



Workshop City Cooperation Athens-Vienna

Workshop Report

13-14 November 2017

Athens, Greece



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of



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1 Introduction

1.1 CapaCity – Urban Competences

The program **CapaCity – Urban Competences** funded and supported by the Municipal Department 27 – European Affairs by the City of Vienna pursues a more deepened international cooperation between the City of Vienna, its organizations and other cities. Several initiatives in the Danube region already have pushed forward cooperation and intensification of social and economic exchange between countries, regions and cities (e.g. the enlargement of the European Union in 2004 & 2007; the establishment of the European Strategy for the Danube Region), nevertheless the City of Vienna now focuses on the internationalization of organizations and companies in order to generate common project ideas. Integrated urban development as holistic smart city approach is the main aspect of activities within the program CapaCity. The Municipal Department for European Affairs (MA 27) of the City of Vienna as initiator of the CapaCity program pursues to both widen the range of topics for city cooperation's and to identify core topics of common interest.

Intensified European integration is one aspect of the program, additionally the City of Vienna has been visited by various delegations and municipal experts, who are interested in urban strategies and technologies applied in Vienna. CapaCity builds up on opportunities generated by this international interest and will strive after sustaining contacts and intensifying exchange with regard to urban technologies and strategies.

The following activities are designed within the project CapaCity in order to support Viennese companies and organizations to deepen internationalization and activities in Central and Eastern Europe:

- Organization of workshops in selected cities with participation of stakeholders from Vienna. The main aim of these workshops is follow-up activities.
- Coordination and collection of statistics of delegations, experts, organisations and companies visiting Vienna with particular interest in urban solutions.
- Representation at events, relevant for smart city expert networks & cooperation ideas.
- Research on and collection of relevant challenges for future urban development with regard to important cross-border and transnational projects and attractive co-financing instruments.
- Development of project ideas, triggered by municipal expert exchange on the basis of organized workshops in CapaCity partner cities.

Diverse sectors and topics are relevant for workshops within CapaCity which are based on issues of the Smart City Vienna framework strategy: radical resource preservation, innovations/new technologies, balanced quality of living. CapaCity is open for a variety of concrete topics, e.g. urban mobility and transport planning, strategies for tourism development or urban development visions. The ruling principle of workshops is the mutual benefit for both the host city and the City of Vienna and its organizations.

The CapaCity City Cooperation Workshop in Athens (GR) focused on developing approaches and ideas within the fields of cycling, energy and small-scale interventions and for the local conversion area Eleonas. Also, new formats for further cooperation between Vienna and Athens were discussed.

2 Executive Summary

Based on Vienna's long-term cooperation with the City of Athens, a workshop was set up as part of the CapaCity programme in order to tackle pressing issues in urban planning. Following an expert exchange between representatives of both cities, the workshop took place on 13-14th of November 2017 in the town hall in Athens.

After a plenary session, where the topics were introduced and the main challenges in Athens were pointed out, Vienna's and Athens' experts discussed the four topics in parallel workshop sessions. The workshop sessions were strongly focusing on specific problems and possible solutions for Athens but also on exchanging know-how and getting to know each city's best practices within the fields of cycling, energy production and small scale interventions. Also, possible next steps to remodel the area of Eleonas, a "hidden" quarter in Athens that does not receive a lot of political attention, were discussed. Concerning all these fields, experts from both cities offered a detailed insight into the framework and restrictions within the city and discussed possible solutions in order to cope with local problems.

In the field of urban cycling, it was recommended to establish a step-by-step implementation approach for an urban cycling network, following Vienna's strategy in this field. Also the implementation of a mixed bike sharing system with both fix-station and free-floating bike systems was discussed as an option for the City of Athens.

In terms of renewable energy use it was recommended to develop a citizen solar power plant located on the roof of a school. This could work as a show case for future projects.

In order to develop small scale interventions within the city, experts from Vienna and Athens came to the conclusion that it is crucial to work on community building and to strengthen community networks. Also, international best practices for temporarily using skeleton buildings can function as role models in order to generate ideas for Athens.

For the quarter of Eleonas, it was recommended to remodel and widen the green areas in Eleonas and solve the problem of borders that separate Eleonas from the rest of Athens by setting up a stakeholder process.

Based on this workshop, new ways of cooperation can be established between both cities and follow-up meetings to work on projects together – especially within the fields of citizen power plants and the use of skeleton buildings – were agreed on.

3 The study case & problem statement

The cooperation between the City of Athens and the City of Vienna has a long tradition, e.g. based on the activities of the Alumni Association of the Greeks who studied in Austria (SEFA) organising a Vienna Ball every year.

On political and administrative level, a cooperation agreement between the two cities of Athens and Vienna is in place defining several topics of common activities in the fields urban quality of life, urban development, smart city strategies, business and economic development, cooperation in visitor's economy and destination management initiatives.

Based on this agreement a working meeting took place in Athens in January 2017 in order to identify concrete fields of common activities. Head of the Viennese delegation was Vice Mayor Maria Vassilakou accompanied by her press officer Andreas Baur and the director of the Mobility Agency Martin Blum. The main points of discussion during this meeting were:

- Urban Cycling
- Energy and Energy Efficiency
- Small Scale Interventions
- Conversion Area Eleonas

In order to further specify the needs of the City of Athens in relation to these issues and to further identify the fields of cooperation, a 2-day workshop took place as a kick-off event for further activities on technical and administrative level in the upcoming years.

For the preparation of the workshop "experts-couples" were formed for four topics. These couples elaborated a problem statement for each pillar of the workshop including the current situation in Athens, the challenges and possible barriers hindering the implementation. This approach replaced a possible preparatory meeting in Athens and facilitated the discussions during the workshop.

The City of Athens recently developed a new resilience strategy for 2030 that aims at turning Athens into a sustainable and resilient city by establishing certain measures in accordance with the Sustainable Development Goals. Four focal points were chosen in this context:

- **Open City.** Effective and efficient governance, better management of communication and collaboration with residents
- **Green City.** Human need for proximity to nature, focus on climate change and environmental challenges
- **Proactive City.** Creating a trustworthy and safe environment for citizens
- **Vibrant City.** Promoting well-being, creativity, entrepreneurship and new, inclusive identity

Based on these goals four topics were selected by the "expert couples" from Vienna and Athens in order to address Athens' most pressing urban development problems.

Urban Cycling

The topic "Cycling" was identified as a major future field of activity by the City of Athens. At the moment, 250,000 bikes are sold each year and 15,000 people own a bike that is ready for daily use. Yet, the cycling infrastructure in Athens is insufficient, since there is no reference to bikes in the legislation and new laws are needed in order to implement cycling regulations and policies. At the moment, the City of Athens is working on a 5-step approach for cycling:

- A basic cycling network should be developed. One part of the network was already designed, but not yet implemented.
- A bike sharing system should be established.
- Cycling parking infrastructure, such as bike stands, should be set up, following the high demand by citizens.
- Marketing and communication measures should be developed in order to promote cycling in Athens.
- Cycling tourism should be fostered by setting up thematic routes.

Small scale interventions

The City of Athens, through the Athens Development and Destination Management Agency (ADDMA) intends to implement the programme „This is Athens Incentives“. The project entails providing partial financial support for implementing citizens’ proposals that give solutions to real challenges in the city. Small and medium sized companies and self-employed professionals have the best understanding of the everyday-life issues and challenges of the city. This pool of professionals that interact with the city on a daily basis often approaches the municipality willing to offer their insight or even their ideas on the challenges they face. The initiative “This is Athens Incentives” addresses the need of establishing a fast-track crowdsourcing mechanism that is especially set up for the purpose of collecting these proposals, evaluating them and assessing their maturity so they can be turned into projects and come to reality. One focus of these projects is on participation of citizens in decision-making, in order to show that large impact is possible even with a small budget.

The city also created a network of citizens, who are active in their own neighbourhood. Approximately 700 initiatives were organized within different categories (e.g. “schools open to neighbourhoods and society” or relocating refugees into the 150,000 building units that are currently empty in Athens). Participatory budgeting, which means allocating budget for citizen projects in their neighbourhood, is an important topic here.

One main new Project is “Philo-Xenia”, where people can apply to 5 open calls for project funding on 5 different levels:

- **Shops.** Developing new ideas for 30 empty shops.
- **Neighbourhoods.** 21 initiatives will be realized with 5,000€ each. The focus will be on upgrades (e.g. use of public spaces, play grounds).
- **Residential blocks.** 12 initiatives will be funded. The goal is to bring residents together with the owners and to develop projects together (e.g. green, living walls).
- **Streets.** 8 streets are involved. Projects will focus on creating a new identity, e.g. by upgrading street furniture or lighting.
- **Public buildings.** One art installation will be implemented, which should involve data collection and visualisation.

Renewable Energy Production and Energy Cooperatives

In Athens, 23% of the people don’t have enough money to pay for electricity. The city provides subsidies against energy poverty, but still new approaches are needed. Examples can be awareness raising or educating people how to deal with energy use. One concept to be discussed in this context are energy cooperatives, which sell or use energy that people produce. Also virtual metering is an option, but so far it is only possible for agriculture and the municipality, but not for private persons.

However, there are plans for a new law that focuses on the production of energy for communities by establishing a joint venture between the municipality and the communities (public-private partnerships). This would allow people with lower income to create energy for themselves and to sell a certain amount in order to make money.

The central task therefore is to define components of an energy efficiency program for a city and its metropolitan area, to discuss methods of generating renewable energy and saving energy, new technologies to generate heat, energy etc.

Conversion Area Eleonas

The area of Eleonas, which is split among 5 municipalities, is recognized in Athens' regional development plan and is regulated by a presidential decree from 1995. Based on the set-up of the detailed zoning plan for the area, several problems can be identified:

- **Zoning "industrial area"**. Within this zoning category it is only allowed for light industry businesses to settle and this is only possible for uses that were there before (existing industries). Therefore, it is not possible for new industries to move to Eleonas.
- **No common development plan**. It was planned to create an identity for Eleonas with representatives from the 5 municipalities in order to manage the area. This plan, however, was never established.
- **Empty spaces in land use plan**. There are several unplanned spaces within Eleonas, as the central government didn't pay attention to them. It is only permitted to fix existing buildings in these unresolved areas, but not to build any new buildings.
- **Lack of street infrastructure**. Money was allocated from the property owners to improve the infrastructure (e.g. the sewage system), but it was never used for this purpose.
- **Abandoned projects**. Several large scale projects were started to boost the development within the area (e.g. plan for new football stadium, shopping mall). These projects were started, but later stopped before completion due to limited funds and capacities.
- **Negatively perceived uses**. Projects with a negative connotation or that were not really needed moved to Eleonas (e.g. mosque, undefined sports area, crematorium, waste transfer station).

4 Workshop Program

Day 1, 13 November 2017

9:15 Arrivals

9:30 Plenary Session (location: Athens City Hall – Ceremonial Room)

Welcome speeches and introduction on the first Athens & Vienna Workshop

- Ms Lenio Myrivili, City Councillor of the City of Athens
- Ms Maria Vassilakou, Vice Mayor of the City of Vienna

9:45 Introduction to the programme, topics and aim of the workshop - Impulse presentations by the City of Athens experts

- Urban Cycling
- Renewable Energy Production and Energy Cooperatives
- Small scale interventions in public space

10:45 Coffee Break

11:00 Parallel Working Group Sessions

- Urban Cycling (*location: Athens City Hall – Ceremonial Room*)
 - o Short presentation of mobility in Athens today. Problems and opportunities
 - o Presentation of the new plan for cycling in Athens – technical specifications
 - o How to establish a basic network of cycling routes/lanes/streets?
- Renewable Energy Production and Energy Cooperatives (*location: Meeting Room "ODE" - City Hall, 1st floor*)
 - o City of Vienna presentation of energy cooperatives best practices
 - o Discussion about the development of energy cooperatives in the city of Athens
 - o Short presentations of the two cities of initiatives/policies regarding Energy Poverty and discussion around best possible actions towards its mitigation
- Small scale interventions in public space (*location: Athens Development and Destination Management Agency – transfer by car*)
 - o Description of the Local Agenda 21 programme and similar Vienna Shares projects
 - o Description of the "This is Athens Incentives" programme
 - o lesson learned from the Vienna experience/impact
 - o Issues to consider for implementation/sustainability/scale up

13:00 Lunch break - Athens City Hall

14:00 Plenary session - open to the team of Technical University of Vienna

Presentation about the area of Eleonas (*location: Gounaropoulos Room - Athens City hall*)

- o presentation on the current state of planning
- o significant projects implemented

- Consideration for future re-zoning

16:00 Urban Cycling (continued) (*location: Athens City Hall – Ceremonial Room*)

- How to plan and build adequate cycling infrastructure
- How to establish a bike-sharing system/ the Vienna experience from dockless bikes?

17:00 **Field-trip to Athens Commercial Triangle**
(meeting point in front of the City Hall)

20:00 Dinner at “Aiolou 68” (68, Aiolou street)

Day 2, 14 November 2017

Visit to Serafio Complex, the new multipurpose center for sports, culture and innovation of the Municipality of Athens / address: Peiraios str. & Petrou Ralli (near the metro station Kerameikos – line 3) <http://www.serafio.gr/>

9:15 Arrival to Serafio

9:30 Parallel Sessions

- Urban Cycling (continued)
- Guided tour and meet with the facilities, initiatives and projects hosted in Serafio (duration: 30-45 minutes)

10:15 Continuation and wrap-up of work in subgroups

10:45 **Plenary session** (location: 2nd floor in Serafio complex)

Presentation of the results of the workshop – discussion on the next steps

11:45 Departure from Serafio (*transfer by car*)

12:00 **Meeting with Vice Mayor Maria Iliopoulou (location: Municipal Administration Building, 22 Liossion St – transfer by car)**

Discussion on the project “Open Societies and schools in climate protection and energy transition” and on the potential collaboration between Athens and Vienna

5 Workshop Findings

5.1 Urban Cycling

Even though the City of Athens is eager to create a bicycle network for the city and already developed strategic plans, legislative restrictions make it difficult to implement these plans. There are no laws in Greek road code to foster cycling and many guidelines and suggestions for cycling are not even compatible with the law, especially concerning pedestrian streets and pavements.

In order to face these challenges, a step-by-step approach was suggested that is based on Vienna's implementation of a cycling network:

1. **Setting priorities.** The relevant streets can be categorized according to their priority for cycling and the necessary infrastructure needs (e.g. cycle lanes at main streets and counter-flow in residential streets) should be defined. New formats for Athens that are already successfully implemented in Vienna are, for example, bicycle streets specifically designed for bikes or bus lanes that can also be used by cyclists. Aspects to be considered are the necessary width of the different types of lanes and the road signage.
2. **Installing a decision-making committee.** A decision-making committee should be set up, which is responsible for discussion new cycling projects and which integrates expert feedback and technical service ideas into the planning process and implementation.
3. **Bicycle parking.** Racks to park bikes within the city should be installed, taking into account the availability of spaces on the sidewalks (if wider than 2.5 meters) and in car parking lots.
4. **Awareness raising.** Marketing and awareness raising strategy can be implemented, in order to show the relevance and attractiveness of cycling for both citizens and the municipality. This can be done by organizing cycling events (like "critical mass") or by starting target-group oriented projects like "cycling buses" for school children. Another example from Vienna is the installation of a mobility agency that promotes cycling by doing a lot of activities (e.g. conducting polls, publishing information, holding self-repair workshops or organizing cargo-bike-subsidies and test rides).

Another aspect that was suggested by Athens in order to strengthen the role of urban cycling is the use of bike sharing systems; free floating bike sharing providers, such as OFO and Obike, might be an option. Based on Vienna's experience, the bike providers do not have a contract with the City of Vienna at the moment, just a free licence permission of the Chamber of Commerce. Therefore, the city has no regulation-tool available yet – however, Vienna's mobility agency is in contact with the providers and an official contract will be set up between the city and the bike providers that includes the service quality. On the positive side, bike sharing keeps the costs low for citizens and the city (as they only need to provide the public space and racks). Challenges, on the other hand, include the following aspects:

- **Setting a spatial frame.** At the moment, there are too many bikes in the city centre, whereas fewer use them in the outer districts. It is therefore necessary to define quantities in different areas.
- **Vandalism.** As vandalism happens in Vienna as well, bikes get damaged or are hard to re-collect, as they are parked on inaccessible places. An option would be to equip the bikes with chain locks; this, however, requires a sufficient number of available bike racks.

- **Evaluating the number of used bikes.** It is important to observe and evaluate the number of trips per bike per day in Vienna.

Instead of only using fix-station or free-floating bike systems it would be also an option for Athens to use a mixed system in Berlin that combines the advantages of both systems.

5.2 Renewable Energy Production and Energy Cooperatives

The main topic was Vienna's "Bürgersolkraftwerke", which is Vienna's way to let citizens participate in the energy transition towards a low-carbon energy system. In Greece a law on energy cooperatives was prepared and should be voted during the next weeks. This legal change would be needed to create energy cooperatives.

After a detailed presentation on how this initiative of Bürgersolkraftwerke was set up and how it is operated in Vienna, discussions were about how such a system could work in Athens, in particular whether citizens would be ready to invest into solar power plants, whether they would trust an operator which is not the city (as the city does not have an energy utility), which could be appropriate roofs, etc. In addition to representatives of the city, two representatives of AGA, a technical company as well as a representative of C40 and of Greenpeace took part in this discussion.

The idea came up that school roofs might be a good starting point. Schools would also offer the possibility to involve the students and to showcase public buildings as good examples. It could be combined with an offer to a number of poor households in the neighbourhood and thus also include activity against energy poverty. As Athens does not have an energy utility, a different operator needs to be found. This could either be the city itself, or a cooperative set up by Greenpeace who is currently investigating different models of operation or a different, trusted, third party. The representative of Greenpeace was confident that in view of prices for electricity and costs of PV a reliable business case should be possible.

At the end it was agreed to set up a little working group that discusses further details and prepares next steps such as scouting appropriate school roofs, further developing a business model, etc.

5.3 Small scale interventions in public space

The comparison of two different approaches – "This is Athens Incentives" and "Local Agenda 21 Vienna – Grätzl-Oase" – shows the similarity of opportunities for small scale interventions. Both aim to support citizen engagement with small budgets to find new solutions for different challenges. Athens deals with vacant shops, upgrading neighbourhoods, streets and residential blocks. Vienna searches for upgrade and new usage of public space as a result of enlarging the parking space management. Furthermore, both cities understand these small scale interventions as measures to enhance social cohesion. The program Philo Xenia comprehends 5 different strands to reach different communities (e.g. artists, digital experts, young people). The strands upgrading neighbourhoods and streets are quite comparable with Neighbourhood Oasis (Grätzl-Oase). At the moment the calls for Philo Xenia are designed so the discussion circled around the questions how to reach the target groups and build a network, how to organize the process of submission and selection and how to connect the initiatives with the municipality for implementing ideas sustainable.

Regarding the implementation of measures Athens and Vienna reveal big differences in constitutional terms of law and organisation. Vienna as a city, province and capital acts within a level of high planning and financial autonomy. In contrary to that Athens as an urban agglomeration (consisting of 35 municipalities) has weak planning, decision and financial power. This makes it difficult to adapt measures quickly and adequately to recent demands and also to opportunities. So in case of participation and empowerment in both cities the discussion and project-presentations showed on the one hand a more or less top-down-related approach (Vienna) and a more or less solidarity- or volunteer-related approach (Athens). But in both cases you need to work on community building and community networks.

One particular difficulty for example is the restriction regarding the temporarily use of skeleton buildings for cultural, entrepreneurial or social activities. In the workshop discussion it turned out to consider a partnership action to identify opportunities for a transformation of these restrictive conditions. On the one hand it could be a desktop driven analytical activity to work out the crucial obstacles for temporary use of skeleton buildings and to make use of international best practices for shaping customized solutions for Athens. On the other hand, it should be considered to combine these analytical processes with activities and actions which create broad public attention for the problematic underuse of skeleton buildings and to make visible what for they could be used under different legal conditions. To gain attention on the level of decision makers and to mobilise civil society and creative power it was articulated to think about a format of a "Twin City Festival" with the topic of "missed utilisation of skeleton buildings". The participants of the workshop agreed to use the next months to draft ideas for such an activity and to consider and check how such a project could be implemented.

Within this project-idea two other projects the City of Vienna and Athens have won under the EU-programme "Urban Innovative Action" may be integrated in a particular sense – both projects focus on integration and empowerment of refugees in a very early stage of their life in a new country. These projects do have their own life cycles but have the potential to enrich the discussion and work about "temporarily use of skeleton buildings".

5.4 Conversion Area Eleonas

A post-industrial zone, fragmented into pieces with no common identity and no connection to its historical background: Eleonas still is an unknown - hidden - invisible place, commonly known as an urban enclave.

Its development should be controlled by the Presidential Decree dating from 1995. But there exists a complicated system of different level of governance, absence of a planning organisation responsible for the development of the whole Eleonas area. Conflicts between the Ministry of Infrastructure and Municipality of Athens concerning the street network and infrastructure, lack of basic infrastructure e.g. sewage system is additionally undermined by the no-cooperation between the 5 municipalities that are concerned about Eleonas. All these complicated circumstances seem to act as fetters which hold the local governance back from achieving a coherent strategy for Eleonas.

It is said that there is no demand for new industry, but big need for rezoning. The question is if future industry (4.0, 5.0) would be an opportunity, and: what kind of rezoning would make sense then. Also it would be interesting to develop the idea of remodeling and widening-up the green areas in Eleonas, as well as the question of dealing with the borders towards the compact body of the city of Athens. Eventually the topic of „backyard is almost alright“ could deliver an

interesting new view on the qualities of Eleonas. These four subjects are developed within the work of the students from Vienna University of Technology.

There are many new projects to be located in the area e.g. mosque, crematorium, waste transfer facility, without taking into consideration how these points of interest will influence directly the existing conditions and would be able to improve them.

Another remark was the parallelism between Eleonas in Athens and Simmering in Vienna. A possible further observation could be to identify (structural) similarities and (atmospheric) differences of the two areas.

The workshop provided an important first opportunity to discuss the requirements, potentials and issues of Eleonas and to bring forward several insights and observations, but of course not in a great extent. Participants identified an urgent need for bringing together all the responsible organizational and individual stakeholders, e.g. the municipalities, public, companies, in order to rethink on new ways of dealing with the existing adverse circumstances and the on-going processes and propose new feasible strategies about Eleonas development. Overall, there was consensus that the exposure of Eleonas is required in order to make it better known and visible to the public.

5.5 Summary and Recommendations

Based on the know-how exchange and discussions during the workshop, several problem fields were identified, recommendations were provided on the following topics:

- **Establishing a step-by-step implementation approach for an urban cycling network.** In the field of urban cycling, the next steps to develop a cycling network were discussed and a step-by-step approach was lined out for Athens, following Vienna's strategy in this field. Here, it was recommended to install a decision-making committee for Athens and foster awareness raising campaigns to strengthen the position of urban cycling within the city government and the citizens.
- **Implementing a mixed bike sharing system.** Concerning the use of bike sharing systems, Vienna recommended mixed systems that use both fix-station and free-floating bike systems in order to keep infrastructure costs and the risk of vandalism as low as possible.
- **Developing solar energy show cases.** In terms of renewable energy use it was recommended to develop a citizen solar power plant located on the roof of a school. By involving students and poor households in the neighbourhood the project could work as a show case for future projects and foster activities against energy poverty.
- **Focussing on community building for small scale interventions.** In order to develop small scale interventions within the city, experts from Vienna and Athens came to the conclusion that it is crucial to work on community building and to strengthen community networks. This way, new ideas can be generated and implemented more easily.
- **Utilising skeleton buildings.** International best practices for temporarily using skeleton buildings can function as role models in order to generate ideas for Athens. Based on the research of best practices customized solutions can be developed that are compatible with Athens' legal framework and eventually even lead to less strict regulations that allow a broader spectrum of implementations.
- **Rezoning Eleonas.** It was recommended to remodel and widen the green areas in Eleonas and solve the problem of borders that separate Eleonas from the rest of Athens. This will require a stakeholder process that brings together organisations, municipalities, the public and companies in order to discuss strategies for urban development in Eleonas.

6 Concluding Remarks

6.1 Tangible benefits for the City of Vienna

As the cities of Vienna and Athens have been cooperating on different levels already, the workshop can be seen as a further step towards intensifying the good relationship between the two cities. The CapaCity workshop also marks the start of a potential new partnership between Vienna and Athens that can focus on relevant topics within the city context in the future.

Furthermore, Vienna gained insight into Athens' governance and legal system and could learn more about different approaches and strategies, as implemented within Athens. Both cities exchanged know-how and developed new ideas that can be relevant for both Vienna and Athens. Based on these discussions, further workshops and cooperation might follow in the future, in order to specify the ideas that were developed or to widen the cooperation by including new fields of interest as well.

6.2 Next Steps & follow up activities

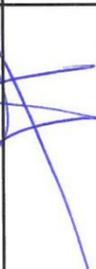
Due to the wide range of topics that were tackled during the workshop – ranging from mobility, to energy consumption, to citizen participation and urban planning – many options for further cooperation were discussed among the experts of both cities. In the workshop session on renewable energy production and energy cooperatives the participants agreed on setting up a working group for developing an energy show case project in Athens. It was planned to build a citizen solar power plant on the roof top of a school. Next steps here include finding appropriate school roofs and an energy operator and developing a business model.

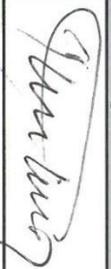
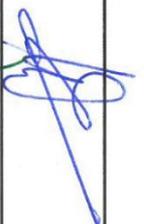
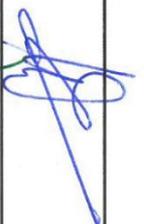
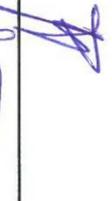
In the workshop session on small scale interventions the representatives of both cities proposed to set up a Twin City Festival in Athens and Vienna that focuses on the temporary use of skeleton buildings for events, exhibitions and other activities. As a next step, a draft for a common festival will be developed by both cities and a possible implementation will be discussed.

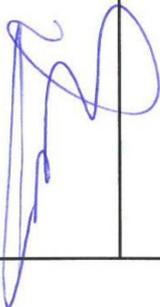
7 Annex

7.1 List of participants and contact details

Nr.	Last Name	First Name	Organisation	email	Signature
City Representatives					
1	Myrivilli	Lenio	City of Athens – City Councillor	lenio@ct.aegean.gr	
2	Vassilakou	Maria	City of Vienna – Vice Mayor	maria.vassilakou@wien.gv.at	
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Experts					
4	Antalovsky	Eugen	UIV Urban Innovation Vienna	antalovsky@urbaninnovation.at	
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7	Apostolou	Tasos	Athens Natural Gas Municipal Company		
8	Binder-Zehetner	Andrea	City of Vienna – Lokale Agenda 21	binder-zehetner@la21wien.at	

Nr.	Last Name	First Name	Organisation	email	Signature
9	Christodouloupoulou	Georgia	Transport Engineer, NTUA	<i>geo_christ@hotmail.com</i>	
10	Chyta	Vicky	Head of International Affairs Department, City of Athens	v.chyta@athens.gr	
11	Evmolpidis	Yannis	Advisor to the Mayor in Urban Planning	i.evmolpidis@athens.gr	
12	Giannakopoulou	Martha	Project manager for the small incentives and closed shops initiative - Athens Development Agency	martha@if-untitled.com	
13	Grigoriou	Takis	GreecePeace Hellas	<i>takis.grigoriou@greenpeace.org</i>	
14	Hertzsch	Wencke	City of Vienna - Urban Planning Group	wencke.hertzsch@wien.gv.at	
15	Iliopoulou	Maria	Vice Mayor for the Child	iliopouloumaria2014@gmail.com	
16	Kalimeraki	Georgia	Sustainable Mobility Unit, City of Athens		
17	Kostas	Georgiou	Project Manager, Office of Resilience and Sustainability	kostas1976@gmail.com	

Nr.	Last Name	First Name	Organisation	email	Signature
18	Luchsinger	Christoph	Technical University Vienna	christoph.luchsinger@tuwien.ac.at	
19	Markou	Vivi	Athens Natural Gas Municipal Company		
20	Melampianaki	Evgenia	Head of the Department of Urban Planning and Environment Policy, City of Athens	e.melampianaki@athens.gr	
21	Mpakovasili	Roi	Office of Vice Mayor for the Child		
22	Oikonomou	Maria	Technical University Vienna	moikono@arch.auth.gr	
23	Papageorgiou	Spiros	Advisor to the Mayor on Cycling	spirosp@mbike.gr	
24	Pröll	Manuel	City of Vienna - City Department for Urban Development and Planning	manuel.proell@wien.gv.at	
25	Schaner	Petra	UIV Urban Innovation Vienna	schaner@urbaninnovation.at	
26	Schmid	Waltraud	UIV Urban Innovation Vienna	schmid@urbaninnovation.at	

Nr.	Last Name	First Name	Organisation	email	Signature
27	Skoula	Irene	C40 Climate Leadership Group, Programme Manager	iskoula@c40.org	
28	Vassiliou	Aggeliki	Project Manager at Athens Development Agency	aggeliki.vassiliou@gmail.com	
29	Vlastos	Thanos	National Technical University of Athens Professor, Transport Engineer	vlastos@survey.ntua.gr	
30					
31					
32					
33					
34					
35					

7.2 Presentations (ppts) of the workshop

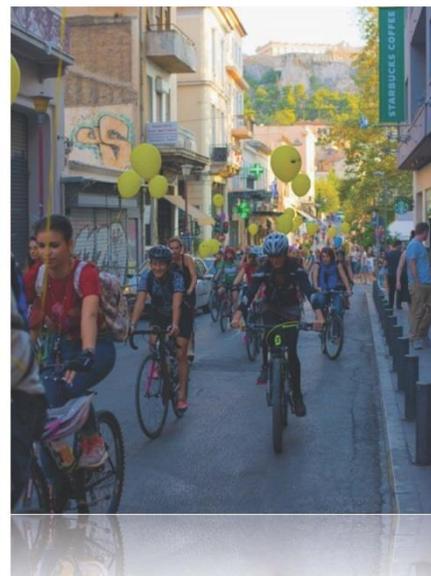
7.2.1 Urban Cycling



Cycling towards a more livable city

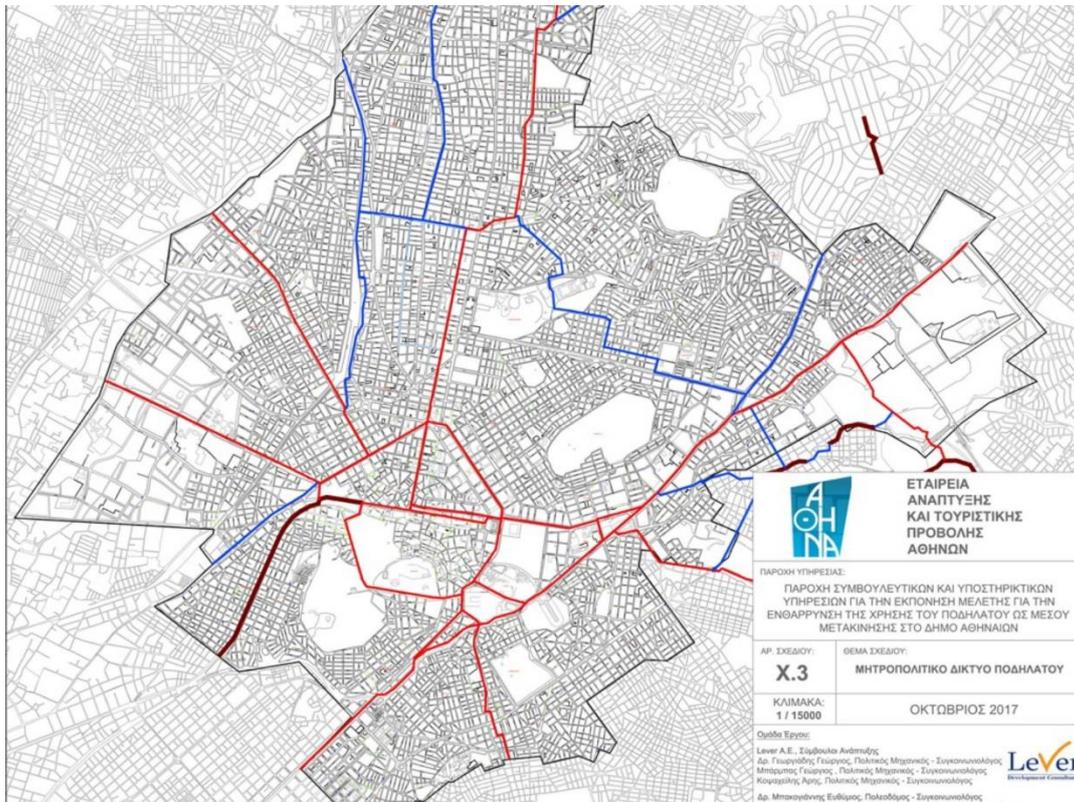
The 5 steps:

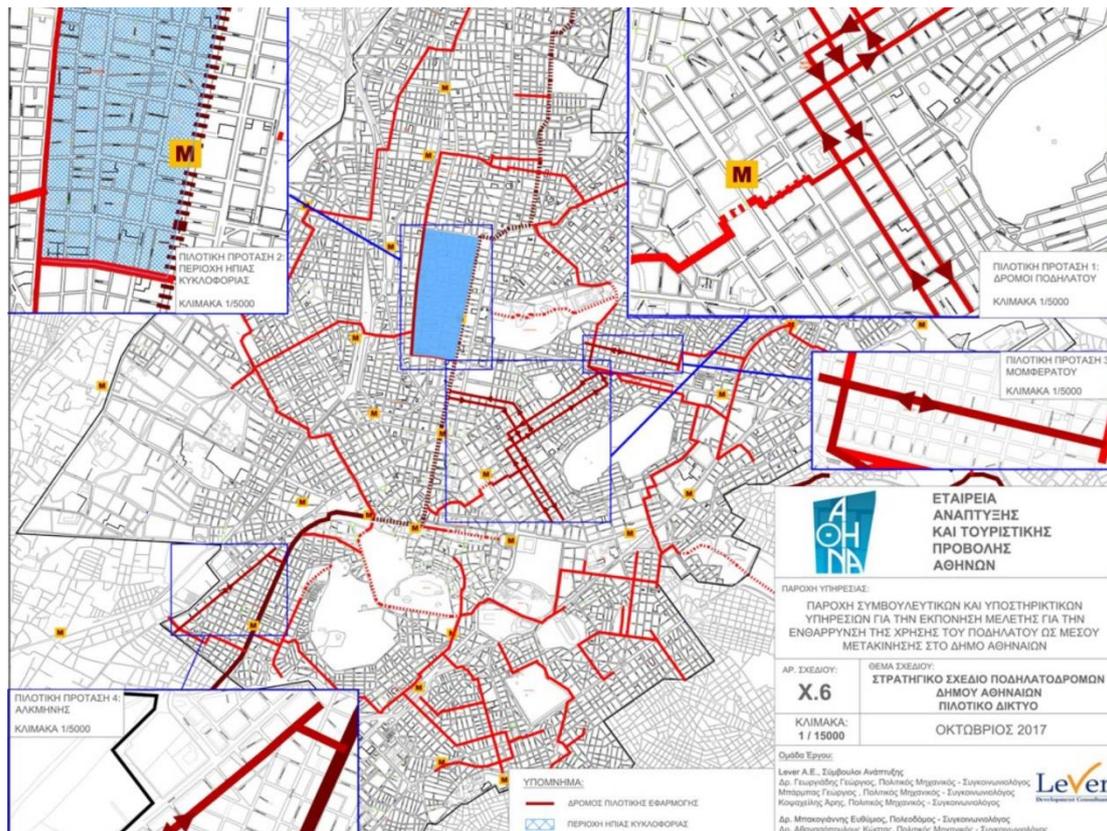
1. Creation of basic cycling infrastructure (bike lanes, bike paths, mixed path, bicycle streets etc)
2. Athens Bike Sharing System
3. Cycle stands, sign posting, public pumps etc
4. Marketing and Communication
5. Cycling tourism



1. Bike Lanes

- Design and development of a cycling network in Athens / *Basic design, done*
- Exploitation of the southern part of the main cycle track of Athens (recreational)
- Northern Cycle Track
- Basic cycling network in Athens (Bicycle streets and bike lanes) / *Ready to implement (almost)*
- *Implementation of the first network of bike lanes in Athens*





Problems to be solved

- Working group inside Athens Municipality
- Cooperation between public entities
- Marketing plan (citizens and the press have to be informed about it)



2. Bike Sharing System

- Contact with different providers / *Done*
- Evaluation of different proposals / *Working on it*
- Decision between traditional or dockless system / *Need more info*
- 70 points of interest in Athens



3. Cycle stands, public pumps etc

- 69% of actual cyclists would use a public cycle stand
- 72% want cycle stands outside super markets
- 70% want cycle stands outside bars and coffee shops
- 68% want cycle stands in banks and public services
- 60% need cycle stands in the "Triangle"



Next Steps

- Study assignment (where, how many, how, which, where to buy etc)
- Timetable
- Budget



4. Marketing and communication

- Creation of a marketing plan
- Target group: press and citizens
- Citizens who are in favor of cycling
- Citizens who believe their everyday routine could be in danger because of the changes
- Negative citizens



A network of partners

- Search for willing to help partners
- in Athens and abroad
- Search for sponsors
- Activate the bicycle industry
- Activate other NGO's
- Activate local Universities
- "Create" interested partners
- Involve schools
- Involve parents



5. Cycling tourism

- Athens as a tourist destination for cyclists
- Thematic routes:
Museums
Parks
Shopping
From the historical center to the sea side by bike
- Shared bikes as means of transportation





CYCLING IN VIENNA

Manuel Pröll
City of Vienna – Urban Development and Planning



Concrete actions for cyclists

 2003: centralised budget for bicycle traffic

 Bicycle paths have been expanded by 61% to **1,346 km** since 2000

 bicycle parking facilities have increased to 41,591 since 2000

 **121** city bike stations with around 2,600 slots and 1,400 bikes

 Maximum speed is **30km/h**

 two-way cycling in one-way streets is possible on roughly **273 km** of streets in Vienna

 2013: Amendment of the Austrian Rules of the Road enabled to create **bicycle streets**. Cyclists have the right of way and are allowed to ride side by side

 Modal split target of STEP 2025 is **80:20** public transport, cycling and walking should cover 80% of the trips in Vienna, car transport will be decreased to 20%.

Main cycle routes Vienna



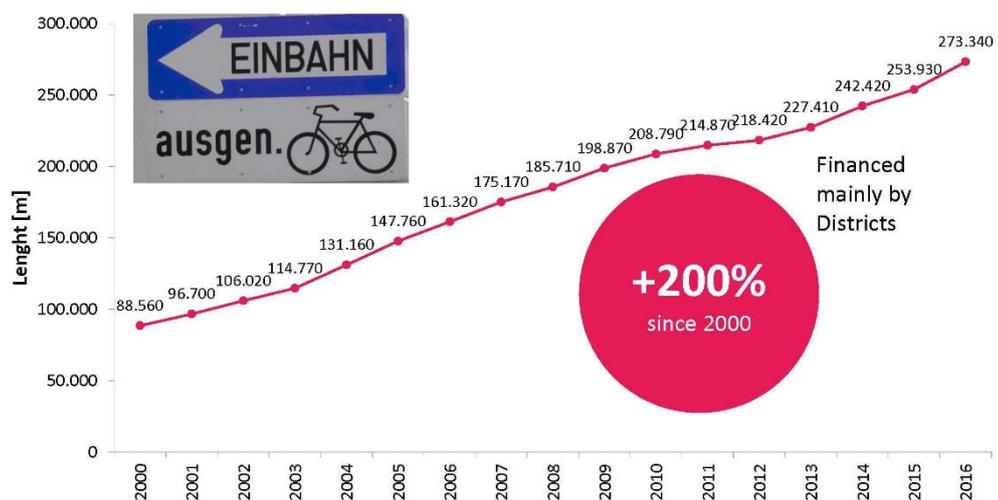
+60%
since 2000

Financed by
Central City
budget

Page 2 Cycling in Vienna



Counter-Flow



Page 3 Cycling in Vienna





“Policy decision for cycling“ of the local government

Specific objectives

- More cyclists through improved infrastructure
- More safety through reduced speed in automobile traffic
- Bicycle-friendly city planning, and residential construction
- Change in behaviour in favour of bicycle traffic through creating awareness

Decision making ...

... in infrastructure projects – involved parties

Members of the audit committee

Municipal departments, Vienna public transport

Project and Installation service

Municipal departments, affected districts, police, fire-brigades, chamber of economy

Expert commission

external participants: associations in the mobility sector (NGO's like Austrian Road Safety Board, automobile, bicycle organisations, public transport, ...)

... in bicycle traffic

Policy decisions

Regular meetings (4 per year) of the steering group: city councillor, department head infrastructure, mobility agency, road construction, members of politics

Meetings of the coordination team bicycle traffic

Building department, mobility agency, road construction, general planning, transport authority

External members

bicycle lobby, public transport, media, citizens, environmental organisations, finance institutions, districts

... pedestrian traffic

Meeting of the coordination team pedestrian traffic

Building department, mobility agency, road construction general planning, transport authority, architecture and city planning, lighting

External members
public transport, media, citizens, environmental organisations (NGOs), finance institutions, districts

Stakeholder



Public transport system



Bicycle lobby



City planning



Citizens



Environmental organisations (NGOs)



Public transport agency



Municipal departments



Regional government



Media



Finance institutions

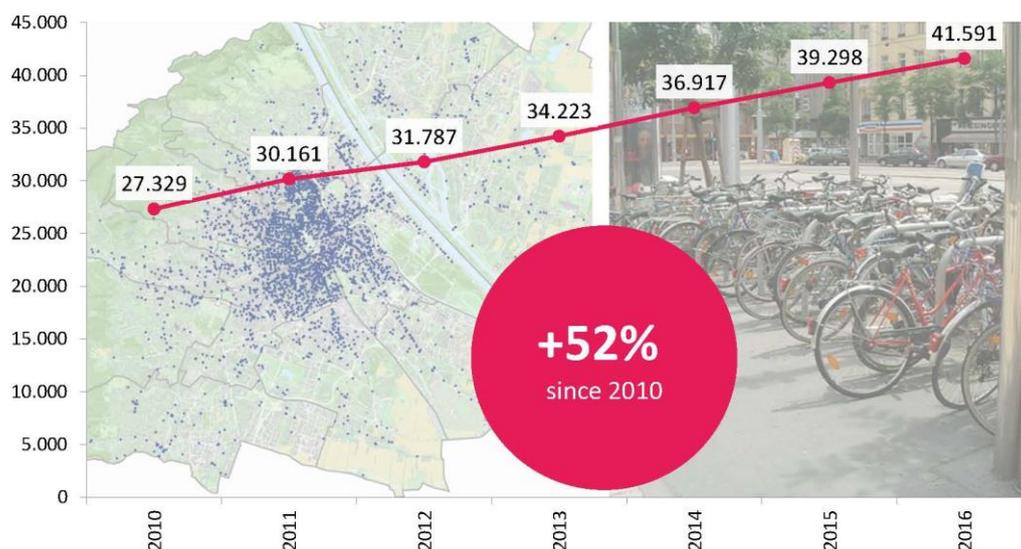


BICYCLE PARKING

Page 6 Cycling in Vienna



Racks for
approx. 41,500 bicycles

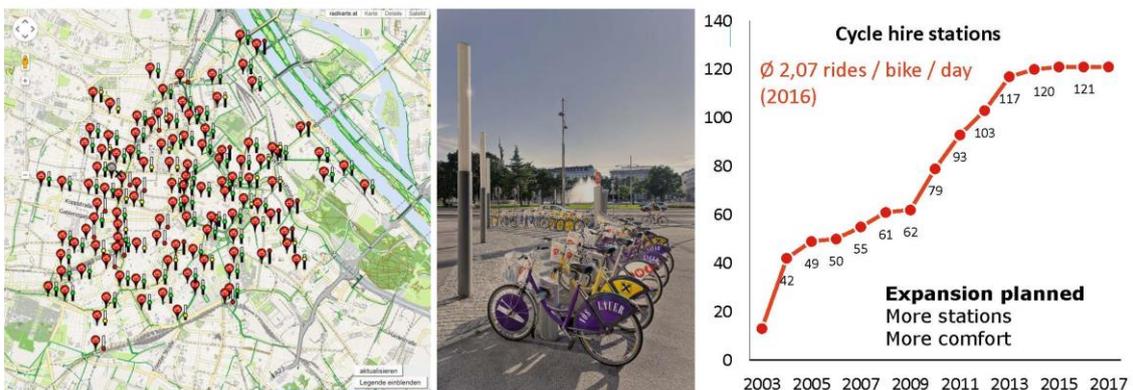


Radstation Hauptbahnhof



- Opening: 30th March 2016
- In cooperation with the Job Centre Austria
- 760 protected short and long-term bicycle-parking

City Bike Vienna





NEW CYCLING INFRASTRUCTURE

Page 10 Cycling in Vienna



New Cycling Infrastructure



Fahrradstraße



Page 11 Cycling in Vienna



Cyclists and pedestrians: together on the move



- Provide enough space for both – cyclists and pedestrians
- Constructional separation as a standard, separation through labelling as an exception.
- Separate cycle tracks and footpaths
- Avoid sudden ends of cycle tracks, safe transition to mixed traffic
- Cycle paths without gaps, open up one-way streets in side roads for cyclists
- Clear and direct cycle paths also in major intersections
- Intensified use of road solutions (cycle lanes, lanes for diverse traffic users) if there is not enough space for separate cycling paths

Page 12 Cycling in Vienna



Getreidemarkt – Closing the gap



Page 13 Cycling in Vienna



Getreidemarkt – Closing the gap



Page 14 Cycling in Vienna



Schönbrunner Straße

https://www.youtube.com/watch?time_continue=26&v=rx4YiYg1ROU

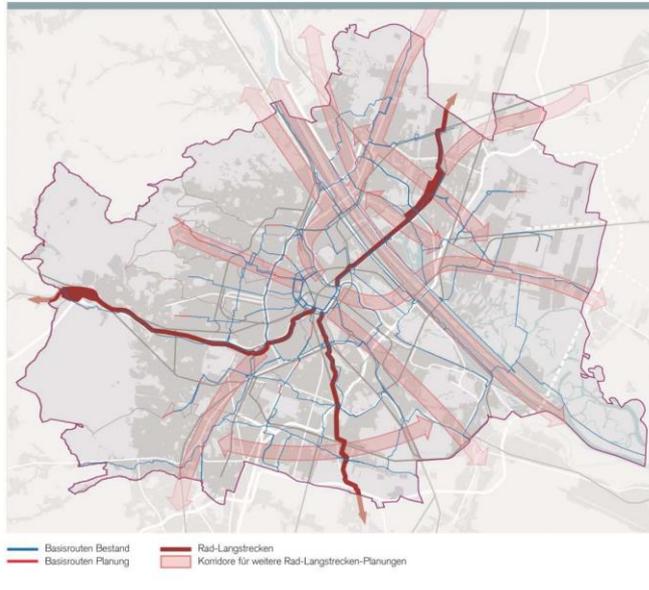


Page 15 Cycling in Vienna



Long distance cycle routes

RAD-LANGSTRECKEN



High quality cycling:

- Constant driving speed 20 km/h
- Average travel speed: 15 bis 20 km/h
- Priority (Right of Way)
- Wide and comfortable curves
- Minimizing waiting time on traffic lights
- Wide cycle lanes, where overtaking is possible

2018: Southern Route

2025: Northern and Western Route



THANK YOU FOR YOUR ATTENTION!

Manuel Pröll
 City of Vienna – Urban Development and Planning
 Mail: manuel.proell@wien.gv.at
www.stadtentwicklung.wien.at

7.2.2 Small scale interventions

FINANCIAL INCENTIVES FOR SMALL SCALE INTERVENTIONS IN PUBLIC SPACE

Forming the Public Realm through collaborate urban upgrades and initiatives



ΔΗΜΟΣ ΑΘΗΝΑΙΩΝ

URBAN DECAY AND EMPTY BUILDING STOCK



150,000 vacant units- Public Office Building, Public Vacant Hotel, Listed Residential Building, Private Hotel, Private Storefront, Private Flat, Private House, Private Apartment Block, Private Office Building, Private Industrial Building, Private Hospital

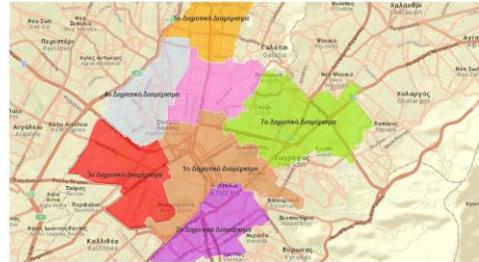
PHILO-XENIA INITIATIVES

The Municipality of Athens under the framework and strategy for viable and sustainable growth has undertaken an initiative to collectively upgrade areas and entrepreneurship in the center of Athens that have been affected intensely by the crisis and therefore created an visible urban decay.

Through a new platform of communication, the Municipality will announce 5 open calls for small scale activation, 'Acupuncture' and growth to the wider commercial triangle of Athens aiming to co-create and co-form a new identity of city. Local community, young professionals, householders, shop owners, informal groups are able participate in the configuration of urban landscape and in dialogue with local stakeholders and business.

This action is a pilot intervention based on best practices applied from cities in the logic of "urban acupuncture", small scale of soft interventions in the urban environment. The 5 open calls engages a variety of different citizens right from the start in the planning phase and first phase in order to intervene substantially to the picture and operation of the city.

#5 OPEN CALLS FOR THE CITY



PHILO-XENIA

Hospitality, the official English translation of 'philoxenia', doesn't do justice to the concept as it does not encompass its main element, which is generosity of spirit.
The Greek noun 'xenos' initially meant 'guest', acquitting the meaning of 'foreigner/stranger' at a later stage

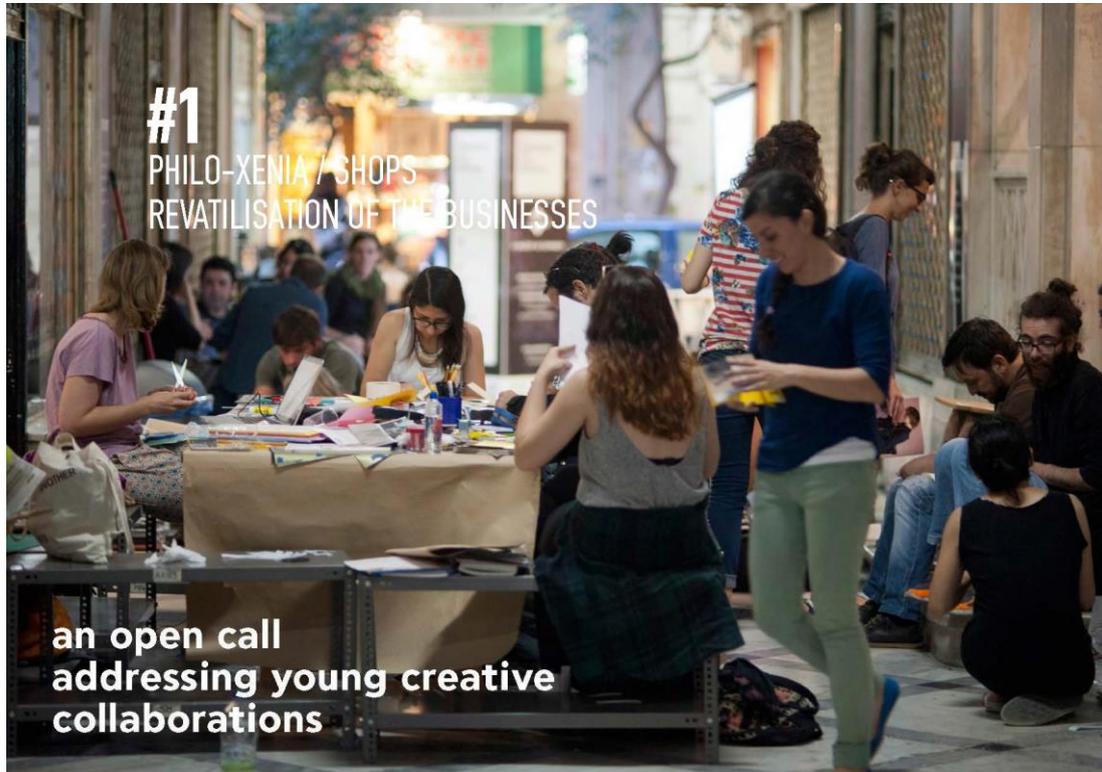
If there is one Greek word that everyone should know it is this word—"philoxenia"—literally translated as "friend to the stranger" but a lot deeper than that. In ancient Greece hospitality was a value ranking high on the list of virtues—there was great respect and honor bestowed from host to guest. There were ancient inns and boarding houses but they were considered lowly. Most people had an organic network of contacts around Greece where a friend of a friend of a friend would show up at your doorstep and the host was dutifully bound to offer hospitality, food, drink and a bath before even any questions were asked to ensure the guest(s) were totally comfortable. The guest too was bound to be courteous, polite and not be burdensome to the host. Homer's Iliad and the Bible describe "philoxenia"—and the Trojan war was a result of an abuse and transgression of the bounds of philoxenia when the guest of Sparta's King Menelaus abducted his wife Helen—a transgression that had to be avenged since the violation was an affront to the gods—hence the derogatory term we ascribe to strangers and foreigners which we fear "Xeni"—a result of being double-crossed. Philoxenia today can be as simple as a smile, helping a stranded motorist, buying a meal for a homeless person or opening your home to friends and family. Philoxenia is a value that needs to be practiced in the home, at work and is sadly missing in some of the most important places where it should be practiced—in our government. "Let brotherly love continue. Do not forget to entertain strangers, for by so doing some have unwittingly entertained angels." (Heb 13:1-2)

#1

PHILO-XENIA / SHOPS



30 EMPTY SHOPS- YOUNG INITIATIVES, NEW ENTREPRENEURS AND BUSINESS CAN START THEIR BUSINESS IN THE CENTER OF ATHENS. RENT AND UTILITIES TO BE COVERED BY THE MUNICIPALITY.



#2

PHILO-XENIA / NEIGHBORHOOD



21 INITIATIVES TO BE REALISED - 5,000 EUROS PER BENEFICIARY

Small scale interventions in the 7 municipal apartments of Athens through participative processes for the upgrade of neighborhood.

#2

PHILO-XENIA / NEIGHBORHOOD



#3

PHILO-XENIA / POLI-KATOIKIA (RESIDENTIAL BLOCK)



12 RESIDENTS- 6,000 EUROS PER RESIDENTIAL BLOCK

Funding for green interventions to improve the facades of apartment buildings by creating LIVING WALLS. Living facades can maximize a project's green space with a minimum-sized footprint, creating a living landscape where it was not thought possible. They are both low-cost and low-maintenance in comparison to other greening options.

#3

PHILO-XENIA / POLI-KATOIKIA (RESIDENTIAL BLOCK)



#4

PHILO-XENIA / STREETS



8 STREETS- 8,000 EUROS PER RESIDENTIAL BLOCK
Lighting interventions for unlit and unsafe streets.

#4

PHILO-XENIA / STREETS



STREET LIGHTING AS AN ART FORM TO LIT THE STREETS AND CREATE A SENSE OF SPACE. STREETS AS LIVING PLACES THAT ACCOMODATES ARTISTS, RESIDENTS TO FORM ITS IDENTITY



#5

PHILO-XENIA / PUBLIC BUILDING



1 DIGITAL ART INSTALLATION ON COLLECTING PUBLIC DATA AND TRANSFORMING DIGITALLY THE BUILDING



Wencke Hertzsch

City of Vienna, Executive Group
for Construction and Technology
Consultant for Participation

© Stadtteilmanagement Seestadt aspern



City of Vienna

Citizen Involvement and Participation (Vienna)



© Stadtteilmanagement Seestadt aspern



CitY of Vienna

Citizen Involvement and Participation (Vienna)

basic facts

- common sense of the current executive agreement and of several policy papers → but different fields of application and experiences
- substantial increase of participation in different fields → participation is state of the art (information and consultation)

→ awareness raising for a cross-sectional approach of participation (methods and processes)

→ standardized quality standards and their management and monitoring (structured dialogue and exchange)



CitY of Vienna

Citizen Involvement and Participation (Vienna)

fields of application and experiences

- **urban development/planning and participation**
 - e.g. Masterplan of Participatory Urban Development
 - e.g. Stadtraum (local communication)
- **urban renewal, community building and sustainable development**
 - e.g. area management (GB*) and neighbourhood management for new urban development areas
 - e.g. Local Agenda 21 and Neighbourhood Oasis
- **community and social work, child and youth work sector**
- **open government and digital agenda**

Stakeholder Meeting „Let`s make the City together!“



Stadtraum – communicate + act local



© MA 21

Stadtraum – communicate + act local

Stadtraum ...

- ... is a metaphor for an evolving city and explains urban development
- ... is an ‚outreach‘ showroom (local conditions and networks are important)
- ... offers dialogue-based-communication (exhibitions, discussions etc.) and community building processes (urban gardening)



© MA 21

Stadtraum – communicate + act local



- multifunctional room
- centerpiece 3D city model of the urban development area with thematic projections

→ working on further digital solutions for more interactions with citizens (augmented reality etc.)

- cultural events und socio-cultural impulses for neighbourhood cooperations



© MA 21



City of Vienna

Neighbourhood Management Seestadt aspern

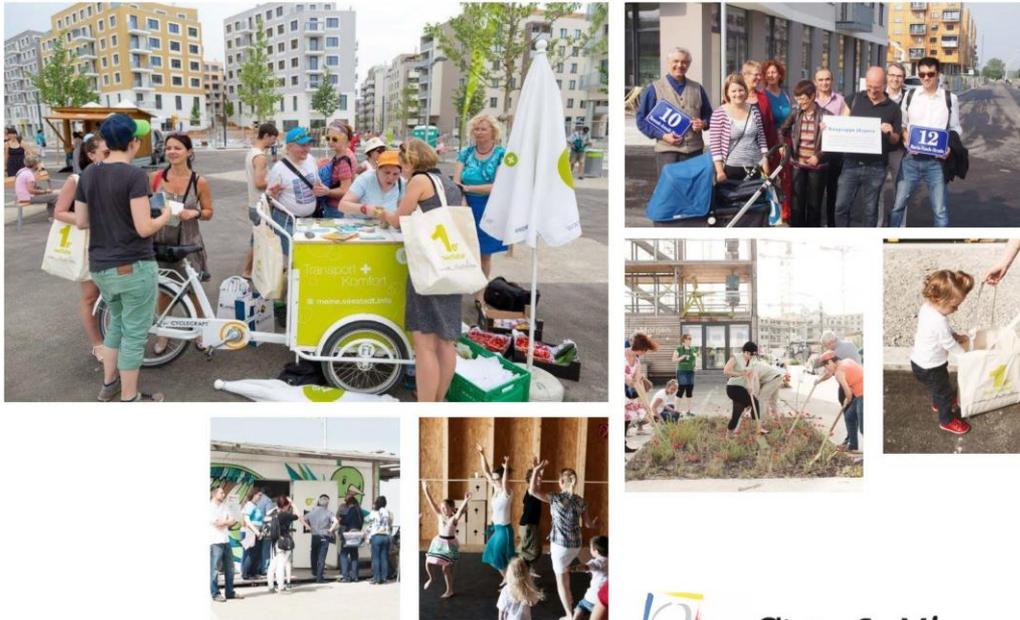


... future



City of Vienna

Neighbourhood Management Seestadt aspern



© Stadtteilmanagement Seestadt aspern



CitY of Vienna

**Thank you for your
Attention!**

Wencke Hertzsch

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CitY of Vienna

7.2.3 Renewable Energy Production and Energy Cooperatives



partner of  SMART CITY WIEN



Waltraud Schmid
Energy Center Wien / Urban Innovation Vienna GmbH
schmid@urbaninnovation.at

Capacity Workshop
13-14 November 2017, Athens, Greece



Energy

- A few figures
- Energy in Vienna's strategies and programmes
- Challenges ahead
- Selected initiatives
 - citizen power plants
 - activities against energy poverty



Foto: Boutiquehotel Stadthalle



A few figures

Vienna

- 414,87 km²
- 1.867.582 inhabitants (2017)
(2,71 million metropolitan area)
- 50% green space
- av. density: 4.502 people/km²
(from 1.436 to 27.540)
- 164.746 buildings (2011) –
68% privately owned (47,7% of
population)
 - every 2nd residential building is a
single family house – in total 9% of
residents

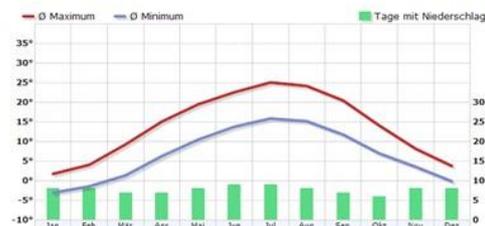
Athens

- 38,96 km²
- 661.000 inhabitants (2011)
(3,75 million metropolitan area)
- ? % green space
- av. density: 17.042,6 people/km²



A few figures (contd)

Vienna



- 600 mm rain (714 – 541mm)
- 2000h of sun

Athens



- 402 mm rain
- 2800h of sun

Data from 1960-1990. Source: www.wetterkontor.de.



A few figures (contd)

Vienna



- 600 mm rain (714 – 541mm)
- 2000h of sun

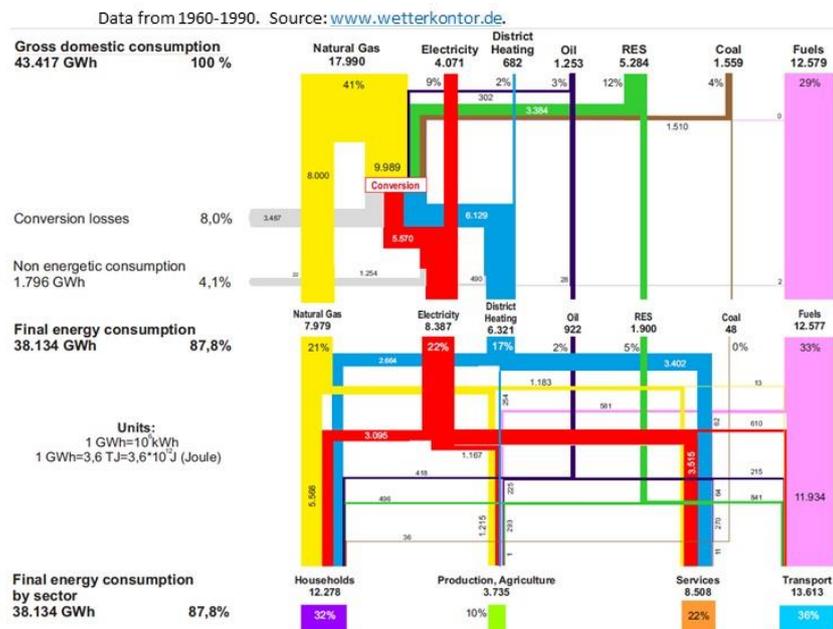
Athens



- 402 mm rain
- 2800h of sun

Vienna's energy system (2013):

Efficient but still fossil.





Energy and CO₂



Final energy consumption (2015)	36 792 GWh
Gasoline	35 %
Electricity	22 %
Natural Gas	19 %
District heating (1200 km)	16 %
Renewables	6 %

Final energy per capita 20.280 kWh

Primary Energy (Watt / capita) ~ 3.000 W
 CO₂ eq per capita ~ 5,5 t
 - without Emission Trading Sector ~ 3,1 t

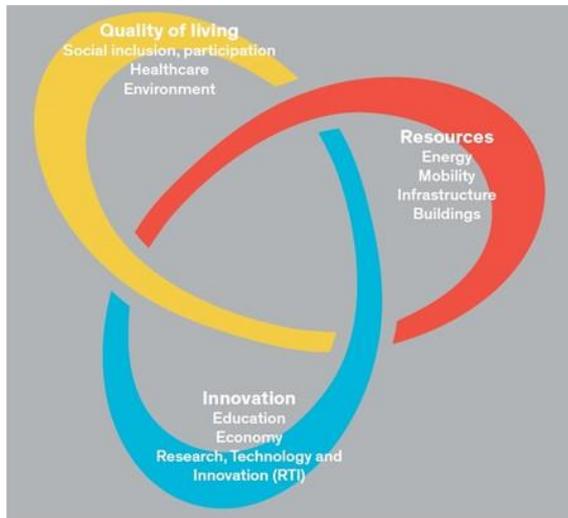
- Efficient energy supply
- Strong public transport system
- Success with thermal renovation of buildings

Our challenges



- Climate change, urban heat
- Limited space and resources
- Population growth, migration
- Slow economic growth, difficult framework conditions
- Affordable living

Smart City Wien Framework Strategy



“The best quality of life for all inhabitants of Vienna,

while minimizing the consumption of resources, realised through comprehensive innovation.”

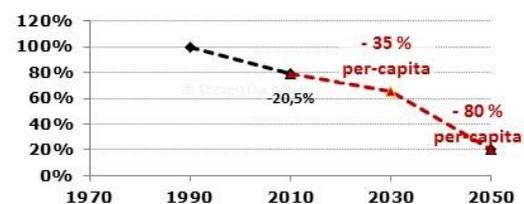
CO₂ reduction as leading indicator.

Ambitious climate & energy targets



Indicator	2011	2050
CO ₂ emissions per cap. (1990)		- 80 %
CO ₂ per capita	3,1 t	1 t
Primary Energy per cap.	~ 3.000 W	2.000 W
Reduction of energy consump.		-40 %
Share of Renewables	11 %	40 %
Share of Waste Heat Use	11 %	20 %
Share of ways by cars	29 %	< 15 %*

* with alternative drives



The Smart City Strategy is complemented by sectoral programmes and detailed concepts.



- Urban Development Plan (STEP 2015)
- Climate Protection Programme (KliP)
- Energy Framework Strategy
 - Urban Energy Efficiency Programme (SEP)
 - Renewable Action Plan (RAP)
- Urban Heat Island Strategy Plan
- Green and open spaces concept
- Mobility Concept
- Integrated energy and urban planning concept



Decarbonisation: Priorities & fields of action

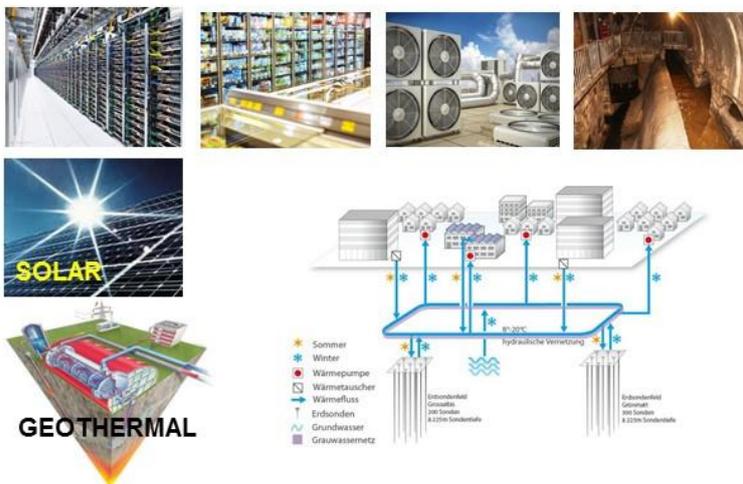
- Buildings & mobility
 - minimal CO₂ for all new buildings
 - reduce fossil consumption drastically (replace natural gas & conventional cars)
- New local governance
 - in planning and implementation
 - supported by ICT
 - with public participation
- Support from national & EU level

New construction is well on track ...



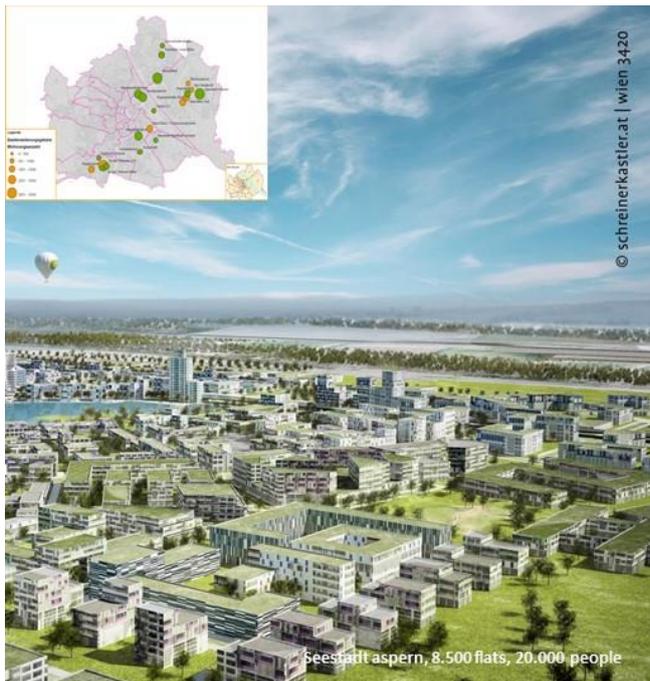
... but how to reduce energy consumption of existing buildings ?

The need to deploy new urban energy sources



- Waste heat
 - data centers
 - supermarkets
 - hotels
 - ...

- „On-site“ renewable energy
 - Geothermal
 - solar
 - waste water
 - rivers
 - ...



STEP 2025

Urban Development Plan



- holistic approach
 - governance, participation

- densification while keeping 50% green space

- new topic „Smart Energy Planning“
 - Integrated energy and spatial planning
 - energy concepts for large new city developments
 - energy criteria for larger projects
 - renewable energy and waste heat sources

Lighthouse projects to learn and pave the way





Citizen Participation

- planning processes
- **renewable power plants + e-charging infrastructure**
- Neighbourhood activities, e.g. urban farming, grätzl oasis, cargo e-bike, temporary uses



Vienna Citizens' Solar Power Plant

Wien Energie enables citizens to take part in photovoltaics development

Vienna's citizens' renewable power plants:

The plot.

Stadt Wien



Viennese citizens are highly interested in renewable energy sources and want to contribute actively.

Municipality of Vienna is committed to energy generation from renewable sources => part of the city government program. Photovoltaics is an important option in urban areas to follow this path. So the idea of a Citizens' Power Plant was born.

The majority of citizens in Vienna lives in flats. There are many hurdles and burdens for tenants/flat owners to take part in renewable energy story.

Problems:

- Complex ownership structures
- Approval Procedures
- Downscaling investment options
- No technical expertise
- Conservation of ancient houses
- ...



The participation model of Wien Energie overcomes these hurdles and provides a simple, profitable and secure option for interested people to participate in solar development.

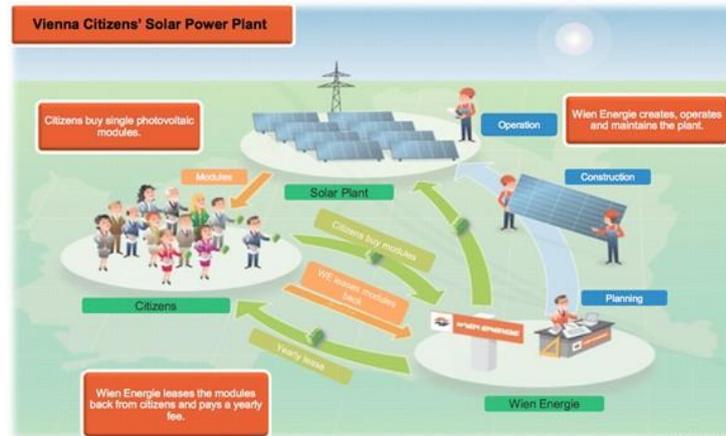


Vienna's citizens' (solar) power plant:

The main business model „Sale-and-lease-back“.

Vienna Citizens' Solar Power Plant

The participation model – simple and profitable for the citizens



www.buergerkraftwerke.at



Vienna's citizens' renewable power plants: Evolution of a success story.

Start in 2012

- After 5 years: 30 plants with 19,3 MW green electricity installed,
- investments 35 million EUR, >10.000 citizens involved
- 50.000 MWh produced = annual consumption of 550.000 fridges, -17.000 t CO₂



Vienna's citizens' renewable power plants:

Evolution of a success story.

- Start in 2012
- Start with PV, then wind, recently e-charging stations
 - PV on city-owned buildings (office + residential), fields,
 - Wind outside Vienna
- Sale-and-lease-back as main model.
- Vouchers as alternative model, developed with supermarket chain SPAR.
- Different conditions for customers and non-customers



Copyright: Wien Energie – APA-Auftragsgrafik

Vienna's citizens' power plants:

How it works in detail.

- One can acquire a maximum of ten panels online or by phone. One panel costs Euro 950.
- The contract with Wien Energie comes into force when the amount is paid and the citizen officially becomes a co-owner.
- Wien Energie erects the photovoltaic module on behalf of the citizen.
- The individual citizens lease the panels to Wien Energie and receive a percentage of the amount invested back every year as remuneration (started with 3,1%, now 2,25/1,75%). Paid once a year.



Vienna's citizens' power plants:

How it works in detail (contd).

- The duration is a minimum of five years with there being an option to terminate the contract prematurely. The administrative charge in case of premature termination is Euro 75.00.
- Once the lifetime of the panels has been reached (approx. 25 yrs), Wien Energie buys back the solar panels and the full amount invested is returned.



Activities against energy poverty

- „Wiener Energieunterstützung“
 - redesigned 2013
 - city departments + environmental NGO
 - Payment of energy bills + professional advice
- „Grätzeleltern“
 - broader than energy (waste, water, housing, ..)
 - Caritas + Gb* 6,14,15 + parents of the quarter
 - (only) advice from peers
- „Tupper your energy“

Stadt  Wien



Vienna's citizen power plants - details

- PV-Variations
- Voucher model
- Monitoring
- Wind power plants
- E-Charging stations



PV-Locations

- Trainstation / Shopping center Wien Mitte
- Public school
- Transformer station
- Public garage
- Cemetery
- Social housing estate
- Storage buildings
- Roof of car terminal of Vienna's harbour



Variations of installations



(c) Wien Energie/FOTByHOFER



Online performance monitoring

- wienenergie.solarblog-web.at
- for each solar power plant
- realtime data and accumulated performance data



The Voucher Model (Gutschein)

- Started in December 2013 for two supermarkets in Vienna.
- Sold out in 72 hours.
- One voucher package costed 950 EUR. A maximum of 5 voucher packages was possible.
- For 25 years a yearly remuneration and part of the initial amount is paid in vouchers. 5,1% remuneration. In total 60 €.
- A maximum of 400 EUR of the initial amount is paid back at the end of the duration in cash or vouchers.



Beteiligungsziele:

- Solo und Leave Book
- Gutschein
- Wochentag
- Ergebnisse
- Über das Projekt

Gutschein

Wien Energie hat ein Kooperationsmodell mit 11 Initiativgutscheinen entwickelt und das erste Gutschein-Bestellungsortwarengemisch mit SPAR in November 2013 gestartet.

Und so funktioniert's: Wien Energie stellt die Gebäude der Partner mit Photovoltaik-Anlagen aus. Die KaufInnen der Partner können den Bau unterstützen und bekommen dafür jährlich Einkaufsgutscheine als Vergütung.

So beteiligen Sie sich an einem Kraftwerk mit Gutscheinen:

- Mehr als alle Kraftwerke zusammen!
- Bei freien Anträgen können Sie sich über das **Anmeldeformular** oder **unter der Telefonnummer: 0810 610 903** bis zu maximal fünf Gutscheinkonten sichern. (In Paket kostet 950 €)
- Neben einmaliger Bestellung erhalten Sie als persönliches Angebot **inklusive Zählerholz und Leitungsbedingungen** per Post zugeschickt.
- **Mit** der Bestellung tritt der Vertrag zwischen Ihnen und Wien Energie in Kraft. Dadurch wird die **Errichtung eines Photovoltaiksystems** ermöglicht.
- Für diese Teilnahme erhalten Sie über die Laufzeit von 25 Jahren eine jährliche Vergütung und einen **Grundbetrag** Ihres Zählerholzes für einen Gutschein.
- Den Rest des Kaufpreises in der Höhe von **400 Euro** erhalten Sie am Ende der Laufzeit, vor 25 Jahren entweder in Gutschriftform und in bar oder
- bei Ausstieg aus dem Geschäftsmarkt innerhalb der ersten fünf Jahre wird Ihnen ein **Pauschal** in der Höhe von 25 Euro verbucht und vom Wiederkaufpreis in Abzug gebracht – die bis zu diesem Zeitpunkt erfolgte Vergütung bleibt bei Ihnen.

Überfragen zu Ihrem SPAR Gutschein wenden Sie sich bitte an die SPAR Hotline: 0810 111 555

Das aktuelle Guthaben Ihres Gutscheins können Sie hier abrufen:

* Die angegebenen Daten stellen eine unverbindliche Darstellung der möglichen Ergebnisse der Investitionen dar. Die tatsächliche Kapitalrendite kann durch den Verlauf der Kapitalmärkte variieren.

Die and team: BürgerInnen Kollektiv / Lieberke / Bestimmungsbüro / Gutschein / Gutschein

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 Gutschein - Investieren - Nachhaltig Handeln - Wien Energie Partner

Eins Unternehmen der
 Wien Energie AG

Four wind power plants.

- Outside Vienna.
- Erected in 2015.
- 2 calls, sold out very quickly.
 - 42,9 MW each, 94.400 GWh
 - 2579 shares in each call
 - sold out in 7 and in 4 minutes
- Share for 950 EUR, max. 10 shares.
- Yearly remuneration 2,25%.
- 20 years duration.
- For new plants a preferential rate for Wien Energie customers of 2,25%, non-customers receive 1,75%.



Foto: Wien Energie

Beteiligungsmodele

- Sale-and-Lease-Back
- Gutschein
- Windbeteiligung**
- Energieformen
- Über das Projekt

Windbeteiligung



Nach den erfolgreichen Solarprojekten wurde das Bürgerbeteiligungsmodell beim Windpark Pottendorf auch auf Wind ausgeweitet. Zwei Windräder wurden 2015 in kürzester Zeit ausverkauft, 2016 konnten zweite weitere Kraftwerke erfolgreich vergeben werden. Dank Ihrer Unterstützung wächst auch die Windenergie ständig weiter.



So beteiligen Sie sich am Windkraftwerk Pottendorf:

- Die Anteile wurden nach einem Verlosungsprinzip vergeben, um die Chance für alle zu erhöhen.
- Nach Ablauf der Anmeldefrist wurden die Anteile verlost und die Käufer kontaktiert.
- Nach Bestätigung Ihres Kaufs erhalten Sie Ihren **Zahlschein und Teilnahmebedingungen per Post** zugesandt.
- Mit Einzahlung tritt der Vertrag mit Wien Energie in Kraft und Sie werden offiziell Mitbeteiligten.
- Wien Energie errichtet die Windräder für den Bürger/die Bürgerin.
- Die einzelnen BürgerInnen räumen Wien Energie ein Nutzungsrecht am Windrad ein und erhalten dafür eine jährliche Vergütung vom investierten Betrag.
- Bei den neuen Anteilen in Pottendorf erhalten Wien Energie - Strom KundInnen eine Vergütung in Höhe von 2,25 % - alle anderen 1,75%.
- Einmal jährlich wird die Vergütung direkt auf das bei der Anmeldung angegebene Konto ausgezahlt.
- Die Laufzeit beträgt 20 Jahre, wobei es eine Möglichkeit zur vorzeitigen Kündigung gibt.
- Die Verwaltungsgebühr bei vorzeitiger Kündigung innerhalb der ersten fünf Jahre beträgt 75 Euro.
- Nach Vertragsablauf oder bei vorzeitiger Kündigung kauft Wien Energie die Anteile zurück und der Beteiligungsbetrag fließt zur Gänze an Sie zurück.

Die genauen Details und weitere Informationen entnehmen Sie bitte unseren [FAQs](#).

Sie sind hier: [BürgerInnen Kraftwerke](#) / [Überblick](#) / [Beteiligungsmodele](#) / [Windbeteiligung](#) / [Windbeteiligung](#)

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 Newsletter | Impressum | Rechtliche Hinweise | Wien Energie Website


Ein Unternehmen der Wiener Stadtwerke AG

New possibility for citizen participation: e-charging stations (11kW)

- Started in October 2017
- The target is 1000 e-charging stations by 2020.
- One package is 250 EUR, maximum is 10 packages.
- For 5 years this amount is paid by in vouchers, for which different options exist: supermarket, electricity and gas bill, public transport, etc.
- The yearly amount differs between customers who get 65 EUR (9,1% remuneration) and non-customers who receive 55 EUR.
- 5 years duration.



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1000 Ladestellen für Wien

Überblick
Ihre Vorteile
Mitmachen
News

Sie sind hier: 1000 Ladestellen für Wien / Ihre Vorteile / Unterstützen und bis zu 9 % Vergütung* kassieren



Video



Unterstützen und bis zu 9 % Vergütung* kassieren

Wien Energie erweitert das E-Ladestellen-Netz in Wien und Umgebung in den nächsten Jahren um 1.000 neue Ladestellen. Die WienerInnen und Wiener, aber natürlich auch alle anderen Interessierten, können den Ausbau aktiv unterstützen und bekommen dafür jährlich Gutscheine als Vergütung. Wer den Ausbau der E-Mobilität unterstützt, kassiert bis zu 9 Prozent Vergütung*.

Und so funktioniert's

- Sie können sich über das → [Anmeldeformular](#) oder unter der Telefonnummer 0800 510 819 bis zu maximal zehn Gutscheinpakete sichern. Ein Paket kostet 250 Euro.
- Nach erfolgter Bestellung erhalten Sie ein **persönliches Angebot inklusive Zahlschein und Teilnahmebedingungen** per Post zugeschickt.
- Mit der Einzahlung tritt der Vertrag zwischen Ihnen und Wien Energie in Kraft. Dadurch unterstützen Sie aktiv den Ausbau von E-Mobilität in Wien.
- Für Ihre Teilnahme erhalten Sie über die Laufzeit von 5 Jahren jährlich einen Gutschein in der Höhe von 55 Euro bzw. 65 Euro als Wien Energie-Kundin und -Kunde.
- Um von der höheren Vergütung zu profitieren, jetzt gleich → [Wien Energie-Kundin/Kunde werden](#)

Es stehen fünf verschiedene Gutschein-Angebote zur Verfügung:

- **Strom & Gas Gutscheine** - einlösbar auf Ihre Strom- und/oder Gasrechnung von Wien Energie
- **E-Mobility Gutscheine** - einlösbar auf die Tankte Wien Energie-Rechnung und beim Kauf einer Wallbox bei Wien Energie
- **Webshop Gutscheine** - einlösbar im Wien Energie-Webshop
- **Wiener Linien Gutscheine** - einlösbar in allen Vorverkaufsstellen der Wiener Linien in Wien
- **SPAR Gutscheine** - einlösbar an den Kassen aller SPAR-, EUROSPAR-, INTERSPAR-Märkte, in INTERSPAR-Restaurants in ganz Österreich und im Online-Shop

Bei Fragen zu den Gutscheinen bzw. zur Guthaben-Abfrage wenden Sie sich bitte an den jeweiligen Kundenservice des Anbieters.

jetzt mitmachen →



Activities against energy poverty: „Wiener Energieunterstützung“

- redesigned 2013.
- people who receive „Mindestsicherung“ can apply for
 - a one time payment of open energy bills
 - analysis and advice with focus on no-cost and low-cost measures
- Co-operation of social department and energy planning department.
- Advice carried out by NGO „die umweltberatung“
 - Certified energy advisers.
 - Needs for investments are reported back to social department who follows-up.
 - More than 1000 advices since 2014.



Schools: Euronet 50:50



Save energy and have fun.
Everybody wins!

Roll-out 50/50 initiative to unlock energy saving in schools and other public buildings

EURONET 50/50

What's new in the project?

50/50 Library

Join the 50/50 network!

Come to our 50/50 events

Area for schools

Area for municipalities

Area for non-school public buildings

About Euronet 50/50 Max

Contact

© funded by the Intelligent Energy Europe Programme of the European Union

Website coordinated by SmartEnergy Grek Paktis Sot. Energy Center (PHCC)

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Energie-führerschein + energie-coach

- „energy driver licence“ – a certificate for competence on energy savings at work and at home
 - for youngsters and apprentices
 - seminar, quiz, app, e-learning platform and exam
 - a trolley with all materials
 - seminar to coach teachers

- Carried out by Umweltberatung Wien with support from city of Vienna (MA 20 and MA 22)



7.2.4 Conversion Area Eleonas

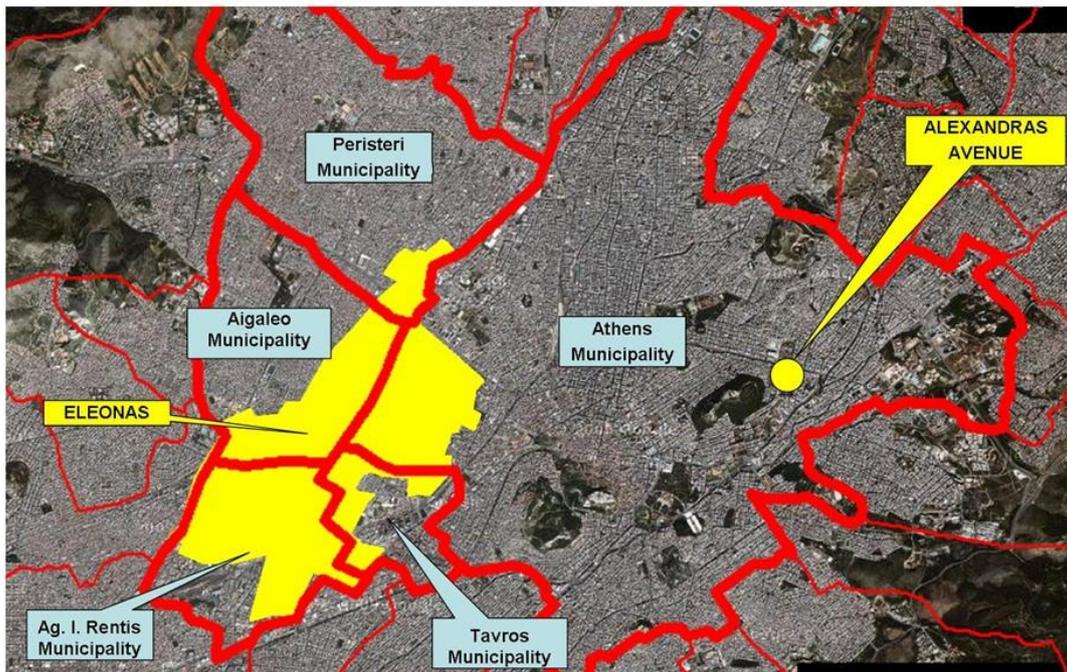
Presentation about Eleonas

Yannis Evmolpidis
Advisor to the Mayor
in Urban Planning and Regeneration

Presentation Layout

1. Introduction
2. Current state of planning
3. Projects planned
4. Consideration of future rezoning

1. The 5 municipalities of Eleonas



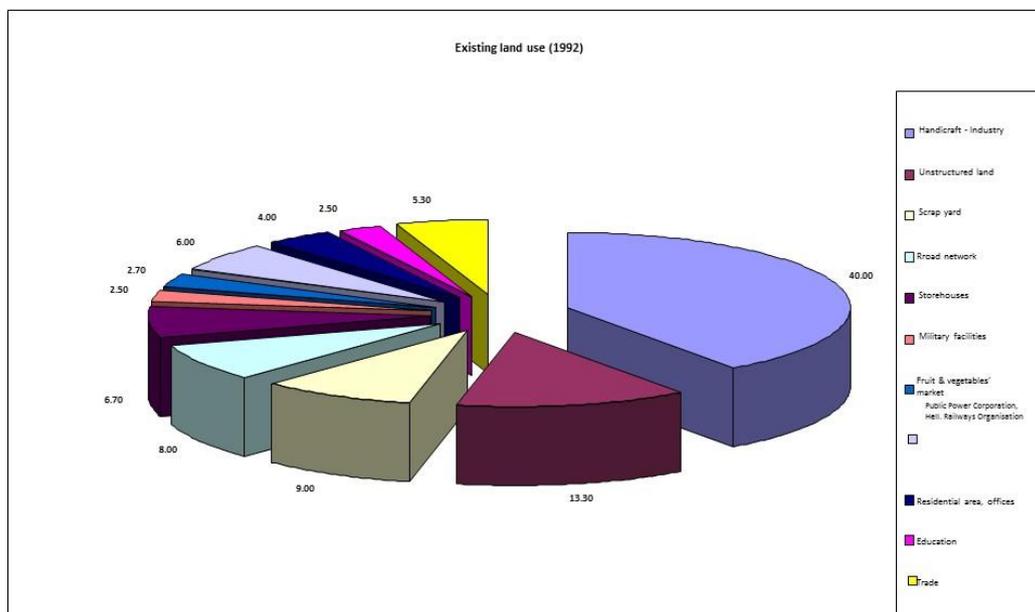
1. Territorial Components - aerial view (1/2)



1. Territorial Components - aerial view (2/2)



1. Land Use in the District of Eleonas (1992)



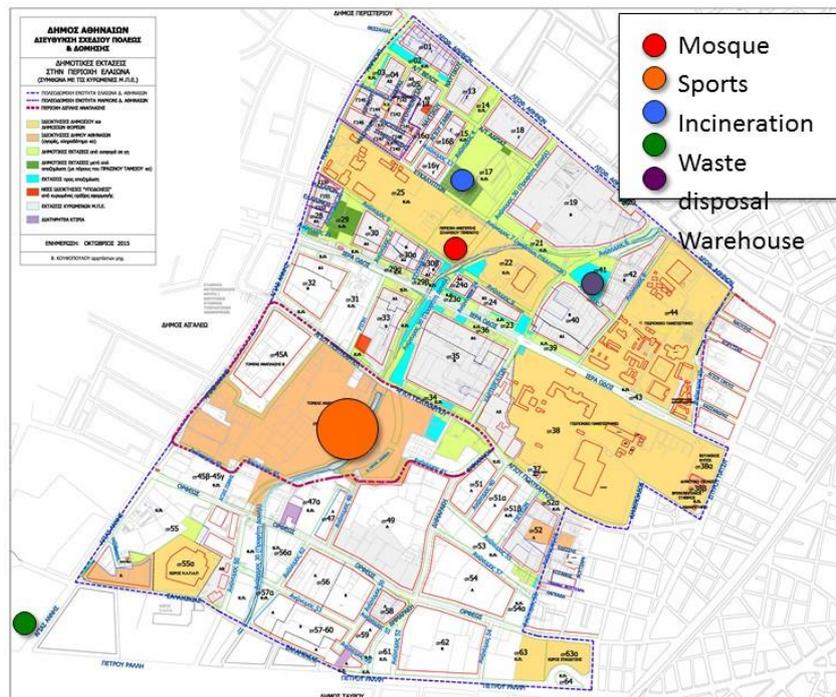
3. The double regeneration project (1/2)



3. The double regeneration project (2/2)



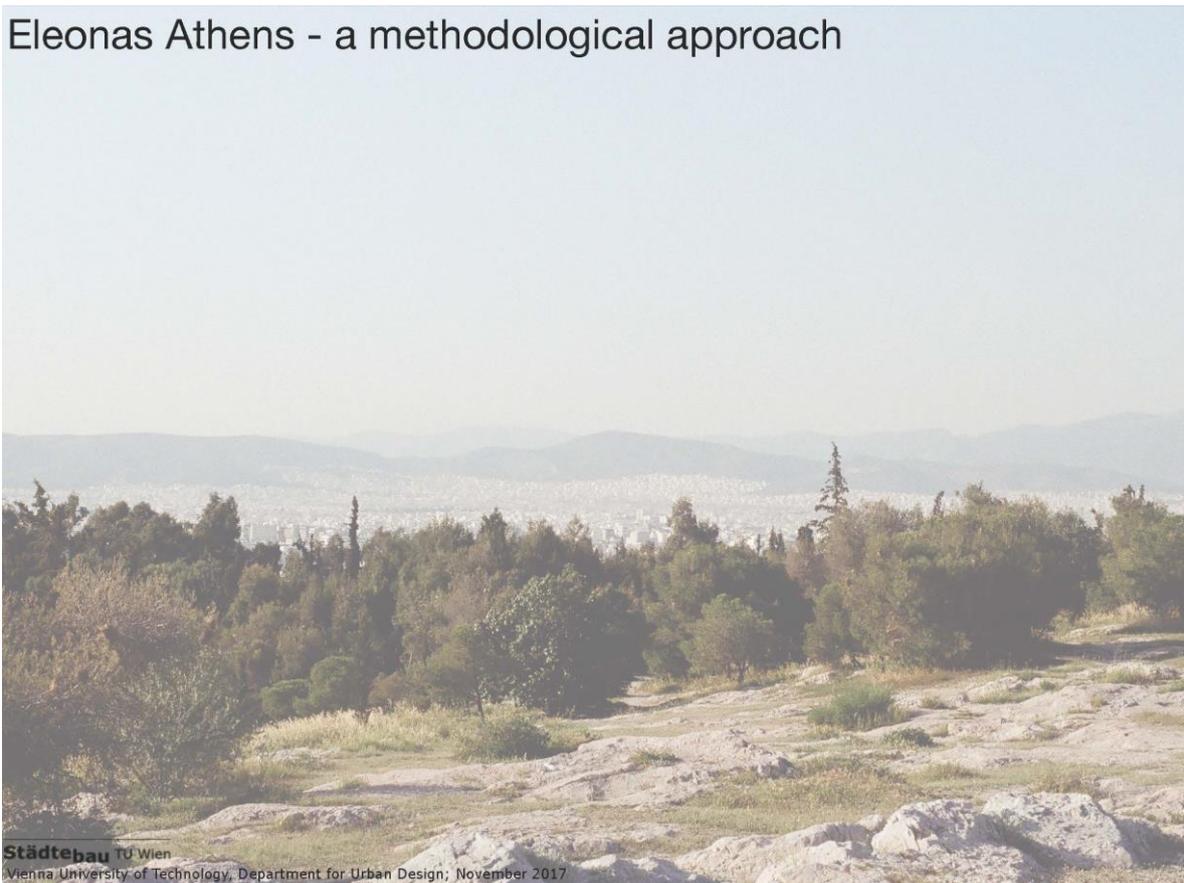
3. The double regeneration project (1/2)



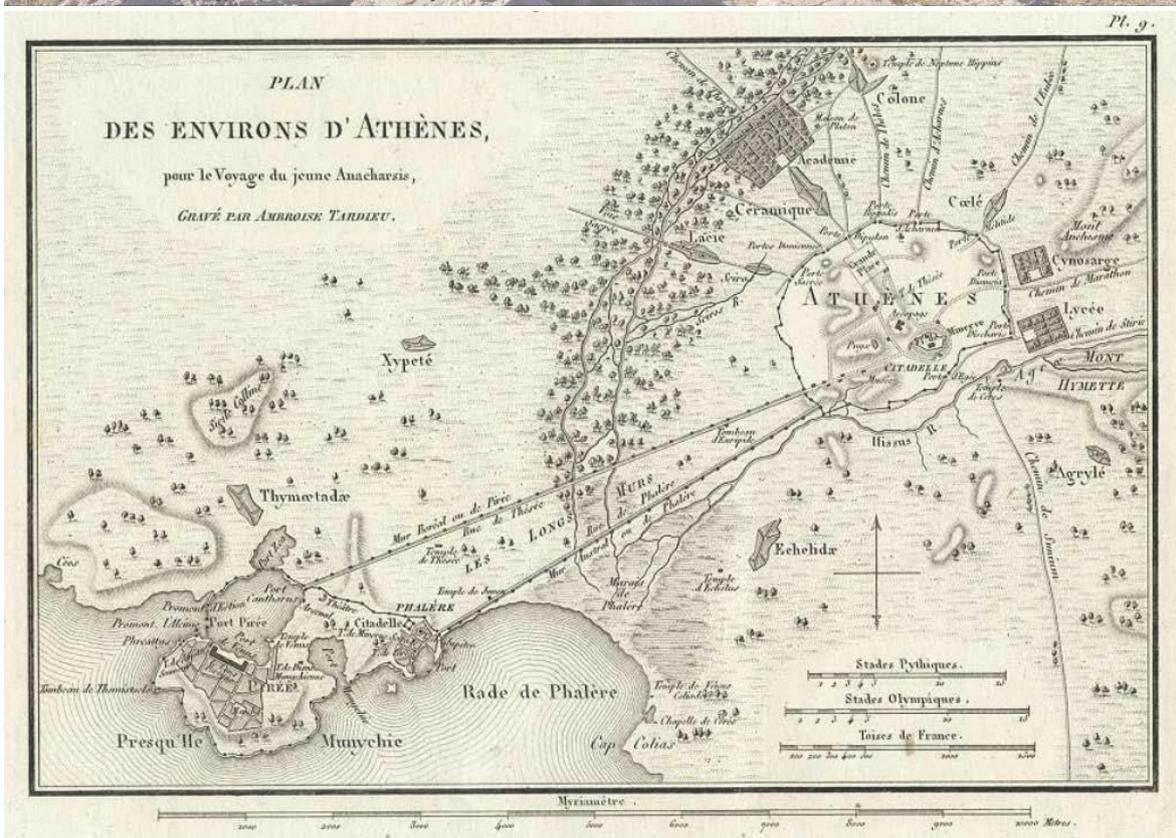
4. Future rezoning

- Lack of industrial market demand in the area
- Limited availability of pre-existing businesses (zoning issue)
- Coordinating organization never established
- Lack of intra-municipal coordination and cooperation
- Limited amount of public funds for expropriations
- Central government authority involved with limited capacity
- Immediate need for basic infrastructure implementation

Eleonas Athens - a methodological approach



Städtebau TU Wien
Vienna University of Technology, Department for Urban Design; November 2017



Städtebau TU Wien
Vienna University of Technology, Department for Urban Design; November 2017

Eleonas Athens - a methodological approach

14 students from 7 countries
4 projects

- the backyard
- lost in transition
- industry 4.0/5.0
- greenVelvet

Städtebau TU Wien
 Vienna University of Technology, Department for Urban Design, November 2017

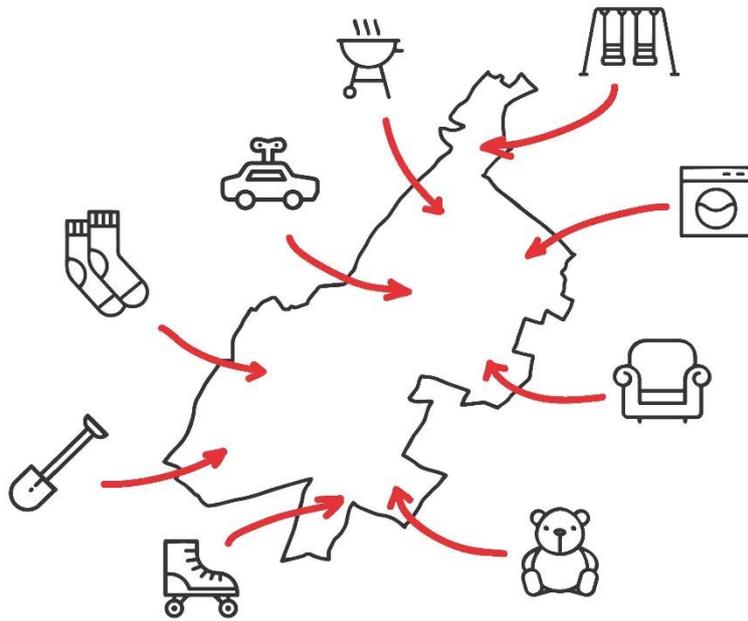
Eleonas Athens - a methodological approach



the backyard

Städtebau TU Wien
 Vienna University of Technology, Department for Urban Design, November 2017

Eleonas Athens - a methodological approach

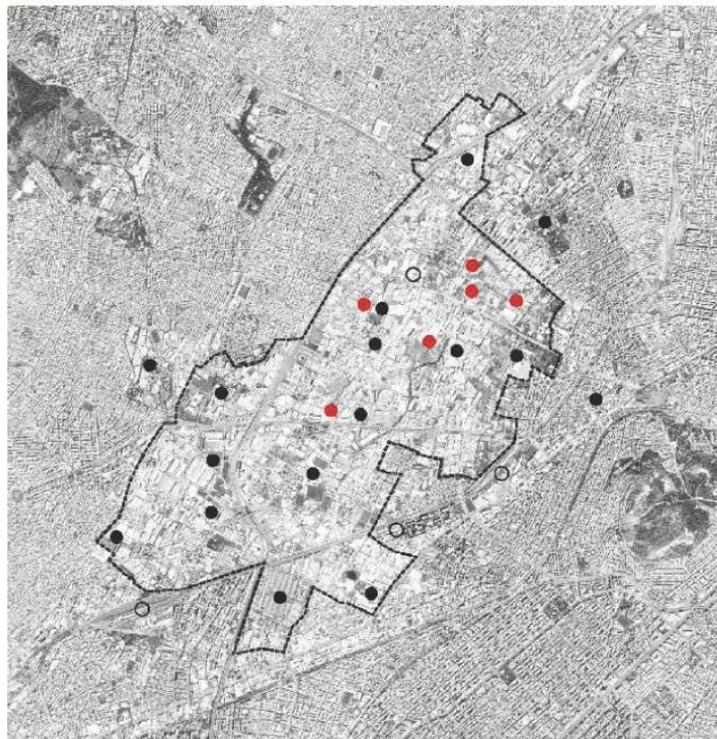


- Eleonas as Athens dumpsite
- in denial for centuries

accepting the Backyard Identity

the backyard

Eleonas Athens - a methodological approach



- existing POI's
- future POI's

the backyard

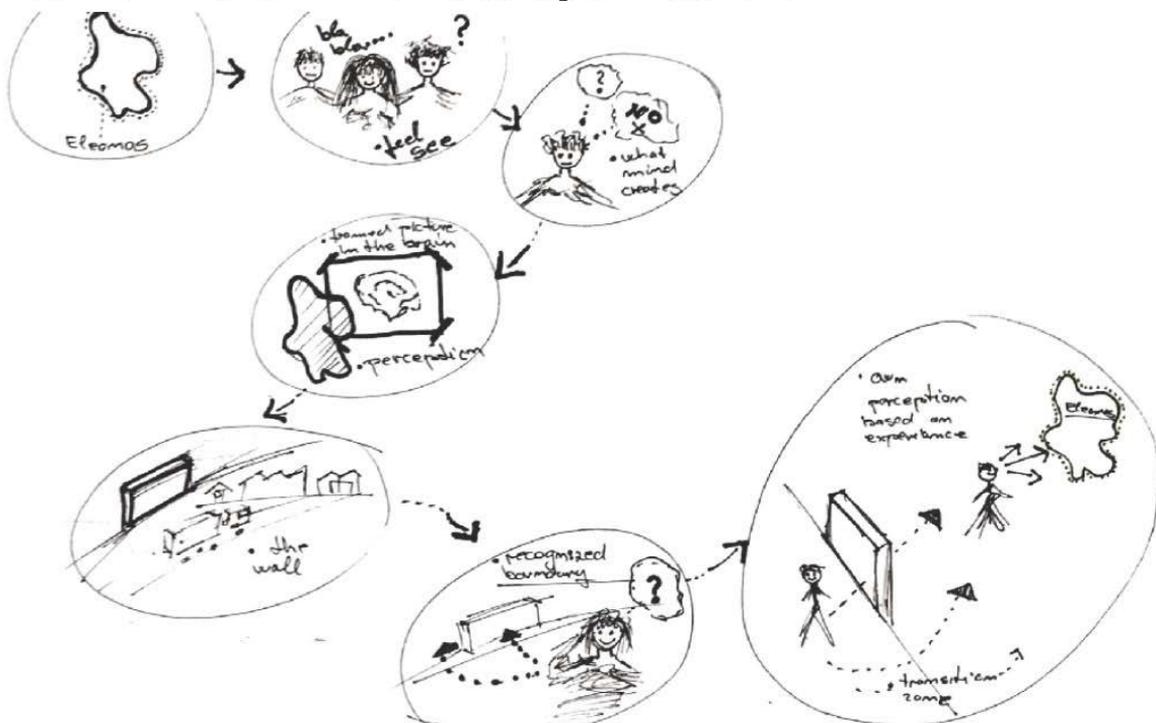
Eleonas Athens - a methodological approach



lost in transition

Städtebau TU Wien
Vienna University of Technology, Department for Urban Design, November 2017

Eleonas Athens - a methodological approach

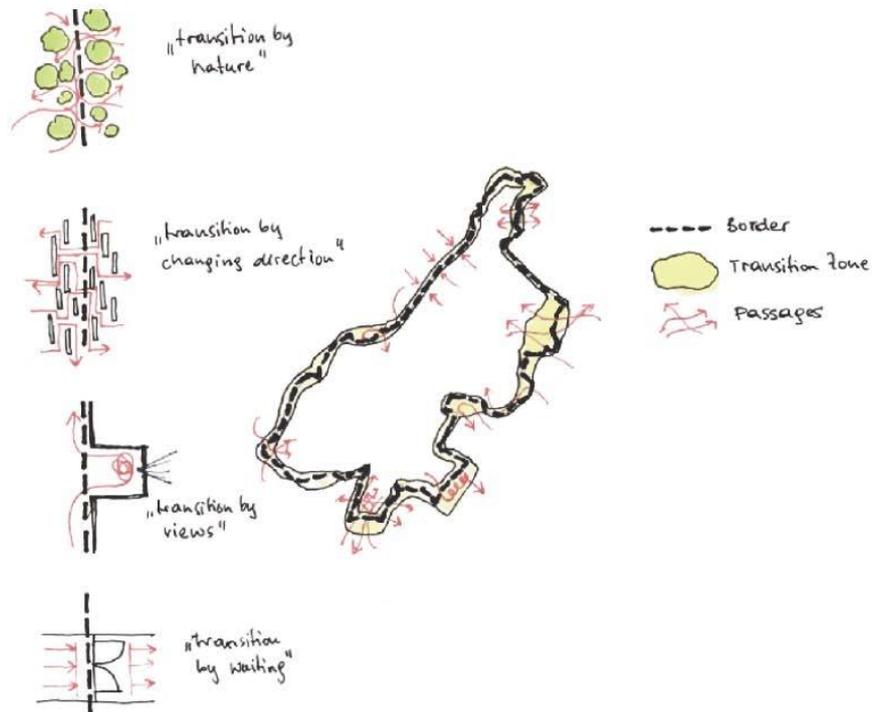


lost in transition

Städtebau TU Wien
Vienna University of Technology, Department for Urban Design, November 2017

Ilma Aganovic | Alice Buri | Tatsuki Nishida

Eleonas Athens - a methodological approach



lost in transition

Städtebau TU Wien

Vienna University of Technology, Department for Urban Design; November 2017

Ilma Aganovic | Alice Buri | Tatsuki Nishida

Eleonas Athens - a methodological approach

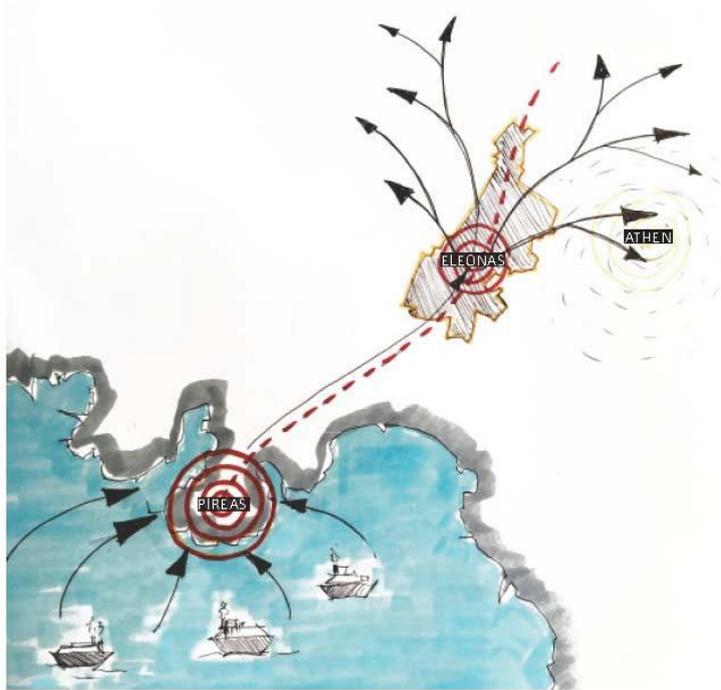


industry 4.0/5.0

Städtebau TU Wien

Vienna University of Technology, Department for Urban Design; November 2017

Eleonas Athens - a methodological approach



industry 4.0/5.0

Städtebau TU Wien

Vienna University of Technology, Department for Urban Design; November 2017

Archana Hainz | Nikias Schachinger | Damjan Veličković

Eleonas Athens - a methodological approach



industry 4.0/5.0

Städtebau TU Wien

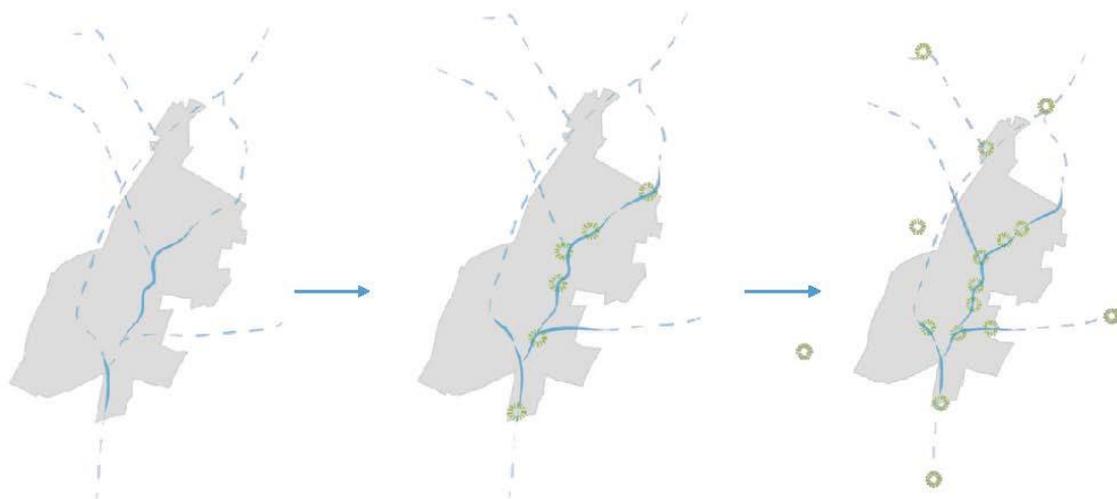
Vienna University of Technology, Department for Urban Design; November 2017

Archana Hainz | Nikias Schachinger | Damjan Veličković

Eleonas Athens - a methodological approach



Eleonas Athens - a methodological approach to water systems, green and open spaces



Eleonas Athens - a methodological approach to water systems, green and open spaces



Städtebau TU Wien
Vienna University of Technology, Department for Urban Design; November 2017

greenVelvet

Raphaela Bauer | Karina Haas | Annika Michel | Alice Monacelli