



Baden-Württemberg

MINISTRY OF TRANSPORT

**Key Issues of the State Government for
the Mobility and Climate Concept
(MCC)**



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1 Introduction

The Mobility and Climate Concept (MCC) of the State of Baden-Württemberg¹ sets out how the State Government plans to facilitate attractive, reliable, climate-friendly, accessible, affordable and safe mobility within the Baden-Württemberg region. As part of this, the requirements of the Baden-Württemberg Climate Protection Act (BW CPA) are to be implemented swiftly, systematically, comprehensively and effectively within the transport sector.

Measures from the MCC that affect finances will be implemented as part of a sustainable and forward-looking fiscal policy. The provision of financial resources remains the prerogative of the budgetary legislator² and will be decided in the respective budget allocation procedures in consideration of the fiscal framework.

1.1 Climate protection in the transport sector in BW

Climate protection is one of the greatest social and political challenges of our time. In the Baden-Württemberg Climate Protection and Climate Change Adaptation Act (the successor to the BW CPA), Baden-Württemberg has set itself the target of reducing CO₂ emissions in the transport sector by 55 percent compared to 1990 by 2030. The transport sector, accounting for one third of all emissions, is the biggest generator of CO₂ emissions in Baden-Württemberg. In addition, the increase in traffic volumes has negated any successes achieved to date.

Unlike other sectors, transport has as yet failed to achieve any significant CO₂ emission reductions. With the current mix of mobility and propulsion systems, it will not be possible to achieve the climate protection targets of the Federal Government or the State.

To ensure that the mobility needs of both densely populated and rural areas are met in a permanently environmentally compatible manner, rapid and ambitious action is required at all government levels and with the involvement of many stakeholders.

¹ In this Key Issues Paper, the term „State“, “State of BW” or “BW” refers to the Federal State of Baden-Württemberg (“*Land*”) as an administrative entity of the Federal Republic of Germany. If “state” refers to the State of Baden-Württemberg, “state” is capitalized: “State”.

² The budgetary legislator is the State Parliament.



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The State Government is therefore developing a Mobility and Climate Concept (MCC). Municipal areas of responsibility and focus will be significantly impacted by this, especially the rural and urban districts in their role as regional public transport authorities. In view of this, the Association of Rural Districts and Association of Urban Districts were also involved in the drafting of this Key Issues Paper. They point out that they expressly support the State's objectives for a sustainable transport policy. Where these key issues give rise to measures affecting the municipalities and the State, the municipal authorities attach the proviso that corresponding funds must be made available within the municipal budgets, and that adequate State funds must also be made available.

These represent the basis for a broad participatory process as well as a specialist review process of specific CO₂ savings potential (climate effectiveness) and economic efficiency.

In addition, people, companies and associations within Baden-Württemberg are to be encouraged to contribute to achieving the climate targets in their respective spheres of influence. This will improve the quality of life in urban and rural areas, while leveraging opportunities for contemporary mobility products and services.

Mobility in Baden-Württemberg should be attractive, accessible, affordable and safe for all. Complex social mobility needs must be met in a climate-neutral way. Modern mobility should protect the climate and the environment, improve quality of life and health, enable social inclusion and make economic success possible today and in the future.

1.2 Cooperation between the State and municipalities

The transformation of the transport sector will only succeed with considerable effort on the part of both the State and the municipalities. It is also important that the Federal Government and the EU set the central framework and be held accountable, especially financially. The EU, Federal Government, the State and municipalities must all meet their respective responsibilities. For this reason, Baden-Württemberg advocates, among other things, strict, realisable emission standards for vehicles. Moreover, for long-distance transport infrastructure, in addition to the road infrastructure, the Federal Government must focus its resources and capacities on the rapid expansion of railways and German waterways, and provide financial incentives for transitioning cars and trucks to more environmentally-friendly forms of propulsion.

The State primarily assumes the role of, within its jurisdiction, providing the regulatory framework, of transferring knowledge as well as developing infrastructure and staffing new working structures.



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This is particularly true in the case of the transition to climate-neutral vehicles, in respect of cycling and walking and with regard to the redistribution of road space. The municipalities will perform both new and existing tasks in planning, construction and operation (including approvals). Tasks that are subject to concomitant financing (*Konnexität*) can only be transferred to the municipalities if funds are allocated for the activities by the budgetary legislator.

The State is responsible for the planning and construction of State and federal roads and, among other things, State express cycle paths. Within the legislation of road traffic and public transportation, the State provides a degree of flexibility to support the transformation of the transport sector and thus supports the lower administrative authorities in climate-friendly implementation. In public transport, the State provides the backbone of an attractive system in the form of regional rail transport and makes a significant contribution to supporting the municipalities in the provision of attractive local public transport services. State and municipalities, together with their personnel, are responsible for rapid adaptation and, in addition to increasing personnel to the extent financially feasible, also implement simplifications in the workflow of the administration (e.g. through joint or bundled public procurement).

The State and municipalities have already set out on the path towards transforming the transport sector with many model projects and funding programmes. However, these are not yet of the magnitude, level of ambition or speed that are now required to achieve the necessary CO₂ emission reductions. The transformation of the transport sector must be implemented more quickly. To this end, all instruments within the MCC should be adapted to local conditions, be socially equitable and implemented in phases according to economic efficiency – simultaneously in all areas of activity and throughout the State.



1.3 Urban and rural areas

The MCC sets out the measures in a way that meets the requirements of the Baden-Württemberg CPA and is feasibly implementable. Differences between densely populated and rural areas are reflected and taken into account for the implementation of the measures. In cities and densely populated areas, the main focus can be on switching to environmentally-friendly transport modes (walking, cycling, public transport, regional rail transport), combined with reducing motorised private transport, while at the same time increasing the use of electric vehicles and alternative mobility and vehicle concepts. However, in rural areas we will rely on climate-neutral, especially electric, propulsion systems and new mobility options. Rural road construction is also important. Strengthening environmentally-friendly transport modes (public transport, regional rail transport, cycling and walking) will also help reduce the dependence on motorised private transport in rural areas, too.

Locally, transport is always embedded in regional functional interdependencies, urban design, infrastructural supply and many other municipal concerns. Therefore, changing the distribution of public space and reducing the negative effects of large main roads can be the key to new mobility solutions that improve quality of life and social viability for the people. Social inclusion should improve as a result of these developments and should represent an important design criterion for transport planning. It is of particular importance that spatially balanced and sustainable planning and coordination take place for all regions to ensure uniform development of equal status throughout the State.



2 Climate protection measures for transport

The measures section of the MCC is structured into six main areas of activity: the five transport sector transformation goals of Baden-Württemberg plus general measures.

The five transport sector transformation goals correspond to the sectoral goal of transport, which, in future, will also be set down in the Baden-Württemberg Climate Protection and Climate Change Adaptation Act, the successor to the BW CPA. The MCC describes which measures can be used to achieve these goals.

Each measure is detailed in a fact sheet, describing the intended outcome of the core measure and the main instrument with which the measure is to be achieved. The political decisions that are required are explained together with the planned implementation in terms of time frame, substance and cost. The implementation of financially relevant measures is subject to the provision of corresponding funds by the budgetary legislator. The requirements of the Federal Government and the EU and the tasks of the State and the municipalities are also described for each measure. In the implementation, differences concerning densely populated and rural areas are outlined. The measure is assessed according to its climate change mitigation effect, its impact on traffic, its economic efficiency and its impact on social inclusion to allow for prioritisation among the measures. Defined parameters are used to measure the progress of the process and results.

This Key Issues Paper outlines which considerations and measures are to be reviewed by an expert in terms of their climate change impact and economic efficiency, and which will be subjected to a planned participatory process involving associations and citizens.



2.1 An increase in climate-neutral cars

Car traffic today accounts for over 60 percent of CO₂ emissions from transport. While almost 20 percent of new vehicle registrations in 2021 were electric, they accounted for only around one percent of the total cars on the road. It is therefore vital that the proportion of electric cars (battery and fuel cell) in new registrations be increased year on year. To achieve the climate protection targets for transport, potential is also seen in increasing the proportion of renewable energy fuels in the existing fleet. The State Government is implementing the roadmap for renewable energy fuels.

By 2030, around 2 million private and around 60,000 to 100,000 public charging points are to be created to accompany the expansion of the network infrastructure. Publicly accessible charging infrastructure is usually created by private providers and can be built on private land. If required, the municipalities can assist in identifying potential sites. The State is establishing the legal framework and will supplement the federal subsidies by funding personnel and electromobility concepts, amongst other things, as part of future allocated budgets. To meet the demand for 2 million private charging points, legal requirements of the State are necessary for new and existing residential and commercial buildings.

For climate-neutral cars, electrically powered ones in particular, to become the standard, the framework conditions for economic viability must be further developed at federal and EU level. For this reason, Baden-Württemberg advocates, among other things, strict, realisable emission standards for vehicles.

To ensure that Baden-Württemberg remains one of the leading markets for electromobility, the State does not rely on EU and federal regulations. Municipalities in particular that want to accelerate their path to climate neutrality need the respective tools. Locally and regionally noticeable advantages such as zero-emission zones in residential areas, temporary if necessary, can contribute to the desired increase in the proportion of e-vehicles. The State intends to initiate further development of user benefits and support model projects, such as the creation of zero-emission zones in residential neighbourhoods.



2.2 Increase in volume of climate-neutral freight transportation

In freight transport, the primary goal is to shift as much traffic as possible to rail and inland waterways because these modes consume less energy per tonne and kilometre. In addition, the railways are already mostly electric and is quickly becoming a climate-neutral mode of transport. To establish favourable competitive conditions for freight transport in the interests of climate protection, the ecological consequences must be reflected in the price ratio for road haulage. The State is demanding that the Federal Government impose a nationwide truck toll on state and municipal roads. If the Federal Government will not implement this, the State will endeavour to pass a suitable State regulation in the second half of the current parliamentary term. The further elaboration of the specific implementation of the truck toll is examined in exchange between the Federal Government and the State.

The State will continue to implement the freight transport concept. To establish efficient and sustainable freight transport, what is required are multimodal and defossilised logistics concepts and an openness to the autonomous shipment of goods. To this end, freight centres are to be set up as well as mini and midi hubs and loading zones, for example, for the pooling of urban delivery vehicles. The municipalities are called upon in particular to support such projects (e.g. by identifying and providing land for hubs and supporting the legal implementation). The State is revising the existing funding guideline to expedite the implementation of economically attractive modern logistics concepts and lay the foundations for living labs. The designation of road area for loading and unloading can be included in urban land use planning. The State is lobbying the Federal Government and the EU for amendments to the corresponding regulations.

For a modal shift to rail, the rail infrastructure must be expanded accordingly to guarantee its availability for freight transport. This is required to ensure economic attractiveness, which also includes the promotion of necessary logistics facilities, such as intermodal terminals, transshipment facilities and railway sidings. Long-term financing is to be ensured through a funding option for municipal rail expansion covered by existing funds under the State Municipal Transport Financing



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Act (*Landesgemeinerverkehrsfinanzierungsgesetz – LGVFG*)³. The municipalities can apply for their own funding and at the same time support private projects by providing advice, involving citizens, and, if necessary, selling real estate. Responsibility for expansion of the rail infrastructure of the federal railways lies with the Federal Government. For the non-federal rail infrastructure, it lies with the State and the private or municipal line owners.

However, this modal shift has its limits, partly because of the long planning and construction times. Therefore, there is to be a gradual increase in the registrations of climate-neutral vehicles, primarily battery-powered electric vehicles but also hydrogen-powered ones. A temporary exemption of emission-free vehicles from the truck toll should facilitate this. The State has ambitions to become the first federal state to also create a nationwide refuelling and charging infrastructure for trucks, and is planning a binding concept for public e-charging and/or H₂ refuelling accordingly. Expansion of the necessary hydrogen infrastructure will also have to be incorporated in the planned update of the Hydrogen Roadmap by the State Government under the leadership of the Ministry of the Environment, Climate Protection and the Energy Sector.

Although climate-neutral trucks will predominantly charge and refuel in the depot or at the destination, it will be necessary to make land available for a publicly accessible charging infrastructure. This will require start-up funding, primarily from the EU and the Federal Government, alongside the conceptual creation of a backbone infrastructure.

In addition to biofuel, renewable synthetic fuel will primarily be used in future. Climate-friendly renewable energy fuels will then replace the remaining share of fossil diesel in heavy goods transport and air traffic will be made more climate-friendly through the blending of climate-neutral kerosene, better known as Sustainable Aviation Fuels (SAF). The State Government will continue to actively lobby for federal and EU targets for fuels (GHG quota) in order to achieve, among other

³ The State Municipal Transport Financing Act (*LGVFG*) provides State funding for districts, cities and municipalities as well as transport authorities in Baden-Württemberg to build, expand and modify the transport infrastructure. The focus is on measures that promote a transformation of the transport sector towards a climate-, people- and environmentally-friendly mobility.



things, higher permissible blends, the approval of fully synthetic fuels and a sub-quota of renewable energy fuels for use in heavy goods transport.

The State Government will extend the approval of routes for the use of long trucks.

2.3 Less car traffic in municipalities

In 2022, there are a total of 6.9 million registered cars in Baden-Württemberg. Without any reform, this figure is projected to increase by a further 500,000 by 2030. In cities in particular, there is considerable scope for a shift from car travel to rail, bus, bike and foot. This is more difficult in rural areas, but good alternatives should also be created here to make it easier for as many people as possible to give up their cars.

To reduce car traffic, the road space must be upgraded, mobility using other means of transport must be facilitated and environmentally-friendly transport modes must be strengthened. This includes parking management that covers costs through appropriate, socially acceptable pricing as well as the repurposing of car parks. The quality of city centres must be improved in the long run through the economical use of land for environmentally-friendly modes of transport, but also for other uses such as gathering spaces and green spaces. Fewer vehicles in a city significantly reduces the burden on public space. To achieve this, parking must be shifted to designated private spaces; even in large cities, this would represent half of all parking spaces. Public space can also be disburdened by using garage parking spaces in suburbs as well. In addition, private parking spaces can also be pooled (into ‘neighbourhood garages’ for example). This can be supported by municipal concepts for locally appropriate parking management. The State supports such parking concepts as well as the transformation and implementation of cost-covering parking by the municipalities.

Car sharing services are to be available throughout Baden-Württemberg and subject to high quality standards. To this end, the State intends to support, including through funding instruments, suitable business models targeted at specific audiences. Car sharing services are to be fully connected to the data network and privileged parking spaces are to be created, especially in private residential areas. Municipalities should support car sharing services through the special use of public spaces for car sharing and additional privileged parking on public and private spaces.

If environmentally-friendly transport modes are to be strengthened, the travel time must be attractive compared to motorised private transport. Travel time can be reduced by accelerating bus and bicycle traffic through a variety of locally appropriate measures, redistributing the road space



to improve walking and travel comfort and ensure reliable public transport connections. The municipalities and the State will implement appropriate acceleration measures within their respective areas of responsibility.

Traffic is to be managed across the transport modes. Such intelligent networking of transport modes is particularly important for connecting rural and densely populated areas. The traffic management centre's role therefore will be to develop and implement traffic control measures to encourage the modal shift, among other things. The goal of the State's own multifunctional mobility data platform, MobiData BW®, is to make mobility data and related services available free of charge throughout the region, without barriers or discrimination. The contribution of the municipalities is very important for good data quality and location-specific data use. MobiData BW® supports them in this.

Car traffic from commuting and business travel must become more climate friendly. The aim of the expansion of public transport is to significantly reduce the number of trips made by car. Where this does not succeed, the transition to climate-neutral vehicles must be promoted. Here, too, differences between densely populated and rural areas must be taken into account. The State will continue to support companies with corporate mobility management.

The above measures are to be supported by incorporating climate costs in the price structure. This is to be done at federal level through a CO₂ price, which will be decided by the market in a few years' time. However, the rising costs of car transport must at the same time be cushioned socially to prevent poverty and ensure inclusion. Financial support will be provided at federal level to cushion the negative effects on struggling households. In this context, the group of those to be supported must not only focus on recipients of aid money, but should focus on all households at risk of poverty.

2.4 More trips done walking or by bike

By 2030, the share of trips by bike should have increased from 10 percent to 20 percent and those done walking from 21 percent to 30 percent. For this purpose, the expansion of 7,000 km of Baden-Württemberg's cycle path network is expected to reach the target state by 2030 and will also be supplemented by 20 express cycle paths. Legal regulations are needed to realise consistent, cycling-friendly conditions throughout the State. The State is amending the legal framework for the promotion of cycling. Attractive funding without lengthy application procedures is available under



the funding act “LGVFG”. Rural and urban districts are the interface between the Federal/State Government and cities/municipalities and will coordinate the expansion of the cycling infrastructure in their areas. The State Government is examining whether this coordination responsibility should be enshrined in law as a municipal responsibility subject to concomitant financing.

Safe, uninterrupted footpath networks with attractive widths and separation from bicycle traffic contribute significantly to increasing walking. Since the planning and development of footpaths is the responsibility of the municipalities, the State supports, through the LGVFG, the development of the footpath infrastructure and the transformation into lively city centres. The State also promotes pedestrian-friendly concepts and plans for walking to school. Compact cities need a pedestrian-friendly infrastructure, which can only be achieved if municipalities place a concerted focus on this in their transport infrastructure and urban planning. It is important that inner-city destinations are safely accessible by walking and by bike. In addition, many citizens still feel less safe when walking or travelling by bike. Appropriate vehicle speeds play a central role in improving safety. Many municipalities in Baden-Württemberg are therefore campaigning for a legal framework that simplifies the introduction of 30 kph speed limits in built-up areas at the discretion of the authorities.

The structures required to support a compact city are to be realised with a broad-based transformation into lively and traffic-calmed city centres and urban districts. This transformation is to be achieved through coordinated standards, sample and exemplary solutions as well as a state-wide quality assessment of the status quo. The municipalities will be supported in the transformation of lively and traffic-calmed city centres through improved incentives in future budgets under the LGVFG, as well as through expert and communicative support and a service office. This will be done as part of the road infrastructure funding under the LGVFG.

2.5 Double public transport usage

To facilitate a large-scale modal shift from cars to public transport, the public transport offering is to be improved and capacities increased. By 2030, passenger numbers on public transport are to be doubled compared to 2010.

A very important lever for achieving this target is a considerable expansion of services across the board, both in terms of timetabled services and frequency, including during off-peak times and at



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weekends. In comparable model regions for public transport, especially in Switzerland and Vorarlberg, significantly more trips are made by public transport than in comparable regions of Baden-Württemberg, with a clearly denser timetable and good intervals in both densely populated and rural areas. The State's public transport report provides important pointers in this regard with a benchmark for all public transport authorities. An attractive, reliable, frequent and easily accessible service is key to encouraging much greater numbers of people to make the switch to buses and trains. The State and the municipalities are planning, within the bounds of what is financially possible, to expand regional rail transport and public transport services significantly and consistently to achieve this.

The envisaged mobility guarantee in public transport is an important factor in this. This aims to improve public transport by providing a reliable service with good availability and frequency between the hours of 5 a.m. and midnight, thereby making the shift to bus and rail easier. As a minimum requirement, all locations should be connected at least every 15 minutes within the conurbation and every 30 minutes in rural areas during popular travel times. Related capacity requirements in large cities must be accommodated. The minimum requirements are to be implemented in rush hour by 2026. In low-demand areas and at off-peak times, the ambitious expansion can only be realised in an economically viable and ecologically sensible way through flexible, on-demand services (minibuses, call-sharing taxis, etc.). The implementation and further development of these measurable state-wide minimum service standards within local public transport and regional rail transport is the joint responsibility of the State and the municipalities. Making local public transport a legally defined municipal responsibility is to be examined. Tasks that are subject to concomitant financing can only be transferred to the municipalities if the necessary funds are provided by the budgetary legislator.

Flexible, on-demand transport is to be integrated with public transport in low-demand areas and at off-peak times and not compete with it. Municipal transport authorities should be supported by the State to create state-wide, user-friendly services and network with other providers and the relevant target groups of flexible transport services.

The financing of the urgently needed expansion of local public transport can only succeed as a joint effort by the responsible parties at a federal, state and municipal level. It is intended that the transport associations will offer customers simple, understandable and attractive fares. For this purpose, an annual youth ticket that is valid throughout the State will be introduced for € 365 per



year; the tariff structures will also be simplified and aligned consistently throughout the State. The necessary expansion of public transport services also requires new and sustainable financing instruments. As an additional financing instrument, the municipalities should be able to introduce a mobility pass. The State is aiming to establish a legal basis that will give the municipalities a greater scope to act.

The State and municipalities want to make trains and buses more reliable and faster. Punctuality and reliable connections require competent personnel, consistent digitalisation and a sufficiently foresightedly dimensioned infrastructure. The infrastructure capacity is to be optimally utilised, through digital solutions in particular, to enable connection reliability.

Notably the implementation of the European Train Control System ETCS as the basis for the digitalisation and automation of the rail system allows for more streamlined, denser and more energy-saving trips as a result of digitally predictive driving commands. This will increase the efficiency and reliability of rail transport in a sustainable manner. Passengers can also look forward to more frequent and more reliable connections thanks to a smoother rail service overall.

To ensure an efficient and future-oriented infrastructure, the State is lobbying the Federal Government for the expansion and new construction of the railways in order to increase capacities as well as secure financing from federal funds and the necessary personnel. The municipalities and road traffic authorities are responsible for ensuring dedicated tracks for trams as well as bus acceleration within the road space through urban-compatible adaptation and appropriate traffic signal priorities for public transport.

2.6 General measures

Alongside the above measures, which have been assigned to specific goals, there are a number of measures that have general significance and support the other goals and measures. In addition to a mobility culture in the State, general transport planning measures are required.

The above measures can only succeed if a sustainable mobility culture has been developed, raising the public's awareness and acceptance of climate-friendly mobility. The implementation of measures for a transformation of the transport sector requires the broad support of the public. The State seeks to develop appropriate partnerships, especially with citizens, associations and companies. To provide citizens with good information on new mobility options or changed regulations, existing campaigns are to be combined and diversified. The municipalities will include



information from the State in their communication and participatory formats for the transformation of the transport sector.

The climate protection targets for transport call for integrated and climate protection-oriented transport planning in municipalities throughout the State. The planning basis is provided by climate mobility plans (CMP), which establish important structures and processes based on the EU's SUMP (Sustainable Urban Mobility Plan) concept. Climate mobility plans & action plans are to be implemented throughout the State and in as many municipalities as possible. As an incentive to create a climate mobility plan, the State grants a climate bonus under the LGVFG for the implementation of climate-friendly measures as part of a mobility plan.

The aim is to optimally interlink mobility options with spatial and settlement development at all planning levels (state, region, municipality), especially with regard to housing, commerce and industry, also in order to achieve land-efficient settlement structures that reduce traffic and to improve the utilisation of stops for trains and regional buses as well as other infrastructures. This issue must be addressed when updating the State Development Plan.

There is an urgent need for acceleration of the planning and approval procedures. All options must be considered in this respect and new solutions sought alternative to the known procedures.

To achieve this and the other possible measures, what is required is the needs-based training and recruitment of skilled workers, especially in the area of planning. The development towards a climate protection-oriented mobility administration needs a workforce that can develop and apply new instruments. Existing job profiles will also be given a new focus, for example in the area of project management and project controlling, helping to relieve the load on existing planning staff. The Ministry of Transport brings together the financing, staffing, specialist content and organisation of training activities.

An efficient road infrastructure is absolutely vital for both private transport and public transport. It is still the case that “road rehabilitation comes before expansion and new construction”. We are placing even greater emphasis on the rehabilitation of the roads as an “asset of the State” and securing mobility by rehabilitating roads and bridges, tunnels and retaining walls. The State Government's implementation concept for the road construction projects under the Federal Transport Infrastructure Plan has proven its worth and created confidence. We will therefore continue with the reliable implementation of the projects, for which planning will be started by 2025, in a constant dialogue with the Federal Government. To improve quality of life for the people



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and minimise negative environmental impacts, new construction and expansion measures will continue to be prudent and necessary in the future. This includes, in particular, bypass roads if the work also involves an improvement and redesign of city centres and the elimination of congestion hotspots.

Road construction is to be developed further to achieve the climate targets. Specifications for climate-friendly road maintenance are to be further developed and put in practice, e.g. concerning the use of recycled materials, computer-assisted construction site management and specifications for construction materials and construction methods. The State will implement new road construction projects from the action plan for State roads, for which planning will be started by 2025. The other projects from the action plan for State roads are to be subjected to a climate check as an additional criterion. The same applies to future road construction projects that receive funding under the LGVFG. Due to the network structure, road infrastructure has a higher resilience to the impact of climate change than rail infrastructure.

Air travel also falls under mobility. Special efforts and innovations are needed so that we can achieve our climate protection targets in this area. That is why Baden-Württemberg will also be launching an initiative for more climate-friendly air travel. The object of this initiative is to mitigate the climate-damaging effects of air traffic arriving in or departing from Baden-Württemberg. We will continue to support projects for the use of renewable energy fuels in aviation. We want to support our other airports and landing sites with dedicated pilot projects to defossilise aviation, relying on the power of new technological developments in the field of aircraft, new propulsion technologies and renewable energy fuels. Our objective is not to relocate air traffic to other airports outside Baden-Württemberg, but to encourage a modal shift from air to rail. To improve regional locations for air transport, non-recurring investment capital may be granted in justified individual cases, in compliance with European law. We do not envisage the granting of recurring subsidies.



3 Financing

Long-term secure financing is essential for infrastructure, operation and sufficient, suitable personnel. On the one hand, this will only succeed with adequate resources and, on the other, calls for both a review of the functions and prioritisation in all administrative areas. In particular, the abandonment of climate-damaging subsidies that obstruct the transformation of the transport sector will bring a two-fold benefit. To make targeted use of the limited funds available, the focus is on solutions that are already available today, e.g. electric cars.

State and municipality budgets are strained due to the consequences of the COVID-19 pandemic, climate change and the Ukraine war, among other things. In addition, even sustaining the current transport offering generates more costs due to price increases for staff, energy and building materials, which represents a challenge both in terms of existing and future financing.

The State is demanding that the Federal Government impose a nationwide truck toll for state and municipal roads. If the Federal Government will not implement this, the State will endeavour to pass a suitable State regulation in the second half of the current parliamentary term. The municipalities will implement parking management in public spaces as appropriate for the location and with a focus on climate protection. The Federal Government must allocate substantial amounts of long-term financing for public transport and transport infrastructure.

The State and municipalities can envisage the guidelines outlined below for two general financing packages, subject to the respective fiscal framework and budgeting.

The State Government will bring these ideas into the budget discussions, taking into account the current budget situation. The municipal state associations will advise their members on implementation during the municipal budgetary process.



3.1 Public transport financing package

In recent years, the State and most municipalities have already directed significant financial resources into improving and expanding public transport network. The different regions are all starting from different positions, however, which must be taken into account for the further elaboration.

The public transport financing package comprises the following guidelines:

- Financing the expansion of public transport to double passenger numbers by 2030 is a common responsibility of the federal, state and municipal governments. The State is responsible for attractive and efficient regional rail transport, while the rural and urban districts are responsible for attractive public transport throughout the region.
- The cost calculation for the financing of the envisaged mobility guarantee for local public transport in rural and urban areas is performed as part of the model municipality project.
- The State is lobbying the Federal Government for a substantial increase in regionalisation funding⁴. All German states have been calling for this unanimously since summer 2021.
- In addition to an increase in regionalisation funds, additional State funds are also required to finance the expansion of local public transport. The budgetary legislator decides on the provision of additional funds.
- The municipalities will use additional funds to finance the expansion of local public transport, especially the expansion of service availability and frequency (including during off-peak hours and at weekends), as well as for capacity expansions and transformation of the infrastructure to cut travel times and implement road priorities for public transport.
- The State supports municipalities with the operation of on-demand services to ensure the desired quality of service, especially in peripheral areas and at times of low demand.
- The envisaged mobility pass represents an important building block for the co-financing of the expansion of public transport beyond the envisaged mobility guarantee. The State

⁴ The federal states in Germany receive regionalisation funding from the Federal Government to mainly finance regional rail transport and further, to promote investments and the operation of local public transport.



creates a legal basis that will allow municipalities to introduce the mobility pass for third-party user financing for the expansion of public transport.

- Public transport requires substantial financial resources and therefore relies on significant revenue from users. Permanent subsidies from the state for lower ticket prices are not available for an expansion of services. The State is therefore supporting the municipal public transport authorities with the financing of low-cost fares through funding programmes as part of future allocated budgets.
- Investments in the federal railways amounting to well over 100 billion euros are required to realise the urgently required measures and the Germany-wide synchronised timetable. The funds of around 2 billion euros per year that have been earmarked so far in the federal budget for the implementation of the ‘Rail requirements plan’ are not nearly enough to meet the Federal Government’s goals of doubling passenger numbers on the railways by 2030 and implementing the Germany-wide synchronised timetable.

3.2 Sustainable mobility financing package

In recent years, the State and most municipalities have already begun improving and expanding sustainable mobility. The different regions are all starting from different positions, however, which must be taken into account for the further elaboration.

The sustainable mobility financing package comprises the following guidelines:

- The expansion of electromobility requires the rapid construction of extensive charging infrastructure. The municipalities have a coordinating role in the expansion of the charging infrastructure in their areas. To achieve this, the municipalities need sufficient staff. The State continues to fund the State’s own electromobility initiative using funds from existing and future allocated budgets, and makes model projects for zero-emission zones in residential neighbourhoods attractive for residents through funding.
- The planned expansion of the cycling infrastructure envisages that the BW cycle path network will reach the target state by 2030. The State plans to increase human and financial resources to achieve this. Attractive incentives are made available to the municipalities under the LGVFG. The municipalities create the planning capacities for the municipal cycling infrastructure; they are supported by the State through the intended financing of district coordinators for cycling as part of future allocated budgets. The State is simplifying its allocation of funding and is lobbying the Federal Government for continuous, reliable



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federal funding for the cycling infrastructure. The requirements plan for cycle paths on federal and State roads is also an important instrument for creating the necessary cycling infrastructure.

- Municipalities and the State are jointly promoting the design of lively and traffic-calmed city centres and urban districts, allowing for the planning autonomy and self-government of the municipalities. The redesign will take a holistic approach accommodating all modes of transport. The respective road authorities are aiming for a good provision of crossings and redesigns that are attractive from an urban planning perspective; the approval authorities seek practical solutions that are appropriate for the location. The State is responsible for providing funds from the State budget for the redesign of State roads. Funds for municipal road reconstruction are available under the LGVFG.
- The expansion of the pedestrian infrastructure is inherently a municipal responsibility. The State Government plans to continue systematically promoting walking in the State and undertaking walking audits.
- The road infrastructure serves the mobility of people and the transport of goods and commodities. It is used for cars, pedestrians, bikes, buses and freight transport. The maintenance and reconstruction of an efficient, intact, reliable, safe and intelligent road infrastructure for all road users is therefore crucial for the success of the transformation of the transport sector, the development of new forms of mobility and propulsion, and the provision of the population and economy in a territorial state such as Baden-Württemberg. In rural areas, a rapid switch to climate-neutral cars, electric in particular, is of vital importance due to the lower availability of eco-mobility. In these areas, therefore, developing the road infrastructure to support electromobility is even more important than in urban areas.
- The State intends to make every feasible effort to continue the initial pro rata financing of personnel in the municipalities for dedicated tasks to implement measures of the MCC. The State plans the enshrinement in law and permanent financing of district coordinators for mobility and climate protection. The State will ensure adequate staffing of the State agencies, regional councils and the Ministry of Transport to implement the measures from the MCC in accordance with the provisions of the BW CPA. To this end, the State will also conduct a systematic review of the functions and prioritisation, in particular to reduce and,



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where possible, put an end to climate-damaging activities and to ensure attractive, reliable, climate-friendly, accessible, affordable and safe mobility.

- Truck tolls on State and municipal roads as well as parking fees are options to generate additional revenue for the transport infrastructures.