



WORLD BEST PRACTICES 全球最佳范例

ASIA-PACIFIC EDITION 亚太版



**Sustainable Buildings
and Climate Initiative**

National Partner

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Berlin High-level Dialogue on Implementing Rio+20 Decisions
on Sustainable Cities and Urban Transport & 2013 Global
Forum on Human Settlements Successfully Held

**联合国可持续城市与交通（柏林）高层对话
暨 2013 全球人居环境论坛成功举办**

联合国副秘书长暨高级代表吉安·阿查里亚在开幕式上致辞

Gyan Acharya, Under-Secretary-General and High
Representative of the United Nations Addressed at the
Opening Ceremony





实施里约 +20 决议 示范新型城镇化



Implementing Rio+20 Resolutions, Demonstrating New Urbanization

可持续的国际低碳城镇：产业·商务·休闲·居住最佳范例

Best Practice of Sustainable and Low Carbon City: Combination of Industry, Business, Resort and Residence

国际人居环境范例新城倡议

INITIATIVE OF INTERNATIONAL GREEN MODEL CITY



2011年4月8日，GFHS在纽约联合国总部正式发布了IGMC倡议。

On 8th April 2011, IGMC initiative was officially launched at the UN headquarters by GFHS.

国际人居环境范例新城（IGMC）倡议是由全球人居环境论坛（GFHS）于2011年4月在联合国总部发起、得到联合国环境规划署（UNEP）大力支持的高起点低碳城镇建设试点项目，其主要特点是低碳城镇建设和绿色经济结合、和文化结合。IGMC是配合联合国和全球应对气候变化、可持续土地开发和新型城镇化的新探索，是推动低碳产业快速发展的强力引擎，也是传承人居环境文化的舞台。由中外50多位专家参与编著的IGMC标准包含十二项原则以及相应的策略和措施，并设计了评分系统，以指导IGMC规划建设。

在2012年6月举办的联合国可持续发展大会（Rio+20）期间，IGMC项目倡议作为一项重要承诺已经在联合国秘书处注册备案，成为实施里约+20决议的实际行动。

GFHS已经先后与中国贵州省贵阳市和江苏省泰州市政府签署了IGMC试点项目落户当地的框架协议。

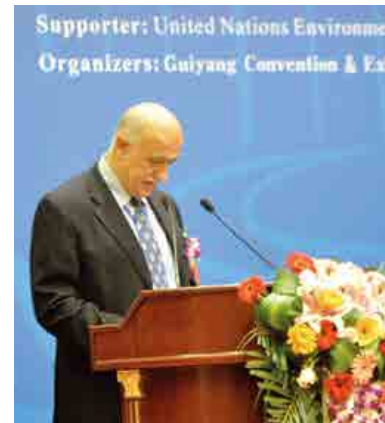
Initiative of International Green Model City (IGMC) is launched by GFHS at the headquarters of the United Nations in April 2011. With the support of UNEP, it has become a pilot project for low carbon city building with high starting point. It mainly features in combining low-carbon city building with green economy and with culture. IGMC is a new exploration in response to the United Nations and the whole world to deal with climate change, to develop sustainable land and explore new urbanization, it is a brute force engine to drive the rapidly development of low-carbon industry, a platform to inherit habitat culture. The IGMC standards are compiled by some 50 experts from China and abroad, which include 12 principles and corresponding strategies and measures with an authentication rating system to guide IGMC planning and construction.

IGMC project initiative had already registered as an important commitment in the United Nations secretariat during the United Nations Conference on Sustainable Development (Rio + 20) held in Rio de Janeiro, June, 2012.

GFHS has successively signed the framework agreement with Guiyang, Guizhou Province and Taizhou, Jiangsu Province, China on the IGMC pilot project.



沙祖康大使号召世界应为建设可持续城市而努力
Ambassador Sha Zukang appealed to strengthen global efforts to build sustainable cities



联合国环境规划署阿拉布·霍巴拉部长（Arab Hoballah）在IGMC标准贵阳研讨会致辞
Mr. Arab Hoballah, Chief of Sustainable Consumption and Production, UNEP/DTIE addressed at Guiyang IGMC Standard Symposium



全球人居环境论坛秘书长吕海峰在里约+20上同与会者分享IGMC标准最新成果

Mr. Lu Haifeng, Secretary General of GFHS shared the latest achievements of IGMC standards with representatives at the Rio+20



出席2011 IGMC标准贵阳研讨会部分专家
Group photo of some experts represented at 2011 Symposium on IGMC standards



2013年4月泰州IGMC领导小组筹备会议上，GFHS秘书长吕海峰一行与泰州市副市长杨杰等领导商议项目推进工作
Mr. Lu Haifeng, Secretary General of GFHS and the delegation discussed the further work of IGMC project with Mr. Yangjie, Deputy Mayor of Taizhou City on the Preparing Meetings of Taizhou IGMC Leading Group in April, 2013



GFHS秘书长吕海峰一行与泰州火车站街区管委会共同接待意向投资商

Mr. Lu Haifeng, Secretary General of GFHS and the delegation, together with the Management Committee of the Railway Station District, Taizhou, to receive the intended investors.



Human Settlements Oscar 人居环境奥斯卡

Global Human Settlements Award 全球人居环境奖

“全球人居环境奖”是由全球人居环境论坛理事会（GFHS）一年一度颁发的世界性大奖，旨在弘扬联合国可持续发展理念和 GFHS 宗旨，已经成功地举办了八届。获奖城市、企业、项目及个人遍布全球，为国际同行业之间最佳范例的分享传播提供了一个高规格的互动平台，产生了显著的示范效应，被媒体誉为“人居环境奥斯卡”。

“全球人居环境奖”评审表彰得到联合国经济和社会事务部以及联合国环境规划署特别支持。奖项类别包括：

“Global Human Settlements Award” is a worldwide prize annually awarded by Global Forum on Human Settlements (GFHS), which is aimed at promoting the implementation of UN sustainable development and GFHS mission, and has been successfully held for eight times to date. It has provided a high-level interactive platform for insiders to share and propagate knowledge and experiences. The awarded cities, enterprises, projects and individuals can be found all over the world. It has demonstrated positive effects and has been crowned as “Human Settlements Oscar” by media.

“Global Human Settlements Award” is especially supported by the United Nations Environment Programme (UNEP) and the United Nations Department of Economic and Social Affairs (UNDESA). The Awards Categories include:

城市类：全球绿色城市

City: *Global Green City*

景区类：全球低碳生态景区

Scenic Spot: *Global Low-carbon Ecological Scenic Spots*

建筑类：全球人居环境示范建筑（住区）

Buildings: *Global Human Settlements Model Building (Residential Area)*

交通类：全球绿色出行最佳范例

Transport: *Global Best Practice of Green Mobility*

设计类：全球人居环境规划（建筑、交通、景观）设计奖

Designing: *Global Human Settlements Award on Planning and Design(Architecture, Landscape, Transport)*

技术类：全球人居环境绿色技术（产品）范例

Technology: *Global Human Settlements Model of Green Technology (Products)*

个人类：全球人居环境杰出贡献奖，全球绿色儿童大使

Individuals: *Global Human Settlements Outstanding Contribution Award; Global Little Green Ambassador (kids)*



联合国副秘书长、全球环境界的泰斗莫里斯·斯特朗为丽江市和伊春市颁发“全球绿色城市”奖
Mr. Maurice Strong, Under-Secretary General of United Nations, famous environmental scholar awarded “Global Green City” certificate to Lijiang City and Yichun City



全国政协副主席李金奎先生为无锡市颁发“全球绿色城市”奖牌和证书
Mr. Li Jinhua, Vice Chairman of CPPCC awarded “Global Green City” certificate to Wuxi City



前联合国副秘书长、全球人居环境论坛理事会主席安瓦尔·乔杜里大使为大中华国际交易广场颁发“全球人居环境建筑设计奖”
Anwarul K. Chowdhury, Former UN Under-Secretary-General awarded “Global Human Settlements Award on Planning and Design” to Great China International Exchange Square



联合国环境署阿拉布·塞巴拉先生为巴西库里提巴市、中新天津生态城、法国南特市等颁发“全球绿色城市”奖
Mr. Arab Hoballah, Chief of Sustainable Consumption and Production, UNEP/DTIE awarded “Global Green City” certificate to Curitiba, Brazil; Sino-Singapore Tianjin Eco-City; Nantes, France; etc.



中国环境保护部国家环评中心顾问、中国国家环保总局自然生态司前司长王德辉先生为雷诺·日产联盟颁发“全球绿色出行产品最佳范例奖”
Mr. Wang Dehui, Consultant to Environmental Impact Assessment Centre of China State Ministry of Environmental Protection awarded “Global Best Practice of Green Mobility” certificate to Renault-Nissan Alliance



联合国经济与社会事务部拉尔夫·万豪福特先生向生态城市建设者协会主席理查德·瑞吉斯、美国圣塔莫尼卡市议员帕姆·奥康纳及巴西富尔纳斯电力公司代表颁发“全球人居环境杰出贡献奖”
Mr. Ralph Wahnschafft from UNDESA, awarded “Global Human Settlements Outstanding Contribution Award” to Mr. Richard Register, President of EcoCity Builders; Ms. Pam O’Connor, Santa Monica City Councilor; Representative from Eletronas Furnas



来自加拿大的演出团体 My Emmy 在 2011 纽约联合国总部举办的颁奖典礼上义演，并代表加拿大实城市市长向 GFHS 赠送礼品
Performance Troupe My Emmy made benefit performance during the award ceremony held in UN Headquarters, New York, and presented a gift to GFHS on behalf of the mayor of Brampton, Canada

ACTIONS AND WORDS TOGETHER TO ACHIEVE SUSTAINABLE DEVELOPMENT

知行合一，方能真正实现可持续发展

文 / 本刊编辑部

这个夏天过得一点都不平静。

天气异常让全球很多地方的人始料不及，中国经历着前所未有的“火与水”的双重考验，英国等地在经历持续高温“烧烤”，而俄罗斯一些地区却在接受“水”的洗礼，许多地区地质灾害频发。

是什么造成了这些极端的天气？

气候与环境的恶化已确认为导致极端天气的重要原因之一，随着人类的发展，地球与环境所承受的压力与日俱增。2013 年 8 月 19 日，世界自然基金会在瑞士格兰德发布消息称，今年的 8 月 20 日是 2013 年地球生态超载日。过完这一天，人类已经用完了地球 2013 年可再生的自然资源总量。也就是说，在今年剩下的四个多月里，地球将进入生态超载阶段，在生态赤字的状态下，透支自然产品和生态服务。

联合国开发计划署在《2013 年人类发展报告》中预测，到 2050 年，地球上将有 90 亿人口。到那个时候，地球所面临的压力将更加严峻。那时候的子孙后代们有没有继续繁荣发展的机会？潘基文秘书长曾表示：“我们开采完了增长之路，也烧毁了繁荣之路。我们曾不思后果地消费。然而那样的日子已经过去。在 21 世纪，物资日渐紧缺，全球气温逐日增高。”

人无远虑，必有近忧。对于可持续环境，我们已经探讨了太多，自 1972 年人类环境会议以来，联合国和会员国为实现全球经济社会可持续发展付出了巨大的努力，在许多领域推动形成了重要的共识和多边国际公约，促进了可持续发展伙伴关系的形成与发展，加快了许多国家和地区的可持续发展行动。

但是，普遍共识并不意味着普遍行为，我们依旧面临着这样的问题：所取得的进展远低于需要达到的水平，突出地体现在千年发展目标如期全部实现依然面临种种挑战、气候与环境领域谈判举步维艰、国际履约明显不足。在很多地方，仍然是短期的经济利益压倒了环保。

可见，保护环境的重要性虽然已众所周知，但是，普遍的和连续的行动的匮乏依然令人担忧。理论和口头上的环境保护，充其量不过是架着“绿色噱头”的一场秀，知行合一方能真正实现可持续发展。

作为一个以“建设可持续的人居环境、推动联合国人居议程”为宗旨的 NGO，全球人居环境论坛（GFHS）会同联合国有关机构，多年来致力于激励和帮助更多的地方政府、企业和公众提高认识，身体力行，加入到可持续发展进程之中。今年 6 月 18-21 日举办的联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛就是一次成功的行动。

会期选择在“里约 +20”峰会召开一周年之际，会议以推动贯彻里约 +20 决议为目标，强调了建设更加可持续的城市和交通系统是消除贫困、发展绿色经济和可持续发展的先决条件，也是实现我们所憧憬的未来的关键和基础。这是一项前景光明而又充满挑战的事业，需要政治家的远见，工商业者的社会责任，需要公众参与，需要所有利益相关者的共同努力。会议表彰了世界范围内的杰出范例，如全球绿色城市葡萄牙欧亚市、日本横滨市、中国长沙市，“全球低碳生态景区”美国加州圣塔莫尼卡市低碳度假项目和中国观澜湖度假区（深圳·海口·东莞）等等，会议形成了一系列丰富而务实的成果文件，正在呈送给联合国大会和潘基文秘书长，将为联合国制定 2015 后可持续发展目标做出贡献。本期杂志重点刊登了本次会议的精彩内容与读者分享，也许能让你从中感受可持续发展的魅力，激发出行动的力量。

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-Berlin High-level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Urban Transport & 2013 Global Forum on Human Settlements Successfully Held

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“合理使用土地和提高交通运输系统效率有助于保护环境，也有助于通过提供就业、市场、商品和服务等便利条件加强城乡联系，提高农村地区的生产力。可持续城市和交通是赋予人民权利和保护地球的核心举措。”



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Green Value, World Future - UNEP-SBCI AGM Successfully Held in Hunan



2013年5月14日至15日，联合国环境规划署可持续建筑和气候倡议组织（UNEP-SBCI）年度会议及研讨会在湖南湘阴县远大可建城成功举办，此次会议围绕当前世界建筑业和能源环境方面的热点问题深入沟通，分享了国内外可持续建筑技术、政策和最佳范例。本栏目对会议进行了全面报道，并刊登了与会专家戴维·B·萨顿的评论文章。

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——建设绿色、智能的碳中和城市

CPH 2025 Climate Plan - For a Green, Smart and Carbon Neutral City



《CPH 2025 气候规划》介绍了哥本哈根应当如何利用碳中和这一雄心勃勃的愿景，实现更优质的生活，开拓创新，创造绿色技术的就业与投资机会；以及如何通过政府、企业、学术机构以及哥本哈根市民的通力协作，在2025年之前实现碳中和的目标。

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HafenCity Hamburg - A City for the 21st Century

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NGO是联合国大家庭中的一份子，之所以要成为DPI的一部分是因为他们要成为世界网络的一部分，是双向的合作关系。那么，NGO能为联合国做些什么？答案还是双向的合作关系。NGO是我们不可或缺的合作伙伴，青年有能力扩大联合国议题的影响，是联合国与广大公众的桥梁。

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“我们拼命的原因不是产值和利润压力，而是要让高能耗建筑少一点，健康建筑多一点。”张跃向我们这样解释。

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Japan's Experience: Being Poor in Garbage Classification Will Be Looked Down Upon



如果说，有什么是我在日本生活中还能完全适应的，除了吃生鱼片与芥末外，就是日本的全民“忍术”——垃圾分类了。日本每个地区都有自己的垃圾分类规定，比较宽松的只要分七八类，而令人发指的则要分20多类。

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联合国人类住区规划署最佳范例杂志促进中心
联合国人类住区规划署《全球最佳范例》杂志亚太区办事处
Global Forum on Human Settlements
UN-HABITAT Best Practices Magazine Promotion Center
UN-HABITAT World Best Practices Magazine Asia-Pacific Office

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前沿 · 数据

70%

《2013 中国人类发展报告》
预测到 2030 年中国城镇化水平将达 70%



联合国开发计划署 8 月 27 日在北京发布的《2013 中国人类发展报告》预测，到 2030 年，中国将新增 3.1 亿城市居民，城镇化水平将达到 70%。届时，中国城市人口总数将超过 10 亿。

这份题为《可持续与宜居城市——迈向生态文明》的报告说，近年来，中国的城镇化进程不断深入，城镇化速度也不断加快。在 20 世纪 80 年代初期，中国仅有 1.91 亿城镇人口，而现在这一数字已剧增至 7 亿左右，而且每年还有超过 2000 万的新增人口进入城市。城市居民在总人口中所占比重从 1950 年的 13% 提高到 2012 年的 52.6%。

报告说，在过去 20 年里，城市是推动中国经济增长的主要动因，预计这样的趋势在未来几十年内还将持续下去。报告预计，到 2030 年，城市对国内生产总值的贡献将达 75%。

4.5 万亿

环保产业目标 4.5 万亿
成为国民经济新支柱产业

国务院日前印发《关于加快发展节能环保产业的意见》，提出了近期三年发展目标。

到 2015 年，节能环保产业总产值达到 4.5 万亿元，成为国民经济新的支柱产业。通过推广节能环保产品，有效拉动消费需求；通过增强工程技术能力，拉动节能环保社会投资增长。

对此，国家发展改革委资源节约和环境保护司负责人说，节能环保产业是指为节约能源资源、发展循环经济、保护生态环境提供物质基础和技术保障的产业，作为国家加快培育和发展的 7 个战略性新兴产业之一，发展面临难得的历史机遇。加快发展节能环保产业，对于拉动投资增长和消费需求，形成新的经济增长点，促进产业升级和发展方式转变，提高能源资源利用效率，保护生态环境，改善民生具有重要意义。



5.5 岁

中国北方比南方少活 5.5 岁 空气污染为祸首

一项国际研究发现，空气污染使得中国北方人口的寿命比南方人口短约 5.5 岁。

上月中国政府出台新政策治理空气污染，包括加速从化石燃料转向可再生能源。

此项研究由来自中国、美国和以色列的专家完成。1950-1980 年时期，中国政府在淮河以北地区通过为锅炉供应免费的煤炭燃料，从而为家庭和企业提供免费的冬季供暖。研究报告指

出，这导致北部地区人口的心肺疾病发病率上升。

研究人员在《美国科学院院报》（PNAS）撰文称：“（中国）北部地区人口寿命要低出 5.5 岁左右，因心肺疾病导致的死亡率上升。”

专家研究了 90 个城市的污染和死亡率，发现以淮河为界，往北地区的人口寿命明显下降，而 1981-2000 年期间，该地区因燃煤导致的空气污染较南方高出 55%。

研究指出，淮河以北用煤炭进行冬季供暖的政策，对公共健康造成了严重后果。

科学家指出，此项研究的发现或许有助于中国、印度或巴西等新兴经济体寻求更好的方法，兼顾经济增长与环境保护。

60 万亿美元

北极冰融可能造成 60 万亿美元损失

据英国金融时报报道，已开始计算财务后果的研究人员表示，北极正在快速融化的海冰和永久冻土是一个“经济定时炸弹”，很可能给世界造成至少 60 万亿美元的损失。

此前，北极海冰创纪录的融化被普遍视为在经济上是有益的，因为它打通了航道，开启了在该地区开采资源的可能性。北极地区据信拥有全球 30% 的未探明天然气储量和 13% 的未探明石油储量。

然而，英国剑桥大学和荷兰鹿特丹伊拉斯姆斯大学的学者们进行的研究表明，北极冰在调控洋流和气候方面的关键角色意味着，海冰融化所引发的变化将损害作物、淹没房产，重创世界各地的基础设施。

剑桥大学佳奇商学院的克里斯·霍普 (Chris Hope) 表示，它可能导致的损失比任何效益高出三个或三个以上数量级。“人们计算的潜在经济效益是数十亿美元，而我们在谈论数十万亿美元的可能代价、损害和额外冲击。”

多年来，北极地区变暖的速度至少是全球其他地区的两倍，而自 2001 年以来，每年融化并重新冻结的海冰面积一直在缩减，每年缩减的面积几乎相当于一个英国。去年，北极夏季海冰面积缩减到自 1979 年开始卫星监测以来的最低水平。

剑桥大学的海洋物理学教授彼得·沃德汉姆斯 (Peter Wadhams) 表示，北极海冰可能在 2015 年夏季完全消失。我们正在研究这种极为迅速的海冰收缩可能对全球气候造成的灾难性影响。



Frontier·Technology

前沿·技术



“水瓶电灯” 在 15 个国家得到推广使用

巴西一位工人阿尔弗雷德·莫泽（Alfredo Moser）发明了一种自制的“水瓶电灯”，他的发明只需要利用水瓶、纯净水、漂白粉和太阳就可以完成，几乎不需要花任何钱就可以让房子充满光亮。到今年年底，这项发明将用在数百万个家庭中。

在屋顶的瓦片上钻上小孔，然后将水瓶的口颈部固定在屋顶上，利用光的反射原理，将阳光反射进房间，黑暗的房间就能马上变光明，水瓶里放的漂白粉则是为了防止水在光照下变绿的。莫泽称，根据太阳光线的强度不同，“电灯”的瓦数大概在 40 瓦特到 60 瓦特之间。

目前，菲律宾已有 14 万家中使用了“莫泽电灯”，此外在阿根廷、印度和斐济等 15 个国家“莫泽电灯”也得到了推广使用。据预测，到 2013 年底，可能会有超过 100 万的人口使用上“莫泽电灯”，这项伟大的发明正在改善着人们的生活。



韩国“形磁共振”环保电动公交试运行

日前，世界上第一套无线充电公交系统在韩国龟尾市试运行。这套公交系统利用“形磁共振”技术，车辆行驶中可以同步转化电能，驱动车辆。这样车辆边行驶边充电，不仅解决了电动车充电难的问题，也为城市低碳环保的发展做出了贡献。

这条公交线路全长 24 公里，地面上没有任何供电设备，只在地下铺设了供电电缆。电缆能产生强大的磁场，汽车底部的接收设备可以即时感应到磁力并产生电能。由于在行驶中就能充电，因

此电动公交车所需的电池体积也仅仅是传统电动车的三分之一。这也使得汽车更加轻便，消耗的能源也更少。

“形磁共振”技术最初由韩国科学技术院研发，这项技术几年前曾在首尔游乐园展示过。“形磁共振”技术的启动成本很小，不需要在整条街道下埋设电缆，只需在 5% 到 15% 的路段铺设电缆线即可。韩国科学技术院研究员希望这项技术能应用到更多城市。



荷兰爱因霍芬科技大学发布全球首辆“太阳能家庭汽车”

荷兰的爱因霍芬科技大学（Solar Team Eindhoven）的太阳能研究团队日前发布了一款堪称全球第一辆使用太阳能的家庭用车——Stella，除了具有可供四人乘坐的宽敞空间外，行驶距离高达 600 公里。这使得电动车不再成为唯一的未来方案。

Stella 汽车顶部装有大型太阳能板，在没有阳光的日子里可行驶大约 400 公里。在充满电的情况下，它在晴天里最多行驶 672 公里左右。它的行程比一辆先充电后使用的标准电动汽车多近两倍。这辆汽车由最先进的优质铝和碳纤维等轻质材料制造，仅重 380 公斤，比普通电动汽车轻很多。科研组负责人、埃因霍温科技大学的莱克斯·霍夫斯洛特表示：“因为这辆汽车在 90% 时间里停放在你家或办公室前，1 年 12 个月中只有 10% 的时间使用，所以它制造的能量比它使用的多。”

另外，开发小队还对这辆绿色能源汽车进行了一些功能上的改进，从而让它变得更加“智能化”。比如说驾驶者将可以通过一个触屏进行所有的操控、方向盘将会“收缩或扩展”通知驾驶者车速是否过慢或过快。

中国新疆“吃盐植物”可修复土地

中科院新疆生态与地理研究所日前传出消息，该所科研人员通过对新疆盐生植物的物种多样性、盐生植物种子及耐盐性开展研究，最终证明在盐碱地种植盐地碱蓬、盐角草、野榆钱菠菜等，每年可从土壤中带走大量盐分，连续 3 年左右即可大幅“淡化”土地，使其达到耕种标准。借助这一最新成果，新疆目前已有 1000 多亩盐碱地被改良。



以克拉玛依为例，当地盐碱化最严重的地区，每公斤土的含盐量大于 40 克。种植盐地碱蓬后，每年可从每亩土地中带走盐分 431 公斤；4 年后，每公斤土含盐量可下降至 10 克以下，种植棉花亩产可达 400 多公斤。

据介绍，除 8.5 万平方公里的盐渍化土地，新疆现有 32.6% 的耕地也已出现次生盐渍化，成为农业低产的主要因素之一，每年因土壤盐渍化造成的农业损失高达数十亿元。同时，新疆拥有丰富的盐生植物资源，目前已发现的有 305 种。它们可修复盐碱土，有效治理土壤原油污染，吸收铬和铜等重金属，许多还可用于医药、绿化、饲用、食品加工、纤维和化工等领域，具有很大的开发潜力。

Frontier · Focus

前沿 · 关注



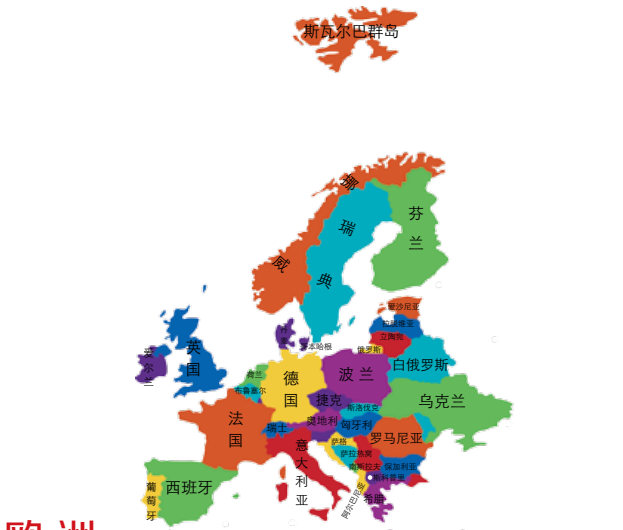
亚洲

WWF 报告称中国生态足迹总量全球最大

世界自然基金会不久前发布的一份《中国生态足迹报告 2012》中指出，中国是目前全球生态足迹总量最大的国家，人均生态足迹大约是中国生态承载力的两倍多。这其中，固定资产投资和消费扮演着重要的角色：自 2003 年以来，人均资源消费成中国生态足迹增长的主导因素；2008 年，中国 38% 的生态足迹源于固定资产投资的资源需求。

随着快速的城镇化，中国将面临更为严峻的生态足迹挑战。在城镇化过程中，中国如何选择生产、消费和发展方式，如何在实现经济增长的同时实现长期而可持续发展的和谐发展，将对其未来乃至世界产生重要影响。

《报告》指出，随着城市足迹的扩展和供应链的复杂化，城市居民的消费模式在不知不觉中对环境造成了重大损害。而由消费带来的废弃物更是城市生态足迹增长的重要原因，因此，城市需要实施废弃物管理，以可持续的方式处理废弃物，减少生态足迹。一方面，要减少废弃物，避免废弃物容纳空间超载，另一方面，要转变视角，变废为宝。废弃物以生产沼气、集中供热、堆肥、灌溉等回收方式进行再利用。先进的废弃物解决方案包括：利用废弃物能源，利用湿地提供食物，利用回收中心产生经济效益和社会效益。



欧洲

欧洲绿色能源补贴集体下滑

据彭博社数据，2005 年至今，欧盟国家已向可再生能源项目投资 6000 亿欧元（约合 8820 亿美元），旨在提高绿色能源的市场竞争力，降低碳排放，减少气候变化对环境的威胁。

如今，在欧洲经济不景气的背景下，大多数欧盟成员国不再像从前那样“拥护”可再生能源，或削减财政补贴，或出台税收政策。

捷克就是其中之一。7 月末，捷克政府通过了结束可再生能源补贴的立法草案。太阳能将成为补贴削减的第一批项目，法案将于 2014 年初开始生效，届时新的太阳能和生物沼气电站将不再享有补贴。目前，该法案已获得了特别内阁会议批准，10 月将提交给捷克议会。

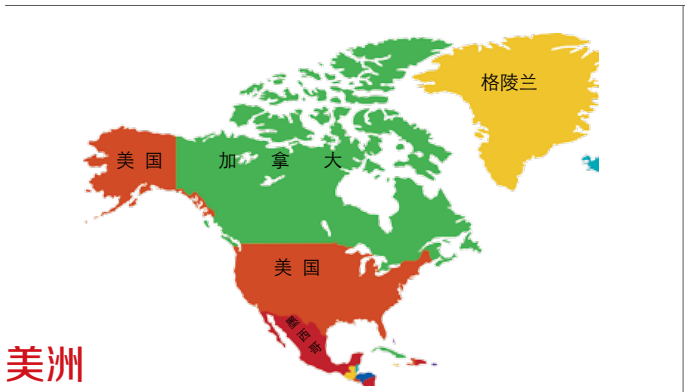
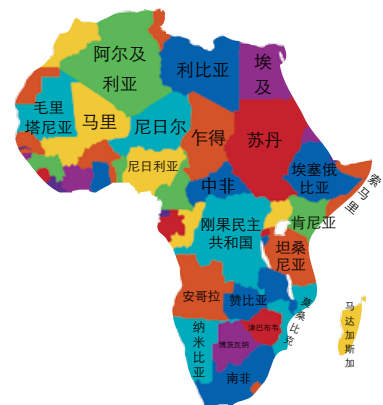
除了捷克，德国、西班牙等绿色大国也对可再生能源补贴有点消化不良。欧盟委员会也暗中拖延可再生能源议程，他们现已接受了整个欧洲大陆的欧盟能源价格提高的事实。欧盟委员会暗示，欧洲计划通过支持发展更为廉价的包括页岩气在内的化石燃料来恢复价格竞争力，同时全面削减可再生能源补贴。

非洲

非洲气候大会将在坦桑尼亚召开

为应对气候变化，非洲国家做出了不同程度的努力。10 月 15-18 日，2013 非洲气候大会将在坦桑尼亚达累斯萨拉姆大学召开。

非洲特殊的自然环境和以农业为主的经济发展模式使其更易受气候变化的影响。6 月 19 日，世界银行发布报告《降低热度：极端气候、区域性影响与增强韧性的理由》，研究发现，如果全球气温升高 1.5° C 至 2° C，撒哈拉以南非洲地区 40% 至 80% 的耕地将因干旱不再适宜耕种玉米、小米和高粱；如果全球温度升高 4° C，到本世纪 80 年代，非洲南部地区年降雨量将减少 30%，二氧化碳浓度上升将诱发非洲大草原的草本植物向木本植物演变，食草家畜饲料进一步减少，牧场生态系统将由此改变。气候变化早已不是单一的环境问题，在应对过程中需要自然科学和社会科学协同“作战”。2013 非洲气候大会期望鼓励科学家和决策者之间建立稳定的伙伴关系，进一步推进未来非洲气候变化的研究议程，制定主流气候信息框架、建立专家网络，及时准确解释并评估农业、食品生产、水资源管理、气候风险管理和适应性规划等方面的行动。



美洲

美政府上调碳排放社会成本指数惹争议

奥巴马政府于数月前进行了一项鲜少人知却对其气候政策而言十分重要的举动：上调美国官方使用的二氧化碳污染引起的经济损失指数。

由来自 11 个美国政府机构的技术专家小组在第一次评审后即上调了这一被称为“碳排放社会成本”的指数。从 2010 年起，该指数就被美国政府的许多机构用于测算新的管理条例所产生的经济效应。

按照最新发布的碳排放社会成本指数，到 2020 年，每排放一吨碳所产生的社会成本为 43 美元，比之前的评估上涨了 58%。美国政府每两年对碳排放社会成本指数进行一次评审。

指数的上调将有利于美国环保局和其它联邦机构采取更严厉的措施限制碳排放量，因为它意味着这些措施会带来更大的社会收益。

奥巴马气候政策的反对者们将矛头对准了碳排放社会成本指数。他们认为，它的计算方式和方法都含糊不清。

当奥巴马着手进行下一步气候行动计划，针对这一指数的反对之声将更加强烈。



大洋洲

澳大利亚前总理陆克文计划在 2014 年终止碳税

澳大利亚前总理陆克文日前宣布，将于 2014 年 7 月终止固定价格的碳税，但是依照工党的碳排放定价法，碳减排目标可能要高于在 2020 年之前减排 5% 的初始目标。

据英国《卫报》报道，“终止碳税”将使商业界和众多家庭卸下“高碳价之重”，碳价从明年 7 月开始，将从之前规定的 25 澳元的固定价格（2014~2015 年）转变为浮动价格，陆克文政府声称届时碳价大约在 6 澳元左右，预计一年之后平均每个家庭将会每年节约 380 澳元开支。

宣布终止碳税的同时，陆克文政府麾下的财政部长克里斯·鲍恩和气候变化大臣马克·巴特勒公布了总值达 39 亿澳元的一揽子削减开支预算举措，以抵消由于碳价下跌所导致的 38 亿澳元财政亏空。具体举措将包括减少燃煤电厂补贴、设定公司用车福利附加税新规则等。陆克文政府尚未对基于固定碳价已然发放的家庭补助进行改革，对可再生能源的补贴花费也未被纳入削减开支预算举措中。



潘基文敦促加快实现千年发展目标步伐

潘基文秘书长在联合国经济及社会理事会 2013 年度高级别会议上正式发布了《2013 年联合国千年发展目标报告》并致辞指出，目前各国已经实现或基本实现了包括到 2015 年将极端贫困人口减半、提供安全饮用水以及抗击疟疾、结核病等千年发展目标的关键目标，但仍然面临环境、生物多样性流失、婴幼儿死亡居高不下等严重挑战。

潘基文说：“事实上，千年发展目标是历史以来发展工作领域最伟大的创新之一。目前，有两项重要工作摆在我们面前。首先，在距实现千年发展目的最后期限还有不到 1000 天之际，我们必须加快这一进展；其次，我们必须以消除贫困和（实现）可持续发展为核心制定一个 2015 年后的发展议程。”

潘基文表示，目前全世界仍有近 40% 的人口用不上电，依赖可产生有毒烟尘的传统生物燃料获取能源；此外，人类需要将粮食产量至少提高 70%，才能满足不断增长的人口需求；与此同时，包括移动电话在内的通信、交通、医药等领域的创新也为促进世界在实现可持续发展方面展示出了新的前景。

潘基文强调，创新在解决相互关联的全球性发展问题方面发挥着关键性的作用，一个成功的发展战略必须构建能够解决地方性挑战和促进增长的广泛创新能力。



粮农组织报告：食物浪费可对环境造成严重危害

全世界每年浪费的食物高达 13 亿吨，约占粮食生产总量的三分之一。这不仅导致世界经济蒙受巨大损失，更给人类赖以生存的自然资源造成了不必要的严重危害。这是联合国粮农组织发布的一份最新报告的主要内容。

粮农组织和环境署在 9 月 11 日发布的这份名为《食物浪费足迹：对自然资源的影响》的报告中，首次从环境的角度出发，对全球食物浪费进行了分析。报告指出，全世界每年生产但未被食用的粮食所耗用的

水相当于伏尔加河年流量的三倍，而生产这些粮食所排放的温室气体高达 33 亿吨。除了上述环境影响之外，不包括鱼和海鲜在内的食品浪费每年造成的经济损失高达 7500 亿美元。

根据报告，食物链上的食品浪费出现得越晚，造成的环境后果就越严重，因为在加工、运输、储存和烹制过程中所产生的环境成本必须计入初始生产成本。据统计，世界 54% 的食物浪费发生在“上游”，即生产、收获后处理和储存环节，其余 46% 发生在“下游”，即加工、流通和消费阶段。从总的趋势看，在发展中国家，粮食损失更多地发生在农业生产过程中，而在中等收入和高收入国家，零售和消费环节的食物浪费通常较高，占浪费总量的 31 至 39%，而低收入地区为 4 至 16%。

报告还就如何在食物生产的各个环节减少粮食损失和浪费提出了以下三点建议：首先应考虑减少食物浪费，以避免使用自然资源生产不必要的粮食；其次，针对食物过剩问题造成的浪费，应寻找二级市场或捐赠多余食物养活社会贫困人口；再次，在无法实现再利用的情况下，应尝试通过制作肥料、焚烧等循环利用方式，从食物废料中回收部分能量和养分。



SPECIAL REPORTS

专题报道



Berlin High-level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements

联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛

本期专题报道聚焦于联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛，将从七个方面为读者展示一系列具有前瞻性的会议成果、重要演讲以及嘉宾观感等精彩内容，供决策者、企业家和专业人士参考借鉴，希望读者能从中感受到可持续发展的别样魅力与广阔前景。

- 1. 会议综述 Comprehensive Report
- 2. 成果汇编（征求意见稿） Outcomes (Exposure Draft)
- 3. 重要演讲 Keynote Speech
- 4. 精要纵览 Speech Summary
- 5. 对话撷英 Dialogue Essence
- 6. 荣誉榜 Honor List
- 7. 参会观感 Representatives' Impressions

注：本栏目标有红色圆点的照片为 Andreas Schwarz 所摄
Note: In this column, photoes with red dot are shooted by Andreas Schwarz

COMPREHENSIVE REPORT 会议综述

IMPLEMENTING RIO+20 DECISIONS PROMOTE THE DEVELOPMENT OF SUSTAINABLE CITIES AND TRANSPORT

-BERLIN HIGH-LEVEL DIALOGUE ON IMPLEMENTING RIO+20 DECISIONS ON SUSTAINABLE CITIES AND
URBAN TRANSPORT & 2013 GLOBAL FORUM ON HUMAN SETTLEMENTS SUCCESSFULLY HELD

践行“里约+20”决议 推动可持续城市与交通发展

——联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛成功举办

联合国可持续发展大会（“里约+20”峰会）于 2012 年 6 月 13-22 日在巴西里约热内卢市成功举办，一百多个国家的政府首脑和五万多名来自世界各地的代表出席会议及相关活动。会议重新确立了可持续发展这一普世原则，通过了《我们憧憬的未来》的决议和成果文件，作为纲领指导实践。在联合国可持续发展大会成功举办一周年之际，联合国可持续城市与交通柏林高层对话暨 2013 全球人居环境论坛于 19 日在德国柏林市 EUREF 园区隆重举行。作为后里约+20 的重要活动，本次会议由联合国经济和社会事务部（UNDESA）、联合国人类住区规划署

Taking place in Rio de Janeiro, Brazil on 13-22 June 2012, the United Nations Conference on Sustainable Development (Rio+20), along with its associated events drew together the heads of State and Government from over 100 countries and some 50 thousand delegates from around the world. Rio+20 established the universal principle of sustainable development, and adopted the outcome document The Future We Want to serve as a guideline for implementation in the decades to come.

Right on the anniversary of Rio+20, Berlin High-Level Dialogue on Implementing Rio+20 Decisions

（UNHABITAT）、联合国环境规划署（UNEP）、全球人居环境论坛理事会（GFHS）、国际地方环境行动理事会（ICLEI）、德国联邦环境署（UBA）、德国交通改革和城市出行研究中心（InnoZ）等共同组织，围绕“贯彻里约+20 决议，实现我们憧憬的未来”的主题展开相关议题。

我们正处在一个空前、快速且不可逆转的城市化时代。可持续城市和交通对消除贫困、发展绿色经济和实现可持续发展发挥着至关重要的作用。“里约+20”峰会号召国家和地区政府支持发展可持续交通系统，其中包括高效能、多模式交通系统，特别是公共大众交通系统，清洁能源和清洁

on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements, as one of the most important events in the post-Rio+20 era, grandly kicked off at EUREF Campus, Berlin, Germany, on 19-21 June 2013. It was co-organized by the United Nations Department of Economic and Social Affairs (UNDESA), United Nations Human Settlements Programme (UN-HABITAT), United Nations Environment Programme (UNEP), Global Forum on Human Settlements (GFHS), Local Governments for Sustainability (ICLEI), German Federal Environment Agency-Umweltbundesamt (UBA), Innovation Center for Mobility and Societal Change (InnoZ), etc. The conference extended its relevant agenda centering around the theme of “Implementing Rio+20 Decisions and Achieving the Future We Want”.

We are now living in an era of unprecedented, rapid and irreversible urbanization. Building sustainable cities and creating sustainable transport systems become pivotal in eliminating poverty, developing green economy and achieving sustainable development. Rio+20 called on both national and local governments to support the development of sustainable transport systems, including energy efficient, multimodal transport systems, notably public mass transportation systems, clean fuels and clean vehicles, as well as improved transportation systems in rural areas (*Para. 133 of the outcome document “The Future We Want”*). Rio+20 further emphasized the importance of increasing the number of metropolitan regions, cities and towns that are implementing policies for sustainable urban planning and design in order to respond effectively to the expected growth of urban populations in coming decades. Rio+20 also recognized the important role of municipal governments in setting a vision for sustainable cities, from the initiation of city planning through to revitalization of older cities and neighborhoods, including by adopting energy efficiency programmes in building management and developing sustainable locally appropriate transport systems. (*Para. 136 of the outcome document “The Future We Want”*).

Although the common goals of improving quality of people's life and achieving urban sustainable development are clearly set, yet the actual implementation and realization of “The Future We Want” remain a daunting task. How can Rio+20 decisions be best implemented? Each country and each city will have to draw up an appropriate plan for sustainable development in line with its own needs and get all the stakeholders involved. A greater degree of international information exchange and cooperation will be essential to meet the challenges ahead.



联合国副秘书长暨高级代表吉安·阿查里亚
Gyan Acharya, Under-Secretary-General and
High Representative of the United Nations

机动车，以及改善农村的交通系统（见文件第133段）。“里约+20”峰会强调“必须使更多大都会地区和市镇实施可持续城市规划和设计政策，以有效应对未来数十年城市人口的预期增长。在制定可持续城市愿景方面，从启动城市规划直至振兴老城市和老街区，市政府都发挥重要作用，包括在建筑物管理方面采纳提高能效方案，以及发展适合本地的可持续运输系统。”（成果文件136段）。

虽然改善生活质量、实现城市可持续发展作为共同目标非常明确，但实践并实现“我们憧憬的未来”仍然任重道远。如何最大程度践行“里约+20”峰会决议？每一个国家和城市都要结合自身需求，调动所有利益相关者的积极性来制定和实施适合自身的可持续发展方案。更大程度的国际间信息交流和合作是应对挑战的核心所在。

联合国可持续城市与交通（柏林）高层对话暨2013全球人居环境论坛为有关国家、地区乃至全球的利益相关者、政策制定者、专家及私营部门代表之间的信息交流和磋商提供了一个对话平台，深入探讨和分享促进城市和交通可持续发展的政策、措施和成功途径，确立和推广最佳范例，促进能力建设和国际间的经验交流，特别是发展中国家，以推动可持续发展的全球行动和实施我们在里约许下的共同承诺；同时，本次对话也将为联合国制定2015年后的“可持续发展目标（SDGs）”以及为举办“高级别的可持续发展政策论坛首届会议”做出积极的贡献。

来自40多个国家、90多个城市的近400位代表出席此次会议。重要嘉宾包括：联合国副秘书长暨高级代表吉安·阿查里亚，德国联邦环境署主席约亨·弗兰斯巴特，全球人居环境论坛主席、前联合国副秘书长暨高级代表安瓦尔·乔杜里大使，勃兰登堡州环境健康和消费者保护部秘书长



我们需要采用整体性和一体化规划，城乡要密切衔接，要建立一个普通市民可以负担得起的交通体系，保障人们不用私家车也可以上班。

We need to adopt unitary and integrative planning, closely connecting urban and rural areas. We need to build a transportation system which is affordable for ordinary citizens and ensure citizens to commute without using private cars.



Thus, the Berlin High-Level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport and 2013 Global Forum on Human Settlements is aiming to provide a dialogue platform for stakeholders, policy-makers, experts and representatives of private sectors from relevant countries, regions and even from all across the world, to make in-depth explorations and share policies, initiatives and successful experiences in promoting the development of sustainable cities and transport. The best practices are identified and disseminated to facilitate capacity building through international exchanges, particularly among developing countries to push for a global action for sustainable development and implement the joint commitments we made at Rio+20. Meanwhile, the conference contributed positively to the new Sustainable Development Goals (SDGs) to be set up by the United Nations in 2015 and the convening of the first session of High-Level Political Forum for Sustainable Development.

The conference attracted nearly 400 delegates from 40 countries and over 90 cities. Major guests include: Gyan Acharya, Under-Secretary-General and High Representative of the United Nations; Jochen Flasbarth, President of German Federal Environment Agency (UBA); Ambassador Anwarul K. Chowdhury, Chairman of Global Forum on Human Settlements (GFHS) and former Under-Secretary-General and High Representative of the UN; Almuth Hartwig-Tiedt, Secretary of State of the Ministry of Environment, Health and Consumer Protection of the Federal State of Brandenburg; ministerial officials from Germany, India, Sri Lanka, Colombia, Kenya and other relevant countries; officials from the United Nations, the World



德国联邦环境署主席 约亨·弗兰斯巴特
Jochen Flasbarth, President of German Federal
Environment Agency (UBA)

阿尔穆什·哈特维格·提特，德国、印度、斯里兰卡、哥伦比亚、肯尼亚等相关国家的部长级官员等，联合国和世界银行等国际组织官员，还有泰国曼谷市、巴西里约市、印度新孟买市、乌克兰利沃夫市、美国圣塔莫尼卡市、约旦安曼市等来自各大洲的60多位城市市长或政府高级代表，以及知名专家学者、国际组织和西门子、施耐德、博世、戴姆勒、丰田等跨国公司代表等。来自中国的政府官员和企业代表、专家学者等共50余人应邀出席会议。

在对话开幕式上，联合国副秘书长吉安·阿查里亚首先转达了秘书长潘基文对本次会议的祝词：“合理使用土地和提高交通运输系统效率有助于保护环境，也有助于通过提供就业、市场、商品和服务等便利条件加强城乡联系，提高农村地区的生产力。可持续城市和交通是赋予人民权利和保护地球的核心举措。”

吉安·阿查里亚指出，Rio+20确定我们必须长期合作，在



全球人居环境论坛主席、前联合国副秘书长
暨高级代表安瓦尔·乔杜里大使
Ambassador Anwarul K. Chowdhury, Chairman of GFHS and
Former Under-Secretary-General and High Representative of the UN

Bank and other international organizations; and more than 60 city mayors and governmental senior representatives from Bangkok Thailand, Rio de Janeiro Brazil, Mumbai India, Lviv Ukraine, Santa Monica USA, Amman Jordan and some other cities in different continents, as well as representatives of renowned experts and scholars, international organizations and multinational enterprises, and multinational corporations such as Siemens, Schneider, Bosch, Daimler, and Toyota. A delegation consisting of over 50 government officials and business representatives, experts and scholars from China were also invited to attend the conference.

At the Dialogue's opening ceremony, Gyan Acharya, UN Under-Secretary-General first conveyed Secretary-General Ban Ki-moon's congratulatory statement for the conference: "Better land use and more efficient transport



中国电力新能源发展有限公司董事局主席李小琳介绍“绿色健康城市”项目
Ms. Li Xiaolin, Chairman, China Power New Energy Development Company
Limited (CPNE), Hong Kong, China Introduces the "Green Health City" Project



施耐德电气现场展示其智能城市智能电网项目
Schneider Electric Shows Its Smart City and
Smart Grid Project



联合国经济与社会事务部可持续发展司司长尼克尔·赛斯
Mr. Nikhil Seth, Director, UN DESA Division for Sustainable Development



全球人居环境论坛秘书长吕海峰
Mr. Lu Haifeng, Secretary-General of Global Forum on Human Settlements

所有国家实现可持续发展，其中城市是核心。我们需要采用整体性和一体化规划，城乡要密切衔接，要把老年人、年轻人、包括边缘化的人群都融入进来，交通安排要保护弱势群体，防止私家车占有过大的空间，避免 CO₂ 排放的上升，要建立一个普通市民可以负担得起的交通体系，保障人们不用私家车也可以上班。建立稳固的全球关系，互相交流范例经验，落实和改善技术。柏林是一个合适的对话所在。我们今天的决定将影响未来。

2013 全球人居环境论坛是本次会议的重头戏。开幕式由全球人居环境论坛主席、前联合国副秘书长暨高级代表安瓦尔·乔杜里大使主持。全球人居环境论坛秘书长吕海峰、联合国经济与社会事务部可持续发展司司长尼克尔·赛斯、联合国环境规划署可持续消费和生产部部长阿拉布·霍巴拉、ICLEI 欧洲秘书处负责人沃尔夫冈·托伊布纳代表各主办方分别致辞，对全球人居环境论坛年会首次在欧洲成功举办表示祝贺，对 GFHS 在宣传贯彻“里约 +20”成果决议、甄选和推广全球性最佳范例以及支持联合国议程等方面所做的贡献表示赞赏，并就加强中欧城市伙伴合作、进一步深化推广里约 +20 决议、促进更多城市和企业行动起来等议题提出了建议。会议以“可持续城市发展与生态城市倡议和最佳范例”为主题，联合国环境规划署可持续消费和生产部部长阿拉布·霍巴拉首先分享了联合国环境规划署发起的“全球资源高效型城市倡议”，旨在通过减少资源消耗、能源消费和废弃物产生，通过保护生态系统服务来提高城市地区的生活质量，尤其是城市快速增长的发展中国家，该倡议鼓励吸纳全球城市积极参与，联合国环境署将和合作伙伴为其提供技术和策略支持。其后，欧洲、美洲和亚洲的城市市长、企业领袖和知名专家也踊跃发言，分享自己贯彻“里约 +20”决议、创建最佳范例的方案和经验，会中互动热烈，与会代表很受启发，形成了重要的共识。

systems help protect the environment, and they also enhance urban-rural connection and productivity of rural areas by improving access to jobs, markets, goods and services. Sustainable city and transport is central to empowering people and protecting the planet."

Mr. Gyan Acharya pointed out that Rio + 20 ensured a long-term cooperation for us to achieve sustainable development in all countries, for which cities play a central part. We need to adopt unitary and integrative planning, closely connecting urban and rural areas, integrating the elderly, young people, including the marginalized groups in the programme. Transport arrangements should protect the vulnerable groups, prevent private cars from occupying too much space and control the increase of CO₂ emissions. We need to build a transportation system which is affordable for ordinary citizens and ensure citizens to commute without using private cars. We need to build stable global partnerships to exchange experience with each other, to implement and improve the technology. Berlin is an appropriate place for dialogue. Our decisions today will make a difference for the future.

The 2013 Global Forum on Human Settlements is one of the most highlighted big-pictures of the conference. The Opening Ceremony was hosted by Ambassador Anwarul K. Chowdhury, Chairman of Global Forum on Human Settlements (GFHS) and former Under-Secretary-General and High Representative of the UN; Lu Haifeng Secretary-General of Global Forum on Human Settlements; Nikhil Seth, Director of the Division for Sustainable Development, UNDESA; Arab Hoballah, Chief of the Sustainable Consumption and Production Branch in the Division of Technology, Industry and Economics of UNEP; Wolfgang Teubner, Managing



柏林和勃兰登堡州协同成立规划部门对交通进行统一部署，这在德国也是首例，成效显著。

Berlin City and Brandenburg State jointly established a planning department for unified deployment, which is a pioneering practice in Germany.



会议期间，柏林市政府和勃兰登堡州政府官员介绍了柏林城市交通及电动出行范例经验，如强调多模式交通之间良好地接驳，一卡通用；把城市规划、交通等整合到一个综合性部门城市发展部来统一管理，柏林和勃兰登堡州协同成立规划部门对交通进行统一部署，这在德国也是首例，成效显著；重视能源转型和智能电网建设；成立电动交通局 eMO，大力发展电动交通，建立电动出行示范点进行推广，大规模建设充电设施，发展电动自行车项目等；当前柏林 45% 的家庭没有私家车，2/3 的人采用绿色出行，电动汽车数量为 1200 辆，220 个公共充电站；柏林到 2025 年的出行方式比例目标为私家车 25%、步行 28%、自行车 18%、公交 29%。中国电力新能源发展有限公司董事局主席李琳暨其国际合作团队分享了选址中国海南省的“绿色健康城市项目”的先进理念、技术和国际合作模式，获得与会人士的赞誉。来自中国的观澜湖集团代表向大会介绍了观澜湖旅游度假区践行里约 +20 决议、建设全球低碳生态景区的成功经验以及所产生的、良好的经济社会效益，引发广泛关注。会议还举办了两场对话，第一场以“城市发展和交通规划中实施多方合作，实现多赢局面”为主



与会嘉宾试乘试驾电动车 Guests test drive the e-bike

Director of International Council for Local Environmental Initiatives (ICLEI) European Secretariat. They delivered speeches respectively on behalf of each of the co-organizers. They congratulated on the successful debut of the Global Forum on Human Settlements annual conference in Europe, and spoke highly of GFHS's contributions to disseminating and implementing Rio + 20 decisions, selecting and promoting global best practices and supporting the UN agenda. They brought forward their suggestions on strengthening the partnerships between Chinese and European cities, further deepening the dissemination of Rio + 20 decisions, facilitating more cities and enterprises to get into action. The Forum themed on "Sustainable Urban Development and Ecological Cities Initiatives and Best Practices", and Arab Hoballah, Chief of the Sustainable Consumption and Production Branch in the Division of Technology, Industry and Economics of UNEP took the lead to share the "Global Initiative for Resources Efficient Cities" launched by the UNEP. The objective of the initiative is to enhance the quality of life in urban areas, in particular in rapidly growing cities in developing countries, while minimizing resource extraction, energy consumption and waste generation, while safeguarding ecosystem services. It encourages global cities to get the active participation, and UNEP and its partners will assist them by providing technical and policy support. Following that, city mayors, business leaders and famous experts from Europe, America and Asia also spoke enthusiastically, sharing their experiences and programmes of implementing Rio+20 decisions and creating best practices. Speakers were promptly interacted with the audience and the delegates were largely inspired, and reached a significant consensus.

At the conference, officials from Berlin Municipal Government and Brandenburg State Government introduced the experience on the city transportation and best practices of electric mobility in Berlin. Among many things, they emphasized on the good connection between multimodal transportations by using the One-Card; they made remarkable achievements by integrating city planning, transportation and the like into a comprehensive agency of municipal development department for unified management while Berlin City and Brandenburg State jointly established a planning department for unified deployment, which is a pioneering practice in Germany; they attaches great importance to energy transformation and smart grid building; they set up the electric transport bureau (eMO) to vigorously develop electric transportation, build electric travel demonstration centers for further encouragement, construct charging facilities in a large



作为一项已经在联合国秘书处注册备案的、“里约+20”峰会的重要成果，国际人居环境范例新城（IGMC）倡议是一个高起点的国际低碳城镇建设计划，得到联合国环境规划署（UNEP）和众多国际组织和机构的大力支持。

As a project registered at the UN Secretariat and an important commitment to Rio+20, IGMC is supported by UNEP and many international organizations and associations, it has become a pilot project for low carbon city building with high starting point.



题，7位来自多个发展中国家的部长、市长和企业领袖展开了精彩讨论；第二场围绕“迈向低碳城市”话题，由来自美国、日本和德国等发达国家的城市市长或代表参与。对话观点精彩新颖，高屋建瓴，案例富于前瞻性，可操作性强，有很好的启迪和激励作用。会议取得了丰富的成果，将会提交到联合国，为制定2015后的可持续发展目标等提供借鉴。有关内容也将会在联合国网站和GFHS网站上公布。

在大会众多的倡议和范例中，由全球人居环境论坛发起的国际人居环境范例新城（IGMC）倡议受到与会代表关注。作为一项已经在联合国秘书处注册备案的、“里约+20”峰会的重要成果，国际人居环境范例新城（IGMC）倡议是一个高起点的国际低碳城镇建设计划，得到联合国环境规划署（UNEP）和众多国际组织和机构的大力支持，其主要特点是低碳城镇建设和绿色经济结合、和文化结合，将率先在中国等发展中国家启动。IGMC是配合联合国和全球应对气候变化、可持续土地开发和新型城镇化的新探索，是推动低碳产业快速发展的强力引擎，也是传承人居环境文化的舞台。由中外50多位专家参与编著的IGMC标准包含十二项原则以及相应的策略和措施，并设计了评分系统，以指导IGMC规划建设。IGMC试点项目将首先在中国实施，成为践行里约+20决议、引领新型城镇化的范例行动。

20日晚的“2013全球人居环境奖颁奖典礼”令人瞩目。“全球人居环境奖”由全球人居环境论坛（GFHS）理事会发起主办，已经在中国、美国和巴西连续举办了七届，获奖单位遍及全球。本届颁奖由联合国环境规划署及联合国经济和社会事务部联袂支持，更具影响力。通过长达半年的

scale, and develop electric bicycle project etc.; currently in Berlin, 45% of the households has deprived of private cars, two-thirds of the citizens choose green mobility, and the city has 1200 electric vehicles with 220 public charging stations at their service; the goal for transport modes in Berlin by 2025: private cars 25%, walking 28%, cycling 18% and public transportation 29%. Another best practice that gained the participants' commendation was from China. Li Xiaolin, President of China Power New Energy Development Company Limited and her international cooperation team shared their advanced concept, technology and the international cooperation model for the "Project of Green and Healthy City" located in Hainan province. Also, delegates from Mission Hills Group, China introduced how they implemented the Rio + 20 decisions by building the Mission Hills Resort, and they shared the successful experience of building the world-class low-carbon ecological scenic spot, and the economic and social benefits it generated, --that duly caused wide concern too. Additionally two dialogues were held at the conference. The first one proceeded with the theme "Conducting Multilateral Cooperation for Urban Development and Transportation Planning, Achieve Win-Win Situations", 7 ministers, majors and business leaders from several developing countries shed fresh light on the topic. The second is centered on the topic of "Marching toward Low-Carbon Cities", and it was carried out by city mayors and representatives from such developed countries as the USA, Japan and Germany. The points of view in their dialogue were fascinatingly novel and strategically advantageous, and the cases they presented



获奖单位与颁奖嘉宾集体合影 Group Photo of the Awarders and Awardees

严格评审和激烈角逐，一批世界范围内杰出的范例荣膺桂冠。葡萄牙欧利亚斯市、中国长沙市、日本横滨市获得“全球绿色城市”殊荣，中国周庄镇获得“全球绿色城镇”荣誉。美国加州圣塔莫尼卡低碳度假城市项目、中国观澜湖度假区（深圳·海口·东莞）获得“全球低碳生态景区”荣誉。来自中国的中粮·御岭湾住区、华中·国宅华园、成都文华东方和阿玛尼文化艺术综合体项目因其杰出表现而获得“全球人居环境示范建筑（住区）”奖。此外，德国黑森林生物能合作社获得“低碳生物能项目最佳范例”表彰。会议的举办地、有“电动出行先锋，明日智慧城市”美誉的德国柏林EUREF园区获得“全球城市更新最佳范例”。美国新城市主义领军人物安德雷斯·杜安伊由于其在可持续城市理念和规划实践中的历史性地地位和影响而荣膺“全球人居环境杰出贡献奖”。全球人居环境论坛主席、前联合国副秘书长暨高级代表安瓦尔·乔杜里大使、联合国经济和社会事务部可持续发展司司长尼克·赛斯、联合国环境规划署可持续消费和生产部部长阿拉布·霍巴等嘉宾热情地为获奖者颁了奖杯，现场气氛热烈，掌声如潮。这些赢家们用实际行动把“建设可持续的人居环境”落到了实处。他们是践行里约+20峰会决议的最好榜样，激励着更多的人朝着我们憧憬的未来不断努力前行。

会议期间，主办方组织与会嘉宾实地考察了柏林电气化高速公路示范轨道、市中心电动车共享设施与服务、柏林能源效率典范之家项目。此外，作为本次论坛的延伸，全球人居环境论坛理事会还组织部分中国代表对汉堡、哥本哈

were forward-looking and operable. Their talks were full of positive enlightenment and incentive effect. The conference achieved fruitful results, and they will be submitted to the United Nations to serve for reference of setting up the Post-2015 Sustainable Development Goals. Relevant information will be publicized on the website of the United Nations and the website of GFHS.

Among many of the conference's initiatives and practices, the International Green Modern City (IGMC) project launched by GFHS attracted a lot of attention from the delegates. As a project registered at the UN Secretariat and an important commitment to Rio+20, IGMC is supported by UNEP and many international organizations and associations, it has become a pilot project for low carbon city building with high starting point, mainly featuring with the combination of low-carbon city building with green economy and with culture. The IGMC Project will be initially implemented in China and other developing countries. IGMC is a new exploration matching up with the United Nations and the whole world's response to climate change, sustainable land development and new-type urbanization. It is a robust engine to rapidly drive the development of the low-carbon industry and a wide-ranging stage to promote the culture of human settlements. The IGMC Standards and Indicators are compiled by some 50 experts from China and abroad, which include 12 principles and corresponding strategies and measures with an authentication rating system to guide IGMC

根等欧洲绿色城市进行专题交流考察。汉堡港口新城市信息中心与哥本哈根市科技与环境发展部专门接待了来访嘉宾，分别举办交流会，围绕城市改造、减缓气候变化以及绿色交通进行陈述，并安排参观其著名的项目。这对与会嘉宾开阔视野，加强能力建设学习，增进与中欧城市间的交流与合作发挥了积极的作用。

本次会议以其高层次的嘉宾规格、前瞻性的理念、务实的范例经验和广泛的代表性，给与会人士带来了丰富的收获和深刻印象，有利于推动和激励更多国家、更多企业、组织和公众积极参与到可持续城市与交通的建设实践中来，为实现城市宜居、交通顺畅、碧水蓝天注入活力，为实现每个人的宜居环境梦想和子孙后代的健康成长提供正能量。

planning and construction. IGMCC pilot project will first be put into practice in China to make true a practical action for implementing Rio+20 decisions and guiding the new-type urbanization.

Coming off on 20th June night, the Medal Presentation Ceremony of 2013 Global Human Settlements Award was also eye-catching. The Global Human Settlements Award was sponsored by GFHS and has been successfully held in China, USA and Brazil for consecutive seven times to date. And its winners can be found all around the world. This year's award presentation is especially supported by the United Nations Department of Economic and Social Affairs (UNDESA), and United Nations Environment



GFHS 欧洲绿色城市考察团
参观德国汉堡的联合利华总部大楼
GFHS European Green City Delegation Visit
Unilever Headquarters



GFHS 欧洲绿色城市考察团在柏林能源效率典范之家项目前合影
Group Photo of GFHS European Green City Delegation in front of Berlin Model Homes of Energy Efficiency

Programme (UNEP), which empowers the award to be more influential. After half a year's rigorous appraisal and intense competition, a group of outstanding models worldwide obtained the crown. Among them, Oeiras Portugal, Changsha China, Yokohama Japan won the laurel of "Global Green City" and Zhouzhuang Town from China received the honor of "Global Green Town". Also, Mission Hills Resort from China (Shenzhen, Haikou, Dongguan), Low-Carbon Resort City Project from Santa Monica California USA won the honor of "Global Low-Carbon and Ecological Scenic Spot". And Yulingwan residential area from China COFCO Group, Central China's Guozhai Garden, and Chengdu Mandarin Oriental and Armani Cultural Complex Project won the title of "Global Human Settlements Model Building (Residential)" for their outstanding performance. Moreover, the German Black Forest Biomass Cooperatives was praised as "Best Practice of Low-Carbon Bioenergy Project". The Berlin EUREF Campus in Germany, which is reputable for being a "Pioneer of Electric Mobility and Smart City of Tomorrow", was updated as "Best Practice of Global Urban Renewal". Andres Duany, a leading figure in the US New Urbanism won the prize of "Global Human Settlements Outstanding Contribution Award" for the historic status and influence among the sustainable urban concepts and planning practices. Ambassador Anwarul K. Chowdhury, Chairman of Global Forum on Human Settlements (GFHS) and former Under-Secretary-General and High Representative of the UN, Nikhil Seth, Director of the Division for Sustainable Development, UNDESA; and Arab Hoballah, Chief of the Sustainable Consumption and Production Branch in the Division of Technology, UNEP enthusiastically presented the prize medals to the winners, which immediately created a warm and festive atmosphere

and waves of applause. These winners turned the initiative of "Building Sustainable Human Settlements" into reality. They are the best practices of implementing Rio+20 decisions, motivating more people to exert continual efforts for the Future We Want.

During the conference, the sponsors organized the delegates and guests to make a field visit to Berlin Electronic Highway Demo Track, City Center Electric Vehicles Sharing Facilities and Services, and Berlin Model Homes of Energy Efficiency and some more projects. In addition, as an extension of the activity, GFHS Board of Directors organized part of the Chinese delegates to visit HafenCity Hamburg, Copenhagen and other green cities in Europe and made thematic exchanges. HafenCity Hamburg, and Copenhagen Municipal Science and Technology and Environment Department hospitably received the visiting guests, and held seminars to talk about city reform, climate change mitigation and green mobility and they made arrangements to visit their famous projects as well. This activity exerted positive effect on facilitating capacity building, broadening horizons, and strengthening the exchanges and cooperation between China and Europe.

The benefit of convening the conference is to motivate and encourage more countries, more enterprises, more organizations and the public to actively participate in the practice of building sustainable cities and achieve sustainable transport systems, to inject vigor for the realization of the livable city, smooth transport system, clear water and blue sky, to provide positive energy for the realization of each one's dream for a livable home and the healthy growth of future generations.

适逢“里约+20”峰会召开一周年，联合国可持续城市与交通（柏林）高层对话暨2013全球人居环境论坛在德国柏林成功召开。此次对话由联合国经济和社会事务部、联合国人类住区规划署、联合国环境规划署、全球人居环境论坛、德国联邦环境署、国际地方环境行动委员会与柏林交通改革与城市出行研究中心共同主办，围绕“实施里约+20决议，实现我们憧憬的未来”展开了相关主题的讨论。来自全球40个国家近400位代表参与了此次对话，包括国家和地方政府的主要决策者、联合国官员、城市市长、公民社会、学术界、金融界、公共与私营部门以及全球行业协会的代表。对话活动共安排了一次大会、两场专题讨论、七场平行会议、一场表彰全球可持续范例的颁奖典礼、一次实地考察和为期三天的展览。

在对话开幕式上，联合国副秘书长吉安·阿查里亚首先转达了潘基文秘书长的贺词，贺词强调：“合理使用土地和

Taking place on the anniversary of Rio+20, Berlin High-Level Dialogue on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements, co-organized by UNDESA, UN-HABITAT, UNEP, GFHS, UBA, InnoZ, and ICLEI, extended its relevant agenda centering on the theme of “Implementing Rio+20 Decisions and Achieving the Future We Want”, and was attended by nearly 400 delegates from 40 countries, including leading policy and decision makers from national and local governments, officials of the UN, city mayors, experts and representatives from civil society, academia, financial institutions, public and private companies, and global professional associations. The Dialogue was comprised of one plenary session, two panel discussions, seven parallel sessions, one award ceremony recognizing global sustainable practices, one study tour and 3-day exhibitions.



Berlin High-level Dialogue on Implementing Rio+20 Decisions
on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements
联合国可持续城市与交通（柏林）高层对话暨2013全球人居环境论坛

OUTCOMES 成果汇总

(EXPOSURE DRAFT) (征求意见稿)

“成果汇总（征求意见稿）”从可持续城市、可持续交通和可持续文化三个方面对嘉宾演讲和讨论内容及最佳范例进行梳理和整合，择其精华，集前瞻性、系统性和可操作性为一体，是指导可持续城市与交通发展的务实指南。也欢迎读者和有识之士提出宝贵建议，使其更加完善。“成果汇总”定稿后将通过主办国送达联合国大会和潘基文秘书长，为制定2015后可持续发展目标提供参考。

会议举办地：德国柏林 EUREF 园区



合理使用土地和提高交通运输系统效率有助于保护环境，也有助于通过提供就业、市场、商品和服务等便利条件加强城乡联系，提高农村地区的生产力。可持续城市和交通是赋予人民权利和保护地球的核心举措。

Better land use and more efficient transport systems help protect the environment, and they also enhance urban-rural connection and productivity of rural areas by improving access to jobs, markets, goods and services. Sustainable city and transport is central to empowering people and protecting the planet.



提高交通运输系统效率有助于保护环境，也有助于通过提供就业、市场、商品和服务等便利条件加强城乡联系，提高农村地区的生产力。可持续城市和交通是赋予人民权利和保护地球的核心举措。”

会议为有关国家、地区乃至全球的利益相关者、政策制定者、专家及私营部门代表之间的信息交流和磋商提供了一个有效的对话平台，深入探讨和分享了促进城市和交通可持续发展的政策、措施和成功途径，确立和推广了一批最佳范例，给与会人士带来了丰富的收获和深刻印象，全球数百家主流媒体采访报道。会议有利于推动和激励更多国家、更多企业、组织和公众积极参与到可持续城市与交通的建设实践中来，对促进能力建设和国际间的经验交流，对于推动可持续发展的全球行动和实施我们在里约许下的共同承诺具有重要的意义。

会议强调，建设更加可持续的城市和交通系统是消除贫困、发展绿色经济和可持续发展的先决条件，也是实现我们所憧憬的未来的关键和基础。这是一项前景光明而又充满挑战的事业，需要政治家的远见，工商业者的社会责任，需要公众参与，需要所有利益相关者的共同努力。

会议形成了一系列丰富的、极具前瞻性和指导性的成果。我们按侧重点不同分为“可持续城市”、“可持续交通”和“可持续文化”三部分，汇总如下，供政策制定者、公共和私营部门以及所有利益相关方参考借鉴。

At the opening ceremony, Gyan Acharya, UN Under-Secretary-General first conveyed the congratulatory statement by Secretary-General Ban Ki-moon. The statement underscored: “Better land use and more efficient transport systems help protect the environment, and they also enhance urban-rural connection and productivity of rural areas by improving access to

jobs, markets, goods and services. Sustainable city and transport is central to empowering people and protecting the planet.”

The Dialogue has provided an effective platform for exchange of information and negotiations among the corresponding countries, regions, global stakeholders, decision-makers, experts, and representatives from public and private sectors. In-depth exploration and sharing was conducted on the policies, measures and successful ways to promote sustainable city and transport, and good and best practices in this regard was identified, which has quite impressed the participants, generated bountiful gains, encouraged the involvement of more countries, enterprises, organizations, and the public in the practices of sustainable city and transportation. It was covered and reported by over 100 global major media. Meanwhile, it has facilitated capacity building through international exchanges of experiences and contributed to the global action on sustainable development and the implementation of our shared commitments in Rio.

The Dialogue emphasized making cities and urban transportation systems more sustainable will be a prerequisite for poverty eradication, a "greener" economy and sustainable development, as well as the key and foundation to create the future we want. It is a cause with grand prospect and daunting challenges, and calls for political foresights, corporate social responsibilities, public engagement and efforts of all the stakeholders.

A succession of prospective and instructive outcomes has been yielded at the Dialogue. We compiled all the results with different focus on the sustainable city, sustainable transport and sustainable culture as follows, thereby providing references for decision-makers, public and private sectors as well as all stakeholders.



一、关于可持续城市 I. Sustainable City

1、预计农村向城市移民会持续增长，到 2050 年全球将有四分之三的人口生活在城市。可持续城市和交通是赋予人民权利和保护地球的核心举措。

2、到 2030 年，我们要实现对所有人都安全、干净和可持续的城市。安全意味着减少犯罪、道路安全和灾后恢复能力。干净的城市意味着合格的空气质量、水质量、卫生设备、保健、消除交通拥堵、改善贫民窟等等。可持续城市涉及到城市的能源使用、水资源利用、循环和再利用、固体垃圾处理等等。最高层面是安全的城市。

我们需要更多紧凑型的城市。人人平等、机会均等也是可持续城市追求的目标。

3、每个城市都应该制定一个适合自己的、得到社会各界市民普遍认可的愿景，并依此制定目标、政策和行动计划。我们鼓励有条件的城市每年发布自己的可持续发展报告或环境报告，这对发展可持续城市具有非常重要的促进作用。

4、所有的大城市与农村之间都存在着问题，但二者之间又存在着密不可分的联系。城市可谓农村的延续体，我们绝不能忽视城市与农村地区的联接，这可以提高农村收入、让农村更集中、消除农村缺陷、去除边缘化、消除不平等。实现可持续发展，仅仅依靠城市是不够的。

5、我们应避免国家间无休止的、狭隘的讨价还价和言多行少，激励地方政府、企业、专业机构和公众率先行动，让

1. The rural to urban migration project is to keep increasing with three quarters of humanity expected to live in the cities by 2050. Sustainable city and transport is central to empowering people and protecting the planet.

2. We should have, by 2030, safe, clean and sustainable cities for all. Safety means to target at crime reduction, road safety, and disaster resilience. Safety means to target at crime reduction, road safety, and disaster resilience. Clean city means air quality, water quality, sanitation, hygiene, ending of congestion, upgrading of slums. Sustainable city is concerned with energy use of the city, water use, recycling and reuse, and solid waste management. The clearest and highest level is to have a safe city. We are willing to have more compact cities. Sustainable city should also pursue the target that everyone is equal and equal opportunity for all.

3. Every city should define a vision that suits its own situation and is widely accepted by all walks of life, and thus establish goals, policies and action plans. We encourage the cities with experiences and advantages to release its annual sustainable development report or environmental statement which will reinforce the promotion of sustainable city.

4. All large cities have their problems with rural areas, but all of them have a strong connection with their surrounding areas, and they can't isolate from them.

全球政策在地方层面率先开花结果。我们需要更加努力，并重新启动地方政府在气候变化方面的角色，以便在下一次的协议中为城市争取更多有利的因素，我们不仅仅是要向城市提出要求，而且需要让资金到位以保证城市获得必要的提升。

6、如果我们要提升城市居民生活质量，我们不应局限在城市范围内寻找解决方案，也需要着眼于国家和区域层面，来应对这些挑战。我们需要培养全局观，统筹谋划，而不仅是从城市开发专家、交通专家或财政专家等任一个专业角度考虑问题。我们应该把城市当成一个系统来看，并且在这个系统内通过多种方式来改善政府进程。我们应该区分公共和私营部门之间的不同责任和负担。

7、通过建立国际合作，我们应有更强的自下而上的观念，看看我们从地区层面能做什么，再把它扩大到全球化层面。我们需要更多本地化的能源、食物、水资源。这不仅更加可持续，而且有助于创收、增加透明度以及对资源的控制制度，调整人口结构，开发潜力，为当地人带来经济收益。

8、通过努力，我们可以控制建筑设计的七股重要的场流：空气、光、水、能量、声音、人和物质，最终设计出全新节能健康的生态建筑。比如向白蚁学习如何控制建筑内部的场流，不要冷暖气就可以保持室内温度舒适和空气清新。借鉴斑马的色彩条纹可以降低建筑表面的温度等。这样的建筑已经诞生，但有待推广。

9、绿色城市与智能城市都离不开新能源和智能电网的基础设施以及现在的信息技术，即云计算系统。新能源应与智能电网相结合，这是新能源走入千家万户的第一步。

10、我们发现目前的主要挑战是缺乏规划，或者规划得不到有效实施。部分发展中国家已开发城市中，约 60% - 80% 的城市没有任何规划，这实在是令人深思。许多发

Cities have to been seen as continuum of rural areas. The connectivity with rural areas cannot be ignored. It can enhance rural incomes, to bring them more centrally, to remove the vulnerabilities, to remove marginalization, to remove inequalities. We cannot solve the situation of sustainability only by cities.

5. We need to avoid the endless and narrow-minded bargaining and empty talk, instead, to mobilize the local governments, corporations, professional institutions and the public to make their first move, and have the global policies come to fruition at the local level first. We should strengthen our efforts to re-launch our local government climate role in order to get a better deal for cities in the next agreement and to not only get demands of cities, but also get the right important magnates in place that allow cities to achieve the necessary improvements.

6. If we are to improve urban quality of life, we need look beyond the city boundaries and confront these challenges also on the national and regional level. We need get a step to get overall thinking, not thinking on an urban development specialist, to transport specialist, to financing specialist. We have to work further understanding the city as a system, and the necessary needs many ways to improve the government process within the systems. We need to differentiate the share of responsibility between the public and private sector and burden sharing.

7. We should maybe have a stronger bottom-up perspective by building this international cooperation, and see what we can do from the local level, and scale it up to bring it together globally. We have to know that we need much more energy, food, water source locally, this is not only to say this is more sustainable, but it also helps to generate income, transparency, control of every resource, adjust with population, and potential, even economic benefits for the local population.

8. We can manage the seven important flows of buildings, including air, light, water, energy, sound, people and material, and finally work out the brand-new ecological green buildings. For example, we can learn from the termite how to control the air flow inside the building to obtain a comfortable temperature and fresh air, and the simulation of zebra stripes can lower the temperature on the surface of buildings, and so on. Such buildings are already being constructed, but they need to be further promoted.

9. Green cities and smart cities are inseparable from the new energy and smart grid infrastructure and the current information technology, namely cloud computing system. The first step for the new energy into millions of



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展中地区的城市都有机会来克服或避免发达国家所犯的错误，新兴的城市有很好的机会来避免这些规划的错误。

11、GFHS 会同联合国环境规划署（UNEP）等机构在联合国总部发起的国际人居环境范例新城（IGMC）倡议，对于可持续城市具有很好的启示。作为“里约 +20”峰会的重要承诺成果，IGMC 的主要特点是低碳城镇建设和绿色经济相结合、和文化相结合，是配合联合国和全球应对气候变化、可持续土地开发和新型城镇化的新探索。IGMC 标准包含十二项原则以及相应的策略和措施，并设计了评分系统，以指导 IGMC 规划建设，从而促进了政府、私营部门和其他社会机构的新型合作模式。这十二原则包括：净零碳，零废弃物，可持续的环境，绿色规划与设计，绿色交通和联系，绿色基础设施，绿色建筑，绿色经济，绿色生活，和谐社会，可持续的文化与遗产，智慧社区。IGMC 将率先在中国等发展中国家启动，目前已经有两个中国城市政府率先签署了 IGMC 试点项目落户协议。

households is to combine new energy with smart grid.

10. What are the major challenges which we found out during our discussion is the absence of planning or the planning failed to be implemented effectively. Among the cities in some developing countries, about 60%-80% of them have developed without any planning at all. Many cities in developing regions have the chance to overcome to avoid the mistakes made in countries in

the north, so emerging cities have a really good chance to avoid planning mistakes.

11. Working with world organizations including UNEP, GFHS launched the International Green Modern City (IGMC) project at United Nations headquarters. IGMC serves as an inspiration for the sustainable city. As an important commitment to Rio+20, IGMC mainly features with the combination of low-carbon city building with green economy and with culture. IGMC is a new exploration matching up with the United Nations and the whole world's response to climate change, sustainable land development and new-type urbanization. The IGMC Standards and Indicators include 12 principles and corresponding strategies and measures with an authentication rating system to guide IGMC planning and construction, thereby bringing out the new model of cooperation among governments, private sectors and other social institutions. The principles are: Net Zero Carbon, Zero Waste, Sustainable Environment, Green Planning and Design, Green Transportation& Linkage, Green Infrastructure, Green Building, Green Economy, Green Living, Harmonious Society, Sustainable Culture and Heritage, Smart Community. The IGMC Project will be initially implemented in China and other developing countries. Till now, two cities in China have signed the framework agreement on the IGMC pilot project.





会议现场展示的试乘试驾电动车 Test drive E-cars exhibited at the conference venue

二、关于可持续交通 II. Sustainable Transport

1、我们终生都在改善出行模式，不参与出行很快会导致不公正的社会排斥。出行的社会公正性要求所有人愿意与他人分享出行，包括与各种族的男女老幼，贫穷或富裕人群，以及残疾人、边缘化人群。每年惊人的交通事故死亡人数大都集中在发展中国家的儿童和老人及低收入等人群，这些都是我们在制定城市和现代交通发展规划时加以考虑的重要因素。

2、当前城市交通连接的模式明显聚焦于私家车辆，这很大程度上是由于居家与必要的服务之间的距离在增大，对个体的生活方式缺乏全面的思考和简单的考量。要引导社会行为，为人们提供便利的出行条件，而不是让他们更倾向于汽车是非常有必要的。

3、现代化交通系统能够带来可持续经济、可持续社会和可持续环境的新局面。国家和地方两级政府在贯彻政策和目标，指导私营和公共交通基础设施的投资和服务上扮演着至关重要的角色。我们需要大都会层面充分而积极的行动，也需要对复杂的规划过程进行安全性考量，因其影响着我们是否能建立拥有高质量交通的城市发展模式。同时需要民营企业提供高效和负担得起的交通系统。

1. We change mobility patterns throughout our life. Non-participation in mobility will soon leads to socially unjust exclusion. Socially just mobility requires the willing of all people to share the mobility for the man and woman of all the races, poor and rich, old and young, as well as people of disabilities and those that were marginalized. The staggering annual amount of traffic fatalities has soon to be concentrated on the variable groups such as children and elderly as well as low income populations in developing countries, these are important factors to be taken into account when considering urban planning and modern transport development.

2. Current patterns of transport conjunction focus prominently on private model ownership largely due to the increase distances between the home and necessary services and lack a full accounting and simple considerations of individual life style. Moving society behavior to the one of giving people easy access rather than let them prone to cars is fully essential.

3. Modern transport systems lead to sustainable economical, social and environmental standpoints. Both national and local governments play a key role

4、我们正在迈向新的未来：磁悬浮列车将成为常态而不是特例，城市和社会互动基于步行、骑行和机动化公交系统，而不是依赖私家车出行。我们可以预见，我们今天采取的决策将影响到长远未来的发展，即一个将在本世纪末拥有超过 100 亿人口的未来。

5、可持续交通政策的决策过程尤其重要，我们需要确保公共和私营部门的利益相关者都配合调整他们的交通规划、发展和运输活动。交通决策需要结合环境、健康、能源以及城市土地使用的决策。保证交通决策过程的开放与包容也同样重要。

6、我们需要一个基于公众强力参与的交通运输系统。同时，它也需要涵盖所有的交通模式，并保证他们智能地连接在一起。我们出行的目标是让路上的汽车越来越少。我们真正需要的是这样的一份文件，它提倡一个系统地包含多模式交通和城市发展问题的综合性规划方案。

7、在选择绿色交通方式上，我们必须权衡并注重其整体的可持续发展性。然而，我们也应该清楚，绿色汽车只是相对于标准汽车更节能高效，但是同样会造成交通拥挤和交通事故。从电动化快速运输系统到个人电动车，越来越多人意识到电动交通将成为未来出行的主宰。当然，电动出行也不是解决所有交通问题的“银弹”，但它以一种可持续发展的方式，为改善出行提供了许多新的可能。

8、国际能源机构估计，依照现在的趋势，全球交通二氧化碳的排放量将在 2030 年上升 50%，到 2050 年上升 80%。我们要在远距离运输中减少汽车和卡车的使用，增加火车和公共汽车的使用。此外，通过引擎技术以及持续的轻型设计提升汽车和卡车的能效。对于不断增长的消费群，重要的一个解决途径是拥有可持续且生态环保的供应链，而商业运输也需精心设计以符合减少颗粒污染物以及噪音污染的需要。

in this regard translating policies and objectives into implementation, guiding infrastructure investments and services for both private and public transport. It requires adequate positive application at the metropolitan level and safety in thinking towards intricate planning processes which connects urban development patterns with all transport quality, and private companies responsible for providing effective and affordable transport system.

4. We are moving to a future, where magnetic levitation train are the norms rather than exceptions, where cities and social interaction walking and biking with motorized transportation based on public systems rather than individual ownership, it remains to be seen the decisions that we take today will impact on development parts long into the future, a future that would count more than 10 billion people by the end of this century.

5. It is crucially important that in the decision making processes for a sustainable transportation policy, we need to ensure that public and private sector stakeholders coordinate their transportation planning, development and delivery activities. These transportation decisions should also be integrated with environment, health, energy and urban land-use decisions. It is equally important to make transportation-related decisions in an open and inclusive process.

6. We need a traffic transport system which is based on a strong public participation. At the same time, it should of course contain all modes of transportation, and ensure that they are linked intelligently. We set our policies to the goal of mobility with less automobile traffic. What we need is the real document calling for an integrated planning approach that systematically includes both the various modes of transportation and urban development issues.

7. We need to weigh the overall sustainability of green transport option. However, we should not forget that green vehicles are more fuel-efficient, but only in comparison with standard vehicles, and they still contribute to traffic congestion and road accidents. From electric rapid transit systems to individual electric vehicles, there is an increasing realization that the future of mobility could lie in electric transport. Electric mobility is certainly not a "silver bullet" that could solve all of our transport problems, but it offers many new opportunities to improve mobility in a sustainable way.

8. The International Energy Agency has estimated that under current conditions global CO₂ emissions from transport will rise by 50 percent by 2030 and by 80 percent by 2050. Especially over long distances, cars



丰富多彩的展览，热情的工作人员
Colorful exhibition, hospitable staff



国家和地方两级政府在贯彻政策和目标，指导私营和公共交通基础设施的投资和服务上扮演着至关重要的角色。我们需要大都会层面充分而积极的行动，也需要对复杂的规划过程进行安全性考量，因其影响着我们是否能建立拥有高质量交通的城市发展模式。同时需要私营企业提供高效和负担得起的交通系统。

Modern transport systems lead to sustainable economical, social and environmental standpoints. Both national and local governments play a key role in this regard translating policies and objectives into implementation, guiding infrastructure investments and services for both private and public transport. It requires adequate positive application at the metropolitan level and safety in thinking towards intricate planning processes which connects urban development patterns with all transport quality, and private companies responsible for providing effective and affordable transport system.



9、继化石能源之后，交通部门将直接或间接地使用可再生能源。我们必须考虑到生物燃料是稀缺资源。我们不应该继续扩大农作物制成的生物燃料的使用，包括原木。生物燃料应该改从首先被回收的废弃物和厨余垃圾中生产。我们寄希望于可再生电能转换成气体燃料或者液体燃料，是时候开发这类能源了，这样交通部门的基础设施和车辆能够及时调整设计符合其要求。每一种交通模式都产生不同的需求。因此，应该为每种模式选择合适的能源，特别是对于几乎没有备选方案的空运和海运来说。

10、在国际背景下我们这样做可以让交通变得可持续：首先我们需要牢不可破的体系与良好的工具。我们赞成在里约达成的、得到联合国大会支持的协议，授权增强联合国

and trucks should be used less and the use of rail and buses stepped up. Furthermore, the efficiency of cars and trucks should be increased through improved engine technology and a consistent light-weight design. For the increasing number of consumers, the important thing is that the supply chain should be sustainable and ecological, and commercial transfer should be intelligently designed in order to meet the necessity to reduce particulate and noise pollution.

9. In the post-fossil energy supply systems, the transport sector will often use renewable electricity, whether directly or indirectly. We must take into account the fact that biomass is a scarce resource. We therefore believe that the use of biomass crops, including raw timber, for the production of energy should not be expanded any further. Biofuels should therefore be produced from waste and residual materials that are first recycled and only then used for the production of energy. We have high hopes for liquid fuels or gas fuels produced using renewable electricity. It is key to develop them now so that the transport sector with its infrastructure and vehicles can adjust in time. Each transport mode makes different demands. Therefore, the right energy option must be found for each. It is especially for aviation and navigation where alternatives are very few in number.

10. What we can do in an international context to make transport more sustainable is: First of all we need strong institutions and good instruments. We



参展的博世电动自行车 Exhibited Bosch E-bike



正准备充电的电动车 E-car ready to be charged

环境规划署的角色，同时，这些决议得到了实施。其二，交通问题在全球框架内，就其产生的压力且无法找到合适的解决方案的窘境局面，并未得到应有的关注。我们希望交通运输领域的问题能够在系列可持续发展目标的指导下被恰当地处理。其三，在国际气候谈判背景下，如在《气候变化框架公约》内，交通的角色并不是孤立的。在发展中国家以及新型的工业化国家使用 NAMAs 这种新方法前景喜人。在这种机制推广的短暂时间里，它显示能减缓交通部门的碳排放。其四，在空运和海运上都迫切需要行动。可能早在 2020 年，这两种交通模式将占全球气候变化所有排放源的 10% 以上。

11、绿化交通是欧洲交通委员会考虑的最主要因素之一。多层面的跨部门的合作是非常有必要的。我们绿化交通的目标是使用最有效的交通链和现代化的交通管理避免环路航线，实现“绿色交通链”。

12、为了给通勤者创建一个更加有效的交通环境，相邻的地区政府之间应该创建一个共同的交通规划和管理系统，这可以增强大都市区域在国内乃至国际上的竞争力。

13、可持续的城市交通总体规划应该由五大支柱组成，分别是：延伸公共交通；推广自行车出行、步行和宜居街道；限

welcome the agreement reached in Rio and endorsed by the UN General Assembly that the role of the United Nations Environment Programme (UNEP) should be strengthened. Meanwhile these decisions have been implemented. Second point: The transport issue is not, in the global framework, paid the attention it deserves in view of the pressures it causes and the difficulty of finding adequate solutions. We hope that the traffic and transport sector will be appropriately addressed under the set of Sustainable Development Goals. Third point: Transport does not play a separate role in the context of international climate negotiations such as those under the Framework Convention on Climate Change. This new approach of using NAMAs to develop mitigation plans in developing and newly industrialized countries is promising. The short time since the official adoption of this mechanism has already shown that it can set in motion developments towards emissions abatement in the transport sector. Fourth point: we see an urgent need for action in the fields of aviation and shipping. Perhaps as early as 2020, these two transport modes could each account for over 10 percent of the global climate impact of all emission sources.

11. Greening transport is one of the major considerations



与会嘉宾骑行，体验可持续交通的别样魅力
Guests ride the bike to experience the charm of sustainable transport

制汽车交通，减少拥堵、排放；促进社会公平；为所有的居民提供一个宜居的环境，更健康的人群，并改善其可达性。

14、金融机构在给市政府和市政项目提供贷款前都应该了解人们真正的需要，如根据性别展开调查，并努力减少交通事故，运用资本的力量来支持可持续交通建设。

15、公众对更便捷的公共交通有着新的需求，公众希望公共交通更加快速，甚至能与私家车的速度匹配，也希望公共交通是可预测的。许多城市对技术创新持保留态度，而且不同角色之间的合作有限，所以不足以朝更有效的交通、多模式交通观念转变。

16、公共交通不是万能的，应该加以补充。我们建议由公共交通提供商担任整合者，为城市提供一套完整的出行系统方案。例如柏林、汉诺威就有这样的系统，即手机一卡通，一站式公交，城市所有的市民都能买到，它提供了各种模式的公共交通，从自行车到出租车，从汽车分享到自行车分享，再到有轨电车等等。

17、全球的城市中自行车出行的比例有明显的不同。有的城市的份额占到了 35%，而有的城市却仅有 0.5%，我们无疑需要进步，建议是推动和发展自行车联盟。

18、在不同的区域环境下，可持续交通有不同的答案。在加拉加斯以及拉丁美洲其他地区，城市缆车系统正在成功地支持公共交通。

19、很显然智能基础设施被整合到智能电网当中，并深入千家万户，这对可持续发展来说是必不可少的。我们获悉将有四个数字化大趋势，即关注大数据、关注出行、关注云存储、关注社交媒体。为此，我们必须找到着力点，但这些着力点在不同城市的不同背景下都是不同的。

20、我们已经看到了所有的关于电动出行的概念和模式：关于电动出行方式，一种是两个轮子的，一种是四个轮子的，前

of Europe transportation commission. Multi-level and cross sector collaboration for implementing this is needed. Our aim for greening the transport are, avoiding the loop by more effective transport chains and more modern transport management and getting a Chain of Green Pearls.

12. To create a more efficient transport environment for the commuters, the adjacent governments should create a common transportation planning and management system, which will contribute to the strengthening of competitiveness of the metropolitan region both in the national as well as the international context.

13. There should be five pillars constituting the Sustainable Urban Transport Master Plan, namely: the extension of public transport, promotion of cycling and walking, livable streets and limitation of car traffic, reduced congestion, emissions, accidents combined with increased social equity, a livable urban environment, more healthy population and improved accessibility for all.

14. When considering financing municipal projects, the financial institutions should get to know what do the people really need, for instance, a gender assessment should be made on what the needs of both genders are, work hard to reduce the traffic accidents, and support the development of sustainable transportation with the power of capital.

15. The public have new demand for more convenient public transport. They want public transport to be as fast as possible to compete with the car; they want public transport ready to be predictable. Many cities are not so open to technical innovations, and they have limited level of collaboration between the actors to achieve these changes, and become really efficient public transport, and multi-model transport concept for cities.

16. Public transport is not all rounder, and must be supplemented. The suggestion is that indeed the integrator of public transport should be the transport provider in the city who supports or who provides the city with a complete mobility systematic approach. For instance, Berlin, or Hannover has such a system with the mobile plus cards, and it is called one stop shop. It is accessible by all people in the city and offers all modes of public transport, from the bicycle to the car, from car-sharing to bike sharing, to trams and so on.

17. We really have a high diversity in the model share of cycling in the cities. We have cities with 35% share, and we have cities with 0.5% share, and we need progress in this definitely. The idea is also to launch and to develop the alliance.

者大部分在中国，后者大部分在欧洲；对于纯电动车，德国正试图将氢能作为备选能源，因为氢能比现在使用的电能更高效；公共交通无线充电是指巴士在正常的行驶路线中可以充电，即巴士在公交站点停下即可以充电；电动化公路，就是在高速公路上架设电网，利用这些电网为卡车提供电能，这是货运和长距离运输的解决方案。所有这些类型的电动出行都有了相应的技术解决方案。

21、柏林交通规划发展范例

21.1 背景：直到 20 世纪 20 年代，柏林城市的快速增长都与铁路交通联系在一起，而后，城市伴随着铁路而发展。即使在今天也可以在城市和整个地区中看到这种星形结构。人们沿轨道轴发展住宅区，即首先建设轨道基础设施，而后人们就沿着铁道而定居。而南加利福尼亚地区则相反，于上世纪六十年代初拆除了原本长达 1850 公里的四通八达的铁路，取而代之是全美最庞大的高速公路网络，这直接导致了私家车泛滥和城市的无序扩张。

21.2 当前的成果：柏林市共有大约 600 万人口。每千人机动车拥有量 324 辆，45% 家庭无车。出行模式显示了良好的交通方式的组合：公共交通占日出行量的 1/4，绿色出行（公交、骑行、步行）占日出行量的 2/3。今天，柏林是“绿色出行”之都，是德国二氧化碳排放强度最低的城市，绿色出行比例最高，交通安全方面在全德国做得最好。

21.3 为了应对挑战，我们需要同时满足以下三项基本要求：关于内容和过程的综合战略、通过中短期行动达成的长期愿景、持续的评估及灵活性。



电动化高速公路 E-highway

18. Progress and sustainability means something different in a different regional context. In Caracas, and also in other Latin Americas, the cable car systems are working very successfully to feed public transport.

19. It was quite clear that the smart infrastructure was integrated into the smart grid, but also go down to the houses, which is essential for sustainable development. And we learn that we see four digitalization mega trends, which are sort of focus on big data, focus on mobility, on cloud as a storage facility, and also on the social media, so we have to find the right pinpoint in order to reach the focus, and those pinpoints are very different depending on the very local situation in different cities.

20. We have seen all kinds of modes and concepts of electric mobility: We have two things of electric mobility. One is for two wheels and the other is for four wheels; two wheels we see mainly in China, four wheels mainly in Europe; As for pure electric cars, Germany is looking into hydrogen as an important alternative energy, as hydrogen is more efficient than the electricity we are using now; The wireless charging for the public transportation enables buses to be charged on a normal bus route, meaning buses get charged while standing at the bus stop; E-highway is a concept that power grid is installed at the highways to provide electricity for the trucks, which is a solution for the freight and long distance transport. All those types of mobility have corresponding technical solutions.

21. The Paradigm of Planning and Development of Berlin Transport

21.1 Background: Berlin experienced the most rapid growth between 1860 and 1940, it is interesting because that is the period of the emergence of rail-based public transportation. Until 1920s rapid growth of the city was in conjunction with the rail-bound transport systems, and this time, urban development followed rail development. So even today you can see a kind of star structure in the city and the regional area. This settlements structure still exists along the line of rails, first we build rail infrastructure, and then the settlements followed. On the contrary, Southern California dismantled, in the beginning of 1960s, the rail transit lines with the length of 1,850 km and extended in all directions, instead, it brought in the most vast freeway network in the nation and directly led to the overflow of private cars and urban sprawl.

21.2 Achievements Gained: Berlin has about 6 million inhabitants. Today the motorization rate is 324 cars/1,000 inh, car-free households rate is about 45%. This favorable mixture of transport modes is shown by the mobility patterns: 1/4 of daily trips are by public



柏林有一个非常具有挑战性的目标，即 2025 年，把城市小汽车保有量减少到 25%，最终实现从减排到零碳出行。

Berlin has a very challenging goals and targets, that is to to reduce the amount of cars in the city by 2025 to 25%, and finally come from a carbon reduced to a carbon free mobility.



21.4 柏林综合交通总体规划：参与式规划过程对结果是非常必要的。规划顶层始于最初的城市指导愿景，即柏林未来是什么样的，然后细化出延伸至所有层次的一整套措施。

21.5 主要措施与执行：首先是综合空间规划与交通规划，这意味着两个州（柏林与勃兰登堡）只有一个联合规划部门，一个专门的发展规划。二是加强城市交通骨干网。我们需要优先发展公共交通，提升公共交通的吸引力。三是多模式交通方式和多式联运。四是促进柏林的自行车出行，我们需要扩展自行车网络，在公共和私人空间增加自行车停放设施。五是步行，这是一个被低估的出行方式。我们需要步行友好型环境、安全与无障碍设计、出行管理与交流。六是小汽车交通——转变模式。这意味着使用推拉措施进一步减少中心城区小汽车交通，如：停车管理；新引擎技术以及新观念(电动出行)；汽车分享计划：“使用替代拥有”。七是重新分配道路空间。八是定义特定环境区，从而改善空气质量。九是信息和交通管理。同步监测分析实时空气质量和交通流运行情况，如果 PM10 浓度超过限值，我们将直接采取行动。十是交通安全。我们制定了交通安全计划，目标是让重伤和死亡人数比 2004 年减少 40%。

21.6 未来目标：我们仍然在经济、人口、环境上面临着巨大的挑战，我们有一个非常具有挑战性的目标，即 2025 年，把城市小汽车保有量减少到 25%，最终实现从减排到零碳出行。我们不仅是在组织交通，更要创造高质量的城市生活。

22、柏林电动出行范例

德国首都有一个雄心勃勃的计划，即成为欧洲乃至其他地区电动出行的领导中心。为了实现这个计划，柏林电动出行机构 eMO 在 2010 年底创建。柏林和勃兰登堡这两个州有发展电动汽车的优势：一是几乎有 50% 的住户没有私人汽车，二是未来几年内勃兰登堡将能够实现 100% 可再生能源覆盖的设想，柏林则是能源消费方。

transport, while 2/3 of daily trips by “environmental alliance” (PT, Bike, Pedestrians). Today, Berlin is the capital of “green mobility”. We have the lowest CO₂-intensity of all German cities; we have largest modal share of what we called “environmental alliance”; we have the best in traffic safety among all German states.

21.3 To cope with these challenges, we need the necessary conditions that meet the following ‘Troika’ requirements: integrated strategy regarding contents and process; long-term vision met by short-/medium-term actions; continuous evaluation and flexibility.

21.4 Berlin's Integrated Transport Master Plan: Participatory Planning Process is very essential for the result. It starts on the top from the city guiding vision, and the idea is how should Berlin look like in the future, to detail set of measures which go down to the layers.

21.5 Key Measures and Implementation: The first is Combining Spatial and Transport Planning, which means two states (Berlin and Brandenburg), one joint planning department, and one special development plan. The second is Strengthening the Backbone of Urban Transport. We need to develop public transport with priority, while also increasing its attractiveness. The third is Multi- and Inter-modality. Forth is to Promote the Cycling in Berlin. We need to consider the extension of the cycling network; and we add bicycle parking facilities in public and private spaces. The fifth is Walking, which is an undervalued mode of transport in cities. To promote walking, we need walking-friendly environments; safety and barrier-free design; mobility management and communication. The sixth is Car Traffic - Shifting Patterns. This means using Push-and-Pull-Measures to further reduce car traffic in the inner city, i.e., Parking management; New engine technologies and vehicle concepts (E-Mobility); Car Sharing: “Using instead of owning”. The Seventh is to Reallocate Road Space. The eighth is to Define Specific Environmental

在柏林，我们有 500 多辆电动车，和 200 多个公共充电站，这是全国最大的电动车实验室，但我们离大面积推广还很遥远。下一个决定性的步骤便是“柏林电动出行展示项目”。目前我们有 1200 辆电动车，但我们的目标是到 2020 年在德国实现 100 万辆电动车上路，“电动出行展示项目”则利于缩小这一差距。

为了实现电动车以及基础设施数量的群聚效应，最重要的是遵循系统性方法，这意味着紧密结合交通系统、能源系统与车辆技术。该示范项目将运行三年。预计大规模的示范项目将设置在 3-5 个地点或区域，有超过 30 个项目，100 多家合作伙伴，包括企业与机构，项目花费大概 1 亿欧元。

“电动出行展示项目”将具有以下特点：系统的方法（电动车 / 能源系统、出行 / 交通系统以及这些要素之间的界面）；形成代表整个出行价值链的联盟和伙伴关系，试验规章制度；达到临界规模，以便得出向大众市场部署电动出行解决方案的可行性的结论；整合大众参与；整合学术和职业的培训；适当地参与当地经济；对参与的城市和国家的承诺予以明确感谢。

无论基于中期，还是长期的基础，电动出行无疑是迈向可持续发展的最有前途的选择之一。

Zone, thus we improved the air quality. Ninth is to Manage Information and Traffic, and couple real time air quality measurements and traffic flow organization. In case of exceedance of limit values for PM10, we will take direct reaction. The tenth is about Traffic Safety. We made Traffic Safety Programme with the target of reducing 40% number of the heavily injured/killed people as compared to 2004.

21.6 Future goals: We are still facing tremendous challenges in economic, demographic, environmental, and we have a very challenging goals and targets that we want to reduce the amount of cars in the city by 2025 to 25%, and we want finally come from a carbon reduced to a carbon free mobility, “We do not just organize transportation; We want to create quality of life in the city”.

22. Paradigm of Berlin Electromobility

The German capital region has the ambition to be top one leading centers of electromobility, at least in European area, maybe beyond. To be able to achieve this ambition, Berlin Agency for Electromobility, the eMO has been created in late 2010. Berlin and Brandenburg have some advantages and benefits for electromobility: The first one is that almost 50% of householders do not

have their private car. The second one is that basically in the few years, Brandenburg will be able to cover the electric conception by 100% of renewable energy, and Berlin is the consumer of it.

In Berlin we have more than 500 e-vehicles and over 200 public charging points. It is the country's largest laboratory for electromobility. So we are far away to be area-wide. The next decisive step is the “showcase” electromobility. At moment we have 1200 vehicles, and we are looking for 1 million in Germany by 2020. So there is a big gap, and the showcase electromobility program may contribute to close this gap.

To achieve a critical mass with regard to the number of density of vehicles, and also the infrastructure, the most important to follow is a systematic approach, which means to bring transport system, energy system, and vehicle technology close together. It's a program designed for 3 years. It is currently foreseen that the large-scale showcase projects be located in three to five locations or regions. It has more than 30 projects, more than 100 partners, including companies, institutes, project volume about 100 million EUR.

The electromobility showcase projects will be characterized by: Systematic approach (energy system/ electric vehicle, mobility/traffic system and interfaces between these elements); Formation of alliances and partnerships that represent the entire mobility value chain, regulatory framework trials; Reach critical size in order to draw conclusions as to the mass market viability of the deployed electromobility solutions; Integration of a broad public; Integration of academic and vocational training; Appropriate level of engagement with the local economy; Clear acknowledgement of the commitment of the participating municipalities and federal states.

Electromobility is definitely a promising option towards sustainability, in mid-terms, but also in the long-term basics.



与会嘉宾现场互动，气氛活跃
Guests exchange views under lively atmosphere

三、关于可持续文化 III. Sustainable Culture

- 1、我们需要创造可持续的文化，并把它融入人们的日常行为和生活方式之中。文化应该基于现有的文化，以及国家文化的差异性。
- 2、贪婪是当代金融危机的根源，也是当今环境和气候变化的根源。商业上的急功近利和消费中的相互攀比无疑加剧了资源和环境的危机。宗教和先贤能够给予我们启示，自然界就是最好的老师，简单、健康而有节制的生活就是最好的选择。每个人都可以做到，只要你愿意。
- 3、Gunter Pauli 在他的《蓝色经济》一书中说，“人们往往费尽心力追求到的是一大堆根本上并不需要的物质和成堆的废弃物。仿效大自然，应用物理法则，串联利用养分和能源，能够开发出可持续的蓝色经济的蓝海。”
- 4、我们社会曾经对成功下过一些定义。如果一个年轻人挤公车，那表明他是一个失败者；如果年轻人有自己的车子，他被视为是成功的。这种发展的心态应该要改变。许多城市的混乱就来自于越来越多的车辆。
- 5、我们仍然需要在尽可能的情况下降低交通需求，并且尽力迈向最环保的交通模式，因为可再生能源也是有限的。
- 6、有一部分不想拥有私人车、却想开车的新人群。这意味着要更多地强调新的价值观，如简约、便捷以及经济效益。



贪婪是当代金融危机的根源，也是当今环境和气候变化的根源。商业上的急功近利和消费中的相互攀比无疑加剧了资源和环境的危机。

Greed is the root cause of modern financial crises. Greed is also the root cause of today's environmental changes and climate change. The eager for quick success and great profits in business, and the behaviors of boasting and comparing with each other in consumptions, have undoubtedly aggravated the resources and environmental crises.



1. We need to create a culture of sustainability, and then extends into the lifestyle of daily behavior of people; and it should reflect the culture based on the existing culture and the culture differences in the country.
2. Greed is the root cause of modern financial crises. Greed is also the root cause of today's environmental changes and climate change. The eager for quick success and great profits in business, and the behaviors of boasting and comparing with each other in consumptions, have undoubtedly aggravated the resources and environmental crises. We can learn something from the religions and ancient sages. The Nature is the best teacher. And simple, healthy and moderate lifestyle is the best choice. Everybody can do it, as long as you will.
3. As Gunter Pauli wrote in the book of Blue Economy, "people make much ado about nothing, and they produced a large amount of materials they don't need and piles of waste. If we can follow the nature and apply the physical law to make use of nutrients and energies, we can create the blue ocean of sustainable blue economy."
4. We have some old definitions of success. If you are a young man in a bus, you are a failure; if you are a young man in a car, you are a success. That mindset of development should be changed, as a lot of city chaos is just caused by more and more cars.
5. This will not, however, eliminate the need for concepts for reducing transport demand wherever possible and shifting it as far as possible to the most environmentally friendly modes, because the availability of renewable energies, as well, will be limited.
6. There is a new group which is a person who doesn't want a car but he wants to drive a car. It is more about working on new values like simplicity, like convenience, like the economic benefit if you can have.



Berlin High-level Dialogue on Implementing Rio+20 Decisions
on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements
联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛

重要演讲

KEYNOTE SPEECH

柏林对话期间，共有一百多位嘉宾在全体会议或平行会议上发表了演讲，精彩纷呈。鉴于篇幅有限，我们选取联合国副秘书长吉安·阿查利亚先生、德国联邦环境署主席约亨·弗兰斯巴特先生以及柏林参议院城市发展和环境部交通部门主管弗里德曼·昆斯特先生三位嘉宾有代表性的基调演讲与读者分享。他们从战略和全局的角度对可持续城市与交通的方向、政策、策略以及具体实施过程进行了论述。

联合国副秘书长吉安·阿查里亚基调演讲
Keynote Speech By Gyan Acharya,
Under-Secretary-General of the United Nations

智能应用可再生能源，让交通变得更可持续
Smartly Use the Renewable Energy to Make Transport More Sustainable

德国联邦环境署主席 约亨·弗兰斯巴特
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柏林交通战略：挑战与出路
Challenges and Answers: the Berlin Transport Strategy

Mr. Friedemann Kunst, Head Department of Transport, Senate Department of Urban Development and the Environment
柏林参议院城市发展和环境部交通部门主管 弗里德曼·昆斯特

“我们终生都在改善出行模式，不参与出行很快会导致不公正的社会排斥。出行的社会公正性要求所有人愿意与他人分享出行，包括与各种族的男女老幼，贫穷或富裕人群，以及残疾人、边缘化人群。”

"We change mobility patterns throughout our life. Non-participation in mobility will soon leads to socially unjust exclusion. Socially just mobility requires the willing of all people to share the mobility for the man and woman of all the races, poor and rich, old and young, as well as people of disabilities and those that were marginalized."

KEYNOTE SPEECH BY GYAN ACHARYA, UNDER-SECRETARY-GENERAL OF THE UNITED NATIONS

联合国副秘书长吉安·阿查里亚基调演讲

Speech at the Opening Ceremony of
Berlin High-Level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport

在联合国可持续城市与交通（柏林）高层对话开幕式上的致辞

我们的对话会上要讨论的可持续城市和交通是里约+20峰会的重要成果之一，也是联合国2015年后可持续发展目标的重要内容。里约+20峰会是国际外交所取得的杰出成就，是国际社会共同关注民生幸福的最佳时机。而且，里约+20峰会也认识到，在我们这个共同居住、彼此相联系的世界，我们可以成功过渡到可持续发展的道路，这是在世界范围内创造人类长久幸福繁荣的必由之路。

里约+20峰会的成果是国际社会达成了共识，要制定对所有国家都有约束力的可持续发展目标。虽然各个成员国尚需要决定可持续城市和交通是否适应的具体目标，但毫无疑问，无论实现哪些目标，可持续城市和交通的问题都必须予以充分的解决。采取完整、综合和连贯的可持续发展举措可促进里约+20峰会各项决议的实施，而可持续城市和交通就是其中的一个重要部分。

城市在后工业化国家的增长与发展中扮演着越来越重要的角色，预计农村向城市移民会持续增长，到2050年将有四分之三的人口生活在城市，事实上，目前已经有超过一半的世界人口生活在城市。这不仅在发达的工业化国家增长

The sustainable cities and transport fit prominently in the outcome of Rio+20 and the world development agenda which is what we are talking about in the UN sustainable development goals of post-2015. The Rio+20 was an outstanding achievement of international diplomacy and a time of utility to share concerns for the well being of people close to us, but Rio+20 also recognized that the world interconnected in which we live together can regenerate the transition to the sustainable path that is required for the long term prosperity of humanity within the planet boundaries.

The legacy of Rio+20 were the agreement reached to establish a set of sustainable development goals obligated to all countries. While member states still have to decide if sustainable cities and transport will fit exquisite goals, that is no doubt that these issues would be fully addressed in order to obtain any of the goals. The holistic, integrated and coherent approach to sustainable development is what exactly leading to Rio+20, so this has to be part of that.

The cities increasingly play the role of centers of growth and development in the post industrialized world. The



十分迅速，而且在欠发达的发展中国家增长也非常快，甚至在小岛屿国家也是如此。因此，我们必须确保农村和城市及城市地区之间的密切联系。

城市和城市地区将继续向外围发展。城市消耗一半的能源、水和食物，同时城区生产的各种垃圾是外围地区环境污染的主要因素。出行问题与城市化紧密相关，交通系统是城市的命脉，我们要努力让市民获得资源、商业、医疗服务和教育，并让大众参与其中。我们终身都在改善出行模式，从孩提时代，到就业的成年时期，直至老年，不参与出行将快速导致不公正的社会排斥。

出行的社会公正性要求所有人愿意与他人分享出行，包括与各种族的男女老幼，贫穷或富裕人群，以及残疾人、边缘化人群。每年惊人的交通事故死亡人数大都集中在发展中国家的儿童和老人及低收入等人群，这些都是我们在制定城市和现代交通发展规划时加以考虑的重要因素。

当前城市交通连接的模式显著地聚焦于私家车辆，这很大程度上是由于居家与必要的服务之间的距离在增大，对个体的生活方式缺乏全面的思考和简单的衡量。

目前，建筑和交通运输消耗着能源的最大部分。所以在这两个领域的任何改进和技术的进步都将对全球温室气体排放的减少产生利好的影响，当然也会对气候变化产生利好影响。

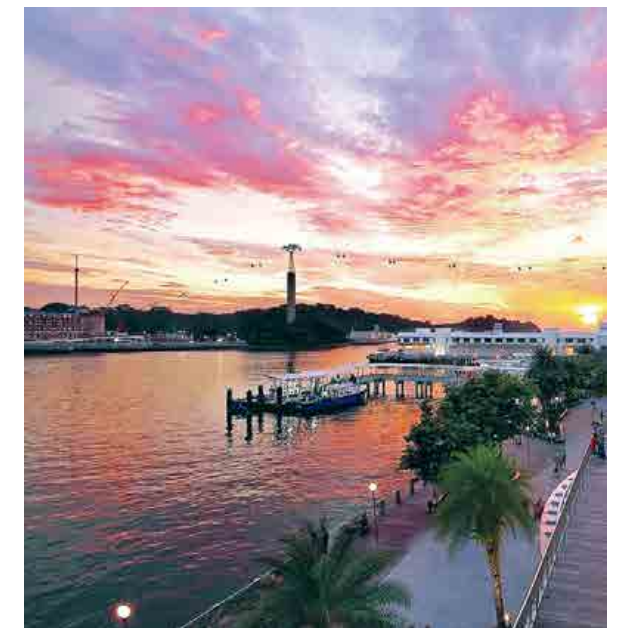
那种排放和污染不断升级，健康影响持续上升，城市不堪负荷，安全问题升级，经济生产力丧失直至最终生活

rural to urban migration project is to keep increasing with three quarters of humanity expected to live in the cities by 2050, in fact, we've already had gross the mega more than half of the global population living in the cities. It is not only growing very fast in the industrialized world of the largely developed countries, it is also growing in the least developed countries, and even in the small island states, and we have to make sure that the strong connection between the rural and urban areas and cities as well.

Cities and urban areas will grow beyond their borders. They consume half amount of energy, water and food, and variety of waste that it produces is the leading factor of pollution of areas outside its borders. Closely linking to the urbanization and the issue of mobility and hence transport as a life line of cities, we move to gain access to resource, commerce, health services and education and participation in public line. And we change mobility patterns throughout our life as children, as working adults, and as elders. Non-participation in mobility will soon lead to socially unjust exclusion.

Socially just mobility requires the willing of all people to share the mobility for the man and woman of all the races, poor and rich, old and young, as well as people of disabilities and those that were marginalized. The staggering annual amount of traffic fatalities has soon to be concentrated on the variable groups such as children and elderly as well as low income populations in developing countries, and these are important factors to be taken into account when considering urban planning and modern transport development.

Current patterns of transport conjunction focus





我们正在迈向新的未来：磁悬浮列车将成为常态而不是特例；城市和社会互动基于步行和骑行和机动化公交系统，而不是依赖私家车出行。我们可以预见，我们今天采取的决策将影响到长远未来的发展，即一个将在本世纪末拥有超过 100 亿人口的未来。

We are moving to a future, where magnetic levitation train are the norms rather than exceptions, where cities and social interaction walking and biking with motorized transportation based on public systems rather than individual ownership, it remains to be seen the decisions that we take today will impact on development parts long into the future, a future that would count more than 10 billion people by the end of this century.



质量丧失的局面是不可持续的。要引导社会行为，为人们提供出行的便利条件，而不是让他们倾向于汽车是非常必要的。

现代化交通系统能够带来可持续经济、可持续社会和可持续环境的新局面。国家和地方两级政府在贯彻政策和目标，指导私营和公共交通基础设施的投资和服务上扮演者至关重要的角色。

我们需要大都会层面充分而积极的行动；需要对复杂的规划过程进行安全性考量，因其影响着我们能否建立拥有高质量交通的城市发展模式；也需要私营企业提供高效和负担得起的交通系统。

我们需要举办像今天这样的单独对话会议，讨论相关议题，建立前瞻性和负责任的心态和行为及具有强烈意愿的国家规划，这也包括在各个层面进行强有力的全球合作，成功实现我们的共同目标。

这是我们相聚柏林进行高层对话的前提基础，我们互相学习、分享先进理念，交流优秀范例，以及在规划、实施和技术创新过程中解决问题的经验，所以，要进行这些相关的对话讨论没有比柏林更好的地方了。我们正在迈向新的未来：磁悬浮列车将成为常态而不是特例；城市和社会互动基于步行和骑行和机动化公交系统，而不是依赖私家车出行。我们可以预见，我们今天采取的决策将影响到长远未来的发展，即一个将在本世纪末拥有超过 100 亿人口的未来。

prominently on private model ownership largely due to the increase distances between the home and necessary services lack a full accounting and simple considerations of individual life style.

Today buildings and transportation consume the largest part of energy. Everything they gains and technology progress in these areas would have huge positive impact on reducing the green house gas emissions on the world land and of course the positive impact on the climate change.

It is an unsustainable situation in which it increases emissions, pollution and associated health impact, congested cities, safety concerns, loss of economic productivity and eventually quality of life. Moving society behavior to the one of giving people easy access rather than let them prone to cars is fully essential.

Modern transport systems lead to sustainable economical, social and environmental standpoints. Both national and local governments play a key role in this regard translating policies and objectives into implementation, guiding infrastructure investments and services for both private and public transport.

It requires adequate positive application at the metropolitan level and safety in thinking towards intricate planning processes which connects urban development patterns with all transport quality, and private companies responsible for providing effective and affordable transport system.

非常真诚地期待着听到各位的真知灼见，学习大家对于这些重要问题的经验，尤其是在我们准备制定后里约 +20 时代的可持续发展目标的今天。

We need to have an individual dialogue, that is what we are talking about, a forward looking and a responsible mindset and behavior, and a stronger national willing programs, and that's also explained in a very robust global cooperation at all levels to succeed in achieving our common goals.

This is the premise base that we have gathered here in Berlin for the high level dialogue to learn from each other, share the idea and information of good practices and problems solving in planning and implementation,

technology and innovation, and there could not be a better place to do that than here in Berlin. We are moving to a future, where magnetic levitation train are the norms rather than exceptions, where cities and social interaction walking and biking with motorized transportation based on public systems rather than individual ownership, it remains to be seen the decisions that we take today will impact on development parts long into the future, a future that would count more than 10 billion people by the end of this century.

I am truly looking forward to hearing the views and learning from the experiences on these important issues especially as we are preparing for the post Rio+20 sustainable goals. 



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"Each transport mode makes different demands. Therefore, the right energy option must be found for each. It is especially for aviation and navigation where alternatives are very few in number."

SMARTLY USE THE RENEWABLE ENERGY TO MAKE TRANSPORT MORE SUSTAINABLE

智能应用可再生能源 让交通变得更可持续

Speech at the Opening Ceremony of
Berlin High-Level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport
在联合国可持续城市与交通（柏林）高层对话开幕式上的致辞

Jochen Flasbarth, President of German Federal Environment Agency (UBA)
德国联邦环境署主席 约亨·弗兰斯巴特

国际能源机构估计，依照现在的趋势，全球交通二氧化碳的排放量将在 2030 年上升 50%，到 2050 年上升 80%。

如今，交通的能源供应几乎全部依靠石油。我们在开发非石油燃料以及温室气体中和燃料上，并未取得很大进展，我们仍旧需要再下很大的功夫。然而，这并无法打消我们极力减少交通需求的观念，我们需要尽力让交通迈向最环保的模式，因为可再生能源也是有限的。我们要在远距离运输中减少汽车和卡车的使用，增加火车和公共汽车的使用。在城市运输中，应该鼓励步行、自行车以及公共交通的使用，并加强这些模式之间的联系。此外，通过引擎技术以及持续的轻型设计提升汽车和卡车的能效。

继化石能源之后，交通部门将直接或间接地使用可再生能源。目前在交通部门的温室气体中和能源供应主要有以下三个选择。

首先想到的生物燃料。然而仔细想想这也是存在问题的。我们必须考虑到生物燃料是稀缺资源。人们对食物、能源或者建筑材料的需求日益增长，但同时，全球土地却呈现严

The International Energy Agency has estimated that under current conditions global CO₂ emissions from transport will rise by 50 percent by 2030 and by 80 percent by 2050.

Today, energy supply for transport is still based almost completely on oil. We have not made much headway in developing post-fossil, greenhouse-gas-neutral energy supply options, and we need to step up work in this area. This will not, however, eliminate the need for concepts for reducing transport demand wherever possible and shifting it as far as possible to the most environmentally friendly modes, because the availability of renewable energies, as well, will be limited. Especially over long distances, cars and trucks should be used less and the use of rail and buses stepped up. In urban transport, transport on foot, by bike and by public modes should be promoted more strongly and better links between these modes established. Furthermore, the efficiency of cars and trucks should be increased through improved engine technology and a consistent light-weight design.

Post-fossil energy supply systems for the transport



重的环境和社会问题。饥饿和不安全的食品问题尚未得到解决，土地荒漠化日趋严重，水资源危机日益频繁。土地的过度使用，自然被破坏，10 亿人口正饱受饥饿。因此，我认为不应该继续扩大农作物制成的生物燃料的使用，包括原木。生物燃料应该改从首先被回收的废弃物和厨余垃圾中生产。

第二个选择是在交通中选择温室气体中和能源，即使用电池驱动或者电网驱动的车辆。如果这些能源来自可再生能源的话，他们也是温室气体中和的。

第三个选择是使用可再生电能（气体或者液体）产生的液体燃料或者气体燃料。因为生物燃料存在问题，我们寄希望于电能转换成气体燃料或者能源转换成液体燃料。是时候开发这类能源了，这样交通部门的基础设施和车辆能够及时调整设计符合其要求。

每一种交通模式都产生不同的需求。因此，应该为每种模式选择合适的能源，特别是对于几乎没有备选方案的空运和船运来说。

全球视角是一方面，现在应特别关注受到交通强烈冲击的城市。

我们看到全球的一个趋势是，人口正从乡村转移到城市。随着城市的不断扩张，住房的供给问题成为了主要的挑战。

清洁的空气是城市高品质生活的一部分。

sector will often use renewable electricity, whether directly or indirectly. We currently see three options for a greenhouse-gas-neutral energy supply in transport:

Biofuels are the solution that first comes to mind. However, a closer look shows this option to be problematic. We must take into account the fact that biomass is a scarce resource. Demand for biomass for production of food, energy or building materials is on the rise. At the same time, global land use is characterized by serious environmental and social problems. Hunger and food insecurity are an unsolved problem, soil degradation is progressing, and water resources are becoming scarcer. Soils are overused, nature is being destroyed, and one billion people are starving. I therefore believe that the use of biomass crops, including raw timber, for the production of energy should not be expanded any further. Biofuels should therefore be produced from waste and residual materials that are first recycled and only then used for the production of energy.

The second option for GHG-neutral energy supply in transport are battery electric or grid-bound vehicles. These are greenhouse-gas-neutral if the electricity comes from renewable sources.

The third option is liquid fuels or gas produced using renewable electricity (power to gas, power to liquid). Since the use of biofuels is problematic, we have high hopes for power-to-gas and power-to liquid energy supply options. It is key to develop them now so that the transport sector with its infrastructure and vehicles can adjust in time.

Each transport mode makes different demands. Therefore, the right energy option must be found for each. It is especially aviation and navigation where alternatives are very few in number.

The global perspective is one thing, but it is especially the cities which suffer from the impacts of transport.

One trend we can see across the world is people migrating from rural areas to cities. For the growing cities, supplying housing presents a major challenge.

Clean air is part of a good quality of life in cities.

Health and quality of life are adversely affected not only by air pollution but also by noise.

The Federal Environment Agency has initiated a research project called "Silent City" to support municipalities in their day-to-day work in fighting noise under the EU Environmental Noise Directive.

As the last topic of my talk, I would like to address the



交通问题在全球框架内，就其产生的压力且无法找到合适的解决方案的窘境局面，并未得到应有的关注。大部分人尚未认识到交通的日益增长隐藏的巨大问题。所找到的解决方案，在连贯性和强度上的效果不尽人意。

The transport issue is not, in the global framework, paid the attention it deserves in view of the pressures it causes and the difficulty of finding adequate solutions. There is not yet general awareness of the fact that the growth in transport involves huge problems. Efforts to find solutions are still far from satisfactory in terms of consistency and intensity.



健康和优质生活不仅仅受到空气污染，也受到噪音污染的影响。

联邦环境署发起了“安静城市”的研究项目，在欧盟环境噪音法案的指引下，支持政府与噪音污染斗争。

最后，我想阐述一下在国际背景下我们在让交通变得可持续方面可以做的事情。

首先我们需要牢不可破的体系与良好的工具。在这个背景下，我们赞成在里约达成的、得到联合国大会支持的协议，授权增强联合国环境规划署的角色，同时，让我们欣喜若狂的是，通过建立联合国环境规划署全球成员资格，及用联合国环境大会代替了联合国环境署的管理委员会等方式，这些决议得到了实施。

其二：交通问题在全球框架内，就其产生的压力且无法找到合适的解决方案的窘境局面，并未得到应有的关注。大部分人尚未认识到交通的日益增长隐藏的巨大问题。所找到的解决方案，在连贯性和强度上的效果不尽人意。为了推动其进程，我们希望交通运输部门的问题能够在系列可持续发展目标的指导下被恰当地处理。第一步便是在可计量的目标和指标上达成一致的协议，并对目标和指标进行定期报道，对其开发进行不间断的监管，向人们展现这些问题，清晰地表明行动的迫切性。

其三：在国际气候谈判背景下，如在《气候变化框架公约》内，交通的角色并不是孤立的，因为我们只有在特殊的情况下才会讨论行业方法，而交通领域的特殊情况就是国际航空和航海。自《京都议定书》签署后，清洁发展机制(CDM) -- 一个减缓碳排放的国际碳交易机制被引入。该机制旨在指导发展中国家通过资金和技术的投入建立环保

question of what we can do in an international context to make transport more sustainable.

First of all we need strong institutions and good instruments. In this context I welcome the agreement reached in Rio and endorsed by the UN General Assembly that the role of the United Nations Environment Programme (UNEP) should be strengthened. I am very happy that meanwhile these decisions have been implemented by establishing the universal membership for UNEP and replacing the governing council as UNEPs governing body by the UN Environment Assembly.

Second point: The transport issue is not, in the global framework, paid the attention it deserves in view of the pressures it causes and the difficulty of finding adequate solutions. There is not yet general awareness of the fact that the growth in transport involves huge problems. Efforts to find solutions are still far from satisfactory in terms of consistency and intensity. To set such a process in motion, I hope that the traffic and transport sector will be appropriately addressed under the set of Sustainable Development Goals. Reaching agreement on quantifiable goals and indicators would be the first step to this end. Regular reporting and continuous monitoring of the development would reveal the problems for everybody to see and clearly show the need for action.

Third point: Transport does not play a separate role in the context of international climate negotiations such as those under the Framework Convention on Climate Change, since sectoral approaches are discussed only in exceptional cases. The only such exception in the transport sector is international aviation and navigation.

的、可持续的国际航线。然而，要把此机制运用到交通领域，并非易事，事实是至今还几乎没有得到使用。

2010年在坎昆举行的气候大会引进了一种新的工具：即国家适当减缓行动(NAMAs)。在发展中国家以及新型的工业化国家使用NAMAs这种新方法前景喜人。在这种机制推广的短暂时间里，它显示能减缓交通部门的碳排放。三年前，德国联邦政府环境部发起了一项综合计划，这项计划是在“转让”的名义下，由德国国际合作机构执行的，作为该计划的一部分，他们为NAMAs的交通部门准备了一个手册，并为南非、印尼、哥伦比亚的交通部门制定了减缓计划。该计划显示出了项目得到了广泛的欢迎，而且证明了是可以实施的。感兴趣的国家连同一些开发银行已经做好随时为这些项目投资的准备。因此，交通部门的NAMAs在新兴工业化国家和发展中国家的碳减排中发挥了关键的作用。

其四：在空运和航运上都迫切需要行动。可能早在2020年，这两种交通模式将占全球气候变化所有排放源的10%以上。我们认为国际民航组织在9月和10月的谈判时能否取得突破将至关重要，即达成空运绝对减排目标，并为其建立合适的经济工具。航运也一样。否则空运部门将会扰乱其他部门已经取得的排放成就。

我们希望能够向你们展示实现可持续交通所面临的巨大的挑战。考虑到这个部门的动态，迄今所取得的成就远远不够。已经开始的激烈讨论开启了重要的第一步。然而，为了贯彻已获得的知识，还有许多的事情要做。我们的建议是：公众应该从一开始就参与进来，特别是参与那些大型项目，因为这将获得更多的公众认可，以及更好的符合目的的解决方案。我坚信我们可以做到！

Since Kyoto, a transnational instrument for emissions abatement has been in place - the Clean Development Mechanism (CDM) - which is designed at the same time to enable developing countries to develop along environmentally sustainable lines through inflow of money and technology. However, this instrument cannot be easily applied in the transport sector. The fact that little use has been made of it reflects this.

In 2010 the Climate Conference in Cancun accepted a new instrument: Nationally Appropriate Mitigation Actions (NAMAs). This new approach of using NAMAs to develop mitigation plans in developing and newly industrialized countries is promising. The short time since the official adoption of this mechanism has already shown that it can set in motion developments towards emissions abatement in the transport sector. Three years ago the German Federal Ministry for the

Environment initiated a comprehensive programme which is being carried out by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) under the name of Transfer. As part of this programme, a handbook for NAMAs in the transport sector was prepared and mitigation plans for the transport sector developed in South Africa, Indonesia and Colombia. The programme has shown that there is widespread interest in such projects and that they can actually be carried out. Countries interested together with development banks are prepared to fund these projects. NAMAs in transport could thus play a key role for emissions abatement in newly industrialized and developing countries.

Fourth point: I see an urgent need for action in the fields of aviation and shipping. Perhaps as early as 2020, these two transport modes could each account for over 10 percent of the global climate impact of all emission sources. I consider it vital that in the negotiations of the International Civil Aviation Organization (ICAO) in September/October a breakthrough be achieved, absolute emission reduction objectives be agreed for aviation and appropriate economic instruments be established. The same goes for shipping. Otherwise even the aviation sector alone threatens to undo the reductions achieved in other sectors.

I hope I could show the magnitude of the challenges we face if we want to make transport sustainable. Given the dynamics in this sector, what has been achieved so far is not enough. The intense debate which has already begun is an important step. However, much remains to be done to implement the knowledge gained. My suggestion in that regard is that the public should be involved in the process right from the start, especially where large-scale projects are concerned, because this leads to greater public acceptance and better fit-for-purpose solutions. I am confident that we can do it.



美国电动汽车特斯拉 Tesla

“柏林公共交通占日出行量的 1/4, 绿色出行（公交、骑行、步行）占日出行量的 2/3。今天，柏林是“绿色出行”之都，是德国二氧化碳排放强度最低的城市，绿色出行比例最高，交通安全方面在全德国做得最好。”

"Berlin has 1/4 of daily trips are by public transport, while 2/3 of daily trips by “environmental alliance” (PT, Bike, Pedestrians). Today, Berlin is the capital of “green mobility”. We have the lowest CO₂-intensity of all German cities; we have largest modal share of what we called “environmental alliance”; we have the best in traffic safety among all German states."

CHALLENGES AND ANSWERS: THE BERLIN TRANSPORT STRATEGY

柏林交通战略：挑战与出路

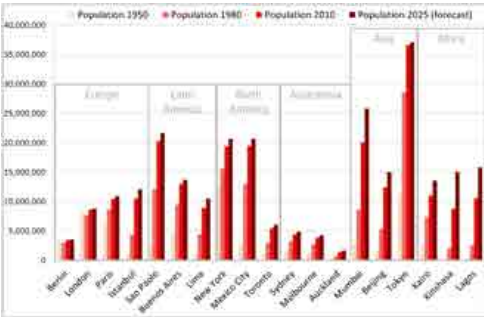
Speech at the Opening Ceremony of
Berlin High-Level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport
在联合国可持续城市与交通（柏林）高层对话开幕式上的演讲

Mr. Friedemann Kunst, Head Department of Transport, Senate Department of Urban Development and the Environment
柏林参议院城市发展和环境部交通部门主管 弗里德曼·昆斯特

我的工作是为柏林每天的交通与运输服务，从步行到空中交通，不仅仅关注其每天的运营，更要关注其长期的战略规划。今天我要讲述的是柏林交通面临的挑战与出路，我讲的重点是最令人关注的经验。

新兴经济体与欧洲的都市

现在的问题是，如果我们同时也看一下柏林和其他世界各地的城市，如新加坡、北京等等，我们能与这一类同样的大都市竞争吗？所以问题是，这些大都市有何不同？又有何相似之处呢？



My job is for the daily working of transport and traffic for Berlin from foot walking to air traffic, not only for the daily operation, but also for the long-term strategic planning, so I am talking about the Challenges and Answers in Berlin. I am trying to focus on the most interesting experiences.

Metropolises in Emerging Economies and Europe

The question is, if we look at the same time at Berlin and other cities around the world, let's say Singapore, Beijing, can we compete with the peers? So the question is what are the differences or maybe the similarities.

The Chart shows the difference among world cities according to their urban size and their growth dynamics. We have been saying that we are living in an era of urbanization, so where is Berlin, it is on the left side, the smallest, it is quite clear that Berlin is different from others. Berlin has a moderate growth, and Berlin has had its fast growth period at the time around 19th century. The real mega cities are in Asia, and the fast



该图显示的是根据城市规模和增长动力的世界城市的差异。我们一直在说我们正处于一个城市化的时代，所以柏林在哪里？它是位于左边最小的一块，很明显柏林与其他都市不一样。柏林的增长速度比较温和，但在 19 世纪左右它经历了快速增长。而今真正的大都市都在亚洲，快速增长的城市则位于非洲。

尽管差别很明显，但我认为我们已经看到了不少类似的问题或可能的解决方案存在于每个城市之中。



这张幻灯片显示的是道路交通拥堵问题，我们还有其他的问题如城市中心的可达性、环境问题以及严重的资金挑战。这些图片都很相似，左上角是柏林。在柏林我们有时也会遇到类似的交通堵塞，顺时针下来则是金沙萨、纽约和北京。

人们对提高机动化和道路交通担忧与日俱增，如安全、环境以及代价……这些相似点是我们共同面临的挑战。

growing cities is in Africa.

I think despite of the outstanding differences, we have seen quite a number of similar problems existing, and maybe solutions.

This slide show the road problem of road traffic jams. We have other problems of access to our cities centers, we have environmental burdens, and of course we have severe finance challenges. The pictures are quite similar, on the top left is Berlin. We have some kind of congestion in Berlin sometime. And clockwise you can see Kinshasa, New York and Beijing.

Increasing concerns about consequences of motorisation and road traffic, i.e. safety, the environment, costs ... These similarities are the challenges we are facing now.

Berlin Mobility: Historical Background and Lessons from History

So I will take a look at the history, sometime we can learn some lectures from the history.

Berlin was found around the 1250, but experienced the most rapid growth between 1860 and 1940, it grew from the city of half million to 3.5 million through a very short period of 50 years. And it is interesting because that is the period of the emergence of rail-based public transportation. Until 1920s rapid growth of the city was in conjunction with the rail-bound transport systems, and this time, urban development followed rail development.

So even today you can see a kind of star structure in the city and the regional area. This settlements structure still exists along the line of rails, first we build rail infrastructure, and then the settlement followed.

World War II left Berlin a destroyed city. And after that we have 40 years of separate development in the West Berlin and East Berlin. We have different economic powers in both parts of the city, and different infrastructure investment strategies, as well as a very different mix transport modes. Even today you can see the heritage of separate development, at that time, most connections between the eastern and western part of the city were cut and the urban and transport planning were politically motivated.

The Interruption of “regular” urban development for 40 years created specific conditions that affect Berlin’s mobility even today.

After reunification, the whole city got “catch-up” developments in early 1990s:

柏林出行：历史背景与历史教训

现在我们看看历史，从历史中获得一些借鉴。

柏林建立于 1250 年左右，但 1860 年 -1940 年间其经历了最快速增长，仅仅在 50 年的短暂时光里，城市人口从 50 万增长到 350 万。而且有趣的是，在这段时间内以铁路为基础的公共交通出现了。直到 20 世纪 20 年代城市的快速增长都与铁路交通联系在一起，而后，城市伴随着铁路而发展。

因此，即使在今天也可以在城市和整个地区中看到这种星形结构。人们沿轨道轴发展住宅区，即首先建设轨道基础设施，而后人类就沿着铁道而居住下来。

第二次世界大战给了柏林毁灭性的打击。而在这之后的 40 年里，柏林分为了各自独立发展的西柏林和东柏林。双边的经济发展水平也不一样，基础设施投资战略也不一样，混合交通模式也完全不同。即使是今天，你也能看到独立发展的痕迹。在那时，西部和东部的联系被割裂，城市与交通规划都受到了政治的影响。

长达 40 年的东西柏林“正常”城市发展的中断，造成的特殊情况直到今天依然影响着柏林的机动化交通。

重新统一后，20 世纪 90 年代初，城市得到了飞速的发展。

• 东西柏林首次出现郊区化趋势——尽管比其他欧洲城市程度较低；

• 机动化程度提高：但人们在柏林已习惯了无车生活——与其他城市相比，机动化程度仍很低；

在重新统一后的第一个十年内，汽车保有量增加，公共交通使用开始萎缩，我们的环境问题日益严重，而后，政策制定者们开始思考完善的公共交通战略。

• Suburbanisation for the first time in East and West Berlin - albeit to a lower degree than in other European cities

• Increasing motorisation but: People in Berlin had been used to living a car-free life – motorisation remains low compared to other cities

In the first ten years of unification, we have an increase of car traffic, shrinking use of public transport, we had growing environmental problems, and then the policy makes start to think about comprehensive public transport strategies.

Berlin Today

So what is the situation of the city today? Berlin has inhabitants of 3,543,676 in the capital region, all together about 6 million. Berlin is still a poorer city when you compare it to other cities of Germany due to the fact after reunification, we had a deep structure of economies, strong kind of deindustrialization, so today the unemployment rate is 12.3%, the motorization rate is 324 cars/1,000 inh, car-free households rate is about 45%.

So Berlin is the biggest city in Germany by far, but it is small compared to other Asian cities.

Berlin is located in the middle of Europe, but somewhat detached from other agglomerations, its closest big city is in a different country (Stettin in Poland), and we need to build up strategic co-operations and make use of location potentials. So Berlin is well embedded in transnational corridors, but its direct (rail) links to neighbouring country Poland still need improvement.

So let's take a look at the city itself. It has a very favourable structure by the star-shape structure as I showed you, which is mass transportation orientated strategy, we have even two main centers: City West and Historical Centre (East) and numerous local and district centres in the neiboughoods with a good mix of functions, the result is that no or very few car dependence. We have a city of relatively short trips, nearly 50% of trips within the city are below or up to 3km, and 75% of our trips are less than 10 km long, the city is very good for walking and cycling, and for the easy use of public transport.

This favourable mixture of transport modes is shown by the mobility patterns: 1/4 of daily trips are by public transport, while 2/3 of daily trips by “environmental alliance” (PT, Bike, Pedestrians).

If we take a little bit more detailed look at the mode

今天的柏林

那么，今天的柏林是什么样子？柏林首都地区大约有 3,543,676 居民，柏林市总共大约有 600 万人口。如果与德国其他城市相比，柏林仍然是一个贫穷的城市，这是由于在重新统一之后，柏林的经济基础结构较弱，强烈限制工业化的发展，所以今天柏林的失业率为 12.3%，每千人机动车拥有量 324 辆，45% 家庭无车。

目前为止，柏林是德国最大的城市，但与其他亚洲城市进行比较，它仍然较小。

柏林位于欧洲的中部，但是距离其他城市群较远，最近的大城市也是在另一个国家（波兰的什切青），所以我们需要建立战略合作，并充分利用有力位置。虽然柏林在跨国通道中区位较佳，仍然需要改进与邻近国家波兰的直接（轨道）联系。

所以，让我们来看看这个城市本身。柏林有一个非常有利的星状结构，它以公共交通为导向战略，有两个主要的中心，即西部城市和历史中心（东），还有众多的地方和地区中心，有着混合功能，因此无需依赖汽车。柏林是一个出行距离较短的城市，在全市范围内近 50% 的出行都小于或等于 3 千米，75% 的出行都小于 10 千米，城市利于步行和骑自行车，而且有方便的公共交通工具。

这种有利的混合交通模式可以从出行方式中看出，即公共交通占日出行量的 1/4，绿色出行（公交、自行车、步行）占日出行量的 2/3。

如果我们仔细地调查一下柏林年轻人的出行模式，有趣的是我们发现在很短的时间内发生了非常显著的变化。在 2002 年，38% 的人使用的私家车，6 年后，只有 21%。6 年之中，出行模式已从私家车朝公共交通、骑行和步行方式转变。这是因为公共交通、步行和自行车出行环境得到了极大的改善，同时私家车已不再是身份地位的象征了。

框架条件与规划范式转型

所以，现在来看看未来的挑战，有三个问题非常突出。

首先，全球性挑战；其次，资金挑战；第三，人口和社会挑战。

第一个，全球性挑战，我已无需告诉大家我们的资源正在萎缩，最突出的是原油。新生产技术允许更有效率的石油开采，但事实是：石油时代即将结束。我们必须准备应对后化石燃料时代的机动化。

其次，全球的变暖将导致气候区域的偏移。我们必须关注

of preferences of young adults in Berlin, it is quite interesting that we see very significant shifts within a very short period of time. In 2002, 38% used the private car and 6 years later, only 21%. Within 6 years, we had a development from the car use to public transport, cycling and walking. That is because the public transport and walking/cycling conditions have been greatly improved, and car lost significance as a status symbol gradually.

Framework Conditions and Shifting Planning Paradigms

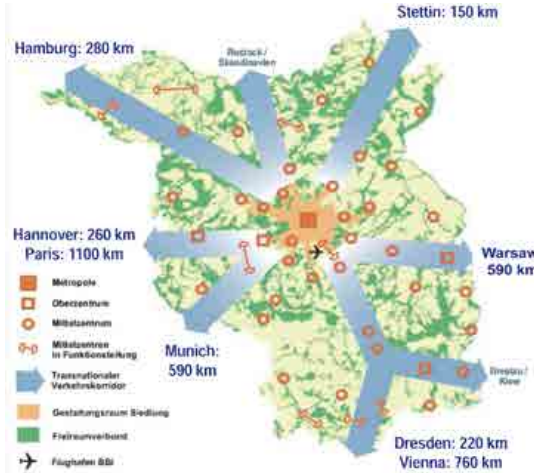
So now I look at the future challenges, and three subjects are very prominent.

First we have global challenges, secondly we have funding challenges, and thirdly we have demographic and society challenges.

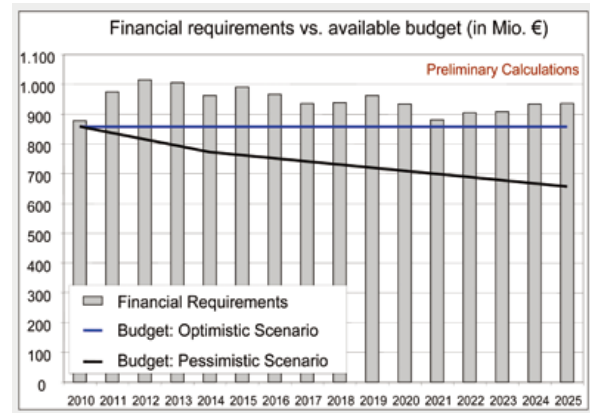
The first one is global challenges. I don't have to tell the audiences that we have shrinkage of resources, most prominent crude oil. New production technologies allow for more efficient oil excavation, but the fact remains: the oil age is about to end. Post-fossil mobility must be prepared.

Secondly, the global heating will result in a shift of climate zones. We have to take care of this development. Then we have severe public budget problems in our cities even in the rich country like Germany, we need terribly consideration of our budgets. This slide show demands for public transport financing exceeds allocated public budget. We did the estimation when we did the long term strategy, and the estimation started at 2010 and we started with a goal to 2025, so we estimated at the current state we need about 900 million to 1 billion Euros a year to keep our system running, and the lines shows the available money. The blue is optimistic scenario, and the black one is pessimistic scenario, but you see the needs are over running that what we suppose to have, so this is a problem.

We have to use our resource very efficiently and it is the same with the private budget. I told you Berlin is a relatively poorer city, and there are limited public, private and individual budgets for public transport in general. And the comparatively low incomes and unemployment fall behind the increasing cost of living, that means the private budget for transport sector will most likely to shrink. We need to economize and obligate to put a brake on some departments.



这方面的发展。然后我们有严重的公共预算问题，在我们的城市，即使在如德国这样富裕的国家，我们需要仔细地衡量预算。这张幻灯片表明了公共交通对融资的需求超过公共预算。我们在规划从 2010 到 2025 年的长期战略时做了估算，按照目前的状况，每年需要 9 亿到 10 亿欧元来运行整个系统，图中的线条表示了可利用的资金。蓝色的线条是乐观估算，黑色的线条是悲观估算，但是你可以看到所需要的超过了我们所拥有的资金，因此这是个问题。



我们必须非常有效地使用我们的资源与私营预算，我刚刚讲到柏林是一个相对较贫困的城市，总体来说，对公共交通的公共、私营和个体预算都是有限的。而相对较低的收入以及失业率远远跟不上增长的生活成本，这也意味着私营部门对交通部门的预算也有可能萎缩。我们需要节约开支，并且有必要限制一些部门预算。

最后，我们面临人口与民主的挑战。老年人口的急剧增长对出行有了更特别的需求，也意味着使用公共交通的工作人口在减少。而面对人口的挑战，交通政策颇具争议性，特别是在城市基础设施的扩展上。为了让我们的项目得到更多的认可，我们需要新的参与方式。

为了应对这些挑战，我们需要同时满足以下三项基本要求：关于内容和过程的综合战略、通过中短期行动达成的长期愿景、持续的评估及灵活性。

战略途径：柏林综合交通总体规划

首先，我想解释一下参与式规划过程，这对结果是非常必要的。我们定义了一个广泛协商的过程，如果你同代表城市社会的所有利益相关者协商，你所承诺的规划将更受到人们的喜爱。行政上，我们有一组项目专家，大约有 25 个人的圆桌会议，他们代表了利益相关者和城市社会。我们有科学的顾问委员会、研究机构，以便给规划过程提供建

And the last we have a demographic and democratic challenge. The dramatic growth of senior age citizens has special mobility needs and it shows a decrease of working population which is using mass transport today. And for the demographic challenge, transport policy is a very controversial issue; especially the extension of infrastructure in our cities. To cope with these challenges, we need the necessary conditions that meet the following 'Troika' requirements: Integrated strategy regarding contents and process; long-term vision met by short-/medium-term actions; continuous evaluation and flexibility.

Strategic Approach: Berlins Integrated Transport Master Plan

First I want to explain the Participatory Planning Process which is very essential for the result. We defined a process of extensive consultation. If you consult all stakeholders representing the urban society, you increase the commitment to plan which has been preferred. So we had a project group of the experts in administration, we had a round table with about 25 persons, representing stakeholders and urban society, and we had scientific Advisory Board, research institutions, in order to advise the planning process. We had very strict rules, feedback from the round table, advices from the round table, but the decision of course was made first by the administration, and then by the senate and parliament in Berlin. It was very extensive 2 years process.

Now I come to the plan itself. This is complex, and I just want to show you the structure of the whole plan based on extensive analysis and explanation of all relevant issues like energy, planet protection, urban development, population, special development and so on, and translate this into the strategy itself which consist of different layers. It starts on the top from the guiding vision, the idea how should Berlin look like in the future, to detail set of measures which go down to the layers.

A guiding vision is the basis for agreeable goals and for strategic measures. We identified 8 themes of equal importance. For example, the Liveable City--how should we provide sustainable mobility for all of the population, how does it work, such special issues like commercial transport should be more efficient and environmentally friendly and so on.

From the vision we developed strategies, 7 partial strategies form the integrated strategy that was necessary to reduce the complexity and to focus the discussion on politically relevant theme, like inner city commercial transport, or urban quality. And each



我们定义了一个广泛协商的过程，如果你同代表城市社会的所有利益相关者协商，你所承诺的规划将更受到人们的喜爱。

We defined a process of extensive consultation. If you consult all stakeholders representing the urban society, you increase the commitment to plan which has been preferred.



议。我们有非常严格的规则以及来自圆桌会议的反馈与建议，但决议当然是由行政首先做出，然后再上报柏林参议院与众议院。这是一个长期的近 2 年的过程。

现在来说规划本身。这是非常复杂的，我仅仅跟大家分享整个规划结构，它以对所有相关问题如能源、地球保护、城市发展、人口、特别开发等的广泛分析及说明为基础。随后，我们会把规划结构融入包含不同层面的战略当中。规划的顶层是指导愿景，即柏林未来是什么样的，然后细化出延伸至所有的层次一整套措施。

指导愿景是已通过的目標和战略措施的基础。我们确定了 8 个具有同等重要性的主题。例如，宜居城市——我们应该如何为所有的人提供可持续的出行，如何运行，而诸如商业运输等问题需要更加高效以及环境友好等等。

针对愿景，我们制定了战略，根据综合战略制定了 7 大局部战略，这对减少战略的复杂性，聚焦于与政治相关的主题如内城区商业运输或城市质量等等的讨论来说是非常必要的。而且每一个局部战略都有相应的方案，从基础设施方案到价格政策、机构以及沟通等等。每个方案我们大约有 115 个方法，每个方法我们都要衡量价格，并确定实施该方案的机构，以及实施方案的节点。

主要措施与执行

为了让内容更加具体，我选择十大突出和重要措施简要地与大家分享。

首先是空间规划与交通规划相结合，这意味着两个州（柏林与布兰登堡）只有一个联合规划部门，一个专门的发展规划。这对减少城市郊区化和汽车流量增长是非常重要的。

二是加强城市交通运输的骨干网。我们已经定义了常规的重要目标，即限制郊区化发展，并集中未来的城市沿着轨道发展。我们需要扩大公共交通网络，与机动运输相比，优先发展公共交通，提升公共交通的吸引力。

partial strategy is defined by specific measures, from infrastructure measures to pricing policies to organization to communication and so on. Each method we have about 115 measures in the strategy, each measure keeps a price take, indicates which institution is the responsible to implement the measure, and the time knot for implementation.

Key Measures and Implementation

So to make it more visible the contents, I choose about ten prominent and important measures to share with you briefly.

The first is Combining Spatial and Transport Planning, which means two states (Berlin and Brandenburg), one joint planning department, one special development plan, and this is very important to reduce suburbanization and growth of automobile traffic.

The second is strengthening the Backbone of Urban Transport. We have defined common important goals--limitation of suburbanization development, and concentrate future urban development within the rail corridors. We need to extend the network of public transport, and develop it with priority over motorised transport, while also increase its attractiveness.

The third is Multi- and Intermodality that means the combined use of city transport modes.

Forth is to Promote the Cycling in Berlin. To make this possible, we consider the extension of the cycling network; and we add bicycle parking facilities in public and private spaces.

The fifth is walking, which is an undervalued Mode of Transport in Cities. Nearly 30% of all trips in Berlin are on foot, people walk any time of the year, any time of the day, in any kind of weather, so planning for pedestrians is planning for everyone. To promote walking, we need walking-friendly environments; safety and barrier-free design; mobility management and communication.

The sixth is Car Traffic - Shifting Patterns. This means

第三是多模式交通方式和多式联运。

四是促进柏林的自行车出行，要做到这一点，我们需要扩展自行车网络，在公共私人空间增加自行车停车设施。

第五是步行，这是一个被低估的出行方式。在柏林近 30% 的路程是步行，为步行者规划会使全民受益。为了推广步行，我们需要步行友好型环境、安全与无障碍设计、出行管理与交流。

第六是小汽车交通 - 转变模式。这意味着使用推拉措施进一步减少中心城区小汽车交通，如：停车管理；新引擎技术以及新观念（电动出行）；汽车分享计划：“使用替代拥有”。

第七是重新分配道路空间，具体措施如重新设计那些交通容量显著减少的道路（如大规模交通集聚的影响）；逐步发现潜在空间来重新规划设计以及持续的经验交流。

第八是我们定义特定环境区，从而改善空气质量，但是，我们仍然需要更多的努力以改善空气质量目标，并进一步将管理措施与技术进步结合。

第九是交通管理。目前，我们同步监测分析实时空气质量和交通流运行情况，更重要的是，我们的试点项目显示出巨大的潜力。如果 PM10 浓度超过限值，我们将直接采取行动，如限速；调整交通信号配时；特殊情况下限制中心城区小汽车使用。

第十是交通安全。我们制定了交通安全计划，目标是通过技术措施（更安全的交叉口、自行车道、人行道等，交通信号配置，速度管制）以及行为措施（终生学习，安全意识 - “交通出行意识培养”），让重伤和死亡人数比 2004 年减少 40%。

总结

今天，柏林是“绿色出行”之都，是德国二氧化碳排放强度最低的城市。我们的绿色出行比例最高，我们在交通安全方面在全德国做得最好。我们拥有有利条件，良好的基础设施，能够支持创新的高校和科研机构密集网络，可持续城市的发展趋势（弹性、较低的小汽车依赖性、激烈辩论的文化）。

但我们仍然在经济、人口、环境上面临着巨大的挑战，我们有一个非常具有挑战性的目标，即 2025 年，把城市小汽车保有量减少到 25%。我们将进一步减少对汽车的依赖，我们将扩展人们出行的选择，最终实现从减排到零碳出行。最后我想强调：“我们不仅是在组织交通，更要创造高质量的城市生活。”

using Push-and-Pull-Measures to further reduce car traffic in the inner city, i.e., Parking management; New engine technologies and vehicle concepts (E-Mobility); Car Sharing: “Using instead of owning”.

The Seventh is to reallocate road space. The specific measures are: redesign of streets with notable decrease of traffic volumes (e.g. effects of large-scale bundling of traffic streams); step-by-step identification of potential areas for redesign; continuous communication.

The eighth is that we define specific Environmental Zone, thus we improved the air quality, and however, we still need more efforts to meet the air quality target, and further to combine management measures with technological progress.

Ninth is to manage information and traffic. At present, we couple real time air quality measurements and traffic flow organisation, what's more, we have pilot project which shows great potential. In case of exceedance of limit values for PM10: direct reaction, e.g., speed limits; adjustment of traffic signaling; in extreme case maybe restrictions for car use in inner city.

The tenth is about traffic safety. We made Traffic Safety Programme with the target of reducing 40% number of the heavily injured/killed people as compared to 2004 through Technical (safer crossings, cycling lanes, sidewalks, traffic signaling, speed regulations) and Behavioural (life-long mobility learning, creating awareness and a safe “mobility culture” including) measures.

Résumé

Today, Berlin is the capital of “green mobility”. We have the lowest CO₂-intensity of all German cities; we have largest modal share of what we called “environmental alliance”; we have the best in traffic safety among all German states; we have favourable conditions, excellent infrastructure, dense network of research institutions and universities creating and supporting innovation, urban trends working towards a sustainable city (flexibility, little car dependency, lively debate culture) for further development.

But still we are facing tremendous challenges in economic, demographic, environmental, and we have very challenging goals and targets that we want to reduce the amount of cars in the city by 2025 to 25%, so we want further to reduce car dependency, we want to extend the choices, and we want finally a carbon free mobility from a carbon reduced one, but I want to say in the end: “We do not just organise transportation. We want to create quality of life in the city”. 



Berlin High-level Dialogue on Implementing Rio+20 Decisions on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements

联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛

精要纵览

SPEECH SUMMARY

为了让读者深入了解会议内容，我们通过录音和现场记录进行整理编辑，摘录了以下嘉宾的精彩观点，以飨读者。

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全球人居环境论坛主席、前联合国副秘书长暨高级代表 [安瓦尔·乔杜里大使](#)

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潘基文 联合国秘书长

Ban Ki-moon

Secretary General of the United Nations



可持续城市和交通是赋予人民权利和保护地球的核心举措。

Sustainable City and Transport is Central to Empowering People and Protecting the Planet.



合理使用土地和提高交通运输系统效率有助于保护环境，也有助于通过提供就业、市场、商品和服务等便利条件加强城乡联系，提高农村地区的生产力。尽管可持续交通融资投资可能会有一定的挑战，但我们在里约+20峰会上形成了一个模式，见到了前所未有的自愿性的承诺，并且，有八家大型多边开发银行共同承诺在未来10年内为发展中国家的可持续交通系统投资达1750亿美元。他们的承诺是积极的支持。

你们的对话讨论将有助于里约+20峰会之后为实现千年发展目标而进行的关于交通的讨论，对联合国制定2015年后全球发展议程的相关愿景应有较大的贡献。可持续城市和交通是赋予人民权利和保护地球的核心举措。

Better land use and more efficient transport systems help protect the environment, and they also enhance urban-rural connection and productivity of rural areas by improving access to jobs, markets, goods and services. While financing investment in sustainable transport can be challenging, we have a model in Rio+20 Conference, we saw unprecedented level of voluntary commitments, and eight largest multilateral development banks jointly committed to investment of proximately 175 billion dollars over the next 10 years in more sustainable transport systems in developing countries.

Your consolidations will help the discussions on transport in the follow-up to Rio+20 as we aim to achieve the Millennium Development Goals. They should also contribute to our broader effort to set a vision for the post-2015 UN development agenda. Sustainable cities and transport are central to empowering people and protecting the planet.



安瓦尔·乔杜里大使 Anwarul K. Chowdhury

全球人居环境论坛主席、前联合国副秘书长暨高级代表

Chairman of Global Forum on Human Settlements (GFHS) and

Former Under-Secretary-General and High Representative of the UN

可持续发展对全球发展、进步和繁荣都起着至关重要的作用。可持续发展是保持社会公正、公平、包容以及全人类福祉相关的经济和社会稳定和增长的根本，是世世代代的使命。

我们的世界正经历着人居环境和城镇化的重要转折点。2008年伊始，超过半数的人类生活在城镇。一个新的城镇化时代俨然来临。据预测，在未来40年，全球城镇化水平将有大幅度提升，在2050年，将提升到70%，到时，全球人口预计达到九十亿。

在发展中国家，城市增长尤为迅速，平均每个月城市居民以五百万人的速度递增。随着城市发展规模的扩大和人口的增长，城市空间、社会和环境与城市居民的和谐变得至关重要。

可持续交通是任何城市成功的支柱，对建成清洁、公平、易于到达以及经济可行的城市极为重要。

我们强调的是更加可持续的城市和交通系统是消除贫困，发展绿色经济和可持续发展的先决条件。

发展可持续交通模式是任何发展目标的关键所在，因为环境、社会、健康和经济挑战都与交通出行息息相关。可持续交通政策的决策过程尤其重要，我们需要确保公共和私营部门的利益相关者都配合调整他们的交通规划、发展和运输活动。交通决策需要结合环境、健康、能源以及城市土地使用的决策。保证交通决策过程的开放与包容也同样重要。可持续交通政策对城市中影响最大。它不仅能够确保道路更安全、更整洁和更通畅，也能够使居民生活的更幸福、更健康、更富有成效。

在选择绿色交通方式上，我们必须权衡并注重其整体的可持续发展性。然而，我们也应该清楚，绿色汽车只是相对于标准汽车更节能环保，但是同样会造成交通拥挤和交通事故。从电动化快速运输系统到个人电动车，越来越多人意识到电动交通将成为未来出行的主宰。当然，电动出行也不是解决所有交通问题的“银弹”，但它以一种可持续发展的方式，为改善出行提供了许多新的可能。

Centrality of sustainability in our entire endeavour for global development, progress and prosperity cannot be under-estimated. Sustainable development is the fundamental, intergenerational responsibility of our societies' efforts which are just, equitable and inclusive for economic and social stability and growth that benefits all.

Our world is going through a very significant turning point in relation to human settlements and urbanization. Beginning in 2008 for the first time, more than half of humanity is now living in towns and cities. A new urban era is a reality. It is projected that globally urbanization levels will rise dramatically in the next 40 years to reach 70 percent by 2050 when the world population is expected to hit 9 billion.

Urban growth is most rapid in the developing world, where cities gain an average of 5 million residents every month. As cities grow in size and population, harmony among the spatial, social and environmental aspects of a city and between their inhabitants becomes of paramount importance.

Sustainable transport is the backbone of any successful city and vital to building cities which are clean, equitable, accessible and economically viable.

We can underscore that making cities and urban transportation systems more sustainable will be a prerequisite for poverty eradication, a "greener" economy and sustainable development.

Developing sustainable modes of transportation should be a key part of any development objective because environmental, social, health, and economic challenges are intertwined with our transit. It is crucially important that in the decision making processes for a sustainable transportation policy, we need to ensure that public and private sector stakeholders coordinate their transportation planning, development and delivery activities. These transportation decisions should also be integrated with environment, health, energy and urban

在联合国秘书长潘基文去年发表的五年行动规划中，交通作为可持续发展的六大板块之一，并宣称“召集航空、船舶、码头、铁路以及城市公共交通领域的提供商，政府部门和投资商一起制定并采取行动，为可持续交通体系共同努力，解决世界范围内，尤其是城市地区日益严重的拥堵和污染问题。”柏林高层对话对推进此进程意义重大。

GFHS 会同联合国环境规划署 (UNEP) 等联合国机构，积极探索城镇化和绿色经济更好结合的方法。2011 年 4 月，GFHS 在联合国总部发起了国际人居环境范例新城 (IGMC) 倡议，作为一项已经在联合国秘书处注册备案的、“里约 +20”峰会的重要成果，IGMC 是一个高起点的国际低碳城镇建设计划，其主要特点是低碳城镇建设和绿色经济相结合、和文化相结合。IGMC 是配合联合国和全球应对气候变化、可持续土地开发和新型城镇化的新探索，是推动低碳产业快速发展的强力引擎，也是传承人居环境文化的舞台。由中外 50 多位专家参与编著的 IGMC 标准包含十二项原则以及相应的策略和措施，并设计了评分系统，以指导 IGMC 规划建设，从而促进了政府、私营部门和其他社会机构的新型合作模式。这十二原则包括：净零碳，零废弃物，可持续的环境，绿色规划与设计，绿色交通和联系，绿色基础设施，绿色建筑，绿色经济，绿色生活，和谐社会，可持续的文化与遗产，智慧社区。IGMC 将率先在中国等发展中国家启动，目前已经有两个中国城市政府率先签署了 IGMC 试点项目落户协议。

land-use decisions. It is equally important to make transportation-related decisions in an open and inclusive process. Sustainable transportation policies have their greatest impact at the city level. It not only makes streets safer, cleaner, and less congested, it makes residents happier, healthier, and more productive.

We need to weigh the overall sustainability of green transport option. However, we should not forget that green vehicles are more fuel-efficient, but only in comparison with standard vehicles, and they still contribute to traffic congestion and road accidents. From electric rapid transit systems to individual electric vehicles, there is an increasing realization that the future of mobility could lie in electric transport. Electric mobility is certainly not a "silver bullet" that could solve all of our transport problems, but it offers many new opportunities to improve mobility in a sustainable way.

In his Five Year Action Plan launched last year by United Nations Secretary-General Ban Ki-Moon, transport was identified as one of the six main building blocks for achieving sustainable development and announced his intention to "convene aviation, marine, ferry, rail,



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road and urban public transport providers, along with Governments and investors, to develop and take action on recommendations for more sustainable transport systems that can address rising congestion and pollution worldwide, particularly in urban areas." The Berlin High-level Dialogue will provide an important contribution to this process.

GFHS would like to work together with United Nations agencies such as UNEP to actively explore better method on the combination of urbanization and green economy development. In April 2011, the International Green Modern City (IGMC) project had been launched by GFHS at the headquarters of United Nations. As a project registered at the United Nations Secretariat and an important commitment to Rio+20, IGMC is a pilot project for low carbon city building with high starting point, mainly featuring with the combination of low-carbon city building with green economy and with culture. IGMC is a new exploration matching up with the United Nations and the whole world's response to climate change, sustainable land development and new-type urbanization. It is a robust engine to rapidly drive the development of low-carbon industry, a wide-ranging stage to pass on the culture of human settlements. The IGMC Standards and Indicators are compiled by some 50 experts from China and abroad, which include 12 principles and corresponding strategies and measures with an authentication rating system to guide IGMC planning and construction. The principles are: Net Zero Carbon, Zero Waste, Sustainable Environment, Green Planning and Design, Green Transportation & Linkage, Green Infrastructure, Green Building, Green Economy, Green Living, Harmonious Society, Sustainable Culture and Heritage, Smart Community. The IGMC Project will be initially implemented in China and other developing countries, till now, two cities from China have already signed the framework agreement on the IGMC pilot project.



尼克尔·赛斯 Nikhil Seth

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我们绝不能忽视城市与农村地区的联接。这可以提高农村收入、让农村更集中、消除农村缺陷、去除边缘化、消除不平等，城市可谓农村的延续体。

我们必须领会到城市与许许多多进程的联系，如人口的流动，商品和服务的传送，食品和农产品的供给等。实现可持续发展，仅仅依靠城市是不够的，当然，探讨城市及与城市相关的问题是极为迫切和至关重要。

到 2030 年，要实现人人都安全、干净和可持续的城市。我们期望生活在这样的城市，不用担心被抢劫，不用担心我们的财产被侵犯，不用担心被偷窃，显而易见，最高层面是安全的城市。

此外，安全同时意味着道路的安全。每年有 130 万人死于道路事故。同时，安全涉及到整个地区的灾后恢复能力。因此，三个方面需要给予关注，即减少犯罪、道路安全和灾后恢复能力。

干净的城市意味着什么呢？空气质量、水质量、卫生设备、保健、消除拥堵、改善贫民窟等等。

到 2030 年实现可持续城市又意味着什么？即涉及到城市的能源使用、水资源利用、循环和再利用、固体垃圾处理等等。

当我们谈到宏伟目标和计划时，必须考虑到安全、洁净和可持续。同时大城市以及中小城市的市长都应该共同参与，弄清楚我们关注的问题，最终制定出在政策安排中有意义的框架体系。



到 2030 年，要实现人人都安全、干净和可持续的城市。

We should have, by 2030, safe, clean and sustainable cities for all.



The connectivity with rural areas cannot be ignored. It can enhance rural incomes, to bring them more centrally, to remove the vulnerabilities, to remove marginalization, to remove inequalities; cities have to be seen as continuum from rural areas.

We must appreciate the link the city has to so many processes, to migration, to the shipment of goods and services, to the supply of food and agriculture products. We cannot solve the situation of sustainability only by cities, but of course, the compelling case for looking at cities and the issues around cities is going to be very important.

We should have, by 2030, safe, clean and sustainable cities for all. We want to be in the city where we can walk alone without the fear of getting mugged, without the fear that our property would be violated, without the fear of theft, so the clearest and highest level is to have a safe city in that sense.

But safety means much more, it means safety on the road. 1.3million people die of the road accidents every year. Safety is also concerned with the whole area of disaster resilience. So, three dimensions have to be captured, that is to target at crime reduction, road safety, and disaster resilience.

What does clean city mean? It means air quality, water quality, sanitation, hygiene, ending of congestion, upgrading of slums.

What does that mean by achieving sustainable city by 2030? It means energy use of the city, water use, recycling and reuse, and solid waste management.

When you try to talk about big targets and big goals, please take concerns on safety, on cleanness, on sustainability into account. In the meantime, mayors of not only big cities, but small and medium cities can all engage in and spell out our concerns and to set out framework which will be meaningful in the policy dispose.





芭芭拉·贝宁格 Barbara Berninger

柏林参议院城市发展与环境部国际关系主管

Head of Department International Relations, Senate Department of Urban Development and Environment

我们需要一个基于公众强力参与的交通运输系统。同时，它也需要涵盖所有的交通模式，并保证他们智能地连接在一起。

如果我们要提升城市居民生活质量，我们需要超越城市边界的综合性政策方案，在国家和区域层面上应对这些挑战。

我们出行的政策目标是让路上的车越来越少，我们知道，路上拥有越来越多的车辆并不意味着人们更能舒适、更快或者更容易地抵达目的地。

虽然全球汽车产量日益增长，即便是电动车的比例也在增长，但并不意味着我们离可持续发展的目标更近了。我们真正需要的是这样的一份文件：它要求制定一个系统性地包含多模式交通和城市发展问题的综合性规划方案。



路上拥有越来越多的车辆并不意味着人们更能舒适、更快或者更容易地抵达目的地。

More and more cars in the road does not indicate that people are getting more comfort to get to their everyday destinations, or faster or easier.



We need a traffic transport system which is based on a strong public participation. At the same time, it should of course contain all modes of transportation, and ensure that they are linked intelligently.

If we are to improve urban quality of life, we need an integrated policy approach that extends beyond the cities and confront these challenges also on the national and regional level.

We set our policies to the goal of mobility with less automobile traffic, as we know having more and more cars in the road does not indicate that people are getting more comfort to get to their everyday destinations, or faster or easier.

And worldwide rapid rise in number of cars, even a growing percentage of electric vehicles do not suggest that we are any closer to achieving our sustainable development goals. What we need is the real document calling for an integrated planning approach that systematically includes both the various modes of transportation and urban development issues.



德国莱比锡民族之战纪念碑
Monument to the Battle of the Nations, Leipzig, Germany



阿尔穆什·哈特维格·媞特 Almuth Hartwig Tiedt

勃兰登堡州环境健康和消费者保护部秘书

Secretary of State of the Ministry of Environment, Health and Consumer Protection of the Federal State of Brandenburg

所有的大的城市都与乡村之间存在着问题，但它们又与乡村有着密不可分的联系，无法割裂。

柏林与勃兰登堡是两个独立的州，但又互有责任与义务。与柏林不一样的是，勃兰登堡州是一个农业州，其人口在逐渐下降。而在勃兰登堡州与柏林接驳的地区却非常繁荣，这片地区同柏林的公共交通、健康护理、学校发展，以及水管理、水供给和废弃物处理、降噪、颗粒污染以及许许多多的环境问题有紧密的关系。

柏林和勃兰登堡州之间每天都有许多通勤的人（上下班往返的人），城市从周边地区受益，而周边地区也因城市而发展。可持续交通问题对城市和乡村，对柏林和勃兰登堡来说，是重点问题。

但出行对所有的人，包括乡村地区的人来说都是最关键的。如何向医生咨询？当出行受限时医生如何帮助病人？如何快速地处理交通意外事故？诸如此类的问题都能在周围的出行措施中得到集中解决吗？

勃兰登堡州 10% 以上的区域都是用于有机种植，为了避免食品危机，城市对健康的区域内生态环保的食品的需求日益增长。所以对于不断增长的消费群，重要的一个解决途径是拥有可持续且生态环保的供应链，而商业运输也需精心设计以符合减少颗粒污染物以及噪音污染的需要。

柏林与勃兰登堡州在环境政策上，在突出的大量的颗粒污染物排放问题上，面临着巨大的挑战。

我坚信，出行观念朝电动车与公共交通的方向上的功能性转变，对整个区域内人们的健康是至关重要的。同时也要考虑减少噪音污染。

All large cities have their problems with rural areas, but all of them have a strong connection with their surrounding areas, and they can't isolate from them.

Berlin and Brandenburg are two separate federal states

with all the responsibilities and obligations coming along, unlike Berlin, we are a largely rural state with a decreasing population, yet there is a prosperous area on the edge of Berlin, which has strongly interlinked with the city. It has close relationships with Berlin in the areas of public transport, health care, school development and environmental issues such as water management, drinking water supply and waste water treatment, noise reduction, particulate pollution and many others.

There are a large number of commuters between Berlin and Brandenburg; the city profits from the surrounding area, and the surrounding area profits from the city. Sustainable transport mobility is a central issue for both the city and countryside, for Berlin and for Brandenburg.

Mobility is essential above all for the average population, above all for people who live in rural areas. Problems such as how can I get a medicine consultation, how will a doctor get to me when the mobility becomes limited, how will we quickly respond to the accident, can these be resolved together with the resolution of questions surrounding mobility?

More than 10 percent of the area is used for organic produce, and there is constantly growing demand by cities to be supplied with healthy, regional, ecologically produced food in order to avoid food crisis. For the increasing number of consumers, the important thing is that the supply chain should be sustainable and ecological, and commercial transfer should be intelligently designed in order to meet the necessity to reduce particulate and noise pollution.

Berlin and Brandenburg have a big challenge in terms of environmental policy, clear and prominent reduction of particulate emissions

I convince that functionally transforming the mobility concept with e-vehicles and a public transferred will be essential factors for the health of the people throughout the entire region. Noise pollution should also be considered to be reduced.





凯瑟琳·施耐德 Kathrin Schneider

勃兰登堡州基础设施和农业部秘书
Secretary of State of the Ministry for Infrastructure and Agriculture of the Federal State of Brandenburg

多年以来，柏林是欧洲的运输通道。欧洲委员会、理事会和议会都同意改革现有的欧洲陆海空运输，把它变成一个统一的交通网络——即跨欧洲运输网。

交通对国家和跨国层面来说都很重要。欧洲大都市之间的联系已经融合到了全球力量当中，也将成为未来可持续发展的基石。

欧洲国家大部分地区无疑有着良好的交通，但绿化交通是欧洲交通委员会考虑的最主要因素之一。多层面的跨部门的合作是非常有必要的，许许多多的合作伙伴和行动已经在展开了。特别值得一提的是：我们绿化交通的目标是使用最有效的交通链和现代化的交通管理避开环路航线，进而实现“绿色交通链”。

可持续的物流解决方案需要减少对环境与气候的冲击，需要高质量强效率，也需要协调不同国家交通制度，同时从货物到消费者的每一公里路程都需要绿色运输。

具体措施是：

- 奥斯陆：电动出行
- 哥德堡：生物质能
- 斯堪的纳维亚：德国和南部：直达列车、生物能、氢能
- 穿越波罗的海：绿化港口和船只
- 柏林 - 勃兰登堡：可再生能源的指路明星，电动出行展示
- 萨克森 - 莱比锡：新型转运技术
- 奥地利 - 意大利：布伦纳综合方案
- 威尼斯港口：2011 绿色港口大会

我们在区域层面也采取了很多行动。柏林和勃兰登堡州是两个独立的州，有着各自的政府、制度，不同的政策与环境。但是为了给通勤者创造一个更加有效的交通环境，柏林和勃兰登堡州决定创建一个共同的交通规划系

For many years, Berlin is the corridors of transport in Europe. The European commission, the council, the parliament, agreed a proposal, to transform the existing patch work of European roads, land, freight, and water into a unified transport network – the Trans-European Transport Network.

Transport on mobility has a great importance for both the national and transnational level. The connection between European metropolitans has to be integrated into the global force, and be the ground for sustainable development in the future.

The good transportation surely makes a large proportion of the European countries. Greening transport is one of the major considerations of Europe transportation commission. Multi-level and cross sector collaboration for implementing this is needed. And there are many partners and activities on their way. Among others, our aim for greening the transport are, avoiding the loop by more effective transport chains, and more modern transport management and getting a Chain of Green Pearls.

Sustainable logistics solution needs to reduce the environmental and climate impact. It needs high quality, and strong efficiency, harmonizing different national transport regulations. We need to green the last mile between the goods and consumer.

Here is what we do:

- Oslo: Electro mobility
- Gothenburg: Biomass Gasification
- Scandinavia – Germany and further south: Block trains and Biogas HGVs
- Crossing the Baltic Sea: Greening Ports and Ferries
- Berlin – Brandenburg: Guiding Star of Renewables and Show Case for Electro Mobility



为了给通勤者创造一个更加有效的交通环境，柏林和勃兰登堡州决定创建一个共同的交通规划系统，成立联合公共交通联盟。

To create a more efficient transport environment for the commuters between the states, the government of Berlin and Brandenburg decided to create a common transportation planning system to a joint public transport association.



统，成立联合公共交通联盟，该联盟成立于 1996 年，其主要任务就是推动战略性的共同规划的实施，引导都市与周边环境的发展。

该部门为整个区域的基础设施的增长与发展创造了一个重要的基础。因此，它增强了这个大都市区域在国内乃至国际上的竞争力。伴随着常规的区域规划，为了支持区域发展，加快区域政策的实施，我们在制定常规的区域规划的同时也强调了非常规规划。

我们在与各州的联合空间规划上有广泛经验，而且在不同层面（州、区域、地方）上实现了协调规划。

- Sachsen – Leipzig: New Transshipment Technologies
- Austria – Italy: The Comprehensive Brenner Approach
- Port of Venice: Green Port Conference 2011

On the regional level, there are also a lot of activities ongoing. Berlin and Brandenburg are two autonomous federal states with own governments, own rules, different strategies and conditions. But to create a more efficient transport environment for the commuters between the states, the government of Berlin and Brandenburg decided to create a common transportation planning system to a joint public transport association, which was founded in 1996. The main task of this department is to drive and implement the strategic common plan, the guiding and the development of the metropolitan and the surrounding area too.

The Department creates important fundamentals for promoting growth and developing the infrastructure in the entire region. Thus, it contributes to the strengthening of competitiveness of the metropolitan region both in the national as well as the international context. Along with formal regional planning an emphasis is put on informal planning in order to support regional development and accelerate the implementation of regional policies.

We have broad experience in joint spatial planning at state level and the harmonization of planning at different levels (state, region, local).



欧洲绿色交通链 Chain of Green Pearls in Europe



托马斯·迈斯纳 Thomas Meißner

柏林电动出行机构副主任

Deputy Director, Berlin Agency for Electromobility, eMO

德国首都有一个雄心勃勃的计划，即成为欧洲乃至其他地区的电动出行的领导中心。为了实现这个计划，柏林电动出行机构 eMO 在 2010 年底创建。eMO 是在柏林与勃兰登堡州提供电动车方面的一站式服务的机构。它是由柏林伙伴关系组织和柏林创意与科技发展署运营的。柏林伙伴关系组织负全责。勃兰登堡州、各类企业和科学研究机构都是其合作伙伴。其超过 50% 的机构资金都来自于私人公司，其余的来自公共部门。eMO 还负责协调大项目、启动项目，如电动出行展示项目等。

我们应该认识到电动出行应该整合能源系统和交通系统，而不仅仅是技术。我们发现柏林和勃兰登堡这两个州有发展电动汽车的优势：

第一是出行的新模式，如汽车共享，以及一些其他方面的创新，技术创新，组织和联营公司的创新，数字表明：几乎有 50% 的私人住户没有私人汽车。

第二是面向未来的能源发电，基本上在几年内，勃兰登堡将能够实现 100% 可再生能源覆盖的设想，勃兰登堡州将成为发电方，柏林则是消费方。

在柏林，我们有 500 多辆电动车，和 200 多个公共充电站，这是全国最大的电动车实验室——也是在欧洲地区领先的实验室。它们位于柏林市中心内，但我们离大面积推广还很遥远。

电动出行提升了城市区域日常出行的可持续性，但依旧有很多问题，问题之一便是基础设施的缺乏。从德国的角度来看最重要的是，如何保证电动车 100% 的使用。下一个决定性的步骤便是柏林电动出行展示项目，这是一个突出的基于研发的应用项目，也是电动车迈向市场的第一步。

目前我们有 1200 辆电动车，但我们的目标是到 2020 年在德国实现 100 万辆电动车，“电动出行展示项目”则利于缩小这一差距。为了实现电动车以及基础设施数量的群聚效应，最重要的是遵循系统性方法，这意味着紧密结合交通系统、能源系统与车辆技术。该示范项目将运行三年，将致力于让电动出行融入人们的日常生活，而不仅仅停留在

The German capital region has the ambition to be top one leading centers of electromobility, at least in European area, maybe beyond. To be able to achieve this ambition, Berlin Agency for Electromobility, the eMO has been created in late 2010.

eMO is kind of first stop agency for all electromobility matters in Berlin and Brandenburg. eMO is operated by Berlin Partner and the TSB Innovation Agency Berlin. Berlin Partner carries the overall responsibility. The state of Brandenburg, assorted businesses and scientific research institutions are partners. eMO is financed through public and private means. More than 50% of the money for the eMOs is coming from private companies, and rest coming from public money. Also, eMO is responsible to coordinate big programs, initiative projects, such as the showcase program for electromobility.

We should be aware that electromobility means integrating the energy system and transport system, not the technology itself.

We find that Berlin and Brandenburg have some advantages and benefits for electromobility:

The first one is new pattern for mobility, for example, for the car-sharing, for some other innovations, technology innovations, and also organization and associate innovations; one figure shows that almost 50% of private householders do not have their private car

The second one is future-oriented energy generation. Basically in the few years, Brandenburg will be able to cover the electric conception by 100% of renewable energy, Brandenburg will be the generator of electric power, and Berlin is the consumer of it.

In Berlin we have more than 500 e-vehicles and over 200 public charging points. It is the country's largest laboratory for electromobility and is leading the way in Europe. They are located in the inner city center of Berlin, so we are far away to be area-wide.

Electromobility has improved the sustainability for daily use in urban areas, but there are a lot of bugs, and one



目前我们有 1200 辆电动车，但我们的目标是到 2020 年在德国实现 100 万辆电动车上路，“电动出行展示项目”则利于缩小这一差距。

At moment we have 1200 vehicles, and we are looking for 1 million in Germany by 2020. So there is a big gap, and the showcase electromobility program may contribute to close this gap.



实验层面。该项目令人瞩目的地方则是它会激发对于德国开发的电动出行解决方案的国际需求。

预计大规模的示范项目将设置在 3-5 个地点或区域，有超过 30 个项目，100 多家合作伙伴，包括企业与机构，项目花费大概 1 亿欧元，4,000 万欧元来自德国联邦，2,000 万欧元来自柏林和勃兰登堡州，还有 4,000 万欧元来自企业。

电动出行展示项目将具有以下特点

系统的方法（电动车 / 能源系统，出行 / 交通系统以及这些元素之间的界面）；

形成代表整个出行价值链的联盟和伙伴关系；实验规章制度；

达到临界规模，以便得出向大众市场部署电动出行解决方案的可行性的结论；

整合大众参与；

整合学术和行业培训；

适当地参与当地经济；

对参与的城市和国家的承诺予以明确感谢。

无论基于中期，还是长期的基础，电动出行无疑是迈向可持续发展的最有前途的选择之一。

bug also is the lack of infrastructure. The important thing is from the German perspective, how to guarantee the 100% use of it for the purpose of electromobility. The next decisive step is the “showcase” electromobility, which is a project highlighting application-based R&D as a first step towards market development.

At moment we have 1200 vehicles, and we are looking for 1 million in Germany by 2020, so there is a big gap, and the showcase electromobility program may contribute to close this gap. To achieve a critical mass with regard to the number of density of vehicles, and

also the infrastructure, the most important to follow is a systematic approach, which means to bring transport system, energy system, and vehicle technology close together. It's a program designed for 3 years in order to support the market penetration for electromobility. The showcase program is dedicated to help implement the electromobility into everyday life not just for testing purposes. The high profile nature of the successful showcase projects will stimulate international demand for electromobility solutions developed in Germany.

It is currently foreseen that the large-scale showcase projects be located in three to five locations or regions. It has more than 30 projects, more than 100 partners, including companies, institutes, project volume about 100 million EUR, 40 million from the Federal side, 20 million from Berlin and from Brandenburg, and 40 million from the companies.

The electromobility showcase projects will be characterized by the following:

Systematic approach (energy system/electric vehicle, mobility/traffic system and interfaces between these elements);

Formation of alliances and partnerships that represent the entire mobility value chain; regulatory framework trials;

Reach critical size in order to draw conclusions as to the mass market viability of the deployed electromobility solutions;

Integration of a broad public;

Integration of academic and vocational training;

Appropriate level of engagement with the local economy; and

Clear acknowledgement of the commitment of the participating municipalities and federal states.

Electromobility is definitely a promising option towards sustainability, in mid-terms, but also in the long-term basics.





吕海峰 Lu Haifeng

全球人居环境论坛（GFHS）秘书长
Secretary-General, Global Forum on Human Settlements (GFHS)

贪是当代金融危机的根源，也是当今环境和气候变化的根源。商业上的急功近利和消费中的相互攀比无疑加剧了资源和环境的危机。基督教教人“爱人如己”，佛教主张以“戒定慧”去除“贪嗔痴”，中国的哲学家老子主张“道法自然”，孔子呼吁“己所不欲，勿施于人”。宗教和先贤能够给予我们启示，自然界就是最好的老师，简单、健康而有节制的生活就是最好的选择。

Gunter Pauli 在他的《蓝色经济》一书中说，人们往往费尽心力追求到的是一大堆根本上并不需要的物质和成堆的废弃物。仿效大自然，应用物理法则，串联利用养分和能源，能够开发出可持续的蓝色经济的蓝海，其中一项就是我们如何控制建筑的七股重要的场流：空气、光、水、能量、声音、人和物质，最终设计出全新节能健康的生态建筑。比如向白蚁学习如何控制建筑内部的场流，不要冷暖气就可以保持室内温度舒适和空气清新。借鉴斑马的色彩条纹可以降低建筑表面的温度等，这样的建筑已经诞生，但有待推广。

可持续人居环境是实现我们所憧憬的未来的关键和基础，需要政治家的远见，工商业者的社会责任，公众的参与，是一项伟大而又充满挑战的事业，任重而道远。应避免国家间无休止的、狭隘的讨价还价和言多行少；激励地方政府、企业、专业机构和公众率先行动，让全球政策在地方层面率先开花结果。

Greed is the root cause of modern financial crises. Greed is also the root cause of today's environmental changes and climate change. The eager for quick success and great profits in business, and the behaviours of boasting and comparing with each other in consumptions, have undoubtedly aggravated the resources and environmental crises. Christianity teaches people to “love your neighbor as yourself”, Buddhism advocates people to have Sila, Samadhi and Panna so as to drop greed, anger, and delusion. The Chinese

philosopher Lao Tse advocated to “follow after nature”, while Confucius called on people to “Do unto others as you would have them do unto you”. Perhaps, we can learn something from the religions and ancient sages. The Nature is the best teacher. And perhaps simple, healthy and moderate lifestyle is the best choice. Everybody can do it, as long as you will.

As Gunter Pauli wrote in the book of *Blue Economy*, people make much ado about nothing, and they produced a large amount of materials they don't need and piles of waste. If we can follow the nature and apply the physical law to make use of nutrients and energies, we can create the blue ocean of sustainable blue economy. In the book, Gunter Pauli listed 100 innovations, among which one innovation is how do we manage the seven important flows of buildings, including air, light, water, energy, sound, people and material, and finally work out the brand-new ecological green buildings. For example, we can learn from the termite how to control the air flow inside the building to obtain a comfortable temperature and fresh air, and the simulation of zebra stripes can lower the temperature on the surface of buildings, and so on. Such buildings are already being constructed, but they need to be further promoted.

Sustainable human settlements are the key and foundation of the future we want. The implementations require foresights of politicians, social responsibilities carried out by business sectors, participations of the public. This cause is both great and full of challenges. We still have a long way to go.

We need to avoid the endless, narrow-minded bargaining and empty talk. We need to mobilize the local governments, enterprises, professional institutions and the public to make their first move, and have the global policies come to fruition in the local level first. 



帕姆·奥康纳 Pam O'Connor

美国加利福尼亚州圣莫尼卡市市长
Mayor, City of Santa Monica, California, USA

直引领加州的信条便是：我们需要规划，我们需要定义，我们需要采取行动，我们需要衡量。

我们的成长与加州地区的交通和基础设施系统紧密联系在一起。多年来，土地开发和居住都围绕着遍布南加州的庞大的城际铁路系统。那时，我们拥有横跨 4 个县的超过 1,850 公里（1,150 英里）的铁路线，即使最偏远的地方都可以抵达。

然而，在 20 世纪初，在 1900 年和 1950 年之间，全县人口从 170,000 增长至 4,152,000。二战结束后，以洛杉矶为首的美国和世界开始了围绕汽车而进行的城市扩张，导致了公共铁路系统的投资缺乏。到 1963 年，洛杉矶已经完全拆除了铁路交通系统，取而代之的是大量的巴士，铁路交通系统已不再有利可图，民众获得了运输系统的所有权。联邦、州和地方政府在此期间做了很多的投资，创造了全国最庞大的高速公路网络。

然而，它却加剧了该地区无序扩张的本质以及无序扩张的发展。我们是美国最拥挤的区域。平均每年每个洛杉矶县居民因拥堵而浪费了 61 个小时。在未来 30 年里，我们区域内的人口将增加 300 万人，我们需要增加 150 万就业机会，出行的人将增加 30%。我们需要以某种方式来调解并应对该问题。因此，我们制定了两部分战略，一个是提升区域交通系统，另一种是支持可持续发展的政策和方案。

首先，我们正在拓展城市铁路交通线、公共汽车路线、轨道交通系统、公交地铁网络、最后一公里网络等。我们也努力找寻策略，以提高最后一公里连接的效率，包括自行车网络、路径、车道和路线，以及不同的自行车基础设施。此外，我们正在一些路线上做拥堵定价，跟据不同的时间来实施动态收费，这同时也提高我们的拼车率。

其次，正如赛斯先生所说，我们需要实现我们的承诺。要做到这一点，政府政策和规划都需要支持可持续发展。一些较小的城市因为其有限的容量、有限的预算以及对我们的所做不同事情的未前景感到忐忑，而不愿意支持可持续发展。政策和规划在此做了有力的推动。例如，加州立

One of the things that are guiding us in California is that we need to plan, we need to define, we need to act and we need to measure.

Our story of growth is tied to transportation and infrastructure system of the region. Over the years, the land development and settlement spread across Southern California around a vast inter-urban rail system, and we had over 1,850 km (1,150 miles) of rail routes across 4 counties at that time, which made remote areas accessible to the city.

However, in the early 20th Century, the population of the county grew between 1900 and 1950 from 170,000 to 4,152,000, and after World War II, Los Angeles led the US and the world in developing a spread out model of development centered around the automobile that led to disinvestment in public transit. By 1963, Los Angeles had completely dismantled its rail transit system, instead, it brought in a lot buses, the rail transit system is no longer profitable, and the public took ownership of the transit lines. During this time, the Federal, State and Local made a lot of investments in freeways created the most vast freeway network in the nation.

However, it reinforced sprawling nature and sprawling development of that region. We are the most congested area in the United States. Los Angeles County residents lose over 61 hours a year due to traffic delay. Over the next 30 years, we will be adding 3 million people to our region, we will be adding 1.5 million more jobs, and we will have 30% increase in trips. We need to somehow think to accommodate and work with that. So we have two parts of strategy, one is to enhance the regional transportation system, and the other is that policies and programs support sustainability.

First, we are expanding urban rail lines, bus ways, commuter rail systems, metro bus network, first-last mile network, etc. We are also working to identify the strategies to improve the first-last mile connections, and that includes bicycle network, paths, lanes and routes,

法鼓励我们与城市合作，携手共进。

在南加州，我们实施了区域交通规划，它是全新的可持续发展的社会组成部分。它显示了交通投资如何与土地使用相结合，以实现温室气体减排。具体来说，通过 2012-2035 年的区域交通规划，我们总共投资了大概 5,250 亿美元以改善南加州地区的交通运输系统。2,630 亿美元用于资本投资，2170 亿美元用于系统运营、保存和维护。

我们也有联合工作计划。南加州政府协会（SCAG）将与地铁、洛杉矶县的运输提供商、区域规划者、建设者和运营商合作，在未来几年共同实施具体活动。我们做的那些交通投资产生了很多的共同利益，即就业岗位的产生，开放空间的保护以及家庭储蓄的保护。

此外，公共交通为导向的开发正在进行。在离人们认为方便的铁路站进行更加紧凑、蓬勃的开发是很重要的。此外，我们需要专注于保障性住房的联合开发项目，并确保它囊括了低收入人群。我们需要警惕城市绅士化，因为社会公平是非常重要的。我们正朝着这样一个典范发展：人们安居乐业，与街坊互动交流，能通过步行或者骑行就能轻松地享受到他们每天所需要的服务。因此，我们的街道都是以完整的网络和多模式交通为导向的。我们有完整的街道发展政策，并为积极的设计确立了“卓越标准”，以解决所有项目中自行车和行人的需求。

最重要的是，我们教育公众可持续的生活，并让越来越多的人从事绿色实践，这也包括了绿色企业。

我们对所取得的进步感到非常骄傲。但我们需要保持多模式交通，任何一个单一的模式都无法成为解决方案。因此，我们与各市、县和机构合作，把我们的视野投放到更可持续的经济、社会、环境的道路上来，最终实现可持续的城市化。

and different bicycle infrastructure. Additionally, we are doing congestion pricing on some of the lanes with dynamic pricing in terms of what time of the day, and are also improving our carpooling.

Second, as Mr. Seth said we need implement what we promised. To do that, government policies and programs need support sustainability. They help push us when some smaller cities are a little more reluctant because of limited capacity, limited budget, and a little bit afraid of the future we are doing things differently. For

example, the legislation from California encourages us to collaborate with cities and work together.

In Southern California, we adopted regional transportation plan that was called sustainable community component that is something new. That is to show how transportation investment is combined with land use to achieve the green house gas reduction. Specifically, we have almost \$525 billion in investments to improve the SCAG region's transportation system through 2012-2035, \$263 billion in capital investments and \$217 billion in system operations, preservation, and maintenance.

We also have Joint-Work Program. Southern California Association of Governments (SCAG) cooperates with metro, the provider of transit in the LA County, the regional planner, builder and operator, and jointly implement specific activities in the next a few years. We do those transportation investments and see a lot of co-benefits, co-benefits from the production of jobs, preservation of open spaces and household savings.

Furthermore, transit-oriented development is going on. Building more compact, intense development near the stations, near where people think have easy access to rail is important. Also, we need focus on the affordable housing of the joint development project, and make sure it is not pushing out people of lower-income. We watch out the gentrification, because the social equity is very important. We are moving to a model where people are living lives, where they are interacting on the street, where they have choices to easily get by the transit of walking and biking to the services that help them during the day. So we develop our streets that are complete network and are multi-model. We have Complete Streets Policy under development and establish "Standards of Excellence" for active design to address bicycle and pedestrian needs in all projects.

On top of that, we are educating the public to live sustainably and getting more and more people engaged in the green practices including green business.

We are very excited about the progress we are making. But we need remain multi-model, as no single mode is going to be the solution. Therefore, we are in partnership with the cities, counties, and agencies to put our vision on the path to greater sustainability economically, socially, environmentally, and achieve sustainable urbanization.

WBPV



沃尔夫·托伊布纳 Wolfgang Teubner

国际地方环境行动委员会（ICLEI）欧洲秘书处负责人
Managing Director, ICLEI-Europe Secretariat

在国际层面上，我们所追寻的，就是保证城市不仅仅是执行的焦点，而且要保证城市诉求能在谈判中有所体现。目前我们在进行一些气候谈判，目标是在 2015 年达成全球气候协议，我们需要更加努力，并重新启动地方政府在气候变化方面的角色，以便在下一次的协议中为城市争取更多有利的因素，我们不仅仅是向城市提出要求，而且需要让资金到位以保证城市获得必要的提升。

我们只是单一地处理问题还是从长远的角度来进行改变呢？我想大部分时候我们是单一地处理这些问题，这一次处理食品安全问题，下一次应对出行问题，再一次应对生物多样性问题。但我们常常忽略了这些问题之间的联系，在找寻解决方案上，他们如何能支持彼此呢？

我们应该把城市当成一个系统来看，并且在这个系统内通过多种方式来改善政府进程。我们不应局限在城市范围内寻找解决方案。我们需要创造可持续的文化，并把它融入

I would say on the international level, what we are looking for is to make sure that cities are not only the focus as the implementation are, but also get the voice heard in these negotiations. We are currently in a few of the climate negotiations in the goal to reach the international agreement by 2015, increasing our efforts to relaunch our local government climate role in order to get a better deal for cities in the next agreement and to not only get demands of cities, but also get the right important magnates in place that allow cities to achieve the necessary improvements.

Are we addressing a single issue or are we addressing a long-term change? I think too often we still address single issues, one time we address food security, the other time we address mobility, the other time we address biodiversity but we don't see often the links between the issues, how they can mutually support each other in terms of sustainable solutions.



我们需要创造可持续的文化，并把它融入人们的日常行为和生活方式之中。文化应该基于现有的文化，以及国家文化的差异性。

We need to create a culture of sustainability, and then extend into the lifestyle of daily behavior of people; and it should reflect the culture based on the existing culture and the culture differences in the country.





人们的日常行为和生活方式之中。文化应该基于现有的文化，以及国家文化的差异性。我们应该区分公共和私营部门之间的不同责任和负担。

我们需要更多本地化的能源、食物、水资源。首先我们应该看看我们在本地区能做什么，然后我们放眼到本地区以外，从外部吸取一些资源。这不仅更加可持续，而且有助于创收、增加透明度以及对资源的控制度，协调人口数量，并潜在地为当地人口带来经济收益。

我们需要全球化，我们需要多边合作，但迄今为止我们所做的正好截然相反，即试图在全球建设一些东西，然后转换到地区层面。通过建立国际合作，我们或许能有更强的自下而上的观念，进而清楚我们从地区层面能做什么，再把它扩大到全球化层面。

我们需要推动可持续发展，我们需要辨识那些走在可持续发展前沿的领袖城市和联合力量所取得的成就，快速前进，把握一个可持续发展的未来，为了我们自己，也为了子孙后代。

We have to work further understanding the city as a system, and the necessary needs many ways to improve the government process within the systems. We have to look beyond the city boundaries for the solutions that we

need. We need to create a culture of sustainability, and then extend into the lifestyle of daily behavior of people; and it should reflect the culture based on the existing culture and the culture differences in the country. We need to differentiate the share of responsibility between the public and private sector and burden sharing.

We have to know that we need much more energy, food, water source locally, first, we need to see what we can do locally, and then we should go outside and draw from outside resources, this is not only to say this is more sustainable, but it also helps to generate income, transparency, control of every resource, adjust with population, and potential, even economic benefits for the local population.

We need globalization, we need multilateral cooperation, but contrary to what we have done so far, trying to build something globally, and transfer back to the local level. We should maybe have a stronger bottom-up perspective by building this international cooperation, and see what we can do from the local level, and scale it up to bring it together globally.

We should take sustainability forward; we should now to recognize the achievements of leading cities and joint forces to go fast on our way to secure a sustainable future for ourselves and next generations. 



李小琳 Li Xiaolin

中国电力新能源发展有限公司董事局主席
Chairman, China Power New Energy Development Company Limited (CPNE),
Hong Kong, China

在 今年的中国人民政治协商会议上，我提出了两个提案，一个是把新能源与智能电网合并，另一个则是建立绿色健康城市。

现代城市的快速增长给予了我们诸多便利，但同时生态危机问题也开始凸显，我们开始面临环境污染、能源过度使用、疾病传播等威胁。作为新能源的提倡者，生态文明的建立者，我们决定建设绿色健康城市，其主要特征为：低碳、智能、健康以及生态环保。

在海南乐城，我们将首创的“家庭能源智能管理系统”及“绿色能源当量”理论付诸实施，全力发展绿色和智能电网系统。我们收集并分析每个家庭的能源使用数据，在不影响人们日常生活舒适度的前提下，管理和节约能源。

为了完成这个目标，我们首创了世界第一个零碳生态标准系统，包括 8 大类 123 项规定，其中 63 项是强制实施的，另外 60 项是可选择性的。

我们使用中国传统文化中的“五行”理念来规划和设计这个项目。因为我们在城市的元素中发现了其相似性；如：建筑、高速公路、树木、水等等，他们都需要在和谐世界中找寻平衡。

健康产业已经成为 21 世纪引领平衡的全球经济发展和社会进步的重要组成部分。这个朝阳产业在预防与服务等部门扮演着新的角色。

在博鳌，我们三个这样的项目，预防性疾病诊断中心、干细胞疗法中心及康复中心。我们的诊断中心将使用最先进的医学技术如 DNA 监测，3D 显示技术，用经络分析技术来分析预防性疾病。干细胞疗法中心将使用转化医疗技术对疑难疾病进行治疗。康复中心将关注病人的恢复与护理。

At the CPPCC this year, I made two proposals. One is again about combining new energy with smart grid, and the other is about constructing green health cities.

The rapid growth of the modern society gives us a lot

of convenience, but at the same time the ecological crisis come. We start to face new challenges such as environmental pollution, energy utilization crisis, and a spread of disease. As a promoter of the new energy and a construction of eco civilization, we decided to build green health city, and the key feature is: Low-Carbon, Smart, Healthy and Ecological.

In Lecheng city, Hainan Province, green and smart grid power system will be fully developed as we initiated the theories of the “Intellectual Management System of Household Energy” and “Green Energy Equivalent”. We collect and analyze the data of the households’ energy usage, in order to manage and save energy without affecting the comfort of people’s daily life.

To be able to achieve the object, we have initiated the world’s first ecological standard system of zero carbon that consists of 123 control specifications in 8 categories. Among these tasks, 63 are compulsory and the other 60 optional.

We use the philosophy of Five Elements in traditional Chinese culture in the planning and designing of this project. As we found the similarities in the urban elements; such as architectures, highways, woods, waters and so forth, also they need to be balanced for the harmonized world.

The health industry has become the important sector to lead to a balanced global economic development and social progress in the 21st century.

In Bo’ao, we have three such projects, the diagnosis center for preventative diseases, the stem cell therapy center, and the rehabilitation center. Our diagnosis center will use the most advanced medical technology such as DNA detection, 3D view technique, and main and collateral channels monitoring technology to analyze preventative diseases. The stem cell therapy center will be using translational medical treatment for intractable diseases. The rehabilitation center will focus on patients’ recovery and nursing care. 



朱绿珍 Cecilia Chu

观澜湖集团董事
Mission Hills Group Director

观澜湖是吉尼斯世界纪录授予的“世界第一大球会”。我们不仅有世界最大的高尔夫球场，还为国际商业和 文化交流提供了一个平台。自 1992 年成立以来，观澜湖产 业集群跨越深圳、东莞、海口三地，是集运动休闲、商务 休闲、养生休闲、会议旅游、文化娱乐、美食购物、长居 短憩、七大功能为一体的国际绿色休闲旅游度假区。观澜 湖集团一直以来都非常重视企业与社会环境的共同发展，并 将“低碳、环保、生态”发展纳入集团重要的可持续发展 战略方针，制定了集团可持续发展的十八项举措，全面推 动低碳环保生态在集团内部的落实。

观澜湖致力于环境保护做出最大的贡献。从项目选址到球 场的设计、建设和运营都结合生态环保的理念和应用。运作 多年来在球场、酒店和会所实施了多项节能减排和废物利用 的项目，并尝试一切可能的方式去减少对环境的影响。

- 已实现了废水零排放。将收集的雨水和废水经过污水处 理站和人工湿地排入人工湖后，用于高尔夫球场的灌溉
- 安装了热泵供给热水
- 利用余热回收系统回收酒店中央空调的部分余热，用于 供给热水
- 会所和酒店更换了 18,000 多个 LED 照明
- 植物垃圾粉碎堆肥
- 球场的生态环保设计理念
- 高尔夫球场的物种多样性保育

在大力推动环保措施的同时，我们更是获取较高的经济效 益和社会效益。

Mission Hills is the “world largest golf complex” accredited by Guinness World Records. We are more than just the largest golf club in the world, also a platform for international businesses and cultural exchanges. Since its founding in 1992, we have evolved into a fully-integrated resort, incorporating sporting tournaments, wellness and conference facilities, business and entertainment amenities and residential properties in Shenzhen, Dongguan, and Haikou. Our group has placed great importance on enterprise development to cooperate with local communities and protect our living environment. “Low Carbon, Environmental and Ecology” are the major areas for our sustainable development strategy; we detailed our sustainable measures in eighteen aspects, and carry out continuous improvement.

Mission Hills China is committed to making significant contributions to our environment. We have put in place various programs to reduce carbon, energy, and water consumption and waste generation across our golf courses, clubs and hotels. We also incorporate ecological considerations into the design, construction and operation of our facilities. We understand the importance of environmental protection and attempt every possible way to minimize our environmental impacts.

- Zero waste water discharge. Collected both rainwater and grey water from our sewage treatment plants and constructed wetlands and artificial lakes for golf course irrigation
- Installed heat pump for water heating, and heat recovery system to recover the heat energy from central

- 集团有超过 14000 的员工，以及间接雇佣的岗位有 20000 个，有效地解决了本地就业问题。观澜湖每年纳税 千万以上，已成为支持当地政府的一个经济支柱。观澜湖 每年有 180 万人次的来访，其中 120 万人来自境外。我们 曾主办过高尔夫世界杯和许多国际赛事，使得深圳市政府 在 20 年前就开始了改善观澜地区的交通运输和公路系统。
- 在企业社会责任方面，观澜湖集团成立了以创始人朱 树豪博士命名的慈善基金会，帮助欠发达地区群众脱贫脱 困，以及为体育、文化、教育、环保等事业捐款和为灾区 捐款。善款总计达 5 亿多港币。

观澜湖秉承可持续发展的经营方针，为保护自然环境订立 了“绿色”策略，并以此为基础，平衡社会、经济和环境 三方面，带动行业推进未来的发展方向。同时为顾客、员 工、社区、社会创造更多的可持续性效益，共同推动可持 续发展事业。

air-conditioning system of our hotels, and use it for water heating

- Incorporated more than 18,000 LED lightings in our golf club and hotel
- Plant waste reuse
- Eco-system protection and Eco-design in new golf course
- Biodiversity conservation in golf resorts

Accompanying all the environmental protection

measures, better economic and social benefits are also taken in consideration.

- We have more than 14,000 colleagues, and over 20,000 indirect employees, which effectively solve the employment problem for the local community. The annual amount of tax payable is hundreds of millions in RMB, thus Mission Hills is becoming one of the major economic pillars to the local government. We attract 1.8 million visitors each year, from which 1.2 millions are overseas. We hosted the World Cup and many tournaments, making the SZ government improve the transportation and highway system 20 years ahead.
- In the aspect of corporate social responsibility, Mission Hill was established “Dr. David Chu Memorial Foundation” in August 2012. We helped impoverished people in underdeveloped regions, and also extended to other areas in sports, culture, education and environment and disaster relief. The contribution sums more than 500 millions Hong Kong dollars.

Sustainability development is one of the guiding principles for our corporation. Mission Hills Group has drawn up a “green strategy” to protect the natural environmental and has mapped out the direction of future development in the context of social, economic and the environment. We would like to create sustainable benefits for the community, our clients and staff by promoting sustainable development. We will continue with our work in promoting sustainable development, and protecting, nurturing and rendering care to our people, environment and community. 





多米尼克·施密特 Dominik Schmid, GIZ

德国国际合作机构 (GIZ)
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)

来自温特和克的代表同我们分享了他们的总体规划，规划非常成功。该规划由五大部分组成，分别是：延伸公共交通；推广自行车出行、步行和宜居街道；限制汽车交通、减少拥堵、排放；促进社会公平；为所有的居民提供一个宜居的环境，更健康的人群，并改善其可达性。

在讨论中我们发现目前的主要挑战是规划的缺乏，代表指出：部分发展中国家已开发城市中，约 60% -80% 的城市没有任何规划，这实在是令人深思。

我们发现的第二个主要挑战是城市化的步伐，拉各斯是个很能说明问题的案例，每天约 5000 人进入到拉各斯市，成为新的市民或居民，预计在未来几年里城区范围内的居民将增长 4000 万，在接下来的 25 年内，汽车的规模将增长 350%。

如果朝着一个更好的综合城市和交通规划的方向发展，其目标和解决方案是什么？

目标之一必然是可达性，特别是对于我们的非洲伙伴国家来说，显然这是需要优先发展的。

可持续发展的综合交通和城市规划的第二个目标当然是安全性和宜居性。

我们对合作伙伴的建议是让我们尽早干预，尽早的支持他们，如果我们在前期就介入中小型城市的发展规划，后期就不会出现太大的问题。

我们的合作伙伴也需要培养全局观，统筹谋划，而不仅是从城市开发专家、交通专家或财政专家等单一的行业角度考虑问题。

We had representatives from the city of Windhoek presenting this master plan which is very successful. There are five pillars constituting the Sustainable Urban Transport Master Plan, namely: The extension of public transport, promotion of cycling and walking, livable streets and limitation of car traffic, reduced congestion, emissions, accidents combined with increased social equity, a livable urban environment, more healthy population and improved accessibility for all.

What are the major challenges which we found out during our discussion is the absence of planning or the planning failed to be implemented effectively. Among the cities in some developing countries, about 60%-80% of them have developed without any planning at all..

The second major challenges we identified is the pace of urbanization. The example of Lagos is very illustrative, as about 5,000 people every day come to Lagos as new citizens and new habitants. Metropolitan area have a growth about 40 million inhabitants over the coming years; the cars are going to grow by about 350% in the next 25 years.

What are the goals and solutions towards a better integrated urban development and transport planning?

One goal must definitely be accessibility especially in our African partner countries that was a clear priority.

Second goal for integrated sustainable transport and urban planning is of course safety and livability.

There are also clear recommendations from our partners that as development cooperation we should much



我们发现目前的主要挑战是缺乏规划，或者规划得不到有效实施。部分发展中国家已开发城市中，约 60% -80% 的城市没有任何规划，这实在是令人深思。

What are the major challenges which we found out during our discussion is the absence of planning or the planning failed to be implemented effectively. Among the cities in some developing countries, about 60%-80% of them have developed without any planning at all.



沿公共交通线路的“土地价值捕获”在日本获得了很大的成功。

国际发展合作还是一个新的领域，不仅仅需要提供金融、技术帮助，而且需要支持合作国家的沟通以及参与进程，在温特和克，我们努力让所有的市民能够通过 facebook 和 twitter 等社交网络工具交流沟通。

earlier intervene, and try to support our partners much earlier. Already in small and medium sized towns where we have intervention in an early stage, do not develop problems.

It is also very important for our partners to get a step to get overall thinking, not thinking on an urban development specialist, to transport specialist, to financing specialists, but have a more comprehensive view.

Land value capturing along transit lines has been made with great success in Japan.

It is a very new field for international development cooperation, not only to provide financial and technical assistance, but also to support the communication and participation process in our partner countries. Again, great efforts have been made in the city of Windhoek to include all citizens and populations via facebook, via twitter.





尤尔根·佩尔森 Jurgen Perschon

欧洲可持续交通学院（EURIST）执行董事
Executive Director, European Institute for Sustainable Transport (EURIST)

在许多城市里我们都看到了创新的商业模式，但这要应用到发展中国家并非易事。因此我们今天讨论的话题是城市多模式交通概念，首先我们面临着许许多多的挑战，其中之一便是我们的出行需求，我们对更便捷的公共交通有着新的需求，我们希望公共交通更加快速，甚至能与汽车的速度匹配，我们希望公共交通是可预测的。跟之前相比，这些都是新的挑战，同时，我们也面临着网络等技术革命，我们需要在公共交通系统中，把网络引入并实施到规划过程当中。

面对这些挑战，许多城市的配备标准远远不够，原因有两点：一点是许多城市对技术创新持保留态度，第二点是不同角色之间的合作有限，不足以朝更有效的交通、多模式交通观念转变。

许多发展中区域的城市都有机会来克服或避免发达国家所犯的错误，新兴的城市有很好的机会来避免这些规划的错误。

每一个行动者都扮演着整合出行的角色，而且他们需要紧密且细致地联系在一起。

我们应该问的不是我们想要哪种技术或者公交系统。第一个我们需要问的便是我们想要什么样的城市，这才是关键问题。UITP 在 2009 年设定了一个目标，即把公共交通的市场份额扩大 50%，如果我们达到了这个目标，将会带来很多收益：其一是我们通过减少交通事故，将拯救 12,000 人的生命，其次便是可以减少 5 吨二氧化碳排放，其三便是节约 1.7 亿吨油，在交通部门创造 700 万个工作。对于 UITP 来说，问题不是探讨生态效益，而是探讨经济效益，例如创造了新的就业机会，但是我们得说这仅是有利于决策者的观点。

即公共交通不是万能的，应该加以补充。关键的问题是公

We saw innovative business models for many cities, probably not so easy to apply in the context of developing countries, so the issue was Multimodal Transport concept for cities. We have quite a number of new challenges, one of which is we have involving mobility needs, we have new demand for more convenient public transport, we want public transport to be as fast as possible to compete with the car, we want public transport ready to be predictable, and that is new compared to former times. Also we are facing technological revolutions like the web based options we have now, and this has to be imported and implemented into the planning process for public transport systems.

Most cities in the world are badly equipped with these challenges. There are two reasons for that, and one is that many cities are not so open to technical innovations, the other is the limited level of collaboration between the actors to achieve these change, and become really efficient public transport, and multi-model transport concept for cities.

Many cities in developing regions have the chance to overcome to avoid the mistakes made in countries in the north, so emerging cities have a really good chance to avoid planning mistakes.

Each actor has its role to integrate mobility provision and that has to be defined really closely and carefully linked with each other.

We should ask ourselves not what kind of technology we want to have or what kind of transport system we want to have; the first question we should ask ourselves is what city we want to have, and that is the key question. UITP



全球的城市中自行车出行的比例有明显的不同。有的城市的份额占到了 35%，而有的城市却仅有 0.5%，我们无疑需要进步，建议是推动和发展自行车联盟。

We really have a high diversity in the model share of cycling in the cities. We have cities with 35% share, and we have cities with 0.5% share, and we need progress in this definitely. The idea is also to launch and to develop the alliance.



共交通的整合者是谁？建议由公共交通提供商担任整合者，为城市提供一套完整的出行系统方案。例如柏林、汉诺威就有这样的系统，即手机一卡通，一站式公交，城市所有的市民都能买到，它提供了各种模式的公共交通，从自行车到出租车，从汽车分享到自行车分享，再到有轨电车等等。

越南的代表分享了许多公私合作的经营模式，值得一提的是，我们看到智能手机能够成为个人出行的助手，这当然是基于网络的。然后又出现这样的问题：我们能够把这些东西应用到发展中或者不发达国家吗？

我们还讨论了几个关键问题，第一是欧洲的案例适用于其他国家吗？第二个是汽车共享或自行车共享是能够产生利润的商业模式吗？

我们有一个来自加拉加斯的有趣例子，大多数人都了解从阿尔卑斯山上，从滑雪区开始的城市交通系统，但是在加拉加斯，以及拉丁美洲其他地区，道路系统延伸到更穷困，更偏远地区，城市缆车系统正在成功地提供公共交通服务。公共交通是如此地成功，因此，加拉加斯正规划修建六个新的城市缆车系统。我认为这是市场中的新元素，需要谨慎对待。我坚信我们会为城市交通链发展找到一些空间，明年加拉加斯将运营第一个缆车系统，它连接了两个城市，即加拉加斯与沿海地区，更便于城市之间的互通。

全球的城市中自行车出行的比例有明显的不同。有的城市的份额占到了 35%，而有的城市却仅有 0.5%，当然我们需要在自行车出行的推广上取得进步，而目前的状况却不乐观，我们无疑需要进步，建议是推动和发展自行车联盟，如世界自行车联盟等。在不同的区域环境下，可持续进程都

has launched a goal in 2009, to doubling the market share of public transport nobly by 50%, and if we really achieve that, we have a number of benefits. One benefit is that we can save 12000 lives through the reduction of traffic accidents; we would save half a billion ton of CO₂; we would also save 170 million tons of oil which we don't use and need any more, and we would create 7 million jobs in transport sector. And the question for UITP was that if we talked about public transport, we should not talk about the ecological benefits, and we should really start to talk about the economic benefits that the new jobs created for instance. We need to say this is the argument which accounted for decision makers.

Public Transport is not all rounder, and must be supplemented. The key question is who would be the integrator of public transport? The suggestion is that indeed it should be the transport provider in the city who supports or who provides the city with a complete mobility systematic approach for instance, Berlin, or Hannover has such a system with the mobile plus cards, and it is called one stop shop. It is accessible by all people in the city and offers all modes of public transport, from the bicycle to the car, from car-sharing to bike sharing, to trams and so on.

We heard from Vietnam, and it showed us a business model where many public and private partners cooperated. It was very interesting to see how smart phones can work as personal mobility assistant, web based of course, and there again is the question can we apply this kind of things in the context of countries of the south.

是不一样的，如果你在拉各斯找个人问问，他将会给予你他对可持续交通的不同的答案。

我们有新的客户群，即那些不想拥有私人车，却想开车的人群。想要开车？是的，拥有车？不是的。这意味着要更多地强调新的价值观，如简约、便捷以及经济效益。即使不拥有车也有开车的机会。

We had a few key questions. First one: are the European examples applicable in other countries? The second one: is car-sharing or bike-sharing a profit business mode?

We had a very interesting example from Caracas, about urban road way systems which most of you know from the Alps, from the mountains, from the ski areas, but in Caracas, and also in other Latin Americas, these urban road way systems provided affordable access to poorer, and remote areas, and they are also working very successfully to feed public transport, in Caracas, and they are all fed to the metro system. And it is so successful that the Caracas is planning six more urban cable car systems which I think is a new thing coming

into the market and should be looked at very carefully, and I am sure we will find some space for that in our urban transport chain, and next year in Caracas the first cable car system which connect two cities, the city of Caracas and cities in coastal areas, will become a road way system connecting the cities for commuting.

We really have a high diversity in the model share of cycling in the cities. We have cities with 35% share, and we have cities with 0.5% share, and we need progress in this definitely, and status is still one of the biggest problems when it comes to cycling, and the idea is also to launch and to develop the alliance, the world cycling alliance for example. Progress and sustainability means something different in a different regional context, so if you ask somebody in Lagos, he will give you a different answer on what he thinks sustainable transport is.

There is a new customer group for us, which is a person who doesn't want a car but he wants to drive a car. So being automobile? Yes, owning a car? No. It is more about working on new values like simplicity, like convenience, like the economic benefit if you can have; you do not have the car, but you drive the car. 



古那·洛伯勒 Gunnar Groebler

欧洲大瀑布电力有限责任公司城市业务柏林合伙人
Vattenfall, City Business Partner Berlin, Vattenfall GmbH

我们发出了一个非常大胆的声明，这也是其他平行会议所提到的，即未来是电动的，不论我们怎么想，未来必将是电动的，而解决方案系统运营商需要为这个新的前景做准备，他们已经开始做了，并且将持续下去。

施耐德电动有限公司的演讲主题是智能解决方案与智能电网。很显然智能基础设施被整合到智能电网当中，并深入千家万户，这对可持续发展来说是必不可少的。我们获悉将有四个数字化大趋势，即关注大数据、关注出行、关注云存储、关注社交媒体。为此，我们必须找到着力点，但这些着力点在不同城市的不同背景下都是不同的。

庞巴迪也提出了公共交通无线充电的概念，我们讨论这将改变绿色出行的游戏规则，目前他们聚焦于公共交通，尤其是巴士，整体观念便是巴士在正常的行驶路线中可以充电，即为了使巴士在公交站点停下即可以充电，我们需设定巴士路线。问题则是如何把它整合到电网的解决方案系统或者实践之中。

另一个运输案例来自西门子，即电动化公路，本质上来说它就是铁路技术与常规的运输以及货车荷载结合，基本上来说就是在高速公路上架设电网，利用这些电网为货运提供电能。这是货运和长距离运输的解决方案，本质上来说就是为卡车设定的电动出行方案，而不是针对轿车，我们获知的信息是这个方案已经在试运行阶段，尽管不是一个完整的商业运营，但对于货运来说，这依旧是一个非常好的方案。

博世的观点是电动出行前景光明。博世再次分享了两种出行模式和两大概念。一个是关于两个轮子的，一个是

We started with a very bold statement that was also come up through the other sessions--the future is electric. So whatever we think of the future will be electric, and the solution system operators have to prepare for this new landscape, and they have already done that and continue to do that.

Schneider Electric made a presentation on Smart Energy Solutions and Smart Grids. It was quite clear that the smart infrastructure was integrated into the smart grid, but also go down to the houses, which is essential for sustainable development. And we learn that we see four digitalization mega trends, which are sort of focus on big data, focus on mobility, on cloud as a storage facility, and also on the social media, so we have to find the right pinpoint in order to reach the focus, and those pinpoints are very different depending on the very local situation in different cities.

Then Bombardier did present a concept for public transportation, with wireless energy transfer in the charging. And we also discussed this would be a game changer for green mobility. With focuses right now on public transportation, especially on buses, the whole concept is that you use the opportunity of charging on a normal bus route, and you prepare the bus routes in order to enable buses to be charged while standing at the bus stop. The open question is certainly that how to integrate this into the solution system or practices to the grid today.

Another transportation example has been presented by Siemens, which is called e-highway. It is basically a



我们获悉将有四个数字化大趋势，即关注大数据、关注出行、关注云存储、关注社交媒体。为此，我们必须找到着力点，但这些着力点在不同城市的不同背景下都是不同的。

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关于四个轮子的，这两种观念在世界不同的地方的渗透度都不一样。两个轮子的大部分在中国，四个轮子的大部分在欧洲。

对于纯电动车，氢能和燃料电池电动驱动车又是一个不同的方案，这是非常有创新性的项目，在德国已经获得了 15 亿欧元基金支持。他们试图寻找用氢能作为出行的备选能源，这对电动车是重要的替代品，这让我们能够全面地体验各种出行的模式，因为氢能比现在使用的电能更高效。

为了实施电动交通，探讨未来电动出行和智能电网是至关重要的，这是个基本的前提条件。我们已经看到分布式能源对此采取的措施，并且采用了基础设施以适应这种新开发的电动出行；我们已经看到了所有的关于电动出行的观念和类型，无论是针对个人的，还是针对重型卡车的，或是针对公共交通的，因此所有这些类型的电动出行方式都有相应的技术解决方案，而且几乎所有的出行方案都已经开发，且很有可能在每个城市中使用。

combination of railroad technology with normal freight mobility, with trucks loads, by basically implementing over headlines at the highways, and using those over headlines for freight mobility, especially. So it is a solution for heavy load transport, and long distance, basically an e- mobility concept for trucks, not for private vehicles. What we learned is that this solution is right

now tested, and not in full commercial operation, yet but it is still a good concept for freight transport.

Bosch gave us an overview on the bright future of electric mobility. Interestingly, Bosch mentioned that we have two things of mobility and two concepts to look at. One is for two wheels and the other is for four wheels and the different penetration of these two concepts are different in different parts of the world; two wheels we see mainly in China, four wheels mainly in Europe.

The Hydrogen, Fuel Cell and Battery Electric Drives is a different approach for pure EV, and these are strong international innovative programme in Germany funded with 1.5 billion Euros. Looking into hydrogen as an option for mobility, it is an important alternative to e-vehicles, and it basically enables us to fully use the full range of mobility needs as hydrogen allows much higher arranges than e-vehicles as of now.

The statement for future e-mobility and smart grid is essential in order to implement e-transportation, and it is basically a prerequisite. And we already see the distribution system react to it, and adopt the infrastructure to this newly developed e-mobility. We have seen basically all concepts and all types of mobility, be it individual, be it heavy trucks, be it public transportation, so there are technical solutions available for all these types of mobility, and almost all are already developed in a way that could be used in every city.



Berlin High-Level Dialogue on Sustainable Cities and Transport & 2013 Global Forum on Human Settlements

联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛

对话撷英

DIALOGUE ESSENCE



讨论嘉宾左起：印度新孟买市市长萨加尔·泰克先生，中国电力新能源发展有限公司董事局主席李小琳女士，前德国交通部长库尔特·博德维希先生，联合国经济和社会事务部可持续发展司司长尼克·赛斯先生，泰国曼谷市副市长阿蒙·吉察渊衰先生，约旦安曼陆上交通管理委员会主席穆贾米尔·贾赫德先生，欧洲复兴开发银行环境部主管阿里斯特·克拉克先生



尼克尔·赛斯 Nikhil Seth

联合国经济和社会事务部可持续发展司司长

Director, UN DESA Division for Sustainable Development

我想再次提醒大家里约 +20 传递的信息，第一是参与；第二是整合决策，平衡经济、社会和环境；第三是实施；第四是加强我们行动的凝聚力；第五是发展合作伙伴关系；第六是为了人民的繁荣兴旺，平衡前五点。我们最终的目标以及我们所做的一切都是为了提升社会福利和实现社会繁荣，并优先消除贫困，保障有质量的生活。

我们也需要平衡商业利益和社会福利。社会福利通常源自于商业利益。

里约 +20 非常看重合作伙伴关系，我们常常把伙伴关系理解为公私合作模式，但事实上有很多的伙伴关系模式。但最重要的一点是，检验并评估我们的伙伴关系是如何培育、如何发展的。为了建立这些伙伴关系，我们如何做到承诺要做到的事情？我们如何建立一个系统来推动伙伴关系？

I just want to remind to every one of the messages that we got from Rio+20, the first message was engage, the second was integrate the decision making to get the balance between economic, social and environmental dimensions, third was implement, forth was promote cohesions in the actions we do, fifth was develop and promote partnerships, the sixth was balance these in various dimensions for the prosperity of the people and the citizens. Our ultimate goal and everything we do is to do that, to promote the welfare and the prosperity, and give the highest priority to the poverty degradation and qualities.



我们最终的目标以及我们所做的一切都是为了提升社会福利和实现社会繁荣，并优先消除贫困，保障有质量的生活。

Our ultimate goal and everything we do is to do that, to promote the welfare and the prosperity, and give the highest priority to the poverty degradation and qualities.



We also have to reflect the balance between commercial interest and social good. Often the social good come from the commercial interest.

Rio+20 is very strong on the partnerships. Often we understand that in the public private partnerships concept, but there are partnerships of multiple types.

And of course the most important is monitoring and evaluating how our partnerships are being nurtured, how they are developed, have we been able to keep up what we promise to do in establishing these partnerships, how do we have a system of keeping this partnerships going.



阿蒙·吉察渊袞

Amorn Kitchawengkul

泰国曼谷市副市长

Deputy Governor of Bangkok, Bangkok Metropolitan Administration (BMA)

我们致力于把曼谷打造成“天使之城”，我们的许多政策也是依据该计划而制定的。

我们制定了曼谷的政策和目标，一是安全之城，二是幸福之城，三是学习之城，不同年龄的人们能在这个城市有生存下去的机会。

我们已经建立了一些轻轨，也就是曼谷的大众运输系统 (BTS-line)，即高架铁路公交系统，它是由曼谷市管理局许可的、由曼谷大众运输系统公众有限公司运营的。整个系统有 34 个站，两条轨道，总距离大约有 55 千米。

曼谷的铁路系统包括了地铁、以及曼谷机场高架铁路，该铁路在沿途设置了几个站点，直达机场。

曼谷错综复杂的运河网络，有时候让人想起威尼斯。

曼谷将会用 4-5 年时间建成一个整合的交通系统，为了安全考虑，我们将建立更多的人行天桥。2013 年底，我们计划将城市出租自行车的数量上升到 1 万辆以上。

城市将会改变人们步行、使用公交以及出行的方式。我们为泰国的学生做了许多工作，他们中的很多人每天都要花很长的时间到学校念书，我们试图改善他们的环境。



我们制定了曼谷的政策和目标，一是安全之城，二是幸福之城，三是学习之城，不同年龄的人们能在这个城市有生存下去的机会。

We set a policy and objective of Bangkok. The first is the metropolis of security, the second is the metropolis of happiness, and metropolis of learning, and people at all ages have the opportunity to make a living in the city.



We set an aim to make Bangkok to be the city of angel, which is very important for us and we make policy according to this.

We set a policy and objective of Bangkok. The first is the metropolis of security, the second is the metropolis of happiness, and metropolis of learning, and people at all ages have the opportunity to make a living in the city.

We have already built some Skytrain, commonly known as The Bangkok Mass Transit System (BTS-line). The system consists of 34 stations along two lines, and the lines have a combined route distance of 55 km.

Bangkok's metro system also comprises the underground railway line MRT, and the elevated Suvarnabhumi Airport Link (SARL), serving several stations in the city before reaching the airport.

Bangkok has an intricate network of 'khlongs' (canals). This is why it is sometimes reminiscent of Venice.

We will use maybe 4-5 years to build up integrated transport system, for the safety consideration, we will build more pedestrian overcrossings. We plan to have more than 10 thousand rental bikes in the city by the end of 2013.

The city will try to change people's way of walking, the way of using the bus, and in general, the way of mobility. We did a lot of work for the students in Thailand. A lot of them travel a long way to school, and we are trying to promote their conditions.





李小琳 Li Xiaolin

中国电力新能源发展有限公司董事局主席
Chairman, China Power New Energy Development
Company Limited (CPNE), Hong Kong, China

中国是一个人口众多的国家，能源问题也日益紧迫。随着城镇化在中国发展速度的加快，中国面临的环境问题也日益严峻。

我们现在的总装机容量是 13 亿瓦特，但新能源的装机容量还不到 1%，加上核电可能比率大一点。我们依旧有很长的路要走，但中国政府也支持大力发展新能源，中国现在的风力和太阳能发电已经达到了世界第一。

但是新能源现在的技术还不可能取代传统能源。我们想到了新能源与智能电网相结合，这是新能源走入千家万户的第一步。绿色城市与智能城市都离不开新能源和智能电网的基础设施以及现在的信息技术，即云计算系统。

电动车也一定要与电力系统联系起来，所以在城市当中，智能系统非常重要。

中国现在是城乡二元化结构，我们希望通过城镇化的建设，让所有的人享受到发展带来的好处。



绿色城市与智能城市都离不开新能源和智能电网的基础设施以及现在的信息技术，即云计算系统。

Green Cities and Smart Cities are inseparable from the new energy and smart grid infrastructure and the current information technology, namely cloud computing system.



China is a populous country, and the energy issues have become increasingly urgent.

With its rapid urbanization, the environmental problem of China has become increasingly serious.

The installed electric capacity in China has reached 1.3GW, but the installed electric capacity of new energy is less than 1%; if the nuclear power is added the ratio may be higher. We still have a long way to go, but the Chinese government supports the development of new energy, till now the wind and solar power has reached the No.1 among the world.

But the new energy technology is now impossible to replace traditional energy. The first step for the new energy into millions of households is to combine new energy with smart grid. Green Cities and Smart Cities are inseparable from the new energy and smart grid infrastructure and the current information technology, namely cloud computing system.

Electric cars must be linked with the power system, so intelligent system is very important in cities.

China has the urban-rural dual structure; we hope, through the construction of urbanization, to bring the benefits of development to all people. 



萨加尔·奈克 Sagar Naik

印度新孟买市长
Mayor of Navi Mumbai, India

虽然新孟买仅仅成立了 31 年，但我们已经达到了中央政府设定的对绿色城市和可持续城市的标准。我们的居民来自 40 个宗教，极具多样性。我们将成为印度最好的城市之一。

新孟买曾是空旷的沼泽。巧妙的排水与防洪工程使这里成为了新生地。新孟买的交通设计高效而便捷。发展的基础仍是铁路。地下通道可以让通勤者轻松横穿过铁轨，杜绝了孟买每天会发生的铁路死亡事故。

为了充分规划城市的愿景，我们开启了“愿景 2020”规划，目标是把城市打造成同世界上其他城市一样的大都市。

我们在生态、规划和发展上都制定了一系列的措施以把新孟买变成国际城市。

每年我们都有环境报告，我们的目标是成为印度最环保的城市。我们的环保标准每年都在提升。

在印度，收集和处理废弃物是一个大问题。但在新孟买，我们有垃圾分类制度，我们有政策来保护地下水。我们认为保持城市干净是非常有必要的，因此管理固体废弃物和科学地关闭垃圾场是很重要的。

The city of Navi Mumbai is only 31 years old; we have achieved the benchmarks set by the central government for the greener city and for the sustainable city, and we have people from 40 religions with vast diversity. We are going to be the best city in India.

Here Navi Mumbai used to be empty swamp, but the ingenious drainage and flood control works this place to be a new land. The transportation of Navi Mumbai is efficient and convenient. The foundation of the development is still the railway. Road commuters can



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We have garbage classification, and we have policy to protect the ground water. We think it is necessary to keep the city clean and hence, the solid waste management and scientific closing of land dumped with waste is important.



easily cross the railroad tracks, to prevent the railway fatalities that once occur every day.

To fully plan the vision in the city, we started “vision 2020”, which is aimed at developing the city into a global city like other big cities in the world.

We have measures on ecological, plans and development to transform Navi Mumbai into an international city.

We have annually environmental report, and we are aimed to be the least polluted city in India. Our environmental benchmarks are increasing year by year.

The solid waste, to collect and dispose them is a major problem in India, but in Navi Mumbai, we have garbage classification, and we have policy to protect the ground water. We think it is necessary to keep the city clean and hence, the solid waste management and scientific closing of land dumped with waste is important. 



穆贾米尔·贾赫德 Jamil Mujahed

约旦安曼陆上交通管理委员会主席
Director General, Land Transport Regulatory
Commission, aMMAN, Jordan

约旦是一个仅有 600 万人口的小国家，60% 的人口就居住在首都。

影响约旦公共交通的主要问题是，整体交通规划的缺乏，资源的限制和日益增长的交通堵塞。人口的增长显然超过了约旦交通的容纳能力，我们需要为有效的交通提供更多的便利。

而私营部门也为约旦的主要城市的基础设施建设提供了重要的支持。我们也对一些私人轿车发展最快的城市做出了一些限制。

2001 年，公共交通组织委员会成立，2010 年陆地交通组织委员会成立，他们为交通部门提供战略发展规划。2006 年，城市的总体规划开始实施，而交通是城市总体规划不可分割的一部分。总体规划分为四大部分。一是宜居的城市，二是政策的实施，三是为多模式交通系统制定政策，四是在主要的交通城市发展这些政策。我们正努力为交通部门建立一个更加有效的框架。

Jordan is a small country with 6 million people; about 60% people live in the capital city.

The major issues affecting Jordan's public transport is lack of integrate transport planning, and resource constraint, and challenges to the more and more frequently congestion. The growing population is clearly outpacing the capability of Jordan's transport sector. We also need to provide access to efficient transport.

Also, private sector is providing significant stream into the infrastructure in major city of Jordan. We made some constraints to the cities where car ownership is growing most rapidly.

The public transport organization committee was established in 2001, then the land transport organization committee in 2010 and developing strategies for recognition in transport sector. In 2006, the master plan for the city was implemented. Transport is an important component of sustainable development of the plan. 2025 is the time for its urban development strategy, and it contains four parts: first one is a city where is pleasant to live, the second is to implement policy, third is a policy for multi-model transport system, and forth is the development among major transport cities. We are now trying to build a more efficient framework for the transport sector.



人口的增长显然超过了约旦交通的容纳能力，我们需要为有效的交通提供更多的便利。

The growing population is clearly outpacing the capability of Jordan's transport sector. We also need to provide access to efficient transport.



阿里斯特·克拉克 Alistair Clark

欧洲复兴开发银行环境部主管
Managing Director, Environment and Sustainability Department,
European Bank for Reconstruction and Development (EBRD)

副秘书长阿查利亚提到：我们共同承诺在可持续交通上投资 1,750 亿美元，但是 1,750 亿美元仅仅是将来发展中国家所需交通发展资金的 10%。

我谈谈利益相关者参与的多赢目标。所有的国际金融机构都有着强力的环境政策，我们所有的贷款行为，包括交通，利益相关者的参与都是非常重要的。在这些范围内，有一些方面我们是做的很好的，但有的方面做的很差。

在过去，国际金融机构都很乐意给市政府和城镇提供巨额的资金，但我们未做的是问人们真正需要什么，我们并未按性别问他们想从政府的服务中获得什么。一段时间之后我们才发现，如果我们问市里的一群男人他们想要什么，他们需要更好的马路，所以开车能更快，如果你问女性她们想要什么，她们想要更明亮的街道，所以城市会更加安全，同时她们想要更方便上下的巴士。所以在投资所有的市政项目之前，我们都会根据性别需求做个调查，而不是偏袒任何一方。

我们之前在马路安全方面也做的较差，有一天我在英国一份周日报纸上看到一篇关于印度马路的文章，标题是《这是世界上最危险的马路吗？》，这条马路是世界银行贷款修建的。譬如在乌克兰，我们发现马路的设计对于那些想要穿过马路的当地居民来说本质上是危险的，我们增加了速度，所以驾车的人能够快速行驶，但对于行人，以及高速低速马路的区分来说，我们并未在设计上考虑充分，因而造成了一些死亡事故，所以我们都对不安全的马路项目的投资负有一定的责任。

数据表明，在全球造成年轻男性死亡的头号杀手便是交通事故，因此对人口的影响巨大。而今在一些国家如俄罗斯、乌克兰、哈萨克斯坦等地方，他们正面临着人口负增长的危机，这对全球的经济也是巨大的冲击。



如果我们问市里的一群男人他们想要什么，他们需要更好的马路，所以开车能更快，如果你问女性她们想要什么，她们想要更明亮的街道，所以城市会更加安全，同时她们想要更方便上下的巴士。

If you ask a group of man in municipalities what they want, they want better road so they can drive their cars faster; if you ask woman what they want, they said that they want better street lighting so that the city would be safer, and they want low level buses.



As under secretary general Acharya mentioned: We have together committed enormous of 175 billion dollars to be invested in sustainable transport, but the 175 billion dollars only accounts for 10% of the transport development needed in the developing world in the future.

I was asked to talk about win-win objectives in stakeholder engagement. As was mentioned earlier, all the IFI were very strong environmental policies, all our lending activities, including transport, and stakeholders' engagement during the process of development is hugely important. It is an area that in some respects we have all done quite well on, and some respects we have all done very badly on.

In the past, IFI were quite happy to give municipalities and towns considerable amounts of money. What didn't

令人高兴的是，我们现在的项目越来越注重交通安全。我们有权运用金融资本来决定一些方案是否获得支助，除非是对居民安全有益的，否则我们会拒绝。所有的国际金融机构如今正一起携手来努力创建一个更美好、安全、更可持续的交通。

我们社会曾经对成功下过一些定义。如果一个年轻人挤公车，那表明他是一个失败者；如果年轻人有自己的车子，他被视为是成功的。这种发展的心态应该要改变。许多城市的混乱就来自于越来越多的车辆。

happen was actually asking the people; ask both males and females what they would want from the municipal services. And it is interesting what we have learned over time, if you ask a group of man in municipalities what they want, they want better road so they can drive their cars faster; if you ask woman what they want, they said that they want better street lighting so that the city would be safer, and they want low level buses. So what we have done with all our municipal projects now is that we have to do a gender assessment what the needs of both genders are, not one over the other.

What also have we done badly is road safety. One day I read an article about the road in India from Sunday papers in the UK. The title of the article was “Is this the world’s most dangerous road?” and it is the World Bank from the project. In Ukraine for instance., the design

we have found was essentially dangerous to local inhabitants trying to cross a very fast road; we have increased the speed so that people can drive very fast, but there was not enough engineering consideration of separating our pedestrians, and low speed vehicles from high speed vehicles, and the result is being a number of fatalities. We are all guilty of funding unsafe road projects.

According to the statistics, we found, on the global basis, traffic accident now is the No.1 cause of death for young males, so it has an enormous demographical impact as well. Now in some countries, it is catastrophic if you look at somewhere, like Russia, Ukraine, Kazakhstan, the demographical crisis facing those countries is enormous with actually declining population. It is really a demographical issue for economy as well.

We are happy that much of the project focuses more on the transport safety. We are using the power of money to say that we are not to accept the plan that they give to us unless it is much safer for the inhabitants. All of the International Financial Institutions are working together to try to create better, safer, and more sustainable transportation.

We have some old definitions of success. If you are a young man in a bus, you are a failure; if you are a young man in a car, you are a success. That mindset of development should be changed, as a lot of city chaos is just caused by more and more cars. 



HONOR LIST OF 2013 GLOBAL HUMAN SETTLEMENTS AWARDS 2013 全球人居环境奖荣誉榜

为了表彰世界范围在人居环境建设领域做出贡献的单位和个人，全球人居环境论坛（GFHS）发起主办了“全球人居环境奖”，迄今为止已经在中国、美国和巴西连续举办了八届。今年在柏林举办的颁奖典礼，得到了联合国经济和社会事务部及联合国环境署的大力支持，共颁布了7大类12个奖项。这些获奖者为全球人居环境带来了最新理念和最佳范例，为贯彻里约+20决议，推动可持续发展做了强有力的行动和诠释。榜单及评语如下：



全球绿色城市 Global Green City

葡萄牙欧利亚斯市：低碳生态宜居典范，快速发展活力之城

City of Oeiras, Portugal: Model of Low-Carbon and Ecological Livability, City of Rapid Development and Viability

日本横滨市：有效发动各方参与，建设低碳智慧城市之最佳范例

City of Yokohama, Japan: Best Practice of Building Low-Carbon and Smart City by Effectively Mobilizing the Participation of Multi-stakeholders

中国长沙市：精细管理绿色发展，山水洲城幸福之都

City of Changsha, China: Precision Management for Green Development, a City of Happiness with Island Landscape

全球绿色城镇 Global Green Town

中国江苏省周庄镇：传承水乡遗产，节能节水典范

Zhouzhuang Town, Jiangsu Province, China: Inheriting Heritage of Water-Town, a Model of Water- and Energy-Conservation



全球人居环境示范建筑（住区）
Global Human Settlements Model Buildings (Residential Area)

中国华中国宅花园：中国风格推陈出新，以人为本节能环保
Central China·Guozhai Garden, China:
Innovative Charisma with Chinese Style, Featuring People-Orientation, Energy Efficiency and Environmental Protection

中国成都文华东方及阿玛尼文化艺术项目：创新融合都市地标，文化荟萃绿色商务
Mandarin Oriental Chengdu and Armani Culture & Art Project, China:
City Landmark of Creative Mixed-Use Development, Green Business with a Rich Tapestry of Cultures

中国中粮·御岭湾：千亩湖山原始生态，宜居范例魅力新城
Cofco. Diamond Bay, China:
Primordial Ecosystem with a Thousand Acres of Mountains and Lakes, a Model of Innovative, Livable and Charismatic City



全球人居环境杰出贡献奖
Global Human Settlements Outstanding
Contribution Award

安德雷斯·杜安伊先生，杜安伊普拉特－兹伊贝克公司：
可持续城市化的领袖，规划未来之城的先锋
Mr. Andres Duany, DPZ: A Vanguard of Sustainable
Urbanization, a Pioneer of Future City



全球低碳生态景区
Global Low-Carbon and Ecological Scenic Spot

观澜湖旅游度假区（深圳·东莞·海口）：
环境宜人生态典范，宜居宜游综合休闲
Mission Hills Resort (Shenzhen·Dongguan·Haikou):
Paragon of Pleasant Eco-Environment with Livable Settlements,
Ecological Tourism, and Sustainable Leisure

美国圣塔莫尼卡低碳休闲城市项目：
环保与艺术珠联璧合，美景共街市引人流连
Santa Monica Low Carbon Resort City Project, USA:
A Perfect Combination of Environmental and Artistic Capability,
A Place with Fascinating Views and Beautiful Neighborhoods



全球城市更新最佳范例
Best Practice of Global Urban Renewal

德国 EUREF 园区：电动出行先锋，明日智慧城市
EUREF-Campus:
A Pioneer of Electric Mobility, a Smart City of Tomorrow



低碳生物能项目最佳范例
Best Practice of Low-Carbon Bio-Energy Project

德国黑森林生物能合作社：
生物能源增收减排，自主合作创新典范
Bio Engergie,Black Forest, Germany:
With Bio-Energy to Increase Profit and Reduce Emissions,
A Paradigm of Autonomous Cooperation and Innovation

作为“联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛”的延伸，全球人居环境论坛理事会组织了部分中国代表对欧洲绿色城市进行专题交流考察。会后，与会代表纷纷向本刊投稿，交流参会和考察的心得感受。本文作者以策划专家的视野叙述了自己在德国、奥地利和法国的所观所感，较有代表性。本刊选登此文与读者分享。

GERMANY, MODEL IN SUSTAINABLE DEVELOPMENT

德国——可持续发展的典范

-Afterword of Presenting “Berlin High Level Dialogue and Global Forum on Human Settlements”
——出席“柏林高层对话暨全球人居环境论坛”后记

图文 / 欧新潮

走出“联合国可持续城市与交通（柏林）高层对话暨 2013 全球人居环境论坛”的会议中心，我抬头仰视位于柏林工业大学园区内一个由被废弃煤气厂的钢架改造的高达 50 米的大型圆柱体钢结构建筑，再回视左边旧厂房门口的小广场，来自全球 40 多个国家，近 400 位国际顶尖环保专家和政要代表们，正在阳光下参加招待酒会。这里除了主会场外，其它会议室和餐厅都没有空调，没有电风扇，代表们西装革履，正装出席，进餐都是在阳光下的露天圆桌上；这里进进出出的多是电动汽车、自行车，房顶上风力发电机和太阳能电池板随处可见。据论坛上发言的德国环境部长和柏林市官员介绍，德国把可再生能源、节能减排、电动汽车、自行车的开发利用和发展作为可持续发展的重要国策，并和大家分享了多项卓有成效的行动计划和重要举措，受到了与会代表们的高度赞赏和好评。

我不禁感慨万分，联合国将这次会址选在德国，并将会议放在具有 100 多年的历史、由废弃工厂改建的园区的主体建筑 Gasometer 里，不仅反应了会议组织者们的良苦用心，也反应了与会专家们用实际行动来诠释这次会议核心理念。能有幸应邀出席此次重要会议，令我受益匪浅，终身难忘。

德国，是个美丽如画的国度，也是生态环保的典范。灿烂的文化古迹以及独特的生活风貌，中世纪的城镇、风

景如画的乡村、古老的要塞、数以千计的博物馆和数以万计迷人的城堡，让游客流连忘返。对于许多爱观车、爱啤酒、爱音乐、爱思考的人，德国更是一个可以让你尽情释怀的地方。

此次德国之行除了参加论坛，还体验和游览了柏林。我们驾车纵横穿越了德国腹地，从柏林到慕尼黑，从慕尼黑到新天鹅堡，再由阿尔卑斯山脉东行至奥地利的萨尔茨堡，到达天才音乐家莫扎特的故乡，并在萨尔茨堡顶层的音乐厅，欣赏了一场难得的莫扎特小提琴奏鸣曲音乐会。然后



极具环保的 EUREF 园区餐厅



作者向全球人居环境论坛主席、前联合国副秘书长暨高级代表安瓦尔·乔杜里赠送书法作品

返回慕尼黑，西行跨越多瑙河经卡尔斯鲁厄出境到法国。一路的湖光山色、森林草地、美不胜收，仿佛置身在一个 35 万平方公里的大氧吧里，令人心旷神怡。

德国的自然和环保，德国深厚的文化积淀，德国人维护可持续发展的理念和以身作则的实际行动，在当今世界上都是排在前列的。究其原因，大致有以下几个方面：

一、战后的反思构成了发展的动力

二战中纳粹政权的恶行给德国带来了灭顶之灾，1945 年战后的联邦德国是一片废墟，建筑物遭到严重破坏，城市处于瘫痪，交通设施被毁，粮食、燃料奇缺，饥饿和寒冷威胁着全国人民，战争使不少国家尤其是周边国家，对德国充满敌意，认为德国不可能很快再站起来。

战后，德国的知识分子勇于承担教育全国人民的重任，他们反思纳粹政权长期实施的把侵略说成是“辉煌胜利”的文化专制主义，让本国民众认识德国在战争中的过错，出版了《党卫队国家》，《罪责问题》，《德国的灾难》等书籍；提出每个德国人都有道德罪行和抽象罪行，都应该进行深刻反思；指出了导致战争灾难发生的原因，警示和教育本国国民。联邦德国成立后，阿登纳以政府总理的身份，向纳粹政权的受害者道歉，并呼吁“德国人民有责任作道德和物质上的补偿”，勇于揭露纳粹暴政，吸取历史教训。1970 年，时任总理的勃兰特向华沙犹太人殉难者纪念碑下跪，更是把忏悔文化推到了顶点。

他们的忏悔唤起了民心，他们的教育赢得了民意，他们的执政方略振兴了国家的兴旺。1961 年联邦德国被分为东、西德，20 世纪 90 年代，随着柏林墙的倒塌，德国再次实现统一。



远眺新天鹅堡



德意志联邦共和国总共经过了不到 70 年的建设，发展得如此恢宏，并构建了极强的可持续发展的后劲和空间，这与他们勇于反思的民族精神分不开的。



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他们的行为也给当今无度破坏生态环境的人们，提出了反思的重要课题。

二、文化的构建是发展的基石

说起德国的文化源远流长，归根结底还在于对教育的高度重视。早在 16 世纪，德国还处于分裂状态，当时 300 多个封建邦国各据一方。威登堡和萨克森等邦国就颁布了强迫教育法令，规定 5-12 岁的儿童必须到学校受教育，否则对家长要处以罚金。几百年来，德国把教育作为民族振兴和国家强盛的重要手段。

德国的文化发展有着及其深厚的历史渊源，据统计，德国共有 6190 家博物馆，年接待观众量高达 1 亿 1200 万人次。德

国还有惊人的 14000 多个古堡，这些文化积淀的载体，正反应出了德国文化历史的厚重，也培养出了德国人高雅的文化素养。在社会和谐的德国处处可以看到，心境平和、敬业乐业、助人为乐绅士般的德国人。

德国人一直认为，文化成就具有超越一切的最高价值，艺术绝对能超越国籍、语言等人造的隔阂。因此，德国成为了诗歌与哲学的王国，诞生了康德、歌德与贝多芬等巨擘。在德国，文化具有至高无上的地位，文化是他们的尊严，是他们的骄傲。德国是有着高度文化修养的国度，是人类在哲学、文学和音乐方面取得高成就的民族之一，一个具备了这样文化素养的民族所以走在了世界的前列。

三、低调的德国人 用行动书写可持续发展的未来

德国人严格自律，文明的行为处处可见，令人敬畏。他们见面打招呼的用语是“秩序还好吧”；口头禅是“让我看看记事本”；在地铁里没有设置防止逃票的闸机和玻璃门，地铁乘客也没有人用手机上网，而是捧着一本书在静静地阅读；哪怕是半夜 12 点通过斑马线，人们也会自觉

地等待红绿灯；在餐厅就餐后根本不用更换餐台布，因为很少在桌面上留下油渍；在德国，无论城市还是乡村，垃圾桶的各种标志都是统一的，人们很自觉的将垃圾分类放入不同的垃圾桶内；德国到处都是森林，冬天再冻也没人随意伐木取暖。

战后德国的发展史和我国解放后的历史长度几乎相等，但是，他们的生存观念和态度，他们的环保意识和举措，值得我们学习和借鉴。 



菲森小镇



柏林墙下

TECHNOLOGY & OUTCOME

技术与成果

2013 年 5 月 14 日至 15 日，联合国环境规划署可持续建筑和气候倡议组织（UNEP-SBCI）年度会议及研讨会在湖南湘阴县远大可建城成功举办，此次会议围绕当前世界建筑业和能源环境方面的热点问题深入沟通，分享了国内外可持续建筑技术、政策和最佳范例。本栏目对会议进行了全面报道，并刊登了与会专家戴维·B·萨顿的评论文章。

- 绿色价值 世界未来——联合国环境规划署可持续建筑及气候倡议年会及研讨会在湖南成功举办
Green Value, World Future -UNEP-SBCI AGM Successfully Held in Hunan
- 名副其实的远大可持续建筑
Broad Sustainable Building: The Real Thing



联合国环境署可持续建筑及气候倡议研讨会会议现场

“城镇化应该面向现代化，面向可持续发展，建设生态、健康的宜居城市。”

GREEN VALUE, WORLD FUTURE

绿色价值 世界未来

-UNEP-SBCI AGM SUCCESSFULLY HELD IN HUNAN

——联合国环境规划署可持续建筑及气候倡议年会及研讨会在湖南成功举办

文 / 本刊编辑部

联合国环境规划署可持续建筑和气候倡议组织（UNEP-SBCI）年度会议及研讨会于2013年5月14日至15日在湖南湘阴远大可建城成功举办，会议由联合国环境署可持续建筑及气候促进会（UNEP-SBCI）和湖南远大集团联袂组织。来自联合国的官员、地方、区域和国家机构的

政策制定者，以及世界各地的技术专家、学者、企业代表和媒体记者等300余人参加了此次研讨会。会议围绕当前世界建筑业和能源环境方面的热点问题深入沟通，分享UNEP-SBCI可持续建筑的理念及策略，分享中国和国外可持续建筑的政策和最佳范例，推广可持续建筑产品。



联合国环境署可持续消费与生产部部长阿拉布·霍巴拉（Arab Hoballah）在年会上致辞



远大集团总裁张跃在年会上致辞



UNEP-SBCI 协调员科特·盖瑞根（Curt Garrigan）向会员做年度报告

联合国可持续消费与生产部部长阿拉布·霍巴拉（Arab Hoballah），UNEP-SBCI 咨询委员会主席及能源2050主席史蒂芬·普凡利（Stephane Pouffary），国务院参事、国家能源专家咨询委员会主任徐锭明、湖南省建设厅副厅长唐道明、远大集团总裁张跃、万通集团总裁冯仑、招商地产副总裁胡建新以及世界各地的专家学者共同参加了为期两天的交流与讨论。全球人居环境论坛秘书长、全球最佳范例杂志总编辑吕海峰及全球最佳范例杂志采编一行应邀出席了会议。

UNEP-SBCI 年度会议

14日全天举行了UNEP-SBCI年度会议。远大集团总裁张跃首先向全体嘉宾致欢迎辞，介绍了UNEP-SBCI此次研讨会在远大可建城开展的原因及目的等，同时阐述了远大集团所坚持的朴素的生活理念。他谈到：“在这个经济高速发展，物质财富快速增长的时代，我们在中国五线城市找到属于人类发展需要的生活方式：一是用低能耗来

实现高质量的生活，低能耗高质量这第一点我们能够做到。二是用现代化节能的方法来造最好质量、最低污染房子。房子造出来要质量好、节能，没有建筑垃圾。三是有机食物。可建城现在大概有4000人，我们这里办了个农场，一个30多平米的保护区，不用农药和化肥来生产粮食，大家看到这里吃的住的都非常低碳。四、可建城不需要太华丽的东西，员工在这儿完全可以过朴素但有质量的生活。包括T30酒店的墙壁，除了石膏粉和胶以外，没有油漆和任何有毒的污染物，也不需要任何花里胡哨的东西。德国和丹麦人均GDP是大概是我们的18倍，但我们去考察的时候发现丹麦首富家里却没有任何华丽的装饰。我们对人的需要的研究表明，我们是完全可以过朴素但有质量的生活的”。

年会上，UNEP-SBCI协调员科特·盖瑞根（Curt Garrigan）先生回顾了UNEP-SBCI上年度的运行情况，就下一年的工作计划作了专项报告，受到了UNEP-SBCI会员的一致认可。下午，会议提名并选举了2013年度的四大委员会，即可持续建筑指导委员会、宣传委员会、能源与温室气体技术咨询委员会、材料技术咨询委员会的成员。



UNEP-SBCI 咨询委员会主席及能源2050主席史蒂芬·普凡利（Stephane Pouffary）在年会上致辞



国务院参事、国家能源专家咨询委员会主任徐锭明在研讨会上演讲



湖南省住房和城乡建设厅副厅长唐道明在研讨会上演讲

湖南省住房和城乡建设厅副厅长唐道明出席了会议并致辞，他认为：“中国正在朝绿色经济的方向稳固发展，中国所做的一切不但对于自身，对于周边国家，甚至对于整个世界都意义重大。如何在发展和环境之间取得平衡，环境署给出的答案是绿色经济，包括联合国环境规划署执行主任阿希姆·施泰纳和中国众多官员也反复倡导绿色经济理念。绿色经济建设离不开建筑业，建筑工业化是建筑业可持续发展的方向。”

未来30年我们需要达到的房屋总面积达到600-700亿平方米，房地产的发展，特别是住房的刚性需求，对于新农村建设、农村城镇化基础设施建设、对建材产品的需求依然存在。因此通过建筑工业化的方式来度过大规模的建设阶段，保证建筑的质量和品质，包括耐久性，满足建筑节能环保、绿色多功能的趋势要求，是我国建筑业的必由之路。”

清华大学建筑技术科学系杨旭东教授对中国建筑节能现状和重点提出了他的看法并表示：“我们平常谈中国很多都是不节能建筑，但我们看到的数据恰恰和这个是相反的，我们中国的建筑能耗并不是很大，经合国家即发达国家和发展中国家的能耐差距是6倍。

那么如果要继续发展并降低建筑，则重点表现在以下几个方面：第一个，北方集中供热，这个问题非常大，农村北方采暖是一个最大的能源消耗来源，需要采暖的建筑面积是75亿平方米，一年消耗1、42亿吨标准煤，占了城市建筑面积的40%。我们要把这个问题解决，把这个能耗降下来。第二是南方采暖，重点需要保持低能耗，提高它的舒适性。第三是农村建筑还有大量的工作要做，不是降低一点半点的工作。第四是我们需要考虑人对室内环境的需求，是不是人一定要在一个恒温的永远不变的一个环境下去生活和工作？还是可以和室外进行一定的沟通，室外变化室内允许变化？这个很关键。如果你要求室内必须得恒定，那它的控制手段就复杂，那它的能耗必然就会高。最后是技术必须和人类的生活模式相匹配，什么样的模式是可持续的生活模式，那么我们要评价一个建筑，不应



绿色经济建设离不开建筑业，建筑工业化是建筑业可持续发展的方向。



UNEP-SBCI 可持续建筑国际研讨会

15日全天举办的是UNEP-SBCI可持续建筑国际研讨会。与会嘉宾就“中国城市化及可持续城市”、“提高建筑资源及能源效率”、“可持续建筑与经济”、“资源效率及气候减缓政策和策略”等议题展开了热烈的研讨。现场嘉宾互动良好，将会议推向高潮。

国务院参事徐锭明在会上发表了非常精彩深刻的主题演讲，他提到：“中国进入城镇化时代，却面临着越来越多的挑战，主要表现在十个方面：一是高能源资源消耗已难以持续；二是环境生态恶化压力日渐加大；三是城市经济持续发展动力不足；四是城市规划建设缺乏个性特色，五是城市管理缺乏科学矛盾突出；六是城市公共服务硬件软件滞后；七是城市交通拥堵问题愈演愈烈；八是城市居民亚健康健康问题更突出，九是城市社会阶层分化日渐扩大，十是城市风险结构治理安全保障弱。实证分析表明，无论是整体上（国家城镇化），还是在个体上（具体城镇），城镇发育的资源环境消费或占用都大大超越了城镇自身的有限空间，并且形成了“直接消费<间接消费<诱发消费”的物质能量消费行为模式。”他最后提出，城镇化应该面向现代化，面向可持续发展，建设生态、健康的宜居城市。



万通董事长冯仑在研讨会上对话

该只是简单的它的使用技术是什么，而是应该考虑综合使用，他是不是适合人们节能的生活模式。还有重要的一点，任何一个技术都必须做好它的建筑能耗基本数据，这个也很重要。”

万通董事长冯仑参加15日的研讨会，他指出：“立体城市可解决可持续发展的一些困惑，城市问题根本的落脚点应该是城市的管理，我们研究城市的尺度、高度、密度，从而得知城市在什么样的情况下，容纳多少人是合理的。如果按照土地集约化运作的原则，以及立体城市的布局，建成混合功能的社区，产城一体，垂直布局的话，就需要增加密度和高度，我们立体城市能达到600万平米的装8万人这个密度，那么用1/7的土地就可以完成现在的城市化。

立体城市力求达到三高，即高就业系数、高需求弹性、高增长。现在城市的发展已经由传统的依赖电梯、玻璃、钢筋的曼哈顿式发展逐渐向互联网、节能环保和纳米技术的空中立体城市发展。”

联合国可持续消费与生产部部长阿拉布·霍巴拉（Arab Hoballah）致年会闭幕词，总结了UNEP-SBCI2012年度的进展与成就，对下一年工作提出了建议和期待。他表示：“今天关于可持续建筑的对话非常重要，这能促使我们朝更好的方向迈进。我看到了远大的可持续建筑，这是一个良好的开端，他们快速而且环保。但是速度过快会带来一些后果，如果一开始不及时把控好，将来所付出的代价会更大。

我们要有远大的愿景，不仅仅是针对当前，更要有针对未来的规划。我们要有远见，要协调更多的政策制定者们参与到可持续城市的建设中来。我们要让人们看到推广可持续建筑的经济可行性，要迈出单纯地对环境的关注，更多地关注人的需求本身，以及人对环境的舒适度的要求等等，要用相关的数据说服政策制定者们克服经济上暂时的困难，让他们更好地理解可持续建筑项目，意识到绿色资源的价值，以更好地改善人们的生活质量。



我们需要所有利益相关者的参与，包括决策者、私营部门达成共识，创造一种共同的语言，传递出一种声音，面对机遇，用相关的工具和方法来帮助实现政策更加透明。



研讨会上专家小组讨论

我们需要所有利益相关者的参与，包括决策者、私营部门达成共识，创造一种共同的语言，传递出一种声音，面对机遇，用相关的工具和方法来帮助实现政策更加透明。”

会议期间，吕海峰秘书长与联合国环境署专家、部分城市管理者及企业家分别作了多场深入的沟通，并达成一致共识，未来将在推进可持续建筑的政策和实践上展开多种形式的合作，重点包括国际人居环境范例新城（IGMC）试点项目，为共同促进可持续发展贡献力量。美国绿色建筑协会高级副主席罗杰·布拉特（Roger Platt），远大总裁张跃盛赞本刊在促进人居与城市最佳范例在全球范围传播所取得的成效，并接受了本刊专访。

远大可建城

会议组织方远大集团还组织与会嘉宾参观了可建城和建造工厂。据远大集团工作人员介绍，此次参会嘉宾入住在 T30 酒店是由远大公司自主研发和生产安装的可持续建筑，该酒店不仅节能方面比其他建筑更胜一筹，它采用了 3 层玻璃窗，窗外遮阳，墙体隔热。空气经过 3 级过滤，室内比室外洁净 20 倍，而且，每间房间都能监测空气品质，并可以抵御 9 级地震的影响。在 T30 酒店内，环保的概念在每一个角落、每一个小细节中似乎都有迹可循。室内布置温馨简洁，大堂和每一个房间的手绘壁画墙装饰，由远大集团总裁张跃亲手绘制，非常引人注目，让室内环境显得和谐而有美感。电梯里安装节能发电装置，不用混凝土的楼板，白色的节能提示标签，无时无刻都在提醒人们要注重节能，注意自己的碳排放。



在 T30 酒店内，环保的概念在每一个角落、每一个小细节中似乎都有迹可循。



在可建城内，我们看到一间一间的白色房子，外观一模一样，整齐有序，这是远大总厂的车间。远大集团工作人员介绍，每个车间面积 4 万多平米，能够容纳 1100 个工人在这里干活。每天产能是 3000 平米，1 年的产能一个车间 75 万平米。工厂一片繁忙，但却井然有序，这是一个巨大的加工厂，水泥、钢筋、涂料被艺术地组合在一块，它们构成了远大 T30 酒店，以及未来的“天空之城”的基石。93% 的建筑模块在工厂建成，实现了工厂化流水线生产，这是集抗震、节材、节能、可迁移、持久耐用等为一体的新型钢结构建筑模式。

WBPB



薄雾中的远大相阴可建城总部



戴维·B·萨顿
David B. Sutton, Ph.D.

人类生态学家，国际咨询顾问。他的专业领域包括生态保护、可持续发展，整合式健康以及创造性沟通模式。凭借超过 30 年在大学教学的经验，以及多年和世界 100 强企业、国际研究机构、出版社、政府和非政府组织的合作经验，萨顿博士以他独特的创造性、高超的问题解决能力和写作水平服务于全球不同的国家。

Is a human ecologist and an international consultant specializing in, ecological conservation, sustainable development, integral health and creative communications. With over thirty years experience teaching at the University level, working with major Fortune 100 Companies, International Research Institutes, Publishers, Governmental and Non-Governmental Organizations, he is engaged throughout the world for his creativity, problem-solving and writing skills.

“通过隔热功能强化、多层玻璃窗、绿色屋顶和其他被动式解决方案以优化建筑围护——在建筑内外部环境之间的隔离层，是减少热增益或热损耗的首要步骤。接下来，也只有到这时，才可选用“合适的技术”来满足其余的需求。”

“Enhancing the building envelope - the separation between the interior and the exterior environments of a building - through increased insulation, multi-glazed windows, green roofing and other passive solutions is a critical first approach to reducing heat gain or loss. Then and only then should the most “appropriate technology” be used to meet the remaining demand.”

BROAD SUSTAINABLE BUILDING: THE REAL THING

名副其实的远大可持续建筑

By David B. Sutton, Ph.D. 文 / 戴维·B·萨顿博士

我曾撰文指出，可持续建筑并不只是指建筑结构而言，它更多的是指建筑设计、工程施工和建成后运营等全部过程的可持续性。中国的一家建筑企业就遵循了这一观点，并专心致志地针对这些最具意义的过程做起了文章。

他们的建筑与中国大多数的建筑形成了鲜明的对比，因为那些建筑只注重虚华浮夸的外墙和煞有介事的室内装饰和家居陈设，却很少或压根就没有关注这些表面文章背后的服务功能，那些建筑华而不实，很少注意在各个过程中节约资源、保持建筑结构的可持续功能。

一体化设计和功能结构需要首先考虑从概念到规划再到设计的整体系统的一体化，然后才能讨论新技术的应用及后续运营的监控。良好的设计方案可使材料和能源的使用率倍增，这比增加能源供应更节约、更快捷、更安全、更具长远效益，实施起来也更具劳动密集型⁽¹⁾特性。

I have written before that sustainable building is really more about the process of designing, constructing and operating the resultant building than the structure itself. One Chinese building enterprise has taken this to heart and focuses directly on the most meaningful aspects of these processes.

They stand in stark contrast to the way most development is done in China where attention to such fundamentals gives way to flashy, full-color promotional presentations - beautiful facades and decorated and furnished spaces with little or no attention to what's behind the facade and servicing the spaces. It is all about image, little substance with little or no attention to the processes producing resource saving, functioning sustainable structures.

A fully integrated design and functioning structure requires thinking of whole systems integration at the



良好的设计方案可使材料和能源的使用率倍增，这比增加能源供应更节约、更快捷、更安全、更具长远效益。

Good design solutions can double the efficiency with which we use materials and energy and they are much cheaper than increasing energy supply, quicker, safer and of more lasting benefit.



通过隔热功能强化、多层玻璃窗、绿色屋顶和其他被动式解决方案以优化建筑围护——在建筑内外部环境之间的隔离层，是减少热增益或热损耗的首要步骤。接下来，也只有到这时，才可选用“合适的技术”来满足其余的需求。

我曾撰文记述了上海世博会上所展示的一体化可持续建筑设计的著名范例，其中最全面和最值得称道的一例就是远大集团的远大馆，它算得上是一体化可持续建筑过程的佼佼者了。

远大馆：一体化设计的典范

远大集团利用其世博馆推出了自己的新型可持续建筑区。他们只用了 24 个小时就在世博园里组装了自己工厂预制的世博馆，所使用的建材只相当于普通建筑的六分之一，所产生的建筑废弃物也只有 1%。轻量级设计与钢斜撑结构的完美结合使其建筑达到抵抗 9 级地震的惊人效果。



Integrated Design in Practice: The BROAD Pavilion

BROAD used their Pavilion at the World Expo to launch its new Sustainable Building Division. They assembled their factory pre-fabricated Pavilion in just 24 hours at the Expo site using one-sixth the materials and producing 1% of the wastes in construction. The lightweight design, combined with steel diagonal bracing structures, made the building impressively resistant to a Magnitude 9 earthquake.

They were able to do this by systematically designing and constructing the building's modular components in their factory in Changsha. Insulated floor and ceiling panels are pre-fabricated as well as wallpanels

conceptualization, planning and design phase before even talking about deploying new technologies and monitoring on-going operations. Good design solutions can double the efficiency with which we use materials and energy and they are much cheaper than increasing energy supply, quicker, safer and of more lasting benefit. Implementing them is also more labor-intensive⁽¹⁾.

Enhancing the building envelope - the separation between the interior and the exterior environments of a building - through increased insulation, multi-glazed windows, green roofing and other passive solutions is a critical first approach to reducing heat gain or loss. Then and only then should the most "appropriate technology" be used to meet the remaining demand.

I have previously written about notable examples of fully integrated sustainable building and design occurring at the World Expo. The most comprehensive and laudable example that I found was the BROAD Pavilion. Nobody represented this fully integrated sustainable building process better.



远大可建集团的白色厂房 White factory of Broad Sustainable Building Group

之所以能做到是因为这些建筑模块化组件在长沙的工厂里都已经过系统的设计和制造。隔热地板、天花板以及内部嵌有高压交流电（HVAC）导线管、水管和电线的墙板都是在工厂里预制的。他们用平板货车把一块块 3.9x15.6 米嵌有通风道、给水和排水管以及照明线路的“主板”（墙、地板和天花板）连同所有为每个楼层准备的柱子、斜撑、墙、门窗等配件运送到世博园，并在充分开发的现场基础上组合安装而成。现场施工只占工程的 7%，因为 93% 的建材都是在工厂预制的。

使用墙体和屋顶超级隔热组合（厚度 150 毫米）、三层玻璃窗（节能效率比双层玻璃窗提高 1 倍，比单层玻璃窗提高 4 倍）、非导电窗饰、外部遮阳、LED 照明、超级高效燃气空调⁽²⁾和新鲜空气热回收系统，使能耗降到 45 千瓦时 / 平方米 / 年，节约了 80%。

远大馆内部装备了最先进的空气净化系统，馆内空气在流通前经过三级净化，节能率达 95-99%。空气每小时交换 1 至 2.5 次，比周边室外空气清洁 20 倍。

2010 年我出席在上海世博园远大馆举办的联合国环境规划署可持续建筑会议，那时我就很清楚看到了远大集团的追求和承诺。

containing conduit tubes for HVAC, water and electrical wiring. Each 3.9 m by 15.6 m "main board" (walls, flooring and ceiling), embedded with shafts for ventilation, water supply and drainage, as well as electrical wiring for lighting are transported by flat bed truck along with all accessories for each floor consisting of columns, diagonal bracings, walls, doors, windows ... etc. to be assembled upon a fully developed foundation on-site. On-site construction takes up only 7% of the project, because 93% of the building is factory-made.

Using a combination of Super-insulation in walls and roof (150mm thickness), Triple-glaze windows (100% more effective than double pane for energy savings, 4 times more effective than single pane), Non-conducting window trim, external solar shading, LED (light-emitting diode) lighting, super efficient gas-fired air-conditioning⁽²⁾ and a fresh air heat recovery system, energy consumption was reduced to 45kwh/sq.m/year, a savings of 80%.

The Pavilion was equipped with their cutting-edge air purification system where air-circulated inside the pavilion underwent 3 stages of purification, at efficiency rates approaching 95-99%, before distribution. The air is exchanged 1 to 2.5 times per hour and is 20 times



张跃在用空气监测手机测酒精浓度



自世博会以来，远大集团新近开发的大型可持续建筑的延时视频在互联网的点击量不断攀升。

其中一个视频展示了坐落在远大集团长沙总部的一栋 17 层高的新方舟酒店的落成（用 90 个小时安装而成），另一个介绍的是湖南省的另一栋 30 层酒店大楼，在 15 天内组装完毕。这家坐落于湖南洞庭湖岸边被称作 T30 的酒店，的确是迄今为止最令人称奇的壮举。该酒店共有客房 330 间，总建筑面积 17338 平方米（每层 578 平方米）。⁽³⁾

为了推广其建筑模式，远大集团决定在世界各地寻找经销商。由于中国幅员广大，运输任何建筑模块到 500 公里以外都会抵消碳减排效益。他们在中国不同的城市已有六个特许经销商，目前正在寻求其他国际经销商。

反思这种建筑技术在全球新建筑的建设和运营过程中对于降低能耗和节约建材将会产生的影响，的确发人深省。

2011 年，远大集团总裁张跃荣获联合国针对环境领域颁发的最高奖项“地球卫士奖”。远大集团 2009 年名列《商业周刊》“中国绿色经济大奖”认可的十大企业，并入选中国《经济观察报》和北京大学评定的 2001 年、2002 年、2004 年和 2005 年“中国 20 个最受人羡慕的公司”。

cleaner than the surrounding outdoor air.

I attended the UNEP Sustainable Building Conference at the World Expo in 2010 in the BROAD Pavilion. It was very clear to me then that BROAD was committed to making a difference.

Since the Expo, time-lapse videos of BROAD's more recent large sustainable building constructions have gone viral on the internet.

One showing the construction of a 17-floor New Ark Hotel at the Company's Changsha Headquarters (assembled in 90 hours), and another featuring the thirty-floor Hotel completely assembled in 15 days in Hunan Province. This Hotel, called T30, built on Dongting Lake in Hunan province, is indeed BROAD's most amazing feat thus far. It has 330 hotel rooms with a total floor space of 17,338 sq m (or 578 sq m on each floor).⁽³⁾

In order to spread its model, BROAD has decided that the group will look for franchisees around the world. Due to the vastness of China, logistics for transporting any the modules beyond 500 km would immediately negate the benefits of any carbon reduction. They have already have six franchisees in different cities in China and are seeking other international franchisees.

It is sobering to reflect on the impact that such building techniques could have on reducing the energy and materials needed for construction and operation of new buildings worldwide.

In 2011, Zhang Yue, BROAD's Chairman received the Champion of the Earth Award, the United Nation's highest award for environmental leadership. BROAD was one of ten companies to be recognized by the BusinessWeek Greener China Business Awards in 2009, and was also named one of the "20 Most Admired Companies in China" in 2001, 2002, 2004 and 2005 by China's Economic Observer and Beijing University.

BROAD an authentic leader of sustainable business in China

It is truly inspirational to see this kind of insight coming from a business enterprise. One that understands that Sustainable Development is not only about technology and economics; it is about a state-of-mind.

We need to appreciate our place in Nature and our absolute dependence on the natural processes that sustain us. Technology may give us the tools to more effectively interact with natural process but brute force technology forced upon the living landscape is not wise



可持续发展的思想基石就是寻求一种既降低能耗又少惹麻烦、又能以体面的节俭方式达到我们的目的；使用最好的技术（独创性）让我们所使用的每一个能源单位发挥尽可能大的社会功能。首先考虑减少需要，然后再考虑制定满足需要的供应计划。

The cornerstone of sustainable thinking is to seek to attain our goals with elegant frugality of energy and trouble, using our best technologies (ingenuity) to wring as much social function as possible from each unit of energy use. Reduce demand before planning for supply.



远大，中国可持续企业的真正领跑者

一个企业能有如此的洞察力着实令人十分鼓舞，这种洞察力来自于对可持续发展的理解，即它不仅关于技术和经济的，更是关于思想认识的。

我们需要感念人类在自然中的地位和我们赖以生存的可持续自然过程。技术可以为我们提供更有效地与自然过程互动的工具，但是强加于生命景观的蛮力技术不是明智的“科学发展”，当然也就不可能是可持续的了。

可持续的生活是有思想的生活——我们要十分清醒我们究竟如何置身其间，又如何影响于外，我们更应警醒地球的生命支持系统是我们唯一的依托。

远大的公司文化里就清晰地反映着这种基本理念。近年来，长沙远大集团总部的 18 万名员工就工作和生活在这些经过改建的建筑环境中，这里都安装了超级隔热层，三层玻璃窗和热回收系统，能耗降低了 80%。

可持续发展成了整个远大集团的核心价值观。他们将泰勒·米勒的《生存环境》翻译成文本并把它作为综合教材，对新员工进行岗前环境教育。公司生活区有十位当地农民专门为他们生产有机农产品，为他们的常驻员工和到访的游客提供有机食品。

重新思考如何将技术和设计用于可持续发展对于我们来说至关重要。我们需要通过提出正确的问题严守抵御浪费和低能效的第一道防线。什么样的需要才是真正需要满足的需要呢？我们如何才能首先减少这些需要，然后，注意是然后，才去考虑如何采用最低成本和最有效的方式满足这些需要。可持续发展的思想基石就是寻求一种既降低能耗又少惹麻烦、又能以体面的节俭方式达到我们的目的；使用最好的技术（独创性）让我们所使用的每一个能源单位发挥尽可能大的社会功能。首先考虑减少需要，然后再考虑制定满足需要的供应计划。

"scientific development" and certainly not sustainable.

Sustainable living is mindful living - being conscious of how we are involved with, how we affect and are totally dependent upon our planet's life-support systems.

This fundamental foundation philosophy is clearly reflected throughout the BROAD Company Culture. In recent years all buildings at the BROAD Corporate Headquarters in Changsha, where 1,800 hundred employees live and work, were retro-fitted with super insulation, triple pane windows and heat recovery systems reducing energy consumption by 80 %.

Sustainability is a clearly articulated value throughout the BROAD organization. New employees receive an orientation in Environmental Studies using G. Tyler Miller's comprehensive text, "The Living Environment" which BROAD had translated into Chinese. Ten resident farmers produce all the organic produce and food for the resident employees and visitors.

It is critical that we rethink how we use technology and design for sustainability. We need to focus on the first lines of defense against waste and inefficiency, by asking the right questions. What are the NEEDS that need to be met? How can we reduce those needs and then, only then, what are the least cost, most efficient means to meet those needs? The cornerstone of sustainable thinking is to seek to attain our goals with elegant frugality of energy and trouble, using our best technologies (ingenuity) to wring as much social function as possible from each unit of energy use. Reduce demand before planning for supply.

This is, of course, is what is so well demonstrated at the BROAD Sustainable Building. By focusing on the often neglected, yet easiest and most cost-effective "low-hanging fruit" of increased insulation, triple-pane windows, proper shading and air/heat exchange, energy



T30 酒店的大厅 Hall of T30 Hotel

当然，这一切在远大的可持续建筑里都得到淋漓尽致的表现。通过抓住那些最易被忽视，但又最易被收获的“伸手可摘的果实”，如隔热功能强化，三层玻璃窗、适当的遮阳和空气（热）交换的使用，使能耗降低 80%，同时又因采用远大的新型可持续建筑技术，建筑垃圾被降到最低。

我从事环保运动已经很长时间了，但我常常发现自己是在和一些不够地道的环保倡导者和商界领袖进行不愉快的合作。全球社会充斥着创建绿色品牌的虚假企图和“绿色镀金”的噱头（披着“绿色”的外衣，大肆兜售似是而非的绿色商品）。

可持续运动的一个关键因素是要有诚信的领导者，他们身体力行，以身作则，展示自己通过真诚的实践赢得的成功。

目前，一个不争的事实，一个简单但不可回避的现实，正如我的一位同事所说，我们再也无法继续走这条老路了。很明显，即便我们早已司空见惯，改弦更张的时候到了。

绿色商业运动如果只关注其“绿色”财务效益就可能走入歧途。要把重点放在如何降低影响、减少“生态足迹”以适应当前的语境。重要的是“为所应为”以尽可能高效地满足需要（不是欲望）。在一个理性而公正的世界它可能会带来竞争优势，但不应该将其市场份额和经济利益作为主要动机。

我也有幸与一些真正的商业领袖合作，我知道他们及其所领导的公司一开始就立志“为所应为”——不是从财务上算计。事实上，他们甚至不知道这样做会节约成本。

consumption was reduced by 80%. And this was all done while minimizing construction waste using Broad's new Sustainable Building Technologies.

I have been working in the environmental movement for a long time and have found myself, many times in an unhappy alliance with of inauthentic environmental advocates and business leaders. The world's societies are awash with insincere attempts at green branding and “green-washing” (using a “green” image to further its sales with no real substance behind it).

A critical ingredient to any sustained movement are credible leaders that do what they say and lead by example and demonstrate the success that can come from sincerely doing what needs to be done.

The simple unavoidable fact, the inconvenient truth, as a fellow countryman has said, is that we cannot keep on going the way we are going. It is clear, even to the most jaded observer, that we must start doing things differently.

The green business movement can be a diversion if it focuses solely on the “green” accounting. The focus needs to be on how to reduce impact, to reduce the “ecological footprint” to use the current vernacular. What is important is doing the right thing to provide for needs (not wants) as efficiently as possible. In a rational just world this could lead to competitive advantage but that and the market share and money it brings should not be the primary motivation.

I have also had the honor of working with some



绿色商业运动如果只关注其“绿色”财务效益就可能走入歧途。要把重点放在如何降低影响、减少“生态足迹”以适应当前的语境。重要的是“为所应为”以尽可能高效地满足需要（不是欲望）。在一个理性而公正的世界它可能会带来竞争优势，但不应该将其市场份额和经济利益作为主要动机。

The green business movement can be a diversion if it focuses solely on the "green" accounting. The focus needs to be on how to reduce impact, to reduce the "ecological footprint" to use the current vernacular. What is important is doing the right thing to provide for needs (not wants) as efficiently as possible. In a rational just world this could lead to competitive advantage but that and the market share and money it brings should not be the primary motivation.



利好的事实是这些公司由于长期的为所应为既节约了资金又提高了竞争优势。我们也很高兴看到人们因为所应为而得到奖赏——这些事例也被作为最佳范例载入经验数据库。但我们需要承认，这些和其他大多数真正的可持续运动之所以得以开展是因为基本价值观的转变——意识形态现状的转变——而不是算计出一个什么新底线的缘故。

重要的是要有一些由可持续价值体系支持着的、真实可靠的范例，这是走向可持续发展的希望所在。价值观和激励理念是可持续发展运动成功的关键。

作为企业，远大集团知道动机关乎大局并恪守自己的一套旗帜鲜明的核心价值观。远大的可持续建筑是名副其实的可持续建筑，它是明智的可持续思考和果断行动的真正典范。

这足以让我这个厌战了的环保战士重新找回希望。

authentic business leaders and I know that the amazing things they have done with their companies began with an act of will on their part to do the right thing- not as a financial calculation. In fact, they weren't even sure that it wouldn't cost them.

The fact that these companies saved money over the long run and received competitive advantage for doing the right thing is nice. It is good to see people rewarded for doing the right thing-- and these examples add to the empirical database of best practice. But we need to acknowledge that these and most other true movements towards sustainability were taken because of a fundamental value shift - an ideological shift away from the status quo - not because of any new bottom-line calculation.

It is important to have real, authentic examples backed by a sustaining system of values. This is where hope for moving towards sustainability lies. Values and motivating philosophy are crucial to a successful sustainability movement.

BROAD is an enterprise that understands that motivation matters and is driven by a clear set of guiding values. BROAD is the real thing, it is an authentic example of wise sustainable thinking and decisive action doing the right things.

It's enough to bring hope back to this battle weary environmental warrior.

餐厅的环保小贴士
Eco-Tips in the restaurant

结 论

多年前我和我的同事吉古•西里尔合写过一篇关于世博会的文章，题目叫做《走向可持续城市》(2010 年世界经济分析，《全球观察员》)。我们在文章中表达了我们的希望：

“有了这些标准，世界城市争相建造世界最可持续建筑取代争相建造最高摩天大楼的这一天指日可待。”

在我看来，远大的可持续建筑因其实际成就在这场竞争中赢得了胜利。

目前，他们出台了使用他们的可持续建筑技术建造世界最高建筑的设计方案。这座他们称为“天空城市”的建筑计划将用 210 天完成，该建筑是一座“208 层能容纳 10 万人的能源和材料高效型、抗震、无车城市”。

让我们共同期待着远大可持续建筑的下一个辉煌创举。也许只有时间可以告诉我们远大集团能否摘取这个世界最高最可持续建筑的桂冠，而我却始终对他们充满了信心。

Conclusion

Years ago I wrote, with my colleague Cyrille Jegu, an article for the World Expo entitled, “Towards Sustainable Cities” (2010 World Economic Analysis, glObserver). In it we hoped that:

“ Using these criteria we can look to the day when the rush of the world’s cities to build the tallest sky-scrapers is replaced by a competition to build the world’s most sustainable ones.”

To me, BROAD Sustainable Building, because of its real accomplishments, is well on its way to winning the competition.

Now they have designs on building the world’s tallest building as well using their sustainable building techniques. What they are calling “Sky City” is to be a “208-story energy and materials efficient, earthquake resistant, car-free city for 100,000 people” to be built in 210 days.

Stay tuned for the next Chapter of BROAD Sustainable Building. Only time will tell if both the world’s most sustainable and tallest buildings are within BROAD’s reach. I would not bet against them.

WBPB

CITY REVIEW

城市评论

- 中国城市化的权力傲慢
The Arrogance of Power of China's Urbanization
- 频繁的内涝，我们离安全城市究竟有多远？
Frequent Waterlogging Questions How Far We Are from Safe City
- 荷兰人为什么喜欢骑自行车？
Why is Cycling So Popular in the Netherlands?

注释 Notes

(1) 当我们核算新建筑，尤其是商业建筑为提高能效所需增加的额外成本时，其结果往往是负面的，也就是说从取暖和制冷设备上节约的成本远远超过改进的支出。几年前，美国建筑师学会通过实验证明采取综合规划和设计以优化新建建筑性能的措施可为办公建筑节约 50% 以上，可为部分其他新建筑节约 80%。他们的研究结论指出，改进新建筑设计和修造旧建筑可以节约目前国家能源使用总量的三分之一，并可节约资金。回报时间可比投资增加能源供应缩短一半，所以同一笔资金可以使用两次以上。

(2) 值得大书特书的是远大的空调系统在世博会期间所发挥的作用。其超高效的非电动空调机组为绝大多数世博馆提供空调服务，为打造一个“绿色”世博会做出了无与伦比的贡献（它减少了 73000 吨二氧化碳的排放，相当于种植 400 万棵树。）

(3) 延时视频链接：

(1) When properly calculated the additional capital costs in increasing energy efficiency in new buildings, especially commercial ones is often NEGATIVE, i.e. savings on the heating and cooling equipment more than pay for the modifications. Years ago the American Institute of Architects demonstrated that optimizing performance through integrated planning and design in new buildings can save 50 percent or more in office buildings and 80 percent in some new houses. They concluded in their study that improved design of new buildings and modification of old ones could save a third of current TOTAL national energy use - and save money too. The payback time would be only half that of the alternative investment in increased energy supply, so the same capital could be used twice over.

(2) It is important to remember the crucial role that BROAD's Air-Conditioning played in the World Expo. Its super efficient non-electric air-conditioning units supplied the majority of the Expo's Pavilions contributing more than anything else to having a “green” World Expo. (It resulted in a savings of 73,000 tons of CO₂ emissions, the equivalent of planting 4 million trees.)

(3) Time lapse videos:

http://www.youtube.com/watch?v=_BfA67dsPZw

<http://www.youtube.com/watch?v=Ps0DSihggio>

<http://www.youtube.com/watch?v=Hdpf-MQM9vY>

2011 年 11 月，河南宋庆龄基金会在郑州郑东新区建设造价逾 1 亿元的巨型“宋庆龄雕像”及楼群，2013 年 6 月，雕像未完工即被完全拆除，疑云重重，然而，官方调查结果却至今未向公众公布，引发各界强烈关注。河南宋基会曾在两年后被媒体曝出涉嫌将善款用于放贷及房地产投资，而今，建筑塑像事件再次将宋基会推进了舆论的漩涡。

THE ARROGANCE OF POWER OF CHINA'S URBANIZATION 中国城市化的权力傲慢

文 / 王国伟 上海同济大学教授

中国河南宋庆龄基金会（以下简称河南宋基会）建筑塑像从开建到拆除，过程就像一个黑色荒诞剧。更令人失望的是，事件发生这么长的时间内，至今没有一个有担当的机构或人出来说一句负责任的话。人们只能从一个所谓的承包商口里得知，这是一个 1.2 亿人民币（约 2500 万新元）的造价损失的荒唐项目，和看到一个中国宋庆龄基金会出来撇清与河南分会的关系的声明。在这样一个不知由什么人幕后导演的游戏面前，为什么当事单位和主管部门都选择了集体沉默？

如从经济角度看，尽管一个项目带出一个贪腐案，已经是社会反腐常态，人们也真不希望此事也入此俗套。但作为一个慈善机构，经费来源取之于民，用之于民，作为善款，其最大的公信力就是善款来去的公正和透明。在中国当今社会条件下，慈善机构遭遇史上最严重的信任危机，善款是否还姓“善”？是社会对慈善机构的再一次严肃拷问。暗箱操作导致善款去处不明，是所有捐款人最大的不满和不安，在急需重建社会诚信和塑造社会价值的当口，这个案例就有了十分重要的典型意义。如果，连这样一个已经在明处的案例，都如此遮遮掩掩，公众对其他更加扑朔迷离的事情真相的追问，还能有什么期待？

只要稍懂常识的人都清楚，无论从事件的物质属性，还是从社会属性看，这是本不该发生的事件，短命的结果应该是预料中事。在当今中国城市改造过程中，有历史意蕴的城市好像走上了背运，受伤害的程度很深。不断有人顶着城市化和城市改造的名义，让异化的思维和粗暴的手段都披上了合法的外衣，推土机推出一个个历史创伤。追求

GDP（国内生产总值）和所谓的表面化执政政绩，对权力产生的无节制想象和追求，其直接后果就一定是产生过度的地标建筑追求，这也构成了城市改造中带有普遍性的决策误区。

可怕的是这种思维病毒快速复制，并迅速演变成一个严重的社会问题。从大到一个城市，小到一个企业，甚至如河南宋庆龄基金会这样的慈善机构，都在盲目追求这种虚假的地标效益。可想而知，后果有多严重。

在一轮粗放型的城市改造大潮过后，人们真该摸着良心，反思一下，城市化进程中做了哪些荒唐事？缺失理性思考、欲望的单边冲动，释放出多少粗鄙和丑陋的建筑垃圾，挥霍了多少自然和历史资源，伤害了多少城市性格和市民情感？城市管理者是否应该从只满足于 GDP 的追求，稍微超



中国什么时候能进入一个理想的、合规的、符合城市文化个性和审美标准的，真正人性化的规划审批和控制时代？



越一下短视的、急功近利的思维模式，建立一个包括经济效益、审美效益和未来城市文化收益相结合的现代城市美学评估机制和标准，在重视审美成本的层面上，构建新型的、有历史价值的经济运算模型。

建筑在满足基本功能的同时，其内在价值是适宜人性。人性化的核心考量是，建筑本身功能符合公众视觉和心理满足的一致性和统一性审美建构。技术进步只有建立在历史人文精神和城市社会良知的基础上，才最终能实现经济效益、审美效益与生态效益的高度统一。建筑的大道性原则，是在构建一个物质形态时，不能遮蔽自然的、生态的、人性的美。所以说，一个理性的、有远见的、对历史负责任的管理者，都应该清楚这种城市历史价值建构的意义和责任。

事实上，人们可以从无数的城市发展历程中，感受到来自这种城市的魅力，以及市民能享受到的主体性荣耀。如果再稍加注意，许多管理得好的城市，对建筑从整体到细节的控制经验，不说是建一个如此大体量的建筑，就是要小到换一个建筑材料或调整一个局部色彩，都需要严格的审批并受到严厉的监管。悟出这样的一种历史使命感，关乎城市和市民的未来。

出自低劣的美学冲动和经济冲动，所形成的建筑和环境悲剧，已经比比皆是。到处都是粗劣的“文化语象”，并在一个低层次上快速复制，不断生产出粗鄙的意义。制度的缺陷和专业监管的严重缺位，导致了这种社会的非正常语



境泛滥，这些从意向、叙事和思想的层面，都极其低劣化的建筑展示方式，也造成了大规模资源的浪费。

河南宋基会的这个项目，投入了较大的资源，也仅仅是保留了最低限度的时空位置的信息，还有一个看上去不顺眼的物质形态，却对城市历史、文化个性造成了整体性破坏；建筑项目本身内容的有效性也大大降低，并构成了城市审美沦陷的文化灾难。人们不得不关注这个粗鄙的建筑背后的问题和社会成因，或者说，在制度层面和监管层面，出了什么问题？

这种属于城市整体性的、有一定历史意义的、具有文化审美性的项目，却把两个完全没有关联的元素，粗暴的嫁接在一起，实现了一个社会“审丑”的地标性项目的过度演绎。这个投资不小，开始就应该被禁止的项目，怎么可能从话题提出、社会质疑不断，到开始建设、被拆除，一路推演到这种最坏的境地？规划控制，为什么就在这个项目上缺失了呢？这种从一开始就被大多数人唾弃的粗鄙的建筑形态，为什么能出笼而不受制约？

如果城市化进程中，规划还只仅仅停留在控制容积率，而放弃对建筑形态与城市风格协调的审批与监管，或者说仅仅是停留在项目审批，而忽视项目建设中的监管，这种工具性、只需要电脑就能完成计算的规划审批，还有意义吗？中国什么时候能进入一个理想的、合规的、符合城市文化个性和审美标准的，真正人性化的规划审批和控制时代？

美国环境伦理学者霍尔姆斯·罗尔斯顿 (Holmes Rolston) 说：大自然需要驯化，文明更需要驯化。在当今缺少审美常识和审美自律的社会条件下，急需要驯化的是掌握权力的人。对权力的过度想象和滥用，需要制度的约束。能让权力受到良知和文明的制约，使审美常识和审美自律能成为权力使用者的内心自觉，才是根本。当时代能够进步到权力服从于社会历史责任，能让权力者从内心产生敬畏感，才是希望所在。当然，文明驯化的过程显然还很长。 WBPM

FREQUENT WATERLOGGING QUESTIONS HOW FAR WE ARE FROM SAFE CITY

频繁的内涝 我们离安全城市究竟有多远？

文 / 本刊采编 宋子晴

提起厦门，人们很自然地想到“琴声悠扬的鼓浪屿”和“翩翩白鹭”。如今，这座美丽的城市却与洪涝联系在一起。7月20日，厦门持续大暴雨，造成交通严重堵塞，农田、房屋被淹，由于厦门大学处于低洼地带，更是内涝严重，厦大成为“海洋大学”的图片和消息迅速在网上流传，成为热点话题。

去年的7月21日，北京也正暴雨成灾，城市交通一度混乱，城区道路63处积水，79人遇难。而今年夏天因为大雨而发生内涝的城市将近有20座，成都、武汉等城市都相继经历了大雨的侵袭。调查显示全国62%的城市发生过内涝，给经济建设和市民生活乃至生命带来了巨大的危害，造成了巨大的损失。

有人曾问：“如果被带到一个陌生的国度，如何分辨它是否发达？”龙应台说：“最好来一场倾盆大雨，足足下它3个小时。如果你撑着伞溜达了一阵，发觉裤脚虽湿却不肮脏，交通虽慢却不堵塞，街道虽滑却不积水，这大概就是先进国家；如果发现积水盈足，店家的茶壶头梳漂到街心来，小孩在十字路口用锅子捞鱼，这大概就是个发展中国家。”

上述的话语虽不免绝对却不无道理。城市排水是将城市生产废水、生活污水、降水径流和其他废弃水汇集、运输及净化，使城市得以保持良好的环境。它是防止城市水污染，并使城市水资源保持良性循环的重要措施，也是城市发展健康与否的一个重要指标。

巴黎、柏林、伦敦、东京、纽约等发达国家城市的下水道，除了很强的排水功能，还兼具旅游观光的艺术性。柏林900平方公里土地下排水管道已长达9500千米，直到现在还在

根据市政发展情况对规划蓝图不断改善和预估，引入更先进和环保的技术对地下排水设施进行维护修缮和扩建。近代历史上的德国人危机感强烈，有生于忧患的严重忧患意识，又极善于反思，严谨，德国式规划至少考虑50年以上，所以成就了德国的在科技、工业以及城市建设上的成就。青岛的部分排水系统是百余年前德国所造，也被奉为典型。

但有必要澄清的是，当年德国制造的雨水管道约80公里，而目前青岛的排水管道近3000公里，其中绝大部分已经重新翻建。是我们没能力建设具有良好排水能力的排水系统吗？是由于我们技术太落后吗？显然不是，我国城市排水工程建设具有悠久的历史，早在战国时期，有的城市就建有陶土管道排水污水设施，更不用说像紫禁城中排水设计这种堪称完美的典范了。明代瓮城排水设计也很先进，极具规模和气势。瓮城门和城墙门不在同一条线上的独特设计，可以起到缓冲作用，至今还能防御洪水的袭击。



非不能也乃不为也。现代城市建设规范重地表、轻地下，重面子，轻里子，重眼前，轻长远，欠账太多；城市化带来的城市地面大量硬化、蓄水能力下降，雨水也无法下渗，地表径流量猛增；城市化进程的加快，城市人口高度集中，现有基础设施条件跟不上现代城市发展速度，承受自然灾害的脆弱性也在不断增大，或许才是导致地下排水系统排涝能力过低和“逢雨即涝”的主要原因。

城市排水是一个系统工程，应该从生态的、全局的角度看待。实施低冲击开发模式，建设低碳生态城市和住区，如城市建成区至少要有50%的面积为可渗水面积，建筑、小区、街道直至整个城市都有雨水收集储存系统；建设高标准的排水基础设施，推广屋顶绿化等等都不失为有效的解决之道。据联合国环境署的研究表明，如果一个城市屋顶绿化率达70%以上，暑天气温将下降5摄氏度，冬季气温则可上升2摄氏度，热岛效应自动解除，这就从源头上减少了城市暴雨和强暴雨发生的几率。同时，即便发生暴雨，花园式屋顶绿化可截留雨水64.6%，简式屋顶绿化可截留雨水21.5%，也会极大减少城市水灾，让脆弱的城市下水道还勉强有能力排出积水。相关专家指出，一座城市的排水泄洪能力，不能光看下水管道多宽、多密，还要看这座城市所处地理位置、河流分布以及气候条件，因此，在城市规划建设源头上着力，正解的规范选址也尤为重要。

亡羊补牢为时不晚。近日，住房城乡建设部已编制了《城市排水（雨水）防涝综合规划编制大纲》，我国力争用5年时间完成排水管网的雨污分流改造，力争用10年左右的时间，建成比较完善的城市排水防涝工程体系。

近来，气候与环境变化加剧，灾害性天气日渐频繁，难以



建设低碳生态城市和住区，如城市建成区至少要有50%的面积为可渗水面积，建筑、小区、街道直至整个城市都有雨水收集储存系统；建设高标准的排水基础设施，推广屋顶绿化等等都不失为有效的解决之道。



预测。雾霾等空气污染、交通事故、风暴雨雪、海平面上升等对城市的威胁越来越大。安全的城市更加令人向往，城市也必须安全，这是最起码的。在今年六月闭幕的联合国可持续城市与交通柏林高层对话暨全球人居环境论坛上，联合国经济与社会事务部可持续发展司司长尼克·赛斯指出，我们的目标是到2030年，实现对于所有人安全、洁净和可持续的城市。不仅仅是GDP的增长，安全已成为城镇化的第一目标和基本要求，也是城市的立市之本。营造或助长不安全的城市无异于犯罪和谋杀。一而再、再而三的城市内涝不停地向我们敲响了警钟，期待我们的政策制定者、城市管理者、规划设计者和投资开发者们能够切实吸取教训，改变城市建设和发展模式，落实以人为本。而作为城市市民也可以从我做起，改变生活和消费习惯，并积极参与城市规划和市政建设中来，发表自己的观点，发挥监督作用，力所能及推动改变。 WBPM

“对荷兰人来说自行车是日常生活的一部分，而不是一种特别装备或小众生活方式的象征。”
“The bike is an integral part of everyday life rather than aspecialist's accessory or a symbol of a minority lifestyle.”

WHY IS CYCLING SO POPULAR IN THE NETHERLANDS?

荷兰人为什么喜欢骑自行车？

By Anna Holligan 文 / 安娜·霍丽甘



在荷兰自行车的数量比人口还多，在像阿姆斯特丹和海牙这样的城市里，市民的出行有七成是靠骑自行车来完成的。BBC 驻海牙记者安娜·赫莉甘骑一辆“欧玛菲兹”——即老奶奶式样的自行车，车上配有柳条筐和脚刹车，她想亲自体验一下为什么在这里人人都愿意回到自行车鞍座上来。

1970 年代的自行车革命

在第二次世界大战以前，荷兰的城市交通主要依靠自行车。但是到了 1950-1960 年代汽车拥有量直线上升，情况发生了变化。就像许多欧洲国家一样，荷兰的道路变得越来越拥挤，骑车者被挤到了路边上。

汽车数量的激增导致交通事故死亡率的急剧增加。在 1971 年有 3000 人被机动车撞死，其中有 450 名孩子。

因此社会上出现了要求为孩子提供骑车安全保障的运

There are more bicycles than residents in The Netherlands and in cities like Amsterdam and The Hague up to 70% of all journeys are made by bike. The BBC's Hague correspondent, Anna Holligan, who rides an omafiets - or "granny style" - bike complete with wicker basket and pedal-back brakes, examines what made everyone get back in the saddle.

The 70s velo-rution

Before World War II, journeys in the Netherlands were predominantly made by bike, but in the 1950s and 1960s, as car ownership rocketed, this changed. As in many countries in Europe, roads became increasingly congested and cyclists were squeezed to the kerb.

The jump in car numbers caused a huge rise in the number of deaths on the roads. In 1971 more than 3,000 people were killed by motor vehicles, 450 of them children.

In response a social movement demanding safer cycling conditions for children was formed. Called Stop de Kindermoord (Stop the Child Murder), it took its name from the headline of an article written by journalist Vic Langenhoff whose own child had been killed in a road accident.

The Dutch faith in the reliability and sustainability of the motor vehicle was also shaken by the Middle East oil crisis of 1973, when oil-producing countries stopped exports to the US and Western Europe.

These twin pressures helped to persuade the Dutch government to invest in improved cycling infrastructure



动，运动的名称为“停止谋杀孩子”。这个名称取自一篇文章，作者是记者维克·兰根赫夫，他自己的孩子也死于道路交通事故。

1973 年发生的中东石油危机也动摇了荷兰人对于汽车可靠性和可持续性的信念，当时中东的产油国停止向美国和西欧出口石油。

双重的压力迫使荷兰政府投资改善自行车骑行的基础设施，荷兰的城市规划人员开始与以汽车为中心的道路设计理念分道扬镳，这种理念在整个西方世界的城市化过程中都是被追捧的。

发扬光大

为了让骑自行车更加安全舒适，荷兰建起了庞大的自行车专用道网络。

在自行车专用道上有明显的标志，平整的路面，有与机动车道分开的标示牌和交通信号灯。路面的宽度足够供两人并肩骑行和超车。

在许多城市里自行车道是完全与机动车道隔离的。在有些地方空间有限骑车人必须与机动车共享道路，在这种状况下你可以看到这样的标示牌——上面画着骑车者和他身后的汽车，并写着这样的文字：自行车道，汽车是宾客。

在十字路口也是骑车者享有优先通行权。当你通过十字路口时，汽车总会停下来耐心地等你通过。这里的观念是“自行车总是对的”，对此在荷兰骑车的游客往往会感到不可思议，他们感到难以去享受优先通行的权利。

and Dutch urban planners started to diverge from the car-centric road-building policies being pursued throughout the urbanising West.

Path to glory

To make cycling safer and more inviting the Dutch have built a vast network of cycle paths.

These are clearly marked, have smooth surfaces, separate signs and lights for those on two wheels, and wide enough to allow side-by-side cycling and overtaking.

The sign reads 'Bike street: Cars are guests'

In many cities the paths are completely segregated from motorised traffic. Sometimes, where space is scant and both must share, you can see signs showing an image of a cyclist with a car behind accompanied by the words 'Bike Street: Cars are guests'.

At roundabouts, too, it is those using pedal power who have priority.

You can cycle around a roundabout while cars (almost always) wait patiently for you to pass. The idea that "the bike is right" is such an alien concept for tourists on bikes that many often find it difficult to navigate roads and junctions at first.

Early adopters

Even before they can walk, Dutch children are immersed in a world of cycling. As babies and toddlers they travel



从孩子开始

荷兰的孩子在没有学会走路前就生活在自行车世界里。小宝宝和儿童外出时坐在“三轮车”的座椅上或运货自行车上，儿童座位常常配有斗篷可以保护儿童免遭日晒雨淋，有些父母在儿童车上花了不少钱。

等孩子长大后他们就有了自己的自行车，隔离的自行车道宽度足够供孩子们或陪同的家长并排骑行。由于在荷兰年龄未满 18 岁不能开汽车，骑自行车为孩子提供了另外一种形式的自由。

政府在教育方面也发挥了作用，自行车骑行课程是荷兰学校里的必修课程。所有学校里都有停放自行车的场地，在有些学校里 90% 的学生骑车去上课。

停车棚背后的故事

在大学城格罗宁根，中央火车站的地下停车场可以停放 10000 辆自行车，即便按照荷兰标准这也可以说成是骑车者的美梦成真。在这里骑车者享受到在别的地方只有开车者才有的待遇——停车场进口处有电子计数器，能看到停车场里还有多少空间。

在荷兰到处可以找到自行车停车设施——在学校，办公楼和商店外面都有，你只需要在指定地点锁好你的车就可以了。假如停错了地方，你会发现自己的车被移走并且被扣押了，你要付出 25 欧元才能把车领回来。

in special seats on "bakfiets", or cargo bikes. These seats are often equipped with canopies to protect the children from the elements, and some parents have been known to spend a small fortune doing up their machines.

As the children grow up they take to their own bikes, something made easier and safer by the discrete cycle lanes being wide enough for children to ride alongside an accompanying adult. And, as young people aren't allowed to drive unsupervised until they are 18, cycling offers Dutch teenagers an alternative form of freedom.

The state also plays a part in teaching too, with cycling proficiency lessons a compulsory part of the Dutch school curriculum. All schools have places to park bikes and at some schools 90% of pupils cycle to class.

Behind the bike sheds

In the university city of Groningen, a cyclists' dream even by Dutch standards, the central train station has underground parking for 10,000 bikes. Cyclists are accommodated in the way motorists are elsewhere, with electronic counters at the entrance registering how many spaces are available.

Bike parking facilities are ubiquitous in The Netherlands - outside schools, office buildings and shops. In return you are expected to only lock up your bike in designated spots - if you chain your bike in the wrong place you could find that it is removed and impounded, and that you will have to hand over 25 euros to get it back.



为了让骑自行车更加安全舒适，荷兰建起了庞大的自行车专用道网络。在自行车专用道上有明显的标志，平整的路面，有与机动车道分开的标示牌和交通信号灯。

To make cycling safer and more inviting the Dutch have built a vast network of cycle paths. These are clearly marked, have smooth surfaces, separate signs and lights for those on two wheels.



荷兰式的自行车停车场

回到家里时，即便那些住在公寓楼里没有停车地方的人，也被允许将车停在公共楼道里。

在 16 世纪时，阿姆斯特丹的房屋是根据宽度来收税的，于是居民们用建造高而窄的房屋来对抗这条税法。即便在这样的屋子里，门厅里也停满了自行车。由于大家都骑车，所以没有人真正在意，只是从边上走过去了事。

荷兰人骑车和你不一样

在荷兰骑车是一件很普通的事情，当我问别人他们是不是骑手时曾被人抢白了：我们不是骑手，我们只是荷兰人，这是他们给我的回答。

对荷兰人来说自行车是日常生活的一部分，而不是一种特别装备或小众生活方式的象征。所以荷兰人不太在乎是否拥有最新型号的自行车或者高科技的骑行装备。

他们把自行车看成是人生探索道路上的伴侣，这是一种长久的关系，于是年代越久远的自行车就越好。你经常能看到身后来了一辆挡泥板碰车轮发出咯咯响的车子。总之，有一辆破旧的老爷车能让你显得更有身份，因为这是对持久爱情的一种考验。

不穿莱卡不出汗

荷兰地形的平坦是出了名的，加上密集的居住人口，这就意味着大多数出行的路程不会太远而且也很方便。

很少有荷兰人穿着莱卡（译者注：一种高科技的透气面料）

Bike parking, Amsterdam style

At home, even people who live in flats without special bike storage facilities can expect to be allowed to leave their bikes in a communal hallway.

In the 16th Century, houses in Amsterdam were taxed according to their width, a measure residents countered by building tall, narrow houses. So hallways get filled with bikes - but so many people cycle, no-one really minds, and just clambers past.

It's not about your ride

Cycling is so common that I have been rebuked for asking people whether they are cyclists or not. "We aren't cyclists, we're just Dutch," comes the response.

The bike is an integral part of everyday life rather than a specialist's accessory or a symbol of a minority lifestyle, so Dutch people don't concern themselves with having the very latest model of bike or hi-tech gadgets.

They regard their bikes as trusty companions in life's adventures. In that kind of relationship it is longevity that counts - so the older, the better. It's not uncommon to hear a bike coming up behind you with the mudguard rattling against the wheel. If anything, having a tatty, battered old bike affords more status as it attests to a long and lasting love.

No lycra, no sweat

The famously flat Dutch terrain, combined with densely-populated areas, mean that most journeys are of short



骑自行车，他们认为穿着只要适合他们去的地方就行，如上班、购物、泡酒吧等。

当然，有了自行车专用道他们可以穿着夏装悠闲地骑行，不像在高峰时段不顾死活拼命赶路的上班族。部分由于这个原因人们骑车到公司后不用冲凉就可以上班，这是一种不出汗的交通体验。

荷兰人骑车也不愿意戴头盔，因为他们得到以骑车人为中心的道路法规的保护，而且有以此理念设计建造出来的基础设施。假如你在荷兰看到有人戴着头盔骑车，很有可能他是一位游客或专业骑手。

我为 BBC 夜新闻做“在英国和荷兰骑车有什么不同”的节目，因为也要在英国骑车我需要买一个头盔。在我居住地的自行车商店里陈列着一个头盔，店员告诉我这个头盔放在那里已经有好几个月，甚至一年了。

大的不一定是对的

由于人人都骑车或认识骑车的人，这就使得驾驶员在需要与骑车者分享道路时会变得更加富有同情心。

反过来骑车者也需要遵守交通法规，如果骑车鲁莽，骑错车道或闯红灯就会被罚。假如你在夜间骑行没有车灯，警察（有很多也是骑车的）会开出 60 欧元的罚单。荷兰法律规定自行车上有许多地方要贴反光贴，如果反光贴缺失处罚会更重。

当然仍会有交通事故发生。当有涉及骑车者的碰撞发生时，保险公司会参照荷兰道路安全法第 185 条，这是适用于所谓“严格责任”一类事故的。这条法律经常被错误地解读为定罪的法律，其实它的本来意思是驾驶员通常至少要赔偿骑车者 50% 的经济损失。

荷兰人骑车上路时会感到强大而受到保护，这就使骑车有了更加愉悦的体验。路上有风险，但危险很少是会由重型卡车，设计不良的路口或危险的司机所造成的。

duration and not too difficult to complete.

Few Dutch people don lycra to get out on their bike, preferring to ride to work, the shops or the pub in whatever clothes they think appropriate for their final destination.

Of course, the cycle paths lend themselves to sauntering along in summer dresses in a way a death-defying, white-knuckle ride in rush-hour traffic does not. It is also partly because of this that people don't need showers at work to be able to commute by bike - it's a no-sweat experience.

Dutch people also tend to go helmet-free because they are protected by the cycle-centric rules of the roads and the way infrastructure is designed. If you see someone wearing a cycling helmet in The Netherlands, the chances are they're a tourist or a professional.

I bought a helmet for my ride to the UK reporting for BBC Newsnight on the differences between cycling in The Netherlands and the UK. My local bike shop had just one on display, which the shop assistant said had been there "a few months or maybe a year".

Right not might

The fact that everyone cycles, or knows someone who does, means that drivers are more sympathetic to cyclists when they have to share space on the roads.

In turn, the cyclists are expected to respect and obey the rules of the road. You may be fined for riding recklessly, in the wrong place or jumping red lights. Police (often on bikes) will issue a 60-euro ticket if you are caught without lights at night, and you will have to shell out even more if any of the mandatory bike reflectors - of which there are many under Dutch law - are missing.

Accidents do still happen of course, but in the event of a collision involving a cyclist, insurers refer to Article 185 of the Dutch Road Safety Code which deals with something called "strict liability". It is often mistakenly interpreted as a law that establishes guilt. What it essentially means is the driver will usually be expected to cover at least 50% of the financial costs to the cyclist and their bike.

When out on the road, Dutch cyclists feel powerful and protected, making the whole experience much more enjoyable. There are dangers on the roads, but very rarely do they involve heavy goods vehicles, poorly designed junctions or dangerous drivers. 

BEST PRACTICES

最佳范例

根据 GFHS 欧洲绿色城市考察团交流会上主办方的介绍材料，本刊节选了全球宜居城市哥本哈根的《CPH2050 气候规划》以及致力于可持续发展的汉堡港口新城两大案例，介绍其城市发展过程中在能源消耗与生产、绿色出行、生态环保、绿色建筑、可持续文化等方面实施的目标与举措。

- 丹麦哥本哈根《CPH 2025 气候规划》
——建设绿色、智能的碳中和城市
CPH 2025Climate Plan
-For A Green, Smart and Carbon Neutral City

- 汉堡港口新城
——打造 21 世纪的新都市
Hafencity Hamburg
-A City For the 21st Century

《CPH 2025 气候规划》介绍了哥本哈根如何通过政府、企业、学术机构以及市民的通力协作，在 2025 年之前实现碳中和的目标。

The CPH 2025 Climate Plan describes how Copenhagen's goal of carbon neutrality can be achieved by 2025 through close cooperation between public authorities, businesses, knowledge institutions and Copenhageners.

CPH 2025 CLIMATE PLAN —FOR A GREEN, SMART AND CARBON NEUTRAL CITY

丹麦哥本哈根《CPH 2025 气候规划》 ——建设绿色、智能的碳中和城市

根据 GFHS 欧洲绿色城市考察交流会上主办方介绍材料节选

Excerpts from the Organizer's Introduction Materials during GFHS European Green City Delegation Exchange Meeting

哥本哈根目前已经得到国际认可，被列为全球最宜居的城市之一。这是一座安全而充满激情的多样化城市，新老建筑相互交融，人们在这里肆意地呼吸着绿色空间里的新鲜的空气，城市空间得到了有效利用。到了 2025 年，这一切必将继续保持下去。届时，哥本哈根市预计新增人口 11 万人。

人口增长 20% 意味着哥本哈根的基础设施需要做出重大调整。这些调整也为城市提供发展机遇，在实现碳中和的同时创建绿色增长。从 1990 年至今，哥本哈根的碳排放量

Copenhagen is now internationally recognized and designated as one of the world's best cities to live in. It's safe, inspiring and diverse, with a mixture of old and new buildings, green spaces where you can fill your lungs with fresh air and people who actively use its urban spaces. And it must continue to be so in 2025, when we can expect up to 110,000 more Copenhageners.

A population growth of 20 % requires major



已经减少 40% 以上，而同期实现的经济增长实际上达到 50% 左右。哥本哈根和首都地区目前成为丹麦绿色经济的领跑者。这一地位在未来会得以快速提升和拓展。我们的目标是将哥本哈根建设成为清洁技术类公司的国际中心。凭借着碳中和城市哥本哈根，丹麦企业将形成一个统一的平台，用以展示丹麦的绿色技术。

《CPH 2025 气候规划》介绍了哥本哈根应当如何利用碳中和这一雄心勃勃的愿景，实现更优质的生活，开拓创新，创造绿色技术的就业与投资机会；以及如何通过政府、企业、学术机构以及哥本哈根市民的通力协作，在 2025 年之前实现碳中和的目标。

《CPH 2025 气候规划》既是一份整体规划，又集合了四个领域的具体目标和倡议。这四个领域分别是：能源消耗、能源生产、绿色出行以及市政倡议。哥本哈根将立即启动这四大领域的工作，全力发展成世界第一个碳中和城市。

infrastructural change in Copenhagen. At the same time, these changes will give the city the opportunity both to become carbon neutral and create green growth. Since 1990, carbon emissions have been reduced by more than 40 %, while over the same period there has been a real growth of around 50 %. Copenhagen and the Capital Region are now the front runners in the green Danish economy. This position will accelerate and expand in the years ahead and our ambition is to make Copenhagen an international centre for cleantech companies. With a carbon neutral Copenhagen, Danish companies will have a unified platform to demonstrate and showcase green, Danish technologies.

The CPH 2025 Climate Plan describes how Copenhagen's ambitions for carbon neutrality should be used as leverage for a better quality of life, innovation, job creation and investment in green technologies, and how the goal of carbon neutrality can be achieved by 2025 through close cooperation between public authorities, businesses, knowledge institutions and Copenhageners.

The CPH 2025 Climate Plan is a holistic plan as well as a collection of specific goals and initiatives within four areas -energy consumption, energy production, green mobility and the city administration. Work in the four areas must be set in motion immediately for Copenhagen to become the world's first Carbon neutral city.





能源消耗

2025 年的主要目标（相对于 2010 年）

1. 热能消耗量降低 20%;
2. 商业和服务性企业的耗电量降低 20%;
3. 家庭耗电量降低 10%;
4. 2025 年，安装的太阳能电池发电量能够占到耗电量的 1%。

主要措施

1. 改善建筑结构与建筑条件；
2. 在哥本哈根推广节能建筑；
3. 鼓励并支持太阳能电池的普及；
4. 哥本哈根市希望建设一批采用低耗能建筑并进行能源改造的灯塔工程；
5. 哥本哈根必须发展成为一座“智慧型”城市。

能源生产

2025 的主要目标（相对于 2010 年）

1. 哥本哈根市集中供暖实现碳中和；
2. 电力生产以风能、生物质能为主，且产能应超过哥本哈根用电总量；
3. 家庭和企业塑料垃圾的分离；
4. 有机垃圾的生物气化。

Energy Consumption

Major goals for 2025 (compared to 2010)

1. 20 % reduction in heat consumption
2. 20 % reduction of electricity consumption in commercial and service companies
3. 10 % reduction of electricity consumption in households
4. Installation of solar cells corresponding to 1 % of electricity consumption in 2025.

Main Initiatives

1. Improvement of building structures and conditions
2. Energy efficient buildings in CPH
3. Motivate and support the dissemination of solar cells.
4. The City of Copenhagen wants to create lighthouse projects both in new low energy constructions and energy retrofitting
5. Copenhagen must be developed into a SMART city.

Energy Production

Major goals for 2025 (compared to 2010)

1. Carbon neutral district heating in CPH
2. Electricity production is based on wind and biomass
3. Plastic waste is separated.
4. Biogasification of organic waste



从 1990 年至今，哥本哈根的碳排放量已经减少 40% 以上，而同期实现的经济增长实际上达到 50% 左右。哥本哈根和首都地区目前成为丹麦绿色经济的领跑者。

Since 1990, carbon emissions have been reduced by more than 40 %, while over the same period there has been a real growth of around 50 %. Copenhagen and the Capital Region are now the front runners in the green Danish economy.



主要措施

1. 在 2025 年之前建造 100 台风力发电机，总产能 360 兆瓦。包括在本市行政区划内外以及陆地和海上同时安装风力发电机；

2. 产热与生物质能

（1）建立多种能源互补的能源体系，从而让城市拥有灵活的电力和热力供应方式。

（2）在 2025 年之前实现供热碳中和，主要采用生物质能、垃圾和地热能。

（3）峰值负荷发电将采用碳中和燃料。

（4）未来几年内，必须确定地热能哥本哈根能源生产中所发挥何等作用。

3. 垃圾的资源利用

这不仅关乎焚烧处理能力、垃圾管理新处理手段，而且涉及垃圾分类与回收。

（1）必须建立一座新型高科技垃圾处理中心；

（2）塑料垃圾产生的预防、分离和回收将通过建立三条全新垃圾收集线完成，从而确保硬塑料、金属和小型电子器件的回收再利用。

绿色出行

2025 的主要目标（相对于 2010 年）

1. 75% 的城市出行依靠步行，骑自行车或乘坐公共交通工具完成；
2. 50% 的市内上学或工作出行依靠骑自行车完成；
3. 依靠公共交通工具出行的人数增加 20%；



Main Initiatives

1. 100 wind turbines before 2025, onshore and offshore;
2. Heat generation and biomass
3. Waste as a resource
 - New high-tech waste treatment centre
 - Recycling of plastic and organic waste

Mobility

Major goals for 2025 (compared to 2010)

1. 75 % of all trips in Copenhagen are on foot, by bike or public transport
2. 50 % of trips to work or school in Copenhagen are by bike
3. 20 % more passengers use public transport
4. Public transport is carbon neutral
5. 20-30 % of all light vehicles run on new fuels
6. 30-40 pct. of all heavy vehicles use new fuels



4. 公共交通实现碳中和；

5. 20-30% 的轻型汽车采用新型燃料，如电力，氢燃料，生物沼气或生物乙醇；

6. 30-40% 的重型汽车采用新型燃料。

主要措施

1. 使用电力、氢燃料和生物燃料的汽车；

2. 加大对公共交通的利用；

3. 利用智能交通管理改进交通流量；

4. 出行规划。

市政倡议

2025 年的主要目标（相对于 2010 年）

1. 市政建筑能耗降低 40；

2. 2015 年之前，新的市政建筑均达到 2015 年分类规定。2020 年之前，新建筑均达到 2020 年分类规定；

3. 哥本哈根市的车辆将使用电力、氢燃料或生物燃料；

4. 哥本哈根市的街道照明能耗减半；

5. 现有市政建筑和新建市政建筑中安装太阳能板的总面积达到 6 万平方米。



Main Initiatives

1. Cars on electricity, hydrogen and bio fuels

2. Public transport must be used more

3. Intelligent traffic management improves traffic flow

4. Mobility planning

City Administration Initiatives

Major goals for 2025 (compared to 2010)

1. Reduce energy consumption in municipal buildings by 40 %

2. Municipal new build up to 2015 meets the requirements of the 2015 classification and up to 2020 new build meets the requirements of the 2020 classification

3. Vehicles run on electricity, hydrogen or bio fuels

4. The energy consumption for street lighting is halved

5. A total of 60,000 sq m solar panels on existing municipal buildings and municipal new build are installed.

Main Initiatives

1. Energy consumption in municipal buildings must be reduced

2. The city administration must drive green;

3. Climate and environmental requirements will ensure green procurement

4. Street lighting

5. climate trained employees



在 2015 年之前实现减排 20% 的目标已于 2011 年提前实现，二氧化碳排放量与 2005 年相比减少了 21%。当前，哥本哈根的二氧化碳排放量为 190 万吨。

The goal of a 20 % reduction by 2015 was already achieved by 2011, when CO₂ emissions were reduced by 21 % compared to 2005. Today, Copenhagen emits 1.9 million tons of CO₂.



主要措施

1. 必须降低市政建筑的能耗；

2. 必须实现绿色市政；

3. 气候与环境规定有助于保障绿色采购；

4. 街道照明；

5. 就气候问题开展职员培训。

自从 2009 年通过了《哥本哈根 2015 年气候规划》，气候行动便在哥本哈根全面展开。由此启动的相关倡议促进了二氧化碳排放量的显著减少。在 2015 年之前实现减排 20% 的目标已于 2011 年提前实现，二氧化碳排放量与 2005 年相比减少了 21%。当前，哥本哈根的二氧化碳排放量为 190 万吨。只要能有序开展一系列工作，例如将首都地区的热电联供电厂从燃煤改为利用生物质能，碳排放量就能在 2025 年之前减至 116 万吨。此外，还应加强能源和交通方面的现行立法。为了在 2025 年之前实现碳中和，哥本哈根必须降低当前的能源消耗，同时将能源生产转向绿色能源。此外，哥本哈根必须生产更多的绿色能源，以抵消交通运输等领域的持续碳排放。

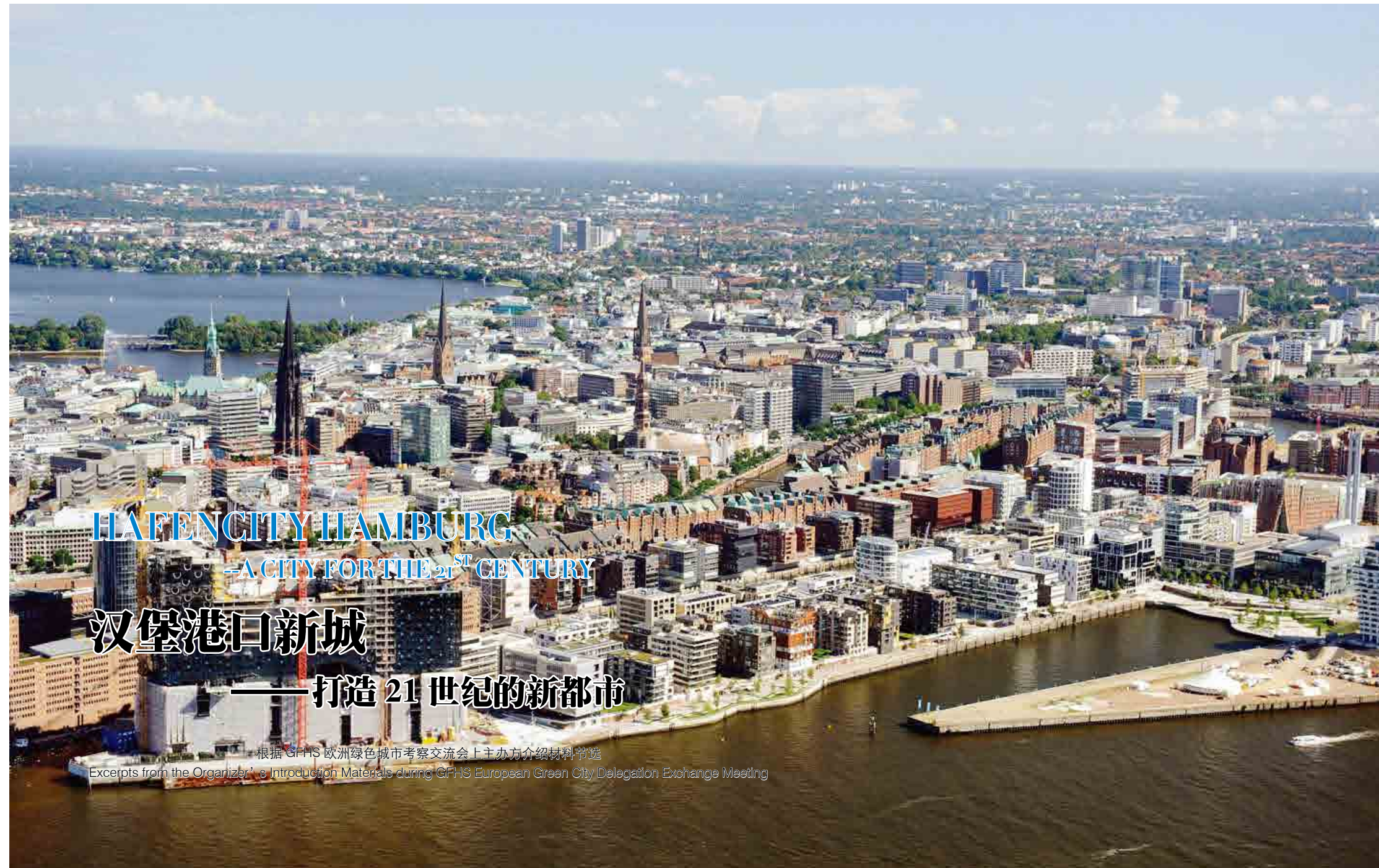
哥本哈根已经做好准备，致力于成为一座绿色的城市，它将凭借《CPH 2025 气候规划》，采取积极措施，应对气候挑战，争取在 2025 年之前建立一座绿色、智慧的碳中和城市。

Climate action has been in full swing in Copenhagen since 2009, when the Copenhagen Climate Plan up to 2015 was adopted. The initiatives which were launched have contributed to substantial CO₂ reductions. The goal of a 20 % reduction by 2015

was already achieved by 2011, when CO₂ emissions were reduced by 21 % compared to 2005. Today, Copenhagen emits 1.9 million tons of CO₂. By 2025, this will have fallen to 1.2 million tons due solely to a number of planned activities, such as switching from coal to biomass in combined heat and power plants in the Capital Region and because of the conditions in the existing legislation on energy and transport. In order to become carbon neutral by 2025, the city must use less energy than it does today and at the same time divert energy production to green energy. In addition, a surplus of green energy must be produced to offset the emissions that will continue to be generated from for example transport.

Copenhagen is ready to make the city available as a green laboratory and, with the CPH 2025 Climate Plan, is prepared to meet the climate challenge and take the step towards a green, smart and carbon neutral Copenhagen by 2025. 





港口新城占地面积 157 公顷，融合了居住和办公，商业和餐饮，文化和休闲等不同功能。与其他滨水的城市改造项目相比，它的独特之处在于其位置中心性，设计高规格，比如使用功能的多元化，极富现代气息的生活空间和创造性的发展过程，以及高品质的艺术和空间设计。其另一显著特点在于水路相间，港渠交错。它的周围没有建造防汛堤坝将它与水隔离，而是采用将全区的地表高度从 7.5 米抬高

On an area of 157 hectares, a lively new urban space is taking shape to accommodate a mix of office and residential uses, retail, restaurants and bars, as well as cultural and leisure facilities. What sets it apart from similar urban development projects is the area's central urban location and the expectations of quality reflected, for instance, in its fine-grained mix of uses, its lively atmosphere and innovative development process.

到 8.3 米，从而形成了新的独特地貌，在保留原有的亲水特性和港口风情的同时，也满足了汛期防洪的需要。

港口新城的建设目标就是多样化和高标准。新建的建筑总面积将超过 232 万平方米，有可供 12000 人居住的 5800 套住宅，可容纳 45000 个就业岗位的商业、办公、餐饮、文化娱乐以及休闲设施，并且建有公园，广场和水滨大道。

Also outstanding are the high quality of its architecture and open space design. The intensive reciprocal interaction between land and water can be regarded as unique, for HafenCity will not be surrounded by dikes, nor cut off from the water. With the exception of the quays and promenades, the road area will be raised to 7.5 to 8.3 meters above sea level. This creates a new, characteristic topography for an area once dominated by port and industrial uses, retaining access to the water and its typical port atmosphere.

More than 2.32 million m² of gross floor area (GFA) will be newly-built, providing 5,800 homes for 12,000 residents, business premises offering in excess of 45,000 job opportunities, plus retail and leisure facilities, restaurants and bars, cultural amenities, parks, plazas and promenades.

Adhering to the concept of sustainable development, the old port and industrial area are being upgraded, and the city of Hamburg is being expanded by 40%. HafenCity sustainability does not only show in the concept of environment and ecology, but also present the balance between the economic and social development. HafenCity's innovative model will be a great help for Hamburg to achieve the interim target of carbon dioxide emissions be reduced by 20% by 2020. By the use of new energy supply and heating system, a 40% reduction in emissions will be achieved in HafenCity.

The Foundation of HafenCity: the Masterplan

HafenCity is one of the most remarkable urban redevelopment schemes on a waterfront worldwide. Its trendsetting concept will see the area of Hamburg City Center enlarged by 40 percent, with the development sparking impulses not only for the existing city



港口新城开发秉承着可持续发展的理念，使过去的港口和工业区获得新生，并将汉堡的城市中心区面积扩大了40%，为打造现代化新城市制定了标准。港口新城的可持续发展不仅表现在环保生态方面，也表现在经济和社会的均衡发展上。港口新城的创新模式有助于汉堡实现到2020年降低二氧化碳排放量20%的中期目标，通过采用新型的能源供应和取暖技术，港口新城的碳排放量甚至可以降低40%。

港口新城开发的基础——整体规划

港口新城可称得上是全世界范围内最具有独特魅力的滨水城市开发项目，它的概念将引领潮流，建成后将使目前的汉堡市中心面积扩大40%，为近180万人口的汉堡市和500万人口的汉堡周边都市区注入新的经济活力。它在充分保留汉堡作为远洋港口的传统航海风貌的基础上，对打造一个现代化的新城进行着富有创新的诠释。

港口新城将显得更加绿荫葱葱，大小不等的广场、绿地、林荫道将各个板块有机地连接在一起。东区将进一步的延续和加强在西部区域实现的可持续发展的理念，环保的新型供暖技术将得到大面积使用，按照港口新城建筑环保金奖标准设计的建筑物数量也会大大增加。目前正在建的4号线轨道交通至少会延长到易北桥地区，这也为环境保护做出重要的贡献。

港口新城的基本要素

1. 可持续发展

土地资源的高效与可持续利用

港口新城建在位于原港口和工业区的中心位置，面积为157公顷。过去一些受污染的地块如旧的煤气厂等经过净化改造，大大降低了泥土凝结度，提升了土地的生态价值

center, but also for the municipality with its 1.8 million inhabitants as well as the surrounding metropolitan region, home to around 5 million people. The leafy character of HafenCity will be intensified. Squares, small and large, and links between them will advance urban spatial integration. The high standards of sustainability set in the western neighborhoods will actually be outdone by the east. This progress is due to the innovative heat supply concept as well as the planned high proportion of new buildings qualifying for the gold HafenCity Ecolabel. The extension of the U4 subway line to Elbbrücken station makes another important contribution to environmental quality.

HafenCity Essentials

1. Sustainability

Efficient and sustainable land use

HafenCity is located in the centre of the old port and industrial area with an area of 157 hectares. In contaminated places such as the site of the old gasworks, the soil was removed in an elaborate process. This considerably enhances the ecological value of this old industrial area – surface sealing of soil has also been reduced significantly. The floor space index (FSI) ranges from 3.7 to 5.6 in the various neighborhoods, which reaches the level of other European city centers. There are around 94 residents and 355 office workers per hectare, the proportion of road only takes 25% (40% in Hamburg center), and public open space takes 37%. Overall, HafenCity is being densely built.

Sustainable infrastructure

Once inside HafenCity, the fine-grained mix of work, retail, gastronomic or residential uses ensures short distances to almost everywhere. Intensive public road system also takes the advantage of private land; large



港口新城开发秉承着可持续发展的理念，使过去的港口和工业区获得新生，并将汉堡的城市中心区面积扩大了40%，为打造现代化新城市制定了标准。

Adhering to the concept of sustainable development, the old port and industrial area are being upgraded, and the city of Hamburg is being expanded by 40%. HafenCity sustainability does not only show in the concept of environment and ecology, but also present the balance between the economic and social development.



和利用价值。新城的建筑面积指标（FSI）为3.7-5.6，达到了欧洲其它城市中心区的水平。新城每公顷土地平均有94位居民和355位上班族，道路的面积只占25%（汉堡市中心占40%），露天公共空间37%，总的来说，港口新城是高密度建设，创造了较高的土地利用效率。

可持续基础设施

港口新城将各种功能如办公、居住、休闲、商业等全方位地结合起来，缩短了相互之间的距离。密集的公共道路系统也利用了私人地皮，大面积的水域和开放式的建筑构造降低了城市夏季容易产生的“热岛效应”，有效减少了空调能耗，提高了居住和工作环境的舒适度。

因为易北河南岸的港口作业和新城东部交通干道所产生的噪音，建筑物和基础设施必须采取相应的防噪音措施。通过对建筑物进行适当的排列、对房间朝向做出合理的安排和采用特殊的窗户材料，可以降低噪音影响。港口发展法规也对位于易北河南岸的港区作业产生的噪音作了限制性规定。

交通

港口新城不用开车也能通过智能的交通方案和良好的公交设施很快到达，机动化个人交通的比重被降到30%以下（汉堡平均为47%）。一条新的地铁4号线从2012年起可以每天运送乘客23000人，当港口新城完全建成后，每天的乘客数量可增加到35000人，公交车从2011年起可以在新建的加气站补充低碳环保的氢气动力。新城内设有多个自行车出租点，这让汉堡市内或者其他城市的游客能够方便地通过公共交通抵达港口新城，并以骑自行车的方式环游新城。另外，港口新城也被划入汉堡电动汽车示范区的范围。

areas of water and open space design effectively reduce the “heat island effect” in the urban area during summer, reduce air conditioning energy consumption and highly improve the living and working environment.

Both existing and planned transport routes will lead to increased noise levels in part of eastern HafenCity. For that reason, non-noise sensitive commercial uses will dominate in east Versmannstrasse, which also act as a noise buffer for the housing behind it.

Transportation

Once inside HafenCity, by the ways of smart transport systems and excellent public facilities, you can go anywhere in a very short time without a car. The proportion of personal motorized transportation has been reduced to below 30% (an average of 47% in Hamburg). As of 2012, the new U4 underground subway is used by around 23,000 people a day, when HafenCity is fully developed, the U4 line is expected to be used by around 35,000 people a day. From 2011, more low-carbon hydrogen refueling stations are being used. Also inside HafenCity, there are many bike rental points. This makes it easy to reach HafenCity comfortably by public transport from other districts or from within the Hamburg and then hop onto a bicycle. What's more, HafenCity is listed in the Hamburg E-vehicle showcase project.

Heating system

All buildings in western HafenCity are connected to district heating networks driven by combined heat and power generation. Decentralized heat supply combined with fuel-cell technology, geothermal energy and solar thermal energy produces an efficient blend of energy



供暖

新城西区的所有建筑都被纳入区域供暖网，采用分散制热的方法，结合先进的燃料电池、光电和地热技术，使碳排放量控制在 175 g/kWh 以下（传统的天然气制暖技术的排放量平均在 240g/kWh）。经过全欧范围的招标后，新城西区的供暖工程交给获胜的 Vattenfall 能源公司负责。该公司的核心理念是建立一个区域性的供暖系统，把分布在新城内的制热站组合成一个网络，既有燃烧木材的，也有使用生物燃料电池和热泵的，再生性能源占有很大的比重。其中木材制热厂作为 3 个热能厂之一将建在临近的蔬果批发市场旁，那里目前已经有一所焚烧厂。这种分散型的系统具有可变性较强的有点，能够随着城区的发展而发展。

环保建筑

如果达到了以下可持续建筑细节的五个范畴的三项或以上的标准，环保建筑就会被授予环保金奖和银奖。每一个获奖单位都必须完全符合这些标准并达到“特别”或“卓越”的级别（别无选择），包括：

1. 能源的可持续管理（强制标准）

with CO₂ emissions of 175g/kWh (in comparison: conventional gas-based heat supply for individual buildings produces average CO₂ emissions of 240g/kWh). A European tendering process for heat supply in western HafenCity in 2003 was awarded to energy supplier Vattenfall. Its concept is for a local energy supply network driven by combined heat and power generation fed by various power units both within and outside HafenCity. Almost all the energy sources deployed – a woody biomass-fired combustor, a biomethane fuel cell, a gas-fired combined heat and power unit, and a heat pump – are renewable. Wood combustion will fire one of three heating plants on the site of the former Hamburg Central Market in place of an existing wood burning unit. Because of its decentralized structure, the system can grow with the new city district.

HafenCity Ecolabel

The Ecolabel is awarded in 'silver' or 'gold' by HafenCity Hamburg GmbH (HCH) to buildings that have achieved 'special' or 'excellent' rating in at least three of the five categories of sustainable construction detailed below. In each case, all criteria within the various categories

2. 公共财产的可持续管理
3. 使用环保的建设材料
4. 特别关注人体健康与舒适
5. 可持续设施营运

2. 文化

尚还年轻的港口新城文化艺术需要特别的扶持，几年来，港口新城已经建立起一套合作和协调机制。除了重要的自发性艺术组织如“大地音乐艺术”协会的活动外，汉堡文化发展基金会、科尔博基金会和港口新城有限公司还在 2004/2005 年联合发起了港口新城地区第一届艺术大赛，拉开了文化艺术大舞台的帷幕。一些定期举办的艺术节和文化活动在港口行程找到了合适的举办地，好多个广场和水滨大道变身成为露天舞台，吸引了大批观众和参观者涌入港口新城。

在港口新城的显著位置，已经矗立起一系列具有国际影响力的文化景观。如汉堡国际航海博物馆，易北音乐厅等。

汉堡国际航海博物馆：2005 年夏开始对这一位于易北门板块的历史建筑进行了全面的保护性改建工作，投入了相当的资金，原来的建筑外观得到了保留，工程由女建筑师 Mirjana Markovic 负责。博物馆有 10 层，展出 Peter Tamm 先生收藏的与航海有关的各种展品，展览面积达 11500 平方米。2008 年夏正式对外开放。

易北音乐厅：新建的易北音乐厅将是汉堡一个无与伦比的地标性建筑，这座新旧结合的建筑将拥有一个高达 110 米，顶部为波浪形，倾斜的透明玻璃皇冠，在下部仓库建

must be fulfilled to achieve special or excellent rating (no choices available).

1. Sustainable management of energy resources (mandatory category)
2. Sustainable management of public goods
3. Use of ecofriendly construction materials
4. Special consideration of health and well-being
5. Sustainable facility operations

2. Culture

The fledgling artistic and cultural land-scape of HafenCity still needs special support. This has led to important cooperation and organizational structures evolving over time. Apart from individual initiatives, such as Musical LandArt, the spark that really triggered the change was the first artists' competition 2004/2005, the fruit of cooperation between the Hamburg Arts Foundation, Korber Foundation and HafenCity Hamburg GmbH. HafenCity is already on the map for many recurring events as a venue or performance location. Various squares and promenades now function as open-air stages or dance floors, which attract many visitors to HafenCity.

Institutions with international appeal are emerging in conspicuous sites. Such as International Maritime Museum Hamburg, Elbphilharmonie Concert Hall, etc.

International Maritime Museum Hamburg: From the summer of 2005, architect Mirjana Markovic had extensively renovated the warehouse at Elbtorquartier,





筑和上不加盖部分的结合层面、37 米的高度上设一个四面开放的观景平台，可以将易北河、港区、新城和市中心的景色尽收眼底。这种极富创意的设计柔和了创痛的港口风貌和现代元素，为原有的港口历史注入了新的都市感。

3. 社区发展

这片新城区共将迎来 12000 名居民，使市中心更具生活气息，都市的繁华与和谐的邻里关系相得益彰。

港口新城的住宅建设遵循多元化发展的原则，所建住宅价格档次不同，目的不同，有供置业或出租的；投资形式不同，有建房合作社或投资联合体出资建造的；功能不同，有专为特殊群体如音乐人，创意人员，老年人建造的。因为修建防洪设施，打桩加固地基，采用先进的环保节能技术等原因，这里的租金平均比市中心的新建住宅高 2-3 欧元 / 平方米，但是具有特色的居住方案，不同的价格档次和建筑设计依然吸引着许多市民。事实上更多的住户愿意多付一些的原因是这里集工作，日常需求，学校以及娱乐休闲设施为一体，同时更少的交通出行花费达到了一种工作和生活的和谐。

4. 公共城市空间

港口新城为汉堡增添了不少富有魅力的水滨和水上活动场所，这些新建的公共活动空间如公园，广场和水滨道路不仅具有分割和连接各功能区和建筑群的作用，其本身也是塑造城市形象，提升城市氛围的重要元素。从一些统计数据就可以看出它们的重要性：港口新城陆地面积的 25% 即 28 公顷

converting it into a museum but leaving its characteristic architecture intact. The ten floors or “decks” of the museum, covering 11,500 sqm, house an exhibition based on the Peter Tamm private maritime collection. It opened its doors in the summer of 2008.

Elbphilharmonie Concert Hall: Hamburg is gaining an incomparable landmark in the shape of the Elbphilharmonie Concert Hall. The former warehouse building is crowned by an undulating, curved and inclining glass structure, up to 110m high, blending elements of historic port architecture and contemporary architecture, port tradition and the district's new identity. A public plaza offering fantastic views of the harbor, Hafen-City, the River Elbe and rest of the city will take shape at a height of 37m on the original brick building below the new glass structure.

3. Social development

With its future population of some 12,000 residents, HafenCity is reinforcing the “living” in city-center life. Urbanity and neighborly coexistence complement each other. The variety of housing in HafenCity is already quite exceptional. It includes a small-scale mix of apartments to rent or to buy in different price brackets, although the spectrum ranges from the luxury segment through to publicly subsidized housing and also takes in the special requirements of groups such as musicians, designers or seniors. Special factors in HafenCity, such as flood protection, foundations of buildings and high ecological standards, mean that rentals are EUR 2-3 per sqm higher than for comparable privately financed new-builds in the inner city, yet the spectrum of living concepts, prices and architectural styles available attracts many people to live in HafenCity. The fact that many households are prepared to pay more is because having workplaces, daily requirements, schools and leisure facilities in the vicinity makes for much lower mobility costs and a better work-life balance.

4. Public urban spaces

The new neighborhood enriches Hamburg with exciting, new urban spaces on the water and beside it. Squares, promenades and parks are no mere urban development tools but independent distinctive elements in the cityscape. The significance of urban open space for HafenCity is clear from just a few key figures: 25 percent of its land area – 28 hectares – will be open space. All open spaces, whether parks or promenades, are on the waterside; the shoreline extends 10.5km. Water surfaces



港口新城的住宅建设遵循多元化发展的原则，因其具有特色的居住方案，不同的价格档次和建筑设计依然吸引着许多市民。

The variety of housing in HafenCity is already quite exceptional. The spectrum of living concepts, prices and architectural styles available attracts many people to live in HafenCity.



是露天公共空间，主要由公园绿地，水滨大道和广场构成；对公众开放的水岸线达 10.5 公里，港池、易北河起着调节空气和拓展视野的作用；在那些互为呼应、彼此相连的公共空间之外，还有 13% 的私属露天空间也对公众开放。

in harbor basins and the River Elbe are all “islands of fresh air”, opening up views. In addition to the public open spaces, which are closely interlocked and well connected to one another, publicly accessible private open spaces account for a further 13 percent.

5. 基础设施

港口城市特有的近水环境、土地结构和潜在的洪水威胁使得开发工作特别具有挑战性。港口新城的地理构造比较特别，它其实是座落在易北河里的岛屿，港渠交错，地势低洼。要把它建成一个现代化的大城市中心区，首先必须打通对内和对外的渠道，并且建立防洪设施。无论过去和现在，建设港口新城首先要解决的问题就是防洪。规划者有

5. Infrastructure

Proximity to water, ground conditions and flood risks present particular challenges. HafenCity is characterized by infrastructural features specific to the site: the area is a low-lying island in the River Elbe, indented by several harbor basins. Prerequisites for urban use are therefore new internal and external connections and cross-links as well as flood protection. Flood protection



GFHS 欧洲绿色城市考察团参观港口新城 GFHS European Green City Delegation Visit Hafen City

意放弃了建造堤坝的设想。从环境景观角度来看，建造堤坝会把新城封闭起来，破坏港口新城独特的亲水性。取而代之的方法是抬高地面，形成超过水平面 8-9 米的高台，起到防洪的作用。平时也可用作停车库。滨水的道路、广场仍然保持在原来的水平面上 4.5-5.5 米的高度，保留了亲水性，同时也提高了新建公共活动空间的质量。

港口新城可称得上是全世界范围内最具有独特魅力的滨水城市开发项目，规划设计的标杆定位很高，预计将在 21 世纪 20 年代初建成，建成后将使目前的汉堡市中心面积扩大 40%，为近 180 万人口的汉堡州和 500 万人口的汉堡大区注入新的经济活力。它在充分保留汉堡作为远洋港口的传统航海风貌的基础上，对打造一个现代化的新城进行着富有创新的诠释。港口新城已经为欧洲在 21 世纪里如何对沿江沿海的大城市进行可持续性的发展树立了新典范。

was, and remains, an important precondition for building HafenCity. There was a conscious decision not to surround it with dikes. From a built environment standpoint, dikes

would have precluded HafenCity's unique waterfront characteristics. Instead, new buildings – and streets – are built on elevated mounds at a new level of 8-9m above mean sea level, protecting the development from floods. They also offer space inside for flood-secure parking garages. In contrast, promenades and certain squares remain at the area's previous elevation of about 4.5 to 5.5m above sea level, which attractively preserves their close links to the water and allows creation of useful public spaces of high quality.

HafenCity is one of the most remarkable urban redevelopment schemes on a waterfront worldwide. Its trendsetting concept will see the area of Hamburg City Center enlarged by 40 percent, with the development sparking impulses not only for the existing city center, but also for the municipality with its 1.8 million inhabitants as well as the surrounding metropolitan region, home to around 5 million people. In the process Hamburg's identity as a maritime city is being reinforced, while HafenCity simultaneously becomes a model for the development of the 21st century European city center. 



VOICE OF UNDPI

联合国公共信息部之声

经过长达一年的审核，2012 年 12 月，全球人居环境论坛（GFHS）被联合国公共信息部（DPI）批准成为 NGO 联盟组织的成员，2013 年 5 月 5-6 日，全球人居环境论坛联合国代表罗伯特·司汤达先生参加了联合国公共信息部综合情况说明会，如实地记录了整个会议的过程及精彩观点，内容包括 NGO 和联合国的关系，如何发挥 NGO 的作用，DPI 与为 NGO 提供的服务以及千年发展目标等等。

- 联合国公共信息部综合情况说明会报告
Report of DPI Orientation Meeting



NGO 能为联合国做些什么？答案是双向的合作关系。

What can NGO do for the UN? A 2-way partnership

REPORT OF DPI ORIENTATION MEETING

联合国公共信息部综合情况说明会报告

By Robert Standard, GFHS' Representative to UN
文 / 全球人居环境论坛联合国代表 罗伯特·司汤达

2013 年 5 月 5~6 日，联合国公共信息部（DPI）召开为期两天的关于新登记成为联合国合作伙伴的非政府组织（NGO）情况介绍会议。以下是此次会议报告。

联合国公共信息部非政府组织处负责监管与联合国建立合作伙伴关系的 NGO，并向他们提供广泛的信息服务。这些信息服务包括 NGO 每周通报会、联谊研讨会、NGO 年度会议以及为新登记加盟为合作伙伴的 NGO 提供年度培训项目。

On May 5th and 6th, 2013, the Department of Public Information held its yearly 2-day orientation meeting for newly registered NGOs. Below is a report of this 2-day event.

The NGO Section of the Department of Public Information oversees partnerships with associated NGOs and provides a wide range of information services to them. These include weekly NGO briefings, communication workshops, an annual NGO conference and an annual orientation program for newly associated NGOs.



玛丽亚·路易萨·查韦斯 Maria-Luisa Chavez

欢迎辞与情况介绍

联合国公共信息部外联司 NGO 关系处处长玛丽亚·路易萨·查韦斯致欢迎辞。

目前，在公共信息部（DPI）登记注册成为联合国合作伙伴的 NGO 已超过 1300 个。查韦斯处长问道：“DPI 能为 NGO 做些什么”？全球战略要求我们让各类 NGO 参与到我们共同领域的合作，NGO 之间的合作、NGO 与 DPI 的合作有多种方式。NGO 是联合国大家庭中的一份子，之所以要成为 DPI 的一部分是因为他们要成为世界网络的一部分，是双向的合作关系。那么，NGO 能为联合国做些什么？答案还是双向的合作关系。我们通过外联项目每年联络人数达一万多人。我们可以在纽约指定学生代表，代表海外 NGO。我们的大多数活动都在互联网上予以报道，我们与世界各地的联合国信息中心保持良好的通联关系。NGO 一旦与 DPI 建立合作伙伴关系，我们将每年对该组织进行一次评估。各 NGO 须在每年 1 月底前提交更新报告，如果无法展示是一个活跃的 NGO，其 DPI 的会员资格将会被撤销。DPI 期望各 NGO 能够促进联合国的工作，能够继续与 DPI 保持合作伙伴关系。从今年年底的年度评估开始，我们将会对各 NGO 的固定标志及网站上的标志进行严格监管，禁止使用联合国标志，违者，其 NGO 的身份将不予继续注册。

青年代表制（一年半前开始实施）：我们鼓励你们实行两名青年代表制，并逐步吸收更多的人加入。目前，这项活动开展得有声有色。所以，为您的组织物色一两个青年代表吧！NGO 的青年代表岗前要接受一天的培训。目前已有 320 位青年代表，他们代表着 60 个 NGO。

我们所提供的项目包括：每周一次的通报会和网络广播。因为经费有限，目前只能提供这么多。

Welcome & Introduction

Welcome remarks by Maria-Luisa Chavez, Chief, NGO Relations, Outreach Division, for DPI.

Over 1300 NGOs currently registered with DPI. She asked “what can we do for you”? A global approach – requests us to get other NGOs in our field – Several ways to participate with other NGOs and with DPI – Being part of UN family – Reason to be part of DPI is to be part of world networking – a 2 way partnership – must also ask what can you do for the UN? A 2-way partnership. We reach over 10,000 people each year with our outreach programs. – We can appoint student rep here in NY to rep overseas NGO. We have webcasts on most of our activities – we have good report with UN Information Centers around the world. Once you become NGO with DPI, your organization is evaluated once each year. Must submit update report by end of January -If you do not show you are an active NGO, your membership with DPI will be dropped. DPI expects you to promote the work of the UN, to be able to continue your affiliation with DPI-Starting with annual review due end of this year, we will be very strict on logo's on your stationary as well as your website – cannot use the UN logo. Will not be renewed if you are using UN Logo.

Youth representatives (started 1 and ½ year ago): we encouraged 2 youth reps, to get more involved – so far, very active –so, get a Youth reps for your organization: 1 day orientation for youth NGOs. –320 youth reps for 60 NGOs.

Programs that we provide: Briefings, once a week; webcasts, due to limited budget can do only so much –

We have weekly briefings for NGOs – we usually bring in high-level speakers – last one we did was World Press Freedom Day – May I ask a Question:

Another activity/project of DPI: Every year we have a 2-day orientation program. 1 to 1 dialogue – have good speakers –UN officials – one of best we did was for High Commissioner for refugees – We also have 2 communication workshops, done in partnerships with the NGO/DPI Executive Committee- Annual NGO conference.

Each NGO should update their profiles with DPI- to be sure you get announcements – once a month check your profile – Do this to make sure you are getting emails from DPI.

Deadline for annual reviews is end of January each year. NGOs are expected to attend DPI briefings – if more participants, DPI can get more funds – Budget is “tight”

我们为 NGO 举行每周通报会，我们通常邀请高级别演讲嘉宾，如上一次世界新闻自由日举办的“我可以提个问题吗”主题活动。

DPI 的另一项活动（项目）是：每年开展为期两天的新生训练活动，开展一对一对话，邀请优秀演讲嘉宾（联合国官员）。我们开展得最好的一次是高级专员关于难民问题的讨论，我们还开展了两次联谊研讨会，是和 NGO 与 DPI 执行委员会的 NGO 年度会议一起举办的。

每个 NGO 都应向 DPI 提供其机构简介的更新资料，确保你们能够收到通知。每月检查一下你们的机构简介，之所以这样做，是为了确保你们能收到 DPI 的电子邮件。

年度审核的截止日期是每年 1 月底。我们期待 NGO 出席 DPI 的每周通报会议。参加的人数越多，DPI 就可以获得更多的资金，因为联合国此项预算非常紧张。因此，我们希望你们能参加，如果没有足够的 NGO 参加，我们就要问一问我们为什么要为他们做这些事情，这取决于我们，我们或许不得不中断一些项目。所以积极报名很重要，这也有利于我们邀请高级别的演讲嘉宾。每次会议，我们至少需要 150 人参与。

有人问我们是如何促进联合国工作的？我们可以举办讲座、研讨会、时事通讯、为联合国每周通报会邀请嘉宾。做好每周通报会：这是我们获取信息和传播信息的最佳途径，你们需要什么帮助的话也可以致电资源中心，我们需要更多的联络和双向沟通。

激发 NGO 积极性：嘉宾演讲选粹

彼得·朗斯基·铁芬塔尔，在奥地利从事外交工作 30 年，现担任联合国通讯和公共信息副秘书长已一年。

我们要提高全世界人民的生活水平，我们想知道我们的工作是否已产生一定的影响。NGO 比联合国更接近人民，来自成员的反馈信息对我们非常重要。我们能把工作做到人民中去吗？这对我们来说十分重要。DPI 是联合国工作的代言人，联合国的大量工作，如提供人道主义援助，每年给全世界数以百万计的孩子们接种疫苗，领导消除贫穷和饥饿的斗争。我们反对暴力，尤其是全世界针对妇女和儿童的暴力并与之斗争。我们使用至少 6 种语言，世界各地 63 个联合国信息中心使用 53 种语言，越来越多地利用社交媒体，有电子书和纸质书备案，有些国家想要电子书，有些国家想要印刷媒体。我们与 NGO、学术机构密切合作（目前，全球已有合作大学 900 所，每年举办关于消除贫困、接受教育、打击暴力及歧视妇女和儿童等主题活动）。我们与媒体密切合作，他们也是我们的亲密伙伴。在纽约联合

at UN – Therefore, we expect you to participate - if not enough NGOs come, we ask why are we doing this for NGOs? It is up to us. Or we might have to discontinue some of our programs, so important to sign in, also helps to get high level people- We would like to get at least 150 people/event.

Question from someone: How do we promote the work of UN? We can do lectures, workshops, newsletters, and bring guests for the weekly UN briefings –Weekly briefings: good place where to get information to disseminate – Call Resource center to help you might need – we need to see more networking and 2 way communications.



彼得·朗斯基·铁芬塔尔 Peter Launsky Tieffenthal

Keynote Speakers: Inspiring NGOs

Peter Launsky-Tieffenthal, worked 30 years in Austrian foreign service – In UN 1 year now as the Under-Secretary-General for Communications and Public Information

We want to improve lives of people throughout the world– We want to know if our work has an impact. NGOs are much closer to the people than the UN is – your feedback is important to us, from your members - does our work reach the people? This is very important for us –DPI is to telling the story of UN's work, the many stories = giving humanitarian aid it is giving, the vaccination of children throughout the world, in millions each year – Leading the fight to end poverty and hunger – we try to combat violence, especially among women and children throughout the world – in at least 6 languages – 63 UN info centers around the world do in 53 languages – use of social media is growing – eBooks on demand and printed books – some want electronic, other countries want print media – works closely with NGO, academic institutions (now, 900 universities



NGO 是重要的合作伙伴，你们联系着广阔的世界，因为 NGO 更接近我们想要接近的受众。NGO 是最亲密的盟友，因为他们不会用我们所使用的官方用语，比联合国更接近人民，只有不使用我们的官方用语，才能清楚地传达我们的信息。

NGOs are most closest allies, because they do not speak the bureaucratic language as we do, and closer to the people than UN is – only way of getting our message across is not speaking our language.



国有 250 名常驻媒体记者，我们协同活动家、地方政府、法律制定者宣传我们的活动，唤起人们对于联合国重大问题的认知。NGO 是重要的合作伙伴，你们联系着广阔的世界，因为 NGO 更接近我们想要接近的受众。NGO 是最亲密的盟友，因为他们不会用我们所使用的官方用语，比联合国更接近人民，只有不使用我们的官方用语，才能清楚地传达我们的信息。我们欢迎你们使用我们所有的资源，青年代表是约旦人，他现在正环游世界。他使用年轻人的语言，为联合国代言，他正在研究当前青年问题。我鼓励你们开展对于青年问题的课题研究。

worldwide – by hosting annual events, on issues such as poverty, access to education, combat violence, discrimination against women and children). We work closely with media, and they are our close partners as well – 250 correspondents of media are based at UN here in New York – We are working with activists, local authorities, with law makers, to help us tell our story, to raise awareness about UN priority issues – NGOs are crucial partners, informing and engaging the wider world, as you NGOs are much closer to the audiences that we would like to reach. NGOs are most closest



年龄不同所遇的问题也大相径庭，如新媒体，年轻人更喜欢这种新型社交媒体，我欢迎你们利用这种新型伙伴关系，倾听你们的声音非常重要。最后，朗斯基·铁芬塔尔先生建议 NGO 要与名人政要合作，使他们成为你们的合作伙伴。他还表示，联合国纽约总部的物流过程存在很大挑战，联合国工作因此受到影响。工作也很难做得更透明，以赢得 193 个国家的认同。我们需要更加主动地诠释这里的工作，如果你们可以帮助我们解决这些问题，联合国的工作将有望得到更好的理解和支持。



吉莉安·索伦森 Gillian Sorensen

吉莉安·索伦森，联合国基金会高级顾问和国家级支持者。她曾担任联合国委员会委员 12 年，是纽约前市长埃德·科赫的下属，后加盟联合国任联合国秘书长助理，再后来在联合国基金会任职。她是联合国基金会的流动支持者，负责联合国系统 4000 多个 NGO 的合作工作。

NGO 是我们不可或缺的合作伙伴，青年有能力扩大联合国议题的影响，是联合国与广大公众的桥梁。我希望你们积极参与并取得举世瞩目的成绩，我鼓励你们认真研究其他同类组织的做法，而且，要密切关注其他组织在做什么，并加入他们的行列。在 NGO 当中有 130 个人权组织，有一部分应互相合作。NGO 可以游说，但联合国不能。NGO 可以在华盛顿游说，可以在其国家的首都游说，或向地方政府游说。从法律上来说，你们可以大声说出来，跟踪这些国会成员的所作所为。举例来说，公众意识在美国是被动的，不是主动的，所以我希望 NGO 担当起这个责任。联合国基金会是 15 年前由特德·特纳发起的，当时他捐赠了 10 亿美元，帮助联合国改进工作，他对联合国的承诺一直是非常真实的，特别是当时他作为美国最大和最著名的有线电视新闻网之一的 CNN 总裁。在最初的几年里联合国基金会还提供资助，但几年以后，联合国基金会需要清楚界定各种工作的轻重缓急，以便发挥其真正的影响。他们的确这样做了，且以一种睿智的方式，他们与联合国联盟结

allies, because they do not speak the bureaucratic language as we do, and closer to the people than UN is – only way of getting our message across is not speaking our language – we invited you to use all of our resources – Youth rep is a Jordanian, now touring the world – He speaks the language of young people and the voice of UN – he is looking at issues of young people today – I encourage you to create your own momentum on youth issues.

Age makes a difference – New Media: younger people are more into this new social media – I welcome you to this new partnership – It is important for us to listen to you. Finally, Mr. Launsky-Tieffenthal recommended that NGOs work with celebrities and make them your partners. He also stated that the challenge he finds at the United Nations is the logistic processes at the UN in New York. It overshadows the work of the UN. It is difficult to be more transparent, to get 193 nations to agree. – We need to be more up front to explain how things work here. If you can help us with this the UN will helpfully be better understood and appreciated

Gillian Sorensen, Senior Advisor and National Advocate of the United Nations Foundation – She was former UN Commission for UN for 12 years under former New York mayor Ed Koch – then came into UN as an Assistant Sec General, then at UN Foundation – she is a roving advocate at the UN Foundation – the universe of NGOs, there are more than 4000 of them at the UN – possibilities for collaboration.

NGOs are our essential partners – Youth have ability to amplify UN issues, to be a bridge to the larger public – I hope you will be visible, active and public – I encourage you to do your homework on what other similar groups are doing – Redundancy: be on alert what other groups are doing as you are doing, join forces – there are 130 human rights groups, some should work with each other – NGOs can lobby, but UN cannot – You can lobby at Washington DC, or your state capital, or with your local politicians – Legally, you can speak up, to track what these members of Congress are doing – public awareness in US, for example, is passive, not active – So, I hope the NGOs will do this – UN Foundation: launched by Ted Turner, 15 years ago, when he donated \$1 Billion, to help the UN do better – His commitment to UN has always been very real, especially when he was head of CNN, one of the largest and well known cable TV news networks – In the first couple of years the UN Foundation made grants, but after a few years, the UN Foundation needed to define more clearly what their priorities were so that there is a real impact – They have



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盟，并在全美国建立他们的分支。他们的重点领域是健康（艾滋病、疫苗）和疟疾，如使用蚊帐，经杀虫剂处理过的蚊帐非常有效。他们提倡使用清洁炉灶，使用无烟炉灶，避免了烟尘问题。第二个领域是妇女和女童，尤其是针对 11-15 岁的女孩，及实行计划生育人口中的妇女，计划生育使妇女比例产生了很大变化。接下来的一个领域是气候变化，例如旅游景点，没有与其他公司、组织建立合作伙伴关系，但有个国际理事会，关于此机构请参见 UNFoundation.ORG 网站。如果你们发现你们的工作与我们的工作有某些接合点就请告诉我们，我们很高兴与你们合作。

联合国基金会是独立于联合国的机构，吉莉安表示，她几乎所有的时间都在外演讲，她说在过去的几年中，她做了 800 多次的演讲，但是我们需要更多的声音，既需要新的声音，也需要老的声音，以创建协同效应，让大众知道其重要性，知道他们最终也是受益者。我们说联合国是不够完美的，但它是不可或缺的——你们可以通过写信、做通报、致编辑邮件，打电话到脱口秀节目等形式参与，也可以鼓励你们的学校参加模拟联合国会议，发表博客、短信，这一切都会对联合国有所帮助。吉莉安还表示，她认为世界上没有联系不上的人，要尝试联系，要开始与人交谈，扩大我们的交际圈，向外扩展延伸。模拟联合国会议是引导和激励孩子的最好体验，全世界有 1000 个模拟联合国，如果你们的社区有一个模拟联合国，可与他们取得联系，看看我们的课题能否被添加到他们的议程之中，在那里你会遇到一些有才华的孩子。最后，她建议我们与其他 NGO 建立网络联系。

非政府组织与公共信息部执行委员会

非政府组织与公共信息部执行委员会成立于 1962 年，其宗旨是要在联合国与联合国的非政府组织之间建立一个合作

done so, in a very intelligent away – They made alliance with UN Alliance, which has chapters all across the US – They focus on Health (AIDS, vaccinations) and Malaria – bed nets, very effective – insecticide treated bed nets – They also have clean cook stoves – no smoke problem – almost smokeless cook stove – 2nd area is women and girls – especially 11-15 years old, and then women in population that speaks to family planning – makes a world of difference – next area is climate change – e.g., tourist attractions, not has made partnerships with other corporations, organizations – has an international board – you can see at UNFoundation.ORG – Do your homework to check this out – If you see some connecting point with our work with your work, let us know – we would be glad to work with you.

UN Foundation is independent of the UN – Gillian said she is out on speaking circuit almost all of the time – She says she has made over 800 speaking programs over past years, but we need more voices, newer voices older voices, to create to create the synergy to let the larger public know that this matters, that they have a stake in the outcome – We say UN is imperfect, but it is indispensable – You can write letters, do newsletters, letter to editor, call in to a talk show, etc. are examples of things you can do. You can also encourage your schools to take part in model UN – blogging, texting, all of this helps – Mrs. Sorenson also said that she does not think that anyone cannot be contacted – try to connect – there is a conversation to be had – Open our circle – reach out – Model UN is one of the best experiences to excite and galvanize kids: 1000's around the world – If there is a model UN in your community, make contact with them, to see if our issue can be added to their agenda – will meet some talented kids —Finally, she suggested that we network with other NGOs.



查尔斯·希区柯克 Charles Hitchcock

关系。它由与联合国建立合作关系的 NGO 中选出的 18 个成员组成，任期二年。该委员会每年举办一次公共信息部与联合国非政府组织会议。

查尔斯·希区柯克，NGO/ DPI 执行委员会海外非政府组织部主席。

可以在纽约联合国总部指定一个学生反映 NGO 的声音，并参与执行委员会的活动。查尔斯·希区柯克曾是东巴基斯坦的一名从事社会学教学的和平队志愿者，这一切改变了他的生活。执行委员会有 18 个成员，是从 1300 多个与 DPI 建立合作伙伴关系的 NGO 中选出的。一直以来，我们邀请成员组织参加每月在纽约市举办的会议，而从现在开始，可以通过 SKYPE 参加这个会议。当选的成员每届任期为 2 年，可以连任两届。我们所做的主要工作是举办 NGO 的年度会议，在联合国总部这里已举办了 65 届，但从 2008 年开始由于联合国大楼装修，只得在其他国家举办，先后在巴黎、墨西哥、澳大利亚墨尔本及德国波恩（可持续社会和公民参与），哪个国家愿意主办，我们就去该国召开这个会议。在过去两年中，没有一个国家申请主办。如果到 2013 年 9 月还没有国家申请，就只好等到 2014 年在纽约召开了。我们针对每周的会议主题提出建议，有时还为会议作计划，在过去两年中我们一直注重利用社交媒体，并在他们之间架起桥梁。DPI 有一些简短的电影，例如一个关于糖尿病的短片，特别讲述了尼泊尔孩子的困境，可以在社区论坛上使用它。在过去的 2 年中，我们为青年代表预留两档节目。我们发现 NGO 也希望建立网络，但因为大楼装修，很难安排会议场所。我们目前正在更新我们的网站和脸书页面，我们正与资源中心一起努力，使其更好地为所有 NGO 提供最好的信息服务。最后，我们也在为年度会议筹集资金，我们每年举行两次通报会，网络午餐会议。

NGO/DPI Executive Committee

The NGO/DPI Executive Committee was founded in 1962 to establish a working relationship between the UN and the UN's NGOs. It consists of 18 elected members from the NGOs associated with DPI who serve for a 2 year term. The Committee organizes the annual DPI/UN Ngo conference held each year.

Charles Hitchcock, Chairman, NGO/DPI Executive Committee – overseas the NGOs.

Can appoint a student here at UN headquarters to be voice of the NGO in NY - get involved with the Exec Committee – Charles Hitchcock is a former Peace Corps volunteer, in E Pakistan, which changed his life – taught sociology- The Executive Committee has 18 members – elected from over 1300 NGOs accredited with DPI – up until this year, members expected to attend monthly meetings in NY City – from now on, can attend via SKYPE – elected for 2 year terms, can serve 2 consecutive terms – main work we do is to set up the annual NGO meetings – for 65 years held here at UN headquarters – in 2008 went abroad due to building renovations – went to Paris, then Mexico, then to Melbourne, Au, then to Germany (sustainable societies and citizen participation) – we can only go where host country invites us – for past 2 years, no country has stepped up to be host – if by 9/2013, will have 2014 conference here in NY – we suggest topics for weekly meetings, and sometimes plan them – for past 2 years emphasis has been on use of social media and bridging the gap – DPI has some brief films – e.g. one on diabetes he saw, especially plight of children in Nepal – can use this in community forums – in past 2 years, 2 slots made avail for youth delegates – we find NGOs want to network – difficult to work out meeting spaces because of renovation work – we are updating our website and Face book page – we work with resource center to make it best as it can become for info for all NGOs – finally, we attempt to raise money, for annual conferences – we hold 2 briefings each year –Network luncheon

Sering Falu Njie, the Deputy Director & Policy Advisor, UN Millennium Campaign.

As a way of background information, the United Nations Millennium Development Goals are eight goals that all 193 UN Member States have agreed to try to achieve by the year 2015. The United Nations Millennium Declaration, signed in September 2000 commits world leaders to combat poverty, hunger, disease, illiteracy, environmental degradation, and discrimination against women. The MDGs are derived from this Declaration, and all have specific targets and indicators. Today's speaker, Mr. Sering Falu Njie, wants to talk about the



泽林·法鲁·恩杰 Sering Falu Njie

泽林·法鲁·恩杰，联合国千年运动副主任和政策顾问。

首先提及一个背景知识：联合国千年发展目标的八个目标是所有 193 个联合国成员国一致通过，并预计在 2015 年实现的。2000 年 9 月签署的《联合国千年宣言》要求世界领导人承诺对于贫困、饥饿、疾病、文盲、环境恶化和女性歧视的斗争。千年发展目标就是源自这个宣言，并都有特定的目标和指标。今天的演讲者泽林·法鲁·恩杰先生就谈谈实现联合国前秘书长科菲·安南在 2002 制定的千年发展目标的 8 个目标的进展情况。

泽林表示：千年发展目标的目的是 1) 开发实现千年发展目标的政治意愿。2) 赢得社会发展的支持。3) 推动千年发展目标的政策。自 2002 年以来，联合国一直致力于建立一个广泛支持的运动，选定三个目标选区：政府与政府间选区，以确保国家政策是符合年发展目标的政策；公民社会选区，包括一些组织、妇女、青年以及私营部门和媒体选区。

我们的工作面涵盖了发达国家和发展中国家，我们在意大利罗马和西班牙有一个强大的全球基地，在美国和加拿大有一批合作伙伴。我们的工作在南部地区进展较快，因为在那里我们主要是与公民社会组织、地区机构合作，当然也同所有联合国机构合作。我们同时也走进了非洲，内罗

progress being made on achieving the 8 goals of the MDGs, set up by former Secretary General Kofi Annan in 2002 – Presentation: The purpose of the MDGs was to 1) develop the political will to obtain MDG goals, 2) to boost support for development of society, and 3) to promote MDG policies. Since 2002, the UN has been working to build a broad supported movement, targeting 3 constituencies: governments and inter governments, to insure national policies are in alignment with MDG policies, civil society, a number of organizations, women's, youth, as well as private sector and media.

We work both in developed countries and developing countries – We have a strong global base in Rome, Italy and in Spain and a number of partners in the US and Canada. Our presence is much stronger in the South, where we work mainly with civil society organizations, regional institutions, and also in partnerships with all UN agencies. We have a regional presence in Africa, in Nairobi and in Bangkok, Thailand. Unfortunately, we do not have a regional presence in Latin America, but we do have many partners that we work with in Latin America.

What do we do in terms of our programs? There are mainly 3 things that we do. First, we showcase MDG success stories.

Second, we have organized global and regional, as well as national campaigns and coalitions on MDGs. We work with civil society and a lot with parliamentarians by helping set up MDG committees in their respective parliaments which would support and advocate for policies as well as resource allocations to MDG related sectors. We especially work hard with local authorities because MDGs are not achieved in the capitals, but at the local levels of society. We do this by trying to ensure that MDGs are incorporated into local development plans. We work with civil society – in India, Phil, Nigeria, Kenya, and more countries –We showcase success stories, to show strategies that are working – starting this year we are at crossroads – coming to an end, and we have been given a mandate for the post 2015 agenda – we learn from mistakes of past – one of things we do is to insure citizens and other stake holders are involved, through outreach and that they are heard- we have identified 16 basic processes. myworld2015.com has been set up. We have an offline component, where we use face to face communication so that they can identity what their priorities are.

Our target is to gather around 1.5 to 2 million voices. This then will pass it on to policy makers and political leaders to see that these are the voices of citizens of the world and what they see as their priorities for post-



联合国千年发展目标的八个目标是所有 193 个联合国成员国一致通过，并预计在 2015 年实现的。2000 年 9 月签署的《联合国千年宣言》要求世界领导人承诺对于贫困、饥饿、疾病、文盲、环境恶化和女性歧视的斗争。千年发展目标就是源自这个宣言，并都有特定的目标和指标。

The United Nations Millennium Development Goals are eight goals that all 193 UN Member States have agreed to try to achieve by the year 2015. The United Nations Millennium Declaration, signed in September 2000 commits world leaders to combat poverty, hunger, disease, illiteracy, environmental degradation, and discrimination against women. The MDGs are derived from this Declaration, and all have specific targets and indicators.



毕，泰国曼谷等地区。但遗憾的是，在拉丁美洲没有区域性的机构，虽然我们在拉丁美洲也有很多合作伙伴。

我们是如何开展我们的项目？我们主要做了三件事。

首先，我们展示实现千年发展目标的成功事迹。

其次，我们组织了针对千年发展目标的全球、地区以及国家运动和联盟。我们与公民社会和许多国会议员合作，帮助他们在各自的议会里建立千年发展目标委员会，以支持和倡导千年发展目标的政策及相关行业的资源分配。我们特别努力与地方政府合作，因为千年发展目标不仅要在各国首都实现，更要在地方层面上实现。我们之所以这样做就是要确保将千年发展目标纳入地方发展计划。我们与在印度、菲律宾、尼日利亚、肯尼亚等国家的公民社会合作。我们展示成功事迹，展示策略的英明。从今年开始，我们的工作处于紧要关头，即将结束，因为我们接受了制定 2015 年后议程的使命，我们从过去的错误中得到教训，我们要做的事情之一是通过外联确保公民和其他利益相关者的参与，倾听他们的声音，我们已甄选了 16 个基本问题。“2015 我的世界”网站（myworld2015.com）已建立起来。我们有一个使用面对面沟通的离线组件，这样他们就可以确定他们的工作重点。

我们的目标是收集 150 至 200 万的诉求。然后将它传递给决策者和政治领导人，让他们听听世界公民的声音，以及 2015 年后想要优先实现的目标。目前，有 194 个国家的公民参与了在线调查。我们计划在世界范围内的 20 个国家做具有统计代表性的面对面调查。迄今为止我们完成了三

2015. Currently there are citizens from 194 countries participating in the online surveys and we plan to do the offline surveys in 20 countries around the world which are statistically representative surveys. So far, we have completed three, five are on the way, and the rest are planned to be completed by the end of the year.

We have about 150 partners, many civil society groups working with us around the world. We are also facilitating stakeholder discussions on the outcomes of the process; particularly once we have the report of the High Level Panel. What we intend to do is to facilitate a discussion to see whether their voices have been heard.

Third is what we call framing the discourse, in other words, trying to ensure there is positivity on MDGs, by showcasing MDGs success stories. This is used when we advocate with politicians and policy makers, to show that the MDG strategies are working and that there is progress being made on the MDGs and on the basis to ensure that momentum and interest on MDGs countries.

Jordi Liopart, Chief, UN Volunteers (UNV) New York Office

UNV will be discussed – We are inspiration in action, because the volunteers are interested in inspiration action – established by General Assembly 1970 – relates to all of the world – to highlight the important role of volunteer action, as a form of civil engagement that needs to be valued, that leads to peace and development – Youth volunteers are being launched within the next few months – 7 to 8 K volunteers each

个，五个正在实施，剩下的预计在今年年底之前完成。

我们有大约 150 个合作伙伴，在世界各地的许多民间社会团体与我们合作。我们也将促进利益相关者对过程成果的讨论，特别是一旦我们完成了高级别小组的报告。我们打算做的也是举行讨论会看看他们的诉求能否被听到。

第三，我们构建所谓的话语框架，换言之，即通过展示千年发展目标的成功故事确保千年发展目标的积极意义。我们以此来向政治家和政策制定者宣传，表明千年发展目标的战略是有效的，千年发展目标也取得实质性的进展，并在此基础上确保实施千年发展目标国家的动力和利益。

乔迪·利奥帕特，联合国志愿者组织 (UNV) 纽约办事处主任。

我讨论的是联合国志愿者组织：我们是因理念而动，因为志愿者感兴趣的是理念引发的行动。联合国志愿者组织于 1970 年由联合国大会建立，它关乎全世界的方方面面，彰显志愿者行动的重要作用，是一种值得重视的公民参与形式，它能够促进和平与发展。在接下来的几个月即将推出青年志愿者项目，每年有来自 168 个国家的 7000 至 8000 名志愿者参与。志愿者主要来自南南地区，女性志愿者偏少，只占 37%。年度预算大约是 2~2.2 亿美元。当联合国需要志愿者时，就会找到我们，我们正试图鼓励成员国在起草决议时考虑到志愿者团体。我们也注重在国家层面倡导，培养能让志愿者蓬勃发展的环境，例如为志愿者提供税收优惠政策。努力争取为基本服务项目规划提供志愿者，如在可持续发展的整体框架内推动千年发展目标的实现（三个部分：社会发展、经济发展和环境发展，顾及九大群体或结构，涉及规划联合国千年发展目标的基础服务、可持续发展的总体框架、危机项目和可持续发展、联合国人道主义工作、联合国维和行动）。联合国青年志愿者：在动员时，我们尽量预告需求以确保志愿者管理的质量，使其与带薪的人有同样的表现，他们创造了价值。我们不会使用廉价劳动力。我们具有形式的多样性：如由联合国秘书长委派的联合国青年志愿者，年龄 18-29 岁，服役 2 年，有生活津贴；国际志愿者专家：全额发放工资；网上志愿活动：主要针对 25 岁以下青年，将开展全球网上项目。如联合国网上日历应用程序是由 3 位网上志愿者开发的。



乔迪·利奥帕特 Jordi Liopart

year, in 168 countries. Volunteers are mostly from the South – South - Not doing very well with getting women – only 37% - Our yearly budget is approximately 200 to 220 million each year. When UN needs to get volunteers, UN comes to us – We are trying to inspire member states when drafting resolutions to keep volunteer groups in mind – We also focus on advocating on the national level, enabling environments for volunteers to flourish – e.g., getting tax incentives for volunteering. Trying to get volunteers for programming of basic services, such as the MDGs, in the overall framework of sustainable development (3 parts: social development, economic development, and environmental development, taking into account the 9 major groups/structures - in the programming of basic MDG services, in the overall framework of sustainable development, in crisis programs and sustainable development, in UN humanitarian work, in UN Peace Keeping Operations.) UN Youth Volunteers: mandated by SG – In terms of mobilization, trying to forecast what demand is – to insure quality of volunteer management, to perform at same level as paid people – they bring value – not to get cheap labor- we have diversity of modalities: e.g., UN Youth Volunteers – mandated by SG, 18-29 years of age, for 2 years, with a living allowance – International Volunteer Specialist, that are fully funded – Online Volunteering: mostly for those under 25 years old – will be an online program, across the world – UN Online Calendar application: done by 3 online volunteers. 

URBAN CONSTRUCTION SUPERVISOR •FORGE THE QUALITY 城建监理·铸造精品

工程监理，从 1988 年正式推行，现已成为工程建筑领域不可缺少的责任主体之一，为国家各项工程建设的质量控制、进度控制、投资控制发挥着至关重要的作用。四川省城市建设工程监理有限公司无疑已成为这一领域的佼佼者。

四川省城市建设工程监理有限公司(以下简称“城建监理”)成立于 1998 年，经过十余年的沉淀、积累和全体城建监理人的不懈努力，目前已具备建设部颁发的最高工程监理资质——工程监理综合资质，以及交通部颁发的公路工程甲级资质，同时城建监理公司还获得了设备监理甲级资质、工程勘察乙级资质、招标代理乙级资质、工程造价咨询乙级资质、地质灾害丙级资质、对外承包工程资格……承接的监理业务涵盖全国 14 个省、直辖市、自治区和部分海外地区。

以优质的服务奠定企业发展基础

十几年来，城建监理始终秉承“诚信服务、铸造精品、创造价值、回馈社会”的企业理念，锻炼出一批批技术过硬，管理能力强，熟知监理规范的骨干监理力量，在各个工程项目为业主严格管理，对待设计的缺陷、施工的粗糙提出了无数的改进建议和整改要求，为业主优化了方案，节省了难以计数的投资，有理、有力、有节地控制着质量、安全、投资和进度。优质的服务使城建监理陆续成为了国内几家世界知名的大开发商的战略合作伙伴，打响品牌的同时，城建监理公司经营业绩得到了飞跃式提升。

以精细的管理铸造精品，体现企业价值

每一座建筑体的设计，都是一个艺术品，设计理念的实现需要精细的施工，更离不开精细的管理。城建监理人正是这个精细管理的执行者。城建监理组建了完善的组织机



黄妍总经理

构、完整的质量保障体系：在董事会的领导下，组成由总经理、副总经理、总工程师具体负责的经营管理班子，下设总经理办公室、总工办、市场拓展部、项目管理部等日常管理机构。自 2003 年以来，城建监理先后在“万科·金色家园”、“魅力之城”、“仁和春天大道”、“时代春天”、“东恒国际”、“凯迪阳光”、成都二环路、中石化西藏油库工程等众多项目推行规范化监理模式，并取得了明显成效：2006 年凭“万科·金色家园”项目荣获詹天佑大奖优秀住宅小区金奖，“华润翡翠城”、汶川县第一小学重建项目（教学楼）、东林城市花园、龙湖晶蓝半岛、遵道项目政务中心工程、汶川县妇幼保健院卫生执法监督所等一大批优质结构工程及天府杯、芙蓉杯获奖工程不断涌现。2011 年 12 月“桃源安置房工程”项目荣获鸟巢杯·2011 中国建筑工程监理技术质量双优示范项目奖，也在这一年城建监理公司被评为“2011 中国建筑工程监理综合实力 50 强”企业……所有这些不仅是城建监理企业价值、品牌实力的体现，更是勤劳和智慧的城建监理人自身价值的体现。



万科·金色家园项目荣获詹天佑大奖优秀住宅小区金奖

以虔诚之心回馈社会

回馈社会是企业的使命，更是一个成功企业不容推卸的责任。所谓“穷则独善其身，达则兼济天下”，如今的城建监理在监理行业无疑是成功的，成功的企业将要肩负起更大的社会责任，为国家，为社会做出更大的贡献。而为社会奉献精品工程、积极参与公益事业正是这种社会责任感的真实体现：2005 年、2008 年、2012 年均荣获四川省优秀监理企业；2008 年在汶川大地震后抗震救灾工作中表现突出，荣获抗震救灾先进集体荣誉……城建监理一直怀揣着一颗虔诚的心在自己的能力范围内向前探索着，以多种方式回馈社会，多年以来，城建监理持续开展并稳步推进援藏、抗震救灾、扶贫救助、保护环境等活动。汶川、雅安震后，城建监理积极组织志愿者参加抗震救灾，员工踊跃募捐；虹口高原大桥、汶川第一小学学校、遵道小学等等灾区的重建项目都留下城建监理人的足迹，洒满了城建监理感恩之心、回馈之情。



汶川第一小学



2010 年 7 月 6 日虹口高原大桥项目



318 国道

城建监理一路走来，坎坷与荣誉并存，困难与辉煌同在。但城建监理人坚信，只要继续秉承“诚信服务、铸造精品、创造价值、回馈社会”的企业理念，继续遵循“守法，诚信、公正、科学”的经营准则，继续倡导“忠诚、敬业、诚实、服从”的职业道德观念，心系社会，严格履职，热忱服务，城建监理必将迎来更加灿烂的明天！



成都市二环路工程



山美特体验式培训





投资要懂转身，要赢在起跑点 就要把握当前机会！

马来西亚是东盟十国之一，属亚热带型雨林气候，气温 28-30 度，没有天灾，环境得天独厚，四季如夏，华人占四分之一。

马来西亚有完善的医疗保健制度和专业的医疗服务，教育制度完善。交通便利，国际航班往返马来西亚和中国各大城市。

马来西亚是世界著名的度假胜地，环境优美，令人叹为观止。随着资源的开发，马来西亚的房产业发展蓬勃，新型的环保旅游城市也如雨后春笋拔地而起。不少新概念打造的独立商铺，国际大酒店，豪华舒适的高级公寓大量涌现，不仅令人耳目一新，更带来无限的升值空间，政府又正推行第二家园计划，**如通过 UFUN Centre 购买房产，将享有更独特的优势。**

马来西亚沙巴洲的蔚蓝湾，有着林林总总的、国际一流的海滩度假村村庄，由浑然天成的碧绿密林所环抱，长达三公里的洁白海滩占据一方，每日周而复始地为您呈现日出日落的美丽景象；另一岸边拥有大片百年以上的原始红树林，让您畅享自然呼吸，拥有无可比拟的健康财富，国际水平的 18 洞高尔夫球场犹在咫尺。

更有壮丽的沙巴神山为背景，依山傍水，平安宁静的氛围，让人乐不思蜀。

便宜的房价，吸引了大量投资者，**三层豪华别墅售价仅需三百多万人民币。100 多平方米的高级公寓售价仅需一百多万人民币，又可以拥有第二家园身份。现今马来西亚最具吸金能力，投资潜力丰厚！**

UFUN Centre

每月定期组织考察团赴马来西亚考察！



合作及报名电话：

深圳 075589806151 香港 0085296397436 手机 13923447183
微信 Adam402 1815678400 E-mail: hk100402@yahoo.com.hk

为什么选择马来西亚房产？

1. 马来西亚经济排名东南亚第二名，但房产价格远低于其他国。
2. 马来西亚房产透明度东协第二。
3. 可观的资本增长：15-30%；升值空间大。
4. 马来西亚政府推广：第二国家计划，外国购房者可拥有 10 年长期居留证。
5. 拥有大自然环境，气候常年适中。
6. 房地产受法律保护—永久地契。
7. 生活设施齐全，消费水平适中。
8. 多元种族，多元文化，语言接近。
9. 该地区的首选教育中心。
10. 国家政策稳定，国泰民安。



FIGURE

人物视界

● 敢为天下高

——张跃对可持续建筑的狂热与执着

Dare to be the Highest

-Zhang Yue's Enthusiasm and Persistence in Sustainable Buildings

● LEED 有助于中国绿色建筑实践

——专访美国绿色建筑委员会 (USGBC) 全球政策和法律高级副总裁罗杰·布拉特先生

LEED is Helpful to the Practice of Chinese Green Building

-Interview with Roger Platt, Senior Vice President, Global Policy & Law,
U.S.Green Building Council

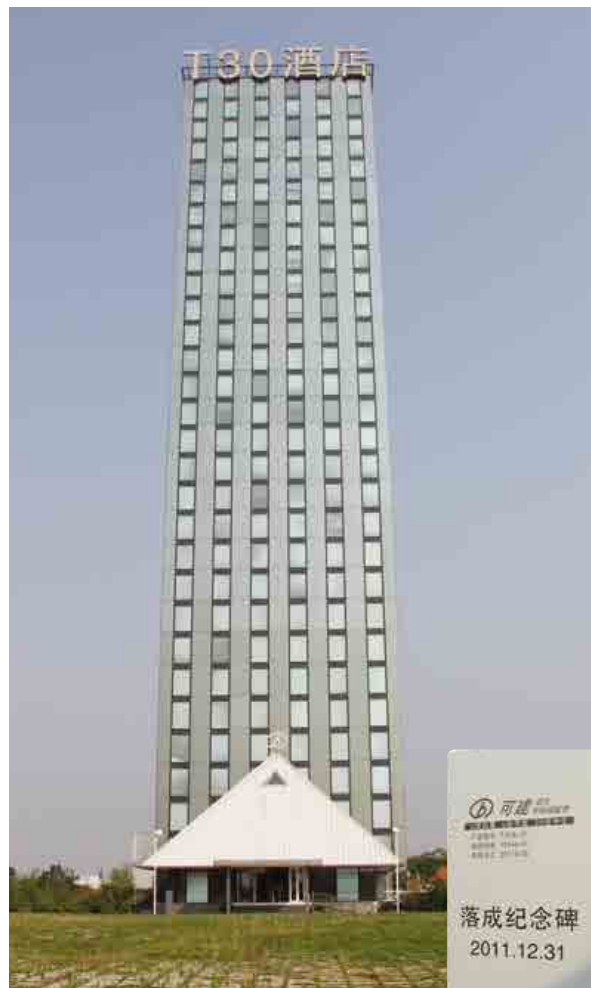
“联合国环境规划署可持续建筑和气候倡议组织（UNEP-SBCI）年会及研讨会”于2013年5月14-15日在长沙远大可建城成功召开，《全球最佳范例》杂志代表一行三人应邀参加了会议，原本打算对东道主张跃做一个正式专访，但他一直非常的忙，没时间。

会议圆满闭幕的当日晚上，我们意外地在T30酒店一楼餐厅“逮”到了他，看得出来，他的心情不错，欣然带我们围坐在他和团队进餐的最里面那张餐桌。餐桌的一角，竖立着一块中英文宣传牌：不要浪费一粒米饭、一点菜、一滴酒。节约就是善待环境。在这里，张跃爽快地打开了话匣子，完全是自然式的漫谈，却也不乏深度观点。

DARE TO BE THE HIGHEST

敢为天下高

- Zhang Yue's Enthusiasm and Persistence in Sustainable Buildings
——张跃对可持续建筑的狂热与执着



张跃向代表们展示空气质量监测手机

在T30酒店一楼餐厅，张跃拿起像手机一样的远大空气测量仪器测室内出风口的空气质量、测试人喝酒后呼气中酒精的含量、测室内外PM2.5，一边测，一边和大家谈如何改善和监控室内空气环境质量。他即便在吃饭时也经常组织部下开会讨论事情，身体力行、敢作敢为是他的一大特点。远大发明了一种检测空气质量的仪器，把几台本来十分笨重的仪器微型化，放进一只小小的手机中，让普通民众随时随地检测空气中的粉尘、甲醛和电磁辐射等各种污染，让普通人不要依赖专业机构，一样可以方便知悉自己所处环境的空气质量。“我们拼命的原因不是产值和利润压力，而是要让高能耗建筑少一点，健康建筑多一点。”张跃向我们这样解释。

显然，他比三年前在世博会远大馆接受我们杂志采访时沧桑多了，但他特有的执着、直率、自信的精神头却一点没变。在他的带领下，以隔热节能、抗震以及室内空气净化为核心技术的远大世博馆、新方舟酒店、T30塔式酒店拔地雄起，用实际行动推动了住宅产业化发展，对可持续建筑理念做出了诠释。此外，备受关注的“天空城市”，高达838米、共202层的“混合社区”将成为张跃探索建筑理念和生活方式的又一惊世力作。

“解决环境问题是现实问题，不是理想主义”

在谈到解决现在面临的环境问题时，张跃说的最多的一句话就是这是现实问题，不是理想主义。他稍稍有点严肃地阐明自己的原则：“这次会议来了6、7个区县长，本来是打算过一段时间过来的，我跟他们说趁着这次机会就过来，在会议上多了解一下可持续建筑。我跟他们这些人打交道都强调，你要做真环保我就跟你打交道，我的好朋友都是搞环保的。我对政治不感兴趣，但我们现在面临的环境问题，包括我们这一代，我儿子这一代的生活，如果不改变，生活都无法继续了。这是个现实问题，不是理想主义。”

“我就这么一个简单逻辑，不解决环境问题，就维持不了现在的生活。”具体到细节，张跃举起了例子：“从健康的角度看，现在能源消耗太高了，煤炭里的重金属非常多，尤其是汞。我自己有实验室，有国内外的各种检查数据情况。我们现在得癌症的比例太大了，是80年代的10倍，这和环境现状是直接相关的。如果现在不解决大量使用煤炭和高污染的石油的问题，健康问题就使我们无法支撑下去了。癌症村在中国越来越常见。原来在一个城市里，在我们那个年代，10万人的城市，谁有癌症都知道。现在得癌症的人接二连三，太多了。我在湖南株洲二十几个亲戚里就有四个得了癌症。而且农村得癌症的比例高于城市，农村癌症有两个来源，一个是农药、一个是大气污染。烧煤烧柴，农村周边有很多化工厂，排放管理不如城市严格，有时就随便排了。网络上流传癌症村的地图，不是一个两个村，还有几十个地方。这种情况下，可持续发展、幸福生活只可能是空谈、笑谈。”

“雾霾让更多的人认识到可持续发展面临的挑战”

张跃认为西部城市的可持续建筑在当前更具有紧迫性，所以也特意邀请了银川等西部城市的市委市政府领导来参会，希望自己的声音能够被更多人听到，自己的想法能被



天空城市



T30酒店的垃圾收集设施



T30酒店室内环境质量监测系统



T30酒店电梯可发电存储

更多人认同。“中国的北方地区，当然尤其是西北地区其实经济发展还很不够，节能方面的认识和措施也不太到位，我现在特别想改变的是西北地区。现在西北地区发展挺快，其实有很多资源，有些地方财政比较富裕。如果路径发展错了，就太可惜了。”张跃对西部的情热溢于言表。

目前中国的可持续发展面临很多挑战，比如能源、生态安全问题，资源短缺、结构不合理等等问题。西部大开发战略实施十多年来，其经济快速发展，但随之也带来了水土流失、草地退化、荒漠化、环境污染扩大等环境问题。而这些都是不可持续的发展方式，都在重复东部地区先污染后治理的老路子。

谈到今年年初的雾霾，张跃表示，“冬天北方城市雾霾浓度那么高是三个原因造成的：第一个原因是由于建筑不节能导致的污染；第二个原因是大家现在富裕以后对能源消耗不太在意，由于取暖造成的能源消费量大大增加了，原来一个月用200块钱取暖都受不了，现在一个月要用1000块钱；第三个原因是汽车购买增量和使用频率的增量太大了，在冬季特别容易集中暴发。夏天好一点，夏天不取暖，即便汽车的密度一样的情况下，夏天空气对流度大得多，是冬季的4倍，空气能够飘散得更远。耗能的密度冬季是夏季的4倍，这样就16倍交差叠加在一起形成了雾霾。然而，雾霾出现也有好处，好处就是让我们意识到盲目地发展、拉动消费和一味地以经济为中心的制度是不行的，必须转变。

“我们应该从环境的角度， 转换一种新的思考方式、新的发展观、 新的生活态度，新的文明。”

转变有三个层次，一个是技术层次，比如我们现在做的可持续建筑，通过技术手段使得建筑的建造和使用方面污染排放较少；二是行为层次，民众的自我觉悟层次，世博会所有空调都是远大提供的，温度限定为27度，就是为了提倡行为节能。三是国家政策，例如西方国家重视立法，对不节能的浪费行为有严格的制约机制，在这个问题上就不能以人权为幌子，或认为有钱就可以理所当然地过度消费，不能让他们这种恣意的污染和消耗行为大行其道。我太太看过摘茶，了解了茶叶来之不易，就不舍得浪费一片茶叶。同样的，我们看过人家摘葡萄，我们一滴葡萄酒都舍不得浪费。我们自己家有农田，我们公司有农场，我们知道生产有机食品也是不容易的。因此，无论是一片茶叶，或者一滴酒，我们都不应该浪费。

张跃坚持认为只有发自内心的认同才能真正解决好环境问题。他举例说：“中城联盟（中国城市房地产开发商策略联盟）的秘书长搞建筑节能，是因为心里面在意资源，在意环境。其实本质上来说就是两点，第一，你要看的远，我们的资源可以消耗今天，不能消耗明天，我们的健康可以支持今天，不能支持明天；第二，要有做人的起码准则，知



井然有序的车间

道浪费是违背起码准则的。你不能说你可以无端地去消耗更多的资源，造成比别人更多的不良后果。我们不能牺牲自己的健康，但我们不能浪费我们并不需要的东西。”

说到浪费，张跃一脸无奈，“你要了很多东西吃不完，剩下的都拿去做地沟油了，你说有什么好处？现在已经有光盘行动了，但我们在博鳌，在国内各种会议上，都看到大面积的浪费和剩餐。博鳌会餐上没有一餐饭吃的超过一半的，来博鳌参会的都是国内外的高层领导，我们看到的是，来中国吃饭就是让你吃不完，就显得中国人是多么的热情好客。包括现在中国的很多建筑有不少花里胡哨、穿金戴银的富丽装饰。但这样连起码的节约观念都没有，就根本谈不上环保。中国人现在不穷，不需要通过讲排场来抬高自己的脸面，也不需要担心外国人瞧不起。十年前，是怕人家瞧不起，你现在不担心这个问题了，为什么还不改观念呢？人没有自信，就没有一个正确的生活态度，这一点很重要。”

同样，对于企业而言，天堂和地狱的差别也在于商业观念选择的一念之间。现在人类社会都在“发展经济”，向所谓的工业化强国看齐。人类目前创造财富的能力已经超级强盛了，必须通过理性来对这种能力节制，但令人遗憾的是，这个问题并未引起足够的重视，现在关注的焦点仍是“发展”，这是问题的源头。张跃认为这是有问题的。因为“发达国家很多路子对于地球来说是有危险的，我们应该从环境角度、个人角度、换一种新的思考方式、新的发展观、新

的生活态度、新的文明。”人类创造了灿烂的农业文明和工业文明，如果现代人能够继承先辈智慧，负责任的使用现代科技，并回归淳朴的价值观，我们就可以开创一种崭新的文明——生态文明。

湖南湘阴县城小河蛙鸣、土地芬芳、乡情淳朴，张跃希望在中国五线城市找到属于人类发展需要的生活方式，即一种朴素、低碳、幸福的生活。

敢为天下先，是湖湘文化的一个显著特色。开拓进取、敢破敢立、冒险去做别人未做过的事情，张跃将这种精神发挥到了极致。他经营理念独特，个性鲜明，追求梦想，甚至偏执、狂热，这一点体现在远大公司经营，以及远大城设计的一草一木之中。建设838米高的世界第一高楼——远大天空城市就是他执着追求梦想、敢为天下高的最好注解。 WBPM



远大集总裁张跃

张跃，现任远大空调董事长兼CEO。1978年就读于彬洲师范专科学校（现湘南学院）。1988年创办远大，1992年主持开发成功中国第一台直燃式大型中央空调。2002年被评为中国十大民营企业家。

他的经营哲学是“雪中送炭”，只做社会亟需且极具技术挑战的产品。在管理思想上，他信奉“农场法则”，引导员工正确认识付出与回报的关系。《远大宣言》和《远大价值观》很能体现张跃的个性和思想，其中的部分理念十分独特，甚至发聩振聩，也曾引发社会争议，如远大一直坚持“七不一没有”道德底线：不污染环境、不剽窃技术、不蒙骗客户、不恶性竞争、不搞三角债、不偷税、不行贿，没有昧良心行为。把道德看得比生存重要。

关于节能环保的内容也是其企业文化一大特色，比如“珍惜自然资源和人类财富，永远反对任何形式、任何规模的浪费。”，在远大城，从餐厅到办公室，从墙上的宣传招贴、一个小笔记本、桌上一个提示牌、洗手盆的一块肥皂到房间的使用说明，许多细节都体现了环保理念，不断提醒使用者付诸环保实践，值得其他企业公民借鉴。

天空城市简介

传说中的“天空城市”是由远大可建科技有限公司设计建造的一所前所未有的超高层“混合社区”，集居住、工作、上学、购物、就医、文体于一体。大厦设计高度838米，地下6层，地上202层，将超过迪拜塔成为“世界第一高楼”。建筑面积105万平方米，可容纳3万人。

远大可建和传统建筑不一样的地方在于它是采用可持续建筑理念实行工厂化制造的建筑。整座建筑本身从承重结构、门窗墙体到建筑设备都是统一设计并在工厂里制造完成，只需在现场按图“组装”，施工现场几乎看不到通常的现场浇筑混凝土和成堆的建筑垃圾。

据悉，“天空城市”并不是为了追求所谓的摩天大楼“地标”意义，而是要建造一座普通人买得起、用得起并极大有益于生命健康的“竖向城市”。“天空城市”极有助于节约土地，减少交通能耗和节省能源。由于人们可以足不出户，就近办公、学习、生活，可为一座城市减少2000辆汽车，腾出2平方公里绿地；为一个地球减少12万吨二氧化碳排放量。

2013年7月20日，“天空城市”项目正式奠基，预计明年4月竣工。不过，对于“天空城市”的质疑声却一直不断。7月24日媒体报道称，838米高的世界第一高楼“天空城市”被叫停，原因为该项目没有完成相关法定的报建手续。此外，各大媒体和网友对于建筑的安全问题、消防问题、运营潜力等也提出了质疑。远大能否在保证安全性和合法性的基础上建设“天空城市”呢？让我们乐观其成。



美国绿色建筑委员会 (USGBC) 全球政策和法律高级副总裁罗杰·布拉特先生与《全球最佳范例》杂志执行社长吕海峰先生合影

在 2013 年 5 月 14-15 日于长沙召开的 UNEP-SBCI 年会及研讨会上,《全球最佳范例》专门采访了美国绿色建筑委员会 (USGBC) 全球政策和法律高级副总裁罗杰·布拉特先生,他目前负责全球与日俱增的绿色建筑和城市发展实践等与政策相关的工作,包括 LEED 认证的绿色建筑项目。他也负责同世界绿色建筑委员会、联合国环境署、自然资源保护委员会、克林顿气候行动保持政策联系。他曾经出席过 2011 全球人居环境论坛并发表演讲。

本刊采编就 LEED 目前在中国发展的现状、挑战和未来规划以及中国绿色建筑三星级标准与 LEED 之间的是否造成冲击关系等问题,与他进行了深入的交流。

During the 2013 UNEP-SBCI AGM held on 14th to 15th, Changsha, World Best Practices Magazine made an exclusive interview with Roger Platt, Senior Vice President, Global Policy & Law, U.S. Green Building Council, who is now responsible for overseeing the policy aspects of the increasingly global adoption of green building and urban development practices, including those recognized by the LEED green building program. Roger maintains non-partisan policy relationships with the World Green Building Council, the United Nations Environment Program, the Natural Resources Defense Council, and the C40-Clinton Climate Initiative among others. He had attended and addressed at 2011 Global Forum on Human Settlements.

The magazine made a deep communication with him in terms of the current situation, challenges, the future plan of LEED, and the impact of China Three Star Green Building System.

LEED IS HELPFUL TO THE PRACTICE OF CHINESE GREEN BUILDING

LEED 有助于中国绿色建筑实践

-Interview with Roger Platt, Senior Vice President, Global Policy & Law, U.S. Green Building Council
——专访美国绿色建筑委员会 (USGBC) 全球政策和法律高级副总裁 罗杰·布拉特先生



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WBPM: LEED 在中国发展得很好, 布拉特先生, 您跟我们介绍下 LEED 在中国的推广策略好吗?

罗杰: 首先, LEED 绿色建筑评估系统最重要的推广手段就是目前全世界 130 多个国家正在使用它这个事实本身, 像帝国大厦这类著名建筑就是获得 LEED 金牌认证的。在大城市, 人们开发著名的标志性建筑, 就会想着让这些建筑能与世界其他伟大建筑相媲美。因此, LEED 的推广方式之一就是它是全球被使用得最多的一个建筑评估标准。

第二种推广方式是 LEED 在中国拥有 1000 多名有资质的认证专家。这些专家与工程公司和建筑公司合作, 指导开发商们学习 LEED 的评估标准。在全球范围内, 大约有 200,000 位有资质的 LEED 认证专家。

此外, 中国和香港的公司、跨国公司和著名开发商都在使用 LEED 标准, 这也是一种形式的推广。美国绿色建筑委员会是个非盈利组织, 因此它不能像其他行业一样销售自己的产品。它鼓励人们建设更加绿色的建筑, 并为中国人提供一种工具, 以便他们鉴别其建筑在性能上能否达到国际公认的认证标准。

除了推广 LEED 标准, 我们还推广广义上的绿色建筑。我

WBPM: LEED develops very well in China, so Mr. Platt, can you introduce us some of the promotion measures that LEED has done in China?

Roger: Well, first of all, the most important promotion of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the fact that it is used in over 130 countries, and that famous buildings like the Empire State building are LEED Gold certified buildings. In large cities, people who develop the most famous and iconic buildings in cities want to be able to compare those buildings to other great buildings around the world. So one of the ways that LEED is promoted is simply that it is used more than any other standard around the world.

The second way it gets promoted is by the over 1,000 LEED credentialed professionals in China. These experts work with engineering firms, architecture firms, and are educating building developers about LEED. Worldwide, there are nearly 200,000 LEED credentialed professionals.

Additionally, famous developers in China and Hong Kong, as well as Chinese companies and international companies, are using LEED. It is also a form of promotion, the USGBC is a not-for-profit organisation, so it doesn't sell its products the same way that other industries do. It encourages people to have greener buildings and provides a tool that enables people in China to determine whether their building meets an internationally recognized standard for performance.

We also promote green building in general, beyond LEED. We work with the China Green Building Council and with leaders at local universities to promote green building practices in China. In my opinion, the success



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们同中国绿色建筑协会及地方大学的领导合作，推动中国绿色建筑的实践。我认为中国绿色建筑的成功很大原因在于中国绿色建筑“三星”标准的成功。

WBPM: 您认为中国的绿色建筑三星标准会对 LEED 造成阻碍吗？

罗杰: 我认为它决不会对 LEED 造成阻碍。相反地，我认为三星标准对于那些想要在建成环境中实现可持续目标（包括在中国三星标准中具化的国家目标）的公司来说，是一个重要的进步阶梯。如果建筑开发商和业主能够实现这些可持续目标，他们就可以考虑将建筑进行国内国际的双重认证，如选择 LEED 这类的国际品牌。因此我认为这两者不是竞争对手，而是为完成绿化建筑行业，减少人类对地球有限资源的影响这一共同使命而结成的一对相辅相成的体系。譬如在美国，我们有一个叫做“能源之星”的政府项目，它是衡量建筑生命周期内建筑能源消耗和性能的基线，它对于实现 LEED 认证的成功至关重要。“能源之星”扩大了绿色建筑活动的参与面，并使大家认识到，只有明确

of green building in China owes a great deal to the success of the Three Star system.

WBPM: Do you think that the Three Star Green Building System in China may result some obstacle to LEED?

Roger: I would argue quite the opposite. Instead of being an obstacle to LEED, I think Three Star is an important stepping stone for those companies that want to accomplish the objectives of sustainability in the built environment, including the national objectives that are embodied in the China Three Star system. If building developers and owners are able to accomplish these sustainability objectives, they may consider dual certifying to an international brand, such as LEED. So I don't see the two as competitors, but rather complementary systems working towards a common mission—to green the buildings sector and reduce human impacts on our planet's finite resources. For example, in the United States, we have a government programme called ENERGY STAR. The ENERGY STAR programme, which benchmarks a building's energy consumption and performance over the life-cycle of a building, is crucial to the success of LEED program. ENERGY STAR provides a boarder engagement with green buildings. All buildings should know their baseline energy consumption in order to make strategic and informed decisions on how to improve their performance. The systems work together to bring transparency and information to building owners and operators. Armed with this knowledge, building owners and operators can make improvements with the help of tools like Three Star and LEED. The third party verification of LEED differentiates the leaders from the laggards, creating additional asset value for building owners.

WBPM: Will LEED do any change according to the Chinese condition?

Roger: We absolutely consider the local circumstance and needs of China and other countries in the development of our global standard. One way in which Chinese experts have input is through the LEED International Roundtable. The LEED International Roundtable includes experts from 30 countries including China. The purpose is to create alternative compliance pathways to achieving LEED that address to local priorities. This adaptation is not done country by country, but is done eco-region by eco-region or climate zone by climate zone. We initially tried to license versions of LEED to other Green Building Councils to create systems for their respective countries, such as Canada,



LEED 绿色建筑评估系统是一个国际化系统，我们同样也会做一些改变让我们的系统成为一个基于性能表现的系统。将来我们要开发评估建筑性能的系统指标。因而未来绿色建筑的定义是“实时”符合节能、节水和良好室内空气质量等高标准性能的建筑。所以几年前得到认证的建筑就不再被认为是“活”的绿色建筑了，除非它性能依旧良好。

The LEED Green Building Rating System is an international programme, we are also making some changes to become more of a performance-based system. In the future we would like to develop metrics that allow for the assessment of the performance of the building. So the future definition of a green building should be a building that is currently performing to a very high standard of energy efficiency, water conservation, and indoor quality. A building that received a certification a few years ago would not be considered a living green building unless it continues to perform.



建筑的能源消耗基线才能制定出提升建筑性能的战略和精明的决策。这些系统的协同作用为建筑业主和运营商带来透明度和相关知识。一旦掌握了这些知识，建筑业主和运营商就可以在像三星或 LEED 评估标准这类工具的帮助下获得提升。作为第三方的 LEED 认证可将性能领先的建筑和性能落后的建筑区分开来，为建筑业主创造额外的资产价值。

WBPM: LEED 会根据中国的情况做一些改变吗？

罗杰: 我们在开发全球标准的过程中当然会考虑中国和其他国家的地方实际情况和需要。其中一种方式是让中国专家通过 LEED 国际圆桌会议表达他们的意见和建议。LEED 国际圆桌会议涵盖来自包括中国在内的 30 个国家的专家，其目的是针对地方优势创造获得 LEED 认证的可置换达标途径。这种变通不是根据不同国家而定的，而是根据不同生态区域或气候区域而定的。我们起初是根据不同国家把不同的 LEED 版本授权给各自的绿色建筑协会，以便他们制定各自不同版本的绿色建筑认证系统，如加拿大、印度和意大利等，但现在看来这个策略并不好，因为它会造成市场混乱。而 LEED 国际圆桌会议开发的可置换达标途径和地区优势优先的标准是支持 LEED 适应市场的真正全球标准，是一个适用于不同气候区和不同文化的评级系统。

WBPM: 在中国很多单体建筑都获得了 LEED 认证，那么 LEED 绿色社区的发展怎么样？你们有没有针对 LEED 绿色社区在中国的发展规划？

罗杰: 就目前而言，LEED 系统的各项指标都在持续重新开

India and Italy. That was not a good strategy because it created market confusion. The alternative compliance paths and regional priority credits developed by the LEED International Roundtable support the adaptation of LEED as a truly global standard, a rating system that works for different climate zones and different cultures.

WBPM: We have seen many single buildings in China achieve LEED certification, so what about the development of LEED for Neighborhood Development (LEED-ND)? Do you have this kind of plan in China specifically about LEED-ND?

Roger: Well, right now, all aspects of LEED are under continuous re-development. Every 3 to 4 years we reevaluate the LEED system to raise the bar for leadership. The purpose this redevelopment is to keep the programme more ambitious and challenging.

The LEED ND programme is one that can be and has been used by Chinese developers. This rating system for neighborhoods can be part of an overall ecocity strategy. In China, many of the developers tell us that individual buildings are too small a metric for the size and the speed of their activities. So in order to scale up sustainability, we are trying to support ecocity efforts and also offer volume and campus programs.

WBPM: What do think of T30 hotel when it is compared with the traditional green buildings?

Roger: Well, those buildings are modular buildings. Modular buildings are still an experimental form, but

发之中。每三四年我们都会重新评估 LEED 系统，以保证其与时俱进的领导地位。而重新开发的目的是要让 LEED 系统树立更加宏伟的目标，更具挑战性。

而 LEED 绿色社区项目可为中国开发商所用，并且已经开始这样做了。这个绿色社区评估系统可以成为整个生态城市战略的一部分。在中国，许多开发商告诉我们单体建筑的度量标准太狭隘，不适应他们的发展规模和速度。因此为了扩大可持续规模，我们正在尝试支持他们的生态城市工作并增加容量和场地项目。

WBPM: 与传统绿色建筑相比，您对 T30 酒店有什么样的看法？

罗杰：这是模块化建筑。虽然模块化建筑尚处于实验阶段，但其趋势展现了一种更高水平的潜力，即可提高安全性、对环境要求不那么严苛、建筑工序更具责任性，及水质改善等。模块化系统有很多的优势，但它在市场上仅占很小的份额。我认为远大可持续建筑的开创性工作对于将来的发展是非常重要的。

WBPM: 您能给我介绍下LEED 在中国未来的计划吗？

罗杰：LEED 绿色建筑评估系统是一个国际化系统，而美国绿色建筑委员会则有来自世界各地专家的支持，他们就是有资质的 LEED 认证专业人员。我们同样也会做一些改变让我们的系统成为一个基于性能表现的系统。将来我们要开发评估建筑性能的系统指标。因而未来绿色建筑的定义是“实时”符合节能、节水和良好室内空气质量等高标准性能的建筑。所以几年前得到认证的建筑就不再被认为是“活”的绿色建筑了，除非它性能依旧良好。我们希望在这些建筑里看到类似于我们在 T30 酒店看到的一些装修技术，通过监视屏即可看到室内空气质量、室外空气质量、水消耗和能源效率。我们希望拥有动态监控体系，实时告诉人们资源的使用情况和建筑性能。这样可让人们更清晰地认识绿色建筑和一般建筑的性能。

中国是我们建筑性能标准开发未来愿景的一部分。中国每年都在建设大量的新建筑，而这些建筑很快就需要测定他们的性能如何。如果性能不佳，开发商们就得研究中国三星或 LEED 评估标准中关于建筑性能的要求了。

美国绿色建筑委员会的 LEED 系统要关注的另一个方面是建筑居住者的健康。建筑材料有时会产生不同程度的不安全或不健康的空气质量。我们鼓励选用可替代的、健康的建筑材料有助于材料供应链的转型。特别是在中国，有了绿色建筑人们就可以通过他们生活、工作和学习的环境提高健康水平，绿色建筑还由于提供清新空气、充足阳光和其他舒适度而提高劳动者的生产力。

this trend shows a much higher level of potentially for improved safety, environmental rigor, responsible manufacturing, and water quality. There are many advantages to a modular system, but this system is still a very small percentage of the market. I think that the pioneering work of SBS will be very important to the future developments.

WBPM: Can you introduce the plan for LEED in China in the future?

Roger: The LEED Green Building Rating System is an international programme and the UGSBC has supported experts from all over the world in the form of our LEED credentialed professionals. We are also making some changes to become more of a performance-based system. In the future we would like to develop metrics that allow for the assessment of the performance of the building. So the future definition of a green building should be a building that is currently performing to a very high standard of energy efficiency, water conservation, and indoor quality. A building that received a certification a few years ago would not be considered a living green building unless it continues to perform. We'd like to see plaques in these buildings, similar to some of the technologies we saw in T30 hotel, where you view on the monitor the current indoor air quality, outdoor air quality, water consumption and energy performance. We would like to have dynamic plaques that are telling you the real time resource use and building performance. This would make the public more aware of the performance of green buildings and buildings in general.

China can be part of our future vision for performance. China is building so many new buildings and those buildings will soon need to determine how well they are performing. If they did not performing well, they will need to understand their performance under the China Three Star or LEED systems.

Another area in which USGBC's LEED program is going to be focusing is on building occupant health. Sometimes the materials in buildings produce levels of unsafe or unhealthy air quality. By encouraging alternative, healthy building materials, we are helping to transform the material supply chain. Specifically in China, making people healthier through the environments in which they live, work and learn, green buildings also improve worker productivity thanks to the benefits of fresh air, more sunlight and other occupant comfort features. 

LOW CARBON LIFE

低碳生活

- **日本见闻：不处理好垃圾分类被人瞧不起**
Japan's Experience:
Being Poor in Garbage Classification Will be Looked Down Upon
- **帕客：致力于构建全球最大的环保志愿者组织**
Handkerchierer, To Construct the Global Biggest Environmental Volunteer Organization

日本每个地区都有自己的垃圾分类规定，比较宽松的只要分七八类，而令人发指的则要分 20 多类。日本几乎没职业歧视，会被邻居看不起的是没有处理好垃圾分类的人。日本女孩子随身挎的包包里除了化妆品外，还有空瓶子等垃圾。

JAPAN'S EXPERIENCE: BEING POOR IN GARBAGE CLASSIFICATION WILL BE LOOKED DOWN UPON

日本见闻： 不处理好垃圾分类被人瞧不起

文 /@ 林萍在日本 文章来源：新周刊

到过日本的人几乎都会对一些生活小细节留下深刻的印象。骑自行车的警察，笑容满面的服务员，耐心敬业且对你鞠躬的公务员，规范秩序的交通，没有折痕的纸币，拧开水龙头就能喝的水，清新的空气，干净的厕所、河流与街道。

如果说，有什么是我在日本生活中还未能完全适应的，除了吃生鱼片与芥末外，就是日本的全民“忍术”——垃圾分类了。但生活在这样干净的环境里确实是件很愉快的事。

垃圾不但要严格地分类，还要按规定的时间才能拿到规定的地方扔。如果分类错了，不被回收，或者错过扔的时间了，那就只能拿回家臭上几天，等下次才能扔了。这点至今我还有点郁闷，看着垃圾放在家里，总觉得怪怪的，恨不得立即扔掉。星期一吃鱼，星期四才能扔骨头，感觉自己快被憋成忍者神猫了。

平日里，几乎看不到随地乱扔垃圾的日本人。他们通常是把垃圾放进包里带回家再分类处理掉。东京还勉强可在便利店或车站找到分类垃圾桶，标识得清清楚楚的，哪类垃圾该放进哪个桶。小城市就基本只能老实地带回家，认真分类处理好，在规定的日期摆到门口，扣得严严实实的等待回收。翻开日本女孩子随身挎的名牌包包，会惊讶地发现，里面除了化妆品之外，还有购物小票、空瓶子等垃圾。

每个遛狗人都有必备的四件套：纸、水、长夹、塑料袋。

日本实行的是地方自治制度，每个地方都有自己的规定。所以每次搬家，不动产公司与房东都会第一时间给我垃圾分类表。我一般是贴在大厅里最显眼的地方，扔垃圾时得按上面的要求仔细分类。有的地方比较宽松，只要分七八类。令人发指的地方则要分 20 多类。我现在住的中野区，大方面可分为可燃垃圾，星期一、四早上 8 点前扔；不可燃垃圾，星期六早上 8 点前扔；报刊书籍纸箱、瓶瓶罐罐类星期四早上八点半前扔；陶器金属玻璃类的，第一、三周的星期二早上 8 点前扔。小方面的就不介绍了，光塑料瓶就要分瓶身、瓶盖、塑料包装 3 个部分，要洗干净了才能扔。煤气



罐、体温计、血压计、打碎的玻璃陶器等制品要包装好，贴上标签。另外，大型家具、家电等扔之前要先打电话预约，还得花钱去便利店买专门的贴纸贴上，随意丢弃是违法的。

中野区的垃圾分类表，有中日韩三种语言。刚搬来中野区时，有次我把第二周的星期二给记成第一周了，第二天房东就提着垃圾到我家里，仔细地给我讲解垃圾分类的方法与时间，超级丢人。日本几乎没有职业歧视，会被邻居看不起的是，没有处理好垃圾分类的人。

印象最深的是，有次在路上看见一小女孩蹲在地上哭，旁边还有条大型的狗狗。询问了后才知道原来是大狗拉稀，女孩随身带的纸、水不够清洁地面，急得大哭。我把随身带的一瓶水、一包纸给了她，小女孩不停鞠躬感谢，我却觉得很奇怪。后来刻意留心，注意到每个遛狗人都有必备的四件套：纸、水、长夹、塑料袋。遛狗在日语中叫“犬散步”，这个词特贴切，狗狗确实是悠哉悠哉地散步的，而主人，要处理好它们的身后事——把狗狗的便便捡拾带回家，还要把地面清理干净。

虽然还有点小郁闷，但我确实已养成了不乱扔垃圾，并随时随手处理好垃圾的习惯。每次回国，亲戚朋友看我吃完饭后都会自觉把垃圾放好，都不停地夸我去了日本后完全变了一个人，心里特别高兴。事实上，日本也是在上世纪 70 年代才开始实施垃圾分类的，最初只简单地分为两类，之后才逐步细分与完善起来的。到如今，垃圾分类的意识与方法早已完全融入了日本人的生活，成为生活的一部分。

日本人通常随身携带着手帕，而且还不止一块。

那么，日本人为什么能这么快就适应并习惯了垃圾分类呢？这点我曾与日本人讨论过很多次。

首先与他们从小到大的教育有关。在刚上幼儿园时，爸爸妈妈就会教他们食物不要剩下，每天勤洗澡，更换不同的衣服，在家门口必须脱鞋，垃圾自产自销，精细的垃圾分类方法等。从小就养成了爱干净与保持良好卫生的好习惯。学校会教他们人与环境的关系。甚至有的学校会组织学生去垃圾焚烧厂参观，让他们了解，不同的分类会影响到垃圾焚烧转化率与资源回收再利用率。日本的动漫也不遗余力地宣扬环保，比如破坏环境的是大坏蛋等。

日本人的家打开门后，有个叫玄关的地方，旁边是鞋柜。再高出一个台阶的地方才是通往客厅的内地板。日本人回家，到其他人家里拜访都要在玄关先脱鞋才能进去。日本的许多公共场所也都需要脱鞋，诊所、商场、图书馆，甚至许多餐厅都要脱了鞋才能进去。好几次，我在电车上看到妈妈把坐在位置上的孩子的鞋子脱下来，孩子站起来时才再给他穿上，因为怕鞋子弄脏了车座位。虽然，日本很干净，鞋子几乎不会脏。



平日里，几乎看不到随地乱扔垃圾的日本人。他们通常是把垃圾放进包里带回家再分类处理掉。



其次，与日本的耻文化有关。“迷惑”在日语中是麻烦的意思，不给人带来“迷惑”是日本特殊的文化。不要给人带来麻烦几乎是所有日本人的座右铭，是他们从小到大在各种各样的教育与环境养成的习惯。海啸后日本的电视上曾出现过一位默默流泪不哭出声音的母亲，因为“她只失去一个孩子，而失去两三个孩子的家庭大有人在，如果失声痛哭的话，会让其他失去亲人的父母更加悲痛”。在日本的车站，会经常看到禁止自杀牌子：请不要给大家带来“迷惑”。这样的防自杀标语有点令人无语，但确实是针对日本人最好的方法。都要去死了还不要给人带来麻烦，何况是乱扔垃圾？而且，如果因垃圾没分类好不被回收，被邻居鄙视的话，日本人会觉得更加耻辱。

再次，环境的影响。这点我深有体会，在日本，大家都不乱扔垃圾，我也总是规规矩矩地把垃圾放进包里带回家认真处理好，打喷嚏都必定下意识捂住嘴巴的。但回到国内没几天，我就开始从大流了，一包一块钱的面巾纸，随擦随丢，垃圾根本不用分类。北枳确实可以南橘的，所以，我一直不认同中国人素质比日本人低的说法。

说到环境，不得不提日本的一道亮丽的风景线：手帕。在日本，几乎看不到随地吐痰的人。日本人通常随身携带着手帕，而且还不止一块。天热时用来擦汗，感冒咳嗽了也可用来擦鼻涕或痰，实乃居家旅行之必备良药。而且日本的手帕做得非常精美，销量特别好，是最受人喜爱的礼物之一。“阿女默无声，手巾掩口啼”，每看到日本人用手帕，我就会想起这句诗，脑海中浮现出国内古装剧里看到的古代繁华热闹的街道与才子佳人的场景。用面巾纸的，基本可判定为初来日本不久的外国人。

最后，与日本政府的大力宣传环保密不可分，日本灵活的地方自治制度也使政策与规定更容易实施与执行。

日本国土狭小，人口众多，资源严重匮乏，他们认为：通过垃圾的分类，回收可以在环境保护和资源的循环再利用上创造巨大的价值。他们也确实做到了，现在，日本的垃圾处理技术是全世界最先进的。这种一箭双雕的做法是否值得我们学习呢？



HANDKERCHIERER, TO CONSTRUCT THE GLOBAL BIGGEST ENVIRONMENTAL VOLUNTEER ORGANIZATION

帕客：致力于构建全球最大的环保志愿者组织



帕客组织获上海世博会低碳礼品奖和福特汽车环保奖等荣誉



所谓“帕客”，英文名为“HANDKERCHIERER”，源于手帕，又不同于手帕，是践行“少用纸巾，节约资源；重拾手帕，低碳生活”和“环保从小事做起，小事从手帕做起”等绿色发展理念的群体。

经深圳政府部门批准，作为全球首家以“绿手帕”为载体，围绕“环境教育”和“低碳生活”科普目标，为广大企业家和慈善家搭建的一个公开透明、公正公平的公益平台，深圳市帕客低碳生活促进中心（帕客组织 UH 中国大陆秘书处）于 2011 年 2 月 24 日正式成立（深民证字第 110054 号）。

得益于腾讯公益资金资助及海量 QQ 群网络互动，在社会各界的支持下，帕客组织发展迅速。“帕客”正在成为“低碳生活”标志性的绿色符号。得益于现代互联网，秉承“微行动，微环保和微公益”精神，帕客组织将以城市为节点，通过“绿手帕”这一可移动的环保公益广告软载体，常态性、持续性、公益性地在全国乃至全球范围内稳健推进“全球绿飘带行动”，以凝聚全球正能量，切实推进地球家园的可持续发展。该项目已获深圳市十佳公益实施项目奖、上海世博会低碳礼品奖和福特汽车环保奖等殊荣。



帕客联盟秘书长王合成



全球绿飘带行动义工合照



全球绿飘带行动正式启动



《绿飘带飘起来》MTV 剧照



帕客组织参与深圳大运会绿飘带行动启动仪式

帕客发起“全球绿飘带行动”

绿飘带飘起来，环境因帕客而变。

全球 70 亿人都行动起来，从今天起，做一名幸福的帕客，少用纸巾，节约资源，重拾手帕，低碳生活，绿色发展，地球永恒！

作为源于汶川大地震和深圳大运会，起于“2012”环境灾难警示的公益符号，“绿飘带行动”以承载环保公益广告的“绿手帕”为载体和纽带，以“低碳明星”为活动主体，以“生态音乐”为传播方式，以“环保科普”为表现形式，以“低碳产业”为落地目标，通过低碳三宝（绿手帕、绿种子和绿皮书）将“绿生活 365”理念融入市民“衣食住行”之

中，从“心”提升市民环境意识和环保素质。

“绿飘带行动”不仅是“推进生态文明，共建美丽中国”的具体行动，是推动现有产业生态转型升级的有效抓手，而且是整合绿色产业、低碳产业、环保产业和文化产业的开放平台，是未来绿色低碳产品评价、认证和推广的第三方服务平台，是“绿飘带·环保榜”的发布平台。

作为“全球绿飘带行动”的发起人和推动者，帕客组织 UH 将分期分批地实现三大全球环保事业蓝图：一是通过实施“一人一帕”计划，构建覆盖全球 70 亿人的环保公益组织；二是打造最具公益广告价值的第三方评价与推介组织；三是研制并发布最具公信力的“绿飘带环保榜”。

帕客首创“二维码手帕名片” 助推移动互联走进千家万户

基于手帕遮阳擦汗基础功能，“二维码手帕”不仅可以提升为独特的名片、请柬、海报、门票、礼品、纪念品、外宣品乃至证书功能，而且通过供人随时随地重复性传递性的扫描二维码（移动互联时代的关键入口与主要门户），可直接进入合作单位的网站和公众平台。此举可革命性改变现有商业广告既有模式，开创看得见、摸得着、可到达、可量化的公益广告贴身传播新模式，不仅可通过绿色通道定向派送出去，而且还可通过扫码准确统计广告的到达率和扫描率，为绿色品牌爱心企业差异化营销提供新的战略选择。

“二维码手帕”，2013 年 8 月 1 日被环保部中国环境科学

学会年会指定为“低碳纪念品”，也被第四届“全球绿色经济财富论坛”也指定为“绿色礼品”。第二届届中国慈展会组委会特许以 20 万张“二维码手帕”当成门票，配送给广大嘉宾和观众，通过限量加印带合作单位 LOGO 的二维码，不仅将为现代人提供时尚潮流的互动玩法，玩转大型展会，而且直接将 20 万扫码人群的关注转化为后台准客户数据，开创公益广告营销新时代。



WORLD BEST PRACTICES 全球最佳范例

ASIA-PACIFIC EDITION 亚太版

部分理事单位 PART OF COUNCIL UNITS



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伊春市人民政府



三亚市人民政府



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章丘市人民政府



美国圣塔莫尼卡市



遂宁市人民政府



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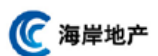
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