



Aligning transportation measures with 2030 goals through climate budgeting

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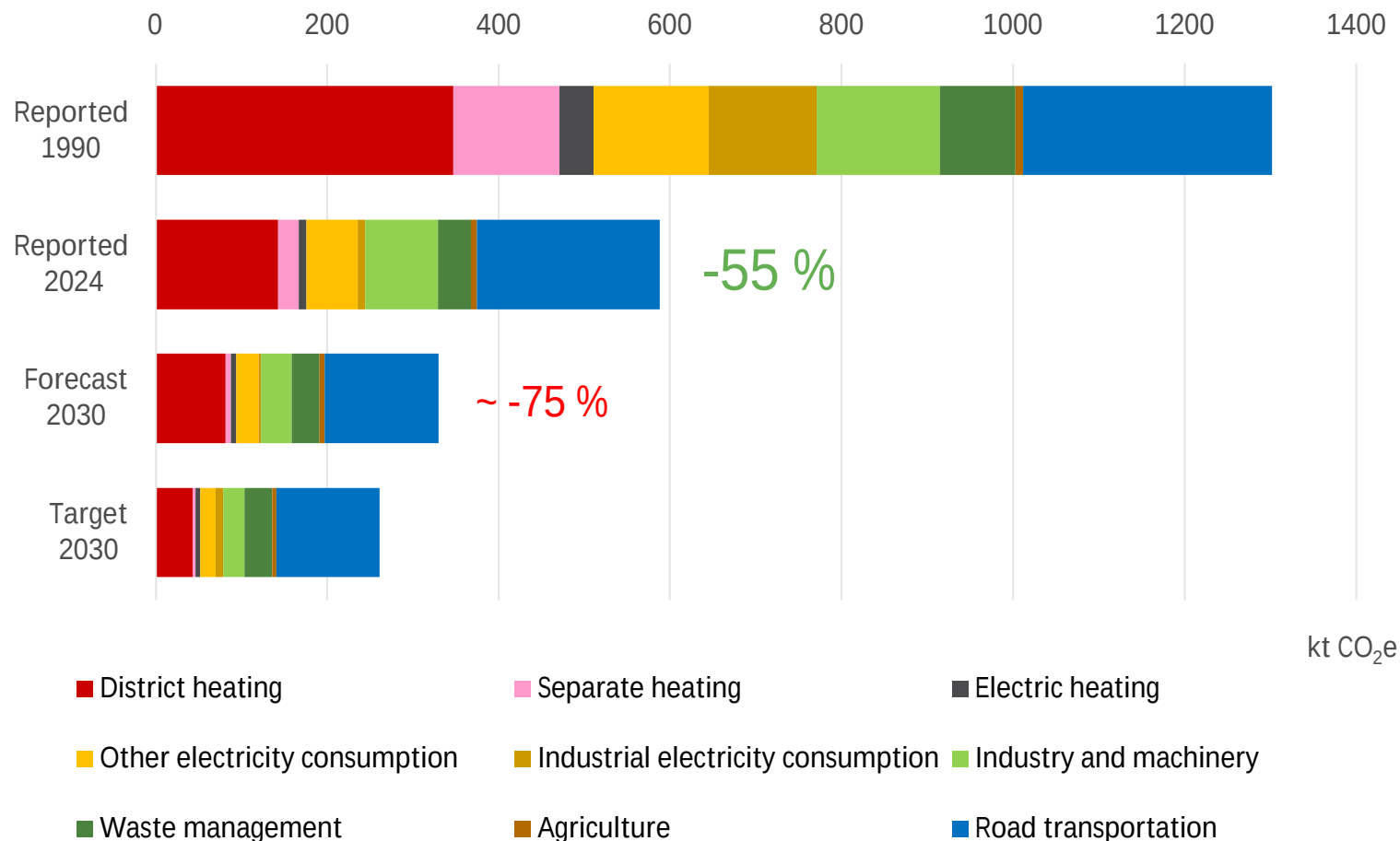
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Climate neutral Tampere by 2030

Climate vision

- Target: -80 % emission reduction from 1990 level by 2030. Residual emissions (20%) covered with carbon sinks, carbon removals and carbon credits.
- Forecast: With current measures we estimate to achieve around 75 % reduction by 2030.
- Since 2024 transport sector is the largest emission sector where change is needed.



Actions in transport sector

In 2030 road transport equals almost 50 % of all emissions in Tampere

What change is needed?

- Electrification in all transport sectors.
- Behavioural change: Less use of private cars -> more public transport, cycling and walking.
 - Target: 69 % sustainable transport mode share.

Measures:

- Tramline 3 starts in 2028
- Electrification of bus transport
- Improving the service level of public transportation
- Promoting cycling and walking (infrastructure, route maintenance, winter cycling, bike parking etc.)
- Parking policy to support sustainable modes of transportation
- City planning: 15-minute city, city is developed around the tramlines and core public transport lines.
- Nudging the behavioural change (marketing campaigns, resident work, pilots etc.)



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Climate Management in Tampere

Strategies and tools

Strategies

- Tampere Strategy 2035: Carbon neutrality target by 2030. A leader in climate action and a pioneer in promoting biodiversity.
- Mayor's Programme 2025–2029 – Our Tampere “Tampere is committed to achieving carbon neutrality by 2030 and promoting biodiversity.”
- Climate and Environmental Policy Guidelines 2026–2035. These guidelines further specify the Mayor's Programme and the city strategy. Climate and environmental work is reported through a set of strategic objectives.
- **Carbon Neutral Tampere 2030 Roadmap** - Summarises the measures required to achieve carbon neutrality, including climate adaptation actions, and contains the city's emissions forecast. 397 measures. Updated this fall.

Tools:

- **Climate Budget** - Used to monitor funding for climate actions and to plan activities within the city's financial and operational planning cycles.
- Climate Watch - Used to monitor the progress of climate measures / Roadmap
- Various Climate Data Tools and Information Platforms Support decision-making, monitoring, and reporting through climate data and analytics.

Climate Neutral Tampere 2030 Roadmap

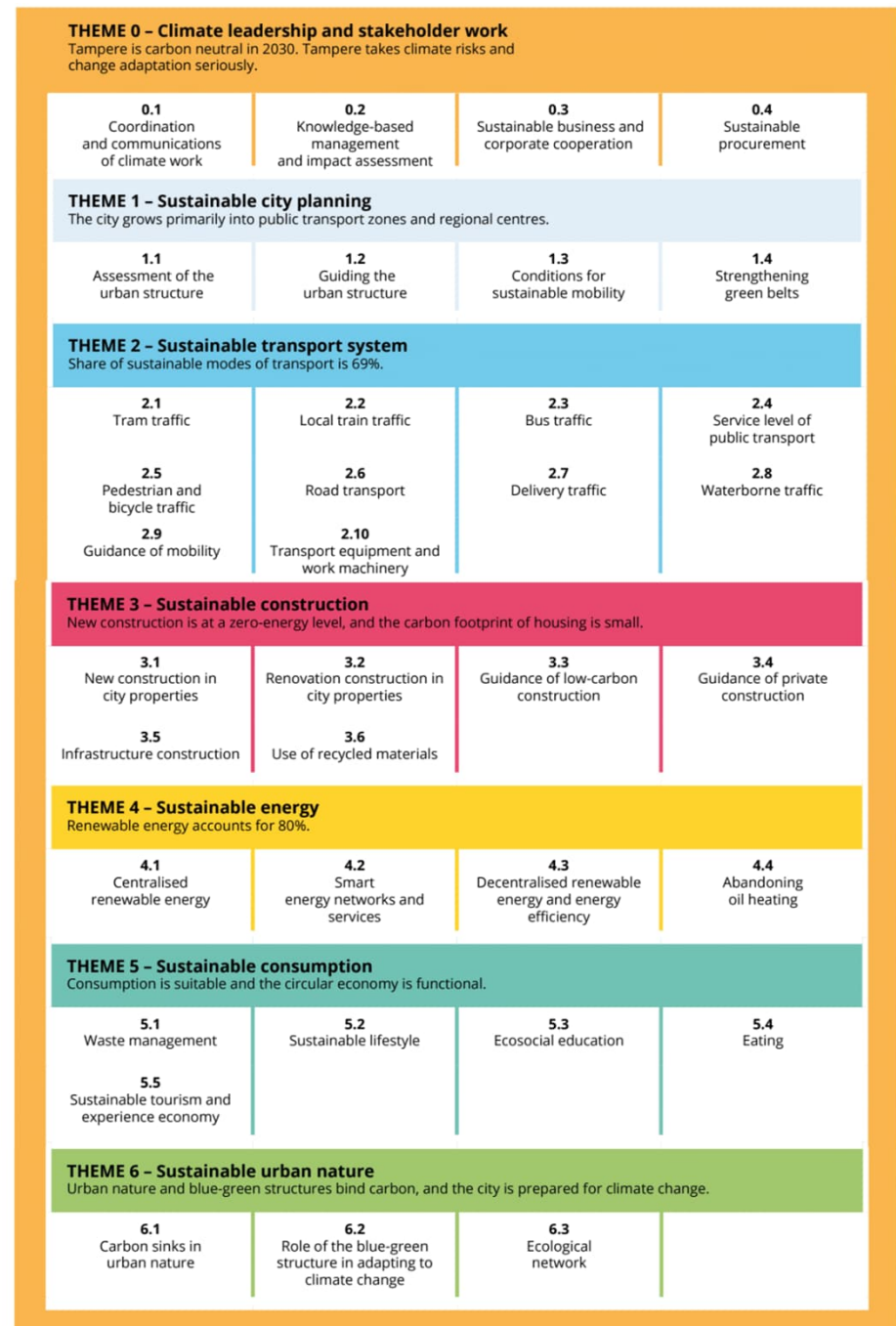
Since 2020. In fall 2026 it will be updated (mid-term review).

Roadmap measures are divided into 7 themes:

0. Climate leadership and stakeholder work
1. Sustainable urban planning
2. Sustainable mobility
3. Sustainable construction
4. Sustainable energy
5. Sustainable consumption
6. Sustainable urban nature

Total number of measures is 397.

Whole city organisation and subsidiaries are engaged.



Climate Budget

- Climate budget has been part of city's official budget since 2020.
 - Realization reported as part of financial statements.
- The biodiversity budget will be introduced in the preparation of the 2027 budget.
- The climate budget consists of two components:
 - Emissions Budget: Annual maximum CO₂e emissions allocated across different emission sectors.
 - Scope: City-wide emissions (Scopes 1 and 2).
 - Financial Plan: Financial resources allocated to climate actions and identification of funding gaps.
 - Scope: The city organization and its subsidiaries.
 - Investments and operational costs

Integrates climate and biodiversity work into the city's financial planning and reporting processes.

Supports the monitoring of progress towards climate and biodiversity targets and assesses the adequacy of the measures and the associated funding.

Provides information for decision-making and enhances transparency for citizens and stakeholders.



CONTINUOUS DEVELOPMENT



• FINANCIAL PLAN 2020:	EMISSIONS					
• FINANCIAL PLAN 2021:	EMISSIONS	MEASURES	EUROS			
• FINANCIAL PLANS 22-25:	EMISSIONS	MEASURES	EUROS	CO2e IMPACTS		
• FINANCIAL PLAN 2026:	EMISSIONS	MEASURES	EUROS	CO2e IMPACTS	SUFFICIENCY OF FUNDING	
• FINANCIAL PLAN 2027:	EMISSIONS	MEASURES	EUROS	CO2e IMPACTS	SUFFICIENCY OF FUNDING	BIODIVERSITY BUDGET

CLIMATE-4-CAST PILOT:
FROM REPORTING TO
PLANNING

Climate-4-CAST PILOT

Enhanced Climate Budget process – From monitoring to planning and evaluation

Aim: Better planning of climate work. Climate budget supports implementation of Climate neutrality roadmap. Identify the sufficiency of funding and funding gap towards target. Prioritise the most crucial measures to reduce emissions.

New approach

- All city units and subsidiaries estimate the resources directed to the implementation of climate measures (roadmap measures) they are responsible of. Timeframe: next year + 3 years.
- Spring / Budgetary framework negotiations: City units evaluate whether they are able to implement their climate measures within their current budgetary frameworks or if implementation would need additional funding.
 - Additional needs are evaluated and prioritised. The most critical measures receive additional funding or are prioritised within the current frameworks over some other measures.
- Fall / Finalisation of climate budget. All units and also subsidiaries estimate costs for climate measures (All investments + operational costs over 50 000 €).
- Fall / Annual planning. Climate measures are raised in all units yearly plans.
- February / Financial statements: Measures that received additional funding, all investments and measures with over 50 000€ of operational costs are reported in financial statements.



Prioritisation of additional funding needs

Six criteria framework

The measures were assessed against six different criteria.

A key starting point was to evaluate the significance of each measure, particularly in relation to Tampere's climate target, its potential for reducing emissions, and the critical sectors identified in the emissions forecasts where additional measures are still needed to achieve further emission reductions.

Criteria might change between years.

Criteria	Explanation
1. Impact category of the measure	Foundational/enabling, direct emission reduction impact, indirect, no impact
2. Criticality of the emission sector	Prioritised sectors are transportation, district heating, oil heating and industry and work machines
3. Scope of the emission reductions	Scope 1 and 2 are prioritized.
4. Magnitude of the emission reduction potential	Large, medium, small
5. Costs of the measure	Small (0-50k€), rather small (50-100k), rather large (100-500k), large 500k ->
6. Additional benefits of the measure	Substantial, medium or no benefits Other benefits such as cost-savings, health benefits, well-being, nature, better services etc.

Results in 2027 budget planning

Additional funding for 9 measures

- Service areas identified all together 27 measures that would require additional funding.
- After prioritisation 9 climate measures are proposed to receive additional funding.
- 4 measures are linked in the transport sector.
 - Marketing Sustainable Mobility to Residents.
 - Winter Maintenance of Cycling and Walking Routes.
 - Preventing traffic congestion. Develop transport forecasting models to support the assessment of service levels for sustainable modes of transport.
 - Temporary Storage Sites of Excavated and Construction Soil Materials. Plan, permit, and establish sites for the processing and temporary storage of soil and earth materials in connection with the most significant new development areas and construction projects.



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Lessons learned

- Transportation measures were highly prioritised in the budgetary framework negotiations.
- Simple prioritisation criteria worked well, when we needed to find the most important measures.
 - Similar approach has been wished for the whole roadmap evaluation and planning process
- Support from financial department and few key managers was important to succeed with the renewal of the process.



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ENERGY TRANSITION

Climate-4-CAST

Kiitos! Thank you!

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