



Ukraine towards Carbon Neutrality



International Conference

“Reducing CO₂ Emissions in Ukrainian Cities:
Pathways to Climate Neutrality”

Khmelnytskyi | Hybrid | 24 April 2026 (EEST)

**Aarhus’ Green Mobility Plan: Ensuring mobility and
climate, environmental and social sustainability in a
growing city.**

Dr. Helle Oersted Nielsen

Aarhus University, Department of Environmental Science

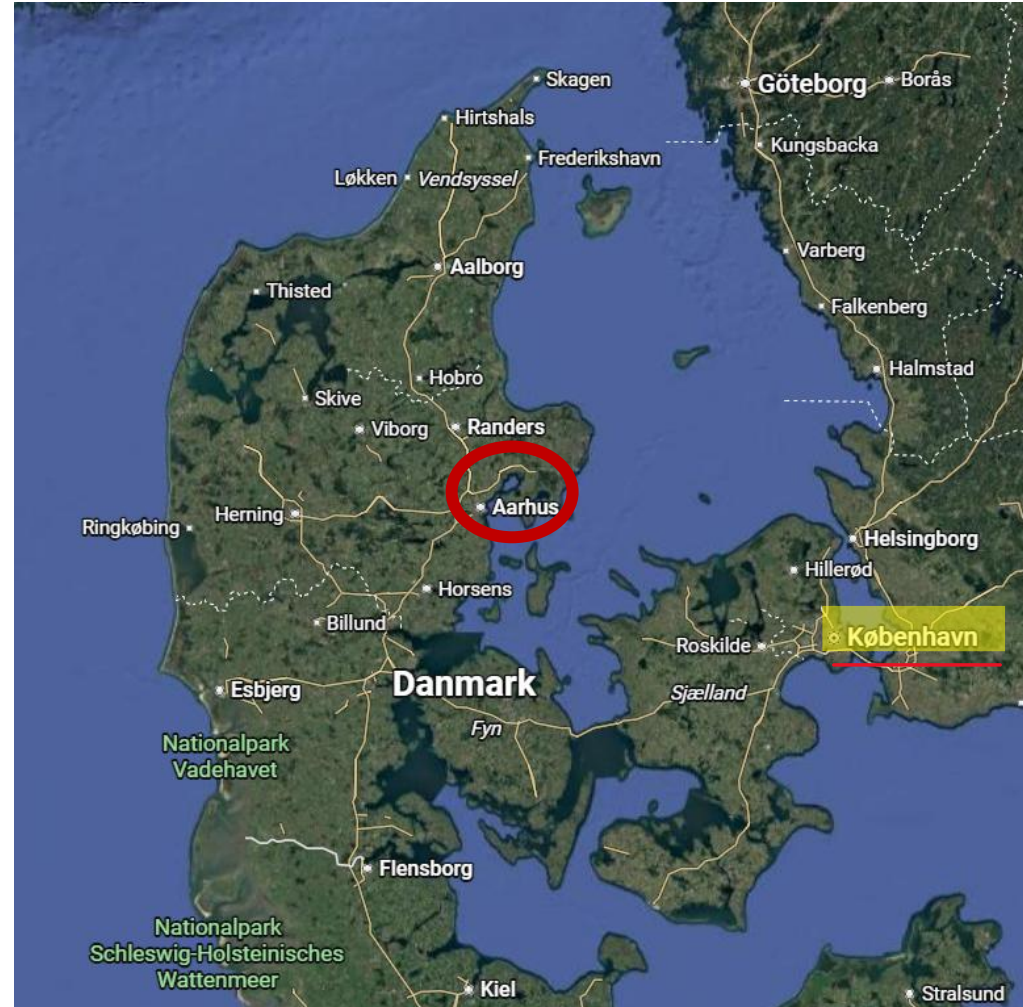


Funded by
the European Union



Outline

- About Aarhus and its climate ambitions
- Mobility plan: objectives and content
- Mobility plan: political process
- Conclusions. Key lessons



About Aarhus



- 378,000 inhabitants (300,000 within the city)
- Hub in an urbanising region of 1 mill inhabitants/500,000 jobs
- Fastest growing city in Denmark since 1980, growth continues
- City center from middle ages; hilly; large harbour
- Challenge: how to grow while maintaining urban liveability/quality and ensuring mobility



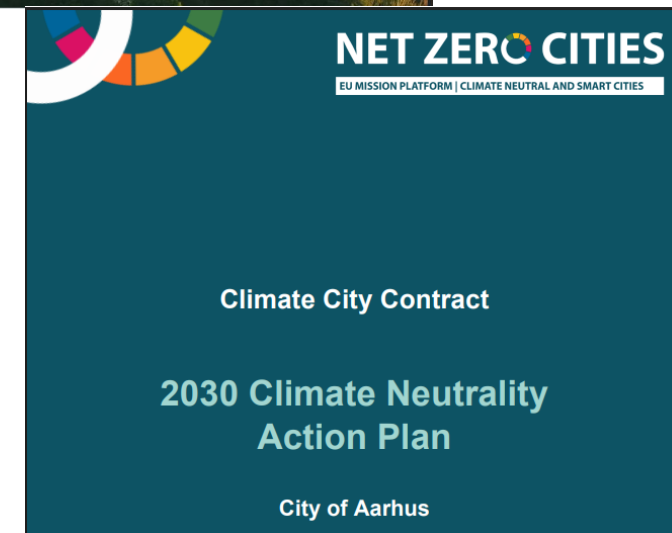
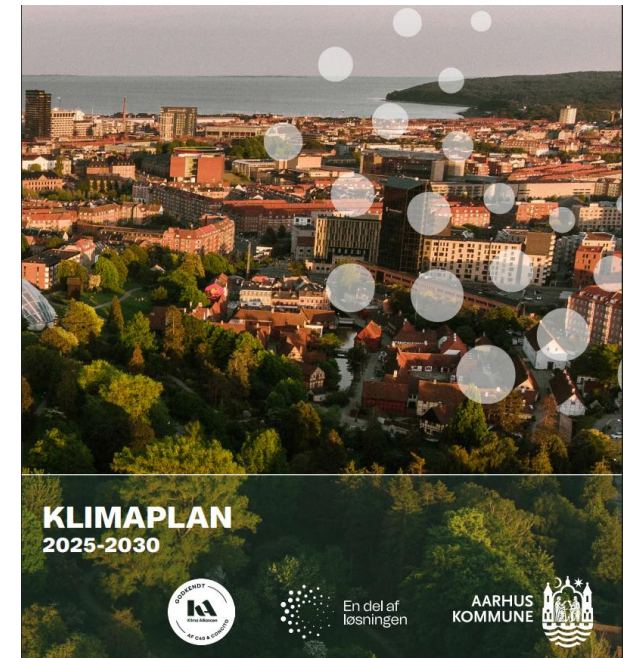
Aarhus: ambitious climate policy

Climate Neutrality by 2030

- Vision laid out in 2008
- Current strategy and action plan to achieve the goal
- EU mission city: climate neutral and smart cities

Reduction need for 2025-2030: 846.000 t CO₂

Transport projected to account for 2/3 all CO₂ emissions by 2030

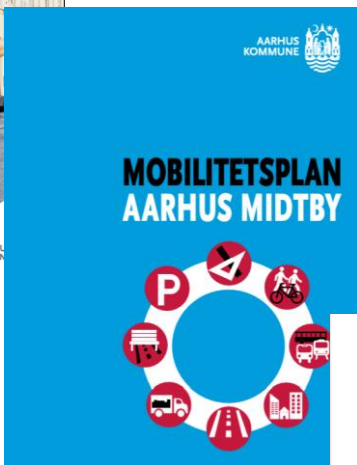


The Green Mobility Plan

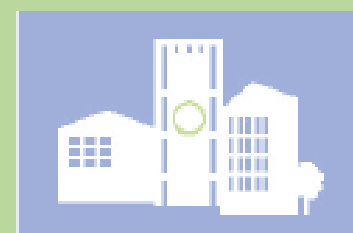


Objectives

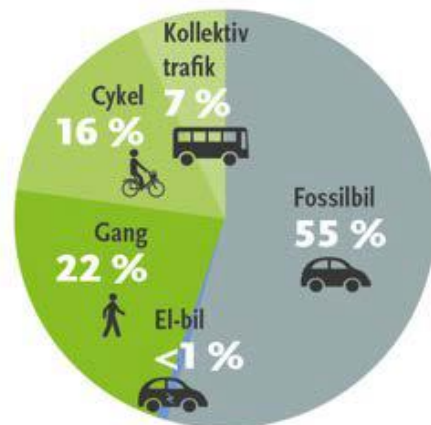
- Ensure mobility and reduce congestion
- Reduce climate impact and environmental pollution (noise, air pollution)
- Socially sustainable mobility system
- Contribute to greening and urban quality of inner city
- Connect inner city with rural communities and greater region



Five Themes 52 initiatives



2019
Hele Aarhus kommune



2030



Objective:

60% of all trips should be by cycling, walking or public transportation

Expectation that at least 37% of all cars will be electric

Climate emissions



Reduction target
transport sector:
270.000 tons

Green mobility plan:
214.000 tons



Key initiatives (reductions in thousand tons)

- Road pricing/green taxes* (101 - 170)
- Zero emission-zone, part of inner city (25 - 42)
- Improve mobility and frequency of buses (10 - 17)
- Reducing speed limits in residential areas to 30-40 km/hr (14.8 – 24.6)
- Electrification of heavy transport and transport of goods (14.6 – 24.4)

* Requires national law



Other key components



- Expand light rail (beyond 2030)
- Trial free public transit from park-and-ride hubs
- Expand charging facilities for electric vehicles
- Upgrading bus system



- Expand system of bicycle lanes
- Improved mobility for bicyclists, including green traffic signal system
- Lending scheme of e-bikes for cycle commuters
- Improved bicycle parking facilities



- Charging stations and pilot zero emission vehicles for heavy transport
- Zero emission zone
- Parking in facilities on periphery of inner city, less on-street parking + wayfinding
- Establish outdoor active, green spaces and 'summer streets'



Contested issues



- Reducing transportation by car in inner city
- Closing of streets and reducing on street parking
- Zero emission zones
- Potentially road pricing/ green taxes



Political process



- Balancing act – access for periphery residents to inner city vs. green and livable inner city
 - Broad political agreement (6 of 8 political parties in the municipal council)
 - Important:
 - Linkage of agendas – something for everyone
 - High level of information about consequences among politicians
- Obs. The parties have recently agreed to initiate a process to supplement the plan with an accessibility plan

Stakeholders and citizens



Comprehensive stakeholder dialogue, before developing specific initiatives

- 150 stakeholders invited; 80+ participated
- NGOs/civil society, businesses and retail organisations, community councils, social housing associations
- Events, workshops, surveys
- Input summarized in addendum to Green Mobility Plan and follow up political agreement outlined key considerations to be included in implementation phase

Public hearing on the catalogue of specific initiatives

- About 260 responses from individuals and organizations

No major changes from these processes to the plan

Conclusions



- Climate reductions align with other policy objectives that also make cities attractive
- But also challenges easy access (so does congestion!)
- Discuss consequences of all choices openly among/with politicians and citizens
- To last, plans require broad political agreement
- And stakeholders should be involved – provide important information and improves understanding





CAN

Funded under HORIZON-MISS-2023-CIT-02 call, GA 101148374. Views and opinions expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or CINEA. Neither the European Union nor the granting authority can be held responsible for them.



**Funded by
the European Union**

Thank you!



CAN