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26-27 November 2025  
Rijks Jaarbeurs | Utrecht, Netherlands

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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

Christoph Erdmenger,  
Ministry of Transport  
of the German federal state of Baden-Württemberg



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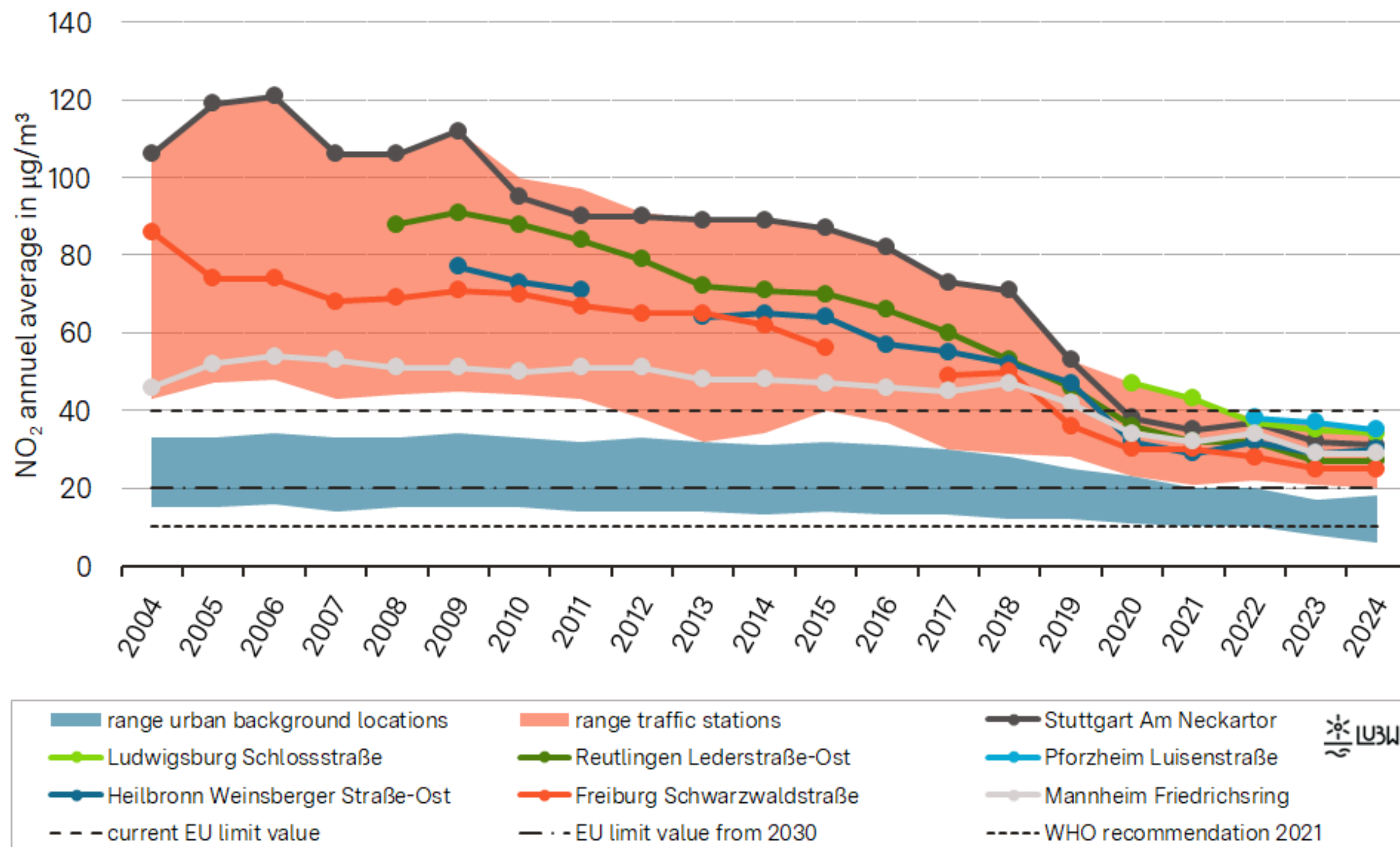
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# First step 2005-2022

## From 120 to 30

concentration of NO<sub>2</sub>  
in Baden-Württemberg  
from 2004 to 2024





# Most effective measures in the past (1)



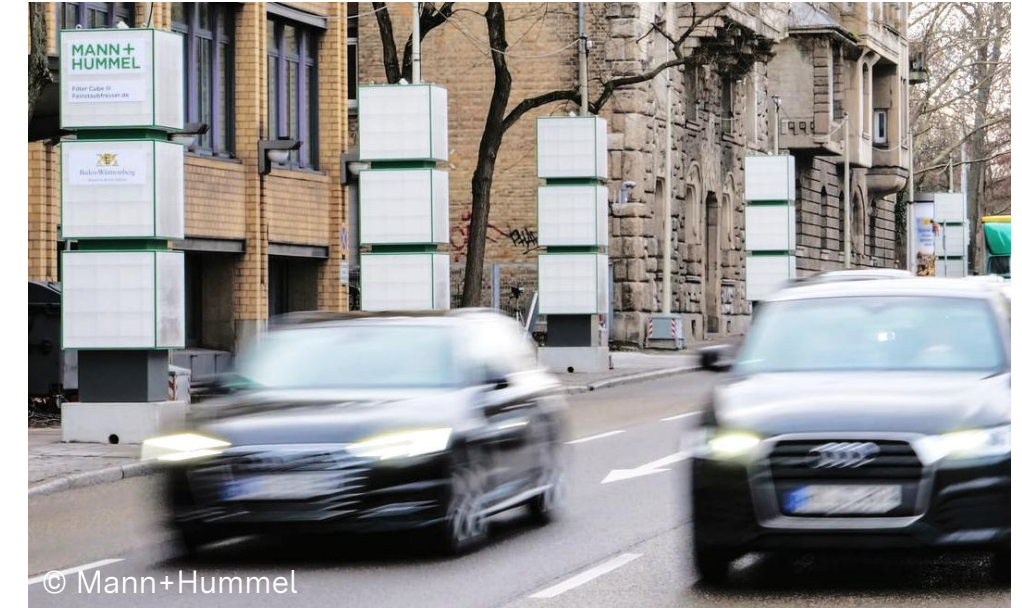
**clean busses**

- 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  $\text{NO}_2$ ,  $\text{PM}_{10}$  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

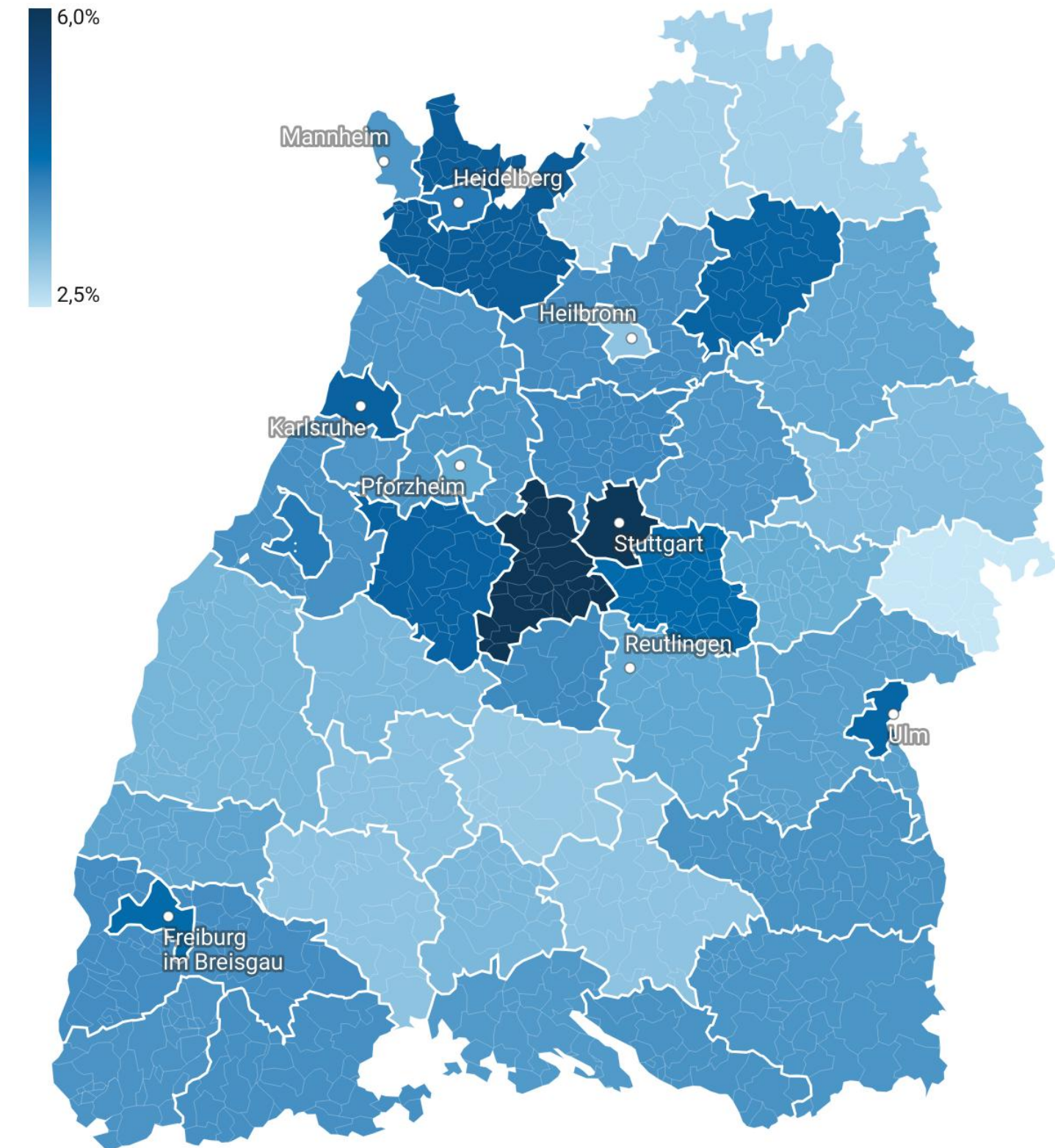
## From 30 to 20

- in 2027/28 (mainly because of NO<sub>2</sub>)
  - 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 NO<sub>2</sub>
  - 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.

### E-Pkw-Bestand (Kreise)

Anteil vollelektrischer Pkw (BEV) am gesamten Pkw-Bestand (Stand 01.01.2025)



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

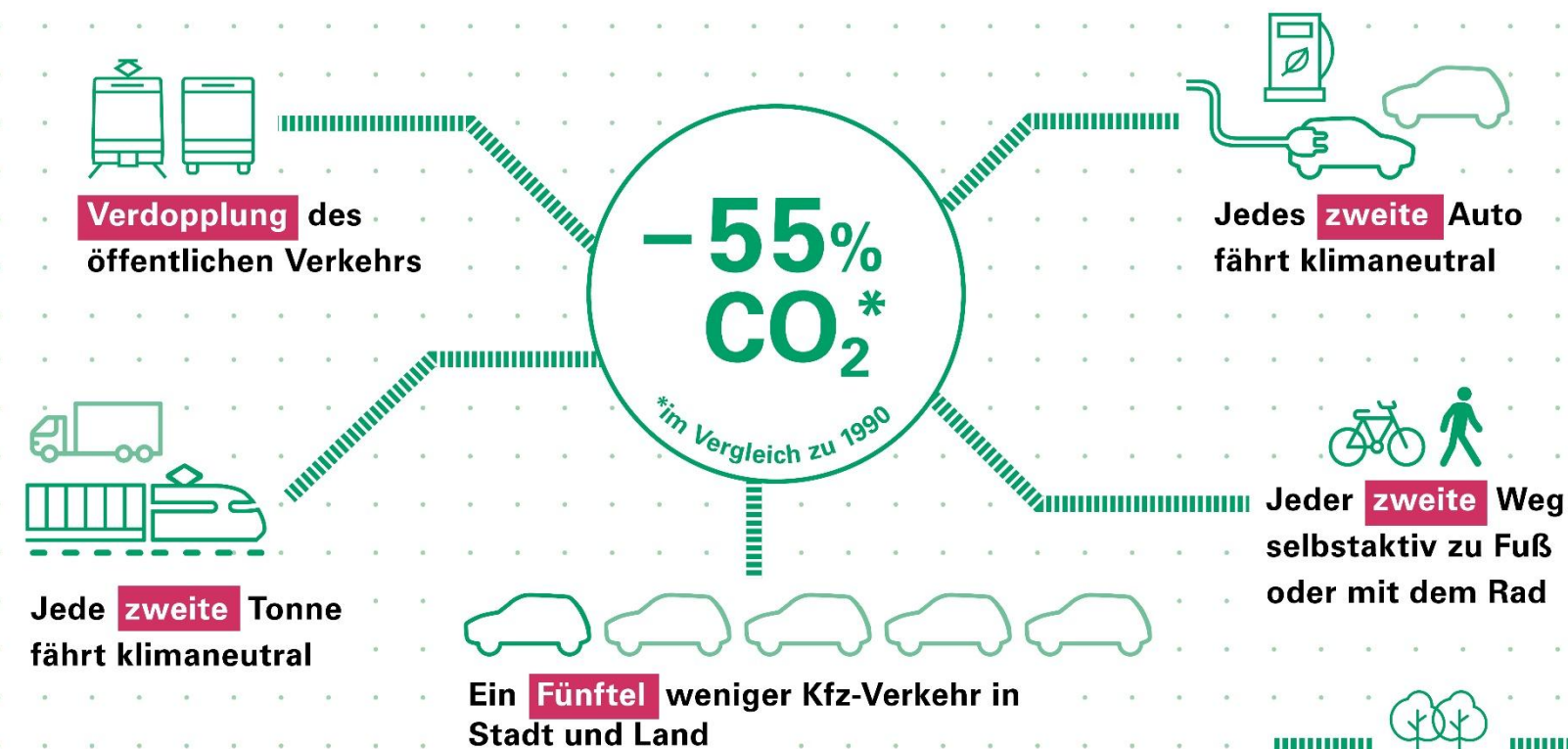




# “Klimamobilitätsplan” (SUMPs)

- 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)

Unser Ziel: Verkehrswende bis 2030



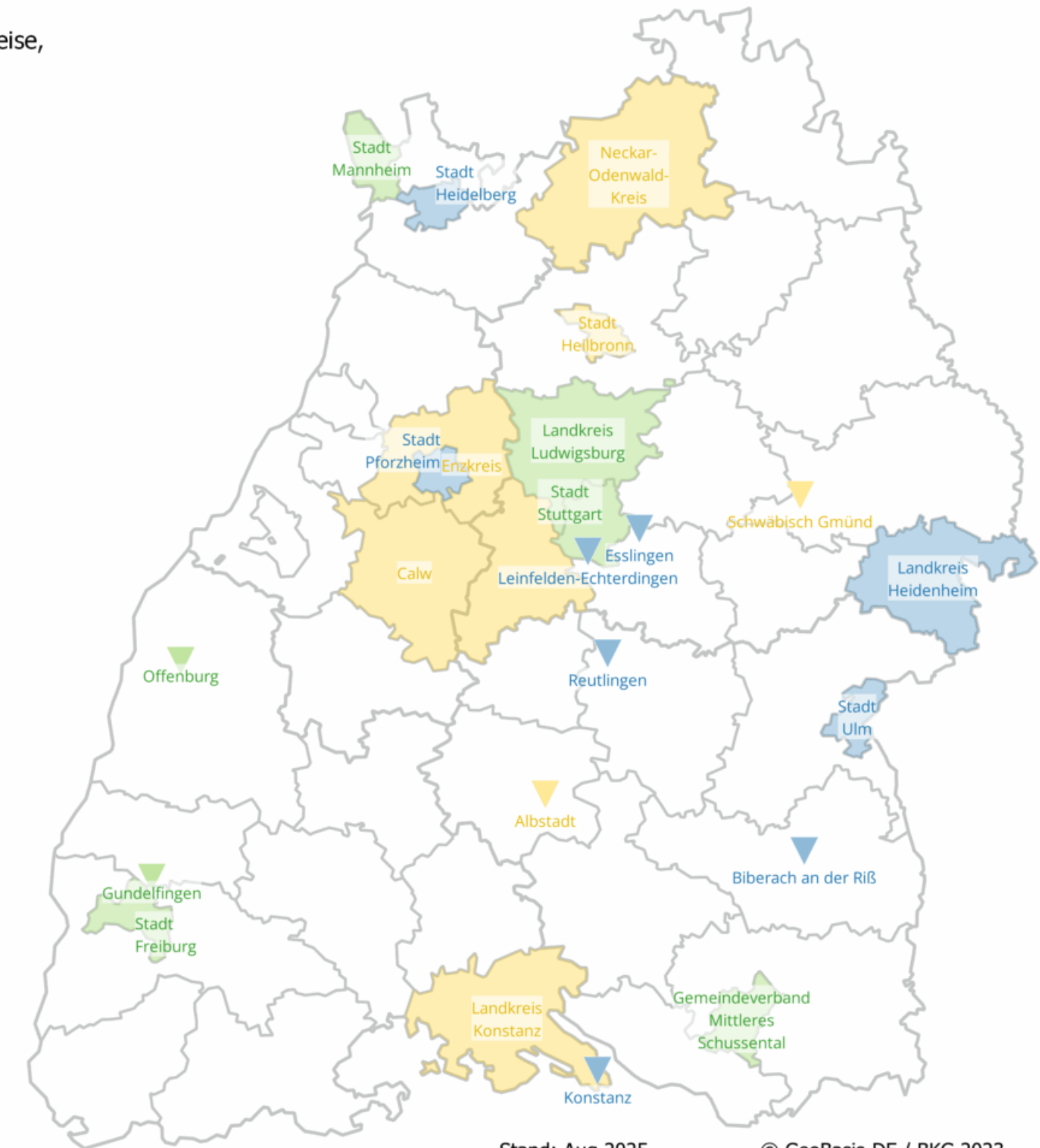
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Landkreise, Stadtkreise,  
Gemeindeverbände

■ Umsetzung  
■ Erstellung  
■ Startklar

Städte, Gemeinden

▼ Umsetzung  
▼ Erstellung  
▼ Startklar



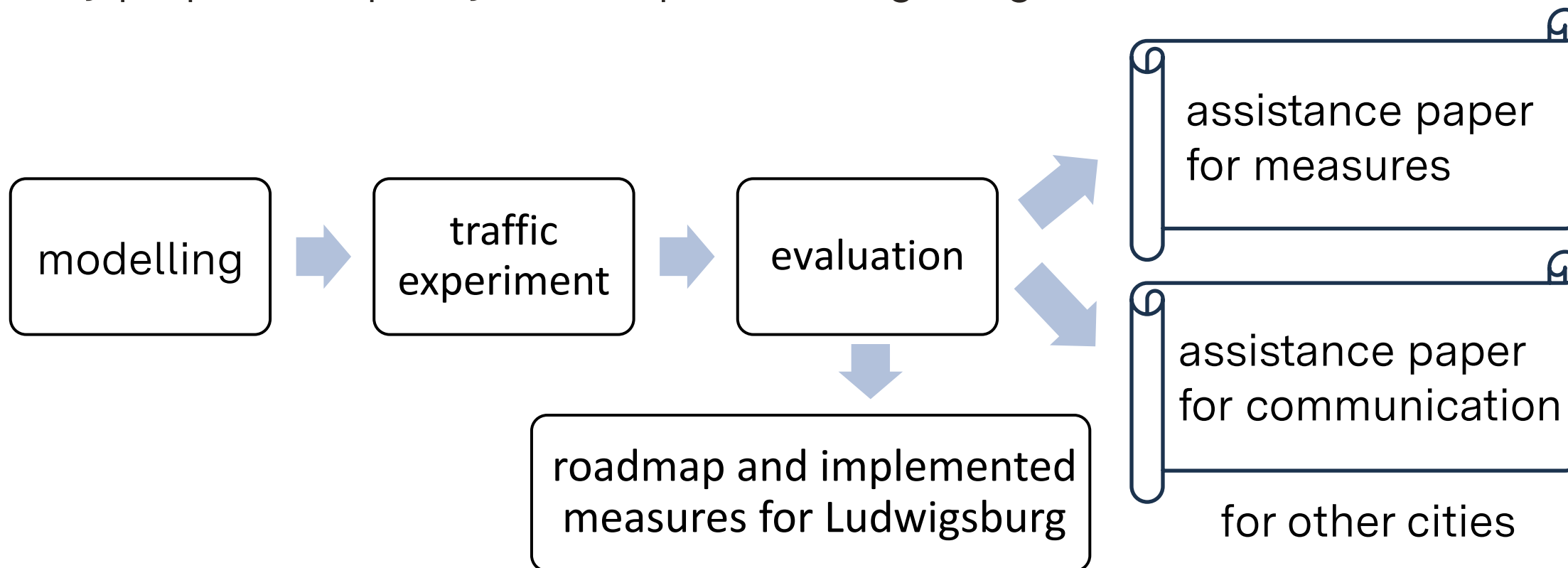
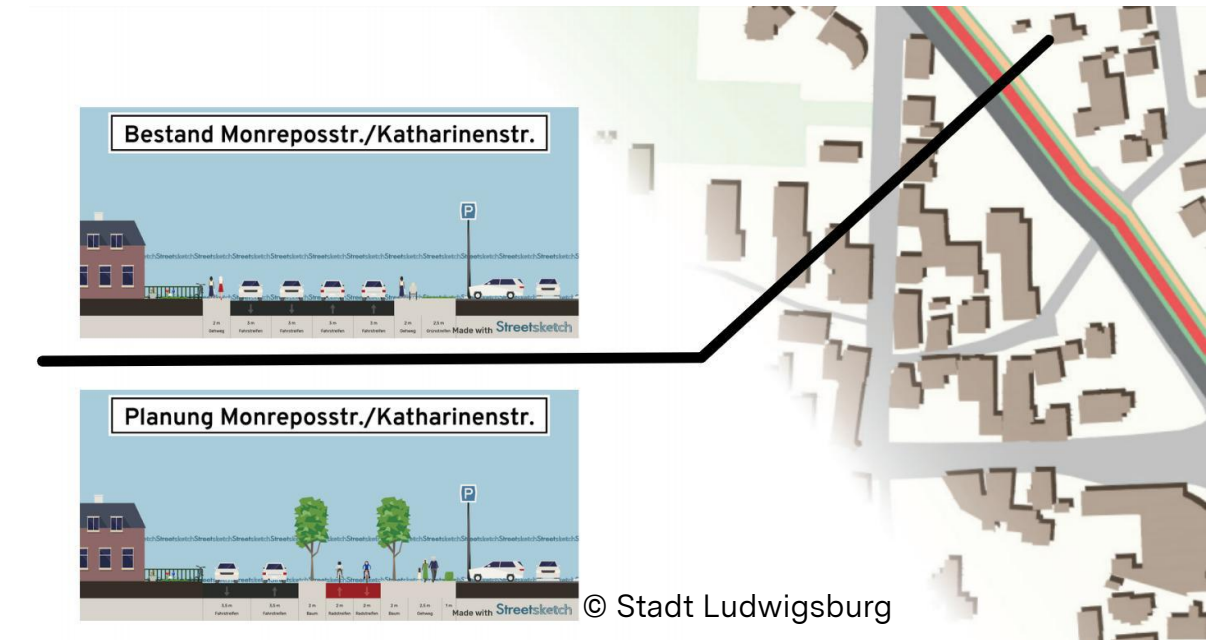
Stand: Aug 2025

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# Pilot project “Luftreinhaltung B27” Ludwigsburg

- Ludwigsburg Schlossstraße is number one NO<sub>2</sub> 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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