Urban Ecosystem Europe (UEE)

Urban Ecosystem Europe, a benchmarking application in practice. Results and next steps.

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DEXIA

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Crediop

ICLEI Local Governments for Sustainability

Comité 21

UNION OF THE BALTIC CITIES

MedCités
MedCities

AGENDE 21 LOCALI ITALIANE

LEGAMBIENTE

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The themes

- **Local action for health - Natural common goods.**
- **Responsible consumption and lifestyle choices.**
- **Planning, design-Better mobility, less traffic.**
- **Local to global: Energy and Climate change.**
- **Vibrant, sustainable local economy and Social equity, justice and coesion.**
- **Local Management towards sustainability and Governance.**

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The 25 indicators

- Air quality: **PM_{10}** concentrations
- Air quality: **NO_2** concentrations
- **Noise** map and noise reduction plan
- Domestic **water consumption**
- Inhabitants served by **water treatment** plants
- **Electric consumption** variation
- Amount of **municipal waste** produced
- Municipal waste, **differentiated collection**
- **Green public procurement,** procedures and purchasing
- **Passengers** travelling on **public transport**
- **Underground and tram** lines in the urban area
- Number of registered **cars**

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The 25 indicators

- **Cycle** paths and lanes availability
- Public **green areas** availability
- Energy Balance and **CO_2 reduction target**
- **Solar power** generation in public buildings
- Inhabitants connected to **district heating** system
- Climate and **Energy saving policies**
- Demographic and **old age dependency**
- **Female employment**
- Population qualified at **highest level of education**
- **Env. Certification of** public authorities
- Level of mplementation of **Agenda 21** processes
- **Electorate voting** in city elections
- City **representatives** who are **women**

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2006-2007 data collection: 32 cities - 16 Countries

Metropol. areas	Big	Medium	Medium-small
Berlin	Barcelona	Antwerpen	Bristol
G. London	Brussels	Kobenh.	Aarhus
G. Lyon	Milano	Dresden	Heidelberg
Madrid	Napoli	Goteborg	Lefkosia
Paris	Praha	Helsinki	Tampere
Roma	Wien	Riga	Turku
	Munchen	Stockholm	Patra
		Zaragoza	Durres
		Hannover	Aalborg
		Oslo	

10 northern; 10 central; 9 southern; 3 eastern

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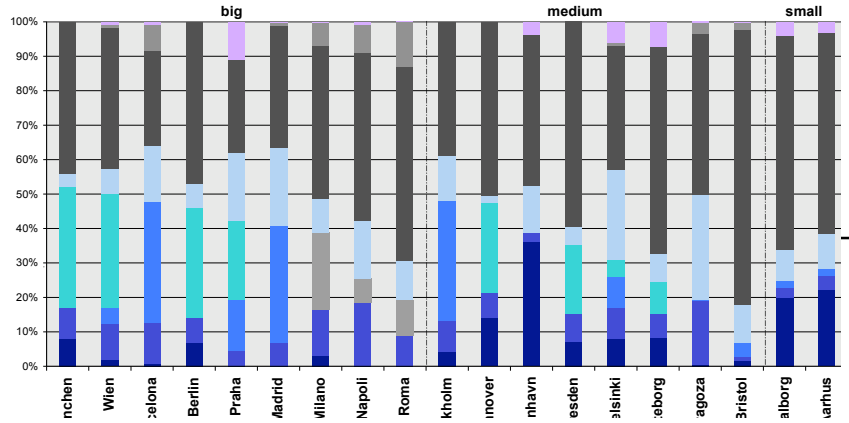
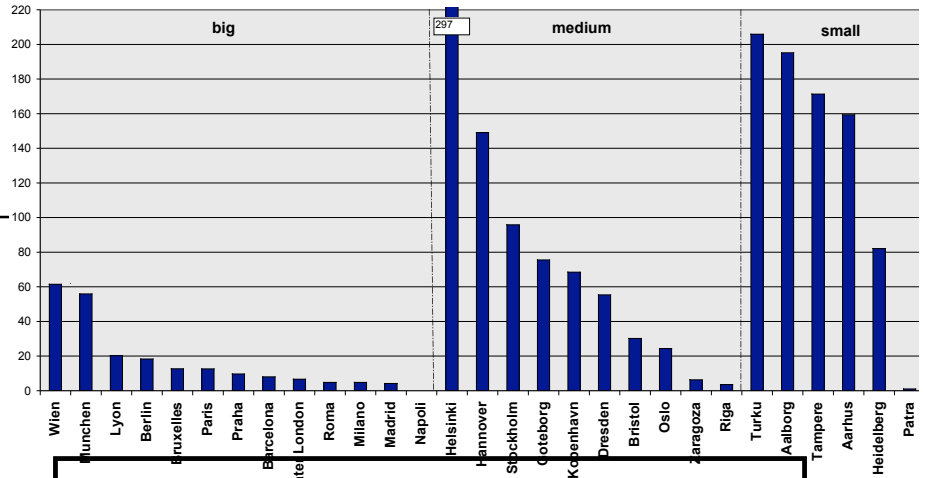
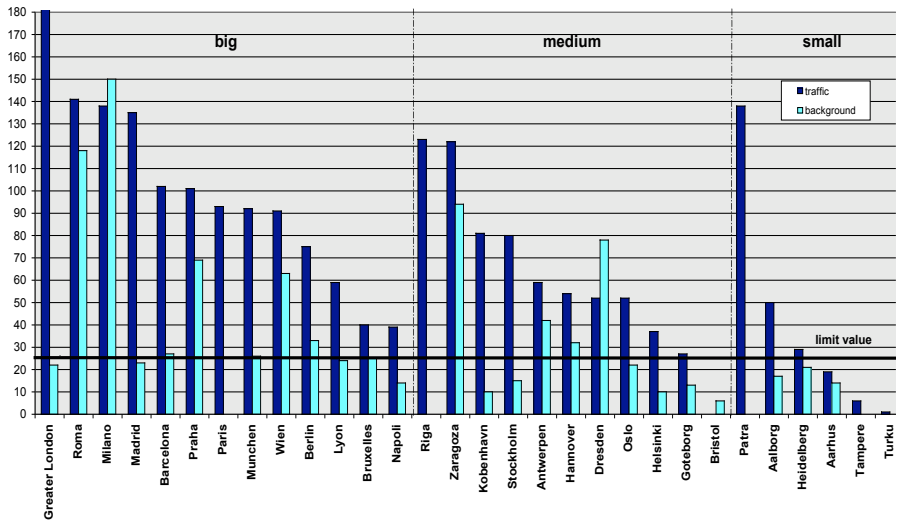
Percentage of journeys to work (%)

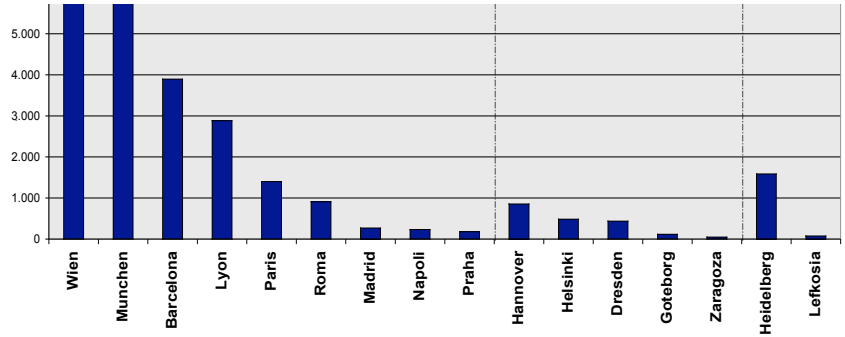


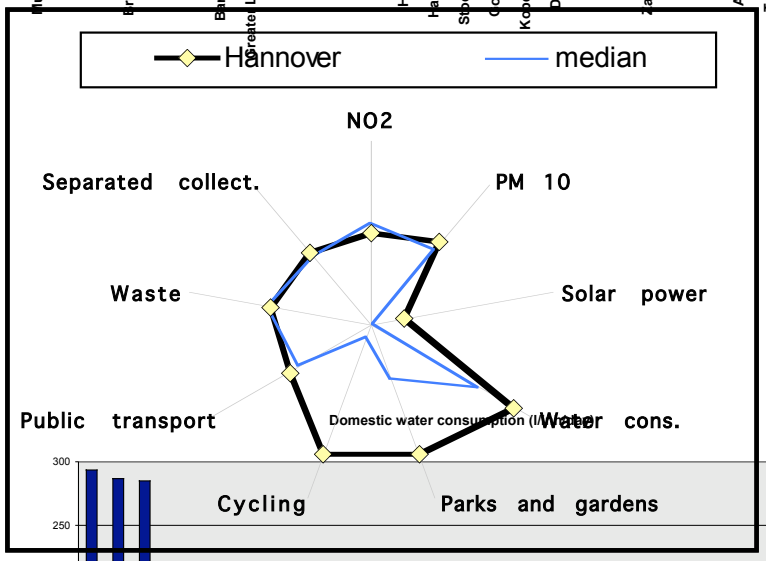
Cycle paths and lanes (m/100 inh)

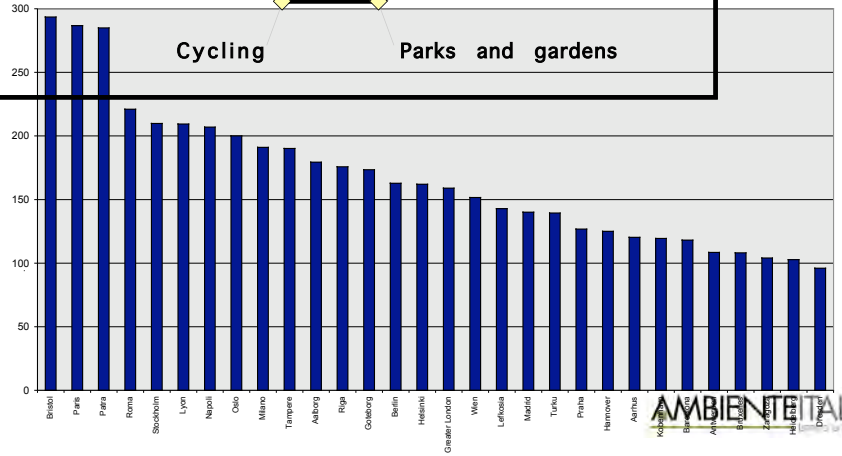


PM10: number of daily means exceeding 50 µg/mc (highest values)









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How is critical the situation? Are there positive reactions?

- European citizens are exposed to relevant **health risks**, due to **air pollution**. The situation is still **over the limit**.
- **Car** users are invading cities, but **local policies could succeed**.
- Municipal waste are a **waste of energy** and materials, but local policies and life styles **make the difference**.
- Risks due to **climate changes** could be avoided also thanks to local administrations, but now **it's time to act.**

Is a sustainable city achievable? It could be IF...

- If **Air quality standards are respected** as in Goteborg (and Helsinki).
- If **Water consumptions are 100** liters/inhab, as in Dresden, Zaragoza and Heidelberg and if **100% of inhabitants is served by Water treatment** (as most european cities, but not all).
- If **Waste production is under 334kg**/inhab/year as in Dresden or, at least, **Not differentiated waste is under 250kg**/inhabitants/year as in Munchen and Antwerpen, thanks to **Separate collection up to 62**% as in Aalborg or **up to 50%** as in Hannover and Helsinki.

Is a sustainable city achievable? It could be IF…

- If **Public procurement is extensively green** as in Kobenhavn and **electric consumptions** in the last 5 years **have been reduced,** as in Oslo (-26%).
- If **Public transport is widely used** as in Prague, Stockholm and Wien **(58, 47 and 45% of home to work trips)** and **citizens are satisfied of its quality** as in Wien, Munchen and Berlin.
- If **Car is used less than other means**, as in Barcelona and Madrid **(35% of the total home to work trips)** and **its ownership is a "past life style"** as in Kobenhavn and Riga **(20 cars/100 inhab.)** or as in Berlin, London, and Paris (30).

Is a sustainable city achievable? It could be IF…

- If **Bicycle** is the mean of transport **of the future** as in Kobenhavn **(29%)** also thanks to **a wide bike network** as in Helsinki (**1.500 km**), in Stockholm and in Hannover (about **750 km**).
- If citizens have **more then 200 sqm each of green areas** (of which more then **40 sqm/inhab of urban parks**), as in Oslo and in Goteborg.
- If a large number of **public buildings use solar panels** to produce hot water or electricity as in Wien, Munchen and Barcelona and **have been audited and retrofitted to improve their energy efficiency** as the 80% of them in Helsinki.

Is a sustainable city achievable? It could be IF…

- If **more then 93% of the population is served by district heating** as in Helsinki and in Kobenhavn and more than **25% of municipality's energy consumptions is "green"** as in Oslo and Heidelberg.
- If **Integrated environmental management schemes** (ISO or EMAS) **have been applied** to improve the efficiency of the public administrations as in Kobenhavn, Bristol and Oslo and if **Agenda 21 participated processes have been well developed** as in Aalborg, Hannover, Munchen and Stockholm.

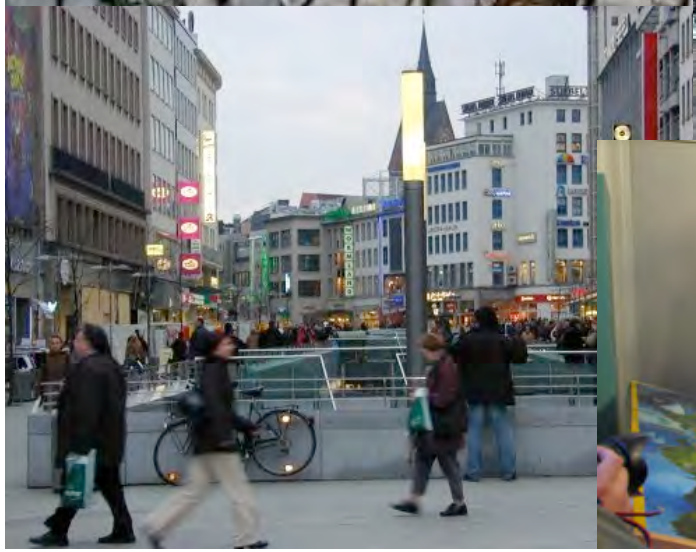
Is a sustainable city achievable? It could be IF…

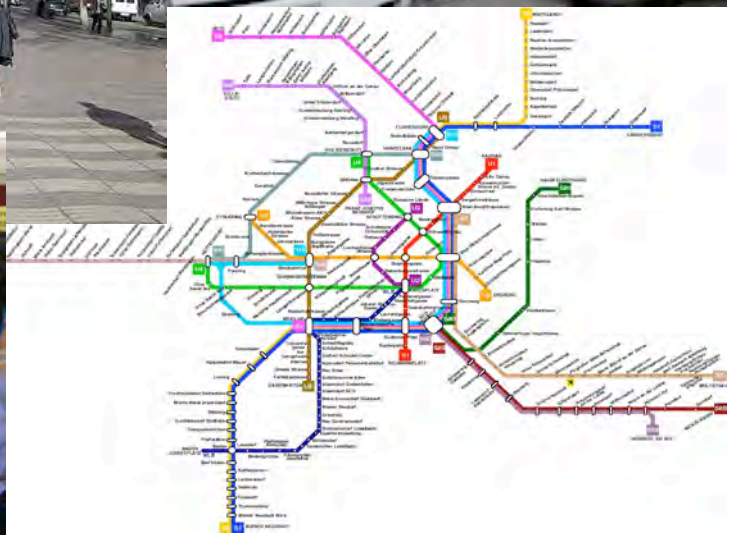
- If **Women role is promoted** (**> 70% activity rate** in the labour market) as in all nordic and german cities **and if is recognised** (**>50% of elected representatives** in the municipality) as in Stockholm.

- If the **city environment is friendly for children and attractive for young people,** as in Kobenhavn, Munchen, Berlin, and if citizens have **very high educational level** as in Dresden, Praha and the other german cities.

- If **Citizens participate to local election (>80%)** as in Riga and in all the Danish, Belgian and Italian cities.

Good practices are always behind good performances





Urban Ecosystem Europe

We are preparing an updated edition of the UEE reporting mechanism, expected for september 2009.

In January 2009 we will start an FP7 Project (PRIMUS, coordinated by Iclei) with the aim to refine the indicator set together with involved cities and stakeholders.

We plan to collect data from about 100 cities during 2010.

Welcome to new participating capital cities, other endorsers and sponsors !

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