



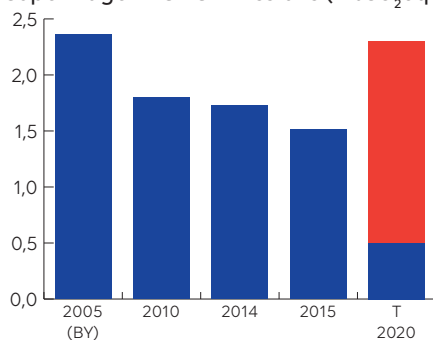
## To become the first carbon neutral city

The astonishing reduction of around 38% in GHG emission between 2005 and 2015 is mainly due to the development of biomass in cogeneration systems and the integration of wind power in the energy mix. In 2012, the city council adopted its climate plan, the [CPH Climate Plan 2025](#). With the aim of making Copenhagen the first carbon neutral capital, this is one of the most ambitious climate plans. It is structured in three phases (2013-2016, 2017-2020, 2020-2025) and leads to an evaluation and a redefinition of the priorities for the following period at the end of each phase. The reduction effort by 2025 is shared between four main action areas: energy consumption (7%), energy production (80%), mobility (8%) and city administration (5%). For each category, [more specific targets and approaches are defined](#). The idea of the latter is to put the administration at the head of the list of favourable initiatives.

### • IMPROVING THE DISTRICT HEATING SYSTEM AND TRANSFORMING THE CITY'S ENERGY MIX •

Copenhagen's combined heat and power system was launched in the mid-1920s and later developed in the 1980s. Today, it supplies 98% of the city's homes with the heat generated by energy production and waste incineration, but it remains the main source of Copenhagen's emissions. Given its dependence on fossil fuel prices (coal, oil and more recently natural gas) and air pollution problems, the city is developing the use of renewable energies for co-generation of electricity and district heating. The completion of phase 1 of its 2013-2016 Climate Plan enabled the conversion of co-generation plants, especially the combined **Avedøreværket, power plant, south of the city, which converted to 50% biomass by the end of 2016. Half of Greater Copenhagen's district heating system is now based on carbon-neutral fuels and will be entirely carbon-neutral by 2020.** The transition from coal to biomass is expected to contribute to more than 40% of the reduction target for emissions from energy production and heating by 2025, which is 750,000 tCO<sub>2</sub>.

Copenhagen - GHG Emissions (MtCO<sub>2</sub>eq/an)



### • CYCLING AT THE HEART OF COPENHAGEN MOBILITY STRATEGY •

Transport is Copenhagen's second source of emissions, 68% of which comes from cars and 25% from lorries and vans. In order to reduce them permanently, the city council has decided to reinforce its policy of promoting soft and green mobility. Since 2010, emissions from transport have decreased by 9% with a 12% increase in bike use in the modal share. In 2018, 41% of journeys that cannot be shortened - work and study - in Copenhagen are made by bicycle, with a target of 50% in 2025. In November 2016 there were more bicycles than cars in use in the Danish capital, 265 700 compared to 252 600. This modal shift towards cycling is the result of the "[Cycle lanes](#)" plan launched in 2012, which led to the construction of 350 km of elevated cycle lanes. Five new cycle lanes were inaugurated in 2017. Plans for the construction of the new cycle lanes, which now represent 7% of the capital's entire road network, were designed to make it possible to reach the city centre from the outlying areas, where the main trips are made by car. In the second phase of its 2017-2020 Climate Plan, Copenhagen intends to become the "[best city in the world for cyclists](#)" by continuing to expand its network, building new parking areas and facilitating a little more integration with its system public transport.

MAIN SOURCE:  
[CPH CLIMATE PLAN 2025](#)