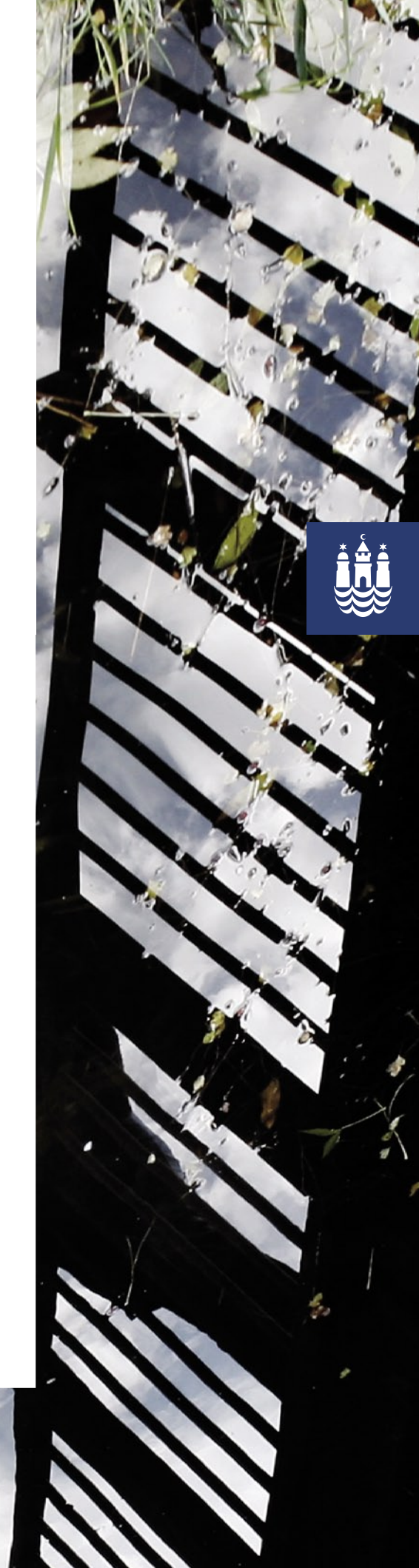






COPENHAGEN AS THE WORLD'S ECO-METROPOLIS

COPENHAGEN'S
GREEN ACCOUNTS 2007



CAN WE ACHIEVE THE GOALS FOR THE ECO-METROPOLIS?

GOALS FOR 2015	CAN WE ACHIEVE THE GOAL?	ASSESSMENT OF THE POSSIBILITIES
THE WORLD'S BEST CITY FOR CYCLES		
At least 50 % of people will go to their work place or educational institution in Copenhagen by bike		The percentage of people cycling has remained almost unchanged for some years. Existing initiatives are assessed to be at a reasonable level; however the legislative framework has not yet been established. The people of Copenhagen's future transport habits and the possibilities for introducing congestion charges will greatly influence the possibilities for achieving this goal.
The number of seriously injured cyclists in Copenhagen to be halved compared to today		The trend in the number of accidents has decreased steadily for many years, for example, on the basis of ongoing municipal efforts.
At least 80 % of cyclists in Copenhagen to feel safe and secure in traffic		Over many years, the percentage of cyclists feeling safe has remained almost unchanged, despite systematic municipal efforts. The future opportunities for regulating car traffic in Copenhagen are of importance to the possibilities for achieving the goal, just as impacts from the behaviour of other cyclists and other road users are important for safety.
CLIMATE CAPITAL		
A reduction of Copenhagen's CO ₂ emissions of at least 20 % compared to 2005		In the period 1990-2005, Copenhagen achieved a reduction of approximately 25 per cent. The fall was primarily due to the expansion of district heating. Achieving the Eco-metropolis goal of a further 20 per cent by 2015 compared to 2005 requires significantly broader efforts. Significant efforts from the corporate sector and the people of Copenhagen are important for achieving the goal. The possibilities for increasing the percentage of sustainable energy, including the use of bio fuels in electricity and heat production are also very important.
A GREEN AND BLUE CAPITAL CITY		
90 % of Copenhageners should be able to walk to a park, a beach, a natural area or sea swimming-pool in less than 15 minutes		The size of areas with public recreational facilities varies greatly from district to district. The challenge is greatest in districts with few recreational areas and densely built-up areas.
Copenhageners will be visiting the city's parks, natural areas, sea swimming-pools and beaches twice as often as today		Continuous municipal improvements of proximity and quality of recreational areas are not enough to ensure that the goal is achieved. For example, how people choose to spend their spare time is also important.

CAN WE ACHIEVE THE GOAL?

Assessment of the extent and character of the efforts necessary to achieve the goals in time. The assessment primarily comprises all municipal instruments, including securing finance. In addition to this, it may comprise the City's efforts in relation to factors outside the responsibilities of the City.



The goal will be achieved in time with unchanged municipal efforts.



It will be possible to achieve the goal with reinforced municipal efforts.



Achieving the goal requires reinforced municipal efforts of a considerable extent.

GOALS FOR 2015	CAN WE ACHIEVE THE GOAL?	ASSESSMENT OF THE POSSIBILITIES
A CLEAN AND HEALTHY BIG CITY		
Copenhageners should be able to sleep peacefully, free from noise harmful to health from street traffic		<p>The first overall statement of dwellings in Copenhagen affected by excessive traffic noise at night from 2007 shows that noise levels are very high on many building facades. What still has to be done to reach the goal remains uncertain. However, the City is facing a great challenge.</p> <p>The City of Copenhagen is laying noise-reducing asphalt in connection with renovation of roads with more than a specific level of traffic. Just as state co-funding, future technological developments and new possibilities for regulating traffic are assessed to be of great significance to the possibilities of achieving the goal.</p>
All schools and institutions should be subject to only low traffic-noise levels		<p>The City of Copenhagen has prepared pilot projects for the 15 most exposed schools and institutions. The assessment is that the goal will be achieved with reinforced efforts in municipal instruments, and external co-funding is assessed to be very important for the possibilities of achieving the goal.</p>
The air should be so clean that Copenhageners' health will not be damaged		<p>Pollution levels have remained almost unchanged over the past 10 years and at the same time traffic on Copenhagen road networks has increased.</p> <p>Future possibilities for regulating car traffic, EU requirements concerning air pollution from vehicles and Copenhageners' transport habits are very important for the possibilities of achieving the goal.</p>
There should be at least 20 % organic food in the city's food consumption		<p>Both the municipal institutions and Copenhagen households have come very far. Copenhagener's lifestyle and the priorities of the corporate sector influence how easy it will be to achieve the goal.</p>
The City to lead the way with at least 90 % organic food in its institutions		<p>The percentage of organic food has increased steadily for some years on the basis of targeted municipal efforts. Rising food prices may entail a need for extra efforts.</p>
Copenhagen should be Europe's cleanest capital and one of the cleanest capitals in the world		<p>The reinforced efforts in this area, initiated by the City of Copenhagen in 2007, must continue if the goal is to be achieved.</p>
Rubbish should be cleared from public streets within eight hours		<p>It is expected that the City of Copenhagen will be closer to the goal in 2009. However, this will require increased efforts compared with today.</p>



COPENHAGEN AS THE WORLD'S ECO- METROPOLIS

Copenhagen is to be the Eco-metropolis of the world by 2015. This was decided by a unanimous Copenhagen City Council in November 2007. This means that Copenhagen will be rightly known as the capital city with the best urban environment in the world. We will demonstrate that environmental concern adds an extra dynamic to urban development. By 2015 we will also be able to experience and see the improvements in Copenhagen, while at the same time sharing active responsibility for global environmental development and paving the way to reducing CO₂ emissions.

The vision of an Eco-metropolis is underpinned by 13 very specific and ambitious environmental goals for 2015.

Without action and results, visions and goals are just empty words. Therefore, each year regular monitoring up to 2015 will ensure that we are up to speed. By 2015 *Copenhagen's Green Accounts* will show how far we are from achieving the ambitious goals, and where we, as a city, must implement new initiatives.

Compared to other big cities, Copenhagen is already showing impressive results. The many cyclists, the high percentage of organic food in municipal institutions, offshore wind turbines and the very extensive district-

heating system are only a few examples. However, we are still facing great challenges. Traffic, in particular, is a problem because the legislation limits the efficient initiatives Copenhagen wants to implement, for example the introduction of congestion charges. Far too many of Copenhagen's citizens are still exposed to noise in their homes, and the air is polluted along busy streets and roads. These are great challenges, which all growing pulsating big cities face. However, Copenhagen can and must make extra efforts.

The people of Copenhagen, enterprises and employees in the City of Copenhagen must be proud of the environment in Copenhagen. And everyone's efforts matter. Realising the Eco-metropolis vision will only succeed through active efforts from the City, its people and enterprises.

In that perspective, the Copenhagen City Council has decided that the City's two green accounts from 2008 must be gathered in one - Copenhagen's Green Accounts - which includes this booklet and a set of more comprehensive and dynamic accounts on the internet. With one set of common accounts we can tie our joint efforts in Copenhagen even closer to the environmental goals.

Lord Mayor


Ritt Bjerregaard

**Mayor for the Technical
and Environmental Area**


Klaus Bondam

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About Copenhagen's Green Accounts

About the Eco-Metropolis

This booklet is an excerpt of the most important key figures and information in Copenhagen's Green Accounts. On the website of Copenhagen's Green Accounts you will find the full accounts for Copenhagen. There is much more information and key figures on Copenhagen's progress towards achieving the goals, and there are cases, instructions and links. The website is updated regularly.

Read (in Danish) the full green accounts at www.kk.dk/miljoregnskab



THE WORLD'S BEST CITY FOR CYCLES

MORE PEOPLE NEED TO CYCLE

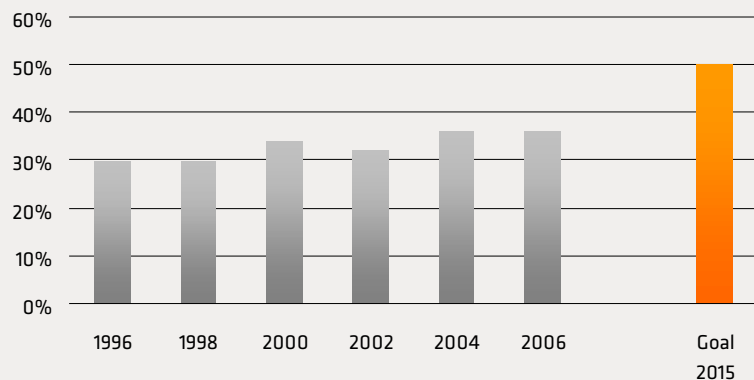
There must be significantly more cyclists in Copenhagen traffic, and car traffic must be limited, if the environmental problems caused by cars in the city are to be reduced. The Eco-metropolis goal that 50 per cent of people cycle to work or educational institution means that a further 14 per cent must start cycling within relatively few years.

The percentage of people cycling to their work place or educational institution in the City of Copenhagen was calculated at 36 per cent for both 2004 and 2006. This means that the percentage has been fairly constant at around one-third over a number of years, even though the City has regularly improved conditions for cyclists and built more cycle paths and routes. In 2007 the Bryggebroen bridge across the port at Fisketorvet was opened, and the cycle bridge across Åboulevarden neared completion.

In order to increase the percentage of cyclists, Copenhagen City Council decided to allocate a further DKK 75 mill. in 2007 for improvements for cyclists in addition to the DKK 75 mill. already allocated the year before. Moreover, the City estimates that it is also necessary to limit car traffic, for example, by introducing congestion charges, if the high level of ambition is to be met.



PERCENTAGE OF PEOPLE CYCLING TO WORK OR
EDUCATIONAL INSTITUTION IN THE CITY OF COPENHAGEN



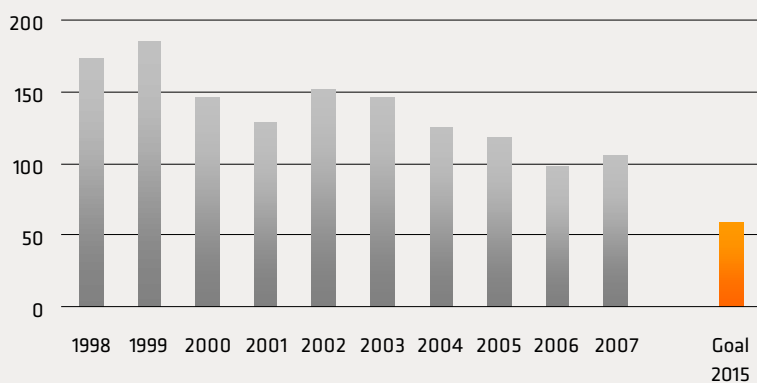
GOALS FOR CYCLING IN 2015



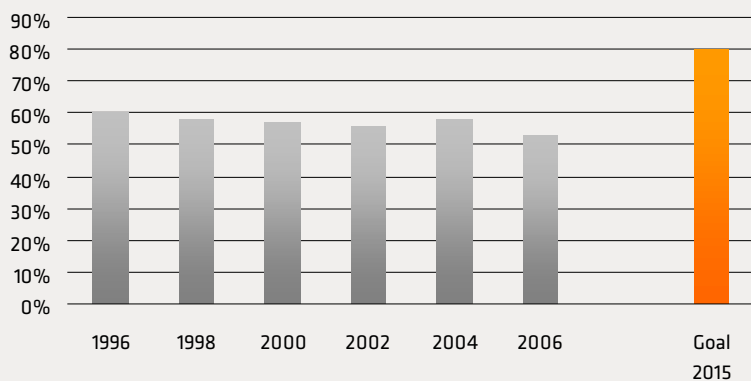
- At least 50 % of people will go to their work place or educational institution in Copenhagen by bike
- The number of seriously injured cyclists in Copenhagen to be halved compared to today
- At least 80 % of cyclists in Copenhagen to feel safe and secure in traffic



**NUMBER OF CYCLISTS SERIOUSLY INJURED ON THE ROADS
- INCLUDING FATALITIES**



PERCENTAGE OF CYCLISTS FEELING SAFE IN TRAFFIC



SAFETY IS SLOWLY BEING IMPROVED

The percentage of cyclists in Copenhagen who feel safe in traffic dropped to 53 per cent from 2004 to 2006 against the previous 58 per cent.

This small drop may be due to the increasing number of cyclists in the central districts. In some areas of Copenhagen it is difficult to cycle on the relatively narrow cycle paths in rush hour. On Nørrebrogade, for example, today there are more bicycles than cars. This is part of the background for the plans to test a new lay-out for Nørrebrogade, which gives higher priority to bicycle and bus traffic, so there is more space for cyclists.

In 2007, there were 106 serious injuries in Copenhagen, and of these five were fatal. This is a slight increase compared to 2006, when 92 were seriously injured, including fatalities. However, seen over a number of years, the trend still points towards fewer accidents in the years to come.

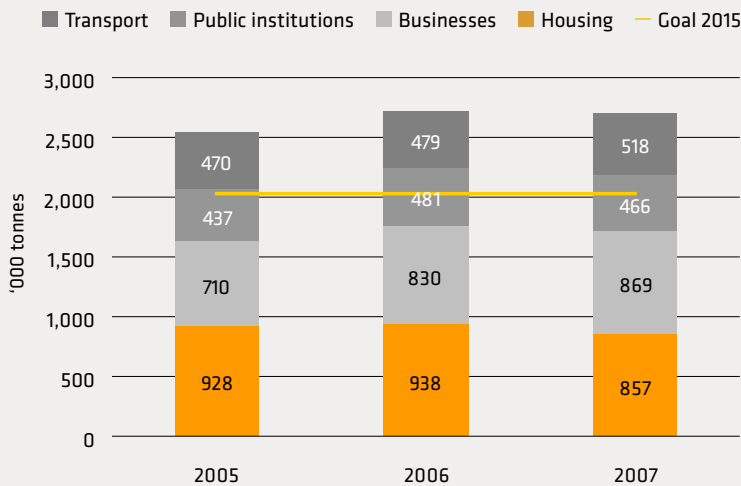
In order to achieve the Eco-metropolis goal for 2015 of no more than 59 serious injuries, including fatalities, targeted efforts and new thinking are required. Some of the money earmarked for promoting cycling will therefore be spent on implementing experiments with new intersection lay-outs that are both safe and easy to cross. A solution inspired by the Netherlands is already being tested, where cyclists who stop at the red light are allowed to place themselves in front of cars, and there will be campaigns for better behaviour in traffic.

The safety of cyclists in the traffic is of great importance for the number of people choosing to cycle. In contrast to many other big cities wanting to attract more cyclists, the Copenhagen trend is that the number of accidents and risks for cyclists, measured as number of accidents per million kilometres cycled, is decreasing.

CLIMATE CAPITAL



CO₂ EMISSIONS ANALYSED BY SECTOR - INCLUDING TRANSPORT



COPENHAGEN BOOSTS THE CLIMATE EFFORT

In 2007 total CO₂ emissions were almost unchanged compared to 2006 despite continuous growth in the City of Copenhagen. CO₂ emissions from houses, businesses and public institutions, which constitute just over 80 per cent of emissions, decreased by approximately 3 per cent in 2007.

The City has established an ambitious target for reducing CO₂ emissions. This is despite the fact that the 1990s have already seen a significant reduction; mainly attributable to the expansion of district heating and transition to cleaner fuels.

The City's climate efforts include initiatives to ensure reductions in CO₂ emissions in connection with urban development in the new district in Nordhavn, for example, as well as in existing districts. Efforts will also include energy-friendly transport, for example, hydrogen-powered vehicles and intelligent transport systems. Significant efforts from the corporate sector as well as the people of Copenhagen are crucial for achieving the goal. Therefore, the City will initiate efforts, which include both enterprises and citizens, including children and young people.

CO₂ emissions from buildings, used by the City itself, are estimated at approximately 3 per cent of total CO₂ emissions in Copenhagen. In future years, a number of projects will be initiated to reduce emissions from buildings used by the City, for example energy renovation of municipal buildings.

Up to the Climate Change Conference in 2009, the City will prepare an overall climate plan, specifically describing how the target of a 20 per cent reduction by 2015 is to be achieved.

GOAL FOR CO₂ IN 2015



- A reduction of Copenhagen's CO₂ emissions of at least 20 % compared to 2005

A GREEN AND BLUE CAPITAL CITY



NEW AND IMPROVED RECREATIONAL AREAS

Copenhageners must have better access to the city's recreational areas, and they must want to visit these areas. Outdoor life enhances people's health and well-being. Therefore, in 2007 the City of Copenhagen implemented a radical upgrading of the quality of the new park Nørrebro Park and allocated funds for the project "Room for play", where all Copenhagen's more than 120 playgrounds will be renovated over a number of years, starting in 2008. Playgrounds are often located in the green areas of Copenhagen, and renovation must result in children and parents visiting the playgrounds more often than today, and staying there longer.

In 2007 the City of Copenhagen carried out

its first measurements of the amount of time Copenhageners have to spend walking to a park, a beach, a natural area or a sea swimming-pool. The measurements showed that 60 per cent of Copenhageners can walk to the various blue and green areas in less than 15 minutes.

The latest figures on how often Copenhageners visit blue and green areas are from 2003-2004. Back then Copenhageners used these areas on average one hour every other day. The plan is to measure the visiting rate again in 2009.

Future efforts must both include the establishment of new green areas and improvements of existing ones, if the Eco-metropolis goals are to be achieved.

GOALS FOR THE GREEN AND BLUE IN 2015



- 90 % of Copenhageners should be able to walk to a park, a beach, a natural area or sea swimming-pool in less than 15 minutes
- Copenhageners will be visiting the city's parks, natural areas, sea swimming-pools and beaches twice as often as today

A CLEAN AND HEALTHY BIG CITY



DWELLINGS IN AREAS WITH NOISE NUISANCE ON THE FACADE FROM TRAFFIC OF MORE THAN 50 dB (CALCULATED FOR THE NIGHT IN THE PERIOD FROM 10PM AND 7AM)

	< 50 dB	50-55 dB	55-60 dB	60-65 dB	> 65 dB
Number of dwellings	122,913	67,481	41,883	45,360	8,443
Percentage of all dwellings	43 %	24 %	15 %	16 %	3 %

DAYCARE INSTITUTIONS AND SCHOOLS LOCATED IN AREAS EXPOSED TO NOISE ON THE FACADE FROM TRAFFIC OF MORE THAN 55 dB (CALCULATED AS WEIGHTED DAILY AVERAGE)

	< 55 dB	55-60 dB	60-65 dB	65-70 dB	70-75 dB	> 75 dB
Number of daycare institutions	256	111	93	59	24	0
Number of schools	9	15	15	18	14	0

MANY DAYCARE INSTITUTIONS AND SCHOOLS MUST BE SILENCED

Noise influences children's language acquisition and other abilities to learn. Therefore, the City of Copenhagen's goal is to reduce noise nuisance on facades of day-care institutions and schools to 58 dB by 2015. Fifty-eight dB is considered the low noise level, where between 10 and 15 per cent of all people feel strongly disturbed by the noise.

Currently the City is trying to silence the day-care institutions and schools most exposed to

noise nuisance before 2010. Silencing includes a combination of noise-insulating windows and noise screens by outdoor open spaces.

Not all institutions and schools in an area with high noise levels are exposed to noise from traffic. Perhaps there is already noise screening of the outdoor areas. Therefore, a more thorough assessment of noise levels at individual schools and institutions is required, before they can be considered exposed to noise nuisance. Around 50 per cent of all institutions and the majority of all schools are located in areas with more than 55 dB.

NIGHT TIME TRAFFIC IS TOO NOISY

Noise influences people's health, especially if it means they do not get a good night's sleep. In 2007 a survey of traffic noise was carried out for the first time in the entire City of Copenhagen, which, for example, shows the noise level at night on all building facades.

The noise on facades does not provide an immediate picture of how Copenhageners are influenced by noise during the night. The noise in people's bedrooms depends on the location of the room, whether the windows are soundproof, whether the window is open, and whether noise screens have been placed towards the street.

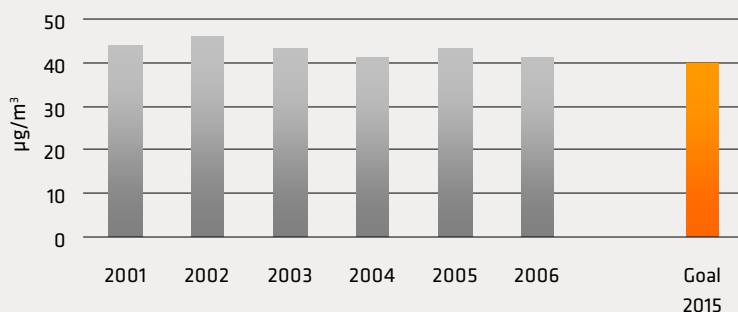
An official limit value does not yet exist for the noise nuisance from traffic in people's bedrooms. However, there is no doubt that there is too much noise during the night in many Copenhagen homes today, and that it will require extremely comprehensive efforts to solve the problems. In the section on "Traffic and noise" later in this booklet, the City's general efforts and plans for this area are summarised.

GOALS FOR NOISE IN 2015

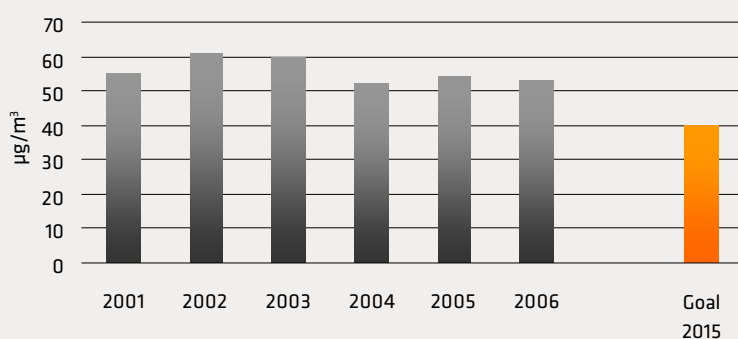


- Copenhageners should be able to sleep peacefully, free from noise harmful to health from street traffic
- All schools and institutions should be subject to only low traffic-noise levels

**AIR CONTENT OF PARTICLES (PM 10)
ANNUAL AVERAGE VALUE H.C. ANDERSENS BOULEVARD**



**AIR CONTENT OF NITROGEN DIOXIDE (NO₂)
ANNUAL AVERAGE VALUE H.C. ANDERSENS BOULEVARD**



The problem with particles is that many older lorries and busses are not equipped with particle filters. Therefore, the Cities of Copenhagen and Frederiksberg are setting up an environmental zone entering into force on 1 September 2008. After this date, older lorries and busses in the environmental zone must have particle filters installed. The Environmental Zones Act from 2007 is not as comprehensive as the City would like. Therefore, the City of Copenhagen is pressuring for legislation allowing dynamic environmental zones, where municipalities can adjust requirements for car emissions in step with developments on the area.

The City of Copenhagen has installed effective particle filters on all the City's own vehicles and requires the same when purchasing new vehicles. In spring 2008 it was also decided to require particle filters on taxis used by employees of the City.

With regard to particle and nitrogen dioxide pollution, it is necessary to introduce new instruments, which can limit traffic and increase requirements on car exhausts. The City does not have adequate access to such instruments.

AIR POLLUTION FROM VEHICLES REQUIRES FURTHER REGULATION

Car traffic is by far the greatest cause of air pollution in Copenhagen. Particularly nitrogen dioxide, NO₂, and particles affect the health of Copenhageners and give rise to premature deaths. In 2006 the air content of nitrogen dioxide and larger particles in the busiest streets continued to exceed the EU limit values. The Eco-metropolis goal means that the EU's air quality requirements for particles and nitrogen dioxide must be met by no later than 2015.

The EU's air quality requirements for NO₂ will not apply until 2010 and they are likely to be postponed until 2015. Forecasts from the Danish Environmental Protection Agency show that with existing and planned efforts, it may be difficult to comply with the quality requirement for NO₂. In 2010 the limit value will be exceeded in around 90 streets and in 2015 in approximately 30 streets. Focus primarily needs to be on heavy traffic. The Danish Environmental Protection Agency will start making action plans for this area in cooperation with the City of Copenhagen.

GOAL FOR AIR POLLUTION IN 2015



- The air should be so clean that Copenhageners' health will not be damaged



50 PER CENT OF FOOD CONSUMPTION IN THE CITY'S KITCHENS IS ORGANIC

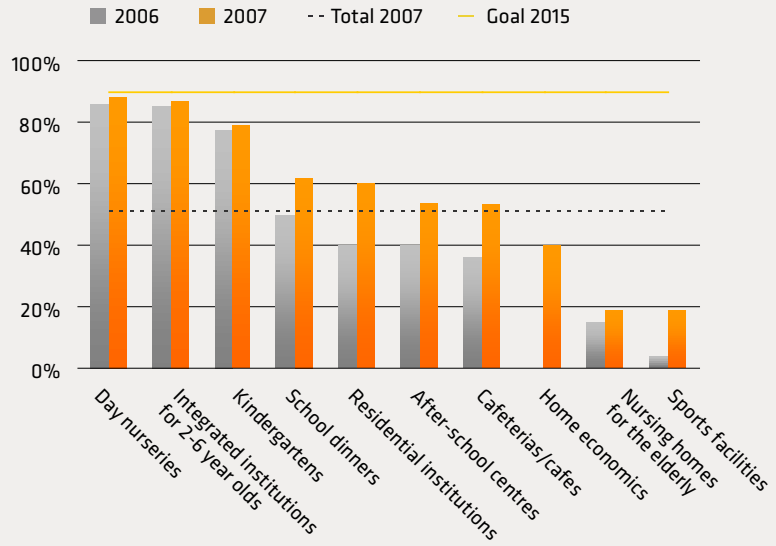
The percentage of organic food in the City of Copenhagen's kitchens and cafeterias reached 51 per cent in 2007. In 2005 and 2006 the percentage was 36 and 45 per cent, respectively. Measurements are based on estimates from individual kitchens, and there is progress everywhere.

Day nurseries and kindergartens are leading the way and many daycare institutions have already reached the Eco-metropolis goal of 90 per cent organic food. However, sports centres and nursing homes, which are relatively poor in the area, have also made good progress.

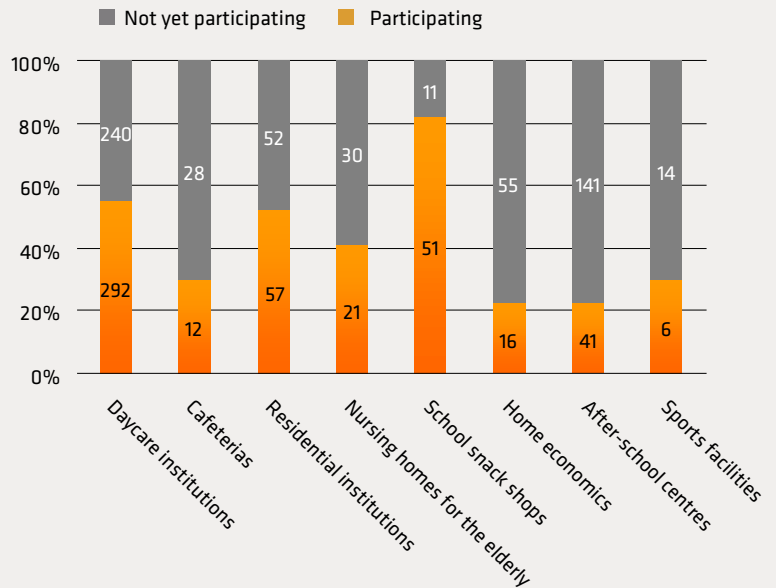
Nursing home kitchens account for just under 50 per cent of municipal food consumption. The two biggest central kitchens, which deliver much large part of the food, therefore play a central part in the City achieving the organic food goal, and in these kitchens work with organic food only started in earnest in 2008.

No additional funds have been allocated for the food itself, so education and advice, improving skills of kitchen personnel, changed recipes and new ways of doing things have made it possible to increase the percentage of organic ingredients within the same food budget. One of the great challenges on the road towards the 90 per cent goal has been rising food prices.

PERCENTAGE OF ORGANIC FOOD ANALYSED BY INSTITUTION TYPE



PARTICIPANTS IN ORGANIC REORGANISATION PROJECTS UP TO AND INCLUDING 2007



The Eco-metropolis has also set targets for organic food consumption by all of Copenhagen. For the first time a small survey has been made of 205 households to ascertain Copenhageners' food habits. The result is surprisingly good; a total of 23 per cent of the families food purchase is organic, calculated on the basis of price. However, Copenhagen's food consumption also includes restaurants, cafes and private cafeterias. The percentage of organic food here is expected to be examined in the coming years.

GOALS FOR ORGANIC FOOD IN 2015



There should be at least 20 % organic food in the city's food consumption

- The municipality to lead the way with at least 90 % organic food in its institutions



UNITED FOR A CLEAN CITY

Copenhagen loses marks for the rubbish strewn about the streets and this signals carelessness in the appearance and well-being of Copenhagen. Therefore, many of the initiatives, which otherwise are made to make Copenhagen more attractive to Copenhageners and people visiting the city, seem less credible if the city is not kept clean at the same time.

Strengthened efforts to keep Copenhagen clean began in 2007 with an allocation of DKK 90 mill. for 2007-2009. Efforts in 2007 included that a further 30 cleaning employees were hired, 450 extra rubbish bins were set up and an extensive campaign was launched. Surveys of developments in rubbish and litter quantities show that from March to September 2007, in ten places in the inner city and in the large streets Østerbrogade, Nørrebrogade and Vesterbrogade there was a 19 per cent drop in total rubbish quantities.

At the same time, Copenhageners' perception of cleaning at the same places was slightly more positive towards the end of the survey period. Throughout the period, cleaning of cycle paths was assessed as poorest.

Further efforts towards the goals include campaigns and teaching materials targeted towards children and young people as well as improved organisation of street cleaning in Copenhagen. Furthermore, the City of Copenhagen must be able to act at short notice, when extra efforts are necessary. A new and interesting action area is the so called partnerships between the City of Copenhagen and private enterprises producing large amounts of the litter on the streets, such as free newspapers and fast food chains.

During 2008, the City will develop methods to measure Copenhagen against other capitals in the street-cleaning area and to give a general idea of how quickly litter is removed from public streets.

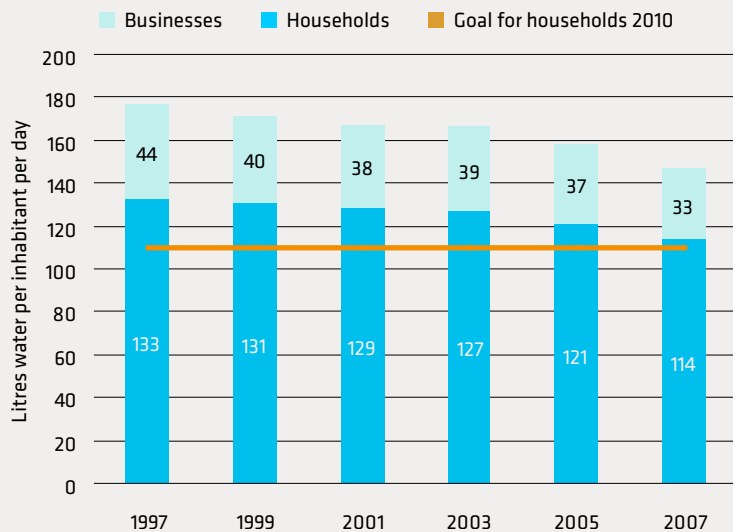
GOALS FOR CLEANING IN 2015



- Copenhagen should be Europe's cleanest capital and one of the cleanest capitals in the world
- Rubbish should be cleared from public streets within eight hours

RESOURCES AND CONSUMPTION

WATER CONSUMPTION IN HOUSEHOLDS AND BUSINESSES



COPENHAGEN'S ELECTRICITY AND HEATING CONSUMPTION UNCHANGED

In the past three years there has been no noticeable change in the total energy consumption in Copenhagen, despite a slight increase in both population and number of workplaces. From 2006 to 2007 there was an increase in electricity consumption of 139 GWh corresponding to almost 6 per cent, which was primarily due to an increase in electricity consumption by industry and to a lesser extent due to public institutions.

The year 2007 was generally warmer than 2006, which may have contributed to the drop in consumption of district heating of 4 per cent.

CO₂ emissions per MWh are generally lower from district heating than from electricity. This is because district heating is primarily a by-product from electricity generation and waste incineration. Although electricity consumption only constituted just under 38 per cent of total energy consumption in 2007, electricity consumption caused 72 per cent of CO₂ emissions. Similarly, district

WATER CONSUMPTION IS STILL FALLING

In 2007 household consumption was 114 litres per day per inhabitant. The goal is that water consumption by households is reduced to 110 litres per day per inhabitant by 2010.

Water consumption by industry must be reduced to 34 litres per day per inhabitant by 2010. This goal was already achieved in 2007. One of the reasons for this is that Carlsberg has moved some of its production to Fredericia in Jutland.

Subsidies for water-saving equipment, campaigns and greater focus on the use of reclaimed water - water of poorer quality than drinking water such as rain water - will help lower consumption further to the benefit of a sustainable water cycle all over Zealand.

The City of Copenhagen also wants to contribute to a sustainable water cycle by using the groundwater under Copenhagen to a higher degree. In 2007 approximately 1.3 million cubic metres of groundwater was extracted for drinking water from drillings located in the City of Copenhagen. This corresponds to approximately 4.2 per cent of total drinking water consumption in the City. In 2004 this figure was approximately 3.4 per cent.

The provider of utility services, Copenhagen Energy, and the City are implementing surveys of the possibilities for extracting more groundwater for drinking water within municipal borders. The result is expected in late 2008.

heating constitutes almost 60 per cent of energy consumption, but only causes 25 per cent of total CO₂ emissions. This shows out that there is a particularly great potential for CO₂ reduction by implementing savings in electricity consumption.

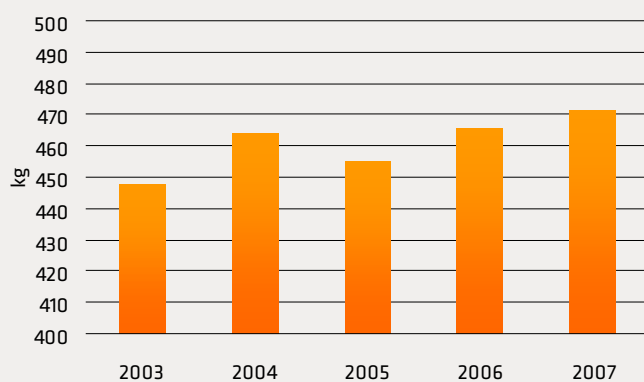
Despite the increase in electricity consumption, CO₂ emissions from electricity have not risen. This is because 2007 was a good wind year. In 2007 wind power accounted for approximately 20 per cent of electricity consumption in Denmark compared to 17 per cent in 2006.



AMOUNTS OF WASTE COLLECTED PER INHABITANT (KG)

	2005	2006	2007	GOAL 2008
Paper	42.8	45.2	42.7	45
Glass	11.7	12.2	11.6	19.2
Cardboard	4	4.8	5.4	8.5
Electronic equipment	2.5	6.9	6.8	9
Hazardous waste	1.6	1.6	1.6	1.3

HOUSEHOLD WASTE PER INHABITANT



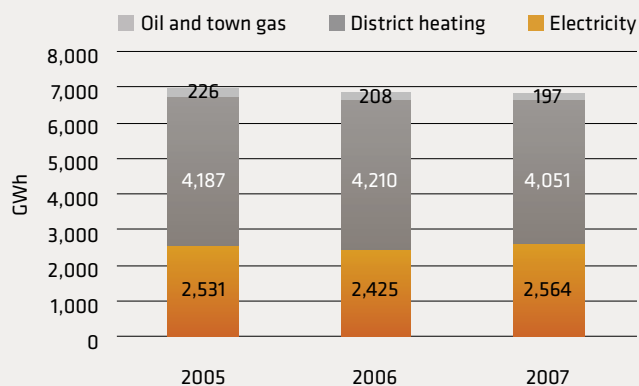
THE VOLUME OF DOMESTIC WASTE IS GROWING

In line with Copenhageners' increasing purchase power, the volume of household waste has also increased. In 2007 total volumes of household waste reached 240,000 tonnes, so a typical Copenhagener now produces 471 kg waste annually. The trend is moving in the wrong direction if the City is to achieve its goal of reducing waste volumes. The rising waste volumes are an increasing burden on the environment and cause increasing waste management costs.

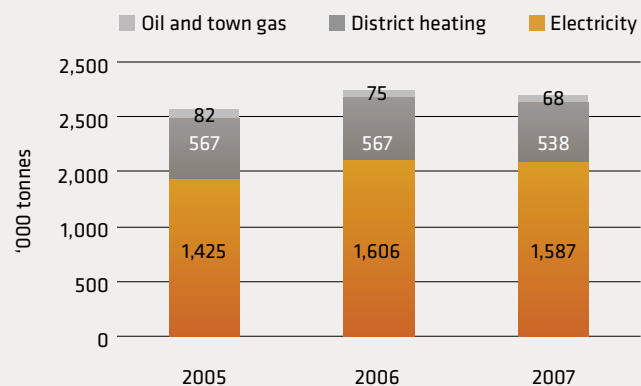
Fortunately, it is possible to recycle much of the waste, and the City of Copenhagen is constantly working to help citizens separate their waste. For example, the amount of cardboard collected has risen in step with the City setting up containers at dwellings. However, special efforts are still necessary, if the goal of annual collection of 8.5 kg cardboard per Copenhagener is to be accomplished.

It is important to separate hazardous waste such as batteries, paint residues and chemicals from domestic waste, so that the waste is not treated incorrectly and harms the environment. Already in 2005, more hazardous waste was collected than the goal of 1.3 kg. per Copenhagener, and Copenhageners continue to be good at separating hazardous waste.

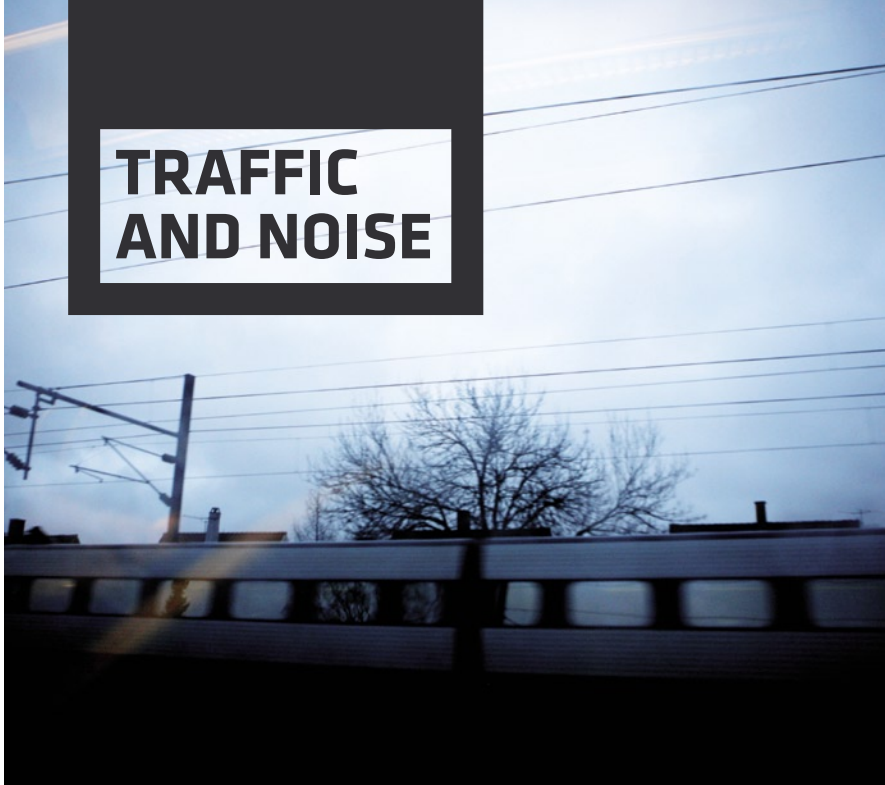
ENERGY CONSUMPTION ANALYSED BY ENERGY SOURCE



CO₂ EMISSIONS ANALYSED BY ENERGY SOURCE



TRAFFIC AND NOISE



PUBLIC TRANSPORT IS NOT COMPETITIVE

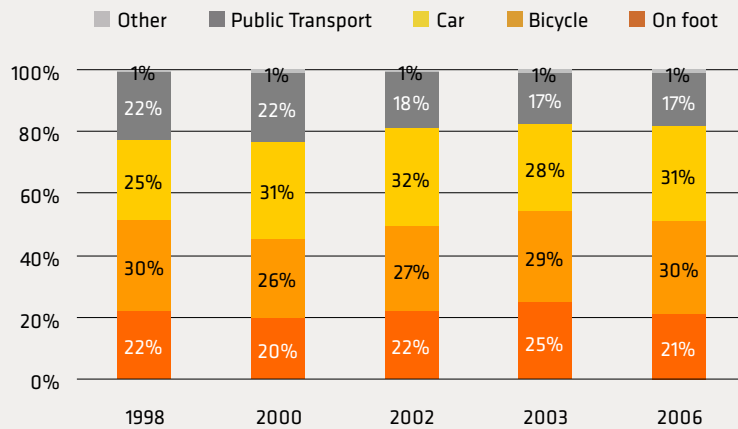
Overcrowding, prices of public transport and of transport by car are all important for people's general choice of transport. According to the Transport and Environment Plan from 2004, increased traffic growth must be handled through increased use of public transport and bicycles, and busses must be better able to move freely on the most important routes.

In recent years, the percentage of all journeys made by public transport has dropped, and now only 17 per cent of journeys are by public transport. The bicycle, at 30 per cent, is especially used in connection with commuting to work or educational institution. Cycling to work is normal among Copenhageners and people who live outside the municipal borders, even if they have a car parked at home. The car, at 31 per cent, is used for grocery shopping and for going away for the weekend.

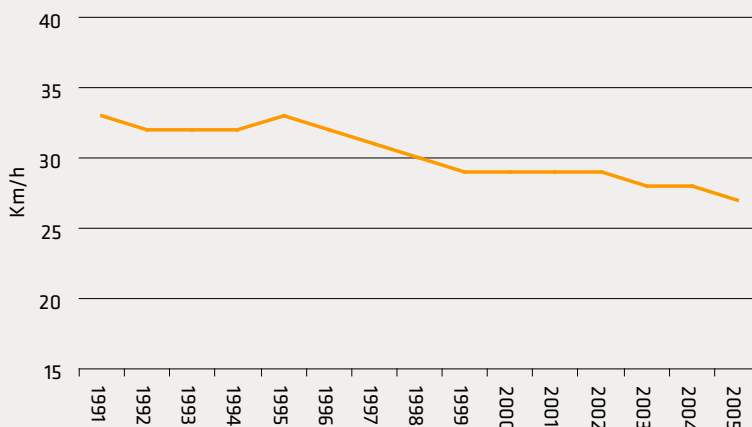
Average speeds for cars, busses and bicycles in rush hour provide a picture of the mutual competition when roads are most busy. Today, the speed of bicycles can easily compete with the bus, and often with the car, particularly in densely populated districts, where it is most crowded and where it may take a long time to park the car.

In 2005, the average speed of cars in rush hour fell to 27 km/h, which is a drop of more than 15 per cent since the early 1990s. Similarly, the average speed of busses has dropped from 17 km/h in 1991 to 13 km/h despite various projects to improve conditions for busses on, for example, Østerbrogade, Nørrebrogade and Vesterbrogade. So far the average speed of cyclists has only been measured in 2004 and 2006, when it was 16 km/h. The speed of bicycles is measured from door-to-door, whereas in connection with the bus journey, walking and waiting time was not included. And for the car, the time it takes to park the car and walk to the office door was not included either.

JOURNEYS ANALYSED BY TYPE OF TRANSPORT

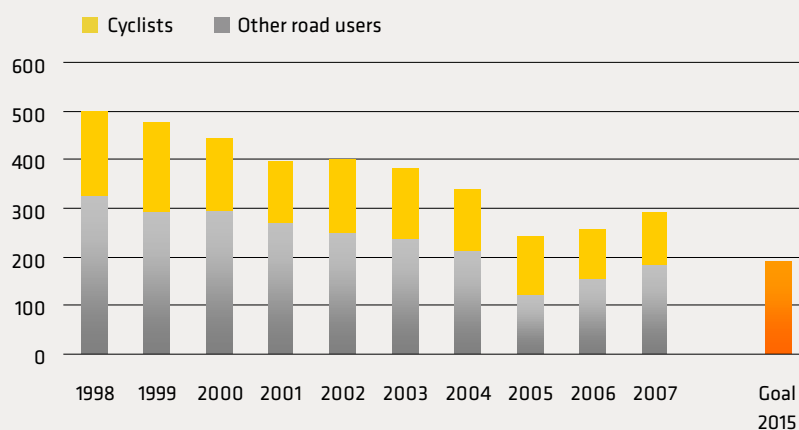


AVERAGE SPEED OF CARS IN RUSH HOUR





TOTAL NUMBER OF PEOPLE SERIOUSLY INJURED ON THE ROADS – INCLUDING FATALITIES



IN THE LONG RUN FEWER PEOPLE WILL BE INJURED IN TRAFFIC

As with bicycle traffic, seen over a number of years, there has also been a general fall in the number of road accidents. However, the trend has been slightly increasing since 2005. The City of Copenhagen is working on limiting the number of accidents and their seriousness by rebuilding intersections, establishing 40 km/h speed zones and launching campaigns, and it is estimated that achieving the goal is realistic.

MORE HOUSES EXPOSED TO NOISE IN COPENHAGEN

Traffic is the biggest noise problem in Copenhagen, and ongoing efforts are being made to reduce the problem. Still, the noise level on house facades has been increasing for the most exposed houses, as traffic has increased on major roads.

People exposed to constant noise have a greater risk of sleeping difficulties, stress reactions and, to a smaller extent, heart

disease. The City of Copenhagen assesses that the solution to noise problems requires efforts on many fronts: less traffic, for example through congestion charges, improved technology and better screening such as better windows.

The new method used for mapping traffic noise, shows that there are more houses exposed to noise than stated in previous mappings. This is partly because the method takes more account of the fact that people are more sensitive to noise at night and in

the evening. A preliminary count shows that today approximately 50,000 dwellings are exposed to 68 dB at the facade. Sixty-eight dB is considered an unacceptable noise level, where just over 50 per cent of all people feel strongly disturbed by the noise.

With the mapping, the City of Copenhagen has a good tool in connection with preparation of the forthcoming action plan for noise, where the primary focus will be on combating noise from traffic. The action plan is expected to be sent for consultation during 2008.

In 2007, as part of the local noise action plan in Folehaven, the City of Copenhagen has established noise screens and participated in trials of a new type of sound-proof shutters in 36 dwellings. The City of Copenhagen has decided to use noise-reducing asphalt in future renovation of all roads where the speed limit is more than 40 km/h, and where there are more than 2,000 cars per day. This asphalt can reduce noise by 1.5 dB. Finally the City is introducing 40 km/h speed limits in residential areas in Copenhagen.

DWELLINGS IN AREAS WITH NOISE NUISANCE ON THE FACADE FROM TRAFFIC OF MORE THAN 58 dB (CALCULATED AS WEIGHTED DAILY AVERAGE)

	< 58 dB	58-63 dB	63-68 dB	68-73 dB	> 73 dB
Number of dwellings	112,827	79,432	44,713	42,435	6,673
Percentage of all dwellings	39 %	28 %	16 %	15 %	2 %

WATER AND NATURE

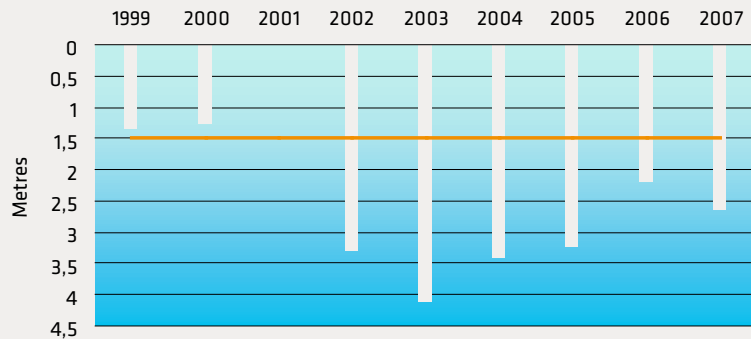
CLEAR LAKES AND A POLLUTED MARSH

In order to ensure that visibility in inner lakes lives up to the goal of 1.5 metres, the City of Copenhagen implemented a restoration project "New life in the inner lakes" in 2002-2006. In 2007 visibility was more than 2.5 metres in Sankt Jørgens Sø and more than 1.5 metres in the other lakes.

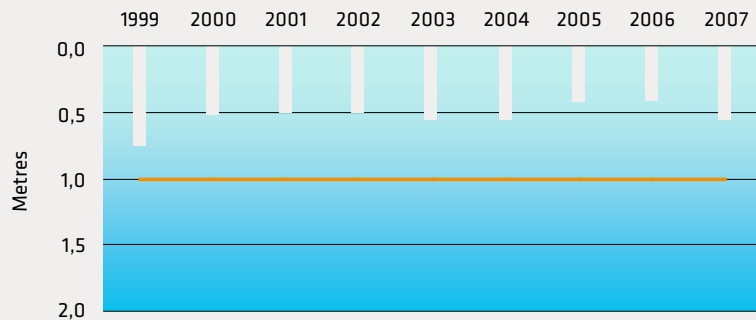
The goal for the Utterslev Mose marsh is that visibility must be 1 metre during the summer. The marsh is far from meeting this requirement, but the City of Copenhagen has a plan which describes how the goal can be achieved. The first step was already taken in 2007 and included a restructuring of Søborghus Rende drainage channel. Implementation of other possible initiatives such as fishing up carps and water treatment has not yet been decided.

Visibility is a measurement of water clarity; it indicates how deep into the water you can see. Indirectly, it is a measurement of the amount of algae in the water, and thus the extent to which water is polluted by nutrients.

VISIBILITY SKT. JØRGENS SØ



VISIBILITY UTTERSLEV MOSE



BATHING WATER CONTINUES TO BECOME CLEANER

Since Copenhagen's first sea swimming-pool opened in 2002, people have been able to swim in clean water in the Port of Copenhagen. Throughout the entire period, visibility in the Port has been good, and the water quality is constantly improving.

Overflow from sewerage in connection with heavy downpours, where diluted waste water runs into the inner port, is one important reason why the two sea swimming-pools have been closed for some days each year in the bathing season. After establishment of a new delay basin for temporary collection of diluted waste water in 2007, the water quality is expected to improve even more.

Various initiatives in the 2008 waste



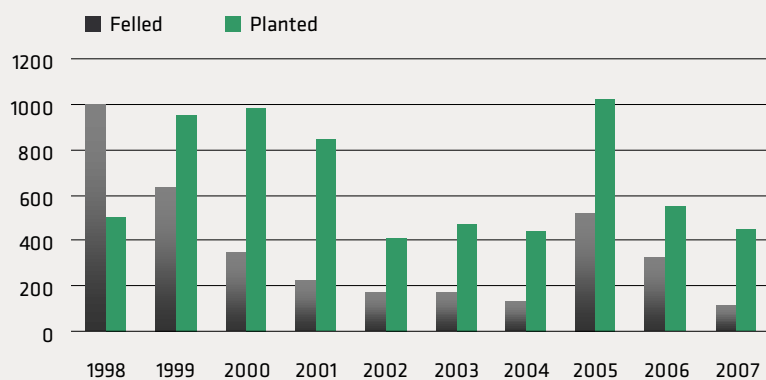
MORE TREES IN THE STREETS AND NO PESTICIDES

Copenhagen has always been known as a green capital with many trees in the streets. In the 1990s Dutch elm disease raged and many trees had to be felled. Therefore, the park policy from 2003 contains a goal that Copenhagen must again be adorned by trees in the street, and the work on re-establishing the population has been going on ever since.

In 2007 the campaign "Plant a tree" was launched at the district of Nørrebro. It contributed to more trees being planted along streets and in parks than in 2006. In 2007 a total of 484 trees were planted, of which 448 were in streets. In the same period, a corresponding 130 trees were felled.

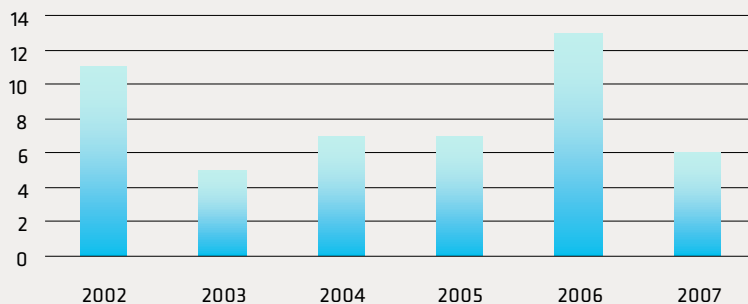
Many years have passed since the use of pesticides was more or less stopped in Copenhagen's public areas. This restricts the risk of groundwater contamination, and nature and public health are protected. Like Denmark's other municipalities, the City of Copenhagen must comply with up to an agreement with the Minister for the Environment on phasing out the use of pesticides, and consumption is still monitored each year. The biggest challenge has been to find a way of combating hogweed without the use of Roundup. In 2006 the consumption of Roundup was reduced to 13 litres, and in 2007 it was possible to prevent the use of pesticides completely.

NUMBER OF TREES FELLED AND PLANTED IN PARKS AND ON PUBLIC STREETS



water action plan are expected to improve the water quality by preventing untreated waste water from being led into the Port. Furthermore, it is expected that the objective of the Agenda 21 plan that the water along the entire coastline of Copenhagen and in the Port must have bathing-water quality by 2011, can be met before the bathing season 2010. The new initiatives include restructuring pumping stations and buildings, closing overflows, as well as extending the swimming pools.

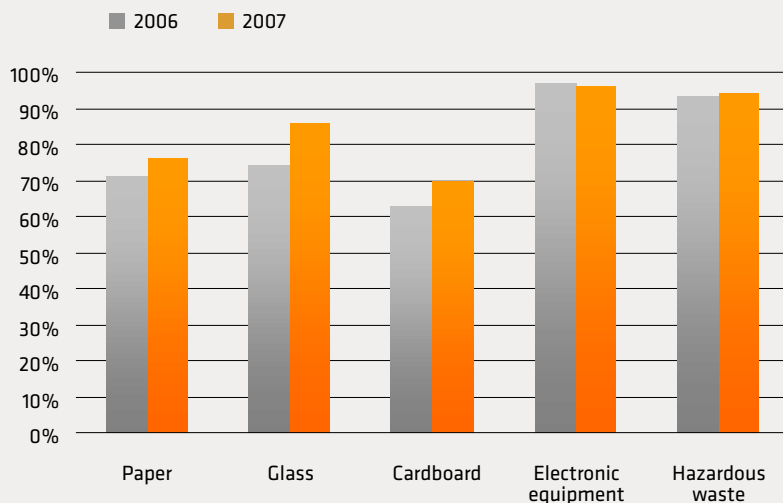
NUMBER OF DAYS SEA SWIMMING-POOLS ARE CLOSED DURING THE SEASON



EFFORTS BY THE CITY OF COPENHAGEN



PERCENTAGE OF INSTITUTIONS SEPARATING WASTE AT SOURCE



MUNICIPAL INSTITUTIONS MUST CONTINUE TO BE BETTER AT SEPARATION AT SOURCE

Just like all citizens and enterprises in the city, municipal institutions are responsible for separating certain types of waste for recycling and special treatment. Progress was made in source separation in institutions in 2007, but as in 2006, meeting the obligation of 100 per cent source separation remains a challenge.

Separation of paper, glass and cardboard at

source is lagging behind. However, the percentage of institutions separating electronic and hazardous waste at source is at the same level as last year, so in this area the institutions are doing quite well.

Last year's progress could be because several of the City's institutions introduced environmental management systems and in this way have become aware of the source separation requirement. Therefore, it is also expected that waste will be managed correctly everywhere, as environmental management is introduced in all the City's institutions over the next couple of years.

Two of the seven administrations are approaching full separation and the social services in particular are good at separating, with more than 90 per cent of all five fractions being separated.

Source separation provides many environmental advantages, as recycling is increasing, resource consumption is decreasing and fewer hazardous substances end up at incineration plants.

ENVIRONMENTAL MANAGEMENT IN THE CITY OF COPENHAGEN

The number of employees working at institutions with a certified environmental management system has more than doubled from approximately 3,800 to approximately 7,700 in 2007. Furthermore, approximately 12,000 employees are working in institutions which are in the process of introducing environmental management. In this way, there is great and necessary progress in relation to the goal to introduce environmental management in all institutions by the end of 2008.

The progress in 2007 is due to the successful implementation of new environmental management systems in several places, as well as increased management support in the individual administrations. The administrations' environmental coordinators are essential for the dissemination of environmental management, and they have succeeded in linking environmental management to the core work of the administrations. The environmental coordinators of the administrations meet regularly across the administrations and exchange experience. The number

of courses in environmental management focusing on the needs of the administrations also increased significantly in 2007.

The majority of the City's administrations expect to achieve the goal to be environmentally certified by the end of 2008. The Children and Youth Administration has the majority of the City's institutions and therefore also faces the greatest challenge. Thus 200 of the Administration's approximately 524 institutions are expected to be certified in 2008. However, the Administration will not achieve the City's goal and is therefore in the process of reassessing the plan for implementation.

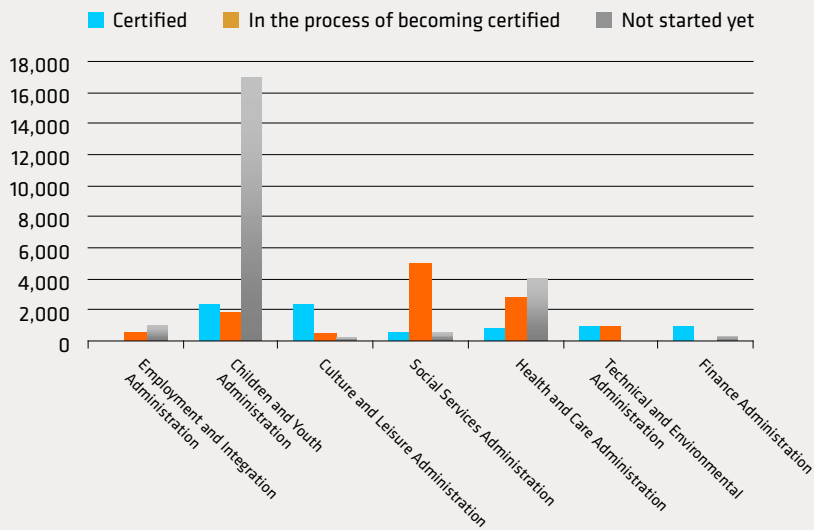
THE COPENHAGEN ENVIRONMENTAL NETWORK WILL FOCUS ON CLIMATE AND MARKET

So far 260 enterprises have expressed a wish to gain access to the most recent knowledge and help for environmental initiatives as members of the green network "Københavns Miljønetværk". The most recent development is a new environmental management system for cafes and restaurants. The network is well on the way to achieving the goal of 350 members in 2008. Since the beginning of the network, 650 different enterprises have participated in the network's activities. The City of Copenhagen expects to reach the goal of the participation by a total of 900 enterprises by the end of 2008.

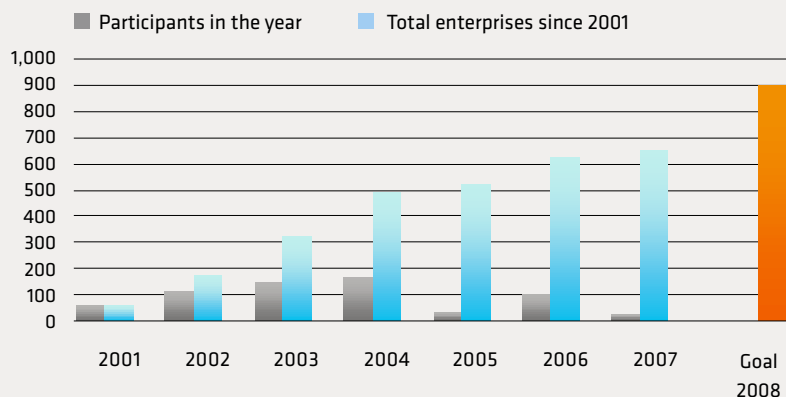
Environmental work at enterprises does no longer originate from statutory requirements alone, but increasingly also from demands from customers and suppliers. In 2007 it was therefore decided that Københavns Miljønetværk is to be re-launched. The re-launch, which will take place in 2008, is to ensure a more market-based approach to environmental initiatives in Copenhagen enterprises. At the same time the goal is to make partnerships with businesses.

Københavns Miljønetværk expects continuous growth in the number of members and in participating enterprises. In the period up to the Climate Change Conference, Københavns Miljønetværk will focus strongly on the climate issue. The network will underpin a robust concept for the climate work of enterprises, which will inspire continuous preventive environmental effort - also after the Climate Change Conference in 2009.

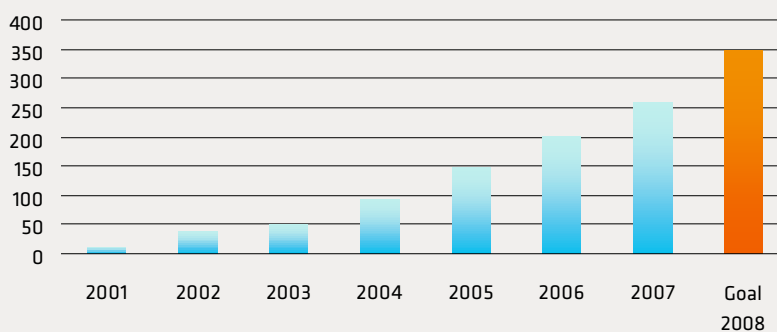
NUMBER OF EMPLOYEES COVERED BY A CERTIFIED ENVIRONMENTAL MANAGEMENT SYSTEM



NUMBER OF ENTERPRISES WHICH HAVE PARTICIPATED IN ONE OR MORE EVENTS BY COPENHAGEN ENVIRONMENTAL NETWORK



NUMBER OF MEMBERS OF COPENHAGEN ENVIRONMENTAL NETWORK



ABOUT COPENHAGEN'S GREEN ACCOUNTS

Copenhagen's Green Accounts 2007 give a general view of the future in comparison with the City's goals for the environment area. They constitute a report on the Eco-metropolis, and form the basis of an assessment of where the great challenges are. The accounts also portray the City of Copenhagen as a role model for the environment and are part of the City's efforts to motivate people and enterprises interested in the environment as well as the City's employees.

With Copenhagen's Green Accounts, the old municipal green accounts have become history. Each year since 1996, the City of Copenhagen has published two sets of green accounts. One which took stock of Copenhagen as a city, and one which took stock of the City of Copenhagen's own municipal efforts. Now the two sets of accounts have been merged into one and are replaced by Copenhagen's green accounts, which also constitute the City of Copenhagen's report on priority areas agreed in the municipal Dogma 2000-cooperation.

Copenhagen's Green Accounts consist of:

- An annual booklet, providing a brief overview of developments in relation to the goals in the Eco-metropolis as well as other designated goals for the environment.
- A website in Danish including the full accounts of progress and efforts for the environment in relation to the City's environmental goals. The site has cases, instructions and links to other relevant material. The website is regularly updated as new data, cases or other information relevant for the assessment of progress in achieving the goals for the environment become available.

New methods of measurement will be developed and new measurements and analyses will be carried out, providing an even better understanding of progress towards achieving the goals. The possibilities are endless; from detailed reporting of the results of environmental management efforts in all the City's institutions, to presentation of examples of developments in the state of the environment in various districts, and to international benchmarking of Copenhagen.

This booklet can be downloaded from
www.kk.dk/greenaccounts

ABOUT THE ECO-METROPOLIS

"Eco-metropolis – Our vision for Copenhagen 2015", also called the Eco-metropolis, is the City of Copenhagen's new and ambitious vision for Copenhagen. The vision was decided by a unanimous Copenhagen City Council in November 2007. In 2015 Copenhagen will be rightly known as the capital city with the best urban environment in the world. Copenhagen is to demonstrate new results and leadership nationally and internationally. The City of Copenhagen will lead the way, but without active efforts from people and businesses, it will not be possible to realise the vision.

There are four themes for the Eco-metropolis, for which a total of 13 very specific and ambitious goals have been set for 2015. Copenhagen will be:

- The world's best city for cycles
- Climate Capital
- A green and blue capital city
- A clean and healthy big city

These goals will be achieved through intensified efforts for more and better environmental initiatives. Before 2010 the City of Copenhagen will have taken decisions on at least 10 star initiatives, highly visible, pivotal and concrete improvements affecting the environment of Copenhagen. The star initiatives will be supported by a broad spectrum of efforts which are described in the City's Agenda 21 plan.

With the adoption of the Eco-metropolis, the City of Copenhagen decided to issue green accounts each year, which are to show how close we are to meeting our goals for the Eco-metropolis. The annual green accounts will show developments within all the Eco-metropolis' priority areas and measure these against the goals.

For more information see
www.kk.dk/ecometropolis



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