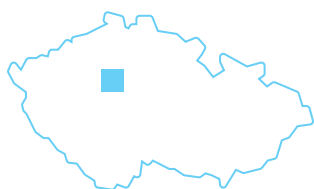




PRAGUE TOWARDS LOW CARBON TRANSPORT



1,309,000
INHABITANTS

Prague has made climate protection a political priority, approving a commitment in 2019 to reduce CO₂ emissions by 45% by 2030 and achieve zero CO₂ emissions by 2050. The city has called on municipal districts, organisations, companies and citizens to help achieve these goals, which are in line with the UN Climate Report 2018.

EMISSIONS REDUCTION
TARGET OF AT LEAST

45%

BY 2030 FROM 2010

AIMS TO BE A ZERO
CARBON CITY BY

2050

AT THE LATEST



CONTACT

Václav Novotný
novotny.v
@ipr.praha.eu

MAKING PUBLIC TRANSPORT MORE EFFECTIVE AND ATTRACTIVE

At the heart of the city's transport policy is a more integrated, energy efficient and environmentally effective public transport system. Improvements are being made both to the system's backbone, the electric rail network encompassing railway, metro, tram and new battery-powered trolley buses, and to its intermodal hubs.

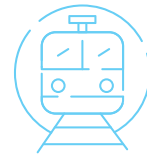
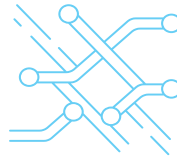
A major new transport terminal, Praha Smichov, is being developed to connect rail, buses, metro and car travel, encouraging use of public transport by making the transfer between transport modes faster and easier. Another important upcoming construction project will create a new 8km metro line linking to an existing line and a new tramline - and reduce suburban car and bus emissions.

These are just two of the ways the city is working to cut the number of conventional combustion engine cars on the roads. It is also striving to strengthen electromobility and boost active transport. Walking and cycling are being encouraged through the development of high quality, green public spaces. Over 20 streets and squares are being remodelled to make more space for trees, pedestrians and cyclists.



ADAPTATION

- **Extending** and enhancing green and blue (water) areas
- **Strengthening** electromobility
- **Encouraging** active transport modes (walking and cycling) thanks to high quality public spaces with green vegetation



CHALLENGES

- **Finding** money for electric rail transport improvements from the city budget, national budget, EU funds and private sources such as PPP projects
- **Convincing** politicians and citizens of the need for low carbon mobility
- **Persuading** the national railway infrastructure administration to build new railroads as soon as possible to unclog capacity in existing suburban lines and connect Prague with other regions by high speed rail.

LESSONS LEARNT

- **Strong support from public transport organisations is critical, especially those running the backbone electric rail system**
- **Increasing use of public transport demands incentives, such as cheap fares and priority lanes, as well as infrastructure and new rolling stock**
- **Strong communication with the national railway infrastructure administration is vital to make - and sustain focus on - the case for more new railways in the city and its suburbs**



1, Square de Meeûs
B-1000 Brussels

tel +32-2-552.0888
info@eurocities.eu

www.eurocities.eu
[@EUROCITIESweet](https://twitter.com/EUROCITIESweet)

