CitiCAP

Promoting sustainable mobility through citizen engagement

Anna Huttunen

Project Manager, City of Lahti

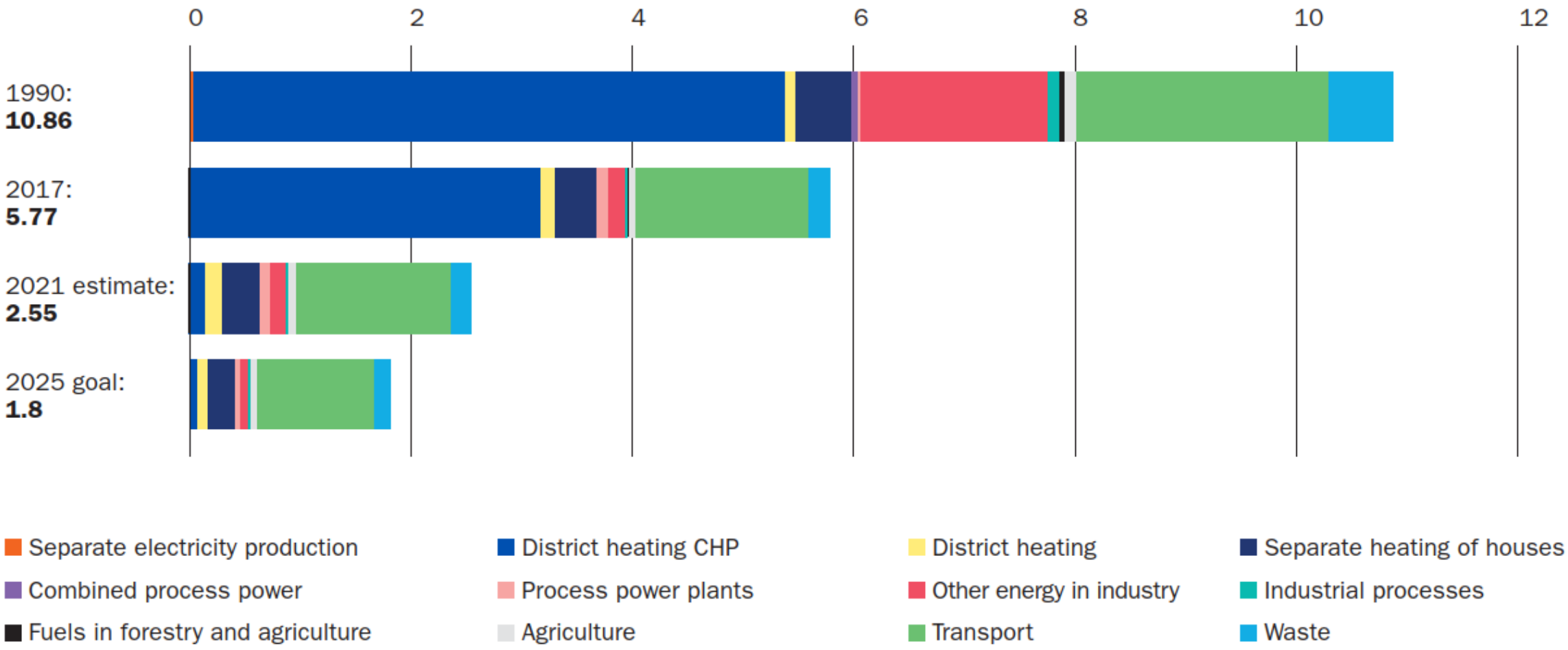
CITICAP LAHTI UIA URBAN INNOVATIVE ACTIONS EUROPEAN UNION European Regional Development Fund

A few facts about Lahti:

- The population of Lahti is 120 000.
- Over 80% of population lives in urbanized areas.
- Over 70% of residents live within 5 km of the urban core.
- Nine out of ten have an urban green area within 300 m from home.

CO_2 Emissions in Lahti

*production based, per inhabitant



OUR GOAL:
MODAL SHARE IN 2030

CitiCAP in a 

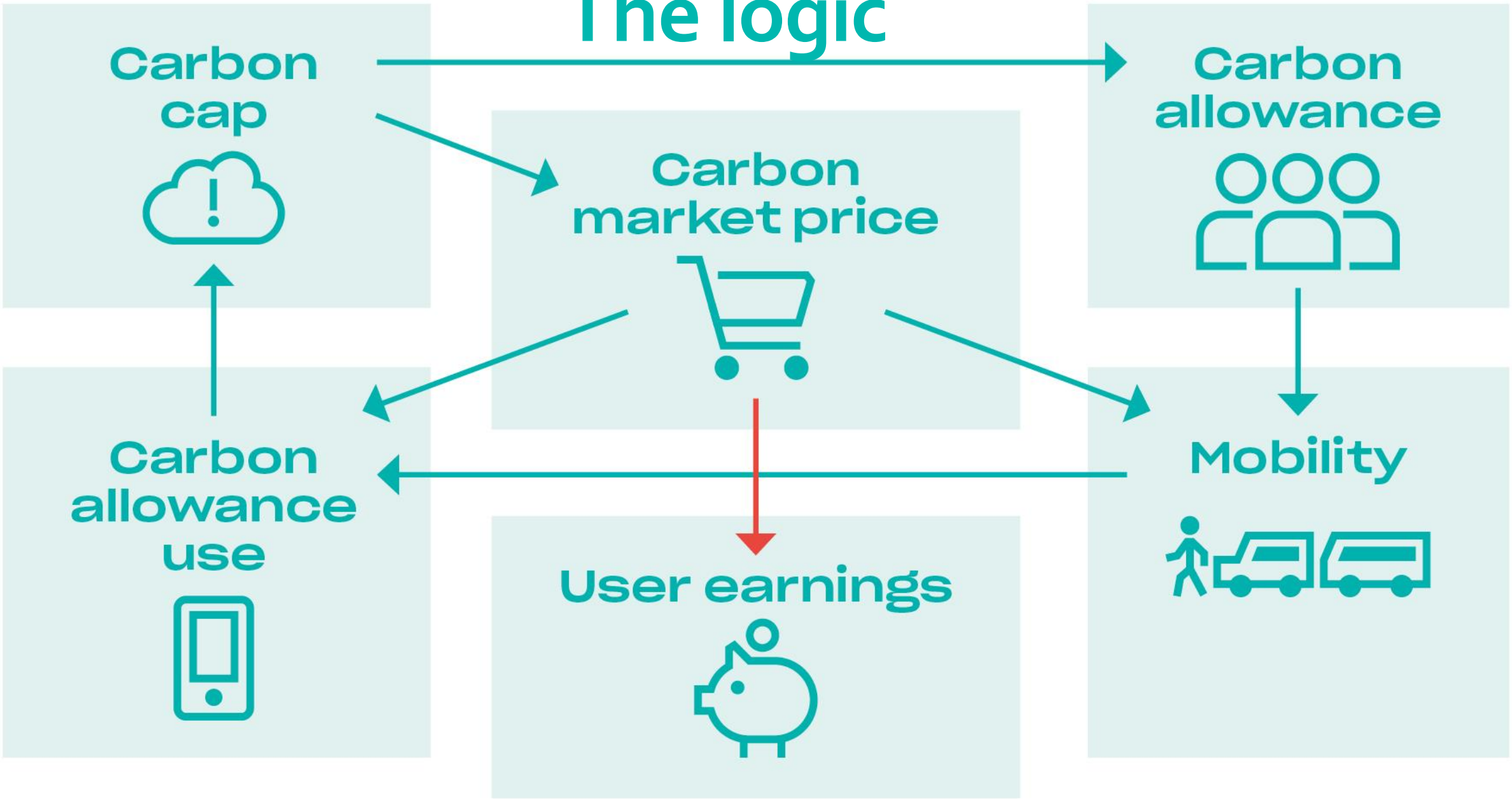
Promoting sustainable urban mobility and reduction on mobility emissions

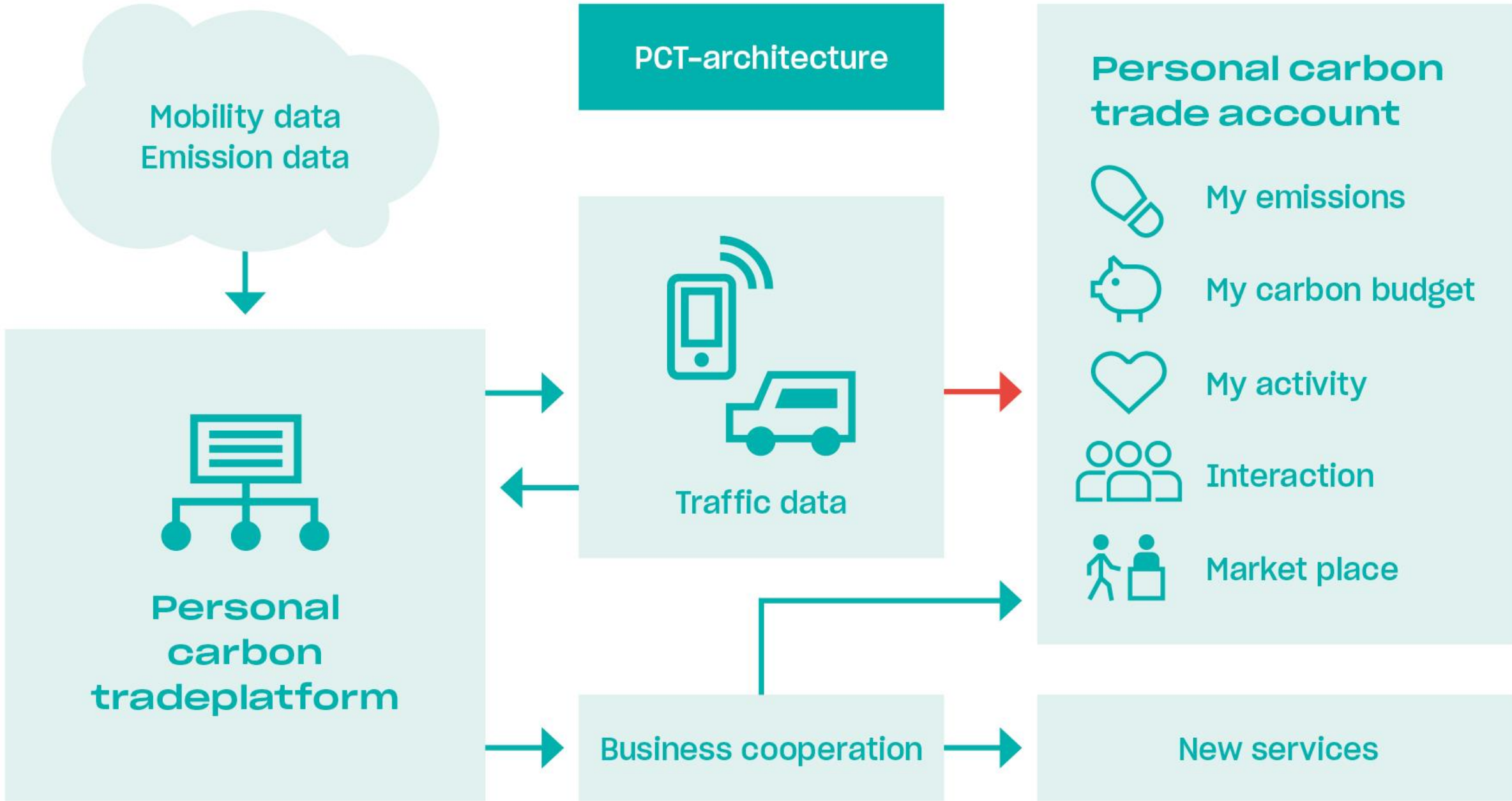
- Sustainable Urban Mobility Plan (SUMP)
- Smart Bicycle Highway
- Personal Carbon Trading (PCT)

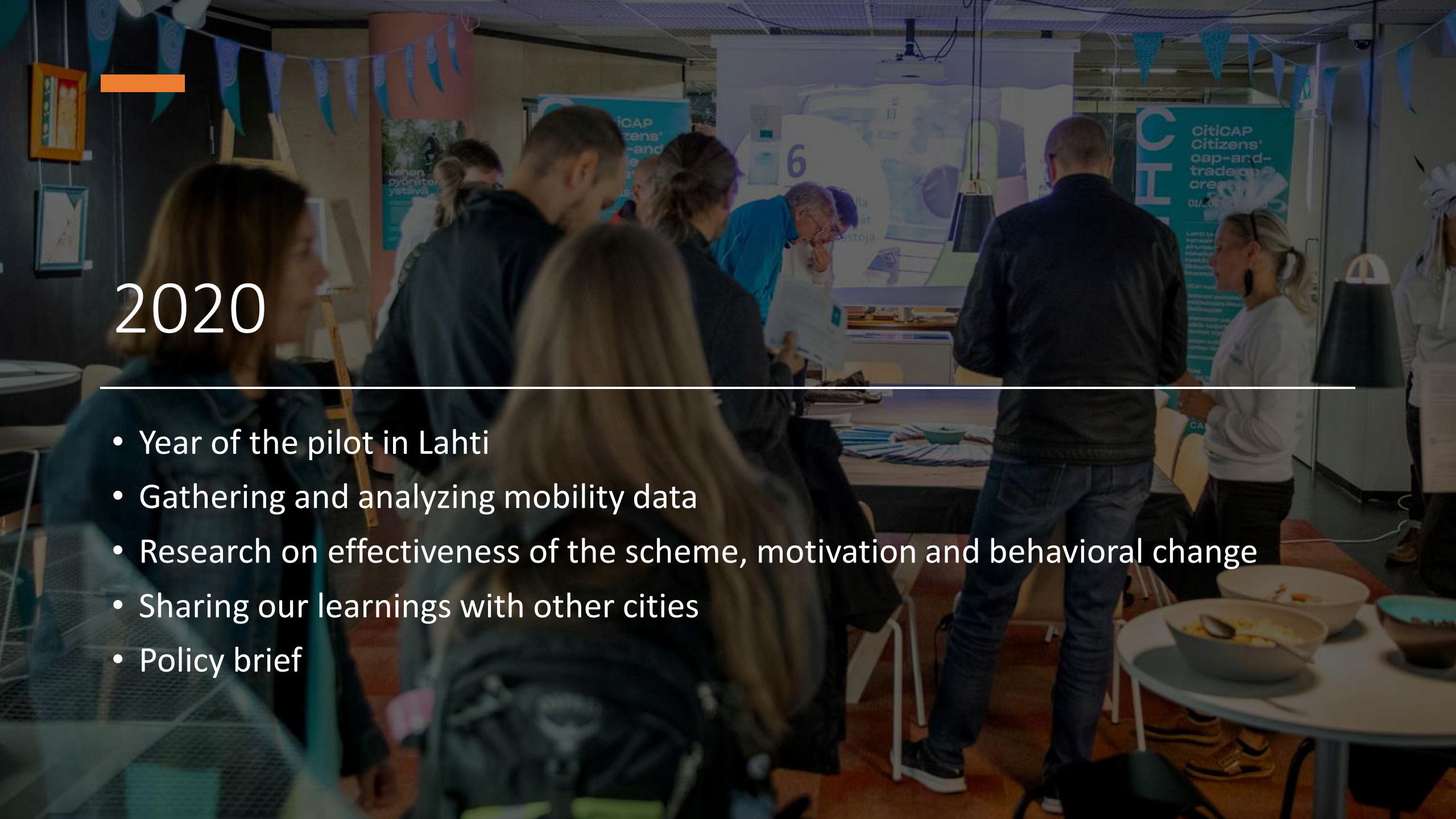
PERSONAL CARBON TRADING ON MOBILITY EMISSIONS

FIRST CITY WIDE PILOT IN THE WORLD

The logic


Carbon cap
Carbon allowance
Carbon market price
Carbon allowance use
Mobility
User earnings


Mobility data
Emission data
PCT-architecture
Personal carbon trade account
My emissions
My carbon budget
My activity
Interaction
Market place
Traffic data
Personal carbon tradeplatform
Business cooperation
New services



2020

- Year of the pilot in Lahti
- Gathering and analyzing mobility data
- Research on effectiveness of the scheme, motivation and behavioral change
- Sharing our learnings with other cities
- Policy brief

CitiCAP in media

BBC Sign in Home News Sport Reel Worklife Travel Future Cultu

Future Planet

What is BBC Future? Best of... Future Planet

YOU'RE READING

Can rationing carbon help fight climate change?

FUTURE PLANET • TRANSPORT

By Frank Swain
18th February 2020

Experiments in setting indi
carbon allowance have beer
from Finland to Australia, a
have proved popular. But ca
rationing ever be fair?

Antony J Funnell @antonyjfunnell · 24. toukok.
In the Finnish city of Lahti they've been giving citizens a personal carbon limit. It's about ensuring people have the skills and data to reduce their personal carbon footprint. The project is called CitiCAP as @HuttuNa explains in this podcast... abc.net.au/radionational/... #carbon

Ympäristö

Lahti kokeilee e
maailmassa omaa
kaupunkilaisille – tarvitsevatko
päättävät ajokortin?

MT + Ympäristö 06.06.2019 LAHTI
Paula Liesmäki

Liikkumisen päästöjä mittaava sovellus lanseerataan
Tavoitteena on vähentää autoilua.

Anna Huttunen (vasemmalla) ja Aino Mäkilä vertailevat hiilidioksidipäästöjään.

FINLANDIA

L'App anti traffico: meno inquini, più guadagni

A Lahti è nata CitiCAP, l'applicazione che spinge la gente a usare i mezzi pubblici riflettendo sulle proprie emissioni. I «crediti» sono spendibili in servizi

di Sandro Orlando

CitiCAP, l'app antitraffico sperimentata in Finlandia

PÄÄKIRJOITUS & MIELIPIDE 23.10.2019 1:15

Citicapin ja Tinderin risteytys – evoluutioteoriaan pohjautuva Green Capitalin alaprojekti

Sivukartta | Oikeudellinen huomautus | Brexit – sisällön vastuuvapauslauseke | Evästeet | Yhteys

Euroopan komissio

EDUSTUSTO SUOMESSA

Euroopan komissio > Edustusto Suomessa > Uutiset > CitiCAP-hanke kannustaa siirtymään ympäristöystävälliseen

Etusivu Edustusto Palvelut Uutiset Tapahtumat

EU:n painopisteet | Media | Taloustilanteen EU-ohjausjakso | Uutiskirje | Europa-julkaisut | EU-my

EU-rahoitus Koulutus

nustaa siirtymään ympäristöystävälliseen

hyväksi tekemä
a, kun kaupunki
ngiksi. Lahden
eet liikenteen
iä kannustetaan
, pyöräilyn ja
an liikkumisen
CAP-

Copyright: Lahden kaupunki

Partners

LAHTI

LUT
Lappeenranta
University of Technology

LAB University of
Applied Sciences

CADEC

good
sign
Digital Services
Growth Platform

FUTURE DIALOG

MOPRiM

infoTripla

MATTERSOFT
Member of the INIT Group

Thanks!

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www.lahti.fi/citicap
www.uia-initiative.eu/en/uia-cities/lahti
#citicap

CITICAP LAHTI UIA URBAN INNOVATIVE ACTIONS EUROPEAN UNION European Regional Development Fund

BSR-electric project
Results and future views

BSR ELECTRIC

Ilkka Aaltio
Green Net Finland
Smart Green Mobility webinar, 23.9.2020

gnf Green Net Finland

BSR-electric project in short

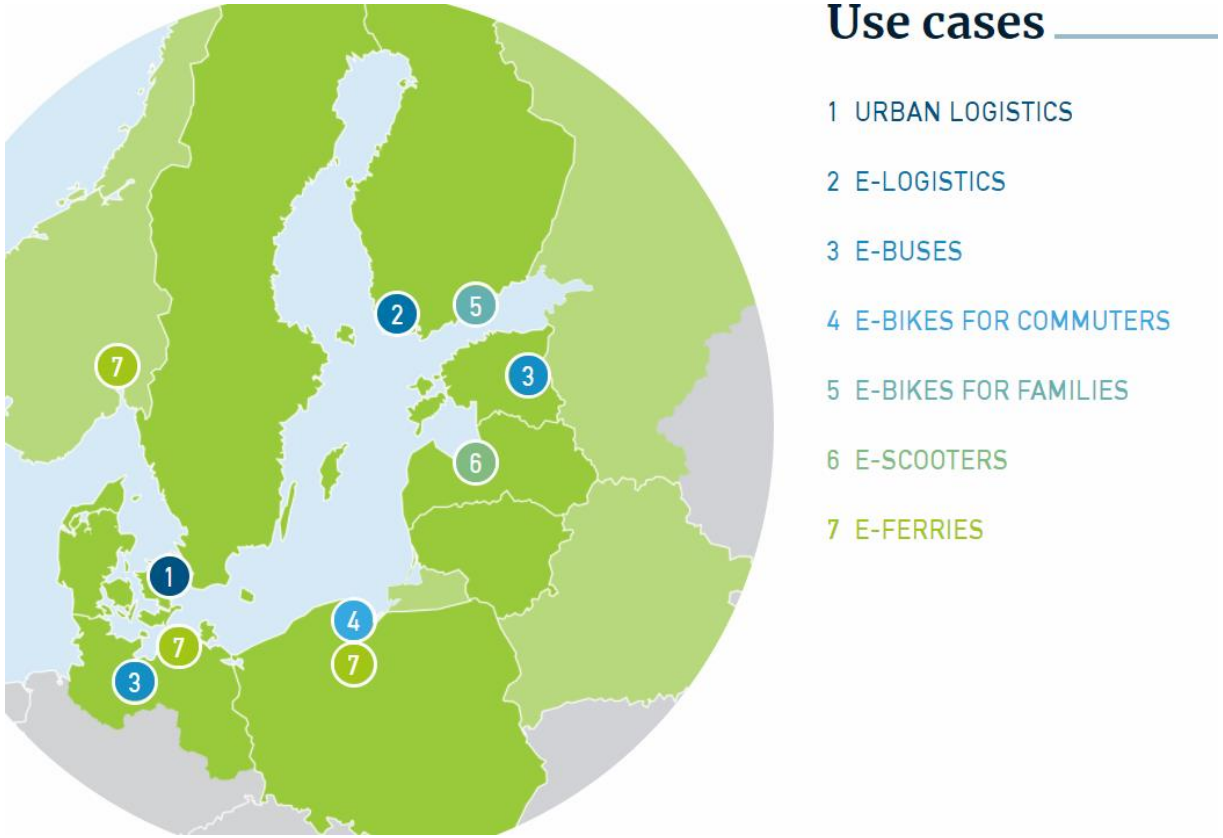
- The project BSR electric aims to enhance the utilization of e-mobility in urban transport systems around the Baltic Sea Region by demonstrating potential applications of various types of urbane-mobility such as electric city logistics, e-Bikes, e-Buses, e-Scooters and e-Ferries
- Duration: Oct 2017 – Sep 2020
- Funding: Interreg Baltic Sea Region Programme 2014-2020 of the European Union
- Total budget 3.8 M€
- Partnership: 15 partners and 28 associated organizations
- Lead partner Hamburg Univ. of Applied Sciences, Germany

Partner Consortium

www.bsr-electric.eu

Activities and outputs

- Analysis and overview of e-mobility in the Baltic Sea Region
- Demonstration of activities, feasibility studies and stakeholder analyses
- Development of specific recommendations based upon findings and results of piloting activities
- Creation of BSR roadmap on e-mobility, compiling best practices and specific results
- Dissemination of results and capacity-building programmes



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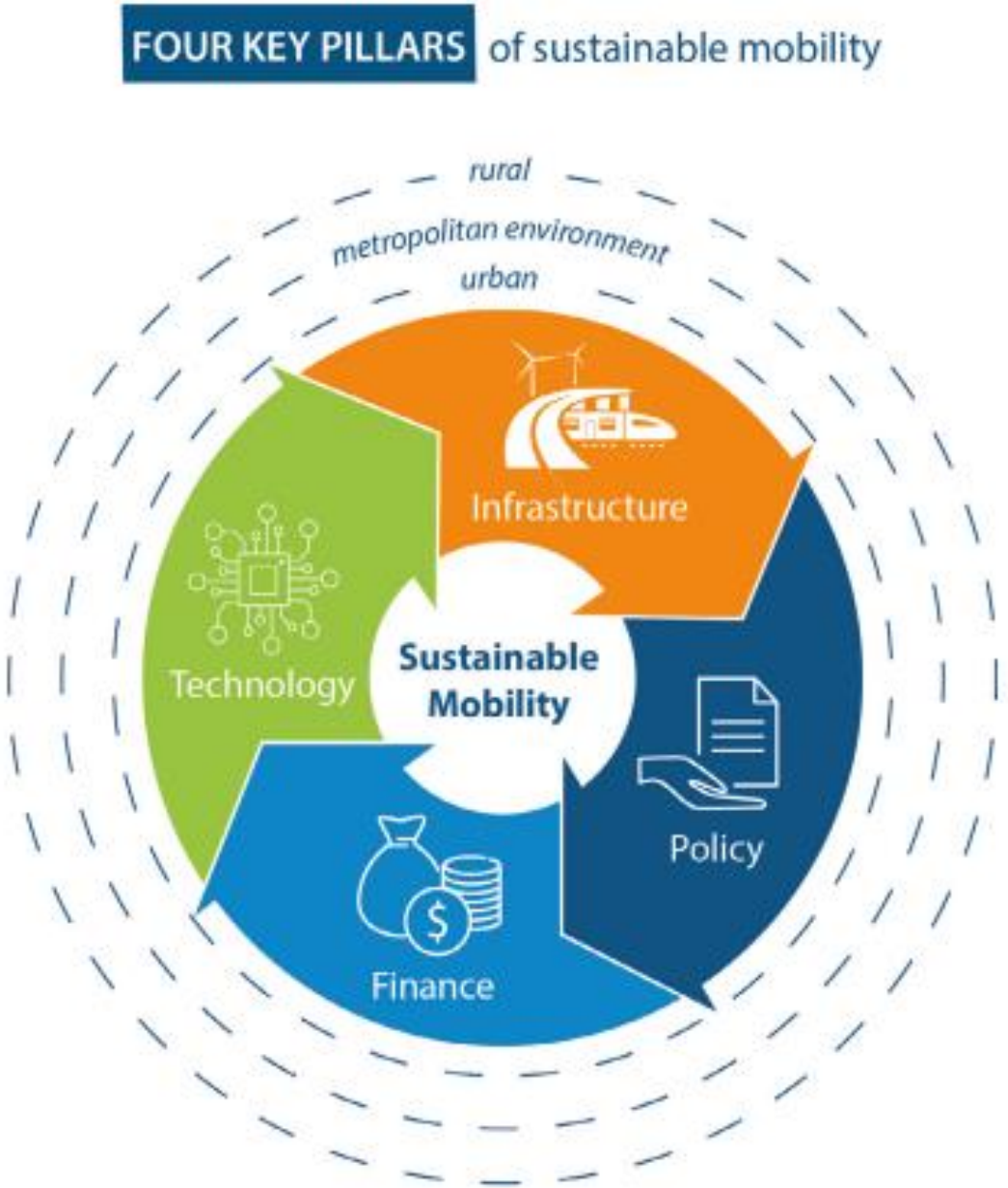

Ref: BSR-electric roadmap
www.bsr-electric.eu

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BSR-electric project results (https://bsr-electric.eu/results)

- Database (https://bsr-electric.eu/results/database-of-e-mobility-solutions)
- Theme-specific recommendations:
  - E-Vans and e-Logistics - Action Checklist for Municipalities, local and national Politicians
  - E-Buses - Action Checklist for Municipalities and Public Transport Providers
  - E-Bikes - Action Checklist for Municipalities and Companies
  - E-Scooters - Action Checklist for Municipalities and Organizations
  - E-Ferries - Action Checklist for Municipalities

BSR-electric Roadmap

- The roadmap combines the results of the project in a compact way and adresses to
- Projects of e-mobility in the participant countries
- Success factors and challenges to foster e-mobility
- State-of-the art at the (participating) Baltic Sea Region countries
- BSR-e use cases and experiences

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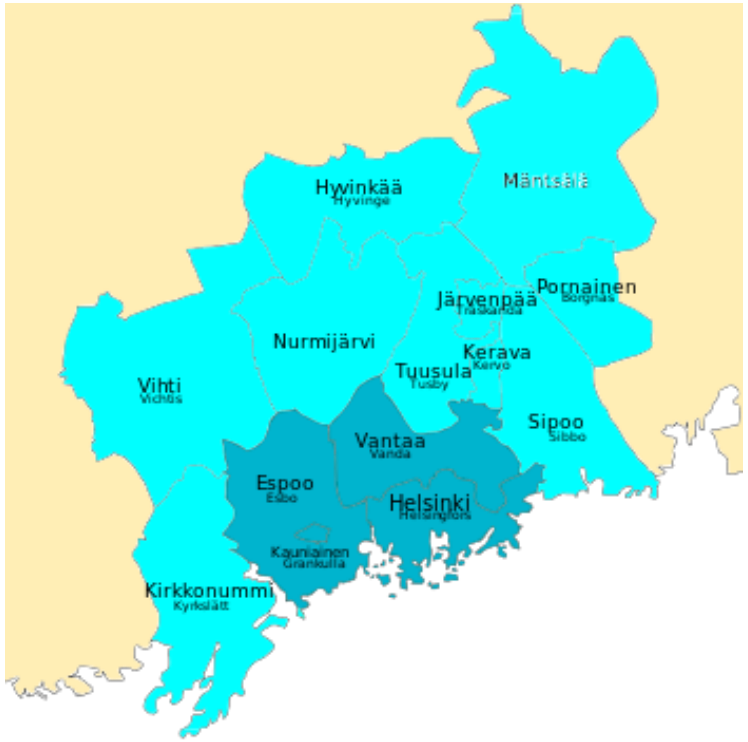
Transport and Mobility at Helsinki Capital area

- Capital area consists of cities of Espoo, Helsinki and Vantaa and smaller Kauniainen. Adjacent areas form the Helsinki region (light blue).
- In Helsinki, light traffic (i.e., walking and biking) has been a focus area for transport developent since 1994. Ways to enhance light traffic: well organized pathways, green areas, city planning, city lighting, resting places, bike parking near stations, road safety and pedestrian crossing safety. Focus on users.
- Public transport is operated by jointly city-owned HSL. Main ways of transport of HSL are bus, e-bus, tram, metro (subway) and trains.
- HSL has a city-bike system in the capital area.



Ref: wikipedia.fi

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Focus of the HSY e-bike campaigning in BSR-electric project

- HSY = Helsinki Region Environmental Services Authority
- Original planned campaign focus: suburban families with 2 cars – to let 2nd car go and use e-bike. Distance from home to major railways 5-20 km.
- Practical result: readyness to let 2nd car go limits more spouse's freedom (usually the mother -i.e., it is an equality-issue).
- Result of the project: More readyness was found in single-car families in the urban area. Letting the car go is then a decision made by whole family.
- Campaigns were conducted in 2018-2020.

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E-cargobike pilot in Finland (by HSY, Helsinki)

- Virtaafillariin.fi Collection of results and videos in Finnish.
- Cargo-e-bike was provided to selected houses in the pilot
- Sato-pilot, winter 2019-2020: Houses: 1 in hki, 2 in Vantaa, 2 in Espoo. Relatively new and mid-size (at least 100 apartments) houses.
- Results and findings of HSY pilots:
- In Feb 2020 there were info-events arranged and test were started. Videos and interviews arranged. Later in spring COVID-19 caused limitations, e.g. public rooms were closed.
- Finnish Housing company law prohibits investments to cargobike (not an item belonging to building or yard); equality-principle.
- A lot of effort was in producing the written instructions to different houses and different bikes/lock systems.
- Lock system: It important to obtain a time-stamp and user log.

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Further e-bike piloting in Helsinki capital area

- HSY pilot: Winter e-biking was special a focus in 2020 winter:
  - 3 persons with various background were selected.
  - E-assist is beneficial in snow, where it is more stringent to cycle.
  - Excellent video-material was obtained from the pilot. Also, newspaper, radio, and web-publication coverage.
  - HSY arranged e-bike promotion campaings to citizens. Also they arranged 3 e-bike events to Finnish parliament members.
  - Finnish videos and info: https://virtaafillariin.fi/

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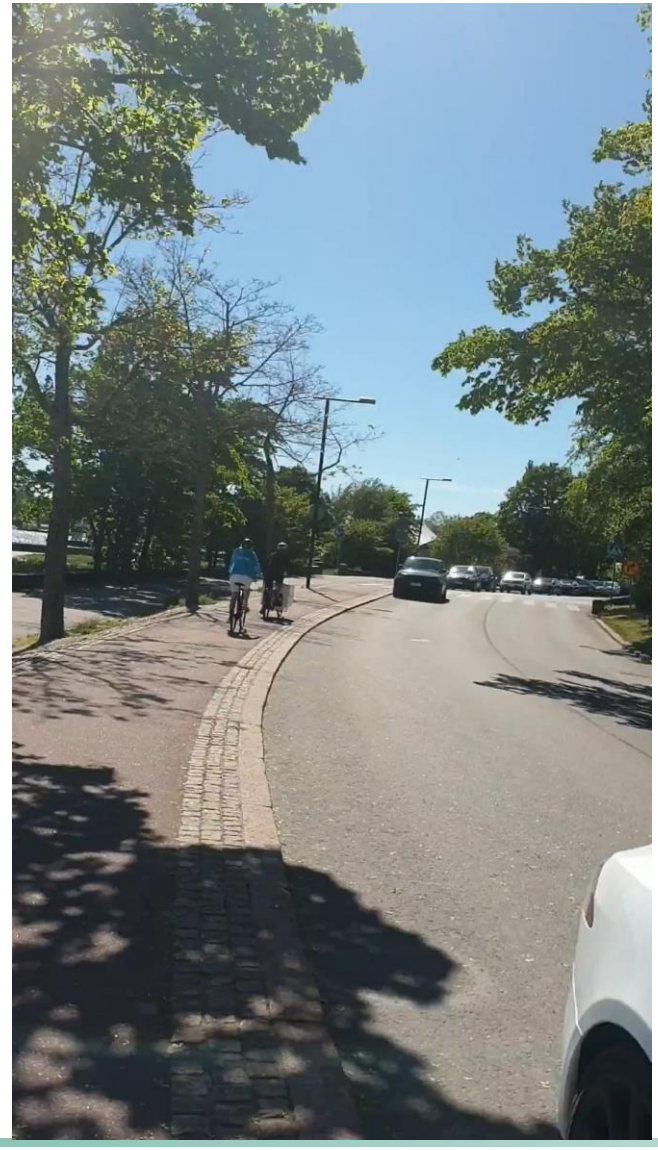
GNF activities

- HSY with support of GNF arranged e-bike promotion campaings to workplaces.
- There was variation in the participation at different workplaces. It was found that pre-marketing together with workplace is important. All persons were positive after testing e-bike
- In addition, HSY and GNF were arranging virtual bike tours (facebook events) on Helsinki-day and Espoo day in 2020. Helsinki and Espoo shoreline by e-bike.
- www.gnf.fi blog posts in Finnish (raised awareness and enhance use of e-mobility)
- Finnish E-mobility news updates written on bsr-electric.eu webpage



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Future views for e-mobility in the urban BSR

- E-mobility contributes to more climate-friendly traffic, reduced traffic noise and enables utmost environmentally friendly logistics.
- Necessary transformation of mobility sector is still not enough progressed, even if some e-transport is upscaled througout Europe
- Four key pillars of sustainable mobility should be utilized together: policy, infrastructure, finances and technology. This needs strategic cooperation, partnerships and networks.
- New multimodality, e.g. to mobility-as-a-service (MaaS) solutions
- Development of infrastructure and battery technology influences the scene together with removing obstacles to e-mobility.

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Future views, cont.

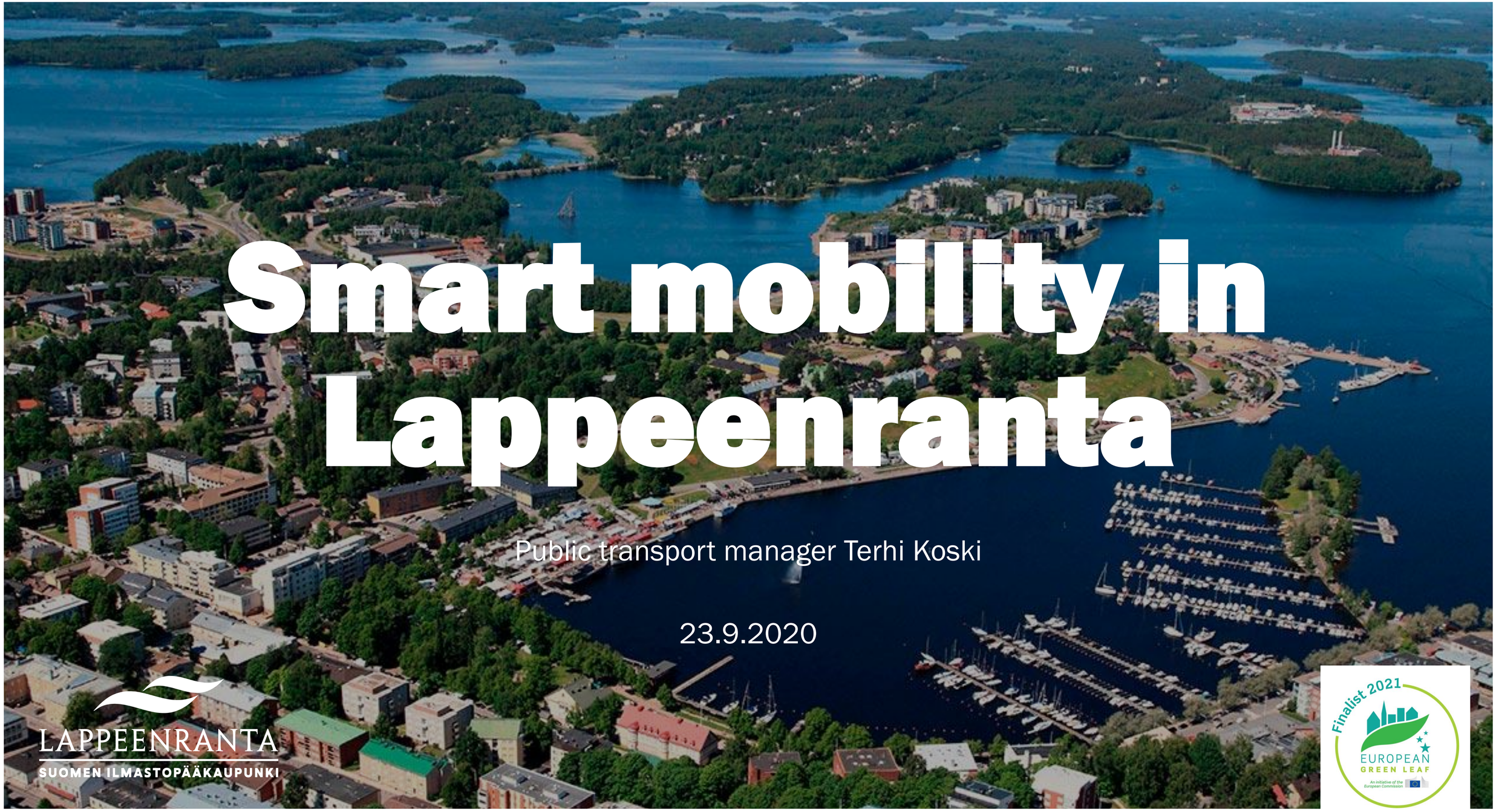
- Government intervention is necessary: shift toward e-vehicles, defining standars
- Participatory planning, e-mobility subsidies and enough time is needed to succesful implementation
- In Finland an example is the new employee-e-bike state tax deductability from 1.1.2021 onwards

gnf
Green Net Finland

Kiitos!

Ilkka Aaltio

050-5513633



Smart mobility in Lappeenranta

Public transport manager Terhi Koski

23.9.2020

LAPPEENRANTA
SUOMEN ILMASTOPÄÄKAUPUNKI

Finalist 2021
EUROPEAN GREEN LEAF
An initiative of the European Commission

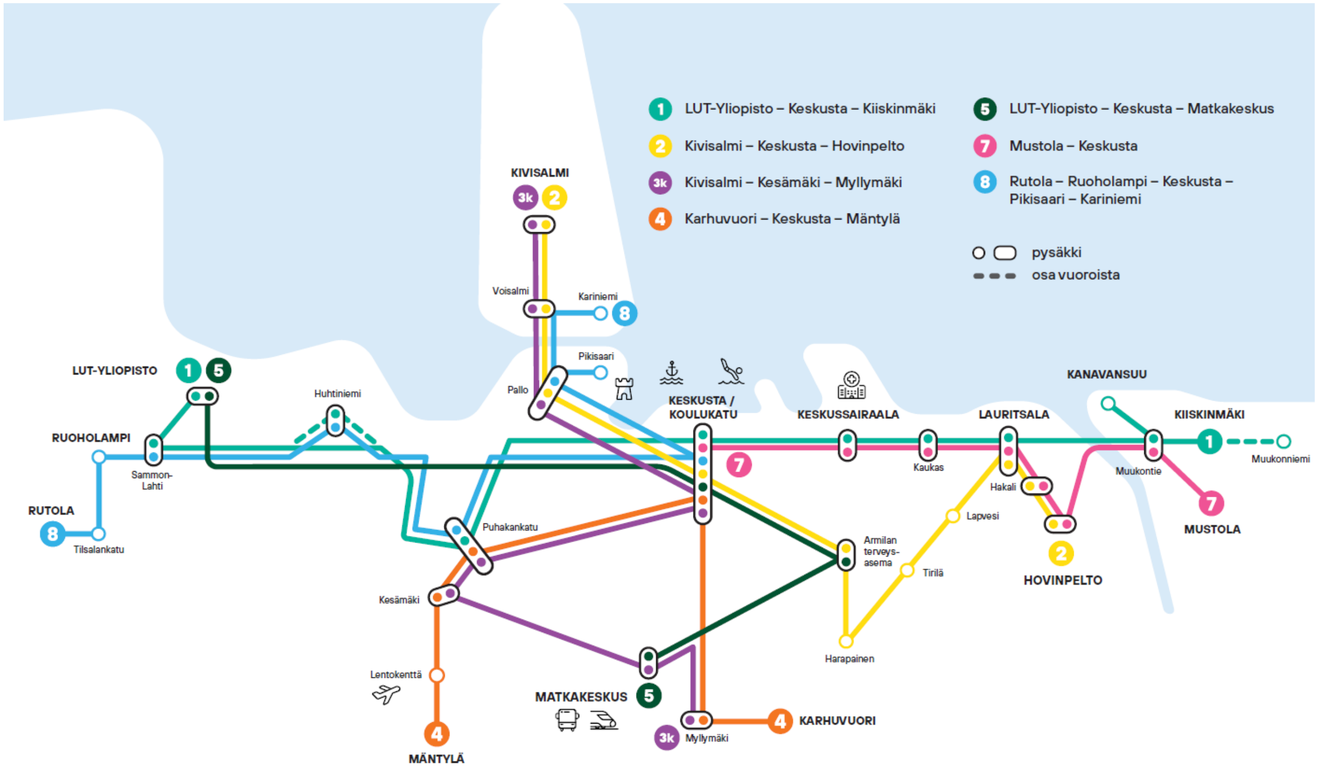
Agenda

- Public transportation in Lappeenranta
  - Local area
  - Country side
  - School transportation
  - On-demand transportation
- Jouko
- Costs
- Waltti – Ticketing and payment system
- Digitransit
- Park & Ride
- City bikes
- Car sharing
- Sustainable Urban Mobility Plan

Public transportation in Lappeenranta

Local area

- 17 busses
- 2 service lines



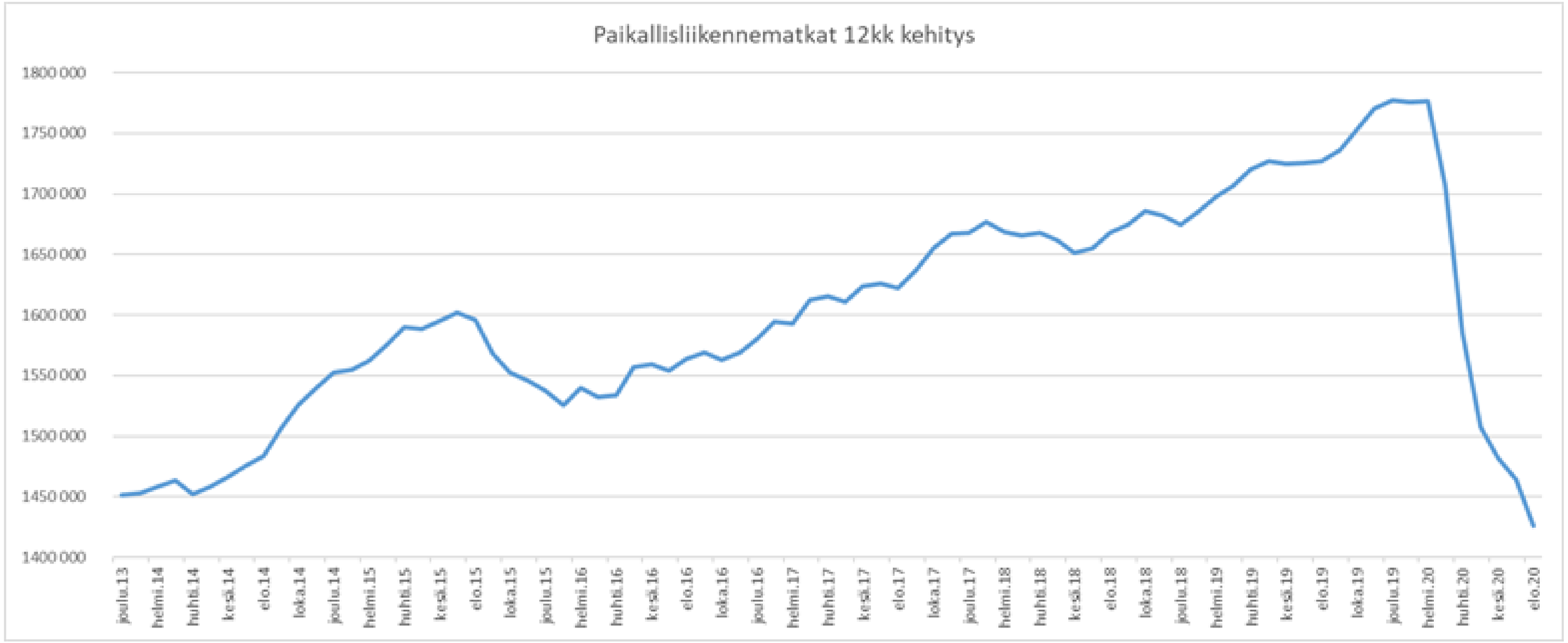
What we have done so far

- Public transportation political program
- 2 biogas busses since 2019
- Test of electric bus in August 2020
- Power survey ongoing
- Sustainable Urban Mobility Plan ongoing
- Developing ticketing and payment system in South Carelia project with Imatra

Public transportation political program 2030

- Guiding the development and planning
- Main targets:
  - 2 million passengers/year (+20 %, year 2017 1,668 million passengers)
  - Raise of the level of funding
  - Brand, marketing
  - Development of ticketing and payment system
  - Development of information systems
  - Environmentally friendly transportation
  - Customer centricity

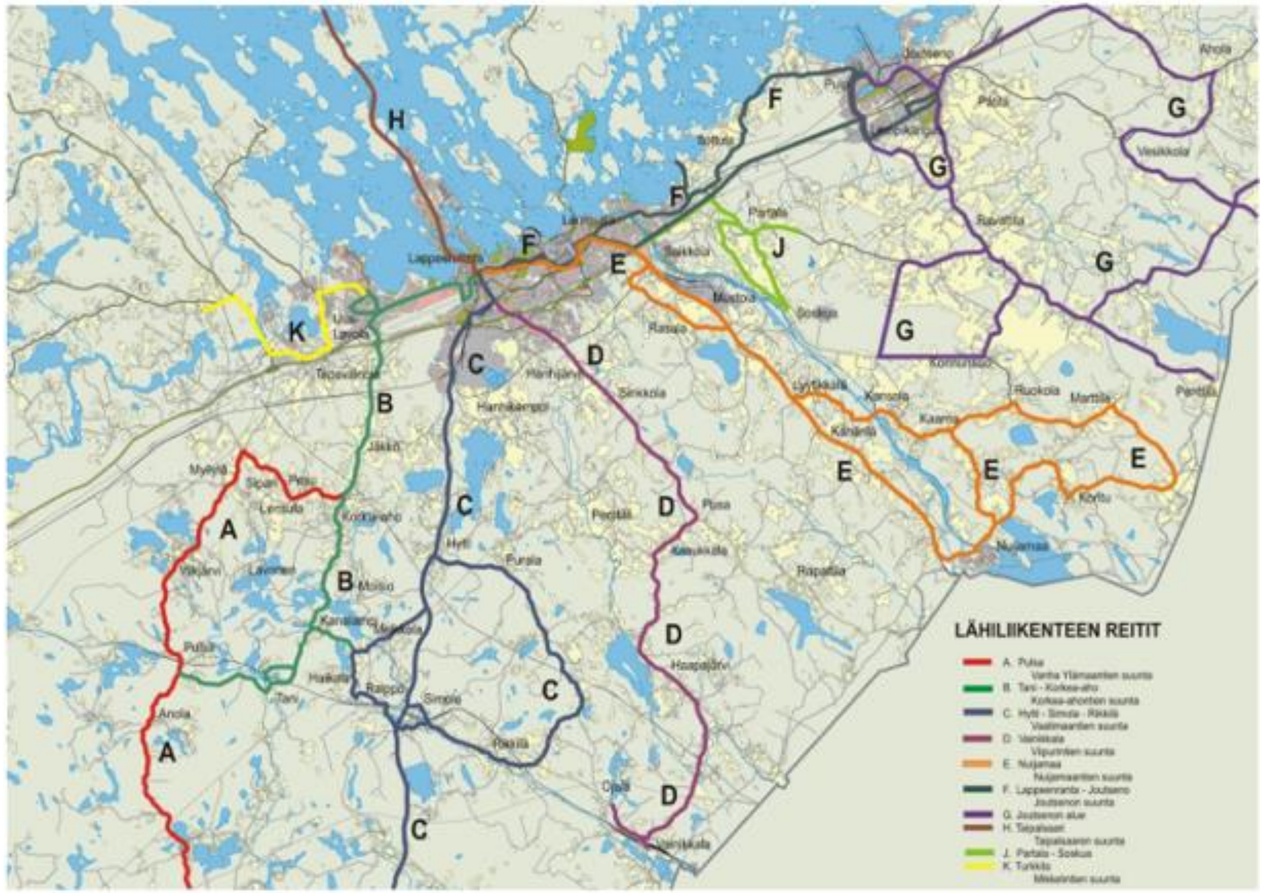
Number of passengers dec 2013 – aug 2020



Public transportation in Lappeenranta

Country side

- 18 busses
- Mainly ”school transportation”



Public transportation in Lappeenranta

School transportation

- 32 busses
- For those who are not able to use local or country side busses
- Most of these are public to citizens (if seat available)

Public transportation in Lappeenranta
On-demand transportation

- Allegro and Tolstoi trains, city center - Vainikkala railway station – city center
- Taxi from Skinnarila to morning trains, Transport Hub
  - No bus connection at that time
  - Aim to get on-demand taxis from all areas lacking bus connection
- Country side
- Home for the night -pilot
  - Lappeenranta – Helsinki-Vantaa airport – Lappeenranta
    - Late arrivals and early departures
  - Lappeenranta – Kouvola railway station – Lappeenranta
    - Morning train Kouvola – Helsinki
    - Late train Helsinki - Kouvola

Public transportation
Costs

	2019	2020	2021
Local area			
Purchases of services	- 4 268 423 €*)		
Sales revenue	2 821 788 €		
Net costs	- 1 446 635 €		
Number of passengers	1 777 558		
Country side			
Purchases of services	-1 402 651 €		
Sales revenue	408 390 €		
Net costs	-994 261 €		
Number of passengers	304 368		
School transportation			
Purchases of services	-2 821 401 €		
Sales revenue	3 696 €		
Net costs	-2 817 705 €		
State aid			
Purchases of services			
Sales revenue	550 000 €		
Net costs	550 000 €		

LAPPEENRANNAN JOUKKOLIIKENNE

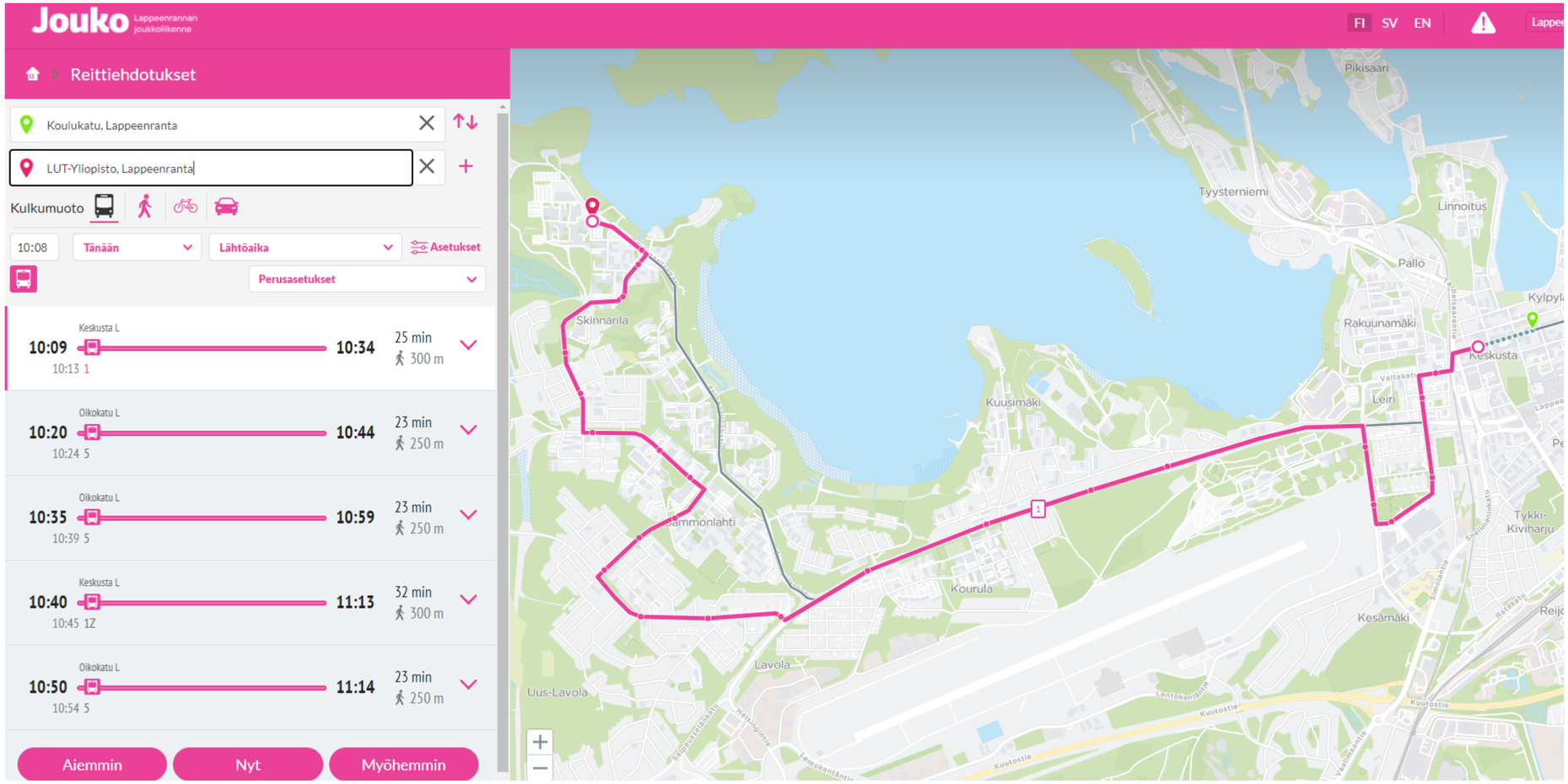
Jouko

- New brand for public transportation launched this year, pink Jouko:
  - Busses
  - Marketing material
  - Timetables
  - To be used later in other modes of sustainable transportation (e.g. city bikes)

Waltti - Ticketing and payment system

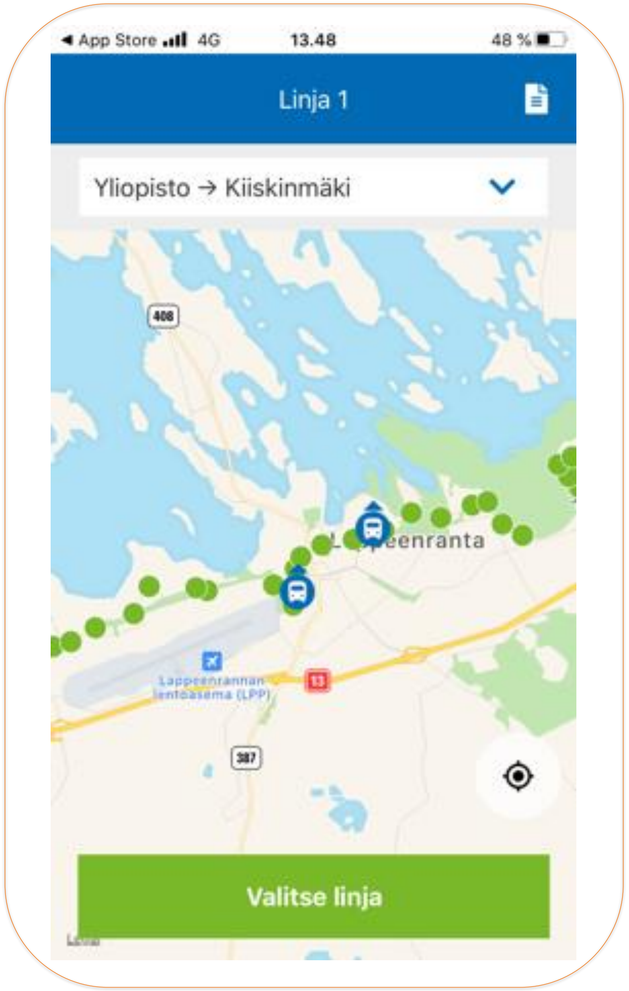
- Owned by national public transport authorities
- System used in Lappeenranta since 2015
- Not yet account-based ticketing (ABT), but development ongoing
  - City bikes
  - Mobile ticketing
  - Pay as You Go, Best price

Digitransit – Journey planner



Lappeenrannan bussit - app

- Real time tracking of busses
- Static timetables



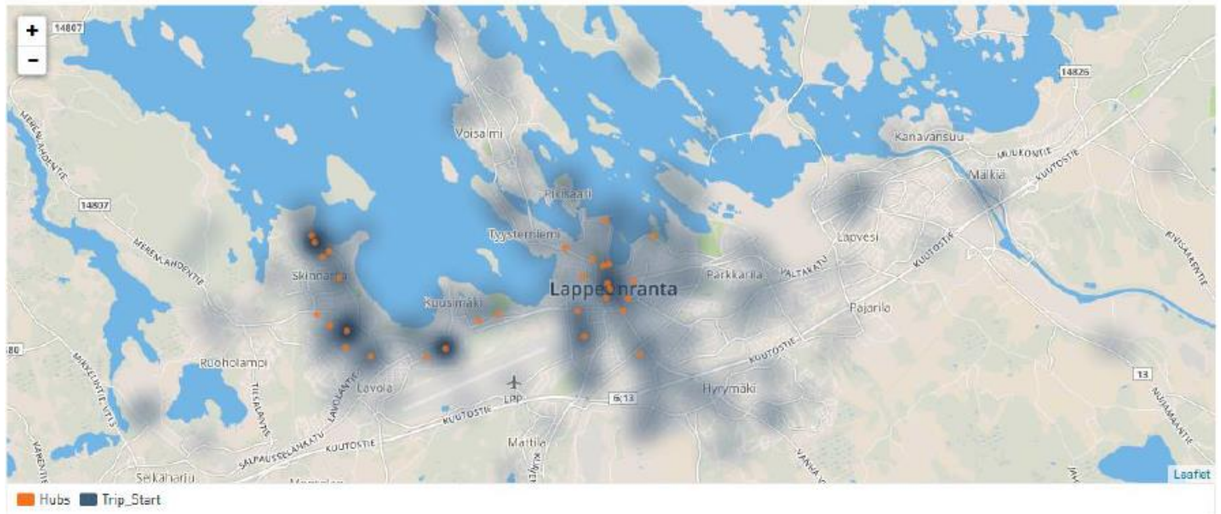
Park & Ride

- Bikes
  - Transport Hub
  - Kiiskinmäki
- Mopeds
  - Joutseno
- To be constructed more to the key areas

City bikes

- First contract 2019-2020 + 1 year option
- Kaakau Oy / Donkey Republic
- Lappeenranta city 65 bikes, LUT 10 bikes, LOAS 10 bikes
- July 2020
    - 2 435 rides (vs. July 2019 1 952 rides)

Mistä lähdetty liikkeelle



Car sharing

- Lappeenranta city has 4 cars
  - Fully electric
  - Hertz Car Sharing
  - Available for
    - City workers Mon –Fri 7-17
    - Citizens other times

Sustainable Urban Mobility Plan (SUMP)

- Kickoff in the beginning of 2020
- Different areas of the city organization well represented and involved
- Resident events
- Online surveys
- Stakeholder events (e.g. motorists, cyclists,..)
- Korona has had an impact on the arrangements of the events
- Plan to be finalized end of this year

OBJECTIVES

Vibrant, clean and safe Lappeenranta brings well-being and easy mobility to people of all age groups

Locals and tourists find the vivid city centre comfortable

Mobility is clean and low-emission

Pedestrians and accessibility	**Cycling**	**Public transport**	**Passenger vehicles and parking**	**Mobility management**	**Land use planning**
The attractive centre of Lappeenranta makes you want to walk around	Bicycle is a competitive and appealing option	Public transport is a high-quality and zero-emission choice	Solutions for cars are sustainable and suitable to the environment	Citizens are encouraged to try out sustainable modes of transport	Sustainable mobility is the natural choice in a densely built city

Sustainable mobility is safe and feels safe

Active mobility increases the well-being of citizens

Main indicators until 2033

The sum modal share of pedestrian traffic, cycling and public transport:

> 55 %

Traffic-related greenhouse emissions compared to 1990 level:

< 50 %

Yearly pedestrian or cyclist accidents leading to casualties:

0

Citizen satisfaction with the conditions of different modes of transport on a scale of 1-5:

> 4,5


Any questions?

Thank you

lappeenranta.fi
greenreality.fi

LAPPEENRANTA
SUOMEN ILMASTOPÄÄKAUPUNKI

Finalist 2021
EUROPEAN GREEN LEAF
An initiative of the European Commission

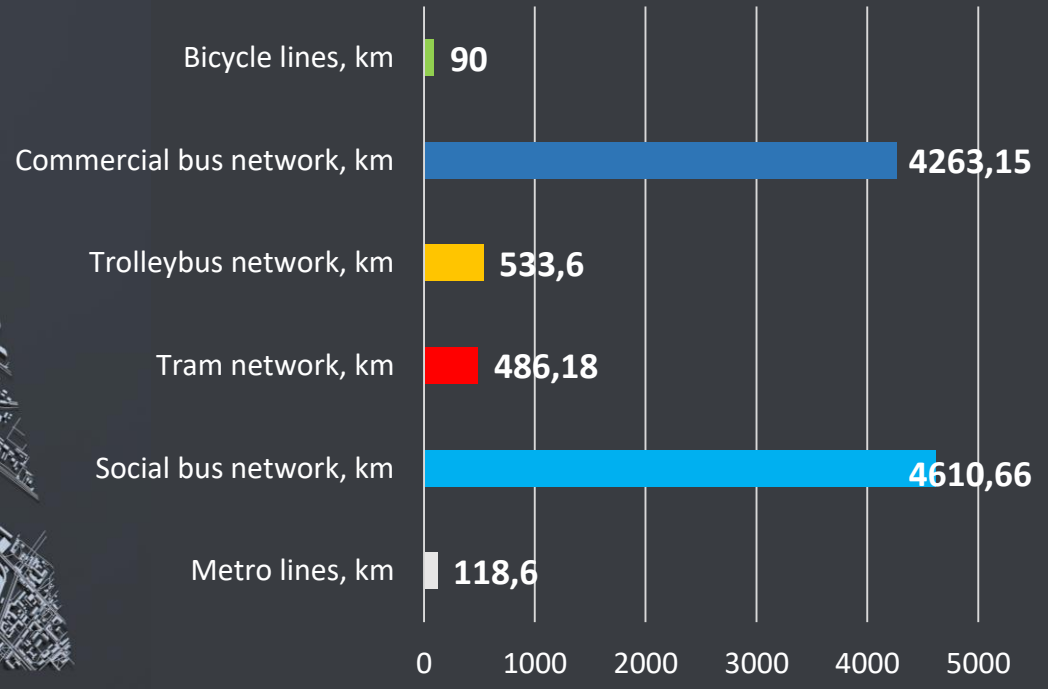
GREEN MOBILITY PARTNERSHIP INITIATIVE

https://en.greenmobilityaward.com/

AREA: 1439 square km
POPULATION: 5351935 people

PUBLIC TRANSPORT NETWORK DENSITY: 7.0

PUBLIC TRANSPORT NETWORK, KM:



DATA ON 2018

ST. PETERSBURG
RUSSIA

GREEN MOBILITY PARTNERSHIP INITIATIVE

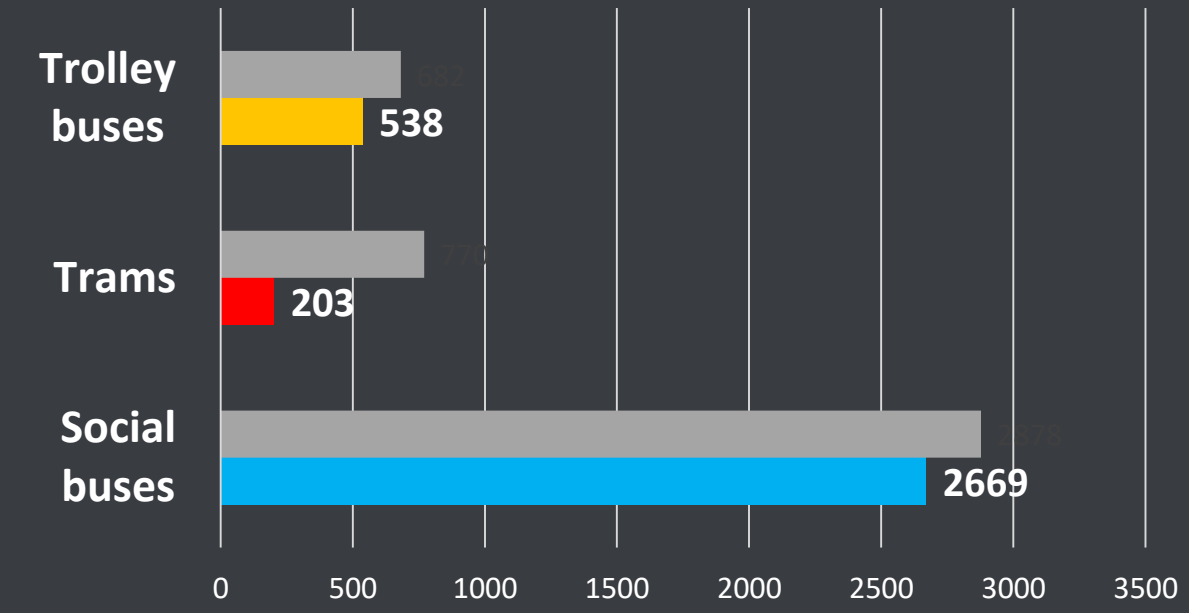
https://en.greenmobilityaward.com/

PRIVILEGES FOR PEOPLE WITH LIMITED MOBILITY IN ST PETERSBURG

People with limited mobility with permanent residence in St. Petersburg are entitled to the following concession fares:

- Single personal ticket (tram, trolley bus, bus, subway)
- Suburban ticket (St. Petersburg covers 10% of the ticket price; valid annually from April 27 to October 31)
- Concession fares for regular services by road transport on the inter-regional, inter-municipal and municipal routes

NUMBER OF PUBLIC TRANSPORT AND LOW-FLOOR PUBLIC TRANSPORT EQUIPPED WITH RETRACTABLE RAMPS



People with limited mobility buy a pass at the special price – 8 EUR.
The price is equal to the amount of monthly payment for pensioners.

ПАРТНЕРСКАЯ ИНИЦИАТИВА
GREEN MOBILITY
PARTNERSHIP INITIATIVE

> Руководствуясь 17 глобальными Целями в области устойчивого развития, Инициатива Green Mobility объединяет органы власти, бизнес, гражданское, научное сообщества и активистов в сильное устойчивое партнерство, чтобы развивать наши города в интересах не только нынешнего, но и будущих поколений, обеспечивая высокое качество городской среды, высокое качество жизни, гармонию природы и общества, счастье людей в движении вперёд навстречу устойчивому будущему.
>
> **Елена Белова,** ученый секретарь МЦСЭИ "Леонтьевский центр", координатор Инициативы Green Mobility

Партнерская инициатива «Green Mobility», координируемая МЦСЭИ «Леонтьевский центр» (Санкт-Петербург), является уникальной стратегической платформой, цель которой заключается в развитии устойчивой городской среды и экомобильности в городах и регионах России, опираясь на лучший международный и российский опыт лидеров в сфере реализации эффективной транспортной политики и устойчивого развития городов.

The Green Mobility Partnership Initiative, coordinated by the ICSER Leontief Centre (St Petersburg), is a unique strategic platform, aimed to develop a sustainable mobility in the cities and regions of Russia, building on the best international and Russian experience in implementing an effective transport policy and sustainable urban systems.

Guided by the 17 global goals for sustainable development, the Green Mobility Initiative brings together governments, business, civil, scientific communities and activists in a strong sustainable partnership to develop our cities in the interests of the present and future generations, providing a high quality urban environment, high quality of life, harmony of nature and society , happiness of people in motion towards sustainable future.

Elena Belova, ICSER Leontief Centre. Secretary General. Green Mobility Project Coordinator

www.mobility.leontief-centre.ru

To develop an integral CityZen index, three groups of factors are evaluated: Urban Environment, Road Safety, Sustainable Mobility, consisting of 152 indicators

Green Mobility CityZen Index – city ranking, developed by international team of Green Mobility experts, is based on the methodology that links the research results concerning subjective evaluation of urban life with objective determinants of the quality of urban life

CityZen can also mean “citizen”, for whom a comfortable urban infrastructure should be planned, as well as “city of the Zen state”, where happy people are living.

11 SUSTAINABLE CITIES AND COMMUNITIES

Child- and senior-friendly urban environment has become an important indicator, being a determining factor for the cities of the future

CityZen Index is based on open-source data and the survey results among residents of cities and regions of Russia “Green Mobility – towards Clean, Healthy and Accessible Environment”

https://rutransport.testograf.ru/ru/vhod/

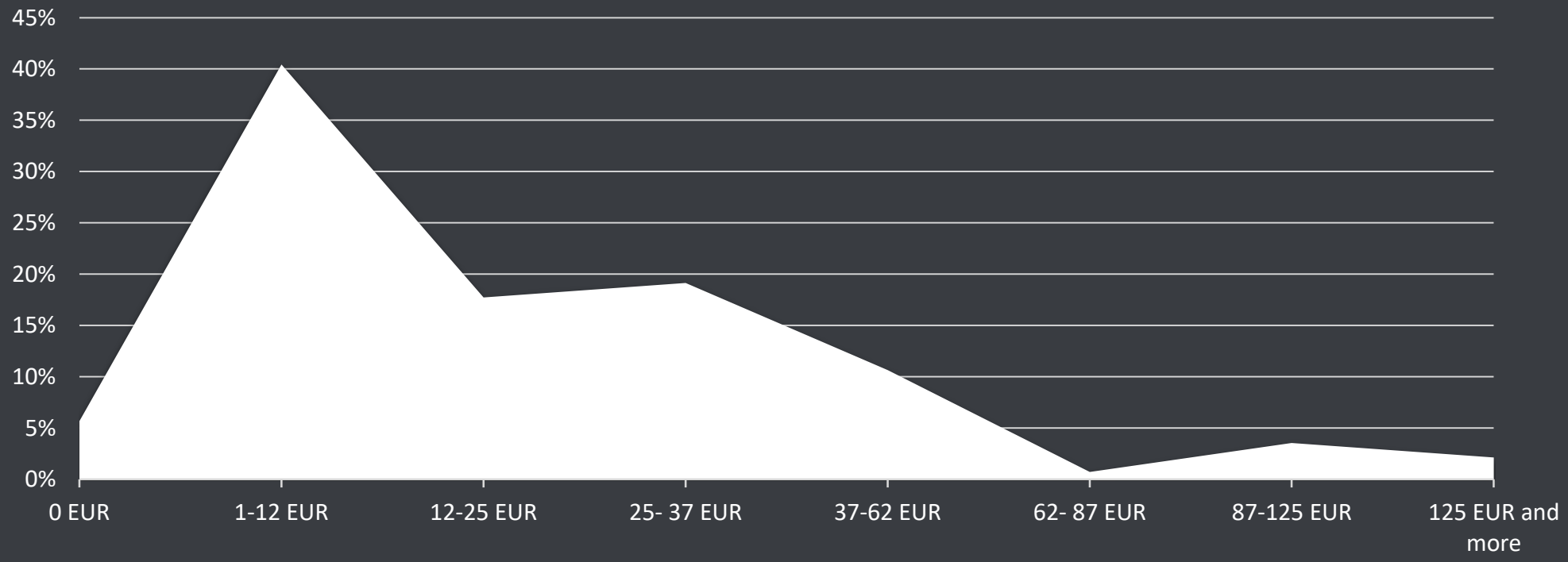
CITY: St Petersburg

RESPONDENTS: People with limited mobility from 65

NUMBER OF RESPONDENTS: 200

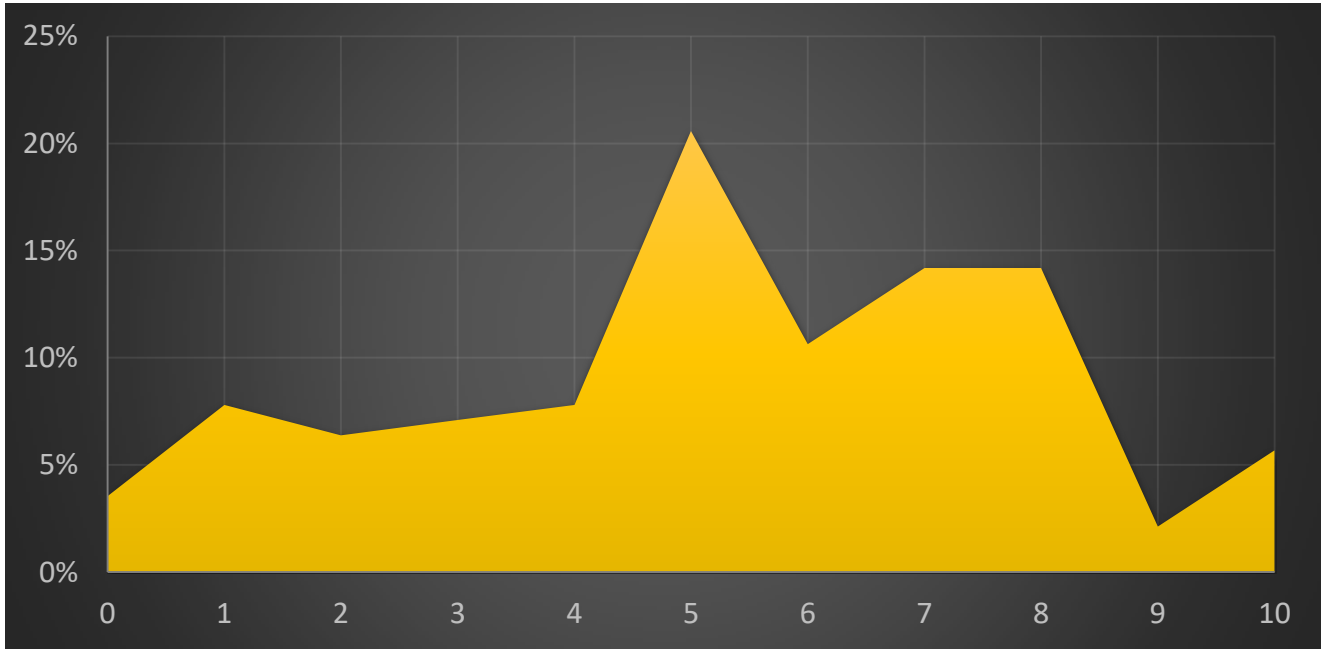
SOURCE: Green Mobility Online Survey https://rutransport.testograf.ru/ru/vhod/

Transportation Costs of People with Limited Mobility (EUR per month)



PEDESTRIAN INFRASTRUCTURE

Users' Satisfaction with Pedestrian Infrastructure
(0 – not satisfied, 10 – fully satisfied)



0 – not satisfied

10 – fully satisfied

Respondent Feedback on Pedestrian Infrastructure

- Poor pedestrian infrastructure
- Need more sidewalks
- Lack of trees and greenery to absorb carbon emissions from cars
- Narrow and broken sidewalks
- Lack of winter maintenance (removing snow or ice)
- Cars park on sidewalks
- Lack of pedestrian crossings
- Takes a long time to wait for the traffic signal to cross the road
- Little time to cross the road for people with disabilities
- Need more parks and recreations

CITY: St Petersburg

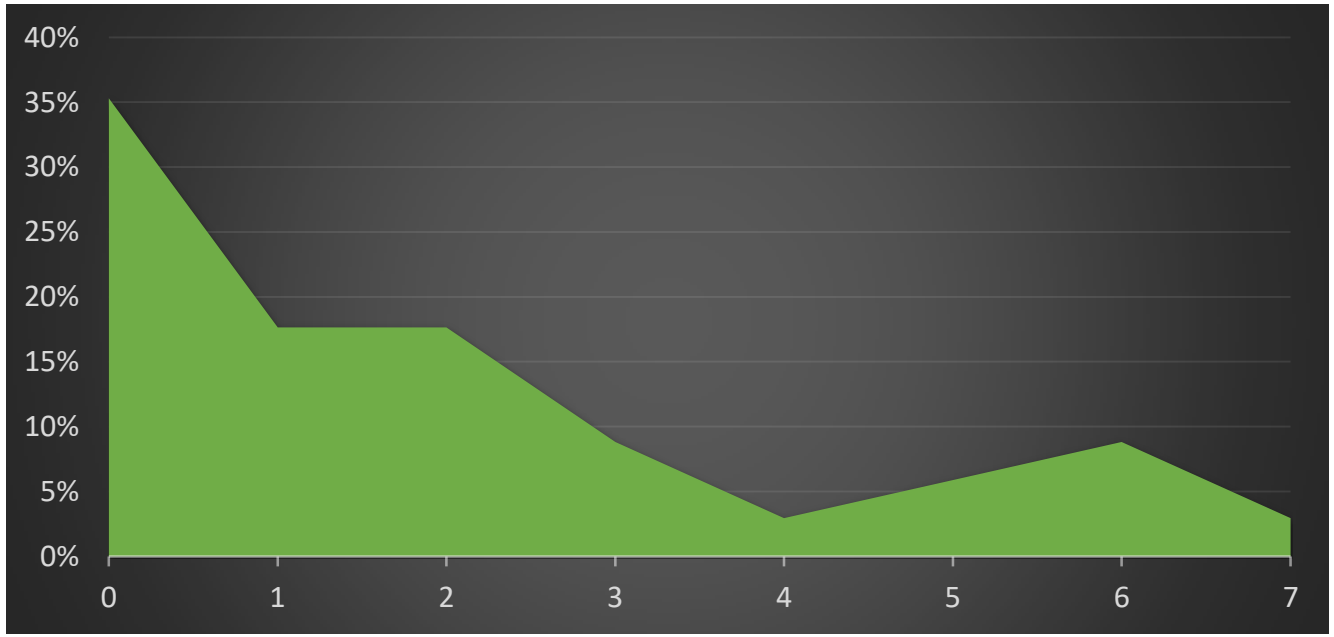
RESPONDENTS: People with limited mobility from 65

NUMBER OF RESPONDENTS: 200

SOURCE: Green Mobility Online Survey https://rutransport.testograf.ru/ru/vhod/

CYCLING INFRASTRUCTURE

Users' Satisfaction with Cycling Infrastructure
(0 – not satisfied, 10 – fully satisfied)



0 – not satisfied

10 – fully satisfied

Respondent Feedback on Cycling Infrastructure

- Lack of bike paths
- Seamless network of cycle routes is needed
- Lack of traffic signs and marking to improve visibility of bike paths
- Lack of safe bike parkings
- Lack of bike rentals
- Drivers' unfriendly attitude to cyclists
- Too dangerous to ride on motorways
- Traffic rules for cyclists are not relevant to real life

CITY: St Petersburg

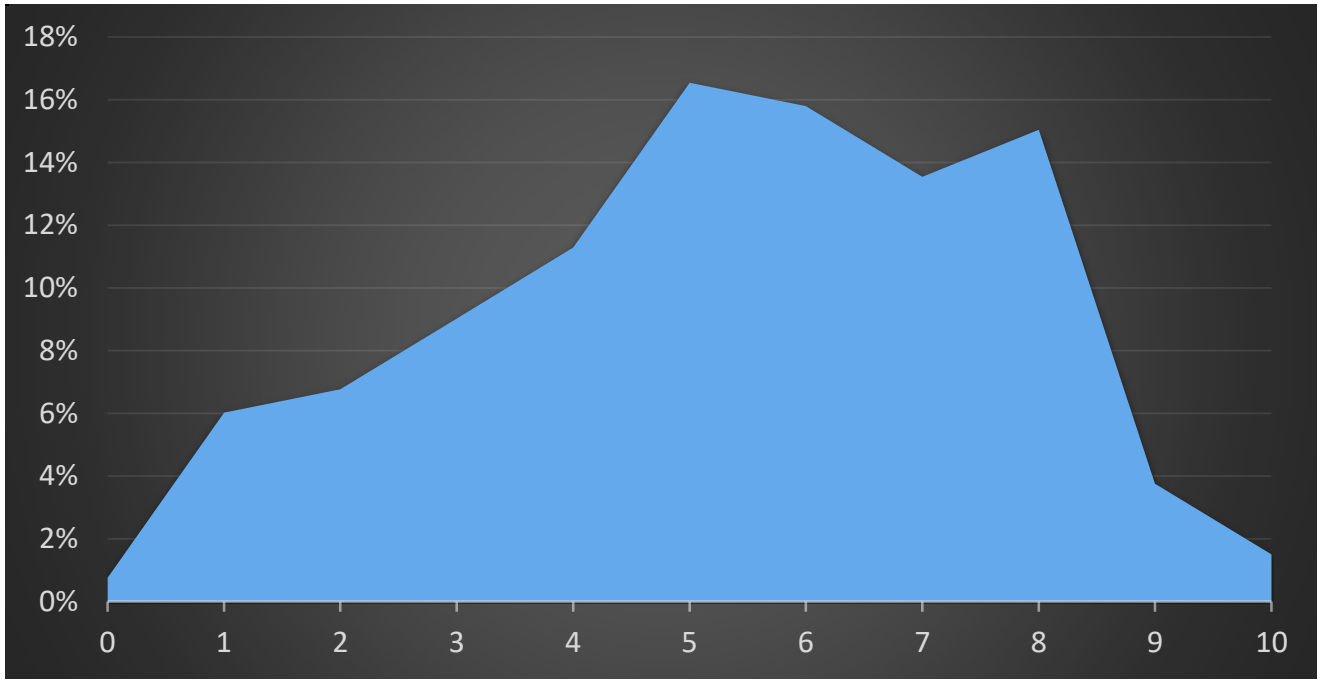
RESPONDENTS: People with limited mobility from 65

NUMBER OF RESPONDENTS: 200

SOURCE: Green Mobility Online Survey https://rutransport.testograf.ru/ru/vhod/

PUBLIC TRANSPORT

Users' Satisfaction with Public Transport
(0 – not satisfied, 10 – fully satisfied)



0 – not satisfied

10 – fully satisfied

CITY: St Petersburg

RESPONDENTS: People with limited mobility from 65

NUMBER OF RESPONDENTS: 200

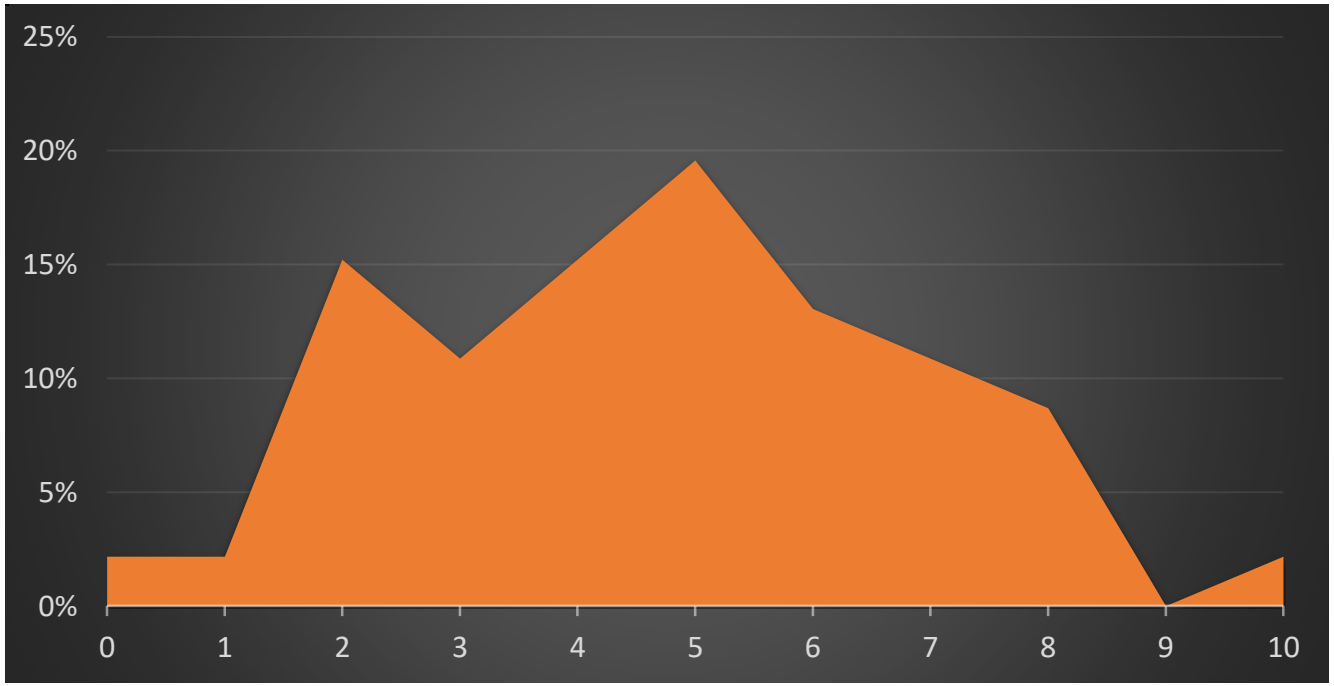
SOURCE: Green Mobility Online Survey https://rutransport.testograf.ru/ru/vhod/

Respondent Feedback on Public Transport

- Need more tram routes
- Need more subway stations
- Long waiting at the transit stop
- Public transport is overcrowded
- In general, transport runs on schedule
- Small bus ('marshrutka') drivers often violate traffic rules
- More trams and other public transport modes instead of small buses (dangerous mode of transport)
- Change the design of buses, make them more passenger-friendly
- Establish proper nighttime traffic
- Install the online scoreboard at stops
- Return river transport and create the infrastructure for it
- Increase the number of dedicated lanes for public transport
- Think over convenient transportation routes without lots of transfers
- Tougher requirements for driver qualifications
- Make transport visually attractive – routes should have its own color
- Maker transport accessible to people with reduced mobility
- Reduce traffic intervals

ROAD INFRASTRUCTURE

Users' Satisfaction with Road Infrastructure
(0 – not satisfied, 10 – fully satisfied)



0 – not satisfied

10 – fully satisfied

Respondent Feedback on
Road Infrastructure

- Roads are better than in small cities and towns, but far behind the capital
- Ring road exits are poorly designed
- Introduce a system of paid entry to the city center
- Expand car sharing benefits
- Fine severely for overtaking on the sidelines and parking on lawns
- Build more parking lots, more free parking spaces for new housing
- Increase the number of traffic cameras
- Expand roads in new city districts

CITY: St Petersburg

RESPONDENTS: People with limited mobility from 65

NUMBER OF RESPONDENTS: 200

SOURCE: Green Mobility Online Survey https://rutransport.testograf.ru/ru/vhod/

МЕЖДУНАРОДНАЯ НАГРАДА В ОБЛАСТИ УСТОЙЧИВОГО РАЗВИТИЯ

GREEN MOBILITY AWARD

THE INTERNATIONAL AWARD FOR SUSTAINABLE DEVELOPMENT

Торжественная церемония Green Mobility Award - это яркое подведение итогов года в области развития устойчивой мобильности и освещения лучших её примеров в России и за рубежом. Награда ежегодно присуждается экспертам, инициативам и городам, где внедряются инновационные проекты и стратегии развития устойчивых видов транспорта; где мобильность всех жителей растёт; где парниковых газов и загрязняющих веществ в атмосфере всё меньше, а безопасность всё выше; где создают доступную среду для пешеходов и велосипедистов.

The Green Mobility Awards Ceremony is a notable year-end closing event for all who develop and put forward the best sustainable mobility practice in Russia and abroad. The award is annually given to the cities, which are implementing innovative projects and development strategies for sustainable transport, improving mobility for all citizens, reducing greenhouse gas emissions and air pollution, improving road safety and creating an accessible environment for pedestrians and cyclists. It is also given to the experts and organizations, who are actively promoting the principles of sustainable mobility towards building "Cities for People".

ГОРОДА ДЛЯ ЛЮДЕЙ 21 ВЕКА / CITIES FOR PEOPLE OF THE 21th CENTURY

Берген / Bergen (2017)
Норвегия
Norway

Орхус / Aarhus (2017)
Дания
Denmark

Оулу / Oulu (2017)
Финляндия
Finland

Альметьевск / Almetyevsk (2018)
Россия
Russia

Сколково / Skolkovo (2018)
Россия
Russia

Дрезден / Dresden (2019)
Германия
Germany

ЗА ВКЛАД В УСТОЙЧИВОЕ РАЗВИТИЕ ГОРОДОВ / FOR EXCEPTIONAL CONTRIBUTION TO SUSTAINABLE URBAN DEVELOPMENT

Ян Гейл
Jan Gehl (2017)
глава архитектурного бюро Gehl Architects / Senior Advisor, Founder: GEHL ARCHITECTS – Urban Quality Consultants

Стивен Вилласи
Stephen Willacy (2017)
главный архитектор города Орхус / City Architect in Aarhus

Пабло Целис
Pablo Celis (2017)
инженер по велоинфраструктуре города Орхус, директор Celis Consult / civil engineer at Aarhus Municipality, Director of Celis Consult

Николай Асаул
Nikolay Asaul (2017)
заместитель Министра транспорта Российской Федерации / Deputy Minister of Transport of the Russian Federation

Вадим Донченко
Vadim Donchenko (2018)
научный руководитель ОАО "НИИАТ", избранный председатель Бюро Управляющего Комитета ОПТОСОЗ / Research Supervisor of JSC NIIAT. Deputy Chairman of THE PEP Bureau

Рустам Минниханов
Rustam Minnikhanov (2019)
Президент Республики Татарстан / President of the Republic of Tatarstan

ИНИЦИАТИВЫ В ОБЛАСТИ УСТОЙЧИВОГО РАЗВИТИЯ / SUSTAINABILITY INITIATIVES

Ассоциация зеленых мартшрутов / European Greenways Association – EGWA (2018)

Австрийская программа управления мобильностью Klimaaktiv Mobil (2019)

ИНВЕСТИЦИИ В БУДУЩЕЕ / INVESTMENT IN THE FUTURE

Роман Абрамович
Roman Abramovich (2019)
российский предприниматель и государственный деятель / Russian businessman and statesman

за вклад в культурную урбанизацию городов России

for contribution to cultural urbanization of Russian cities

International Green Mobility Award

Established in 2017 as part of the Nordic Council of Ministers' Project "Green Mobility – towards Clean, Healthy and Accessible Environment" (Green Mobility). The award is annually given to the cities and experts, who implement innovative projects and sustainable development strategies aimed to improve urban mobility, reduce greenhouse gas emissions and air pollution, and create comfortable, accessible, attractive and green public spaces.

Annual Green Mobility Handbook

This handbook provides hand-on advice to develop a sustainable mobility and urban environment based on the European and Russian best practices of transforming urban public spaces and transportation systems into safe, low-carbon, healthy, efficient, smart and multimodal. The handbook can be useful for all engaged in sustainable urban development – urban and transportation planners, civil engineers, architects, economists, ecologists

http://www.mobility.leontief-centre.ru/UserFiles/Files/Handbook%20Fin%202019%20sait.pdf

GAME OF GOALS

https://gog.greenmobility.ru/eng/1.html

Game of Goals is a 17 Sustainable Development Goals business game. And this is not a fantasy like GAME OF THRONES with team battles to conquer the Seven Kingdoms of Westeros and seize the Iron Throne. Game of Goals brings together creative players to find bold new projects and solutions to achieve sustainable economic growth – the growth that will not lead to depletion of natural resources, but will both benefit humanity and preserve our natural wealth.

PLAN FOR SUSTAINABLE DEVELOPMENT FOR PSKOV 2030

THE FIRST SUMP IN RUSSIA!

The plan for sustainable development of the city of Pskov until 2030 is aimed at improving the quality of people's life of by creating a safe urban environment that meets the interests and needs of residents. This plan is based on a holistic approach, integrating the Sustainable Development Goals (SDGs), contributes to the creation of an affordable and comfortable city that provides access to a high-quality urban environment, where active urban life, innovation and culture are developing.

GREEN MOBILITY

cities. multimodal

Interreg Baltic Sea Region

EUROPEAN UNION
EUROPEAN REGIONAL DEVELOPMENT FUND

WITH FINANCIAL SUPPORT OF THE RUSSIAN FEDERATION

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REALITY 2020
AND AGENDA FOR THE NEXT DECADE

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OCTOBER 26-27 ST. PETERSBURG

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You are welcome on Forum Green Day 2020!

- SDGs in Russia: challenges and opportunities
- Contribution of leading Russian business companies into urban sustainable development
- Cities for people of the 21st century: ensuring access to safe and sustainable urban mobility and the role of transport in modern cities
- **Planning and Design of Sustainable Urban Transportation Systems: Can the Implementation of Modern Urban Planning Concepts Change Our Mobility and Urban Transport?**
- Innovative platform and tools for transition to a circular economy to achieve the SDGs in the Baltic Sea region
- Travel futurology. Reconstruction of sustainable tourism in Russia

BE HAPPY!!!

Olga Iakimenko

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olga.iakimenko@yandex.ru
https://en.greenmobilityaward.com/