

LJUBLJANA - GREEN CAPITAL OF EUROPE 2016

3 ongoing successful stories

LJUBLJANA

winner 2016



An initiative of the
European Commission



INTRODUCTION

Ljubljana is very proud to be the seventh European city to win the prestigious title of European Green Capital 2016. It is a great honour and the highest recognition of our efforts to reach the highest quality of life for our citizens.

Ljubljana is a city that will surprise you and exceed your expectations. It is unique – small by surface area, but huge in its hospitality and quality of life. On 275 m² you will find all the characteristics of big metropolises and at the same time, you will be fascinated by its greenery, cleanness, safety, and friendliness of its 287,000 residents. In last decade, numerous sustainable changes have hap-



pened, and this is one of the reasons why European Commission proclaimed Ljubljana for European Green Capital 2016. According to the EGCA jury, Ljubljana is the city that made the biggest change in the field of sustainability in the shortest period of time.

Since 2007, when we introduced the Vision of Ljubljana 2025, we have set out to ensure that our city becomes a sustainable and ideal city by 2025. The city that natures history, takes care for quality life, safety and tolerance, is environmentally friendly and is connected to its landscape. In the Vision the concept of sustainable development and urban planning are closely and harmoniously intertwined. Our Vision is the cornerstone of our development and since 2006 we have successfully implemented more than 1,700 projects that are in line with it.

As the new European Green Capital, Ljubljana will act as ambassador for sustainable urban development, sharing its local, best practices and encouraging other cities across Europe to become greener, healthier and more sustainable.

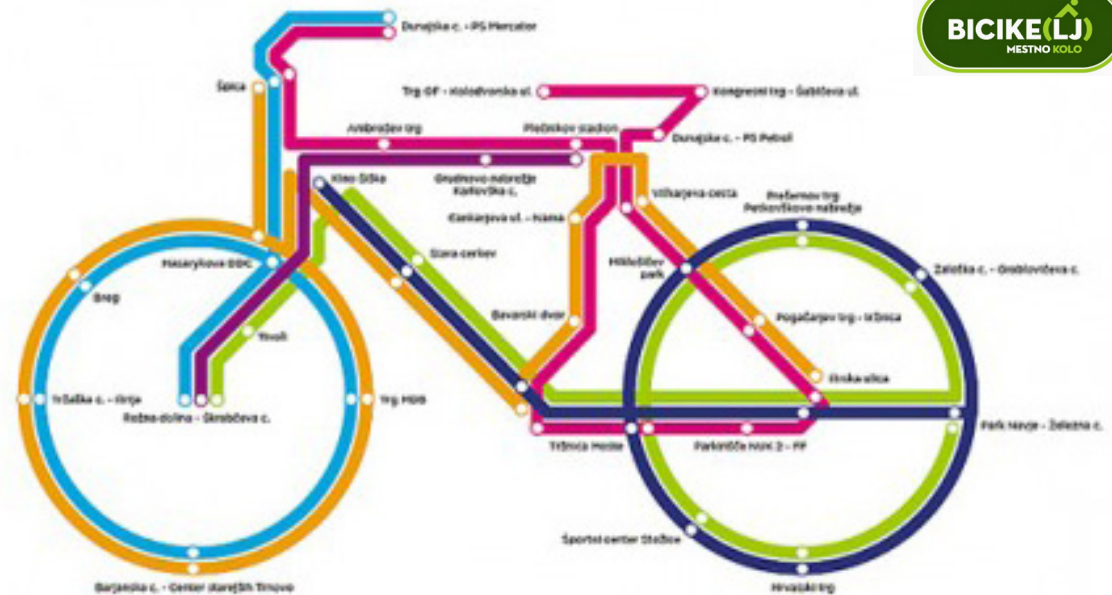
In this year, we will carry out numerous activities with different stakeholders to raise awareness among citizens on green issues and encourage them to make Ljubljana even more green, clean, hospitable and friendly. We invite you to visit Ljubljana and experience our city first hand.

1. FROM CITY BIKE TOWARD THE BIKE CITY

BICIKELJ

THE MOST POPULAR TRAFFIC MODE FOSTERING THE VIBRANT AND DIVERSE BIKE CULTURE IN THE CITY

The BicikeLJ self-service rental bikes supplement the public transport system in Ljubljana and are the fastest and cheapest means of transport in the city centre. The system is easy to use and enables the user to rent or return the bike in a time period of only a couple of minutes at any of the bike rental spots in the city.



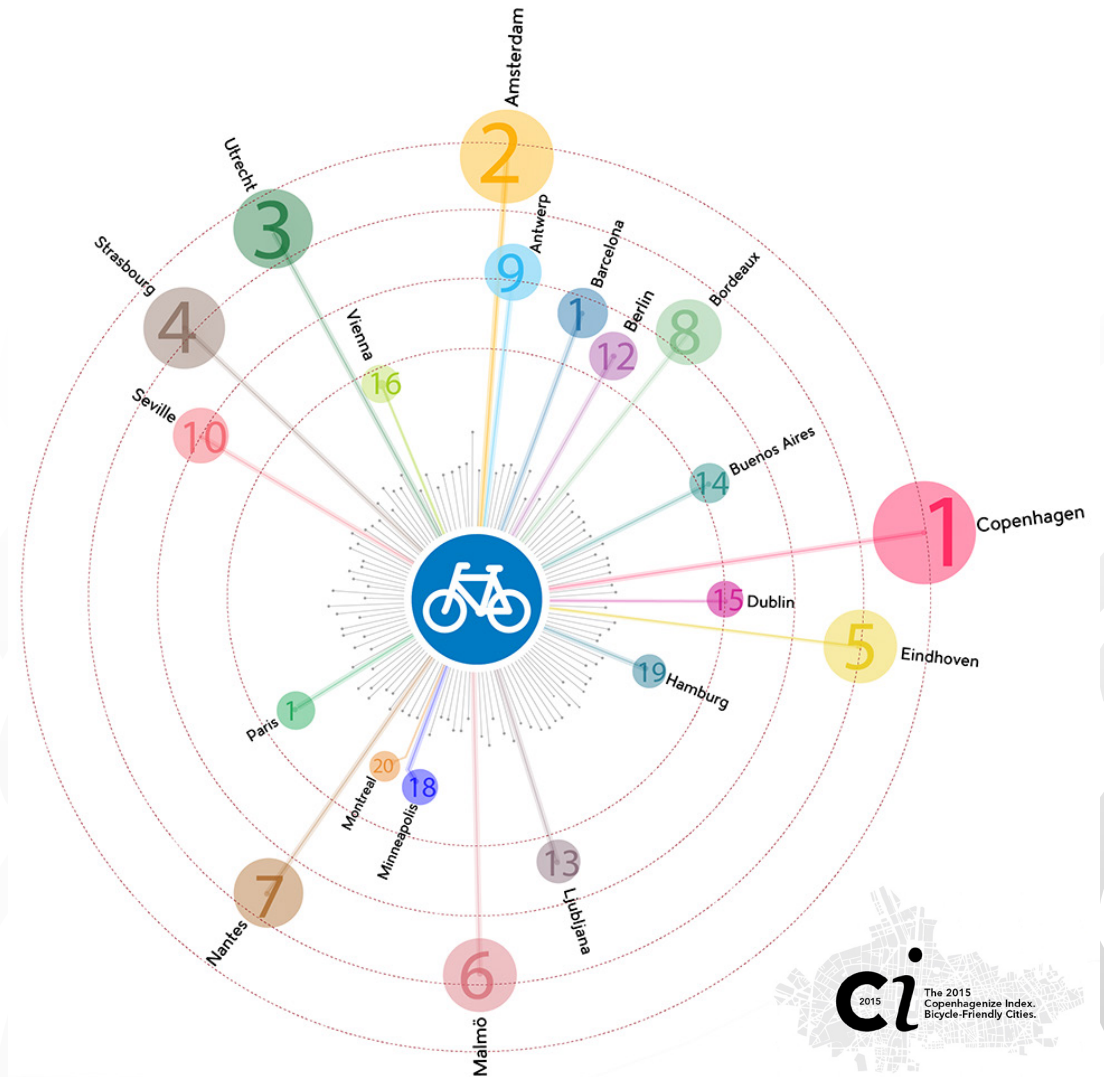
The BicikeLJ bike sharing system has 36 rental stations covering an area of approximately 12 square kilometres in a network where the terminals are not separated more than 500 meters. The city centre is rather small, so it is pleasant to get your bearings using this mean of transport. The BicikeLJ bike sharing system was first activated in 2011. It currently has more than 25,000 active users. In three years, the system saw almost 2,200,000 rentals.

Source: <http://www.blog.sibiz.eu/blog/2014/10/08/ljubljana-bike-sharing-system/>

COPENHAGENIZE INDEX: 13

THE LOWDOWN

Ljubljana is a new city on the Copenhagenize Index and, its inaugural appearance, the Slovenian capital rolls smoothly and confidently into the Top 20. Ljubljana's journey started in the late 60s and early 70s when 40 km of Copenhagen style cycle tracks were built across the city and cycling levels exploded. They maintained a respectable level of cycling for decades but now the city is once again placing focus on how to increase cycling levels - as well as how to make Ljubljana generally a more liveable city. The city has been chosen as the European Green Capital in 2016 and concerted efforts are being made to increase cycling levels. New developments have infrastructure planned from the beginning and the city's bike share programme helps make the bicycle a staple transport form for the citizens.



We see serious political movement in Ljubljana to establish itself as one of the world's great bicycle cities. The current 12% modal share is impressive and with 133 km of bike lanes and 73 km of cycle tracks, Ljubljana is well positioned for further growth.

THE REGION

As a national capital in a region with many national capitals, Ljubljana is in a strong position as a bicycle-friendly city. Down the road, Zagreb ranks in mid-table with modest efforts to embrace bicycle urbanism but the rest of the Balkans seem uninterested in transport modernisation. To the north-east, Vienna keeps Ljubljana company in the Top 20, while Budapest sees itself slip up and finish just outside the Copenhagenize Index after appearing in the last two rankings.



THE FIXES

More than most cities in the world, Ljubljana has the experience of increasing cycling rapidly with well-designed infrastructure. That 1970s lesson should form the foundation of the city's work today - and for the next 100 years. All the talk of becoming a green capital is great but the bicycle will - as it always has - lead the way. Better infrastructure, better network. Think bicycle first.

Source: The 2015 Copenhagenize Index of Bicycle Friendly Cities

2. FROM KAVALIR TOWARD ELECTRO POWERED PUBLIC TRANSPORT

ELECTROMOBILITY

Electromobility as a new way of sustainable and eco-friendly mobility is inseparably linked with the use of electric vehicles. Large scale availability of competitively priced EVs with a sufficient driving range is essential, yet at the same time not sufficient for a successful development of electromobility.

MOL is speeding up the introduction of EVs into its own fleet, starting mostly with specialised service vehicles with predominantly short journeys (city traffic wardens, courier services, maintenance services of the public companies, and vehicles used for a free public transport in the city centre and on pedestrian zones and in the main cemetery.

Despite the decision to purchase methane powered buses, MOL will continue to follow the technical development of electric buses and conduct comparative analyses between different types of eco-friendly vehicles which can be used in public transport.



Taxi services are a part of the public transport, which greatly helps to solve transport issues in the city. In its essence their effect is the same as that of short term car-

sharing several passengers use a single vehicle to travel the city instead of each using their own car. On average, taxi drivers drive the longest daily distances in the city and are thus responsible for the most pollution. This is why it would be welcomed to use of EVs for taxi services. Measures regarding taxi services can be realised in the form of subsidies for the purchase of EVs or reduced annual fees (concessions) for their operation. Subsidisation of annual concession fees therefore seems to be the more rational way of promoting the use of EVs in taxi services.

CURRENT STATE

There are currently 15 public EV charging stations in Ljubljana, each of which enables two vehicles to charge simultaneously.

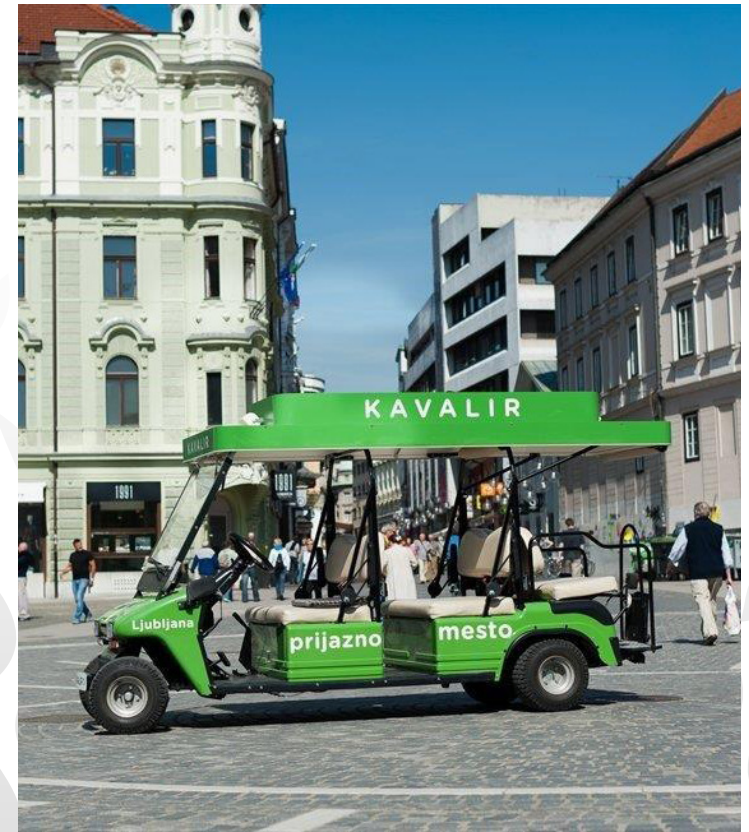
The Elektro Ljubljana distribution company plans an intensive expansion of its network to 24 new charging stations in 2016.

We can conclude that around three quarters out of the EVs in Slovenia are in Ljubljana. The municipality uses Kavalir electric vehicles, intended for the transport of citizens in pedestrian areas, the Snaga public company owns 5 electric trucks and one electric road sweeping vehicle, Pošta Slovenije, the national postal company, uses one electric light commercial vehicle and 20 electric bicycles in Ljubljana. Their plan is to expand this fleet with electric mopeds and increase the number of electric delivery vehicles and electric bicycles.

No statistical data can be found for electric bicycles, scooters, and mopeds; these vehicles do not require registration, their dealers are also not obligated to report any specific sales figures.

To paraphrase: the share of passenger car use in transport should be reduced, while the number of eco-friendly electric vehicles within this share should be increased at the same time.

Source: Sustainable Electro-mobility Plan for Ljubljana CIVITAS ELAN Deliverable No.4.15, 2012



PUBLIC TRANSPORTATION

FROM THE SMALL SCALE PUBLIC TRANSPORT SERVICE ON DEMAND TO LARGE SCALE PUBLIC SERVICES BY ECO-FRIENDLY ELECTRIC VEHICLES.

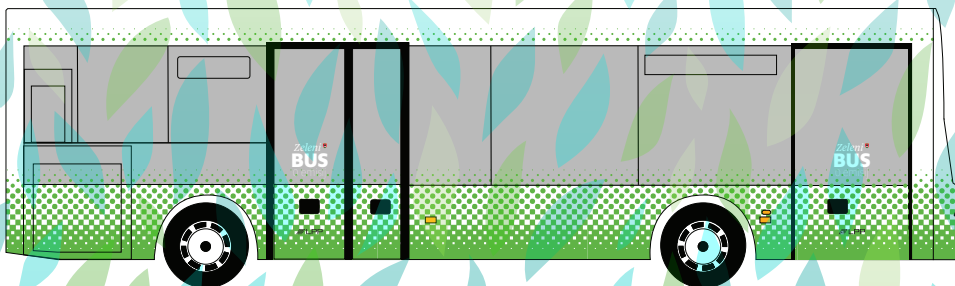
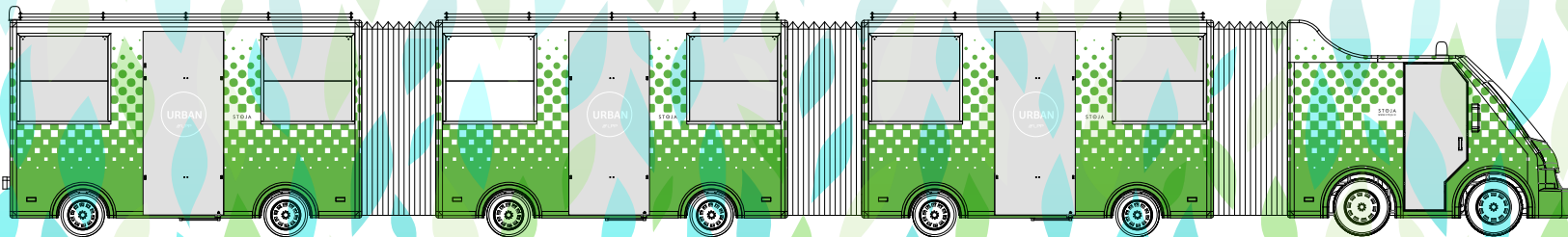
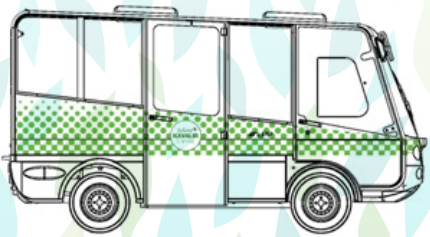
Ljubljana's electric-powered vehicles referred to as Kavalirs (Gentle Helpers) are a free city centre public transport option friendly both to people and the environment. Kavalirs, mainly intended for the transport of the elderly, mobility-impaired people, and visitors, run around the pedestrianized historical city centre at a speed slow enough to allow you to hail them anywhere on the street. Telephone ordering is also an option.

Friendly Kavalir drivers will take you anywhere within the city centre pedestrian zone. The vehicles, moving at a speed of up to 25 kilometres per hour, can carry five passengers.

The open-sided Kavalirs' run in the warm part of the year, from April to the end of October, whereas the glazed Kavalirs operate throughout the year.

Free travel on board Kavalirs is made possible by the LPP, the city's bus company, in collaboration with the City Municipality of Ljubljana and Ljubljana Tourism, the city's tourist board. The introduction of electric-powered Kavalirs is part of the measures taken to make public transport in Ljubljana more environmentally friendly.

Source: Visit Ljubljana



3. FROM SEPARATING TOWARD ZERO WASTE FUTURE

1ST EU CAPITAL WITH 55,4% OF SEPARATED COMMUNAL WASTE

WASTE MANAGEMENT: FROM SEPARATING TO RECYCLING AND REUSING TOWARD ZERO WASTE FUTURE

As the first European capital to define a Zero Waste Strategy, Ljubljana has achieved some of the highest standards in waste collection and waste reduction.

Today, 63 percent of the city's waste is collected through separation and sorting. That's a ten-fold increase over a decade ago — from 16 kg of sorted waste per resident per year to 145 kg. These improvements are thanks to upgraded infrastructure throughout the city and commit-



ted public outreach.

Ljubljana has installed a network of underground collection units — 53 locations in all — that reduce the hassle of sorting waste, help keep streets clean, reduce noise from collection, eliminate unpleasant odour, and discourage vandalism.

The city has also gone great lengths to promote the concept of responsible consumption through public communication campaigns that emphasize reuse and sharing. The idea seems to be catching on: Ljubljana now boasts a thriving secondhand market, as the popularity of its Reuse Centre makes clear.





Currently, Ljubljana is already the EU capital with best performance regarding waste separation and waste avoidance; it separately collects 60 % of municipal waste and generates less than 150kg of residual waste – what is not recycled or composted – per person yearly. Until 2025 they commit to increase separate collection to 78 % and decrease the amount of residual waste to 60 kg per person per year. With this commitment for zero waste, Ljubljana officially rules out building any incinerator in order to have the flexibility to continue reducing the non-recyclable waste and push for prevention and recycling.

But perhaps the most impressive step taken by the city in recent years – at least in terms of physical infrastructure – is the construction of a new regional waste management centre, made possible through EU Cohesion Funding, where the waste of 37 municipalities – a third of Slovenia! – is processed using the latest mechanical and biological techniques.

Source: http://ec.europa.eu/environment/index_en.htm, EU Commission's DG Environment, European Green Capital



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SPIRIT Slovenia independently performs professional and **development activities** aimed at boosting competitiveness, taking responsibility for promoting the Slovenian economy, promoting Slovenia as a tourist destination, developing entrepreneurship, and promoting innovation, technological development, foreign investments and the internationalisation of companies. The **main tasks of SPIRIT Slovenia** include:

- Planning and implementing programmes marketing a comprehensive Slovenian tourist offer and the country as a tourist area,
- Managing the brand of Slovenia as a tourist destination, Implementing policies on economic competitiveness,
- Ensuring support for companies in international business,
- Promoting Slovenia and its regions and favourable locations for foreign investment,
- Implementing programmes for entrepreneurship and innovation, and implementing measures to improve the performance of Slovenian products and services and thereby increase the economic competitiveness and efficiency of companies and other organisations in Slovenia,
- Cooperating on planning national entrepreneurial and innovation policy,
- Proposing measures aimed at increasing the economic performance and efficiency of the economy and other organisations in Slovenia,
- Becoming the national access point for comprehensive support for companies at all levels of development.

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