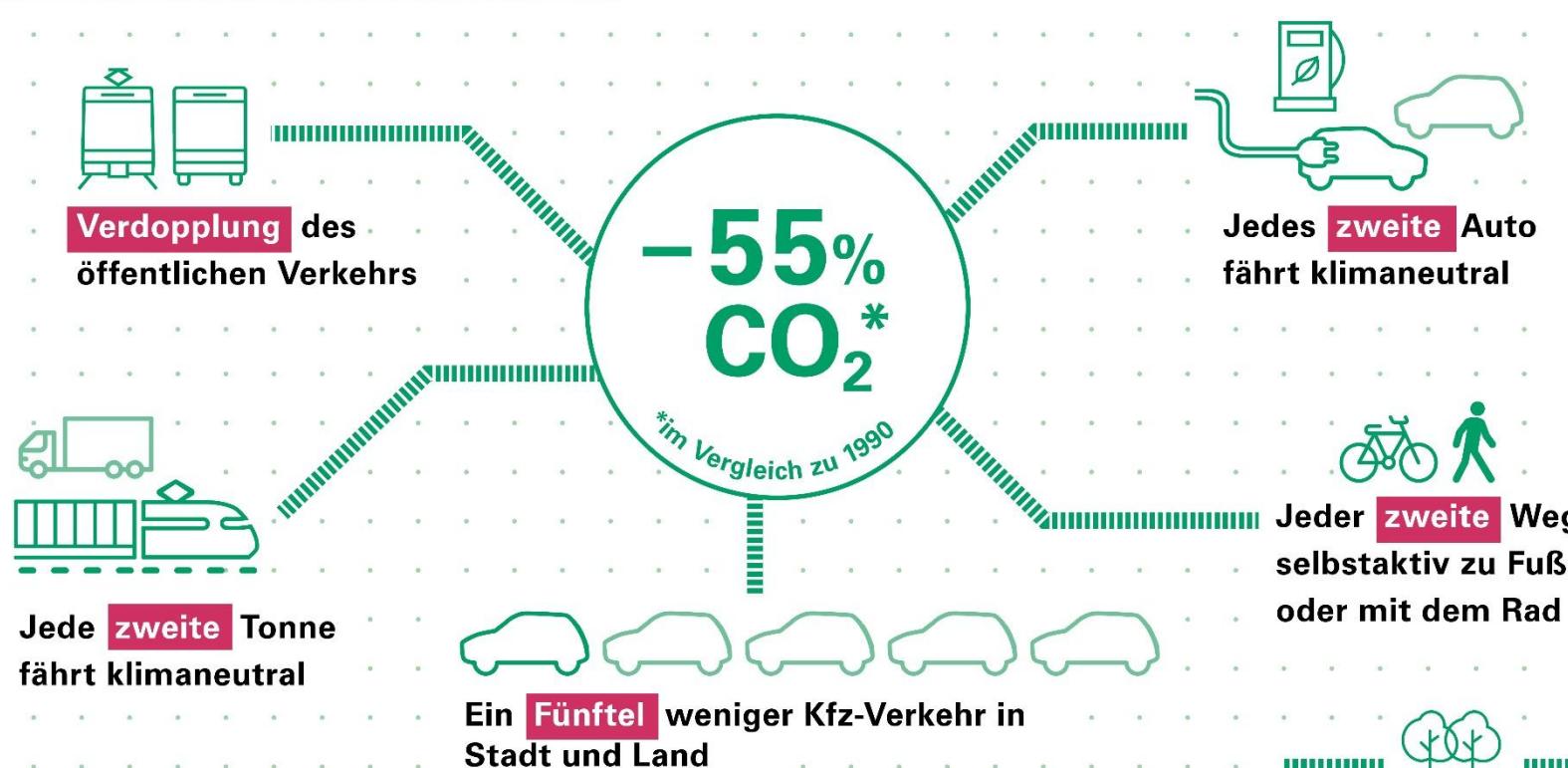
Städte, Gemeinden

Umsetzung

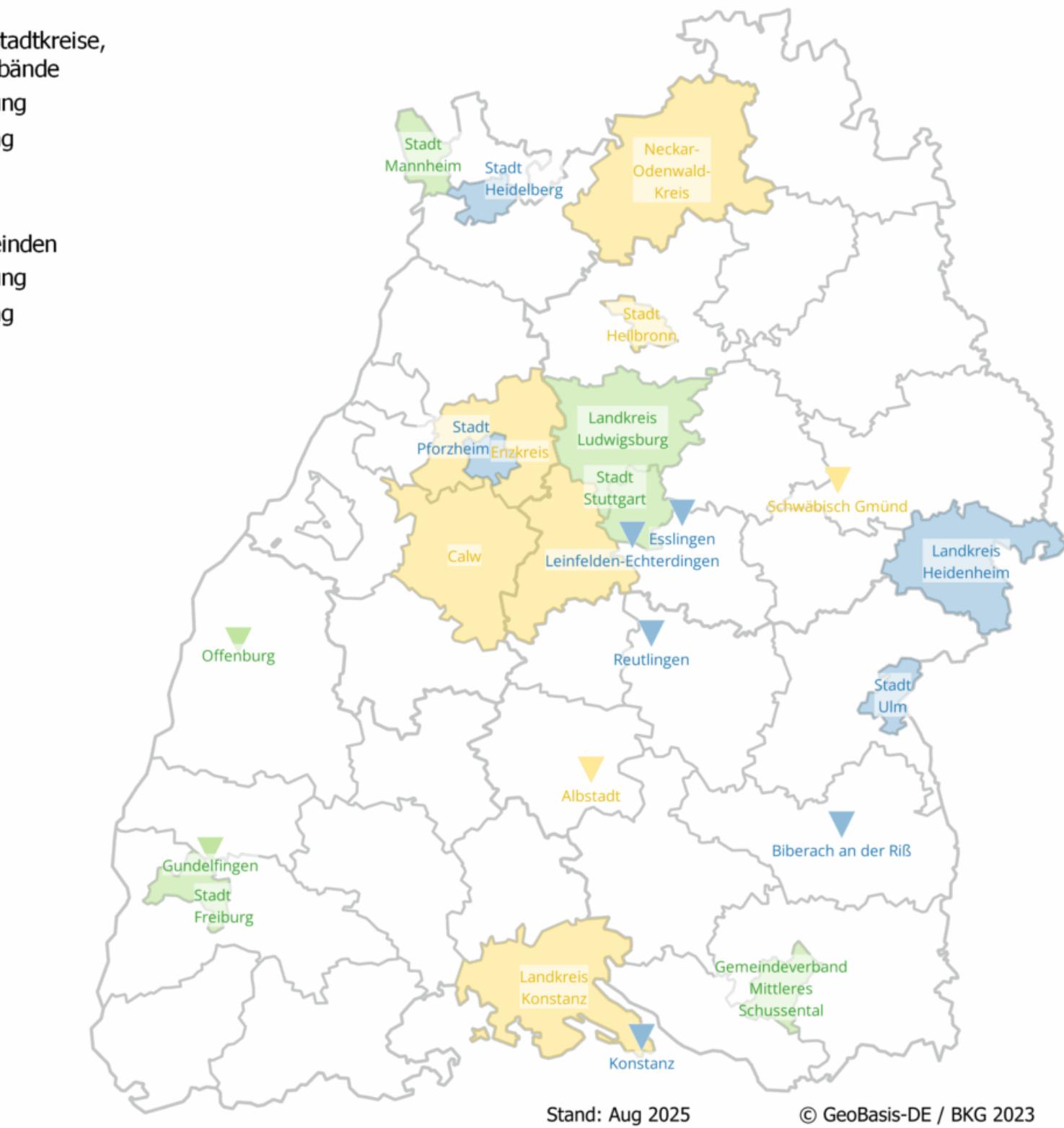
Erstellung

Startklar

Unser Ziel: Verkehrswende bis 2030

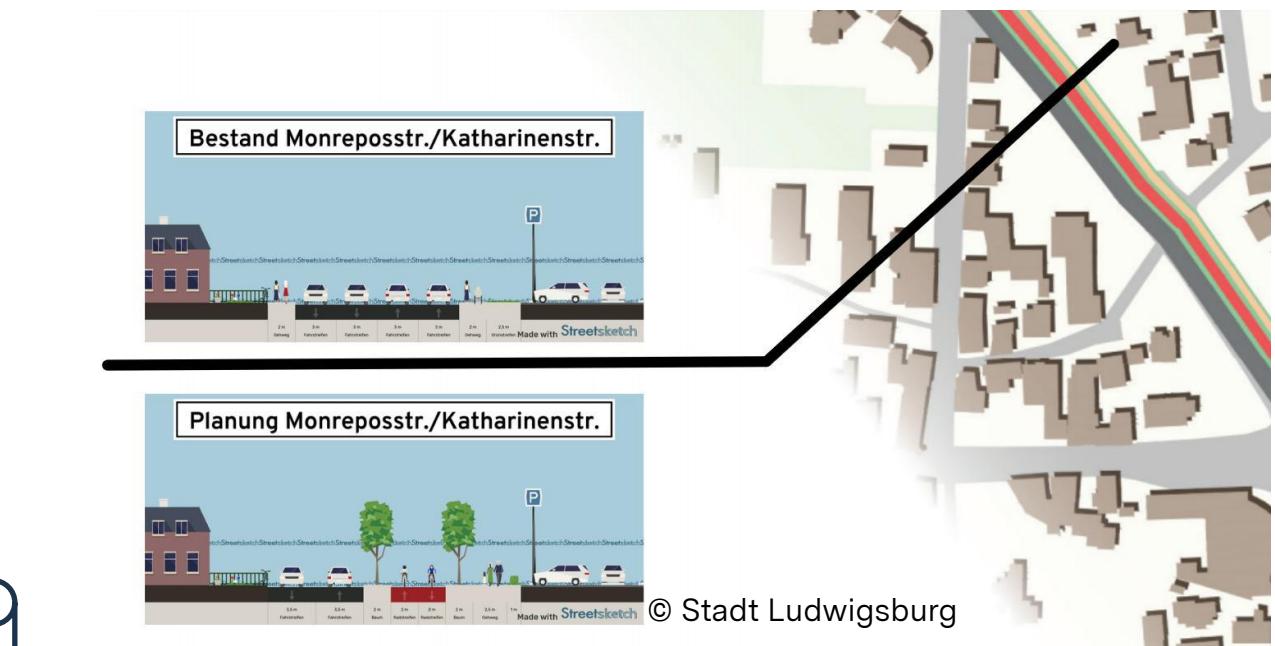
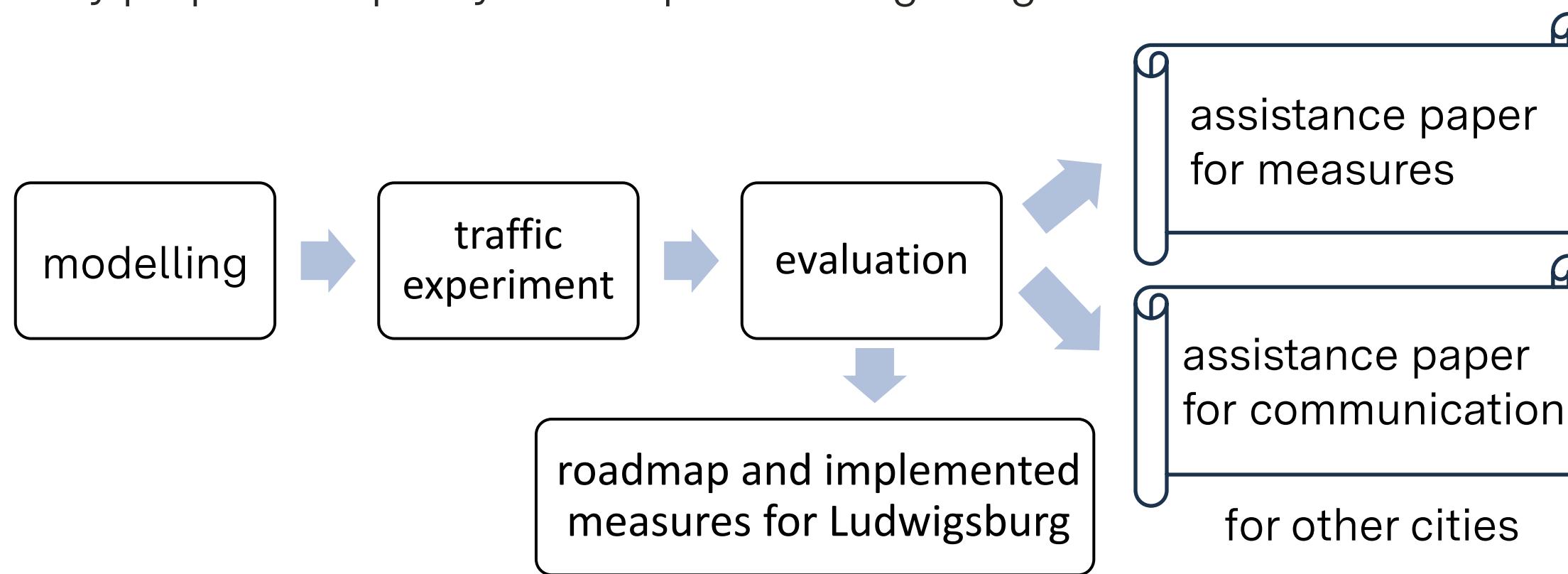


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Pilot project “Luftreinhaltung B27” Ludwigsburg

- Ludwigsburg Schlossstraße is number one NO₂ hotspot in Baden-Württemberg
- pilot project “Luftreinhaltung B27” in Ludwigsburg (2025-2028) to
 - identify most effective measures for hotspots, e.g. modification of road design, reduction of car lanes, implementation of fast bike lanes, traffic management (“gate keeping”)
 - identify and test effective communication measures for more acceptance
 - early prepare air quality roadmap for Ludwigsburg





**Thank you for
your attention!**

For more information:

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