Reduced carbon emissions prague

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Prague Airport"s subsidiaries have also taken measures to reduce CO? emissions. Czech Airlines Technics has replaced the lamps on Hangar F with LED lighting and at the same time purchases green electricity. The same approach was adopted by Czech Airlines Handling, which also uses electric ground support equipment (GSE) with a commitment of a 40 percent share in 2030.

The main goal of the Airport Carbon Accreditation programme is to support airport operators in their efforts to reduce greenhouse gas emissions from various airport activities. The programme brings together hundreds of airports around the world that map their carbon footprint and implement procedures to reduce it.

In 2019, Prague set out on the path to becoming a carbon-neutral metropolis and followed the example of leading European cities by adopting a groundbreaking City Council decision. Our goal is no less than to reduce CO2 emissions by 45% before 2030. This is motivated not only by the idea of environmentally friendly local policies, but also by wanting to increase the capacity of Prague to offer good quality of life for its residents, and by the potential of a restructuration of Prague"s economy, where green and sustainable technologies are gaining primacy.

As a result, we have tried to embody the ambitious goals which arise in the implementation of the climate agenda in what we believe to be a complex and comprehensive strategic document. The presented Prague 2030 Climate Plan responds to the latest challenges brought on by climate change and seeks to benefit primarily from crucial synergies.

We are inspired mainly by the large cities of Western Europe. In this respect, we would like Prague in 2030 to be a partner standing alongside them. Climate protection policy is one of the foundations of a successful modern local government and the current social climate favours change. Prague"s 2030 Climate Plan is our contribution to this debate - proving that we are definitely not taking this agenda lightly.

A reduction in CO2 emissions to a desirable level must be the result of simultaneously implementing various separate projects. An integral part of the Climate Plan is therefore formed by a comprehensive project repository which rationalises the main benefits and, more importantly, the potential these projects have for fulfilling the goals of the proposed climate strategy. Overall, we can identify the following milestones as crucial for our common efforts in building a metropolis for the 21st century:

This will allow us to release Prague from its dependence on coal-based energy sources, the operation of which continues to have major impacts on our surroundings. This would allow for a reduction in carbon emissions of up to approximately 2.5 million tonnes per year. However, such changes rely on the condition of securing a different way of supplying energy - through a large infrastructure of low- and zero-emission power plants (e.g. solar and hydro power).

Again, a key step in decreasing the dependence on coal, which promises a reduction in emissions by up to 0.5 million tonnes per year. In particular, we think secondary heat sources are highly promising, especially those targeting the energy potential of waste and wastewater, as well as natural gas. Attention should also be paid to avoiding unnecessary heat losses during its distribution to the end users.

There are over 130,000 buildings in the Czech capital. Many of them have been evaluated as suitable candidates for the implementation of energy efficiency improvement measures. By 2030, we see an opportunity to reduce the overall energy consumption by 10%, which again corresponds to a reduction in carbon emissions of around 0.5 million tonnes per year. This is also closely linked to the above-mentioned restructuring of Prague"s energy mix.

Of course, change should start directly with the motor vehicle fleet managed by city organisations. Beyond this, we would like to motivate Prague residents to think of electromobility as a viable and comfortable alternative to transport. This does place high demands on the city in terms of creating the appropriate conditions. However, the return could be a reduction of additional 0.5 million tonnes per year in our carbon footprint. So, let"s pursue this future of electric vehicles, biomethane fuels, and various forms of non-motorised transport further.

This is a modern way to give purpose to waste that would be produced in any case. The construction of Prague’s biogas plant has already been discussed - the aim is to process as much organic waste as possible collected from Prague"s restaurants and households. Of course, this is closely tied to initiatives promoting the separation of food waste, and we cannot forget the possibilities offered by treatment of residual wastewater sludges. When these things are applied together, we can reach a state where the manufacturing industry generates significantly fewer CO2 emissions.

There are currently many public buildings in the capital city"s ownership which could be vehicles for various adaptation measures. We consider the fact that they are not yet used for these purposes to be a missed opportunity. Our aim is therefore to increase their share by at least 5% in the first phase for the near future.

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