



PORTO REDUCING THE CLIMATE IMPACT OF MOBILITY



In 2019 Porto pledged to reduce GHG emissions by 50% by 2030 from their 2004 level. This builds on work over recent decades which resulted in a 26% reduction from 2004 to 2016, 16% through decarbonising energy production (national policy) and 10% through local policies.

214,936
INHABITANTS

GHG EMISSIONS REDUCED BY

26%

FROM 2004-2016

EMISSIONS REDUCTION TARGET OF

50%

BY 2030 FROM 2004

AMBITION TO BE CARBON NEUTRAL BY

2050

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TACKLING TRANSPORT EMISSIONS WITH NEW VEHICLES AND BEHAVIOURS

Transport accounts for 39% of total emissions in Porto and the city is focusing significant efforts on the sector - its municipal fleet and public transport in particular.

Last year, the city replaced 70% of its diesel-powered light vehicles with a large number of electric vehicles and plug-in hybrids. This has decreased annual CO₂ emissions by 542 tonnes. The new vehicles are now being fitted with trackers to drive out further improvements in energy consumption.

Between 2002 and 2018, Porto's metro enabled 12,983 individual vehicles to be taken off the roads and 45,000 tonnes of CO₂ to be removed annually from the atmosphere. To encourage use of the network, the city is building a line between the two busy hubs of Boavista and Baixa and has introduced a concessionary travel pass scheme allowing children up to the age of 12 to travel free on the regional network and children up to 15 free inside the city. In addition, it has launched a monthly €30 transport pass, 20,000 of which were issued within the first 12 days.

The city is also renewing 81% of the public bus company fleet. This will see 276 diesel buses gradually replaced with electric and natural gas-powered vehicles. The first 50 of these cleaner buses entered into service last year.



ADAPTATION

In 2016, Porto presented its Municipal Strategy for Adaptation to Climate Change where 52 strategic options have been identified with the aim of gradually prepare the city to absorb climate impacts, to adapt and act retroactively to reduce its

residents' exposure to the effects of climate change. Many of these measures are already in place, of which can be highlighted the Asprela Central Park: in 2020, a new green area with 6 ha at the heart of the university campus, will be 98% permeable and able

to contain 10.000 m³ of rainwater (flood level). The expected consequence is a reduction of the flooding pressure over the Metro rail as well as pedestrian, bike lanes and roadways.

CHALLENGES

- **Securing** private investment, especially after financial crises
- **Motivating** long-lasting behavioural change around energy sustainability
- **Implementing** systems for monitoring progress and impact
- **Embedding** energy sustainability in urban planning of dense environments
- **Integrating** energy sustainability and world heritage historical patrimony

LESSONS LEARNT

- *Clear political commitment enables plans to become part of municipal activities*
- *Political decision-makers are more sensitive to energy use within their own municipal territory (quick win with politicians)*
- *Bottom-up emissions information is time-consuming to collect but critical*



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