



The Climate Protection Programme of the CDU Bremen

Driving climate protection forward together in an innovative way

**Unanimously adopted at the
CDU Bremen Congress on 27 November 2021**

Courtesy translation presented by David McAllister MdEP

Goals, core beliefs and instruments:

1. By 2035, we aim to reduce Bremen's CO2 emissions by 85 per cent, compared to 1990 levels, including CO2 emissions from the steel industry. The state of Bremen wants to achieve climate neutrality by 2040 at the latest.
2. We want climate protection and the economy to go hand in hand, and not to be perceived as opposites. We will ensure the social and economic compatibility of climate protection policy in Bremen and Bremerhaven.
3. With an ambitious climate protection policy, we want to achieve positive effects for the business locations of Bremen and Bremerhaven, create new jobs, strengthen social cohesion and improve the quality of life and living in Bremen and Bremerhaven.
4. Based on the approach of a "blue ecology", or primary focus is on incentives, innovation, openness to technologies and positive visions of the future, instead of blanket bans, renunciation and paternalism.

A selection of priority measures from the climate protection programme

Energy	<ul style="list-style-type: none"> - Coal phase-out by the end of 2023 - Expansion of renewable energies, in particular through support programmes for solar power storage, PV balcony modules and full roof occupancy - Repowering of wind turbines and integration of wind turbines in commercial areas - Municipal heat planning, a state heating law and the establishment of a state subsidy programme for heat pumps in building stock
Hydrogen	<ul style="list-style-type: none"> - Rapid approval processes for electrolysis plants for the production of "green" hydrogen - Rapid planning and approval of a 380kV line to Mittelsbüren to enable the decarbonisation of the steelworks - Bremen's connection to North German underground infrastructure to secure the hydrogen supply of Bremen's industry - In-part Conversion of public fleets in Bremen and Bremerhaven to hydrogen engines - Expansion of international cooperation, e.g. by joining the international hydrogen initiatives
Business and industry	<ul style="list-style-type: none"> - Supporting the decarbonisation of the Bremen steelworks by accelerating the approval process for the infrastructure ramp-up, a rapid expansion of the electrolysis capacities, the provision of Bremen's share of the co-financing for the IPCEI projects and support in the acquisition of funding at federal and EU level

	<ul style="list-style-type: none"> - Expansion of "green" industrial estates and improvement of advisory services and subsidies available to businesses, with regard to climate-friendly land management and rational energy use - Promotion of climate protection innovation, e.g. through the establishment of an innovation fund climate protection and the presentation of a concrete time frame and budget for the Innovation Strategy 2030 of the State of Bremen
Mobility	<ul style="list-style-type: none"> - Promoting cycling by establishing premium cycle routes, renovating existing cycling paths and implementing the Weser crossings - Strengthening public transport by expanding the tram system, introducing attractive bus and tram routes and launching a €365/year ticket - Development of a state strategy for the expansion of the charging infrastructure, improvement of the advisory services and the public sector's role as a role model - Strengthening pedestrian traffic, e.g. through fair distribution of public space - Making sharing services more attractive - Supporting an increased movements of goods by rail as well as corporate mobility management
Buildings, Construction and Urban Development	<ul style="list-style-type: none"> - Saving resources by making use of housing potential by adding flats to existing buildings - Establishment of a building centre/energy advice centre in Bremen and Bremerhaven - Promoting green refurbishments by increasing federal funding for energy-efficient buildings - More green roofs and/or photovoltaic on public roofs by developing and implementing a corresponding concept, including the presentation of a list of priorities, perception of the role model function through municipal housing association - Preparation of a refurbishment roadmap and programme for public buildings with the aim of achieving climate neutrality 2035
Waste	<ul style="list-style-type: none"> - Improving information and counselling services to raise awareness of food waste et al. - Abolition of disposable products in all public facilities in the state of Bremen - Establishment of resource centres in Bremen and Bremerhaven - Anchoring the principles of a circular economy and eco-effectiveness in the public procurement guidelines, and initiation of projects and measures according to Cradle to Cradle criteria
Education	<ul style="list-style-type: none"> - Continue to raise awareness of climate and environmental protection among day-care centre managers and specialists as well as school teachers through regular training - Integrate aspects of climate and environmental protection into the

	<p>education plan for children aged 0 to 10 years</p> <ul style="list-style-type: none"> - Strengthening of climate-neutral school trips and promotion of visits to ecological educational institutions - Strengthening initial, further and continuing training in professions relevant to climate protection, especially in the skilled trades sector - Development of a state strategy on "Education for Sustainable Development"
Science	<ul style="list-style-type: none"> - Full funding of the Science Plan 2025 - Inclusion of climate and environmental protection as well as sustainability in school curricula - training of future education teachers - Establishment of an international climate university in the state of Bremen - Expansion of capacities at test fields and laboratories for climate-friendly technologies and innovations with the acquisition of federal and EU funding

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1. Preamble

Climate protection is one of the most important tasks for present and future generations. The consequences of climate change can already be felt in the state of Bremen: heatwaves with severe droughts, tree deaths, heavy rainfall and flooded cellars have all become more frequent over the recent years. As climate change progresses, these extreme weather events will intensify. In order to avert drastic consequences of climate change and to keep global warming well below two degrees, if possible to 1.5 degrees above the pre-industrial level in accordance with the Paris Climate Agreement, every state, every region, every municipality, every citizen has to contribute their share towards climate protection.

The state of Bremen, took important steps for climate protection at an early stage. As early as the times of the Grand Coalition, the CDU Bremen was already massively committed to the expansion of local public transport and renewable energies in the state of Bremen. Bremerhaven, for example, became the leading centre for offshore wind energy in Europe and a model for other regions worldwide. Under the coalition in 2009, the state of Bremen set itself the ambitious goal of reducing its carbon dioxide emissions (CO₂) by 40 percent by 2020 compared to 1990 (excluding the steel industry) as part of its climate protection and energy programme. This target was also included in the Bremen Climate Protection and Energy Act passed in 2015 with the cooperation of the CDU. Numerous projects and measures for a sustainable transformation have been adopted in recent years, but remain only partially implemented. Climate protection has now reached the mainstream of Bremen's society and is supported by many local actors. However, based on the latest data and forecasts, it is foreseeable that Bremen will miss its 2020 climate target by a wide margin. The political responsibility for this lies with the hesitant climate protection policy of the SPD and Green led government. In 2018, the state of Bremen reduced its CO₂ emissions (excluding the steel industry) by only 19 per cent compared to 1990; the target was a reduction of 40 per cent by 2020.

At the same time, the political framework at national and European level demands that climate protection be pursued with much greater commitment and ambition than before. The amended Federal Climate Protection Act provides for a reduction in German greenhouse gas emissions by 2030 by 65 percent compared to 1990, and carbon neutrality by 2045. At the European level, the announced "EU Green Deal" aims to achieve climate neutrality for the European Union by 2050. In order to meet these climate policy ambitions and to lay out a path towards catching up on the climate policy failures of the Senate, the CDU parliamentary group in Bremen initiated and set up the Inquiry Committee "Climate Protection Strategy for the State of Bremen". In this committee, concrete climate targets and measures for the state of Bremen until 2030 were defined. Bremen must no longer lag behind in its climate protection efforts! It is therefore important to not only legally define climate targets as soon as possible, but to introduce effective measures to achieve these goals.

We want to meet our commitments in accordance with the Paris Climate Agreement and aim to reduce Bremen's 2035 CO₂ emissions by 85 per cent compared to 1990, including CO₂ emissions from the steel industry. The goal is to make Bremen climate-neutral by 2040 at the latest. A clever and ambitious climate protection policy can have positive effects for Bremen as a business location, create new jobs, strengthen social cohesion and lead to a better quality of life in Bremen and Bremerhaven. The CDU Bremen's climate protection programme is

based on the guiding principle of sustainability. Our aim is to make climate protection policy in Bremen and Bremerhaven socially and economically compatible. Only if climate policy involves all social classes, is designed to be socially fair and is communicated in a transparent and comprehensible manner, it will be acceptable to citizens. However, this also requires the public sector to lead by example. If the Senate does not implement the highest climate policy standards in its own departments and associated companies, it will not keep the citizens interest. For this reason, the CDU's representatives in the climate inquiry have ensured that this maxim is reflected in the resolutions. The COVID-19 pandemic does not change the necessary steps to protect our climate and the environment. We are therefore firmly convinced that economic recovery and social cohesion, as well as climate and environmental protection, must go hand in hand in the post-pandemic era.

While our previous understanding of ecology was based on renunciation, visions of doom, scarcity and restrictions (the so-called "green" ecology), we as the CDU Bremen want a paradigm shift and pursue the approach of so-called "blue" ecology. On this basis, we rely on incentives, innovation and openness to technology to implement climate protection, instead of blanket bans, renunciation and paternalism. In doing so, we cater to the size of our state with its short distances, numerous research institutions and its strong industry in the field of wind energy, maritime economy and logistics, automotive, aerospace and IT. These are our strengths, when it comes to setting an example in climate protection for other German and European regions. With this climate protection programme, the CDU Bremen aims to identify objectives and guiding principles for medium- and long-term climate protection policy in the state of Bremen and takes concrete measures to follow a sustainable path towards a climate-neutral future. In doing so, we name certain measures that can be implemented by the state and its municipalities. For others, we will need the support of the federal government and the European Union.

2. Energy

In order to achieve the climate targets within the energy sector, stakeholders from Bremen's political, economic and social spheres are called upon to intensify, coordinate and harmonise their efforts, in order to significantly increase the shares of renewable energy, heating and cooling over the coming years. There is much to be done: After Brandenburg and Saarland, Bremen was one of the three federal states with the highest energy-related CO₂ emissions per inhabitant in Germany in 2018. In the state of Bremen, this value was more than twice as high as the national average. In 2018, the share of renewable energies in electricity generation in the state of Bremen stood at only 10.9 per cent, while the gross electricity consumption was at 14.2 per cent. With regard to climate friendliness of district heating - measured in terms of specific CO₂ emissions from district heating generation - the state of Bremen ranked last in the federal state comparison in 2018.

We are committed to significantly increasing the share of renewable energies in the electricity, heating and cooling supply and to tapping further potential in the areas of energy efficiency and energy saving. In the case of renewable energies, our primary focus is on wind, solar and water energy. We want to tap the potential available in the state of Bremen as quickly as possible. In the area of wind power generation, we are striving to increase installed capacity by 50 percent to at least 300 MW by 2030. In the area of solar energy, Bremen does not even use four per cent of its available technical potential. We want to change this, and have set

ourselves the goal to increase the current PV capacity tenfold to around 500 MW by 2030 and to increase it to 1000 MW in the long term. In addition, we are relying on increased cooperation with other federal states and European countries to compensate the lack of available land for renewable energies in our state.

By 2040 at the latest, we furthermore want to achieve decarbonisation of the heat supply. The aim for district heat is to become predominantly "green" during the 2020s. We aim to decarbonise it by 85 per cent by 2030. We will work towards these goals in constructive talks with swb, BEG and by creating the appropriate framework conditions. However, the prerequisite for the perspective of complete decarbonisation of district heating is the use of the so-called CCS/CCU technologies (Carbon Capture and Storage/ Carbon Capture Use).

In pursuing these goals, we will ensure that the energy transition in Bremen and Bremerhaven remains affordable and socially compatible, guarantees security of supply and actively promotes the employment potential in sustainable sectors in the state of Bremen!

2.1 Coal phase-out

An important step on the path to climate neutrality and the achievement of Bremen's climate targets represents the coal phase-out. The swb coal-fired Bremen-Hafen power plant was already decommissioned in mid-2021. By October 2022 the coal-fired power plant will be shut down by October 2022 at the latest following successful participation in the coal phase-out tender.

The gradual coal cessation in the state of Bremen is progressing. We therefore welcome swb's decision to continue the coal phase-out at the Hastedt power plant by the end of 2023 at the latest. The construction of the district heating pipeline from Findorff waste-to-energy plant to the district heating network in Hastedt/Vahr should be completed by 2023 at the latest. In order to achieve this we call on the Senate to accelerate the institutional handling of the preparation approval procedure for the planned pipeline.

Another important component of the coal phase-out at the Hastedt site is the construction of gas-fired combined heat and power plants. Since these must become climate-neutral in the long term, we will also advocate in the talks with swb that the plants be built "hydrogen-ready" from the outset in order to be among the nationwide pioneers in the conversion to "green" hydrogen.

In the case of the coal phase-out in Bremen, joint solutions must also be found to preserve jobs and secure future prospects for all employees with the involvement of employee representatives. The coal phase-out must be socially acceptable!

2.2 Onshore wind energy

Expansion of wind turbines and repowering: In regard to onshore wind energy, we support the further expansion of wind turbines, e.g. at sites designated in the land use plan, such as along the A27, if the wind turbines meet legal planning, nature conservation species protection and immission control requirements. We also see considerable potential for the expansion of

onshore wind energy in commercial areas and in the repowering of existing wind turbines, if technical possibilities exist.

Dismantling and recycling of wind turbines: In order to revive the region's internationally recognised expertise in the field of wind energy, the state of Bremen must seize the opportunities for the development of an innovative economic sector for the recycling and dismantling of wind turbines on land and at sea as quickly as possible. To this end, Bremerhaven needs heavy-duty quays such as the Offshore Terminal Bremerhaven (OTB) or in the southern fishing port. It is also important to use the scientific know-how in Bremen and to further expand existing cooperative ventures, such as with the Fraunhofer Institute for Wind Energy and Energy System Technology (IWES) and the Bremen University of Applied Sciences, which is currently conducting the research project "SeeOff - Strategy development for efficient dismantling of offshore wind farms".

Distance regulations: We reject a blanket 1000-metre distance regulation between residential development and wind turbines. In order to enable repowering and the further expansion of wind power in Bremen, we oppose the introduction of such a regulation in Bremen and Bremerhaven. Instead, we favour a flexible solution with distance criteria that takes sufficient account of the interests of the population.

Citizen participation: When planning and erecting wind turbines, it is important to communicate this information to citizens and the public at an early stage and to involve them in the process. However, participation processes must not lead to the blanket prevention of wind energy construction projects. In order to further strengthen acceptance among the population of Bremen, we want to enable citizens to be part of the economic value creation from wind power plants.

2.3 Offshore wind energy

Expansion cap: In order to increase the share of renewable energies in Bremen's electricity mix and to enable further projects on "green" hydrogen, power-to-x technologies (PtX) and sector coupling, we want to push ahead with the development of offshore wind energy. According to a study by Fraunhofer IWES, the German potential for increasing offshore wind energy in the North and Baltic Seas is 57 gigawatts (GW) by 2050. Since planning and construction activities in the offshore sector take several years, the industry needs clear signals and reliability from policymakers about the long-term expansion path.

At the same time, the new ambitious German climate targets for 2030 and 2045 require a much faster expansion of offshore wind energy. Recent studies, such as the German Energy Agency's "Aufbruch Klimaneutralität" or "Climate Neutral Germany 2045" by Agora Energiewende, Agora Verkehrswende and the Climate Neutrality Foundation have shown this. We will therefore lobby at the federal level that the expansion cap for offshore wind energy is raised. At the same time, the necessary prerequisites for this, including the designation of additional areas in the context of updating regional plans, pragmatic solutions for conflicts of use for example with shipping and nature conservation, as well as accelerated grid expansion for the connection of offshore wind energy plants in the North Sea, must be created. Bremerhaven in particular could benefit from a growth spur in offshore wind energy due to the good framework conditions and its profile in the field of green economy. Especially following the ruling of the Bremen Higher Administrative Court of 2 November 2021 on the invalidity of

the planning approval decision for the OTB. The responsibility for these decisions has to be taken on by the Red-Green-(Red). According to this, the areas of service and maintenance, engineering, logistics, R&D, the dismantling and recycling sector, and the combination with "green" hydrogen are to be particularly promoted, also with the help of prototype testing facilities - the so-called real laboratories.

Bremen's participation in offshore wind energy projects: In order to drive forward the expansion of offshore wind energy, we call for a public participation of the Free Hanseatic City of Bremen together with other coastal states and private project developers in an offshore wind farm project in the North Sea.

International offshore wind energy projects: In order to optimize the use of wind potential and further reduce the costs of offshore wind energy projects, closer cooperation between the riparian states in the planning and construction of offshore wind farms in the North Sea is necessary. In addition, it is of great importance to push ahead with the expansion of the grid for offshore wind energy in the North Sea, in order to enable the decarbonisation of the North Sea countries in line with the Paris climate targets. An obstacle to overcome regarding the coordinated and transnational grid development in the North Sea is the national regulation of the grids in the area of offshore wind energy.

We therefore call for the state of Bremen to play an active role in coordinating the North Sea riparian states and different political levels and work towards the creation of appropriate framework conditions at EU and federal level to enable international energy projects in the field of offshore wind energy.

2.4 PV expansion in the state of Bremen

According to a study by the DIW, the Centre for Solar Energy and Hydrogen Research Baden-Württemberg and the Agency for Renewable Energies, the state of Bremen is in 14th place in terms of the utilisation of potential in the area of solar energy. This comparison was made between all 16 German states. We want to exploit a large part of the existing PV potential of around 1500 MW theoretical peak output. Our political goal is to put a PV system on every suitable roof!

The public sector has an exemplary role to play, which the Red-Green-Red Senate has so far failed to fulfil in any way. Between 2016 and 2020, for example, only four PV systems were installed on public buildings in Bremen.

Promotion of solar power storage systems: With the discontinuation of funding for solar energy storage systems via the KfW funding programme by 31 December 2018, there is currently no possibility of receiving financial support for the purchase of such systems in the state of Bremen compared to the other federal states. We will advocate for the establishment of a corresponding funding programme for solar energy storage systems at the state level.

Promotion of PV balcony modules and full roof occupancy: In addition, we want to support private households with financing concepts based on the model of the city of Freiburg: A funding for solar systems that fully occupy the roof will enable the complete exploitation of the existing potential. Subsidies for PV balcony modules will be of particular benefit to private tenants and allotment gardeners to save money and make a personal contribution to the

energy turnaround. We want to pay special attention to the social component of the energy turnaround and provide demonstrably low-income households with an increased subsidy. In addition, we will supplement the financial backing for full roof laying with comprehensive advice for households on aspects of building law and advocate the simplification and greater consumer-friendliness of the approval process for PV balcony modules with the responsible grid operator.

Simplification of procedures and improved advisory services: In certain cases, a tax declaration is required with the commissioning of a PV system. In order to make the tax modalities as simple as possible for citizens, we will work to simplify the procedures and corresponding advisory services at the tax offices.

Property tax rate: In order to make the solar obligation adopted by the Red-Green-Red Party socially acceptable, we want to combine it with funding. The corresponding design of the property tax tariff for the promotion of renewable energies is to be examined in a timely manner.

Installation of solar systems on terraced houses: Up to now, the development of solar energy on terraced houses has been sluggish. The distance regulations to the neighbouring house for terraced house developments in the state building code are one of the reasons why progress has been slow. With the derogation decree of September 2020, the environmental authority has made it possible to reduce the minimum distances in certain cases. However, this exemption has hardly been used so far. Therefore, we will work to make the existing variance rules more attractive by removing the fees in the Building Costs Order and in the Fire Brigade Costs Order, and more widely known through targeted letters to owners of terraced houses.

Tenant electricity systems: We support the decentralised energy transition and want tenants to be able to participate in it. That is why we will work to ensure that public housing associations in Bremen and Bremerhaven equip their roofs with tenant electricity systems as quickly as possible. In addition, we will hold talks with the consumer advice centre Bremen and other providers of advice in the field of renewable energies with the aim of providing targeted advice for landlords and tenants who are interested in installing a tenant electricity system.

Self-supply with "green" energy: We welcome the regulations in the EEG amendment 2021, according to which the limit for exemption from the EEG levy has been raised from 10 kWp to 30 kWp. As a further step, we aim to abolish the EEG levy as quickly as possible, by 2025 at the latest, which will then have to be financed from the federal budget.

Roofing of car parks with PV modules: In order to make the most efficient use of scarce space in our state for the expansion of solar energy, we support the mandatory PV roofing of commercial, private and public car parks with a minimum number of parking spaces of 25 cars, which was discussed in the Enquete Commission.

2.5 Heat transition

Municipal heat planning: We want to drive forward the heat transition in the state of Bremen and achieve a climate-neutral heat supply by 2040 at the latest. This is to be fulfilled through the expansion and densification of district heating networks with the integration of renewable heat sources (e.g. from industrial waste heat, thermal waste utilisation, solar thermal energy and use of the Weser), "green" local heating networks and climate-friendly decentralised heat generation (especially heat pumps). In order to make decarbonisation as cost-efficient as possible and to avoid poor investments, we call on the Senate to complete a municipal heating plan for Bremen and Bremerhaven by 2024 at the latest. The plan should identify the most cost-effective and compelling renewable heat supply options - decentralised or via a heat grid - for individual streets, neighbourhoods and districts. This would additionally serve as a basis for a binding political decision. Furthermore, the Senate, together with wesernetz, is to develop plans for strengthening the distribution networks to enable the rapid expansion of heat pumps.

Bremen Heating Act: We support the creation of a state heating act that includes climate-neutral regulations for heating networks, new buildings and existing buildings. Our goal is to make the expansion of district heating socially acceptable and to achieve a rapid decarbonisation of district heating. In order to protect end consumers from high district heating prices, we want to use the Bremen Heating Act to legally establish price regulation and price controls for district heating providers and at the same time ensure the economic viability of expansion of district heating for the companies involved. In addition, the district heating suppliers and network operators should be obliged to draw up a transformation roadmap for climate neutrality by 2035 at the latest and to meet binding quotas for renewable energies and waste heat in heat distribution. Furthermore, we will ensure that relevant data such as the share of renewable energies or the CO₂ value for district heating as well as district heating prices are made public in the interest of transparency for customers. We are also striving to ensure that the upcoming investment cycles in heating systems are used to move away from fossil heating systems to the increased use of renewable energies!

Support programmes: In order to further support the heat transition in Bremen and to take all citizens along with us, we will work to make the state's funding programme "Heat Insulation in Existing Buildings" more attractive and to improve existing advisory structures. In addition, a state funding programme for heat pumps in existing buildings and a state funding programme for network densification (including subsidies for district heating connections and transfers) should be created which take into account the results of municipal heat planning.

2.6 Energy storage

In the transition of our energy system to renewable energies, it is of great importance to be able to store surplus energy from wind and sun in order to cover energy needs even on days when there is little wind or sun. This is the only way to ensure security of supply even during so-called "dark lulls". Energy storage becomes a particularly interesting topic due to the movement of electromobility. Nevertheless, energy storage systems still face a number of unsolved problems today (e.g. with regard to charging time, energy density and size). These have to be conquered to achieve a breakthrough on the market. Also concepts for safe and economical use of energy storage systems must be further developed.

Bremen is already contributing to the further development of energy storage systems with its research. For example, the department of "Energy Storage and Energy Conversion Systems" in the Department of Production Engineering at the University of Bremen together with the Fraunhofer Institute for Manufacturing Technology and Applied Materials Research (IFAM) is primarily involved in the development of batteries for stationary applications.

Promotion of projects: In order to support the development of materials and concepts for the safe and economic use of energy storage systems, we will support projects from local industry and science. As well as from local innovation centres that deal with innovative energy storage systems, such as redox flow batteries, ultracapacitors, PtX technology or hydrogen. To this end, we will increase the funds in the existing funding programmes - the Applied Environmental Research Programme (AUF), the Programme for the Promotion of Applied Environmental Technologies (PFAU) and the Programme for the Research, Development and Innovation (RDI) - at the state level and revise the funding guidelines.

Bremen gas caverns for hydrogen storage: Caverns play an important role in the German energy turnaround because they can absorb a blackout in Germany and thus avoid supply bottlenecks. We therefore want to hold talks with the Nord-West Cavern Company and advocate the use of the disused gas caverns in Burglesum for the future storage of hydrogen. In addition, we expressly support the plans of the city of Bremerhaven to use the cavern "Dedesdorf" under the Luneplate for the storage of hydrogen in the future.

Seasonal heat storage: In order to be able to meet the demand for renewable heat sources in the state of Bremen throughout the year and to supply renewable heat sources, it makes sense to build seasonal heat storage facilities, e.g. aquifer heat storage facilities. We therefore call on the Senate to initiate the necessary studies for the designation of suitable areas for seasonal heat storage in the state of Bremen as soon as possible. The aim must be to approve the first seasonal heat storage facilities by 2024 at the latest and to put them into operation as quickly as possible.

2.7 Virtual power plants

We want to use digital technologies for the decentralised energy transition in the state of Bremen and encourage the operation of so-called "virtual power plants" in Bremen. These network decentralised energy producers, consumers, storage facilities and grid operators and can thus better coordinate the supply and demand for renewable electricity. Virtual power plants make it possible to reduce the load on the grid when there is an oversupply of renewable electricity, to increase supply security by balancing out electricity fluctuations and to directly market electricity from decentralised EEG plants. In Bremen, there was already a project, "RegenerativKraftwerk Bremen", aimed to supply an industrial area with renewable energy using a virtual power plant. We also want to support such projects in the future. We will initiate a climate protection competition based on the model of North Rhine-Westphalia, which will promote projects for virtual power plants in the state of Bremen.

3 Hydrogen

Due to the phase-out of nuclear power by the end of 2022 and of coal-fired power generation by 2038 at the latest, Germany is faced with the challenge of converting its energy supply

almost entirely to renewable energies. While at the same time guaranteeing security of energy supply. "Green" hydrogen will play a decisive role in the initiated energy transition. It will also contribute significantly to the decarbonisation of the industrial, transport and heating sectors and enable the long-term storage of renewable energy. The development of a hydrogen economy can contribute not only to the achievement of long-term climate protection goals, but also to sustainable structural change, for example through the creation of new jobs.

Northern Germany, and the state of Bremen in particular, are ideally suited as locations for the expansion of a hydrogen economy. For the production of "green" hydrogen, the region already has high electricity generation capacities from renewable energy sources and considerable potential for expansion in the area of onshore and offshore wind energy. Northern Germany is home to several gas caverns that can be utilised for the storage of hydrogen. In addition, several companies and research institutes in the fields of wind energy, energy storage and maritime economy are already located in the region. These actors have a high level of innovative strength in the field of "green" hydrogen. In the future, imported hydrogen derivatives and possibly "green" hydrogen can be handled, forwarded and processed in the northern German ports.

3.1 Hydrogen production in Bremen and Bremerhaven

In order to meet the demand for "green" hydrogen in the state of Bremen, we rely on domestic production of "green" hydrogen as well as imports of climate-neutral hydrogen and its downstream products, especially from the North Sea region. In this context, the CDU Bremen supports the plans of swb and ArcelorMittal Bremen to build electrolysis plants for the production of "green" hydrogen at the Mittelsbüren power plant site with an electrolysis capacity of 12 MW by the end of 2021. Moreover, to expand this power plant up to 100 MW in the medium term, by the mid-2020s. The Bremen Senate is called upon to facilitate the early realisation of these plants through rapid approval processes, as this is an essential prerequisite for the transformation of the Bremen steelworks towards climate-neutral steel production. It is imperative that a 380 kV line has to be built quickly from the substation in Niedervieland to Mittelsbüren. This would increase the electrolysis capacity to 300 MW in the future and at the same time ensure the power supply of the direct reduction plant (DRI plant). Further, it would be the centrepiece of the new technological process for "green" steel production in Bremen. The CDU Bremen expressly supports this infrastructural measure and calls on the Senate to actively support the application, planning and rapid approval of this project. In Bremerhaven, we want to make the best possible use of the potential for expanding electrolysis capacity to the tune of approx. 100 MW by 2035. We actively promote corresponding projects, pilot projects and test fields and support the acquisition of funding at federal and EU level. This will make an important contribution to supplying the domestic industries, for example glass and ceramics production (NordCeram), in Bremerhaven with "green" hydrogen. In addition, we will strengthen Bremen's technological expertise in the field of seawater electrolysis, e.g. through financial participation by the state of Bremen in the planned pilot project of Bremerhaven Investment Promotion and Urban Development Corporation (BIS) for the production of "green" hydrogen by means of seawater electrolysis in Bremerhaven.

3.2 Grid and storage infrastructure

A prerequisite for a functioning hydrogen economy is the development of a grid and storage infrastructure. According to the assessment of the Enquete Commission for Climate Protection, the current gas grid in the state of Bremen can and must be converted - at least in part - into a hydrogen grid in the long term due to the switch to renewable energies. We support the recommendation of the Enquete Commission to the Senate to enter into talks with the gas grid operators in good time and to advocate that the necessary planning and processes for the restructuring of the networks are initiated at an early stage. This should happen in order to enable the ramp-up of the hydrogen economy in the state of Bremen and to minimise the financial burden on gas customers in the state of Bremen.

Our goal for Bremen is to be connected to a hydrogen network. In this context, we expressly welcome the plans within the framework of the IPCEI project "Clean Hydrogen Coastline". The content of these plans is to connect the Bremen steelworks to the North German cavern infrastructure by connecting it to the storage facility at the Huntorf site, which will secure the supply of "green" hydrogen to the steelworks. The connection must be planned early enough. The Senate should support the project in the event of a positive funding decision from the EU Commission.

3.3 Funding

A long-term research and development offensive in the field of hydrogen in the state of Bremen should be backed. That is why we want to support projects and pilot schemes, especially those run by small and medium-sized enterprises, on the topics of hydrogen, PtX technologies (e.g. in application-oriented projects in the context of onshore and offshore wind energy) as well as sector coupling in research, development, demonstration, market development and ramp-up. We will work to ensure that the existing programmes AUF, PFAU and FEI be expanded and revised, or that an independent funding programme be set up for these areas. In this context, the state funding of demonstration projects and prototype buildings should be intensified, in order to increase the willingness of companies to invest in Bremen in the long term. It is also important that Bremen's funding landscape is at least on a par with that of neighbouring federal states, in order to avoid possible competitive disadvantages for Bremen/Bremerhaven as a hydrogen location.

In addition, advisory and funding structures in the state of Bremen should be further developed in such a way that companies are supported in the acquisition of federal and EU funding in the field of "green" or transitional climate-neutral hydrogen. This can be achieved, for example, through the expansion of the planned "Hydrogen Economy" office and/or specialised advisory services at the Bremen Economic Development Corporation and the BIS. The offers should be interlinked as far as possible in order to avoid duplicate structures.

3.4 Mobility and the role model function of the public sector

Hydrogen and synthetic PtX fuels have great potential for decarbonising parts of the transport sector. In particular, these technologies will be used in the aviation and shipping sectors in the medium and long term. The use of hydrogen can also be sensible or necessary in the field of commercial vehicles (buses and trains), truck transport and logistics. However, the outcome

of the technological race, especially with battery-electric vehicles, is not yet clear. In the future, we want to initiate or actively support further projects, model projects and test fields for the use of hydrogen and for sector coupling in the transport sector in order to make the state of Bremen a nationwide pioneer in the field of climate-friendly hydrogen-based mobility.

Role model function of the public sector: In the interests of switching public fleets to zero-emission vehicles and promoting public acceptance of hydrogen, we will work to ensure that the state of Bremen and its two municipalities, including their own and associated companies, take on an exemplary role. To this end, refuse collection vehicles, city buses, other municipal means of transport as well as regional trains, etc., are to be equipped with hydrogen drives with the acquisition of funding from the federal government and the EU, wherever this makes operational and economic sense. Bremerhaven is already setting a good example in this field and will soon be purchasing seven fuel cell buses for public transport as part of the Bremen Fund. In Bremen, there are also initial projects for the use of fuel cell vehicles in public vehicle parks, such as the Bremen city cleaning service. We want to continue to support such examples in the future and to make this a consistent part of our public procurement and awarding practises!

Hydrogen filling stations: Parallel to the market ramp-up of hydrogen in parts of the transport sector, we are striving to establish a functioning hydrogen filling station network for various applications in the state of Bremen. There is already a hydrogen filling station in Bremen on Osterholzer Heerstraße. A further one will be constructed in 2022 on the premises of BremerhavenBus by the company GP-JOULE. Building on this, we want to use the federal government's funding programmes for the development of hydrogen filling station infrastructure in the area of public fleets. Particularly within the framework of the National Innovation Programme for Hydrogen and Fuel Cell Technology and to make the necessary state funds available for this purpose. In order to secure and strengthen the competitiveness of Bremen as a logistics location, testing and trial activities for hydrogen fuelling in heavy goods transport are to be supported with state funds. This will give Bremen and Bremerhaven a locational advantage in the future if hydrogen technology becomes established in this area.

Shipping and aviation: We want to make the state of Bremen a pioneer in the field of hydrogen and PtX technology in shipping and aviation. We will therefore actively support and promote the vision of a "zero emission port" with the use of hydrogen and hydrogen-based energy sources in various port areas. In the interests of future-oriented development and securing the location of Bremen's ports, the Senate, together with the port company bremenports, should develop options for the future supply of climate-neutral fuels, including the necessary infrastructure development, on a conceptual level in a timely manner. In addition, corridors for action and decision-making are to be kept open until a later date. Until it becomes clear which climate-neutral fuels will prevail in the medium and long term in the technological race in shipping.

The potential for "green" airtraffic is also to be developed in close cooperation between politics, business and science. To this end, we want to use the existing cluster structures in the aerospace sector. Moreover, we want to actively support activities of scientific institutions and companies in the field of research and development as well as transfer, such as in particular in the "Center for Eco-efficient Materials & Technologies" (ECOMAT) in Airport City. Synthetic hydrogen-based fuels will play an increasingly important role in the air traffic of the future. As

a first step on this path, we expressly support the plans of Bremen Airport to install a fuelling system for bio-kerosene for its customer Airbus.

3.5 Education and public relations

In order to increase public acceptance of the use of hydrogen, we want to raise awareness of hydrogen, sector coupling and PtX technologies through targeted information and public relations campaigns. Cooperation is sought with actors already active in this area (WAB e.V., H2BX, BIS). In order to familiarise young people in particular with the topic as early as possible, we want to integrate the topics of hydrogen, sector coupling and PtX technologies more strongly into the curricula of schools, vocational schools and craft training centres. We would support this in schools where it makes sense and is feasible. We want to offer free and regular further training in this area for the respective teaching staff.

3.6 International cooperation

When it comes to hydrogen imports, the development of the hydrogen infrastructure, governance, the exchange of experience or the export of hydrogen technologies and innovations, international cooperation plays a prominent role. We also want to actively promote them in the state of Bremen! First of all, we want to join international initiatives such as the European Alliance for Clean Hydrogen, the European Hydrogen Valleys Partnership and the Industry Transition Platform. In this way we want to promote the development of the hydrogen value chain in the state of Bremen and in the EU, facilitate the transfer of knowledge and the exchange of experience between various stakeholders, and act as a pioneer in this field in Germany and the EU.

In order to support international cooperation in the hydrogen sector, we also want to enter into talks with Bremerhaven University of Applied Sciences, ttz Bremerhaven, Fraunhofer IWES and WAB about possible international projects for knowledge and technology transfer in the hydrogen sector. Furthermore, we want to establish bilateral and pan-European energy partnerships for the import of hydrogen and hydrogen-based energy sources in order to ensure that the needs of the state of Bremen are met in the future.

3.7 Administrative action

Bremen Hydrogen Strategy: Numerous activities and projects are already taking place in the state of Bremen to develop a hydrogen economy. However, a strategy which is tailored to the state of Bremen is still missing. This approach would also need to analyse local needs and hydrogen production as well as to formulate strategic goals and a concrete sector-specific and cross-sectoral action programme. In order to be a leader in the regional competition with other German states and at the same time to support local hydrogen activities in a targeted manner, a hydrogen strategy for the state of Bremen is both sensible and necessary. We therefore call on the the Senate to finally complete the internal departmental consultations on the draft of the state's hydrogen strategy, which have been going on for months and to present it quickly - climate change will not wait! In order to ensure a rapid implementation, the hydrogen strategy must contain a concrete timetable, measures and financing plan as well as a transparent monitoring and evaluation system.

institutional requirements: We welcome the planned establishment of an office for the "Hydrogen Economy in the State of Bremen", whose main task will be to promote networking activities and to support stakeholders in the state in the acquisition of funding. In order to promote climate protection and strengthen Bremen and Bremerhaven as science and business locations, we want to continue to push the development of the hydrogen economy in the state of Bremen, also institutionally. To this end, we want to establish the position of a hydrogen commissioner, following the example of the federal government. Its task is to act as a fixed point of contact for science, industry and politics, to coordinate planned and ongoing research and innovation activities in the State of Bremen and to dovetail them with activities at other political levels.

4 Business and industry

The involvement of stakeholders from business and industry and their interest groups is indispensable for the success of Bremen's climate protection policy. Approximately half of Bremen's annual CO₂ emissions are caused by the steel industry. If CO₂ emissions from the steel industry are not included, the manufacturing industry was responsible for around 27 percent of CO₂ emissions in the state of Bremen in 2018, according to the latest administrative report on the development of Bremen's CO₂ emissions. The commercial, trade, services, households and other consumers accounted for around 47 per cent of Bremen's CO₂ emissions in 2018 (excluding the steelworks), although these have fallen by 32.4 per cent compared to 1990.

Reducing greenhouse gases in the industry and the economy, can make a significant contribution to climate protection. This can be achieved through the use of clean technologies and energy efficiency measures. In addition, it can also strengthen the international competitiveness of local companies, contribute to the development of innovations and the creation of new jobs in the "green tech" sector, increase the productivity of the use of raw materials and bring about cost savings. In the transition to a climate-friendly economy, we want to support companies from the industrial, commercial, trade and service sectors and win these actors as partners for a sustainable transformation in the state of Bremen.

4.1 Steel industry

The Bremen steelworks employs around 3,500 people from the region, making it one of the most important employers in the state of Bremen. At the same time, the steelworks were responsible for almost half of the CO₂ emissions in the state of Bremen in 2018. The transition to a climate-neutral economy can thus only be achieved in cooperation with the Bremen steelworks. Our political goal is to actively support the fundamental technological change towards climate-neutral steel production in Bremen and to preserve the international competitiveness of this industrial sector. This will enable us to avoid possible structural breaks in the region and secure the location in the long term.

With the project "H₂B - Roadmap for a gradual defossilisation of the steel industry and urban infrastructures using electrolysis hydrogen" and the pilot project "HyBit", the transformation of the Bremen steelworks has already been initiated. However, further measures and steps are also necessary at state, federal and EU level to meet the challenge of transformation at the Bremen steelworks. In this context, we expressly welcome the IPCEI project applications

"Clean Hydrogen Coastline" and "DRIBE2" with the participation of ArcelorMittal Bremen, which have been preselected for the European notification process by the BMWi and the BMVI in May 2021. In the event of a positive funding decision on the two IPCEI funding projects, the State of Bremen is required to co-finance 30 percent of the approved funding. For this to happen, the red-green-red Senate must plan today how it will raise this co-financing share in the multi-digit million range and make the corresponding funds available.

In addition, the Senate must create all the necessary conditions and frameworks for the transformation process of the Bremen steelworks. This includes accelerated approval procedures for infrastructure ramp-ups, such as the planned transmission grid connection to Mittelsbüren or the connection to the supraregional hydrogen grid. A rapid expansion of the electrolysis capacities in Bremen is an essential prerequisite for the rapid reduction of CO₂ emissions from the steelworks. It should therefore be actively supported by the Senate, e.g. within the framework of rapid approval processes and financial support.

The Senate is addressed to actively support the Bremen steelworks in the long term in acquiring funding at federal and EU level. Without this, the enormous task of decarbonising the steelworks would not be economically feasible. Therefore, under the umbrella of the planned office "Hydrogen Economy in the State of Bremen", we are striving to establish a working group "Industrial transformation processes/steel plant". This working group should be made up of qualified personnel, especially with expertise in the field of climate-neutral steel production and the relevant departmental representatives (especially SWAE and SKUMS). It is to carry out the associated tasks (above all, support of the steelworks in the application for subsidies from the federal government and the EU, initiation and monitoring of projects, development of joint solutions for infrastructure issues) in the long term.

The necessary conditions for the decarbonisation of the steelworks must also be created quickly at the federal and EU levels. The National Hydrogen Strategy and the EU Hydrogen Strategy already provide a good framework for this. We see the timely introduction of a WTO-compliant CO₂ border adjustment at EU level for steel imports as one of the key measures to ensure fair competitive conditions. Only in this way can the migration of domestic production capacities abroad and with it steel production under lower environmental protection and climate regulations and with a higher CO₂ footprint be prevented. The instrument of so-called Carbon Contracts for Difference, which compensates for the additional costs compared to conventional production methods, should be introduced at federal level as soon as possible, but no later than 2022. In addition, the federal government should support the establishment of green lead markets for the decarbonisation of the steel industry, develop targeted measures for this purpose and implement them.

4.2 Food industry and automotive industry

The food and luxury food industry is the second strongest sector in the state of Bremen. It employs approx. 10,000 employees in 250 companies and achieved a turnover of 2.5 billion euros in 2017. The Mercedes Benz plant in Bremen-Sebaldsbrück is the largest private employer in the region with 12,500 employees. Both sectors are therefore of importance for Bremen as a business location. At the same time, the food and tobacco processing industries as well as the manufacture of motor vehicles in the manufacturing sector are the largest CO₂ emitters after the steelworks.

We welcome the Mercedes Benz plant's move to source its energy in a CO₂-neutral way from 2022. The share of supplier transport for Mercedes from the Hanselinie industrial estate is around 50 percent. We want to launch pilot projects for the use of mainly battery-operated electric trucks as a central zero-emission technology for regular short-haul transports in cooperation with the relevant stakeholders and through the acquisition of funding.

At the same time, together with the other northern German federal states, we must support the food industry more strongly than before. It faces numerous challenges such as internationalisation, securing skilled labour and qualification as well as sustainability, including the problem of food losses and innovations. The region is also home to high-quality scientific expertise and positive examples of sustainable business practises. To maintain and strengthen the competitiveness of the food we rely on cooperation instead of confrontation. Together with the governments of the five northern federal states, the industry representatives and associations, networks and other relevant actors, we will initiate the dialogue on a "North German Strategy for the Sustainable Food Industry". The strategy should include goals, guiding ideas and measures for intensified cooperation in the areas of research and development, climate and environmental protection, securing skilled labour and further training as well as technology transfer. This should be closely interlinked with a Bremen nutrition strategy. This project is to be developed. Among other things, this strategy will address issues such as climate-friendly communal catering, nutrition education, the avoidance of food waste and the exemplary role of the public sector. The food sector is one of the few sectors that will not be able to become completely emission-free in the future. Although agriculture, including animal husbandry, must also make its contribution to climate protection. In order to keep emissions as low as possible, conscious and educated eating habits are desirable. However, a completely plant-based diet is not the goal.

4.3 Commercial land

In commercial land policy, we want to follow the energy and climate-efficient path. The use of energy-efficient lighting and cooling, sustainable building materials and building insulation can not only reduce emissions of climate-harmful CO₂ can be reduced, but in the long term considerable cost savings can also be achieved.

Support: In the construction and energy-efficient refurbishment of commercial properties in Bremen and Bremerhaven, as well as in the energy-efficient design of building technology and production facilities, we want to support small and medium-sized enterprises based in Bremen and Bremerhaven. To this end, we want to significantly strengthen the existing support for planning and investment costs in the programme to promote the rational use of energy in industry and commerce (REN programme). In order to counteract the declining interest in the REN programme since 2016, we want to make the funding guidelines more attractive and promote the programme to local companies that are willing to relocate or expand.

"Green" business parks: The planned sustainable Lune Delta business park is a beacon project in the field of the "green economy" in Bremerhaven. However, this beacon project must not be the only one! Together with Achim, we want to develop concepts for the development of the inter-municipal industrial estate "Achim-West", taking into account climate protection and sustainability criteria.

Soil sealing and land consumption: The expansion and new development of industrial estates goes hand in hand with greater soil sealing. Particularly in times of advancing climate change, important soil functions can be negatively affected. These include the cooling of the microclimate in summer through water vapour and the permeability of the soil during heavy rainfall events. In the planning and development of new commercial areas, sustainable building materials, seepage areas for rainwater (e.g. via green roofs and the prohibition of gravel gardens), multi-storey construction and a self-sufficient energy supply based on renewable energy should be considered and implemented wherever possible. Both in existing development and from the outset. The coordination of measures in this regard by the public sector and companies in the municipalities of Bremen and Bremerhaven should be a core task of the area managers at WFB and BIS. We want to improve the range of advice and support for businesses with regard to climate-friendly land management. Especially for new buildings and the development of new industrial estates, ambitious (regulatory) requirements are also sensible and necessary.

Job density: The commercial development policy in the state of Bremen should be sustainable in terms of ecological, economic and social compatibility. To this purpose, we also want to introduce a minimum number of employees per hectare in the profiling of tissue areas and the marketing of commercial sites. Furthermore, we want to consider company's interest and offers primarily on the basis of this indicator. If possible, value chains should always be considered as a whole. For example, a single logistics use that is not very labour-intensive may nevertheless be indispensable for an upstream or downstream industrial process that is itself labour- and value-intensive. This - just like the differentiated circumstances in the two municipalities of Bremen and Bremerhaven - must be taken into account in this process.

4.4 Innovation promotion and climate protection

In promoting innovation in the state of Bremen in the area of climate protection, we attach a central role to the domestic "innovation clusters" of economic development. The clusters that exist in the state of Bremen in wind energy, maritime business and logistics, automotive and aerospace, as well as part of the key innovation fields identified in Bremen's Innovation Strategy 2030, contribute to strengthening the competitiveness of Bremen as a business location and its international visibility. They also help to protect the climate, the environment and resources.

We expressly welcome the integration of the topic of renewable hydrogen as a key technology in the Innovation Strategy 2030 of the State of Bremen. This plays an important role especially in the identified innovation fields of "mobility of the future" and "sustainable management and resource efficiency". For the implementation of the Innovation Strategy 2030, we call on the Senate to present a concrete time, measure and financing plan as soon as possible. So far this has not been done. Furthermore, we expect the Senate that the topic of hydrogen is being integrated into the new Operational Programme ERDF Bremen 2021-2027.

Green IT: For the implementation and application of artificial intelligence and other processes in the context of digitalisation (e.g. blockchain technologies), the creation, maintenance and systematic evaluation of large data sets ("big data") is required. Together with relevant stakeholders, we will create the necessary digital infrastructure. At the same time, we will

adapt the existing legal framework to these new requirements with regard to clear provisions on data protection, transparency, rights of use and the possibility of punishment of misuse.

In the area of "Green IT", the public sector has a key role to play in the planning and implementation of processes as well as in the selection of the appropriate hardware and software. The departments and especially the municipal IT service provider Dataport have to face up to this.

4.5 Climate Protection Innovation Fund

To promote innovation and investment in new technologies and processes for climate protection and resource efficiency in the state of Bremen, we must mobilise more private capital in addition to public funds. To this end, we propose the creation of a state Innovation Fund "Climate Protection" with a focus on start-ups and small and medium-sized enterprises. The "Climate Protection Innovation Fund" is intended to support innovative projects and ideas from the development to the application of climate-friendly technologies and innovations in areas such as renewable energies, energy efficiency, artificial intelligence, the circular economy and emissions prevention. Through a 50:50 participation of the public sector and private investors, we see an opportunity to stimulate private investment in climate protection projects. We therefore call on the Senate to enter into talks with private investors in a timely manner for the establishment and the precise design of a "Climate Protection Innovation Fund".

5 Mobility

In 2018, according to the latest report on the development of CO₂ emissions in the state of Bremen, the transport sector was responsible for around 26 per cent (excluding the steel industry). 297,835 passenger cars are registered in this state (as of 2021). Almost every Bremen resident owns a bicycle. Before the Corona pandemic, public transport carried over 100 million people a year. In Bremen, every fourth person either walks or cycles, 16 per cent use public transport and every third person uses a car to get from A to B. The figures show: Bremen's mobility needs are diverse.

5.1 Legal framework conditions

Mobility Act for Bremen: No infrastructure expansion is taking place in Bremen. In our federal state, CO₂ emissions in the transport sector fell by only 10.3 per cent between 1990 and 2018, according to the latest report on the development of CO₂ emissions. Decided projects must finally become completed measures. That is why we want to write the most important measures from the VEP into a mobility law and lay down concrete timelines. The measures will bring about a significant increase in the attractiveness of environmental association.

Transport development plan for Bremerhaven: The CDU considers a transport development plan for Bremerhaven as an instrument for a linked, future-oriented and climate-friendly mobility. For this reason, the governing coalition in Bremerhaven, with the participation of the CDU, has firmly anchored the development of a "Transport Development Plan 2030" in its coalition agreement. Just a few months after the formation of the government in November 2019, a corresponding initiative was passed in the city council meeting to quickly advance the

project and provide political support. This demonstrates the high importance of the issue for those involved in local politics. The town planning office is currently working at full speed on the preparation of the traffic development plan. As the CDU, we support this process, taking into account the results of the commission of enquiry.

5.2 Cycling

Bremen is considered one of the most bicycle-friendly cities in Germany. To ensure that this remains the case, projects must be finally planned and implemented. Especially when they have been approved a long time ago. In Bremerhaven, the efforts to strengthen cycling are being improved. Among other things, the total amount for the construction and renovation of cycle paths has been tripled to almost 750,000 euros.

We want to promote and expand cycling in Bremen and Bremerhaven. In doing so, we also want to take into account the increased requirements due to e-bikes. Bicycle parking racks and other bicycle parking areas, such as bicycle parking garages, must be just as natural as parking spaces for cars. Cycling must become a fixed factor in the planning and realisation of road construction measures. In the process, existing barriers must be dismantled. In new constructions, basic repairs and renovation measures of roads, cycle paths and footpaths must be taken into account and expanded more than in the past.

Premium routes: Sooner rather than later, the premium cycling routes adopted in 2014 in the transport development plan must finally be realised. The premium route between Bremen-Nord and Hemelingen should be implemented as a priority. For this, only approx. 15 percent of the route needs to be rebuilt or upgraded and, with a length of 43 kilometres, the greatest benefit for the people of Bremen-Nord and Bremen-City is achieved. Furthermore, in order to reduce commuter traffic, the Senate must examine the development of further cycling routes into the surrounding area as quickly as possible. These should be promoted together with the neighbouring municipalities.

Renovation of existing cycle paths: At the same time, the existing cycle path infrastructure must also be renovated and repaired. In addition to potholed asphalt surfaces, missing markings or broken paving, cycle paths that are too overgrown due to a lack of greenery are a daily annoyance for all cyclists. Especially where cycle paths are particularly ramshackle and highly frequented, we expect them to be repaired quickly in order to significantly improve the quality of cycling and reduce the risk of accidents.

Weser crossings: The implementation of the long since decided Weser crossings for cycling must be accelerated. Above all, the Weser crossing over the Kleine and Große Weser has the advantage of connecting the city centre and the Neustadt. It offers another alternative to the heavily frequented Wilhelm-Kaisen Bridge. In addition, the crossings Wesersprung West, Wesersprung Ost (in the area of the Korbinsel between Hemelingen and Habenhausen) and the subway of Habenhauser Brückenstraße must be planned and implemented as soon as possible.

5.3 Public transport

According to the current report on the development of CO2 emissions in the state of Bremen, CO2 emissions in the transport sector have only fallen by 10.3 percent by 2018 compared to 1990. This is also due to the fact that there has de facto been no public transport expansion in the municipality of Bremen. Since 2007, no new tramway kilometres have been planned, the implementation of which has already begun today. 15 years of standstill in public transport, caused by the green department, aggravates the climate crisis in Bremen. Implementation is often delayed also due to long standing disputes with people on the ground. Participation is important, but ultimately it is up to the politicians to decide on and implement measures. Round tables are certainly important, but they should not end up in a permanent loop that ultimately prevents important infrastructure projects. The accessibility of peripheral commercial areas (e.g. Hansalinie, GVZ, Bremer Kreuz) by local transport must also be significantly improved.

Expansion of the tram: We want the number of public transport users to increase significantly. However, this can only be achieved if alternatives to motorised private transport are provided. The extension of lines 1 and 8 must be implemented immediately. The extension of line 10 towards Weserpark, so vehemently demanded by the district of Osterholz, should not be postponed longer. The same applies to the tram extension to Oslebshausen or to line 3 via Malerstraße to Sebaldsbrück. A tram line should directly connect the Überseestadt with the rest of the city. As long as there is no tram linking the Europahafen to Bremen, we propose a ring bus service for Überseestadt. The implementation of the Querspange-Ost should not be delayed further!

Attractive frequency: In addition, buses and trams must have to make stops with higher frequency. Every bus and every train should stop at least every 10 minutes between 6:00 am and 10:00 pm. In addition, the intervals should be better coordinated with the working hours in the industrial estates and at major employers in Bremen. By improving the frequency of the Regio-S-Bahn the incentive for commuters to travel into the city by train instead of by car will be increased. Bremerhaven has already set out on this path: with the Corona timetable, the Hafenerliner and the planned extension of the already existing 10-minute interval between 6:00 and 19:00.

Stations, stops, Park and Ride (P+R): Bremen must also lobby the Bremen/Niedersachsen municipal association to improve access to the stations in the surrounding area by offering a wider range of public transport services. This should also make it much easier for commuters to switch to public transport. At the same time, more parking spaces and weather-protected bicycle stands should be constructed the stations. In addition, the new Grambke, Farge-Ost and University/Technology Park stops are ought to be planned and built as quickly as possible. Desirably, all stations must be developed into mobility points. If possible, all forms of mobility (pedelec, bike and car sharing or e-scooters) should be considered.

We see potential for expansion above all in the existing P+R car parks at the Vegesack, Schönebeck, St. Magnus, Lesum, Burg and Mahndorf stations. The future Föhrenstraße station should become more attractive with the help of a P+R car park. If there is no possibility for a location in the immediate vicinity, a neighbourhood garage for the Föhrenstraße station be planned into the development of the Könecke site. We are campaigning in Bremerhaven for a connection between Wulsdorf and the Reinkenheide clinic.

In addition, the state of Bremen must work to ensure that Bremerhaven gets a connection to the ICE network and that the person-served sales booths for long-distance tickets at Bremerhaven station are being kept. These are important aspects to increase customer friendliness and make long-distance travel by rail even more attractive.

Attractive pricing models: The price also determines which means of transport is used, and public transport often gets the short end of the stick. We demand a zero-fare ticket for all pupils at general and vocational schools and advocate the introduction of a 365-euro annual ticket for the municipalities of Bremen and Bremerhaven from 1 January 2023. We also advocate free public transport in the immediate inner city area of Bremen between the main railway station, the Weser, the Stephani district and Domsheide, and in Bremerhaven between the main railway station and Lloydstrasse, and want tickets for journeys between Bremen and Bremerhaven to cost no more than 10 euros each way. In addition, a combined ticket should be discussed with the local museums and tourist facilities, which would include both admission and public transport tickets.

Until the 365-euro annual ticket is fully implemented, we want to make the job ticket more attractive in the short term by lowering the eligibility requirements. In consultation with the VBN, the Senate must work to ensure that in the future not only companies with more than 20 employees or three companies in the network are entitled to a Jobticket, but rather that 10 employees per company are sufficient. Following the introduction of the 365-euro ticket, we are examining the possibility of adjusting the price of the Job Ticket to further increase the incentive for commuters to switch to public transportation.

To save even more CO2 in the transport sector, alternatives must be created in combination with effective push measures. This is the only way for Bremen residents to avoid traveling by car. Public transport has a decisive role to play here.

Incentives to switch to eco-modes of transport: We also want to strengthen eco-modes of transport through additional incentives, for example, by providing all new residents in the state of Bremen with an annual public transport ticket (365-euro ticket) free of charge. In addition, a "changeover premium" can be used as a further measure to strengthen the environmental alliance. By giving up a car or the family car all members of the household should receive a public transport ticket for at least one or two years free of charge. Another measure to be implemented in the short term is to make the same offer to all Bremen residents who are willing to give up their driver's licenses, but with an unlimited free annual ticket. Here, we want to build on the positive experience of Bremerhaven, which already offers this option in cooperation with traffic control for six months, and harmonize the regulations in both municipalities to one year. These incentives could be combined with vouchers for other mobility services, for example, by offering vouchers for sharing services (bike, car and e-scooter sharing) to draw attention to other forms of mobility.

Cable car: We continue to see the cable car as a good way to make Überseestadt more accessible for passenger transport in the short term and to relieve the traffic routes. At the same time, the cable car would also be a means of transport attracting tourists. In our view, it is important that the cable car, like the Neustadt train station or Bremen's main train station, is

linked to the Überseestadt. We call on the Senate to commission a feasibility study for the exact route. We also want to expand the streetcar network in Überseestadt in parallel.

On-demand buses and expansion of bus connections: We want to turn Bremen and Bremerhaven, together with Bremer Straßenbahn AG and Bremerhaven Bus into a test area for on-demand buses. These buses will serve more remote and poorly served quarters and provide a real alternative to cabs, for example. In addition, we want to work with Bremer Straßenbahn AG and Bremerhaven Bus, we want to push ahead with the expansion of metro buses and express lines. Especially to areas that have not been served or have been inadequately served to date, as well as evening and night services.

Climate-neutral public transport: We aim to convert the bus fleets in Bremen and Bremerhaven to climate-neutral drive systems by 2030 at the latest, in line with the recommendations of the Commission of Inquiry. We therefore call on the Senate, together with Bremer Straßenbahn AG and Bremerhaven Bus to develop a step-by-step plan for achieving this goal in 2022 and to create the necessary prerequisites for this to happen. When drawing up the step-by-step plan, the economic viability of the various options and the medium- and long-term availability of "green" hydrogen has to be assessed. In addition, in view of the urgency of climate protection and the exemplary role of the public sector, the premise that every new bus must have a climate-neutral hydrogen fuel will apply with immediate effect. This changeover should be made in close cooperation with the German automotive industry in order to take on an international pioneering role in this area.

5.4 Car sharing

Each car sharing car replaces up to nine private cars. Especially in districts with high parking pressure, more mobile points should be created. Particularly in densely built-up neighbourhoods, if private providers are not able to offer a service, GEWOBA or BREBAU, STAWÖG should provide car sharing vehicles. We welcome cambio's decision, that the so-called "free floating" car sharing model is also being tested in Bremen. This model provides vehicles within a certain area which are simply parked in the public street space after the end of the journey and can then be used by other customers. We will make sure that this model does not increase parking pressure in neighbourhoods that are already heavily congested. Furthermore Bremen and Bremerhaven should financially support car, bike and e-scooter sharing wherever it is economically unattractive for operators. Only in this way the peripheral neighbourhoods can also benefit from sharing models. A condition for subsidies should be that the vehicle fleet of the providers consists only of e-cars. For example, the parking spaces for e-cars could be made available without any fees. Furthermore, there should be the possibility to adapt the award rule so that tenders of attractive locations are combined with economically less attractive locations.

5.5 Electromobility

State strategy for charging infrastructure: Electromobility is a central component of the transport transition in Germany and in the state of Bremen. In order for electric vehicles to have a future, charging stations must be available in public areas as much as possible, because not everyone can charge their own car in a private garage. The Senate should actively support the development of the charging infrastructure in the state of Bremen, for

example by designating suitable areas for the installation of charging points, offering start-up financing and coordinating activities in this field. We therefore call on the Senate to present a strategy for the development of the charging infrastructure in the state of Bremen by the end of 2022 that has been agreed with the relevant stakeholders. The strategy should also include a step-by-step plan for the development of the charging infrastructure in public facilities, the associated companies, municipal housing associations and multi-storey car parks, as well as in public car parks. At the same time, the Senate, together with wesernetz, is to plan and actively promote the strengthening of the distribution network to enable the rapid expansion of electromobility in the state of Bremen.

Charging infrastructure in the municipal housing associations: In September 2020, the Housing Modernisation Act was passed in the Bundestag, which grants tenants and flat owners the right to install a charging point for their electric car. Accordingly, the responsibility for implementation lies with the landlords, while tenants must bear the costs. GEWOBA, BREBAU and STAWÖG in particular should provide their tenants with charging points without passing on the rental costs to them in full.

Advice: Up to now, there have been no central advisory services in Bremen and Bremerhaven in the field of electromobility, for example when consumers want to set up a charging pole or obtain independent information about the tariffs at charging poles for electric vehicles. We therefore propose that a half-time position financed by Bremen be set up at the Bremen Consumer Advice Centre for questions relating to electromobility, so that consumers can obtain better information on this topic.

5.6 Parking in the neighbourhood and fair distribution of public space

Street space is limited and should be equally available to all. No single mode of transport is per se entitled to a certain share of road space. We need to share the often scarce available space as fairly as possible so that as many people as possible can benefit from it equally.

Above all, forced parking on pavements and in intersections often leads to problems because accessibility for pedestrians is restricted. Further, emergency vehicles are often unable to pass through the narrow streets. The fact that cars are often left unused on public streets for days on end and not parked in multi-storey car parks or garages is also related to an insufficient reflection of the value of street space in existing parking concepts. Our goal is therefore to make greater use of the instruments of residents' parking and short-term charges. This should create incentives to switch to climate-friendly forms of mobility and to win corresponding spaces for e.g. bicycles, car-sharing cars and e-vehicles. An added benefit is to reduce the parking pressure in neighbourhoods caused by third-party parkers. This also indirectly supports climate protection and the reduction of CO2 emissions in the transport sector. In order to increase the acceptance of these measures among the population, we also want to improve the availability of neighbourhood garages equipped with sufficient charging facilities for e-cars, pedelecs and senior citizen mobile devices.

5.7 Smart City

Smart City App: Mobility thrives on alternatives! We call for the establishment of a cross-modal mobility platform on the internet that links the different means of transport. Further, a "Smart

City App" should be developed, which shows free parking spaces in the city centre as well as available e-charging points. The app is including the fees charged, while also serving as an access, information and payment platform for public transport, car and bike sharing providers, bicycle rental systems and multi-storey car parks.

"Culture token" project: Following the example of the "culture token" project in the city of Vienna, we want to initiate a pilot and research project that supports climate-friendly mobility behaviour in Bremen and Bremerhaven. Accordingly, citizens can collect so-called "culture tokens" by using climate and environmentally friendly forms of mobility with the help of an app and exchange them for tickets to prominent cultural institutions in the state of Bremen.

5.8 Logistics and commercial transport

Bremen and Bremerhaven are important logistics locations, and more than 36,000 people are employed in the transport and logistics sector in the state of Bremen, subject to social insurance contributions. In order for the sector to continue to contribute to the prosperity of our federal state, it is important to position freight transport in a future-oriented manner and to politically support its decarbonisation with various measures, e.g. infrastructure development and expansion and digitalisation.

Ring closure of the A281: Above all, the ring closure of the A281 will relieve inner-city traffic and reduce the associated environmental impacts for people in the neighbourhoods. Digital construction site management is needed as soon as possible in order to simplify coordination processes between authorities and companies, to prevent the burden of multiple construction sites as far as possible and thus to avoid unnecessary congestion and bypass traffic.

Rail infrastructure: In order to relieve the roads in general, even more economic transport must be shifted to the railways. However, since the rail infrastructure is already very heavily utilised, we need investments here as well. Therefore, Bremen must lobby the federal government and Deutsche Bahn AG for the speedy construction of a third track between Bremen and Bremerhaven.

Long trucks: Long trucks, so-called gigaliners, can contribute to climate protection in the area of commercial transport by increasing the efficiency of goods transport and saving fuel. According to current calculations by the Federal Highway Research Institute, two long trucks can replace three journeys by conventional trucks. Since the market ramp-up of alternative drive technologies in the heavy goods sector, including the development of the loading and refuelling infrastructure, is only expected in the medium term, we want to use the application of long trucks in the short term as an instrument for reducing CO₂ emissions. We call on the Senate to examine as soon as possible to what extent further routes in Bremen and Bremerhaven are suitable for inclusion on the positive list.

Bremen's city centre as a strolling city: Bremen's city centre is to be made less car-intensive between the streets "Am Wall" and "Martinstraße". The CDU Bremen supports this ambitious project. In this way, streets in the city centre can be converted for strolling and lingering and thus upgraded, especially for pedestrians. Direct residents will benefit directly from the extended range of services. Parking spaces for individual traffic must be made available to all visitors in the direct vicinity of the city centre. To ensure that bars, restaurants, shops and

businesses can continue to offer their products and services in the city centre and at the same time minimise motorised delivery traffic. We want to introduce a pilot project called "Last Mile" pilot project in the city centre, e.g. through the use of cargo bicycles and better control and bundling of delivery traffic.

Corporate mobility management: Corporate mobility management is an important building block to enable the increasing climate neutrality of employee transport, especially commuter transport. In talks with "energiekonsens" and the Chamber of Commerce in particular, we will advocate for the expansion of existing advisory services in this area. In addition, we want to promote the use of business park managers within the framework of a pilot project, to support businesses and companies in their activities in this area and to coordinate cooperation between businesses. In order to avoid unnecessary travel and to set a good example, we call on the Senate to enable all employees of the public administration as well as the municipal enterprises to work from home wherever possible and to create the necessary conditions for this.

5.9 Green port management

We want to promote a climate and environmentally friendly port industry in the state of Bremen. Containers and cruise ships, in particular, run their diesel engines while at berth, emitting pollutants such as heavy dioxide, particulate matter and carbon dioxide into the air that are harmful to the climate, the environment and human health. It is true that the air quality limits are not exceeded in Bremen's ports. But with the predicted growth in maritime shipping and the associated increase in emissions, we must take forward-looking measures that will lead to a reduction in emission gases in maritime shipping and also protect our climate. That is why we want to push ahead with the expansion of shore-side electricity facilities for cruise and container ships in the state of Bremen, which was initiated with federal funding, even beyond the first expansion stage. The electricity grid must be upgraded for this purpose. In the medium term, compulsory use of these facilities should be considered for certain types of ships. We also want to promote further projects and pilot schemes in the areas of research, development, demonstration and market ramp-up in the use of "green" hydrogen or "green" synthetic fuels in the state of Bremen in order to facilitate the long-term transition to climate-neutral shipping.

6 Buildings, construction and urban development

The building sector in the state of Bremen still has a lot of untapped potential for reducing CO₂ emissions, which we want to lower as quickly as possible. Above all we will use a mix of funding, advice, effective CO₂ pricing and a political framework geared towards climate neutrality to achieve this aim. Our political goal is to achieve a climate-neutral building stock by 2040 at the latest. In doing so, the state of Bremen should act as a role model with the energy-efficient refurbishment of the public building stock, ambitious new building standards and the switch to renewable sources of electricity and heat, and achieve climate neutrality as early as 2035. At the same time, climate protection and climate adaptation should be integrated more strongly than before into building and urban development policy concepts, models and plans.

6.1 Land sealing and housing construction

We will continue to need new land for commercial and residential construction in the future. These must be developed with climate and nature protection in mind. Areas such as the racecourse site must be preserved as areas with a high unsealed content, irrespective of their use concept. In Bremen, a land potential for approx. 30,000 dwellings has been identified. These areas must be developed promptly so that Bremen can meet housing requirements. The priority should be to approve and build housing units with as little land sealing as possible. Areas such as the Neustadt harbour, the Überseeinsel, the Ellener Hof, the Tobacco Quarter, the Hachez and Könecke sites and the Steingut Quarter in Bremen-Grohn offer great potential for development.

We call for an inventory of all developed but derelict residential and commercial sites in the inner city areas of Bremen and Bremerhaven in order to enable their upgrading, re-use and redensification. A positive example of this is the development of the shipyard quarter on the site of the former Seebeck shipyard in Bremerhaven.

The designation of parking spaces in new construction projects also has a share in land consumption. The parking space ordinance, especially with its two zones, is no longer an up-to-date instrument. We need a mobility-dependent and neighbourhood-oriented parking space ordinance. Often the mobility offers of an urban or local district differ so immensely that a "zone regulation" does not do justice to these demands. The criterion of existing mobility offers and the orientation towards climate-friendly forms of mobility, such as sharing offers and weather-protected bicycle parking, should be the decisive factor in the revision of the parking space ordinance.

6.2 Support the renovation of existing buildings

In addition to interior development, more attention must be paid to existing buildings. Older residential buildings in particular usually require a great deal of renovation and are anything but attractive for buyers, even from a climate perspective. For those looking for real estate, these houses seem unattractive because of the high refurbishment costs, even though they are often characterised by a good infrastructure: Local shopping facilities, day-care centres and schools, health care and cultural facilities are usually in the immediate vicinity. Local policy can improve the framework conditions so that existing buildings become more attractive for house hunters. They should provide advice as well as financial support for renovation.

Therefore, we aim to increase the federal subsidy for efficient buildings by 10 percent and by 20 percent for buildings with poor energy performance (the so-called "worst performing buildings"). Furthermore, additional loan subsidy programmes for older and low-income building owners should be established in the state of Bremen.

Furthermore, in line with the deliberations of the Enquete Commission, we support the establishment of a building centre/energy advice centre in Bremen and Bremerhaven, where advice on energy-efficient refurbishment and renewable energies in buildings is offered "from a single source".

6.3 Revise development plans

Another land-saving potential is offered by the addition of flats to existing buildings. Various studies confirm that Bremen has a high potential for this. However, the legally binding development plans often prevent the construction of additional storeys. In the next few years, every development plan must be systematically reviewed for housing expansion potential on existing buildings and, if necessary, amended.

6.4 Better marketing for funding programmes and information services

In the state of Bremen, there are various funding programmes for citizens who want to contribute to local climate protection. For example, green roofs, unsealing of surfaces, thermal solar systems or rainwater utilisation are financially supported. Unfortunately, the programmes are not very well known and are consequently not widely used. We demand that property owners be informed directly and regularly about funding programmes!

An internet platform has recently been set up to provide information on which buildings are eligible for green roofs or solar panels. The city should directly inform owners whose buildings are predestined for one of the two options!

6.5 Solar energy and green roofs on public roofs

The public sector has a role model function in environmental and climate protection. Only in this way can measures be plausibly justified for citizens. We are committed to the state of Bremen playing a pioneering role in the use of solar energy (photovoltaics and solar thermal energy). Unfortunately, this is not and was not the case under Red-Green-Red: between 2016 and 2020, only four PV systems were added to public roofs in the Bremen group. We want to further expand the independent operation of solar plants on the roofs of public buildings - where it makes economic, structural and local sense.

Concept for existing public buildings: In the 19th legislative period, the Bremen parliament voted for the introduction of a roof greening obligation for new commercial and residential buildings. The public sector must also comply with this obligation and also take existing buildings into account. Since public buildings are predominantly equipped with straight and large flat roofs, they are eligible for both green roofs and the installation of photovoltaic systems.

In contrast to conventional roofs, green roofs have ecological advantages. On the one hand, they have thermal properties that are particularly noticeable in a reduction of the inner-city heat island effect and energy savings in heating and cooling. On the other hand, green roofs filter dust and pollutants from the air, reduce noise pollution and retain precipitation. At the same time, green roofs can take over functions of natural habitats in particularly densely populated neighbourhoods and thus contribute to increasing biodiversity. The roof characteristics described above also offer ideal conditions for the installation of photovoltaic systems. These are characterised above all by high CO₂ savings compared to a fossil energy supply, which has a positive effect on the environment. Due to the self-consumption of the generated electricity with corresponding storage capacities, such an investment already pays for itself after a few years.

As soon as possible, a concept must be created that provides for green roofs and/or equipment with photovoltaic systems for electricity generation for self-consumption with corresponding storage capacities of existing public buildings. This concept shall be taking into account economic, local and constructional aspects and shall be accompanied by a priority list for potential objects.

Municipal housing companies: For all future development plans in which GEWOBA, BREBAU and STÄWOG are directly or indirectly involved, we expect green roofs and/or photovoltaic systems to be implemented.

6.6 Energy saving and energy efficiency in public buildings

Energy standards: In order to achieve the ambitious climate protection targets for 2030 and 2045, we want to go beyond the minimum legal requirements. We will work to ensure that public buildings, including the buildings of the communal housing associations GEWOBA, BREBAU and STÄWOG, construct their new houses primarily as plus-energy buildings. They should have at least a KfW efficiency standard 40 which must be applied to the building shell of heated new buildings.

Energy-efficient refurbishment of public buildings: Energy-efficient refurbishment of public buildings such as schools, swimming pools, administrative buildings and day-care centres offers a very large savings potential. Up to 80 percent energy can be saved through modern heating pumps, lighting systems or increased insulation. Modern lighting systems can help save up to 75 percent of electricity costs. Energy-efficient refurbishment must be more ambitious than in the past so that the public sector contributes to effective protection against climate change and fulfils its exemplary function! We call on the Senate to draw up a refurbishment roadmap and a refurbishment programme as soon as possible on how the public building stock can be made climate-neutral by 2035 at the latest, and to back this up financially.

7 Waste

In the state of Bremen, CO₂ emissions from waste incineration have increased significantly in recent years. According to the current report on the development of Bremen's CO₂ emissions, CO₂ emissions from the "Other economic sectors" sector, which mainly includes emissions from waste incineration, increased by 83.6 percent in 2018 compared to 1990. This means that waste incineration was responsible for almost eleven percent of CO₂ emissions (excluding the steel industry) in the state of Bremen in 2018.

The significant increase in CO₂ emissions in this sector is primarily due to the expansion of waste incineration in the city of Bremen. For example, the medium calorific power plant at the Hafen power station went into operation in 2009. The combined heat and power plant in Blumenthal was converted in 2004 for the energy recovery of waste into electricity, heat and steam. By optimising waste incineration, Bremen's waste-to-energy plant generates significantly higher quantities of electricity than before. Despite the increase in CO₂ emissions, the expansion of waste incineration in Bremen also makes a positive contribution to climate protection and resource conservation because fossil fuels are saved through waste

incineration and electricity and district heating are produced from waste in a resource-saving way. In order to achieve Bremen's climate targets, we want to use opportunities for action and potential, especially at the state and municipal level, to reduce Bremen's CO2 emissions in the waste sector.

7.1 Waste avoidance

In the short and medium term, we will focus on measures to reduce CO2 emissions by working towards a reduction in waste volumes in Bremen and Bremerhaven. These include, for example, information and advisory services to raise awareness of the waste problem and food waste, public and private rental and leasing of goods such as technology, price incentive systems for to-go hot drinks, cup and dish deposit systems, the promotion of repair cafés, unpacked shops and markets for used goods. In this context, we support the "Zero Waste" mission statement adopted by the city council and the "Alliance for Reusable Packaging". We want to set a good example and work towards the introduction of measures that make it possible to completely dispense disposable cups for hot drinks and other disposable products in all public institutions in the state of Bremen in the near future.

In order to support the extension of the useful life of various consumer goods, such as technology and textiles, we are also striving to establish resource centres in Bremen and Bremerhaven in cooperation with local repair cafés, handicraft businesses and retail businesses, following the example of Vienna and Oldenburg. These centres will offer repair services at home and on site, training courses and workshops, as well as the purchase, sale and rental of equipment. In this way, we expect a triple benefit - for Bremen citizens, businesses and our climate. In this way, Bremen's citizens can gain uncomplicated access to high-quality repair services and save money. Local repair cafés, handicraft businesses and other repair service providers benefit from better marketing for their services through bundled mediation via the resource centres. And the climate is relieved by goods being used for longer, thus saving resources and energy for the production of new goods.

At the same time, we want to examine the reduction of business tax for repair service providers in the near future in order to make repair services more economically attractive for Bremen citizens.

7.2 Bremen's organic waste

In the last tender for the collection and recycling of Bremen's biowaste, the Senate opted for an offer to transport 25,000 tonnes of biowaste per year. The waste is transported by lorry to an electricity generation plant near Osnabrück, 130 kilometres away from Bremen. From an ecological point of view, this decision was extremely disastrous. For this reason, we will work to ensure that climate protection and ecology do not lose out to economic award criteria and are given much greater consideration. This is our aim for the next tender for the collection and recycling of Bremen's biowaste.

7.3 Sewage sludge incineration plant in Bremen-Oslebshausen

The planned sewage sludge incineration plant at the industrial harbour in Oslebshausen is, in our view, a good environmentally and climate-friendly solution for the utilisation of sewage

sludge from Bremen and the region. This is because, in contrast to current practice, sewage sludge will be incinerated in the immediate vicinity of where it is produced, thus eliminating the previous long transport routes and the associated CO₂ emissions. Furthermore, the plant represents an important building block on the way to a coal-free energy supply in the state of Bremen, because it will supply several thousand households with almost climate-neutral electricity and climate-neutral district heating. We therefore support the construction of the sewage sludge incineration plant in Bremen and demand that the plant be approved by the competent authorities as soon as possible, in compliance with all regulations of the Federal Emission Control Act and with the involvement of local citizens.

7.4 Online trade

In online retailing, on average every sixth order is returned by customers. This produces large amounts of packaging waste and CO₂ emissions from transport. As the return of orders is usually offered free of charge, there is no incentive for customers to pay attention to their consumption behaviour. We therefore advocate transparency of the costs of return shipping to consumers and the abolition of free return shipping.

7.5 Circular economy and resource conservation

Based on the guiding ideas of "blue ecology", we want to achieve a paradigm shift in dealing with waste in the long term. Instead of a culture of relinquishment, we want to promote innovations and technologies that enable sustainable resource cycles. One example of this is innovations based on the "cradle-to-cradle" approach, which are increasingly being used in the construction sector, industry and trade, for example. According to this approach, there is no waste per se, but only recyclable raw materials. We therefore welcome the magistrate's plans to take the "cradle-to-cradle" approach into account in the development of the sustainable industrial estate "Lune Delta".

With its numerous scientific institutions and companies in the fields of materials science and 3D printing/additive manufacturing, e.g. Fraunhofer IFAM, ECOMAT and the Faserinstitut Bremen, the state of Bremen can make a significant contribution to the development of new materials, technologies and production processes for building a sustainable circular economy.

We will initiate talks with the Bremen representation of the Cradle to Cradle NGO as well as actors from business and science. The aim will be to develop concrete measures for Bremen and Bremerhaven, such as events, networking activities and demonstration projects, e.g. the construction of public buildings according to C2C criteria. The goals will be to establish a sustainable circular economy in Bremen according to the principle of eco-effectiveness. We want to anchor the principles of circular economy and eco-effectiveness more firmly in public procurement guidelines, following the example of the city of Ludwigsburg. We will campaign for this in parliament in the near future. In addition, we will increase the existing state programmes for the promotion of research and development activities in the environmental sector. Additionally, we will revise the funding guidelines in order to provide greater support for projects in the field of sustainable circular economy.

8 Education

We want to launch an education offensive in the state of Bremen that focuses more strongly on the issues of climate protection and sustainability, from early childhood education in day-care centres and schools to extracurricular education and further development or training in the sense of the concept of "lifelong learning". Children and young people in particular, as future decision-makers and those affected by climate change, should be empowered to think and act in a climate-friendly and sustainable way.

8.1 Early childhood education

Further training for professionals and managers: In many day-care centres, awareness of climate-friendly actions and the provision of climate and environmental education often depends on the commitment of individual professionals, which results in considerable differences between the individual centres. Therefore, we want to further sensitise day-care centre managers and professionals in the state of Bremen to climate and environmental protection as well as Education for Sustainable Development (ESD), including experiential methods, by offering regular further training. In addition, we want to continue and expand the ener:kita project on climate protection in day-care centres in order to increase the number of participating facilities in the coming years.

Education plan for children aged 0 to 10: We call on the Senate to integrate aspects of climate and environmental protection as well as sustainable development alongside the area of nature education in the planned education plan for children aged 0 to 10. Topics such as climate-friendly consumption and climate-friendly nutrition should also be included in the new education plan in order to sensitise children to these topics from an early age with the help of age-appropriate methods.

8.2 School education

Integration of sustainability and climate protection in the classroom: According to recent surveys by the Federal Environment Agency, many young people criticise the way in which knowledge about the environment is imparted in schools and would like to see the subject dealt with more intensively in the classroom. Bremen unfortunately has a lot of catching up to do in the area of knowledge transfer. In the latest study by the Institute for Quality Assurance in Education, Bremen pupils showed significantly below-average results in the natural science subjects of physics, chemistry and biology compared to the rest of Germany. Therefore, we want to integrate climate and sustainability issues more strongly into the school curriculum, especially in the subjects of physics, biology, chemistry, geography, politics and economics. To this end, the education plans are to be revised together with relevant Bremen stakeholders, such as the state institute for school and non-school partners such as the Förderverein Umwelt Bildung Bremen e.V. and the Koordinierungsstelle Umwelt Bildung Bremen. Further, the introduction of obligatory regular further training for school teachers in the relevant subject areas should be examined. In addition, the topics of sustainability and climate protection are to be integrated more strongly into lessons at vocational schools and training centres for inter-company training measures.

Climate-neutral class trips: Climate protection must also be actively lived in everyday school life! That is why we want to support climate-friendly school trips. To this end, we call on the Senate to amend Bremen's guideline on school trips and excursions in such a way that that in future climate protection aspects are taken into account in school trips and excursions and that CO₂-intensive school trips and excursions require the approval of the school supervisor or the school management.

Energy display boards: In order to raise awareness of climate protection and energy saving at school, we want to install an energy display board at every school in Bremen and Bremerhaven that has a renewable energy system. To this end, we will work with schools to obtain funding from the Federal Office of Economics and Export Control's support programme for the visualisation of renewable energies.

Visit ecological educational institutions: Out-of-school places of learning with a focus on ecological topics play a special role as a supplement to school education in order to convey environmental education in a vivid way. Access to extracurricular educational opportunities for climate and environmental protection and the subject area of renewable energies must be possible for every pupil. It must not fail because of money. Therefore, we want to ensure that every school class from primary to upper secondary school visits an ecological educational institution in the region once a year. Such as the Klimahaus Bremerhaven 8°Ost, the botanika or the extracurricular learning sites in an ESD recognised by the Ministry of Education in Lower Saxony. All travel, departure and entrance costs to be covered by the state of Bremen.

8.3 Certification programme for extracurricular providers of climate education

To further develop the quality in the field of extracurricular education for sustainable development and climate education, we want to discuss a voluntary certification programme for extracurricular providers of ESD. The would work together with the Förderverein Umwelt Bildung Bremen and its coordination office, the Bremen Information Centre for Human Rights and Development, environmental associations and other educational actors. Together they would examine its introduction in a timely manner.

8.4 Vocational education, further education and post-qualification

In the coming years and decades, there will be a shortage of skilled workers or a further worsening of this shortage in many areas relevant to climate protection, such as construction planning, technical production planning, construction and transport equipment management, as well as mechanical engineering and operating technology. This is the conclusion of a recent Prognos study "Ecological transformation and dual education in Bremen. Analysis of the demand for and supply of skilled workers" (2021). In 2040, every second position in some key occupations threatens to remain unfilled. This must now be decisively prevented with qualification measures in the areas of vocational training, further training and post-qualification for vocational qualifications and competences with climate protection relevance, as well as a long-term and effective advertising campaign for occupations relevant to climate protection. To this end, the Senate must sharpen its 2019 skilled labour strategy with the participation of all relevant stakeholders (chambers, associations, employment agency, etc.).

Education, training and further education in climate protection professions: The CDU Bremen supports the deliberations of the Commission of Inquiry to expand education, training and further education in professions relevant to climate protection and to bundle the know-how available among the various actors. In order to make it easier for people with a migrant background to enter vocational training with climate protection relevance, we will work to ensure that they receive tailored counselling services and that the procedures for recognising foreign qualifications are further simplified in cooperation with the chambers.

Promoting further training: We want to work towards ensuring that the Employment Agency and the Job Centres in Bremen and Bremerhaven give greater weight in their active labour market policy to promising measures of further vocational training (FbW) in the longer term. We call on the Senate to extend the "qualification bonus" of the State of Bremen from SGB II to unemployed persons in SGB III and, if necessary, also to employees with low incomes, so that they do not have to bear the additional costs of further training entirely on their own. In addition, we will advocate for the re-launch of the Bremen "Continuing Education Cheque" as part of the state programme "Continue with Education and Counselling". Post-qualification should continue to be part of the state programme "Further with Education and Guidance".

8.5 State strategy "Education for Sustainable Development"

In order to promote the principles of the UNESCO World Programme of Action in the field of "Education for Sustainable Development" in the state of Bremen even after its end in 2019, we want to develop a "State of Bremen Education for Sustainable Development Strategy". We want to do this together with stakeholders from the fields of politics, business, education, science and civil society, following the example of North Rhine-Westphalia. The strategy should help to better integrate ESD and climate education into all areas of early childhood development, school, extracurricular and university education, as well as vocational and adult education. The goal is to better interlink existing potentials and capacities in the education sector, to promote international educational cooperation with Bremen's partner cities and to jointly develop further concrete measures. The recommendations of the Enquete Commission on Climate Protection are to be taken into account.

9 Science

The state of Bremen is a strong science location with eight universities, approx. 38,000 students and over 300 courses of study. Compared to the other federal states, Bremen has the highest density of supraregional research institutions in relation to the size of the population. The science sector also plays an important role as an economic factor: around 24,000 people are employed in this sector.

Bremen's science and research landscape, such as the Alfred Wegener Institute, ECOMAT or Bremerhaven University of Applied Sciences, makes a significant contribution to climate protection and the success of the energy transition with its research and teaching as well as innovative technologies. Numerous research projects are being carried out at the highest level in the research and transfer priorities in marine and climate sciences, materials sciences, logistics and energy sciences. Examples include research on the influence of climate change on the polar region or on materials research in the wind energy sector. In a national comparison, the state even ranked second in research funding for renewable energies in

relation to gross domestic product in 2019. Many courses of study, such as "Wind Energy Technology" or "Sustainable Energy and Environmental Technologies" at Bremerhaven University of Applied Sciences, train future decision-makers for the challenging task of climate protection.

9.1 Science Plan 2025

In the past, the Senate has given insufficient support to the universities in Bremen and Bremerhaven. The consequence of this unambitious policy is that the state of Bremen is at the bottom of the league in terms of basic funding. We want the state of Bremen to continue to be able to conduct excellent research in the fields of climate, ocean and energy. This would also help for the University of Bremen to regain excellence status as quickly as possible, and for basic funding to reach at least the national average per student and professor, in order to remain attractive for students, scientists and academics. With the adoption of the Science Plan 2025, a clear signal was given for the strengthening of Bremen as a science location. We welcome, for example, the goal of integrating the topic of sustainability into all areas of higher education, such as operations, study programmes and research. In this way, the development potential of the universities in the area of climate and environmental protection can be further tapped, such as the expansion of the profile of the Bremerhaven University of Applied Sciences in the area of the Green Economy and sustainability. While at the same time strengthening the infrastructure for students in Bremerhaven. However, the implementation of the Science Plan must not be limited to lip service! We therefore demand that the full financing of the Science Plan 2025 be ensured when the budget and financial plans are drawn up and adopted. So far, this has not been the case under the Red-Green-Red government.

Climate protection and the teaching profession: We want to enable future teachers and educational specialists to better integrate the topics of climate and environmental protection as well as sustainability into teaching and everyday school life. In order to do so we will call on the Senate in the next target agreement with Bremen University to establish these topics more strongly as teaching content for educators, teacher trainees at all school levels as well as career changers.

International Climate University: In September 2020, Federal Minister of Economics Peter Altmaier presented a 20-point plan "Protect the climate and strengthen the economy." Among other things, the plan envisaged the establishment of an international "climate university" in Germany, where students, teachers and researchers from all over the world can deal with climate protection issues. With its outstanding university and non-university research institutions in the field of climate protection, the state of Bremen is predestined as a location for such a university. In this context, we welcome the Bremen Senate's initiative application at federal level to establish a climate university in the state of Bremen and the region, which is based on a motion by the CDU parliamentary group. The Senate must work to ensure that this idea is also pursued and implemented by the coming federal government!

9.2 Bremen as a test field and real laboratory for innovative technologies

Researching and testing innovative technologies in the field of energy system transformation under real conditions and on an industrial scale represents an important building block on the path to climate neutrality. In the state of Bremen, there are already several test fields in which

climate protection innovations are being tried out. Examples include the wind energy test field at Bremen University of Applied Sciences and the construction of the Fraunhofer IWES electrolysis test field as part of the "Green Gas for Bremerhaven" project. In order to promote the leap of new technologies and processes from theory to practice, we want to further expand existing capacities at test fields. As well as in real laboratories for climate-friendly technologies and innovations in the state of Bremen. The goal is to attract increased funding from the federal government and the EU for this purpose, such as the federal programme "Real Laboratories of the Energy Transition".