

The work on sustainable transport in Uppsala

Within the project: Sustainable Nordic Cities with Focus on Climate Smart Mobility, this subproject focuses on zero-emission vehicles in cities. It is a study of the effects of an increased introduction of zero-emission vehicles in cities and will, amongst other aims, highlight good examples. Uppsala has worked actively with sustainable transport for many years and was elected as the Global Climate City by WWF's One Planet City Challenge in 2018, when the thematic focus was on mobility. This meeting's aim was to learn more from their experiences.

Throughout the municipality of Uppsala, the shares of travel according to the latest travel survey from 2015 shows that 37 % of trips are made by car, 33 % by cycle, 14 % on foot and 13 % using bus¹. Uppsala has clear and highly ambitious objectives for the municipality's work with sustainability with a vision of becoming a fossil-free welfare municipality by 2030, and climate positive by 2050. To reach these goals, Uppsala is mainly working with the following approaches within the transport sector.

- First, the municipality's Comprehensive Plan is an important steering document for physical planning and implementing sustainable transport measures. The process has included active work with sustainable mobility and their effects on the transport sector, including assessment and modelling of different planning options.
- The Uppsala Climate Protocol, which is a local version of the Paris Agreement on the global 1.5° C goal, is a voluntary agreement for collaboration between companies, public organizations, universities, non-governmental organizations and the municipality. All engaged partners are working actively to reach the set goal of being fossil-free by 2030. Within the protocol 30 challenges are addressed, almost half of them concerning the transport sector. Some of the actions addressed is to promote e.g. bicycle-friendly workplaces, how to get car commuters to switch to public transport, winter cyclists as well as active travel among children and youth.
- The main policy instruments that Uppsala is actively working with is parking fees, or mainly parking availability since parking fees are only aimed at targeting congestion and not the environmental aspects like air pollution. Also, the public transport tariff is a way to influence increased public transport. In their work they have, however, concluded that the mileage cost of private cars is a crucial aspect (e.g. via fuel taxes), which is out of the municipality's possibilities to influence and where national instruments are needed.

To comply with the EU's air quality standards, Uppsala has a management plan including abatement measures concerning NO_x and PM₁₀, one of which is the introduction of environmental zones. In Uppsala, one zone for heavy vehicles and buses (>3.5 ton) was implemented in 2013, after a decision in 2011, with the aim to improve air quality in the city

¹ <https://www.uppsala.se/organisation-och-styrning/publikationer/revsaneundersokning/> , 2019-06-20.

center². They have procured an assessment of their environmental zones, and the results will be published at the end of 2019. It has also been proposed to implement a so-called environmental zone class 3 in 2022. This is the zone with the strictest requirements, also including passenger cars, where only electric and gas-powered vehicles are allowed³. However, no decision has yet been made in Uppsala on this implementation. The municipality has identified that there are difficulties in supervising compliance in the environmental zones, since this is not the role of the municipality but the police, and they do not have the resources to prioritize this. Another abatement measure is to start purchasing electrified buses via public procurement.

Finally, Uppsala is also working with freight transport and transports to building sites - in particular via their *Bygglogistikcenter* (center for construction logistics). The aim of this center is to reduce the environmental impact of heavy transport to and from construction sites (since a lot of new housing is being built) through the consolidation of goods and placing procurement requirements on the environmental and climate performance of vehicles.

Even though Uppsala has reached rather high shares of sustainable transport, they are continuously working on increasing the share towards their vision of becoming a fossil-free welfare municipality by 2030. The representatives of the municipality expressed that it is quite difficult to tell what the key factors have been for reaching the current status, but some aspects were addressed, including the following lessons learned:

- An increased awareness on environmental and climate issues in society has resulted in an increased engagement of people.
- The municipality is seen as a good collaborative partner for the other actors within the protocol's network.
- An important factor is also the positive view that everyone can contribute.
- According to the municipal representatives, the mileage cost for cars has the greatest impact, but this is something that must be changed on a national level since the municipality has no influence on e.g. the fuel cost.
- Improved possibilities for the municipality to supervise the observance of the environmental zones.
- In Sweden, municipalities are not allowed to subsidize less-polluting cars ("environmental friendlier cars"), which is allowed in some of the other Nordic countries, e.g. via no or reduced parking fees. This limits the measures that Uppsala can take on addressing vehicle pollution.

² Map of the environmental zone:

<https://uppsalakommun.maps.arcgis.com/apps/webappviewer/index.html?id=590e09c2733f4ff0a6cf3c0859a795e9>

³ Environmental zones in Sweden: <https://transportstyrelsen.se/sv/vagtrafik/Miljo/Miljozoner/> (In Swedish).