

## PAPER

Subject	<b>The Jungfrau Climate Charter: Importance from the canton's point of view, particularly in the areas of traffic and energy</b>
Speaker	Ms. Barbara Egger-Jenzer, President of the Bern State Council
Event	Climate Day "Jungfrau Climate Co2operation"
Date	<b>Thursday, 4 June 2009, 13:50 – 14:05</b>
Place	Grindelwald, Sports Centre <i>Check against delivery</i>

Ladies and gentlemen

The motto of the Eiger Live Week is: 1,000 metres above everyday life. This motto permits a multitude of associations: Grindelwald is a good 1,000 metres above sea level at the foot of the Eiger. Together with the Mönch, the Jungfrau, the Wetterhorn, etc., the Eiger contributes to Grindelwald's imposing and world-famous mountain scenery. Although my roots lie in the Bernese Oberland, for lowlanders like myself, places at altitudes of 1,000 metres and more instinctively and immediately conjure up a holiday mood. For holidays as well as for day trips, places like Grindelwald, in the midst of natural beauty, have a marvellous relaxing effect, both in summer and winter. From the ambitious, well-prepared mountaineer to the unhurried skier, for whom visits to the restaurant exceed the number of runs, everyone in and around Grindelwald has that feel-good sensation. Leaving everyday life behind us or, according to our motto, below us, undoubtedly comes easy to tourists from both near and far. The people who live here, however, cannot afford to leave everyday life down below. Neither can they act indifferently or lose touch with reality. But, thanks to being surrounded by high mountains, they have the possibility to aim high. To aim high, for example, with the regional initiative "Jungfrau Climate Co2operation", which I warmly welcome.

In my job as head of the Construction, Traffic and Energy Department of the canton of Bern, I deal with the interaction of the environment, climate, energy and traffic on a daily basis. Or, to put it another way, alluding to the motto 1,000 metres above everyday life; even further down, at a good 540 metres above sea level, these topics are discussed – indeed, I can say with an easy conscience that they represent normal everyday life for me. As a councillor and socialist party politician, but also simply as a private person, environmental and climate policies are close to my heart. Global warming, CO<sub>2</sub> emissions, receding glaciers, landslides and floods, new phenomena such as the Gletschersee in Grindelwald, etc. These few keywords alone are enough to demonstrate the major challenges that lie before us. The problems in the areas of climate and the environment are complex, extensive, lasting and have international consequences. Climate change and its related effects will increase even more in the coming years. In this regard, you will – I fear – hear a few more disturbing facts from Professor Stocker of the University of Bern, one of the world's foremost climate researchers, later this afternoon.

In the face of the well-nigh insoluble task, resignation is, however, not an option. If we want climate change to be kept within acceptable limits, an enormous effort is required by everyone. The "Jungfrau Climate Co2operation", which will make an important contribution to climate protection, is based on this postulate. The awareness of the population – both locals and tourists – can be raised with voluntary measures for climate protection. Voluntary means willingly making an effort to care for the environment. By choosing an environmentally-friendly method of transport, we will show those young people who, in a recently published study, stated that they preferred to use cars instead of public transport, how to travel



responsibly. In this way, the region will also be an example for other tourist regions. Do good and talk about it.

Use your commitment to combat climate damage and hence stand out from other regions.

No need to hurry! From time to time, we from the canton of Bern are made aware of our leisureliness – particularly by people from cantons where everything is made somewhat grander than it actually is. Leisureliness, however, also has something to do with consistency. And consistency is the prime requirement as far as climate is concerned. With your commitment, you set off on a long journey. I don't need to tell you here what can be experienced on a long hike. However, in this context, I want to mention comradeship. Collectively, more will be achieved and the long path will seem shorter. Don't keep good actions and useful solutions to yourselves, but discuss them with your family and with your acquaintances. Mutually spur each other on to achieve something for the climate and make the topic a routine one, despite your motto!

Living 1,000 metres above sea level doesn't only mean looking down on the plains from the wintery sea of fog; no, it's also noticeably cooler up here. Because of this, you also have about 70 percent more heating days than the plain dwellers. It is thus not surprising that around four fifths of local CO<sub>2</sub> emissions can be attributed to heating. Traffic makes up around 20 percent. As the head of the Traffic and Energy Department, I would like to add a few remarks about these two areas.

First of all, traffic. On the road, we might encounter a motorist letting a pedestrian cross the road. Or a lorry driver overtaking a schoolchild on a bike – hopefully allowing enough distance. After work or school, both have the same desire, namely to get home as soon as possible and enjoy the evening. Or the old moped rider, who lives off the beaten track, passing a local bus in the village, chauffeured by a bus driver with many years of experience. We are all on the move, we are all mobile.

In its August 2008 overall mobility strategy, the Bern governing council defined the core objectives of the canton's mobility policy. Mobility should be attractive, economic, solidary, safe, environmentally-friendly and energy efficient. Environmentally-friendly mobility can only be achieved through curbing the growth of traffic and moving to environmentally-friendly means of transport. The objective is to operate transport with as much energy efficiency as possible and with the minimum use of non-renewable energy sources.

It is generally known that, in this regard, public transport performs significantly better than individual motorized transport. CO<sub>2</sub> emissions from motorized transport can be reduced by moving from private to public transport. Developing public transport must, therefore, be a part of overall transport planning. Furthermore, public transport services must be maintained and – wherever appropriate and possible – developed.

The Jungfrau region has a considerable advantage in that its public transport is very well developed. As a result, the percentage of CO<sub>2</sub> emitted by motorized transport in the Jungfrau region is probably significantly lower than in comparable tourist regions. Some places, such as Wengen or Mürren, only allow access by public transport. Use should be made of this strength. For example, Wengen and Mürren can profile themselves as "particularly climate-friendly holiday locations". Or in this case, the motto could mean: Leave traffic problems behind, here with us you will be 1,000 metres above private transport!

I welcome the development of local public transport services, as planned by the Grindelwald municipality. Public transport in Grindelwald should make a substantial contribution to solving traffic problems by helping to clear the village centre of motorized vehicles. Holiday-makers, day-trippers and even local inhabitants should be persuaded to leave their cars at home and make use of the local buses. In winter, for example, the half-hourly local bus service will

furthermore be complemented by ski buses. The canton supports the municipality in this scheme and will share in the costs of the pilot operation. If improvements to the local bus service are later introduced definitively, Grindelwald can count on an increased financial commitment from the canton.

I am very pleased that, within the framework of the 2008 transport directive plan, the new bus concept has met with the large approval of the population.

Although the bus service contributes to a reduction in car traffic, it also emits CO<sub>2</sub> itself. The innovative and climate-conscious management of Autoverkehr Grindelwald AG is perfectly aware of this. For this reason, the company's drivers are trained on energy-saving vehicles and it is the intention to introduce new hybrid and, better still, electric buses, which emit very little CO<sub>2</sub>. That a prototype of such a vehicle will be used today is a gratifying signal and I think that, in keeping with the motto, it is not too much to ask for more hybrid and electric buses at 1,000 metres above everyday life!

Now a few facts concerning energy policy: A good energy policy is very important, since improving climate protection is not possible without it. In the draft of the new energy act that the cantonal parliament will deal with this autumn, energy law was distinctly defined as part of environmental law, and climate protection is explicitly cited in the objectives of the act. The act also contains various assistance and control measures for the benefit of energy- and climate-sensitive home-owners and municipalities. It is now necessary to use these assistance possibilities with suitable projects. In this regard, the "Jungfrau Climate Co2operation" will make a considerable contribution.

I know that a lot is being done in your region with regard to construction, room heating and renewable energy. Numerous private individuals want to construct their new builds to the Minergie standard or intend to convert the heating system of their homes or business premises from fuel oil to wood or other heating systems that protect both resources and the climate, such as heat pumps or solar panels. For this purpose, in the past two years alone, the canton has pledged financial aid for a total of around 200,000 francs in the region.

The new Holzwärme Grindelwald AG wood-burning power station is a perfect example. The installation is, to a large extent, carbon-neutral and is fuelled using energy wood, thus replacing around 1.7 million litres of heating oil yearly. This corresponds to the annual consumption of around 1,000 single-family houses with oil-fired heating. The power station, with its associated district heating network, is being supported by the canton with almost 1.3 million francs.

Today, a considerable amount of electricity in the Jungfrau region is produced by means of climate-neutral hydroelectric power. There are numerous ideas, plans and projects for their further expansion by means of mini-power stations. The existing Stechelberg and Lütschental hydroelectric power stations should soon be renewed. The photovoltaic solar power application on the Jungfrau, which BKW uses as a reference installation for Bertrand Piccard and assists scientifically in cooperation with Mont-Soleil, is highly innovative.

This all goes to show that there is considerable potential for measures in the Jungfrau region. Measures that could be implemented in the interests of climate protection within the framework of the "Jungfrau Climate Co2operation" and hopefully will be too. Or, in order to express it using the motto: Energy efficiency and renewable energie are also an everyday topic at 1,000 metres above sea level.

And with that, ladies and gentlemen, I come to a conclusion. With the new energy act, the Bern governing council has laid the foundation for a strong energy canton.

An energy canton that is making its contribution towards protecting the climate and energy supply security with great responsibility. Whether in Seeland, the Emmental, Oberraargau or the plateau, and above all today in the Bernese Oberland.