

FOCUS ON THE MUNICIPALITY'S CLIMATE WORK

The climate issue is complex, with many parties involved. The Municipality of Örebro has several roles, including that of the designer of the system, of procuring products and services, and of being one party in the dialogue between citizens, local trade and industry, and the civil society.

A key task is to create the right conditions. As far as possible, it must be rational for individuals and companies to act in ways that are most beneficial to society; it should be easy to do the right thing. In dialogue with companies, it is important that the municipality itself leads the way and shows that such changes are possible.

Information and dialogue with the citizens are important support functions in the process of change, but they must be combined with measures that affect habits and everyday behaviour, otherwise any effect will be limited.

Several important and powerful instruments of control are not available at the local level. Without change at the national level and within the EU, it is almost impossible to achieve sustainable development locally. Therefore, the Municipality of Örebro is also an active member of various national and international networks, the purpose being to try to influence policy so that it supports, rather than discourages, solutions that are both sustainable and efficient with regard to public finances.

THE MUNICIPALITY OF ÖREBRO, IN BRIEF

The Municipality of Örebro has 135,000 inhabitants (2010), a number which is increasing by about 1,000 to 2,000 inhabitants per year.

Örebro is a regional centre, with 200 km to Stockholm and 300 km to Gothenburg.

The municipality is very active on climate and environmental work, and in 2010 it was named Sweden's sixth best eco-municipality in a ranking table produced by the leading environmental news journal "Miljöaktuellt".

Örebro was the first Swedish municipality to sign the Covenant of Mayors 2008. The municipality is a member of ICLEI – Local Governments for Sustainability – and it is also one of the UN's Millennium Municipalities.

FURTHER INFORMATION

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SUMMARY:

CLIMATE PLAN FOR ÖREBRO, SWEDEN



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THE MUNICIPALITY OF ÖREBRO'S CLIMATE PLAN SHOWS HOW TO REDUCE THE OVERALL NEGATIVE IMPACT ON THE CLIMATE BY 40 PER CENT PER CAPITA BETWEEN 2000 AND 2020. THE MUNICIPALITY HAS SET ITS SIGHTS ON BEING CLIMATE NEUTRAL BY 2050. THE CLIMATE PLAN HAS THREE FOCUS AREAS: ENERGY, TRANSPORT AND FOOD CONSUMPTION.

WHY A CLIMATE PLAN?

Climate change is perhaps the greatest challenge of this century. In order to meet the political objectives that have been set, emissions must be reduced significantly. Furthermore, this must be done soon. Such a change in society must not only take place globally, but also locally. The Municipality of Örebro wants to be on the front line, showing that working actively on the climate issue can be a lever for long-term sustainable economic development.

The Climate Plan was decided by the City Council in June 2010. It provides an overall picture of the climate issue in Örebro and what the municipality is planning to do in order to achieve its targets. The Climate Plan is a guiding do-

document, forming the basis for the municipality's operational planning, its budget and its investment programme.

LOCAL CLIMATE GOALS

The Municipality of Örebro's long-term objective is that climate impact per person in Örebro should be at a level where, if it were to be applied globally, it would not endanger the climate of the Earth. Climate impact per capita must be reduced by at least 90 per cent by 2050.

The Climate Plan includes interim targets for 2014 and 2020 for the Municipality of Örebro's geographical area. By these dates, climate impact will have been reduced by 24 and 40 per cent per capita respectively, calculated from 2000 levels.

As a forerunner on the road towards a future that is both climate-smart and sustainable, we place even higher demands on the municipality's own operations. The objective is that climate impact from the entire Municipality of Örebro organisation (the administration itself and its companies) will be reduced by 50 per cent per capita between 2000 and 2020.

BOUNDARIES OF THE CLIMATE PLAN

Since direct emissions locally are only a small part of our real impact on the climate, the Climate Plan is based on the effects of our consumption, regardless of where they occur, and not on the actual emissions occurring within the boundaries of the municipality. With regard to electricity, we calculate that a kilowatt-hour (kWh) produces 400 g of carbon dioxide, which corresponds to the marginal rate forecast for Northern Europe in 2020.

The Climate Plan covers mainly those impacts on the climate that can be calculated, influenced, and followed up locally. This means that about half of the total impact that the people of Örebro have on the climate is not covered, see Figure 1.

The Climate Plan has two parts, whose boundaries partly differ:

- For the geographical area of the Municipality of Örebro, all climate effects from energy use and from transport within the municipal boundaries are included.
- For the organisation of the Municipality of Örebro, including its municipal companies, all climate effects from energy use and for transport even outside the municipal boundaries (including air travel) are included, as is food consumption.

CURRENT SITUATION AS THE STARTING POINT

In order to develop the most effective measures, it is necessary to have a good picture of the current situation. We have therefore carried out a thorough survey of our climate impact for 2008. Based on this, we also calculated the situation for the year 2000, the base year for our local climate objectives.

INTERIM TARGETS AND MEASURES

The measures to be taken, shown in Figure 2, describes how the climate impact from activities within the geographical area of the Municipality of Örebro will decrease by 40 per cent per capita during the period 2000 to 2020. Over the period 2000 to 2008, the climate impact per capita fell by 7.6 per cent, mainly due to the reduced use of oil for heating (see blue bar). The interim objectives, monitoring, accountability and the cost of implementation, as well as other consequences, are depicted for each of the fields of action where measures will be taken between 2008 and 2020 (see green bars).

To meet the goal of a 40 per cent per capita reduction between 2000 and 2020, the annual

impact on the climate will have to fall by 234,000 tons of carbon dioxide, based on 2008 levels. The seven fields of action and their climate benefits, in brief, are:

1. **Energy Efficiency:** A reduction of 40,000 tons of carbon dioxide equivalents. Separate targets exist for the own organisation, industries, houses and private property owners. A large number of measures are to be implemented, including information campaigns.
2. **Conversion from Oil:** A reduction of 34,000 tons of carbon dioxide equivalents. With oil becoming more and more expensive, this change will to a great extent happen automatically. Most of the oil being used today can be accounted for by just a handful of large industries.
3. **Measures within the District Heating System:** A reduction of 37,000 tons of carbon dioxide equivalents. Most important here is that the power plant which supplies the city of Örebro should be converted to increase the proportion of biomass being used and to increase the production of renewable electricity.
4. **New Renewable Energy:** A reduction of 46,000 tons of carbon dioxide equivalents. This field of action will be key to getting the seven fields of action combined to achieve the overall goal by 2020. It represents the equivalent of 23 large wind turbines.
5. **Transport in Own Operations:** A reduction of 10,000 tons of carbon dioxide equivalents. This is about choosing efficient vehicles, running buses on biogas, and making travelling and transportation more efficient.
6. **Local Transport Measures:** A reduction of 12,000 tons of carbon dioxide equivalents. This is the estimated climate impact of the measures being carried out locally to create a more sustainable transport system, including city planning that is more conducive to cycling and public transport.
7. **National Means of Controlling Transportation:** A reduction of 55,000 tons of carbon dioxide equivalents. This is the expected local impact from implementing the controls on transportation that will be needed to reach national climate objectives.

The impact on the climate by the organisation of the Municipality of Örebro decreased by 11 per cent per capita during the period 2000 to 2008. The pace of change must therefore increase substantially if the goal of halving it by 2020 is to be achieved. The Climate Plan identifies how this can be done, and here too there is a number of measures to be taken, with seven fields of action. This extends beyond energy and transport issues to include the consumption of food, where both wastage and the climate impact from the food we serve will be halved.



Figure 1. The total climate impact of the inhabitants and the activities within the Municipality of Örebro's boundaries is greater than the scope of the Climate Plan, totalling around 1.5 million tons of greenhouse gas emissions or 11.4 tons per inhabitant per year. The grey "slices" on the left side of the pie chart are not part of the Climate Plan.

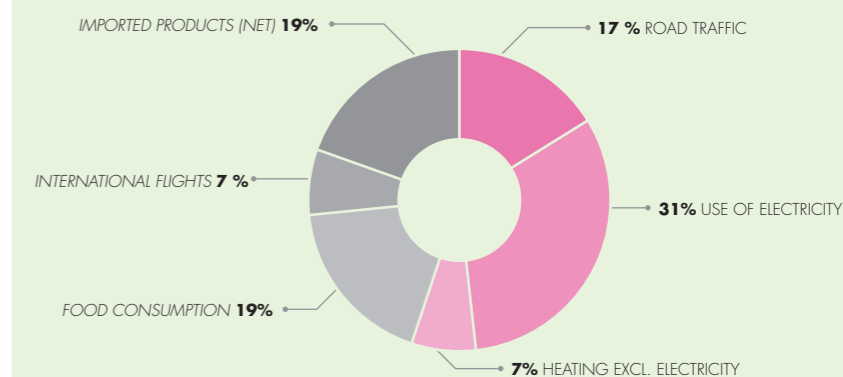


Figure 2. Measures to be taken to reduce the climate impact of the geographical area of the Municipality of Örebro by 40 per cent per capita between 2000 and 2020. The blue bar indicates the change that occurred from 2000 to 2008. The green bars are the Climate Plan's seven fields of action.

