

WORLD BEST PRACTICES 全球最佳范例

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**Sustainable Buildings
and Climate Initiative**

National Partner

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推动绿色出行，实现我们期望的未来

联合国可持续发展大会专题会议之一

**——全球电动出行论坛暨可持续人居环境会议
在里约成功举办**

Promote Green Mobility; Achieve the Future We Want

Rio +20 Associated Events:

- Global Forum on Electric Mobility and Conference on
Sustainable Human Settlements Successfully Held at Rio de Janeiro





2011年4月8日，在纽约联合国总部举办的第六届全球人居环境论坛上，GFHS正式发布了国际人居环境范例新城项目（IGMC）倡议。

On 8th April 2011, at the Sixth Session of Global Forum on Human Settlements held at the headquarters of the United Nations in New York, GFHS officially released the initiative of the International Green Model City.



范例新城

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

INTERNATIONAL GREEN MODEL CITY

为了更好地应对气候变化，推动世界低碳城市建设，探索可持续的新型城镇化模式，国际人居环境范例新城（IGMC）项目倡议应运而生。

IGMC 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。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。

2012年6月18日，在联合国可持续发展大会（Rio+20）专题会议——全球电动出行论坛暨可持续人居环境会议上，全球人居环境论坛秘书长吕海峰先生同与会者分享了

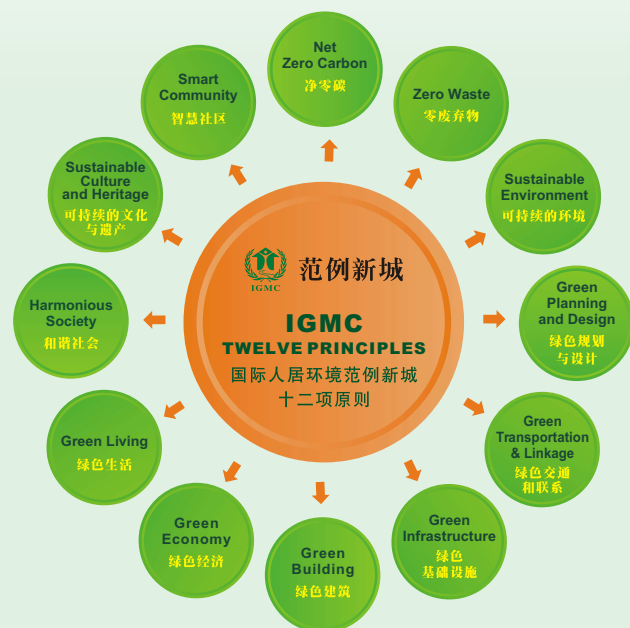
The IGMC Project comes into being with the purpose of better responding to climate change, promoting low-carbon city building around the world, and exploring new models for sustainable urbanization.

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. 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.

During the Associated Events with Rio+20, the Global Forum on Electric Mobility & Conference on Sustainable Human Settlements on 18th June 2012, Mr. Lu Haifeng, Secretary General of GFHS shared the latest achievements of IGMC principles and standards with representatives, it received full affirmation and appraisal from Ambassador Sha Zukang, United Nations Under-Secretary-General for Economic and Social Affairs (UNDESA) and Secretary-General of Rio+20 and other representatives from cities all over the world.

GFHS made a solemn promise at Rio+20 that it would inspire and cooperate with local governments, enterprises, financial institutions, professional organizations and all other sectors of the community to jointly build the low-carbon IGMC pilot project and make it a determined action and effort in response to climate change, with a project which is launched by an NGO, actively joined by public and private sectors.

GFHS has successively signed the framework agreement with Guiyang, Guizhou Province and Taizhou, Jiangsu Province, China on the IGMC pilot project, which is anticipated to be launched within this year.



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



全球人居环境论坛秘书长吕海峰先生在可持续人居环境会议上同与会者分享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 Conference on Sustainable Human Settlements



与会嘉宾与专家在2011IGMC贵阳研讨会闭幕式上合影
Group photo of the distinguished guests and experts at the closing ceremony of 2011 symposium on IGMC standards

范例新城（IGMC）标准的最新成果，得到了联合国副秘书长、Rio+20秘书长沙祖康大使和世界各地城市代表与专家学者的高度赞赏与肯定。

GFHS已经向联合国可持续发展大会作出了庄严承诺，将激励并联合地方政府、企业、金融机构、专业组织及社会各界共同打造IGMC低碳城镇试点项目，使之成为由民间机构发起的、公共和私营部门积极参与、为应对气候变化作出的切切实实的行动和努力。

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，项目预计于年内启动。

项目基本定位 Objectives of the Project

- 配合联合国和全球应对气候变化、促进低碳城市建设的积极行动
- 与产业和文化相结合、可持续土地开发和新型城镇化的新探索
- 汇集绿色低碳理念和技术于一身的和谐宜居新城
- 推动低碳产业快速发展的强力引擎
- 引领低碳生态休闲度假的先锋
- 传承人居环境文化的舞台
- 智慧的社区、快乐的家

- Addressing climate change in coordination with the UN and the world by promoting the positive impact of low carbon city building
- Combining industry with culture, new exploration for sustainable land development and new pattern of urbanization
- A harmonious and livable new green city fusing advanced ideas with low-carbon technologies
- A powerful engine to rapidly propel the development of low carbon industry
- A pioneer to lead low carbon, ecological entertainment industry
- A platform to carry on the culture of human settlements
- A smart community and joyous home



在里约 +20 峰会专题会议 全球电动出行论坛暨 可持续人居环境会议上的讲话

SPEECH AT GLOBAL FORUM ON ELECTRIC MOBILITY & CONFERENCE ON SUSTAINABLE HUMAN SETTLEMENTS

联合国经济与社会事务副秘书长、联合国可持续发展大会秘书长 沙祖康

REMARKS BY MR. SHA ZUKANG UN UNDER-SECRETARY-GENERAL FOR ECONOMIC AND SOCIAL AFFAIRS
SECRETARY-GENERAL OF THE 2012 UN CONFERENCE ON SUSTAINABLE DEVELOPMENT (Rio+20)

2012 年 6 月 18 日 巴西里约 Rio de Janeiro, 18 June 2012

尊敬的各位代表、女士们、先生们：

我非常高兴能够出席今天的全球电动出行论坛暨可持续人居环境会议，我们经济与社会部的各位同仁也非常高兴与中国、巴西及其他国际合作伙伴联合举办此次活动。

巴西最大的可再生能源公司，富尔纳斯电力公司成功地承办了这次会议，对于他们的精心组织、热情的服务我表示衷心的感谢。

向来自世界各地、积极参与这次活动并慷慨分享他们的专业知识和成功经验的政府官员、专家学者和企业家们表示热烈的欢迎。

我们今天关于电动出行及可持续人居环境这两个专题的讨论是非常及时的。

正如许多人所了解的，从里约 +20 峰会的筹备之初，城市化就被列为七大优先领域之一。

节能高效的交通和出行是可持续城市化的有机组成部分，也是使之成为现实的先决条件。

在人们对于可持续交通和出行的重要作用逐渐形成共识的

Distinguished Delegates, Ladies and Gentlemen,

I am delighted to join you at this Global Forum on Electric Mobility and Sustainable Human Settlements.

My Department is pleased to be a facilitator of this event together with a number of other Chinese, Brazilian and international partners.

I would like to express our profound gratitude to the Eletrobras Furnas, the largest renewable energy company in Brazil, for hosting this timely meeting and making excellent organizational arrangements.

I would also like to extend a warm welcome to the government officials, experts, and entrepreneurs from all over the world, who are actively participating in sharing expertise and experiences at this event

The focus of our discussion today - electric mobility and its relations to sustainable human settlements - is extremely timely

As many of you know, urbanization has been identified as one of the 7 priority areas right from the beginning of the preparations for Rio+20.

Efficient transport and mobility are an integral part of sustainable



沙祖康 SHA ZUKANG

同时，我们也应看到我们所面临的诸多挑战。

首先，许多发展中国家，尤其是在这些国家的农村地区普遍缺乏必要的交通基础设施及可负担得起的交通服务。

同时，日益增长的城市化和汽车化已导致许多城市呈现前所未有的交通拥堵、能源浪费、排放量增加、空气质量恶化现象。

无论是工业化国家还是发展中国家，公共健康和生活条件都在遭受负面影响并面临气候变化带来的问题。

第二，可持续交通研发的投资严重不足。

要实现包括电动出行在内的可持续交通的技术性突破，我们必须大幅增加我们的研发投入，包括人力投入和财力投入。

这也意味着要加强对于发展中国家实施措施的支持力度，特别是在技术转让和能力建设这两个方面。在追求可持续交通的时候，我们不可人为地制造新的地区差距——不能只局限于让大量清洁能源汽车在发达国家的城市里运行。

第三，我们必须付出更大努力，创造更有利的环境以支持可持续交通，我们需要适当的政策干预，建立一个市民负担得起、经济上可行、社会普遍接纳和更环保的交通系统。

urbanization, as well as essential preconditions.

While there is emerging consensus on the critical role of sustainable transport and mobility, there are significant challenges ahead.

First, adequate transport infrastructure and affordable transport services are still widely lacking in many developing countries, in particular, in rural areas.

At the same time, increased urbanization and motorization have resulted in unprecedented congestion... wasteful energy use... increased motor vehicle emissions... and deteriorating urban air quality in many cities.

In both industrialized and developing countries, there are negative impacts on public health, living conditions and climate change.

Second, investments in research and development -R&D- are woefully inadequate.

To achieve the technological breakthroughs needed for sustainable transport, including electric mobility, we must substantially increase our investments, both human and financial.

This means developing countries will need support in enhanced means of implementation, in particular in technology transfer and capacity building. In pursuing sustainable transport, we don't want to create a transport gap - with clean vehicles largely running in the cities of developed countries.

Third, we must do more to create an enabling environment that supports sustainable transport. Appropriate policy interventions are needed to establish transport systems that are: affordable... economically viable... socially acceptable... and environmentally sound.

To achieve that objective, we need to reform our policy incentives and target investments at improving and expanding public transport systems, in particular within and between urban areas... and facilitating mobility in rural areas.

Electric mobility has a critical role to play in achieving the goal of sustainable transport.

In this context, I want to stress that electric mobility and sustainable transport must be integrated into the broad strategy of sustainable human settlements.

And this leads us to our next topic.

My Department publishes population projections that are used across the world.

At present, the population of the world is over 7 billion. More than half of this 7 billion lives in urban areas.

By 2050, the world population is projected to reach nine billion; the urban population is projected to make up 70 percent of the world's total population.

This era of urbanization is rapid, irreversible and unprecedented.



会议现场 on-site of the conference

要实现这个目标，我们需要改革我们的政策激励机制，需要提高和扩大公共交通系统的目标投资，特别是城市的公交系统及城市与城市之间的公交系统，并不断改善农村地区的出行条件。

电动出行对于实现可持续交通的目标扮演着相当重要的角色。

关于这一点，我想强调的是电动出行及可持续交通必须有机地整合到可持续人居环境的长远战略之中。

由此引出了我们的下一个话题。

我们经济与社会部发布的人口预测报告在世界各地被广泛的使用着。

目前，世界人口已超过 70 亿，而这 70 多亿人口的一大半生活在城市地区。

到 2050 年，世界人口预计将达到九十亿，城市人口将占世界人口总数的 70%。

目前全球正处于空前、快速、不可逆转的城市化时代。

可持续人居环境的问题至关重要，并面临许多挑战：如水资源问题、能源问题、食品安全、就业机会、抵御灾害等等，这些都是里约 +20 峰会要着重解决的。

由此，我想针对可持续城市提出三点意见。

The issue of sustainable human settlements is vital, affected by many of the challenges that Rio+20 addresses: water, energy, food security, jobs, resilience to disasters.

Against this backdrop, let me raise three brief points related to sustainable cities.

First, the impacts of sustainable cities go beyond cities. Sustainable urbanization will help fight air pollution, save water, reduce emissions, and combat climate change.

Indeed, many experts and policymakers believe that while cities are significant sources of greenhouse gas emissions, they are also the key to solving this problem.

Just by focusing on greening two sectors - buildings and transport - we can make substantive progress in reducing emissions and addressing climate change.

This leads me to my second point: sustainable cities can become a cornerstone of a green economy, leading to job creation and improved livelihoods.

Consider the many industries where we might see new green jobs: building materials, renewable energy, air conditioning, green decoration, green household articles, green home appliances, electric and hybrid vehicles, electric bicycles and other new energy vehicles.

And this list is hardly exhaustive.

Finally, sustainable cities should be designed with social equities

首先，可持续城市将产生深远的影响。可持续城市化有助于控制空气污染、节约水资源、减少碳排放，以及应对气候变化。

事实上，许多专家和政策制定者相信城市是温室气体排放的重要源头，因而也是解决这一问题的关键。

只要我们专注于绿化建筑和交通这两个行业，我们就可以取得减少排放和应对气候变化的实质性进展。

由此我要谈第二点，可持续城市可以成为绿色经济的基石，并可创造就业机会和改善民生。

我们可以考察一下可以创造绿色就业机会的行业，如绿色建材、可再生能源、节能空调、绿色装修、绿色家居用品、绿色家用电器、电动和混合动力汽车、电动自行车及其他新能源汽车等等，还可以列出长长的一串，真是不胜枚举。

最后，可持续城市应该具备社会公平机制并时刻不忘其消除贫困的承诺。

我们不能容忍在一个城市中划出部分区域来建造整洁的绿色建筑，而在其他某些角落赫然矗立着破烂不堪的贫民窟。

我相信在座的各位一定也会同意这一观点的。

因此，各国政府和地方政府应更加努力改善低收入人群的住房状况，保护他们的最基本住房权利，并为他们提供提高劳动技能的机会，以便他们可以从事体面的工作。

女士们，先生们：

大家都清楚地认识到，我们现代全球化了的世界正面临着史无前例的变化和挑战。

这些变化和挑战是相互关联的，是交织着社会、经济 and 环境的方方面面的。然而，令人遗憾的是，人们目前还是习惯于孤立地处理这些问题。

尽管我们都似乎明白这一点，但是，我们的解决方案进展却是步履蹒跚。

我希望我们今天的论坛能为我们指明创新解决方案的方向，以寻求我们所期待的可持续城市化。

这是一个不容错过的机会，我期待着它能为里约 +20 峰会的丰硕成果作出贡献，并产生更深远的影响。

谢谢大家！

and the eradication of poverty in mind.

We can't have green buildings in one part of a city and dilapidated slums in another.

I'm sure everyone in this room agrees with that.

Therefore, national governments and local authorities should strengthen their efforts to improve the housing status of low-income people... protect their most basic rights of housing... and provide them with opportunities to improve their skills for decent employment.

Ladies and Gentlemen,

Our modern globalized world faces unprecedented changes and challenges, of which we are all well aware.

They are interlinked; they are social, economic and environmental. Yet, they continue to be addressed in isolation.

While we all seem to understand that, our solutions are slow to evolve.

I hope today's forum will point us in the direction of innovative solutions on our quest for sustainable urbanization.

This is an opportunity not to be missed, and I look forward to enriching contributions to the final outcome of Rio+20... and beyond.

Thank you.



里约会展中心 RioCentro



联合国可持续发展大会专题会议之一 ——全球电动出行论坛暨可持续 人居环境会议在里约成功举办

强化城市交通和人居环境的可持续性建设是建设可持续未来的关键和前提。里约时间6月18日，作为Rio+20对话期间最重要的会议活动之一，联合国可持续发展大会专题会议——全球电动出行论坛暨可持续人居环境会议在巴西最大的清洁能源供应商——富尔纳斯电力公司礼堂开幕。会议由联合国经济与社会事务部（UNDESA）、全球人居环境论坛理事会、联合国环境规划署、联合国人类住区规划署和巴西有关机构共同组织，其主题为“绿色交通促进可持续发展、绿色出行与可持续的人居环境”。



从地方到国家到 全球，全面加强 可持续交通发展

——安瓦尔·乔杜里
Anwarul K. Chowdhury

我们要抓住联合国可持续发展大会发布成果的有利时机，制定一个从全球到国家再到地方一体化的可持续交通发展议程。

世界面临着环境灾害和化石燃料的短缺，人们对于“电动出行”概念的关注与日俱增，电动出行为可持续发展提供了种类繁多的选择，而且各类新产品每天都在被开发出来，并日臻完善。

我相信电动出行不只是工业化国家的选择。我更希望能了解到来自发展中国家，尤其是巴西、中国和印度的各种举措，电动车技术蕴含减少交通运输中二氧化碳排放的巨大潜力。

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关乎新型城市规划 设计和紧凑型城市 的电动出行

——安德列·狄克斯 Andre Dzikus

发展中国家城市的未来将取决于能否以智慧和快捷的方法应对城市化的挑战，解决30亿新增人口带来的问题，创造更加公平、包容、可持续、安全和繁荣的国家。

城市交通运输是城市繁荣的根本支柱。由于交通质量包括行人和交通基础设施的改善，出行便利性的增强，它确实对贫民区和棚户区融入城市格局起到了催化作用。

激励人们使用绿色交通比以往任何时候都更重要，战略性城市区域规划必须提供人居环境模式，以免落入非可持续出行的窠臼。

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“全球绿色城市”——都匀欢迎您

都匀，像一部厚重的木牍，记载着这座城市近千年的历史；都匀，像一条亘古的河流，见证着远古走来的各民族的繁衍生息；都匀，像一首隽永的诗歌，书写着人与自然和谐共处的诗行。

凭借“绿色、健康、安全”的城市建设理念和“人文、宜居、宜业”的发展思路，都匀市在6月18日于巴西里约热内卢举行的“全球绿色城市”评选中，经过层层激烈的角逐脱颖而出，成为贵州首个荣获“全球绿色城市”殊荣的城市。

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实施生态城市规划， 维护自然环境平衡 库里提巴走上了可持续发展之路

库里提巴（Curitiba）是巴西东南部的一个城市，巴拉那州首府。它是第一批被联合国命名为“最适宜人居的城市”，是快速公交系统（BRT）的起源地，也是环保典范城市。在联合国可持续发展大会期间举行的“全球绿色城市”评选中，库里提巴因其在绿色创新和可持续发展做出的贡献荣获了由全球人居环境论坛（GFHS）授予的“全球绿色城市”荣誉。

近几十年来，库里提巴充分解读了可持续发展的三大支柱：经济、社会和环境，并将其融入政策和策略。通过建立城市产业管理中心，及严格的执照审批程序和环境监测，使企业得到更有效的控制。

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王澍：中国建筑界的异类 ——让传统元素 在当代文化中重生

王澍是第一位获得普利兹克奖的中国建筑师。

王澍的作品很多元化，包括博物馆、大学和住宅。在荣誉证书中，普利兹克奖的评审团特别提到了宁波历史博物馆，称赞该建筑集“力量、实用和情感于一体”。

尽管普利兹克奖给王澍带来了极高的声望，他仍然没有寻求在国外发展。他获奖之后的其中一个项目是美术学院供访问教授们下榻的酒店，是一个本土建筑。

他总是尽可能使用可回收的建筑材料。20世纪90年代，他在这方面的技艺日臻成熟：他把正式的建筑设计放到一边，跟工匠和施工工人一起，把旧房子改造成画廊、音乐厅或美发店。

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国际资讯 International News



联合国可持续发展大会在希望中闭幕

在希望的氛围中,联合国可持续发展大会(“里约+20”峰会)于 6 月 22 日晚在里约热内卢会展中心落下帷幕,包括 100 余位国家元首和政府首脑在内,193 个国家的代表在闭幕式上通过了会议最终成果文件——《我们憧憬的未来》。

闭幕式上,大会主席、巴西总统罗塞夫说,在错综复杂的各种关系中,大会达成了在现有条件下可以做到的最大的一致,产生了一个历史性的文件,同时本次大会也将因促成 一个繁荣、公正和环保的世界而载入史册。

联合国秘书长潘基文说,大会通过的文件为实现可持续发展奠定了坚实基础。但他同时强调,此次会议不是终点而是起点,世界将由此沿着正确的道路前进。

会议成果文件开宗明义写道,世界各国“再次承诺实现可持续发展,确保为我们的地球及今世后代,促进创造经济、社会、环境可持续的未来。消除贫穷是当今世界面临的 最大全球挑战,是可持续发展不可或缺的要求。对此,我们决心紧急行动,使人类摆脱贫穷和饥馑”。

文件重申了“共同但有区别的责任”原则,决定发起可持续发展目标讨论进程,并肯定绿色经济是实现可持续发展的重要手段之一。此外,文件还决定建立高级别政治论坛,并敦促发达国家履行官方发展援助承诺,向发展中国家 转让技术和帮助加强能力建设。

在三天的大会期间,各国领导人和代表围绕“可持续发展和消除贫困背景下的绿色经济”和“促进可持续发展的机制框架”两大主题展开讨论。中国国务院总理温家宝率团出席了会议,并代表中国政府发言,表达了 中国将与国际社会一道推进人类可持续发展事业的意愿和决心。

潘基文：20 国集团应将 里约 +20 峰会成果纳入未来发展计划

潘基文秘书长 7 月 31 日敦促 20 国集团国家将里约 +20 峰会的成果纳入其未来的工作计划,并呼吁国际社会共同着手制定 2015 年后的发展议事日程。



联大 31 日就洛斯卡沃斯 20 国集团峰会所取得的成果及其近期工作计划举行非正式全体会议。潘基文秘书长在会上发言指出,将里约 +20 峰会与在洛斯卡沃斯举行的 20 国集团峰会联系在一起,不仅可使它们的成果和目标相得益彰,更将有益于促进全球可持续发展的进程。

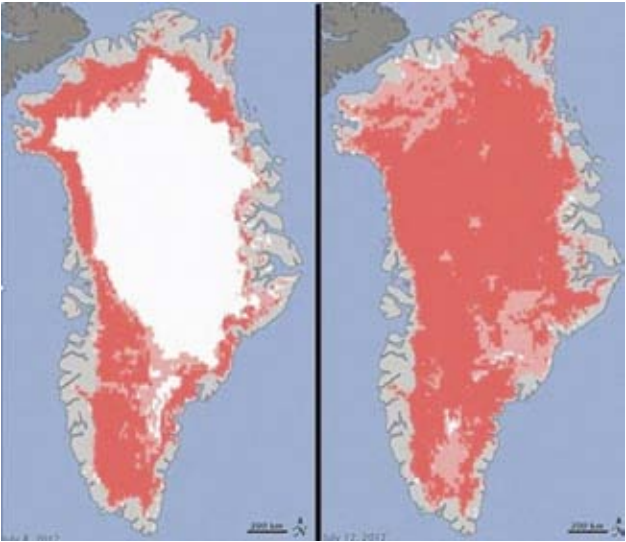
潘基文强调:“将可持续发展目标与 2015 年后的发展议程相结合至关重要,此举将使成员国确立一个以可持续发展为中心的单一的全球发展框架。”

潘基文表示,为落实会员国在 2010 年千年发展峰会赋予的使命,他曾于今年 5 月宣布,建立一个由印度尼西亚和利比里亚总统以及英国总理共同主持的高级别小组,他已于当天正式宣布该小组的全部 26 名成员。该小组将于今年 9 月底联大一般性辩论期间举行第一次会议,并于明年向联大提交其第一份报告。高级别小组还将与旨在确立可持续发展目标的政府间工作组密切协作。

潘基文指出,他一向认为,联合国与 20 国集团可以而且必须以相辅相成的方式开展工作,而这也是他自 2008 年起一直参加 20 国集团峰会的原因之一。

NASA 卫星图发现： 97% 的格陵兰冰原开始融化

据英国《每日邮报》报道,本月根据 3 颗不同卫星的观测,格陵兰岛整个冰原都在经历不同程度的融化。



7 月 8 日和 7 月 12 日格陵兰岛冰川融化示意图。深红色区域是根据三颗卫星数据绘制的开始融化的冰原区域。浅红色是一颗卫星数据绘制的融化区域。

NASA 科学家称之为“史无前例”,往年格陵兰岛上的冰原通常只融化一半。NASA 喷气推进实验室的尼格赫姆在上周分析了来自印度空间研究组织海洋卫星 2 号段数据后,声称如此巨大的融化面积让他感到怀疑,是不是卫星出了什么问题。

尼格赫姆为此检查了来自 NASA 和美国空军的卫星数据,但却发现格陵兰的冰川融化速度惊人:7 月 8 日时冰川有近 40% 开始融化,而近日冰盖表面开始融化的面积已经达到 97%。NASA 公布了 7 月 8 日和 7 月 12 日的卫星数据分析图。新发现的融化是气候变暖的又一佐证。乔治亚大学的气候学家托马斯·莫特认为,此次融化迹象比以往任何一次都猛烈。即使是在格陵兰岛的核心区域,冰原也有融化的迹象,而这自 1889 年有观测以来尚属首次。

报告显示近九成日本民众支持“零核电”

据日本共同社 8 月 22 日报道,日本 22 日下午召开验证日本能源政策国民大讨论结果的专家会议。对 7、8 月实施的公开意见征询所做的分析表明:日本民众对“零核电”的支持率合计高达 89.6%。

日本能源政策国民大讨论公开意见征询共收到意见约 8.9

万条,对其中约 7000 条进行的分析显示:主张立即废除核电站的意见占 81.0%,还有 8.6% 要求分阶段逐步实现“零核电”。

2011 年 3 月 11 日日本宫城县东方外海发生里氏 9.0 级地震,此后引起海啸,在福岛第一核电厂造成的一系列设备损毁、堆芯熔毁、辐射释放等灾害事件,日本原子能安全保安院根据国际核事件分级表将福岛核事故定为最高级 7 级。福岛核事故被认为是 1986 年切尔诺贝利核电厂事故以来最严重的核事故。

关于东京电力公司福岛第一核电站事故,日本内阁府原子能委员会中长期措施研讨专题会议初步完成了一份报告。报告称,该电站 1 至 4 号核反应堆的处理作业需要 30 年以上时间,处理结束至少要到 2041 年以后。

该报告称,修补核反应燃料容纳容器,注水遮蔽放射性物质,直到 2021 年才能开始进行取出融化的核燃料作业。具体取出核燃料时间在 2012 年内决定。这是日本政府首次对福岛核电站 4 个反应堆的处理工程出具时间表。

英国资助中小企业采用低碳科技

欧洲动态 8 月 24 日报道,英国能源部大力提倡“向低碳革新注入现金”活动,日前启动了第一阶段近 2 千万欧元项目资金,鼓励、资助中小企业在建筑物控制系统、照明系统、供热与制冷系统等方面采用低碳技术。报道提到,首批资金中还包括研发与采用燃料电池、热泵等制能与储能技术。文章提到,英国政府为中小企业低碳技术革新设立专项资金 4.4 千万欧元,第二阶段项目资金将于 2013 年初启用。文章引述英国能源部长巴克尔 Greg Barker 的话称,低碳技术创新在发展绿色经济中发挥着至关重要的作用,通过项目资金可以帮助企业家实现低碳技术成果从图纸向家庭、产业转化,有助于降低碳排放并促进企业在市场中成长。



澳大利亚、欧盟将对接碳排放交易体系



澳大利亚气候变化和能源效率部长格雷格·康贝特 8 月 28 日表示，澳大利亚已与欧盟达成协议，同意对接双方的碳排放交易体系。

按照该协议，双方的碳排放交易体系

将于 2015 年 7 月 1 日开始对接，澳大利亚的碳排放价格将与欧盟一致；2018 年 7 月 1 日前彻底完成对接，即双方互认碳排放份额。

康贝特在记者会上说，澳大利亚企业将因此得以进入世界最大的碳排放交易市场。他指出，欧盟的碳排放期货市场能给这些企业更大的信心，同时也将在预测碳排放交易价格方面得到更多专业意见。

根据澳大利亚政府今年 7 月 1 日开始施行的碳税政策，澳大利亚温室气体排放量最大的 500 家企业在 2012 年至 2013 年为每吨二氧化碳排放支付 23 澳元（约合 23.9 美元），这一费用将在今后两年逐步上涨。

为了实现与欧盟交易体系的对接，康贝特宣布对澳大利亚现有碳排放交易体系作出两项调整。一是取消每吨 15 澳元（约合 15.6 美元）的最低限价。二是对使用《京都议定书》框架内的排放份额进行限制。

“从今天开始，澳大利亚相关企业可以购买欧盟份额，以完成其今后在澳大利亚的减排义务。”康贝特说。

欧盟采购将推低能耗建筑 推动经济可持续发展

欧委会日前已提交有关推动建筑行业作为就业增长和经济可持续发展动力的行动计划，明确将在政府采购中力推可持续发展的建筑标准。

据悉，这份内容包括创造有利的投资环境，为建筑和基础设施的更新及维护提供贷款保障或项目债券，鼓励国家层面的激励机制，如降低增值税税率；提升劳动力资质和流动性，共享课程体系、就业市场、雇主需求等信息；加强资源有效性和环境保护；制定成员国统一的标准设计实施规范；培育欧洲建筑产业的全球地位，为第三国设立标准，做出表率。

欧委会特地重申，将继续坚持对来自贸易协定伙伴国公司的市场准入（包括政府采购市场）承诺。并将加深与非洲、拉美、俄罗斯和欧盟周边国家的合作，使其在政府采购中力

推可持续发展的建筑标准，在其建筑规程中采纳欧洲规范。此外，欧非在交通基础设施方面的伙伴关系为跨大陆联接及更为安全可靠的交通体系提供了机遇。

联合国发起旨在确保海洋长期 可持续性的“海洋契约”倡议

海洋为人类的福祉和繁荣作出了大量贡献，但人类的种种活动却使海洋处于被永久破坏的风险。为了更好地保护和合理利用海洋资源，潘基文秘书长 8 月 13 日在韩国丽水出席纪念《联合国海洋法公约》通过 30 年的国际会议时，发起了一个名为“海洋契约”的倡议。



潘基文指出，海洋是维系地球生命的关键，从食品生产、温度调节、碳固存、养分循环、生物多样性、旅游、能源等诸多方面为人类的福祉与繁荣作出贡献，但人类却通过过度捕捞、气候变化和海洋酸化（因吸收碳排放造成）、增加污染、不可持续的沿海地区发展、开采资源造成的生物多样性降低、生态功能丧失等有害影响，使海洋处于被永久破坏的风险。

潘基文表示，为扭转当前的局势，他决定发起名为“海洋契约”的倡议。这个倡议提出了“健康海洋，促进繁荣”的总体目标以及三个相应的具体目标，即保护人类并提升海洋健康水平，保护、恢复、维持海洋环境和自然资源，以及加深对海洋的了解并提升海洋管理，并确定了为实现目标所应采取的一系列措施。

潘基文指出，海洋契约为联合国系统更一致、更有效地执行联合国可持续发展大会成果文件中与海洋相关的任务确立了战略愿景，旨在调动和提升联合国系统的能力，支持各国政府采取行动，促进政府间组织和非政府组织、科学界、私营部门和产业界的参与，应对在保护和恢复海洋健康和生产力方面的挑战，以造福当代和子孙后代。他鼓励世界各国和社会各界按照契约的要求作出承诺，将恢复海洋系统的健康作为一项迫切任务。

国内资讯

Domestic News

深圳国际低碳城核心区建设启动

8 月 21 日，深圳国际低碳城核心区项目启动，正式拉开总体规划面积约 57 平方公里的深圳国际低碳城开发的序幕。作为中欧可持续城镇化合作项目，深圳国际低碳城将建设成为全球标杆性低碳发展综合示范区。



根据规划，深圳国际低碳城将打造 5 大中心——国际低碳技术集成应用示范中心、低

碳产业与人才聚集中心、低碳技术创新研发中心、低碳技术博览交易中心、低碳发展技术和服务输出中心。并以符合国际化“2.5 代产业”（生产性服务业）园区的项目配置与空间组织，集成先进的“低碳规划”与“绿色建筑”技术形成“一核四区”的“项目群落”布局——“一核”为“低碳综合服务核心”，“四区”为科技研发 A 区、科技研发 B 区、中试研发区、综合配套区。国际低碳城将具备独特的研发、中试中心、公司核心技术产品的生产中心和现代物流运行服务等第二产业运营的职能，兼具第三代产业园区的高端服务与环境品质的需求。据了解，正式启动的核心区项目先期规划面积约 55 公顷，总建筑面积约 180 万平方米，总投资约 103.7 亿元，建设周期为 7 年。

城镇化率过半， 城市可持续交通面临更严峻挑战

8 月 14 日，社科院发布《中国城市发展报告（2012）》蓝皮书。蓝皮书指出，今后 20 年内，中国将有近 5 亿农民需要实现市民化，为此至少需要 40 万亿至 50 万亿元的成本。蓝皮书还显示，2011 年，中国城镇人口达 6.91 亿，城镇化率达到 51.27%，城镇常住人口首次超过农村常住人口。



《世界银行中文电子期刊》在《建设中国城市的可持续交通系统》中谈到：在此后 20 年，预计约有 3.5 亿新的城市居民将转移到城市，这样一种规模的城市发展对城市交通而言既是挑战，也是机遇。

挑战性在于目前的趋势无论全国范围还是地方局部都是不可持续的。

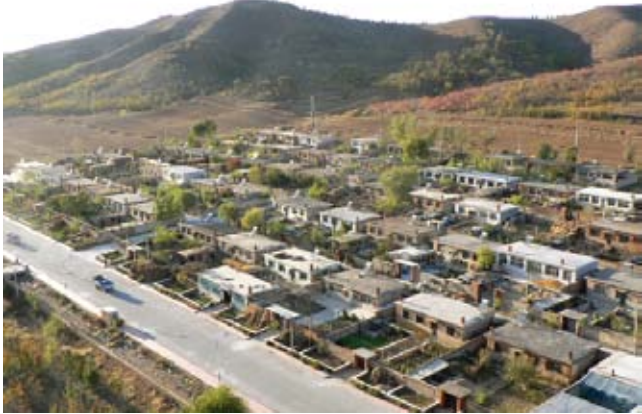
地方上，快速增长的小汽车拥有量使许多人有了机动化的出行能力，但却带来了交通拥堵、事故和空气污染。缓慢而拥堵的交通系统正开始抑制城市经济的效率。通过新建道路容纳交通需求导致城市扩张蔓延，加速了交通量增长，妨碍了那些没有小汽车的人的出行能力。

全国范围内，过度地将农业用地转变成城市建设用地以发展城市，消耗着稀缺的土地资源，影响着国家的生态系统。耗油量的上升也威胁着国家长远的能源安全，同时，城市交通带来的废气排放量增长使得全国的二氧化碳减排目标难以实现。

但是快速的城市化同样意味着机遇，在于认识到城市交通的溢出效应从而引导出关于公共交通优先和可持续城市交通发展的新政策重点。中央政策一贯提倡“以人为本”的发展理念，强调的是人的移动而非车辆的移动，按照到 2020 年要将二氧化碳排放强度从 2005 年的水平削减 40-45% 的目标，它还要求发展“资源节约和环境友好型”社会。为了要实现这些目标，中国城市有机会以一种新的方式规划其城市发展，使出行需求最小化，引导大部分投资转向建设安全、清洁和经济型的交通系统。

环境保护部：
全国生态文明建设试点已有 53 个

党的十七大提出生态文明建设的新要求，目前，全国生态文明建设试点已有 53 个。



环境保护部副部长李干杰介绍，2008 年，环保部制定发布了《关于推进生态文明建设的指导意见》，明确生态文明建设的指导思想、基本原则，要求建设符合生态文明要求的产业体系、环境安全、文化道德和体制机制。随后几年，环保部批准了 4 批共 53 个全国生态文明建设试点。

目前，全国范围内初步形成梯次推进的生态文明建设格局。东部沿海地区生态文明建设已全面展开，自北向南，山东、江苏、浙江、福建、广东已连成一片；中西部生态文明建设也开始有益的探索，广西、云南、湖北出台了文件，贵阳发布了促进生态文明建立的条例，把生态文明建设法治化；四川、陕西的生态县建设取得良好开局，并在省内发挥了示范作用。在生态文明建设的重点内容上，经济较发达的地区，针对如何提高生态环境质量，加快调整经济结构，转变经济发展方式，改变过度消费模式，在制度建设方面进行探索。一些欠发达地区，针对如何在经济基础尚不够雄厚的条件下实现经济发展方式转变，进行有益探索。

中国建筑业更加重视节能减排

江森自控建筑设施效益研究院每年均开展“能效指标”调查。2012 年，全球 3500 名来自工业、商业和机构的高管发表了他们对能源管理等问题的看法。今年是在中国开展此调查的第三年，369 名相关行业受访者参与了调查。调查显示中国建筑业更加重视节能减排。

调查数据显示，中国建筑业的高管对能源效益兴趣浓厚：他们中的 92%（2011 年为 84%）认为能源管理对其公司

或组织非常或极其重要，2012 年他们对能源的关注度高于 2011 年。

72% 参加此调查的中国高管在去年对能源效益进行了投资。其中，45% 投资于可再生能源，这一比例高于世界任何其他地区或国家。81% 的业务高管计划于未来的十二个月内增加对能源效益或可再生能源的投资。

将近 20% 的受访者计划在未来十二个月内，将绿色建筑设施应用于新建筑或既有建筑中；48% 计划对新建筑和既有建筑实施进行认证（包括当地标准，如中国 3 星；和全球标准，如 LEED）。

被调查者普遍认为，未来 10 年内，太阳热能、太阳能光伏发电和智能建筑技术将拥有最大的市场占有率。

风电大省消化瓶颈难破 无奈弃风

为了抢占风电资源，包括五大电力集团在内的多家发电企业在我国“三北”地区大量上马风电项目。但是，前期不顾后果的“跑马圈风”正在让风电大省尝到“苦头”。

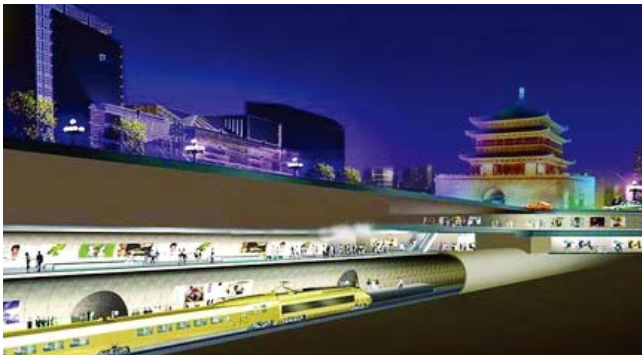
电监会 8 月初发布的《重点区域风电消化监管报告》显示，2011 年，“三北”地区风电场平均利用小时数为 1907 小时，同比降低 266 小时；弃风电量达 123 亿千瓦时，弃风率 16.23%，弃风电量对应电费损失约 66 亿元。其中蒙东地区的弃风比例则达到了 25.26%，在“三北”15 个省区中居第二。

省内消化不足、外输通道不畅、技术瓶颈制约、储能设施经济性低等一系列问题也已经严重制约了风电大省的可持续发展。



中国“低碳”地铁车辆“驶”向印度

中国电力机车制造骨干企业株洲电力机车有限公司 8 月 6 日说，为印度新德里一个地铁项目建造的新型地铁列车正式下线并启运。



这家企业通报说，依照双方 2 年前签订的订单，公司此次为印度新德里主城区通往古尔冈卫星城地铁项目共提供 15 节（共 5 列，每 3 节编组成一列）地铁车辆，每列车最高载客量达 1000 人，运营时速达 80 公里。结合“新德里—古尔冈”线路运行环境，车辆采用电流导轨等技术降低电磁辐射和运行噪声，采用高强度、耐腐蚀轻型铝合金材料、智能调节空调系统等技术，使每节地铁车辆能耗比同等级传统地铁每年能节约 2 万千瓦时。此外，列车采用了高科技缓冲装置，车头部位防撞能力提升一倍，列车前窗玻璃和客室玻璃的抗冲击性能等标准也高于同类地铁车辆。

技术专家认为，中国先进轨道交通制造企业依托技术实力、提供全方位系统解决方案和低碳环保，在中东、中亚、东南亚和欧洲市场正在表现出越来越强的竞争力。



内蒙古灌木低价转让后被催毁
风沙将危及京津

10 多年前，每到春季，北京总是会出现几场沙尘暴，特别是 2000 年的春天，华北地区连续 12 次发生了较大的扬尘、扬沙和沙尘暴天气，北京首当其冲。当时北京城黄沙蔽日，人们出行要带风镜、纱巾、口罩，沙尘暴过后，北京城的建筑和街道上铺满了一层黄沙。但渐渐地人们发现，北京城的天气一年比一年有所好转，近几年沙尘暴近乎绝迹。这一切要归功于“三北防护林”及“京津风沙源治理工程”。

三北包括东北、华北、西北，三北防护林东起黑龙江省的宾县，西至新疆维吾尔自治区乌孜别里山口，东西长 4480 公里，南北宽 560 至 1460 公里。三北防护林工程为我国北方竖起了一道坚实的绿色屏障，是一条名副其实的绿色万里长城，2003 年，三北工程被吉尼斯总部确认为“全球最大的植树造林工程”。

三北防护林是一条名副其实的绿色万里长城，但现在在内蒙古赤峰敖汉旗地段，这条万里长城却面临着危机。敖汉旗牛古吐乡所辖村镇近几年陆续出租、出卖了几万亩用于防沙固沙林的柠条地，特别是最近，一份合同就将近一万亩柠条地出租给了山西商人，租期为 70 年。

这条绿色长城正被眼前的经济利益所迷惑，原本的柠条林地上，机械正在施工。千里之堤溃于蚁穴，如果不及时停止，敖汉的绿化必将遭受严重的创伤。

ELECTRIC CARS ARE NOT THE FUTURE THEY'RE NOW



NISSAN LEAF



RENAULT TWIZY



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* when driven, excluding wear and tear parts



SPECIAL REPORTS

特别报道

推动绿色出行，实现我们期望的未来
Promote Green Mobility; Achieve the Future We Want

联合国可持续发展大会专题会议之一
——全球电动出行论坛暨可持续人居环境会议在里约成功举办

Rio +20 Associated Events:

- Global Forum on Electric Mobility and Conference on Sustainable Human Settlements
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核心提示：强化城市交通和人居环境的可持续性为建设可持续未来的关键和前提。里约时间6月18日，作为里约+20峰会对话期间最重要的会议活动之一，全球电动出行论坛暨可持续人居环境会议在巴西最大的清洁能源供应商——富尔纳斯电力公司礼堂开幕，主题为“绿色交通促进可持续发展、绿色出行与可持续的人居环境”。会议汇集了政策制定者、私营部门和社会各界代表，深入讨论电动出行的最新趋势、电动车和电池技术、城市交通和电动出行的相关政策等，同与会各国代表也包括公众分享最新成果和范例，以推动电动出行产业的快速健康发展；可持续人居环境会议则特别探讨绿色出行和可持续人居环境面临的挑战和契机，以更好地支持低碳城市建设，实现我们所期待的未来。会议形成了一系列前瞻性共识和行动倡议，对丰富和完善里约+20的最终成果做出了积极的贡献。联合国经济与社会事务副秘书长、联合国可持续发展大会秘书长沙祖康大使到会讲话。

沙祖康在讲话中指出，我们今天关于电动出行及可持续人居环境这两个专题的讨论非常及时。他强调：正如许多人所了解的，从里约+20峰会的筹备之初，城市化就被列为七大优先领域之一。节能高效的交通和出行是可持续城市化的有机组成部分，也是使之成为现实的先决条件。电动出行对于实现可持续交通的目标扮演着相当重要的角色。同时，电动出行及可持续交通必须有机地整合到可持续人居环境的长远战略之中。

沙祖康最后表示：希望我们今天的论坛能为我们指明创新解决方案的方向，以寻求我们所期待的可持续城市化。我期待着它能为里约+20峰会的丰硕成果作出贡献，并产生更深远的影响。

会议期间隆重举办了全球人居环境颁奖典礼，该活动由全球人居环境论坛（GFHS）组织，旨在鼓励世界范围内在人居环境建设领域做出贡献的单位和个人，推动联合国千年发展目标和人居议程的实现，以榜样的力量诠释和推广里约+20的理念和目标。来自世界各地的14个绿色城市、杰出企业和个人由于在可持续人居环境建设领域的杰出贡献获得表彰，巴西富尔纳斯电力公司、中新天津生态城、巴西库里提巴市、拜耳公司零碳建筑等榜上有名。

里约+20纯电动车示范项目也是本次会议的一个亮点，该活动由全球人居环境论坛（GFHS）组织，得到里约+20巴西国家组委会的批准和联合国的大力支持，包括在大会期间为联合国代表提供纯电动礼宾车交通服务和GFHS在巴拉竞技场举行面向代表和公众的纯电动车展览及试驾活动。这是联合国首次在世界最大的环境峰会上选用纯电动汽车为其代表提供交通服务。日产雷诺联盟作为唯一入选的电动车企业，为本次活动提供了包括20多辆各种优质纯电动汽车和司机服务在内的支持。GFHS组织的里约+20纯电动车示范项目向与会代表和公众展示了零排放电动交通的魅力和未来绿色出行的美好选择，为里约+20做出了贡献。

Core tips: Strengthening urban transport and building sustainable human settlements are the key and premise of a sustainable future. On June 18 Rio time, as one of the most important associated events during Rio+20, Global Forum on Electric Mobility & Conference on Sustainable Human Settlements was inaugurated in the auditorium of Eletrobras Furnas, which is the biggest clean energy supplier in Brazil. “Greening transport for sustainable development, green mobility and sustainable human settlements” are the themes of the forum and conference. Policy makers, representatives from private sectors and all walks of life converged in this meeting. In-depth discussions about the latest trend of green mobility, electric vehicles and battery technology, policies related to urban transport and green mobility, etc. were made in this conference. The latest achievements and best practices were shared with the delegates from various countries and the general public, to promote the rapid and healthy development of green mobility. In particular, the Conference on Sustainable Human Settlements has explored the challenges and opportunities that green mobility and sustainable human settlements are facing, for supporting the construction of low-carbon city in a better manner and achieving the future we want. A series of foresight consensuses and campaign proposals were made in the conference, which makes positive contribution to enrich and perfect the final achievements of Rio +20. Ambassador Sha Zukang, United Nations Under-Secretary-General for Economic and Social Affairs (UNDESA) and the Rio+20 Secretary-General, addressed the meeting.



Sha Zukang

In his speech, Sha pointed out that the focus of our discussion today - electric mobility and its relations to sustainable human settlements - is extremely timely. He emphasized: as many of you know, urbanization has been identified as one of the 7 priority areas right from the beginning of the preparations for Rio+20. Efficient transport and mobility are an integral part of sustainable urbanization, as well as essential preconditions. While there is emerging consensus on the critical role of sustainable transport and mobility, there are significant challenges ahead. Electric mobility has a critical role to play in achieving the goal of sustainable transport. At the same time that electric mobility and sustainable transport must be integrated into the broad strategy of sustainable human settlements.

And lastly, Mr. Sha Zukang stated that he hopes today's forum would point us in the direction of innovative solutions on our quest for sustainable urbanization. This is an opportunity not to be missed, and he looked forward to enriching contributions to the final outcome of Rio+20 and beyond.

During the session, a Global Human Settlements Award Ceremony was grandly held. This activity is organized by Global Forum on Human Settlements (GFHS) and it aims to reward entities or individuals all over the world who make outstanding contributions to the field of human settlements building, in the hope to help accelerate the realization of UN Millennium Developmental Goals and UN Habitat Agenda. It also strived to interpret and popularize the ideas and goals of Rio+20 through the force of best practices. Due to their outstanding contributions to the field of sustainable human settlements building, 14 green cities, distinguished enterprises and individuals around the world were awarded, including Eletrobras Furnas, Sino-Singapore Tianjin Eco-city, Curitiba city in Brazil, Bayer Company's Zero Carbon Buildings, etc.

The Rio+20 Pure Electric Vehicle Demonstration Project put on lots of highlights at the conference. This activity was organized by GFHS and was authorized by the Brazilian National Rio+20 Organizing Committee and got a lot of supports from the UN. This event consists of two parts: one is to provide transportation services to the United Nations Rio+20 colleagues and the other is to hold an electric vehicle exhibition and a test-drive catering for delegates and the public in Bara Arena during the Rio+20 period. This is the first time for UN to select pure electric vehicles to provide transportation services on a biggest world environment summit. Renault Nissan Alliance, as the only chosen electric vehicle enterprise dedicating to Rio+20. It supplied over 20 different kinds of high quality e-cars and driver services and logistics technologies for this activity. Meanwhile, the Rio+20 Pure Electric Vehicle Demonstration Project organized by GFHS also displayed to the delegates and the public the charm of zero-emission electric vehicles and green mobility as a good option of the future, which is contributive to the positive results of Rio+20.

低碳可持续交通有望在区域层面率先实现 会议前半部分——全球电动出行论坛实况

Low-Carbon Sustainable Transportation Expected to Be Achieved in Region Level 1st Half of the Event - Overview of Global Forum on Electric Mobility

绿色经济和可持续发展只有通过积极主动解决城市交通中不断出现的问题才能实现。目前大众对于电动出行的兴趣日益高涨。许多国家和城市开始加大财政投入，建立激励机制，积极推动这一新兴产业的发展。近年来，世界各地多种模式的电动车运营试点项目清楚地证实了推广电动车的经济可行性及其所带来的社会和环境效益，尤其是在那些建有可再生能源充电站和节能智慧电网的地区。

为此，在联合国合作组织办公室（UNOP）、联合国经济与社会事务部（UNDESA）、全球人居环境论坛理事会（GFHS）、巴西富尔纳斯电力公司、巴西电动车协会（ABVE）、巴西阿尔伯特研究生院技术研究所（COPPE）、巴西里约热内卢联邦大学（UFRJ）等的共同组织下，作为2012联合国可持续发展大会的一个重要专题会议：全球电动出行论坛于2012年6月18日在巴西里约热内卢举行。



联合国经社事务部可持续发展司新兴议题处处长 凯瑟琳·阿卜杜拉女士，里约热内卢联邦大学（UFRJ）COPPE 研究院交通工程计划部马尔西奥·德·阿戈斯托教授主持会议

论坛深入讨论电动出行的最新趋势、电动车和电池技术、城市交通和电动出行的相关政策等，同与会各国代表分享最新成果和范例；

开幕式上，世界非政府组织联合会秘书长泰吉·哈马德宣读了全球人居环境论坛主席、联合国前副秘书长及高级代表安瓦尔·乔杜里大使关于全面加强可持续交通发展的主旨演讲，表述了他对我们需要抓住联合国可持续发展大会发布成果的有利时机，制定一个从全球到国家再到地方一体化的可持续交通发展议程的殷切期望。

Green economy and sustainable development can only be realized by initiatively solving the continuously emerging problems in urban transportation. At present, public interest in electric mobility is growing tremendously. As battery and vehicle technologies continuously advance, EV manufacturers now offer hybrid, plug-in hybrid and battery powered vehicles. Some countries and cities actively promote the emerging electric mobility industry by providing financial or other incentives. Many recent model and pilot projects have clearly demonstrated the economic viability and the social and environmental benefits of EVs, in particular in areas, where electricity supply for battery charging is based on renewable sources of energy, energy efficiency and smart grids.

Therefore, co-organized by UNOP, UNDESA, GFHS, Eletrobras Furnas, ABVE, COPPE and UFRJ, as an important special session of UN Conference on Sustainable Development in 2012, Global Forum on Electric Mobility was held in Rio de Janeiro, Brazil on June 18, 2012.

The forum deeply discussed the new trend of electric mobility, electric vehicles and battery technology, urban transportation and policies related to electric mobility, and shared the latest achievements and best practices with representatives from various countries.

On the opening ceremony, Mr. Taj Hamad read out the keynote speech about Enhancing Sustainable Transportation at Local, National and Global Levels by Ambassador Anwarul K. Chowdhury, Chairman, Global Forum on Human Settlements (GFHS), Former Under-Secretary-General and High Representative of the UN, who hoped that in the Rio+20 outcomes, sustainable transportation becomes an integral component of global, national and local development agenda.

Toshiaki Otani, Renault-Nissan Alliance Managing Director, Senior Vice President, Nissan Motor Co., Ltd. shared the latest development situation and trends of Renault-Nissan Alliance EV, and pointed out that infrastructure is key for the future of EVs. China built about 16,000 charge stations last year. The Chinese Government's goal is to have 400,000 charging points by 2015; In the United States, more than 10,000 public charge points are available; And in Europe, more than 20,000 were available in 2011 and it will be more than 340,000 in 2015. He said that advances in lithium-ion technology allow us to move into the era of zero-emission transportation – starting now.



中国环境保护部国家环境评估中心顾问
王德辉先生主持会议



巴西富尔纳斯电力公司高级代表，
联合国经济与社会事务部可持续发展司拉尔夫·万查福特先生主持会议

雷诺－日产联盟执行董事兼日产汽车株式会社全球零排放事业部和全球电池业务部高级副总裁大谷俊明先生同与会者分享了雷诺日产联盟电动车的发展情况及最新趋势，他指出：基础设施是电动车未来的关键所在。去年，中国建设了约16000个充电站，中国政府的目标是到2015年建设40万个充电站。美国目前也有1万多个充电点可用；而在欧洲，2011年就有2万多个充电站，到2015年这个数字将超过34万。他表示：锂离子电池技术的进步让我们得以步入零排放交通时代，它已然来临。

巴西圣保罗宝马公司总裁亨宁·多恩布什指出了可持续交通语境下的汽车创新方向，他谈到：个人出行的未来涉及两条既有区别又互补的途径，即进化与革新。电力传动极具动态特征，非常敏捷、高效，并且是零排放。这开启了一个崭新的高质量的驱动体验时代，并具有强大的竞争优势。

印度马辛德拉公司特殊商务计划副总经理努帕姆·巴塔查尔吉先生跟我们分享了电动车在印度的发展情况，他表示：印度政府采取了坚定明确、高瞻远瞩的措施，如成立“国家电动出行任务小组”，推广电动出行和生产电动车等。

西门子（美国·纽约）基础设施和城市交通与流通部首席技术顾问彼得·托雷列亚斯先生则就现代化电网和电动车在促进可持续出行的实现等层面同与会者进行了探讨。

施耐德电气巴西公司总裁塔尼亚·康逊迪诺女士对更智能的电网同智能的交通的关系进行了论证，她指出：只有发展智能电网，我们才能迎来一个电动车时代。最终使城市出行向智慧出行转变，我们需要协作并寻找真正促进公众出行的解决方案。而通过更好的信息共享和互通，这个目标最终才能实现。

Mr. Henning Dornbusch, President, BMW, Sao Paulo, Brazil pointed out the new direction of the mobile under Sustainable Transport, and he mentioned that the future of individual mobility involves two distinct and complementary tracks: evolution and revolution. E-Drives are very dynamic and agile, highly efficient and boast zero local emission. And it opens up a new, high-quality drive train experience and offers a strong competitive advantage.

Mr. Anupam Bhattacharjee, Electric Mobility Expert, Mahindra & Mahindra (Reva Electric Cars), Mumbai, India shared us with the electric mobile development in India, he expressed that Government of India has taken firm and definitive futuristic steps on EV development, such as formation of National Mission for Electric Mobility (NCEM), promotion of electric mobility and manufacturing of electric vehicles, etc.

Mr. Peter Torrellas, Chief Technical Advisor, Siemens, Infrastructure and Cities Mobility and Logistics Division, New York, United States discussed with us about the innovations to support sustainable mobility through the modernization of power grid and electric vehicles,

Ms. Tania Cosentino, President, Schneider Electric Brazil made an argument on the relationship between the smarter grid and smarter mobility, and she pointed out, to create an era for EVs, we need develop smarter grid. To finally transform from urban mobility to smart mobility, we need collaborate and find solutions that really facilitate citizen mobility which can be done through better information and interoperability.

The forum aimed to enable the policy makers and the public (through media) to better familiarize the current situation of electric mobility development and its vista, and the forum made great contribution to sustainable development by promoting and guiding the rapid healthy development of production and consumption related to electric mobility. The forum was based on the innovation of solutions and was expecting more pioneering

论坛旨在不仅让政策制定者，而且通过媒体让公众更好地了解电动出行产业的发展现状和未来前景，促进和引导与电动出行有关的生产和消费快速健康发展，为可持续发展作出贡献。本次论坛立足于解决方案的创新，以期拿出更具开拓性的、可行的创新方法，在区域层面率先实现低碳可持续的交通。

本论坛对里约大会的贡献在于对于许多新兴的经济体而言，电池技术及电动车技术尚属于新奇而陌生的领域。在里约联合国可持续发展大会召开之际举办全球电动出行论坛，为电动车技术的宣传提供了战略契机，论坛可提高人们对于电动车经济效益、环境效益、社会效益的认识，同时使他们了解和把握电动车技术创新发展、成本下降的趋势。论坛形成了一系列前瞻性共识和行动倡议，对丰富和完善里约 +20 的最终成果做出了积极的贡献。

联合国高级官员、包括主办国巴西在内的政府官员、国际知名城市市长、专家和学者、主要的电动汽车产业相关企业负责人出席会议，在大会上发表重要演讲并与多方利益相关人进行广泛交流。

（嘉宾演讲摘要见 P34-P49）

世界携手，共同建设可持续的城市 会议后半部分——可持续人居环境会议盛况

The World Cooperates to Build Sustainable Cities 2nd Half of the Event - Overview of the Conference on Sustainable Human Settlements



6月18日晚，作为本次大会的后半部分，“可持续人居环境会议”在巴西里约富尔纳斯电力公司礼堂持续举行，会议由全球人居环境论坛理事会 (GFHS)、联合国经济与社会事务部 (UNDESA)、联合国环境规划署 (UNEP)、联合国人类住区规划署 (UN-HABITAT) 联合主办，也得到巴西最大的清洁能源供应商——富尔纳斯电力公司和巴中工商

and feasible creative methods to achieve low-carbon sustainable transportation in region level initiatively.

This forum’s contribution to Rio+20 lied in the novelty and innovation of battery technology and electric vehicle technology to most of the burgeoning economies. During the United Nations Conference on Sustainable Development, the holding of Global Forum on Electric Mobility provided strategic opportunities for the publicity of electric vehicle technology. The forum can improve the public’s awareness on the economic benefits, environmental benefits and social benefits of electric vehicles. In the meantime, the public can also understand and grasp the technological innovation of electric vehicles and the trend of declining cost. A series of foresight consensuses and campaign proposals were reached in the forum, which made positive contributions to enrich and perfect the final results of Rio+20.

Senior UN officials, government officials (including those from the host country Brazil), international celebrated city mayors, specialists and scholars, major electric vehicle enterprise principals attended the meeting. They made keynote speeches at the forum and communicated extensively with various stakeholders.

(For the viewpoints of the guests, please read P34-P49)

As the second half of the event, the Conference on Sustainable Human Settlements continued to be held in the auditorium of Eletrobras Furnas in the evening of June 18. The conference was jointly held by GFHS, UNDESA, UNEP and UN-HABITAT. And it also got the full support from Eletrobras Furnas – the biggest clean energy supplier in Brazil, Chamber of Commerce and Industry of Brazil and China (CCIBC), and EcoCity Builders. The theme of this conference is “Green Mobility and Sustainable Human Settlements”, whose emphasis was on the discussion of the challenges and opportunities faced by green mobility and sustainable human settlements for the purpose of supporting low-carbon city building in a better manner and achieving the future we want. Ambassador Sha Zukang, United Nations Under-Secretary-General for Economic and Social Affairs (UNDESA) and the Rio+20 Secretary-General, addressed the meeting. UN Senior Officials, Leading Policy Makers from National and City Governments, Representatives of Transport Authorities and Private Sectors, Urban Planners, Architects, Experts, attended the conference.

总会、生态城市建设者协会的鼎力支持。主题为“绿色出行与可持续人居环境”，特别探讨绿色出行和可持续人居环境面临的挑战和契机，以更好地支持低碳城市建设，实现我们所期待的未来。联合国经济与社会事务副秘书长、联合国可持续发展峰会秘书长沙祖康大使到会讲话。联合国高级官员、部分国家和城市政府的主要政策制定者、交通部门及私营企业的代表、城市规划人员、建筑师、专家学者出席会议。

可持续人居环境对于消除贫困、 发展绿色经济至关重要

目前全球有一半以上的人口居住在城市，到 2050 年全球城市人口将占到 70%。城市既然是经济中心、是排放、污染与贫富分化的策源地，那么，谋求解决方案就一定要从城市做起。建筑和交通领域是城市碳排放的大户，已经成为制约可持续发展的关键因素。无可争辩的事实是：可持续人居环境对于消除贫困、发展绿色经济和实现可持续发展发挥着至关重要的作用。本次会议就是谋求为可持续人居环境提供系统高效解决方案，推动国际社会积极行动，为里约 +20 峰会做贡献。

围绕国际倡议和区域行动两大层面， 贡献里约 +20 峰会

与会嘉宾就“关于可持续人居环境及绿色出行的国际倡议、框架及标准，地方政府和私营部门关于绿色出行与可持续人居环境的行动计划”这两个分组议题展开探讨。

联合国环境署可持续消费和生产部部长阿拉布·霍巴拉发布了联合国环境署“资源节约型城市全球新倡议”，呼吁建设以资源节约型和低碳排放型为特征的城市，并指出该倡议的目的是要提高城市特别是快速增长的发展中国家城市的生活质量，同时尽量减少资源开采、能源消耗和废弃物的产生，并保障生态系统服务。

联合国人类住区规划署城市基本服务司协调员安德列·狄克斯发表了“新型城市规划设计与紧凑型城市的电动出行”的演讲，强调可持续城市规划设计的重要性和在解决绿色出行方面的先导作用，如整合空间和交通规划，加强基础设施建设，采取绿色公交激励措施，推广非机动车（NMT），让低收入社区使用，他提出，激励人们使用绿色交通比以往任何时候都更重要，战略性城市区域规划必须提供人居环境模式，以免落入非可持续出行的窠臼。

联合国秘书长助理、联合国上海世博馆总干事阿瓦尼·贝



里约面包山上看到的里约夜景

Sustainable Human Settlements - critical for eliminating poverty and developing green economy

Currently, more than half of the world population live in urban areas, and the urban population is projected to account for 70 percent of the world’s total population by 2050. Now that city is the economic center and is the source of emission, pollutions and income disparity, we must pay particular attention to them and we have to look for solutions from cities. Building and transport are the two big city emission sources and have become the key factors restricting sustainable development. An indisputable fact is that sustainable human settlements plays a critical role in eliminating poverty, developing green economy and realizing sustainable development. This conference is aimed to seek for systematical and efficient solutions for sustainable human settlements, promoting international positive actions and making contributions to Rio+20.

Centering on the two layers of international proposals and regional actions, contributing to Rio +20

The participants had a discussion on the two group issues: “The International Initiative, Framework and Standards on Sustainable Human Settlements and Green Mobility”, and “The Action and Proposal on Green Mobility and Sustainable Human Settlements in Local Authority and Private Sector”.

Arab Hoballah, Chief of Sustainable Consumption and Production UNEP/DTIE, released the UN Environment Agency “Global New Proposal of Conservation-Oriented City”. The new proposal appeals for constructing conservation-oriented and low-carbon emission characterized cities, and pointed out that this 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, and safeguarding ecosystem services.

Andre Dzikus, Coordinator, Urban Basic Services Branch,



里约巴拉达蒂茹卡海滩

楠博士则为居住着 28 亿人口、面临海平面上升危机的沿海城市提出忠告和自己的见解，提倡把“蓝色经济”作为治理海洋和城市的综合方法，这意味着所有利益相关者之间应该是包容性的伙伴关系，其长远目标和短期需求应达到内在的一致，他呼吁人类应当以繁荣和可持续的方式同海洋共存，从海洋中获取，这是所有利益相关者们多维度、却相互依存的责任。

全球人居环境论坛秘书长吕海峰发布了集产业、商务、休闲、居住于一体的国际人居环境范例新城（IGMC）倡议的标准指数和最新进展。作为未来可持续新型城镇化模式，IGMC 倡导低碳城镇建设要和绿色经济相结合，和文化相结合，为此 GFHS 和联合国环境署合作研发了以十二项基本原则为核心的 IGMC 标准指数和评分系统，指导利益攸关方合作建设；绿色出行是其中一个重要原则，目标为绿色出行比例要大于 80%，重点鼓励人们减少对私家轿车的依赖。据悉，占地 420 公顷的全球首个 IGMC 试点项目已落户中国贵阳市，预计年内正式启动。

生态城市建设者协会主席理查德·瑞吉斯特的演讲主题为“生态城市的布局：交通和能源合为一体”，强调“与其他的有机体一样，城市也必须服从自然规律和原则，城市应当以人为本而不是以车为本。如果转化成生态城市的模式，城市仅凭现在所需的十分之一的能源、占有现在五分之一的土地面积便可运转，同样能为生命和健康提供一个繁荣的物理环境”。

建设可持续人居环境，世界各国城市在行动

巴西库里提巴市市长卢西亚诺·杜琪、美国加利福利亚州圣塔莫妮卡市议员帕姆·奥康纳、德国海德堡市市长埃克特·伍兹那博士、法国南特的副市长罗南·但丁、天津中新生态城管委会副主任蔺雪峰、遂宁市人民政府副市长刘德福、中共黔南州常委、都匀市委书记刘建民、里约市

United Nations Human Settlements Programme (UN-HABITAT) delivered a speech titled “New Urban planning and design and compact cities in relation to electric mobility”. He emphasized the importance of sustainable city planning and design, and its lead function in the aspect of green mobility, such as integrating space and transportation planning, strengthening fundamental facility construction, adopting green public transportation incentive measures, promoting non maneuvering traffic, low-income community privilege and so on.

Dr. Awni Behnam, Assistant Secretary General, UN Commissioner General, Shanghai Expo, put forward his sincere advice and showed his opinion on the coastal cities which are facing the threat of rising sea level with a population of 2.8 billion. He proposed taking “Blue Economy” as an integrated approach to manage the sea and cities, which means that all the stakeholders are of inclusive relationship and their long term targets and short term demands should be internally consistent. He appealed that human beings should live with the ocean and from the ocean in prosperity, which is a multi-dimensional and interdependent responsibility of all stake holders.

Lu Haifeng, Secretary General of Global Forum on Human Settlements, released the standard index proposed by IGMC – which combines industry, business, leisure and inhabitancy in one body –and its latest development. As a future sustainable new pattern urbanization model, International Green Model City (IGMC) proposes that low-carbon city building should integrate with green economy and culture. Therefore, GFHS and UNEP cooperated and developed the IGMC standards and rating system, which take the Twelve Basic Principles as its core, to guide the cooperation of stakeholders. Green mobility is one of the cardinal principles. Green mobility accounts for more than 80 percent in the target. The emphasis lies in encouraging the public to reduce their reliance on private cars. It is reported that the first world 420 hectares IGMC pilot project has settled in Guiyang City China, which will be officially launched within this year.

The topic of Richard Register, President of EcoCity Builders, is “EcoCity Layout, Transport and Energy Are One” which emphasized that “just like other organisms, cities have to obey natural laws and principles. City planning should be people-oriented but not vehicle-oriented. If shifted into the ecological city pattern, city can provide a prosperity physical environment for life and health but only consuming one tenth of the energy used now and taking up only one fifth of the land used today. ”

Building sustainable human settlements, cities all over the world are in action

Luciano Ducci, the mayor of Curitiba, Brazil; Ms. Pam O’Connor, Councilmember of City of Santa Monica, California, USA; Dr. Eckart Würzner, Mayor of Heidelberg City, Germany; Ronan Dante, Deputy mayor of Nantes, France; Lin Xuefeng, Deputy Director of the Management Committee of Tianjin Sino-Singapore Eco-city; Liu Defu,

政府发展部主任马塞洛·哈达德等均率团到会，分享各自在城市交通和可持续人居环境领域的成功举措。

美国洛杉矶地区目前正努力致力于把恢复可行的公共交通系统作为市民出行选项之一，以便能在便利性、出行时间和出行费用等方面与私家车相抗衡；德国海德堡市已经在绿色交通和零碳方面开展了积极和卓有成效的实践；巴西库里提巴是快速交通系统 (BRT) 的始作俑者，历来在可持续发展和绿色交通方面走在世界的前列；中新天津生态城要在盐碱地和水体被严重污染的区域建设一座环境友好、低碳排放的未来之城，在交通方面设定的目标为到 2020 年绿色出行达到 90%，鼓励公共交通、自行车和步行，鼓励使用电动和混合动力汽车，区内公交大巴全部采用清洁能源；中国四川遂宁市一直坚持绿色发展，注重发展绿色经济，致力于现代生态田园城市建设，建成城市公共自行车免费服务系统，城市公交巴士和出租车全部使用天然气，等等。

（嘉宾演讲摘要见 P50-P64）



中新天津生态城景观

中国代表向国际社会展示交流可持续发展创新理念和成果

中国共有包括政府官员、企业家和专家学者在内的 40 余位代表应邀出席，包括四川、江苏、天津、贵州等省市在内的城市政府代表。他们向联合国系统和国际社会展示了所在省市在绿色出行、绿色经济和可持续城市建设方面的努力、范例和创新，展示了中国可持续发展的形象和成就，得到沙祖康秘书长的肯定，也得到其他与会人士的高度评价。中国代表团也积极把握里约 +20 峰会的机遇，积极向国际同行业学习，强化交流合作。

Deputy Mayor of Sichuan Suining Municiple Government; Liu Jianmin, Member of the Standing Committee of the CPC Qiannan Autonomous Prefecture Committee, Secretary of CPC Duyun Municipal Committee; and Marcelo Haddad, the Development Department of Rio Municipal Government, they all leaded delegations to present the conference and shared their successful measures in the field of urban transport and sustainable human settlements.

At present, California is striving for recovering feasible public transportation system as one of transport means for citizens, for the purpose of competing with private cars in convenience, travelling time and travelling cost. Heidelberg city in Germany has already launched vigorous and fruitful practices in Green Transport and Zero-Carbon. Curitiba city in Brazil is the initiator of Bus Rapid Transit (BRT) and it always walks in the world forefront of sustainable development and Green Transport. Tianjin Sino-Singapore Eco-city intends to build an environmentally friendly and low-carbon emission future city out of the area with saline-alkali soil and severely polluted water. The specific target in transport is to enable Green Mobility to reach 90 percent by 2020, through encouraging public transport, bicycle and walking and encouraging the use of electric mobility or hybrid electric vehicles. The public buses in the region all use clean energy sources. Suining city in Sichuan China promotes Green Development all the way. It attaches great importance to the development of Green Economy and is devoted to the construction of modern ecological garden city. Public bicycle free service system has already been established there and the urban public buses and taxis all use natural gas.

(For the viewpoints of the guests, please read P50-P64)

Chinese representatives displayed the achievements of sustainable development and communicated the innovative ideas with international community

There are more than 40 representatives from China present in the conference, including government officials, entrepreneurs, experts, and the municipal government representatives from Sichuan, Jiangsu, Tianjin, and Guizhou. They showed their own city’s endeavors in Green Mobility, Green Economy and sustainable city construction as well as displaying examples and innovations. This exhibited China’s sustainable development profile and achievements, and gained the approval of Secretary-General Sha Zukang and the high praise from other participants. Chinese delegation also grasped the opportunity provided by Rio +20 positively and learned from their international counterparts initiatively to intensify communication and cooperation.



沙祖康大使（右）同全球人居环境论坛秘书长吕海峰先生（左）亲切合影

Ambassador Sha Zukang (right) posed with Mr. Lu Haifeng, Secretary General of GFHS (left)



沙祖康大使（右）同巴西富尔纳斯电力公司总裁弗拉维奥·德卡先生（左）亲切交谈

Ambassador Sha Zukang (right) having a cordial talk with Mr. Flavio Decat, President, EletroBras Furnas, Rio de Janeiro, Brazil (left)



沙祖康大使同全球人居环境论坛理事会理事、世界非政府组织联合会秘书长泰吉·哈马德先生（左）、中国环境保护部国家环境评估中心顾问王德辉先生（右）合影

Ambassador Sha Zukang (middle) posed with Mr. Taj Hamad (left), Board member of GFHS, Secretary General WANGO, Mr. Wang Dehui (right), Consultant to Environmental Impact Assessment Centre of China State Ministry of Environmental Protection



沙祖康大使（左二）同巴西富尔纳斯电力公司总裁弗拉维奥·德卡先生（左一）、中共黔南州委常委、都匀市委书记刘建民先生（右二）、遂宁市人民政府副市长刘德福先生（右一）合影

Ambassador Sha Zukang (2nd from left) posed with Mr. Flavio Decat, President, EletroBras Furnas, Rio de Janeiro, Brazil (1st from left), Mr. Liu Jianmin, Member of the Standing Committee of the CPC Qiannan Autonomous Prefecture Committee, Secretary of CPC, Duyun Municipal Committee (2nd from right), and Mr. Liu Defu, Deputy Mayor of Sichuan Suining Municipal Government (1st from right)

全球媒体高度关注并全程报道 Global Media Highly Focus on and Fully Cover the Whole Events

本次会议引发了国内外媒体的高度关注，6月13日，新华社驻里约代表记者专门出席见证了在 RioCentro 举行的 Rio+20 纯电动车交通示范项目车辆交接仪式。发回了第一手新闻稿件：《环保组织向“里约+20”峰会赠电动车》，并在文中指出：此次“里约+20”峰会以绿色经济为主要议题，顺应了人类未来发展趋势，而推广电动汽车将是符合绿色经济要求的新商机。报道对 GFHS 为里约+20 所作的努力和贡献给予肯定。

6月18日，新华社里约峰会代表记者、21世纪报代表记者等全天出席了电动出行论坛暨可持续的人居环境会议，新华社在第一时间内向国内发回了《沙祖康说世界应为建设可持续的城市作出努力》的报道一文，重点强调了联合国副秘书长、联合国可持续发展大会秘书长沙祖康的发言，沙祖康提出：可持续的人居环境是各国在实现可持续发展过程中关注的关键议题之一，世界应为建设可持续的城市作出努力。报道还指出：这次会议由联合国经社部、全球人居环境论坛理事会、巴西相关企业和教育研究机构共同举办，是联合国可持续发展大会的一个重要的专题会议。会议期间举办了全球人居环境颁奖仪式，来自世界各地的14个城市、企业和个人由于在可持续人居环境建设领域的突出贡献而获奖。

中国日报、新民网、腾讯、网易、搜狐、新浪等数十家主流媒体在纷纷转载。Brasil em Folhas 等巴西著名报纸，以及里约当地的媒体 Jornal Extra, Jornal O Globo, Jornal Povo do Rio 派专门记者参会，并在第一时间给予关注。

全球媒体盛赞：此次会议充分地探讨了电动出行产业的发展现状和未来前景，以及可持续的人居环境，促进和引导与电动出行有关的生产和消费快速健康发展，为可持续发展奉献了力量。会上嘉宾建言献策，积极谋求系统高效解决方案，为推动国际社会积极行动，既而形成一系列前瞻性共识和倡议，对丰富和完善里约+20的最终成果做出了积极的贡献。

The conference triggered high attention from the media at home and abroad, on June 13, reporter of Xinhua News Agency in Rio specifically attended and witnessed the handover ceremony of the Rio+20 Pure Electric Vehicle Demonstration held in RioCentro, delivered the firsthand report: “Environmental Organization Donated EVs to Rio+20”, and pointed out in the article: Green economy is one of the themes of Rio+20, which conforms to the trend of the future development, while promoting electric vehicles

will be new business opportunities in conformity with the green economy requirements. The report also confirmed GFHS' efforts and contribution to Rio+20.

On June 18, the Rio+20 reporters from Xinhua News Agency and 21st century attended the Global Forum on Electric Mobility & Conference on Sustainable Human Settlements, the reporter from Xinhua News Agency delivered the news back on the first time with the title: “Strengthening Global Efforts to Build Sustainable City”, and emphasized the speech made by Ambassador Sha Zukang, United Nations Under-Secretary-General for Economic and Social Affairs (UNDESA) and the Rio+20 Secretary-General, who said: “Building Sustainable human settlements is a critical issue all over the world which needs global efforts.” The report pointed out that: the conference organized by UNDSA, GFHS, related enterprises and education organizations from Brazil, is an important Associated Event of Rio+20. During the session, the Global Human Settlements Award Ceremony was grandly held, and 14 green cities, distinguished enterprises and individuals around the world were awarded for their contribution to sustainable human settlements.

The event was reported by dozens of mianstream media, which are: China Daily, Xinmin Network, Tencent, Netease, Sohu, Sina etc. Famous newspaper such as Brasil em Folhas in Brazil and Jornal Extra, Jornal O Globo, Jornal Povo do Rio, etc. local media in Rio reported the event timely.

The media hailed: This conference fully discussed the current situation of electric mobility development and its vista and sustainable human settlements, which made great contribution to sustainable development by promoting and guiding the rapid healthy development of electric mobility related production and consumption. The guests made suggestion and advice on this with the aim of seeking for systematical and efficient solutions for sustainable human settlements, promoting international positive actions, a series of foresight consensuses and campaign proposals were made in the conference, which makes positive contribution to enrich and perfect the final achievements of Rio +20.



会议系列示范活动之一 Conference Demonstration Activity Series: I

里约 +20 纯电动交通示范项目，诠释大会主题
Rio+20 Pure Electric Vehicle Demonstration Project Highlights the Theme of Rio +20

为了配合此次会议，GFHS 和其他主办机构还举办了精彩纷呈的系列示范活动：里约 +20 纯电动交通示范项目，包括为联合国代表提供纯电动礼宾车交通服务和在里约 +20 分会场之一的巴拉竞技场举行面向公众的纯电动车展览及试驾活动。经过前期的公开招募，日产雷诺联盟作为唯一入选的优秀电动车企业最终承担了本次示范项目，为本次活动提供了包括 20 多辆各种优质安全的纯电动汽车和司机及技术支持在内的服务。此次纯电动示范活动向与会代表和公众展示了零排放电动交通的魅力和未来绿色出行的美好选择，为里约 +20 做出了贡献。



左起：全球人居环境论坛秘书长吕海峰先生，联合国经社事务部可持续发展司新兴议题处处长 凯瑟琳·阿卜杜拉女士以及雷诺日产联盟巴西市场总监 Murilo Moreno 在 Rio+20 纯电动车示范项目启动仪式上

6 月 13 号，里约 +20 最后一次筹备会议正式举行。联合国经济与社会事务部和全球人居环境论坛（GFHS）在里约中心 10 号馆组织的服务里约 +20 纯电动交通示范项目车辆交接仪式同时举办，意味着里约 +20 纯电动车示范项目正式启动。联合国经济和社会事务部高级官员凯瑟琳·阿卜杜拉、GFHS 秘书长吕海峰、雷诺日产联盟的代表、里约市政府代表、巴中商会的专家以及其他的重要嘉宾出席。会上，GFHS 秘书长吕海峰表示，“纯电动车是可持续发展在交通领域的良好体现。当前，电动汽车在技术上日趋成熟，政府部门纷纷出台激励政策，公众也对此报有很大的期待。随着充电桩基础设施的推广普及，电动汽车将迎来一个快速增长的黄金时期。里约 +20 纯电动车交通示范项目对于可持续交通和人居环境将会是一个极大的促进，也是我们对于本次大会的贡献。”

联合国经社事务部可持续发展司新兴议题处处长凯瑟琳·

In order to coordinate with this conference, GFHS and other sponsoring organizations held wonderful series of demonstration activities as well, such as the Rio+20 Pure Electric Vehicle Demonstration Project which includes providing electric vehicles transport services for the Rio+20 delegates and the exhibiting and test driving activities of pure electric vehicles for the public in one of the Rio +20 parallel session HSBC Arena. As a result of the open recruitment in the earlier stage, Renault-Nissan Alliance as the only one selected excellent electric vehicle enterprise finally took charge of the demonstration project. Renault-Nissan provided over 20 various high quality pure electric vehicles, drivers and technical support for this activity. And it demonstrated the charm of electric vehicle in zero emission and the good choice of future Green Mobility to the representatives and the public, which is contributive to Rio+20.

The last preparatory meeting of Rio+20 was officially held on June 13. Simultaneously, Electric Vehicle Handover Ceremony of Sustainable Transport Demonstration Project was held in the T-10 of RioCentro, which symbolized that the Rio+20 Pure Electric Vehicle Demonstration Project was officially launched. Ms Kathleen Abdalla, senior officials from UNDESA, Mr. Lu Haifeng, Secretary General of GFHS, and representative from Renault-Nissan Alliance, representatives from Rio Municipal Government, and other significant guests attended the ceremony. “Pure EV is a good reflection of sustainable development in the transport sector. Currently, the EV technology matures gradually; the government departments unveiled many incentives, and the public have great expectations



Mr. Ralph Wahnschafft, Division for Sustainable Development, United Nations, DESA, hosted the opening ceremony of Rio+20 Pure Electric Vehicle Demonstration Project

阿卜杜拉女士说，“里约 +20 的一个重要主题就是可持续的城市。零排放汽车是改善城市空气质量密不可分的一部分。感谢 GFHS 集合各方面力量，组织里约 +20 纯电动车交通示范项目。我也很高兴接受由雷诺尼桑联盟提供的纯电动汽车，给大会带来便利，也向公众展示零排放汽车在减少空气污染和消除尾气排放的优势。”她指出，“目前世界上很多国家都在尝试利用各种新能源汽车，纯电动车将是一个趋势。如在巴西，大部分电能来自可再生能源，电动车是一个极好的低碳交通选择。”

雷诺日产联盟巴西市场总监 Murilo Moreno 向凯瑟琳·阿卜杜拉女士递交了纯电动车辆钥匙，预示着车辆交接完成。全球人居环境论坛秘书长吕海峰向 Murilo Moreno 颁发了里约 +20 峰会联合国代表指定用车证书。



全球人居环境论坛秘书长吕海峰先生向巴西雷诺日产联盟市场总监 Murilo Moreno 先生颁发里约 +20 峰会联合国代表指定用车证书



GFHS 理事会理事、世界非政府组织联合会秘书长泰吉·哈马德和 GFHS 秘书长吕海峰在零排放电动车试驾现场手持里约 +20 峰会联合国指定用车通行证合影

on this. The EVs will usher in a golden age of rapid growth with the promotion and popularization of the charge infrastructure. Rio +20 pure EV demonstration projects will greatly promote the sustainable transportation and human settlements, which is also our contribution for the conference.” Mr. Lu Haifeng, secretary general of GFHS said in his speech.

Ms. Kathleen Abdalla, Chief, Emerging Issues Branch, Division for Sustainable Development, United Nations, DESA said, “One important theme of Rio+20 is sustainable city. Zero-emission vehicle is an inseparable part to improve urban air quality. Here, I’d like to thank GFHS for gathering all aspects of strength to organize the Rio+20 pure EV demonstration projects and I am pleased to accept pure EV provided by Renault-Nissan Alliance to bring convenience to the General Assembly, while also show to the public the advantages of zero-emission vehicles to reduce air pollution and eliminate emissions.” She pointed out, “At present, many countries in the world are trying to take advantage of a variety of new energy vehicles, and pure electric vehicles will be a trend. In Brazil, most of the electricity is from renewable energy sources, and the electric car is an excellent option in low-carbon transport.”

Mr. Murilo Moreno, Marketing Director, Renault-Nissan Alliance (Brazil) submitted the pure electric vehicle keys to Ms. Kathleen Abdalla, indicating the vehicles handover completed. Mr. Lu Haifeng, Secretary General of GFHS presented the UN Electric Service Car Certificate to Mr. Murilo Moreno.

From June 13 to June 22, an array of elegant pure electric cars (namely LEAF manufactured by Nissan, FluenceZ.E. and KangooZ.E by Renault) posted with both striking zero emission signs and Rio+20 logos picked up UN Secretariat officials and some Rio+20 delegates shuttling back and forth from their residences to the meeting place. The drivers and dispatchers all dressed in uniform T shirts with the print of Rio+20. They were divided into three shifts and served in turn. This was one of the most eye-catching green sceneries during Rio+20.

On 17th June, GFHS organized some of the guests and representatives present in this conference to go to the electric vehicle exhibition in HSBC Arena. Meanwhile, they would have test-drive and experience the Renault-Nissan Alliance pure electric cars. Dr. Awni Behnam, Assistant Secretary General, UN Commissioner General, Shanghai Expo, Ambassador Tete Antonio from African Union, Mr. Lu Haifeng, Secretary General of GFHS, representatives from ABVE and CCIBC and some other guests took delight in test-driving these amazing electric vehicles. They pointed out that the test-driving of the pure electric vehicle feels comfortable and quiet, and the manipulation of which is very convenient. They said that the pure EVs are quick at accelerating and cause no pollution, which was very impressive and interesting. Through riding or test driving pure electric cars, the participants experienced the future sustainable green urban transport, which generates great significance in reducing carbon emissions and the



左起：大谷俊明、泰特·安东尼奥、泰吉·哈马德、吕海峰、藤田雅子在位于 Barra Arena 的 GFHS 展馆前合影

13 日 -22 日期间，一批张贴着醒目的零排放标识和里约 +20 标识的、由日产雷诺联盟生产的、形态优美的纯电动轿车（日产 LEAF，雷诺 FluenceZ.E. 雷诺 KangooZ.E. 三种车型）昼夜不停地展开穿梭服务，接送联合国秘书处官员和部分里约 +20 代表从住处往返会场；驾驶员和调度员都身着统一的印有里约 +20 标识的 T 恤衫，分三个班次，轮流服务。这也成为了里约 +20 期间最引人注目的绿色风景之一。

6 月 17 号，GFHS 组织出席本次大会的部分嘉宾和代表，集体赴巴拉竞技场馆观摩电动车展览，并体验试驾日产雷诺联盟的纯电动轿车，其中包括上海世博会联合国馆总干事阿瓦尼·贝楠博士、非洲联盟常驻联合国大使 Tete Antonio、GFHS 秘书长吕海峰、巴西电动车协会和巴中商会的代表等。与会嘉宾认为，GFHS 组织里约 +20 纯电动交通示范项目非常好。他们指出：纯电动车行驶非常安静，操控方便，加速快，无污染，印象深刻，活动非常有趣。他们表示：通过乘坐或者试驾纯电动轿车，体验了未来可持续发展的绿色城市交通，这对减少会议的碳排放量，彰显本次大会绿色经济和可持续发展的双重主题，很有意义。

雷诺日产联盟执行董事大谷俊明介绍说，电池技术的进步让我们得以步入零排放交通时代，推动包括电动车在内的绿色出行，改善城市空气质量，建设可持续的人居环境是我们的责任。私营部门必须同政府部门合作增加为电动车充电的基础设施，这是让电动车更为实惠、方便和普及的最好办法。

demonstration of conference’s dual themes - green economy and sustainable development.

Mr. Toshiaki Otani, Renault-Nissan Alliance Managing Director related that the advance of battery technology enables us to step into the era of zero emission transport, that promoting the EV - embodied green mobility, improving urban air quality, and building sustainable human settlements are the social responsibilities we have to take. Private sectors should cooperate with governmental departments to increase the amount of fundamental facilities for electric vehicle charging. That should be the best way to make electric vehicles more beneficial, more convenient and more popular.



Mr. Lu Haifeng, Experiencing Twizy Produced by Renault-Nissan Alliance

会议系列示范活动之二 Conference Demonstration Activity Series: II

全球人居环境奖盛大揭晓，绿色明星光耀里约
Global Human Settlements Award Grandly Revealed; Green Stars Brightly Shining in Rio

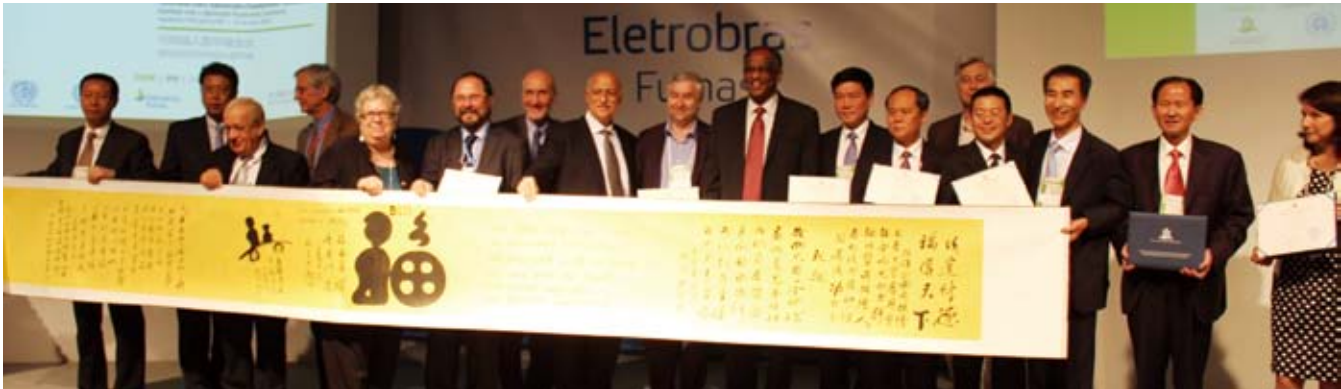
6 月 18 日的里约之夜，星光灿烂。在这一历史性的时刻，世界各国的领导人和各界代表已经汇聚在这座多姿多彩的城市。由 GFHS 主办的全球人居环境奖正在此间正式揭晓，隆重表彰，备受瞩目。全球人居环境表彰活动由总部位于美国纽约的全球人居环境论坛 (GFHS) 主办，旨在鼓励世界范围内在人居环境建设领域做出贡献的单位和个人，推动联合国千年发展目标和人居议程的实现，诠释和贯彻里约 +20 的精神，被誉为“人居环境奥斯卡”。此次表彰活动得到了联合国伙伴关系组织 (UNOP) 和联合国经济与社会事务部 (UNDESA) 等机构的大力支持。

经过激烈的角逐，一批世界范围内杰出的范例脱颖而出，他们是里约 +20 峰会主题最好的诠释，也是代表了我们所期待的未来的特征和方向。巴西库里提巴市、美国洛杉矶县、法国南特市、中国新加坡天津生态城、中国四川遂宁市、中国贵州都匀市获得“全球绿色城市”殊荣。日产雷诺联盟因其在电动车领域的杰出表现而获得“全球绿色出行产品最佳范例”荣誉，摩洛哥瓦尔扎扎特聚光太阳能发电站、中国川西林盘聚落保护与更新项目、拜耳材料科技公司设计建造的一组零碳建筑、中国周庄景区也因其在各自领域的优异表现获得表彰。巴西富尔纳斯公司、理查德·瑞吉斯特先生、帕姆·奥康纳女士也因其可在可持续发展方面矢志不渝的耕耘和巨大影响力，获得了全球人居环境杰出贡献奖。

The night of June 18 in Rio de Janeiro was spangled with stars. In this historic moment, state leaders around the world and representatives from all walks of life converged in

this wonderful city. The Global Human Settlements Award sponsored by GFHS was being officially revealed grandly and caught a lot of public attention. The Global Human Settlements Award activity is sponsored by GFHS aiming to encourage unities and individuals who made impressive contributions to human settlements all over the world. It pushes the realization of UN Millennium Development Goals and Habitat Agenda, interpreting and implementing the spirits of Rio+20. Therefore, it is renowned as “Oscar Award in Human Settlements”. This time the award activity received substantial support from the UN Office for Partnerships (UNOP) and UNDESA.

After a furious competition, a group of outstanding models came out in the worldwide. They are the best annotations to the theme of Rio+20 and also represent the characteristics and direction of the expected future. Curitiba City in Brazil, Los Angeles County in America, Nantes City in France, Sino-Singapore Tianjin Eco City in China, Suining City in Sichuan China and Duyun City in Guizhou China all won the honor of “Global Green City”. Due to its remarkable performance in the field of electric vehicles, Renault -Nissan Alliance was awarded “The Best Practice of Global Green Mobility Product”. Morocco Ouarzazate Concentrated Solar Power Plant, Project of Linpan (Clusters of Forests) Human Settlements Conservation and Renewal in West of Sichuan, a group of zero carbon buildings designed and constructed by Bayer Material Science and Technology Company, and China Zhouzhuang Scenic Area were awarded for excellent performances in their respective fields. Eletrobras Furnas, Mr. Richard Register, Ms. Pam O’Connor were awarded for their outstanding contributions to Global Human Settlements due to their consistent endeavor and great influence on sustainable development.



全球人居环境奖颁奖典礼现场

全球人居环境奖荣誉榜

Honor List of Global Human Settlements Awards

全球绿色城市 Global Green City

中国新加坡天津生态城：低碳先锋，未来之城
巴西库里提巴市：绿色创新之城，可持续发展范例
美国洛杉矶县：绿色经济充满活力，绿化城市迈向低碳
法国南特市：历史文化名城，绿色宜居之都
中国遂宁市：观音故里，绿色遂宁
中国都匀市：毛尖茶都，山水桥城

Sino-Singapore Tianjin Eco-City: Steering the Low-Carbon City towards the Future

City of Curitiba, Brazil: Innovator of Green City, Model of Sustainability

Los Angeles County, USA: A City of Angels Energized with Green Economy and Greening Livelihood

City of Nantes, France: Renowned City of Historical Culture, Model Communities of Green Livability

City of Suining, China: Hometown of Goddess Avalokitesvara, Green Suining

City of Duyun, China: Capital of Maojian Tea, Picturesque City Featured with Bridges



左起：法国南特市、美国洛杉矶县、中国新加坡天津生态城、中国贵州都匀市、巴西库里提巴市、中国四川遂宁市，右一为颁奖嘉宾联合国环境署可持续消费与生产部部长阿拉布·霍巴拉先生

From left : City of Nantes, France; Los Angeles County, USA; Sino-Singapore Tianjin Eco-City; City of Duyun, China; City of Curitiba, Brazil; City of Suining, China Right: Mr. Arab Hoballah, Chief of Sustainable Consumption and Production UNEP/DTIE

全球人居环境规划设计奖 Global Human Settlements Planning & Design Award

摩洛哥瓦尔扎扎特聚光太阳能发电站规划设计工程：
本土化的生态建筑，清洁能源项目典范

中国川西林盘聚落保护与更新项目：
城市田园聚落，天人合一新居

Project of Ouarzazate Concentrated Solar Power Plant
Project: Localized Eco-Buildings, Best Practice of Clean Energy Projects

Linpan (Clusters of Forests) Human Settlements Conservation and Renewal Project: Urban Pastoral Settlements, New Home of Syncretism between Heaven and Man



左起：詹尼·摩尔，不列颠哥伦比亚理工大学可持续发展部主任，法国凯吉建筑设计（深圳）有限公司建筑师、规划师皮埃尔·盖林，四川大卫设计有限公司董事长刘卫兵

From left : Jennie Moore, Director of Sustainability British Columbia Institute of Technology, Pierre Pascal , Architect/urban planner of Guerin & Pedroza Architectes, David Liu, Sichuan David Design Co., Ltd

全球优秀生态景区 Excellent Biological Scenic Area Award

中国周庄景区：诗意周庄，千年水乡
Zhouzhuang Scenic Area: Poetic Zhouzhuang, an Age-Old Water Town



左起：全球人居环境论坛理事会理事、世界非政府组织联合会秘书长泰吉·哈马德先生，江苏水乡周庄旅游股份有限公司工会主席沈振荣

From left : Mr. Taj Hamad, Board member of GFHS, Secretary General WANGO Shen Zhenrong, Chairman of Trade Union, Zhouzhuang Scenic Area, China

全球人居环境杰出贡献奖 Outstanding Contributions to Sustainable Human Settlements Award

理查德·瑞吉斯特先生：生态城市的布道者
帕姆·奥康纳女士：可持续城市的践行者
巴西富尔纳斯电力公司：清洁能源提供者，绿色经济驱动器

Mr. Richard Register: Talking the Talk and Walking the Walk in the Eco-City.

Ms. Pam O'Connor: Practices What She Preaches on the Sustainable City

Eletrobras Furnas Rio de Janeiro: Provider of Clean Energy, Driver of Green Economy



左起：生态城市建设者协会主席、著名生态城市理论家理查德·瑞吉斯特先生；洛杉矶县大都会运输署（Metro）委员、南加州政府联盟的主席帕姆·奥康纳女士；巴西富尔纳斯电力公司代表；联合国经济与社会事务部可持续发展司拉尔夫·万查福特先生

From left : Mr. Richard Register, President of EcoCity Builders, USA, renowned theorist on eco-cities; Ms. Pam O'Connor, Santa Monica City Councilmember, a Board member and former Chair of the Southern California Metropolitan Transportation Authority (Metro); Representative from Eletrobras Furnas Rio de Janeiro; Mr. Ralph Wahnschafft, Division for Sustainable Development, United Nations, DESA

全球绿色出行产品最佳范例 Best Practice of Global Green Mobility Products

雷诺－日产联盟：零碳汽车先锋，社会责任范例
Renault-Nissan Alliance: Pioneer of Zero-Carbon Vehicles, Paradigm for Undertaking Social Responsibility



左起：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，法国雷诺汽车公司环境、能源及原材料战略专家组组长菲利普·舒尔茨

From left : Mr. Wang Dehui, Consultant to Environmental Impact Assessment Centre of China State Ministry of Environmental Protection Philippe Schulz, Expert Leader, Renault-Nissan Alliance

全球绿色建筑最佳范例 Best Practice of Global Green Buildings

拜耳材料科技公司：零碳先锋，生态商务
Bayer MaterialScience: A Vanguard with Advanced Zero Carbon Technologies for the Eco-Business



左起：联合国秘书长助理，联合国上海世博馆总干事阿瓦尼·贝楠博士，拜耳材料科技公司代表费尔兰多·雷迪森

From left : Dr. Awni Behnam, Assistant Secretary General, UN Commissioner General, Shanghai Expo Fernando Resende, Representative of Bayer S/A



从地方到国家到全球 全面加强可持续发展

Perspectives for Enhancing Sustainable Transportation At Local, National and Global Levels

全球人居环境论坛主席、联合国前副秘书长及高级代表 安瓦尔·乔杜里大使
Ambassador Anwarul K. Chowdhury, Chairman, Global Forum on Human Settlements (GFHS), Former Under-Secretary-General and High Representative of The UN

里约+20峰会要讨论的多项议题中其核心内容是可持续发展的基本理念。通过讨论把可持续发展的理念凝聚成共识，其成果是不言而喻的。同时我想强调“可持续发展和企业社会责任（CSR）并不是一码事，它也不是为了在经济、社会和环境底线内实现可接受的平衡”。相反，它是我们社会几代人为之努力的最根本的任务，它意味着公正、公平且具包容性经济和社会的稳定以及能够造福全人类的增长。

我们要抓住联合国可持续发展大会发布成果的有利时机，制定一个从全球到国家再到地方一体化的可持续交通发展议程。

世界面临着环境灾害和化石燃料的短缺，人们对于“电动出行”概念的关注与日俱增，电动出行为可持续发展提供了种类繁多的选择，而且各类新产品每天都在被开发出来，并日臻完善。

我相信电动出行不只是工业化国家的选择。我更希望能了解到来自发展中国家，尤其是巴西、中国和印度的各种举措，电动车技术蕴含减少交通运输中二氧化碳排放的巨大潜力。

关于里约+20峰会的成果，它必须包括可持续交通行动议程，促使人权和环境保护成为当务之急，以利于保护数以百万计人的生命安全，以利于消除贫困、提供出行便利，并遏制环境退化。与此同时，《联合国道路安全十年行动》的全球计划应得到更广泛更全面的贯彻落实。

The core of the wide-ranging objectives here in Rio is the essential concept of SUSTAINABILITY. Centrality of sustainability in all our deliberations and their outcomes cannot be denied. At the same I would underscore that “sustainability is not the same as corporate social responsibility (CSR), nor it is in achieving an acceptable balance across economic, social and



environmental bottom lines”. Instead, it is about the fundamental, intergenerational task of our societies’ efforts which are just, equitable and inclusive for economic and social stability and growth that benefits all.

In the Rio+20 outcomes, sustainable transportation becomes an integral component of global, national and local development agenda.

The concept “electric mobility” or simply “E-mobility” has been gaining every day more importance in a world facing the environmental catastrophe and the limitations of fossil-based fuels. E-mobility provides a wide variety of sustainable alternatives, which are being developed and perfected on a daily basis.

I believe electric mobility is an option not only for industrialized countries. I am looking forward to learning more about the various initiatives from developing countries, notably Brazil, China and India. Electric vehicle technology has the potential of reducing transportation CO₂ emissions.

The Rio+20 summit outcome must include a sustainable transportation action agenda which makes human and environmental protection an urgent priority in order to help prevent millions of deaths, combat poverty, provide both mobility and accessibility and contain environmental degradation. Along with that, the Global Plan for the UN Decade of Action for Road Safety should be more widely and comprehensively implemented.



应对气候变化 零排放交通时代已经来临

Climate Change The Age of Zero-Emission Transportation Is Now

雷诺—日产联盟执行董事兼日产汽车株式会社全球零排放事业部和全球电池业务部高级副总裁 大谷俊明先生

Mr. Toshiaki Otani, Renault-Nissan Alliance Managing Director, Senior Vice President, Nissan Motor Co., Ltd.

电动车可减少碳足迹。推广零排放汽车和开发清洁能源是实现减少碳足迹目标的两个必要条件。

电网变得更清洁，电动车也随之更清洁。电动车越来越接近“碳中和”，因为许多国家提高了清洁能源在电网中的比例。

电动车也是经济实惠的，尤其对那些需要降低运输成本的企业主来说。此成本取决于各地汽油和电力的性价比，譬如在许多地方，电动车行驶每英里的成本约为1~2美分，而燃油车辆每英里的成本则相当于其10倍。这对于企业车队尤为重要。

基础设施是电动车未来的关键所在。去年，中国建设了约16000个充电站，中国政府的目标是到2015年建设40万个充电站。美国目前也有1万多个充电点可用；而在欧洲，2011年就有2万多个充电站，到2015年这个数字将超过34万。为什么许多国家都在积极加快充电站的建设？因为只有普及充电设施才能使电动车用户放心使用，从而提高电动车的使用率。



电动车还可缓解能源网高峰用电的矛盾。许多人都会避开用电高峰期选择在夜间充电，这在一定程度上更便于能源管理。

私营部门为电动出行提供产品、技术和充电装置；公共部门则率先发展基础设施，通过退税、税收优惠和其他激励措施促进需求。

Electric cars reduce carbon footprint. “Zero Emission Vehicles” and “Clean Energy Generation” are both necessary to achieve the goal of reducing carbon footprint.

As the grid gets cleaner, so do EVs. EVs get closer and closer to “carbon neutral” as countries increase the percentage of clean energy in the grid.



EVs are also economical – particularly for business owners who need to reduce transportation costs. It depends on the local cost of gasoline vs. electricity, but in many places it costs about 1-2 cents per mile to operate an EV, compared to as much as 10 times that for a gasoline car. This is important for company fleets.

Infrastructure is key for the future of EVs. China built about 16,000 charge stations last year. The Chinese Government’s goal is to have 400,000 charging points by 2015; In the United States, more than 10,000 public charge points are available; And in Europe, more than 20,000 were available in 2011 and it will be more than 340,000 in 2015. Why are countries adding charging points? Because making charging ubiquitous gives drivers peace of mind and accelerates EV adoption.

EVs can also reduce inconsistency in the energy grid. Most people charge cars at night, not at peak demand time. In some ways this makes energy management easier.

The private sector provides products and technologies for electric mobility and its charging devices. The public sector is taking the lead in developing infrastructure and promoting demand through rebates, tax benefits and other incentives.



开发电动出行市场： 趋势、问题和机遇

Perspectives for Developing the Electric Mobility Market: Trends, Issues and Opportunities

美国纽约蓝色凤凰公司首席执行官兼首席商品策略师 约翰·利卡塔先生
Mr. John Licata, CEO and Chief Commodity Strategist, Blue Phoenix Inc, New York, United States



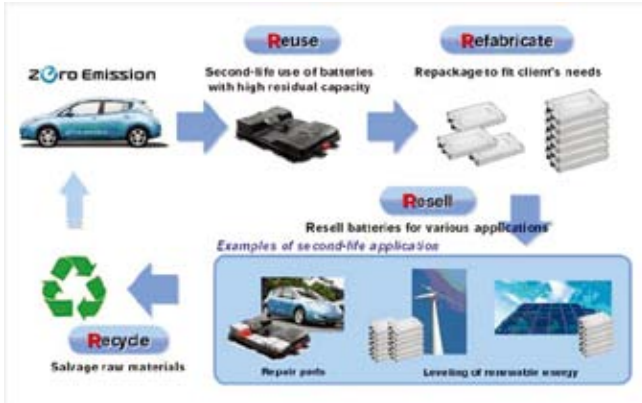
消费者对电动车的 使用和可行性的看法

Electric Cars -The Views of Consumers on the Use and Viability

美国 - 巴西德勤会计师事务所企业融资合伙人 里卡多·德·卡瓦略先生
Mr. Ricardo de Carvalho, Corporate Finance Partner, Deloitte LLP Consultants, United States / Brazil

可持续发展始于能源运输的有效管理。谈到电动车基础设施解决方案，要发展电动出行就需要发展智能电网，因为这样可以降低运营成本。作为智能电网时代的公民，电动车司机可运用实时数据决定何时、多久以及以什么速率进行充电。

说到电动出行，消费者关注的是其便利性，因此，这将促进一个无线感应充电时代的到来。



Sustainability begins with energy transportation management. Getting connected with EV infrastructure solutions, electric mobility growth needs smart grid advancement which will keep operational costs down. As smart-grid citizens, EV drivers can use real-time data to determine when, for how long, and at what rate the battery should recharge.

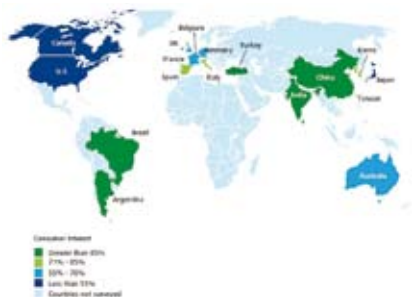
Consumers want convenience when it comes to electric mobility which will bring in the era of wireless inductive charging as well.



Getting Connected with EV Infrastructure Solutions



近年来，随着油价的增长和人们对环境的日益关注，全球消费者对电动车的兴趣逐渐增强。因此，消费者正在寻找一种更实惠，更“绿色”，同时又具备传统汽车性能的出行方式。



接受电动车调查的受访者普遍关注政府的激励措施以及电动车的充电成本。他们同时表示，就质量、能源效率、剩余价值和安全而言，电动车更具优势。

74%的受访者反馈汽车每日平均行驶里程低于80公里（工作日期间上下班通勤）。70%的人认为，首要的一点是电动车必须能够每日行驶320公里（涉及电池寿命问题），他们才可能考虑购买电动车。

充电方便和每次充电后的行驶里程也是影响电动车购买的决定因素。就充电地点而言，93%的受访者表示在家充电很重要或极其重要。

购买电动车与否取决于其成本。购买价格和充电成本应该和传统汽车接近。在那些考虑购买电动车受访者中，64%的受访者及正在考虑购买电动车的人期待电动车的价格能和传统汽车的价格一样或更低一些。

巴西的大部分受访者表示，比起传统汽车来，电动车更具优势；其中88%的人认为电动车更具环保效益，而66%则认为其技术更先进。

如果汽油的价格每升提高4.3巴西雷亚尔（约2美元），消费者更可能会使用电动车。

In recent years, however, with the rise in oil prices and growing concerns about the environment, the interest in EVs has increased worldwide. Consumers are looking for a transportation alternative that is cheaper and “greener” while having the same performance of a traditional car.

The respondents who were surveyed on Electric Vehicle are sensitive to government incentives and the cost of charging/recharging the car. They also say that an EV is better in terms of quality, fuel efficiency, residual value and safety.

The average distance travelled by car for around 74 percent of respondents is lower than 80 km/day (on business days, travelling to and from work). For 70 percent of the sample, firstly an EV must be capable of travelling 320 km (battery life) and then they would start thinking of the possibility of buying this type of car.

Easy charging and travelling capacity per charge are also factors that influence the purchase decision. As regards the site where such recharge should be made, 93 percent consider the practicality of recharging an EV at home as important or extremely important.

Purchase of an EV is contingent to its costs. The purchase price and the charging costs should be the same or very close to those of traditional vehicles. 64 percent, also among those who would consider buying an EV, expect to pay for an EV the same price of a traditional vehicle* or even less.



Most of the Brazilian respondents think that the EVs are better than the traditional cars in the following aspects: environmental impacts (88%) and technology (66%).

If the price of gasoline increases to more than R\$4.30 per liter, consumers would be more likely to using an electric vehicle.



可持续交通语境下的汽车创新、 电动车辆和交通概念

Automotive Innovations, Electric Vehicles and
Mobility Concepts for Sustainable Transport

巴西圣保罗宝马公司总裁 亨宁·多恩布什先生
Mr. Henning Dornbusch, President, BMW, Sao Paulo, Brazil

对我们来说，个人出行的未来涉及两条既有区别又互
补的途径，即进化与革新。

电力传动极具动态特征，非常敏捷、高效，并且是零排放。
这开启了一个崭新的高质量的驱动体验时代，并具有强大的
竞争优势。

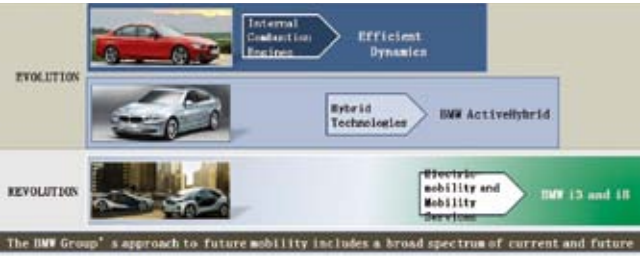
可持续性决定了产品的生命周期，因此，我们需要考量电
动出行的整体价值链。

车身使用的碳纤维复合材料极具优势，将有利于可持续行
的发展。

就个体出行而言，消费者需求呈现“重使用而轻保有”
的趋势。

For us, the future of individual mobility involves two distinct
and complementary tracks: evolution and revolution.

E-Drives are very dynamic and agile, highly efficient and boast



zero local emission. And it opens up a new, high-quality drive
train experience and offers a strong competitive advantage.

Sustainability defines the product life cycle and we need take into
account the entire value chain.

CFRP is a stand-out material for use in car bodies and will
contribute much to the sustainable mobility.

Regarding individual mobility, customer needs are expanding with
trend towards “usage instead of ownership” emerging in the field
of mobility.



印度——世界上最令人兴奋的 电动车市场之一

India – One of the World’s Most Exciting EV Markets

印度马辛德拉公司特殊商务计划副总经理 努帕姆·巴塔查尔吉先生
Mr. Anupam Bhattacharjee, Electric Mobility Expert, Mahindra & Mahindra (Reva
Electric Cars), Mumbai, India

在印度，51% 的污染来源于交通，而市区的交通污
染则高达 75%~80%。印度将成为世界最活跃的电
动车市场之一。

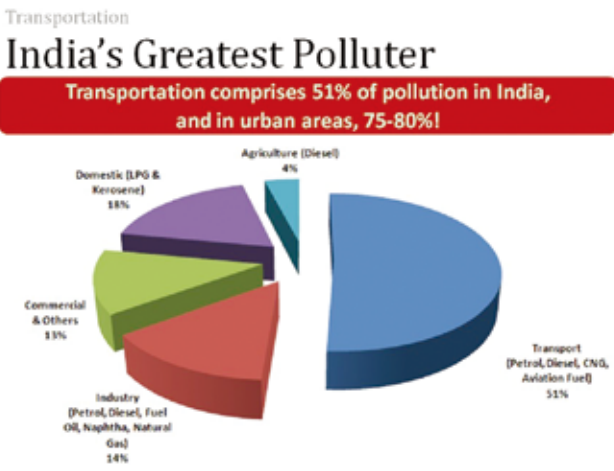
电动车可解决两大问题，即气候变化与能源安全。不
管其能源来源于何处，电动车可绝对降低整体能耗和
排放量。

对于电动车发展，印度政府采取了坚定明确、高瞻远瞩的
措施，如成立“国家电动出行任务小组”，推广电动出行
和生产电动车等。

出租车市场为电动车的发展创造了巨大潜力。

印度研制了第一台商业性电池再生装置，这可以用于长距
离的租用服务。

见人之所见，想人之所未想。



Transportation comprises 51% of pollution in India, and in
urban areas, 75-80%! India will be one of the world's most
exciting EV markets.

EV solves two major issues: climate change and energy security.
It lowers overall energy consumption and emissions, regardless of
source.

Government of India has taken firm and definitive futuristic steps
on EV development, such as formation of National Mission for
Electric Mobility (NCEM), promotion of electric mobility and
manufacturing of electric vehicles, etc.

Taxi market creates much future potential for EVs.

India developed the first commercially available Power
Regeneration Unit (PRU), which can be taken on rent for long
distance travel.

See what others see; think what none thinks.



- Extends range 10 times
- Can be taken on rent for long distance travel
- EMAV, Indiana developed it
- 1st commercially available Power Regeneration Unit (PRU)





电动汽车在城市公共交通中的环境效益——比亚迪示范项目概况

Benefits of Electric Vehicles in Urban Public Transport – Profiles of BYD Demonstration Projects

比亚迪美国公司副总裁 倪宜东先生
Mr. Fred Ni, Vice President, BYD America, Inc, Los Angeles and Washington, D.C.

谈到经济效益，电动汽车是成本最低的解决方案。电动公交车一年可为城市节约 2.88 亿美元，电动出租车则可以节约 3100 万美元。

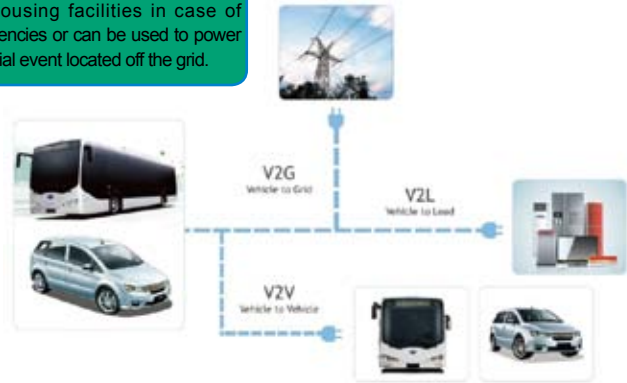
至于环境效益，电动公交车每年可帮助城市降低 200 万吨的碳排放，电动出租车则每年避免 35 万吨的碳排放。

电动公交车和电动出租车有利于创造更加健康的环境。报告指出，比起传统柴油汽车，电动公交车可以节省 50% 到 60% 的运营成本。

电动运输使燃料支出地方化，减少了 62% 的城市车辆排放量。

电动车可灵活使用，在一些没有电网的区域在紧急情况下其电池可为医院、公安局和住宅等电力设备提供电源，以备不时之需。

Allows for flexibility in usage.
May support hospitals, police stations
and housing facilities in case of
emergencies or can be used to power
a special event located off the grid.



As for economic benefits, electric bus is the Lowest Cost Solution! E-bus generates city savings at about \$ 288 million annually and e-taxi, \$31 million annually.

As for environmental benefits, e-bus can help city avoid 2 million tons CO₂ annually; with e-taxi, city avoids 0.35 million tons CO₂ annually.

Both e-bus and e-taxi help create health benefits as well. The report shows that e-bus can save over 50-60% of the cost of traditional diesel bus in the operational level.

Summary of Hong Kong City Savings
Bus + Taxi = \$288 M + \$31 M = \$319 million
~ 95% of the City Transportation Fuel Bill for Foreign Oil

Summary of Pollution Avoidance
Bus + Taxi = 2 M tons + 0.35 M tons
= 2.35 million tons CO₂

62%
of Total City Vehicle Emissions
Can Be Avoided!

Note1: Different fuel types result in different emissions. However, the overall differences in CO₂ emission-per-liter in the fuels listed above are quite small and are not considered for these calculations.
Note2: Total Vehicle Emissions include only bus, taxi and private car, excluding heavy duty truck

Electrified transportation keeps the fuel expenditures local and 62% of total city vehicle emissions can be avoided.

EV allows for flexibility in usage, which may support hospitals, police stations and housing facilities in case of emergencies or can be used to power a special event located off the grid.



关于城市交通使用电动牵引力的规划：巴西技术工程研究院的经验

Planning the Use of Electric Traction for Urban Transport: The Experience of COPPE Institute

里约热内卢联邦大学 COPPE 研究院交通工程计划协调员 马尔西奥·德·阿戈斯托教授
Professor Marcio D'Agosto, Coordinator, Transport Engineering Program, COPPE Institute, Federal University of Rio de Janeiro (UFRJ), Brazil

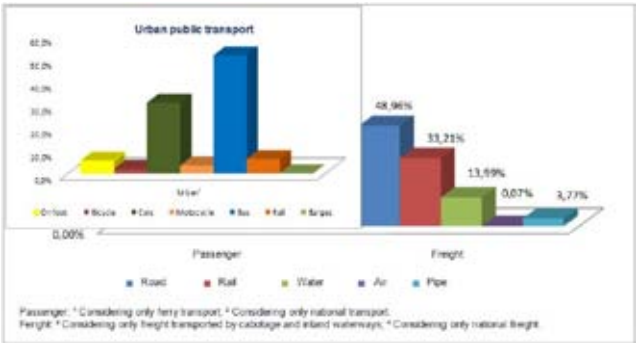
电动车既能降低大气排放（主要是二氧化碳），又利于提高运输行业的供应安全。智能充电利于减少发电站的循环（或避免启动额外的发电机，否则将降低整体效率），同时在电力系统中使各种可再生能源的整合达到最大化。

巴西在城市交通能源使用方面有多种选择，并且正在计划引进电动车。

电动车的使用呈现出一种必然趋势。

EV is the way to both reduce atmospheric emissions (primarily CO₂) and increase supply security of the transportation sector. Smart charging decrease the cycling of the power plants (or avoid additional generator start-ups, which would otherwise decrease the overall efficiency) and is the way to maximize the integration of variable renewable energy in power systems as well.

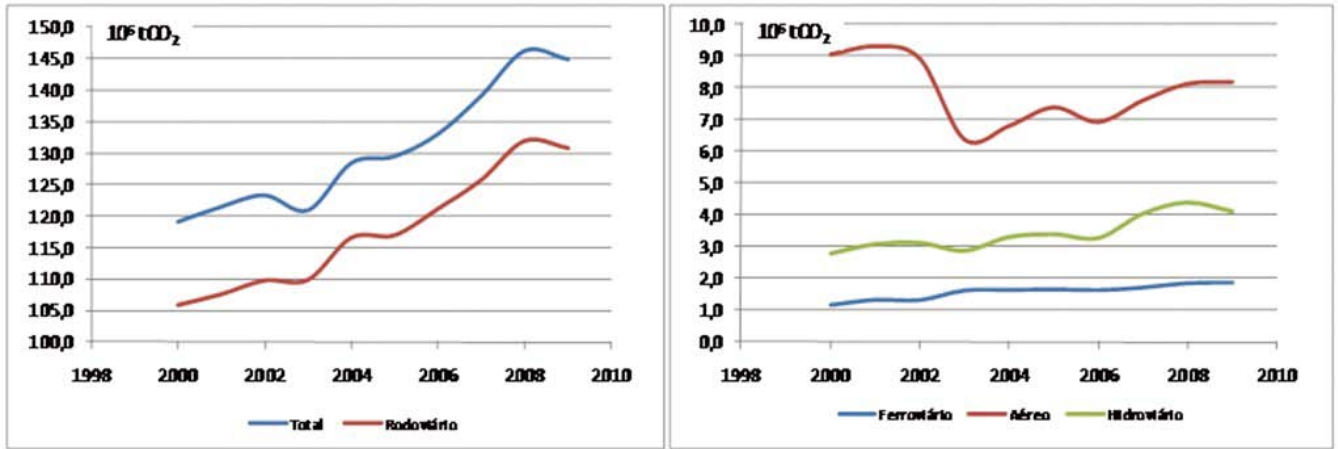
Brazilian Transportation Sector Modal Split



Brazil has many options for roadway urban transport energy sources and is planning the introduction of electric vehicles.

The use of electric traction in road vehicles appears to be an inevitable step to take.

EMISSIONS OF CO₂ AND LOCAL ATMOSPHERIC POLLUTANTS





城市配送车队中使用的电动车： DHL 在美国纽约的“绿化”倡议 DHL GoGreen Initiatives in New York, USA

德国邮政 DHL 公司“绿化”战略项目总监 马克·菲希特纳先生
Mr. Marc Fichtner, Director of Strategic Projects, GoGreen, DHL, Deutsche Post, New York



电动车对密集的驾驶周期中的“最后一公里”的短路程和走走停停的行车最为有利。

关于电动车，快递公司反馈表示：其快速加速和再生制动系统比预期的反应更快；与传统车辆相比，电动车体积更小，更便于在繁忙的城市和往返于装卸码头使用。

由于冬季能源需求量大（如供暖），因此电动车冬季运营的安全系数会降低，并且由于室外温度低，电池的性能也会降低。同时因地方能源的高需求，这要求我们探寻智慧的策略以解决大型车队（20-50 辆以上）的充电问题。

除了成本的挑战，剩下的挑战就是冬季运营以及大型车队专用充电设施的发展。

由于电动车不能缓解城市高密度的交通，所以还要结合其他强制措施以实现可持续的城市交通运输。

电池技术正在进步，但是需要进一步的发展以提高汽车可行行驶里程和减少充电时间、减轻电池重量和降低成本。这些因素将最终决定电动车的未来。

Electric vehicles offer benefits especially in the short and start-stop intensive driving cycles in “Last Mile” delivery.

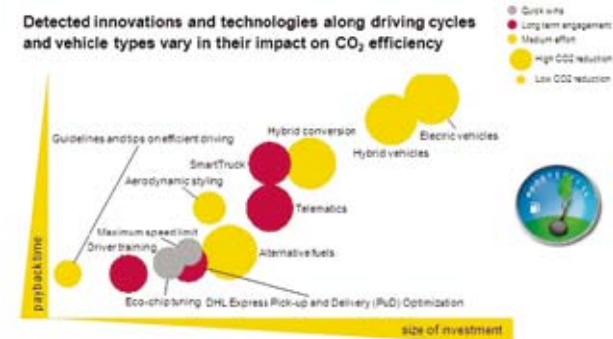
We got feedback from couriers on E-Vehicles that its quick acceleration and the regenerative braking is more responsive than anticipated; and it is easier to navigate around busy city traffic and in and out of shipping docks based on smaller size than conventional vans.

Low range safety margins in winter operations due to high energy demand of auxiliary consumers (e.g. heating) and low battery performance in cold outside temperatures; Demand for intelligent strategies for charging of large vehicle fleets (> 20-50 vehicles) due to high local energy demands.

Remaining challenges besides costs are the implications of winter operations and the development of dedicated charging infrastructure solutions for large fleets.

E-Vehicles do not offer improvements to the challenge of increasing traffic density in urban areas. A combination with additional levers is therefore mandatory for a sustainable city logistic approach.

Battery technology is improving but needs further development on battery technologies to increase driving range and decrease recharging time, weight, and cost. These factors will ultimately determine the future of E-Vehicles.



电动出行的未来 ——综合性电动出行解决方案 The Future of Electric Mobility – Integrated Mobility Solutions

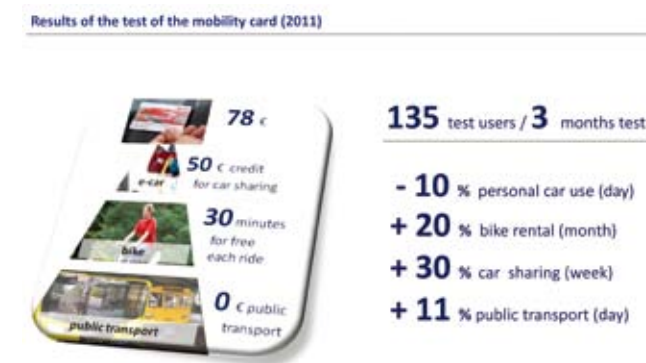
德国柏林工大交通改革和城市出行研究中心高级项目经理 弗兰克·沃尔特先生
Mr. Frank Wolter, Senior Project Manager, InnoZ, Berlin, Germany

电动汽车为城市拼车服务提供了一个极佳的选择。

在德国柏林，我们让 135 名用户体验出行卡 3 个月，结果显示每天私家车使用率降低了 10%，每月自行车租用率增加了 20%，每周拼车率提高了 30%，并且每天公共交通使用率提高了 11%。

未来将是多模式联运，需要系统性的解决办法。因此，城市交通系统的发展需要达到三个方面的一体化，即出行卡、多模式联运的应用和智能电网。

电动出行市场的未来商业模式将包括出行智能卡、出行平台供应商、综合基础设施规划和能源管理。

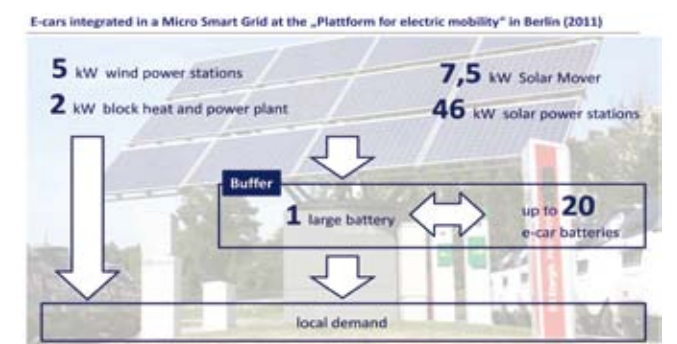


E-cars are a perfect addition for urban car pools.

We tried and tested a mobility card for Berlin by inviting 135 test users for 3 months and the results of this test was that it decreased 10% personal car use per day, increased 20% bike rental per month, improved 30% car sharing per week and increased 11% public transport use per day.

The future is multimodal and needs systemic approaches. Hence, the path of development of urban mobility systems is to achieve the threefold integration of mobility card, multimodal application and smart grid integration.

Upcoming business models in the electric mobility market will include mobility or smart cards, mobility platform provider, integrated infrastructure planning and energy management.





伊泰普跨国公司 电动汽车研发方面的经验

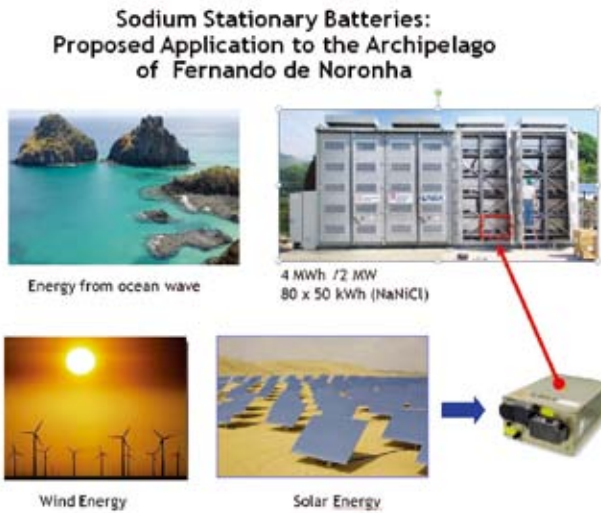
Experience of the Itaipu Binational in Research and Development of Electric Vehicles

伊泰普跨国公司可持续电动出行首席技术官 塞尔索·诺瓦伊斯先生
Mr. Celso Novais, CTO Sustainable Electric Mobility, Itaipu Binational,
Bazil / Paraguay

由于各种问题如气候变化、自然资源枯竭、温室气体等问题的出现，技术的发展以及能源效率的重要性开始凸显，这都为电动车的发展提供了一个新的契机。

在巴西，通过使用电动车我们可以节约相当于伊泰普 8 个发电厂年产量的能源，这些能源现在被转化为热能。

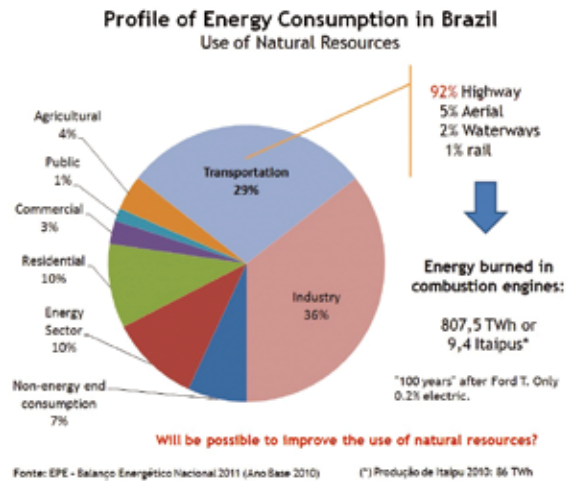
我们提交了一个提案，将会把潮汐能、风能和太阳能等清洁能源应用于电动车的蓄电池。



With the emergence of climatic change, limitation of natural resources, greenhouse gases, technological development and the importance of energy efficiency, it appears a new conjuncture for the development of electric vehicles.

In Brazil, we could save energy by using electric cars, equivalent to the production of 8 Itaipu Power Plants per year, which are now converted into heat.

It is proposed that clean energy, such as energy from ocean, wind energy and solar energy, will be applied to the stationary batteries of EVs.



打造可持续未来的创新型 电动车和电动出行新概念

Innovative Electric Vehicles and New Mobility Concepts for a Sustainable Future

西班牙 Hiriko 联合公司国际部部长 戈尔卡·埃斯皮奥·伊多伊亚加
Mr. Gorka Espiau Idoiaga, Head, International Department, Hiriko Consortium,
Vitoria-Gasteiz, Spain

40% 的传统燃油汽车面临停车难的问题，公共交通尚未覆盖整个城市，缺乏弹性灵活的工作时间制，公共交通的“第一英里”和“最后一英里”问题也未得到解决，因而，折叠型的电动车在解决这些问题上起到了关键作用，尤其突出的是：折叠电动车与传统四门轿车的停车率之比为 3.3 比 1。

我们需要在新的可持续语境下重新思考城市出行的含义。城市与公民应该建立有效的对话平台，共同研究可持续出行的市场需求。

“按需出行”系统将为未来新的商业模式提供一种生态系统。



With the problem that 40% of total gasoline use in cars looking for parking; Public transport does not cover the entire city, inconvenient and inflexible schedules; First Mile - Last Mile problem of public transit is not solved, folded electric CityCar will play a key role to deal with these issues. Particularly, folded CityCar VS. Conventional 4-door sedan, the parking ratio is 3.3 to 1.

We need rethink the concept of urban mobility in the new sustainability context.

City and citizen should develop effective dialogues and know the market needs on sustainable mobility.

“Mobility on Demand” systems will generate an ecosystem for new business models to emerge.



电动自行车和三轮车： 可持续城市交通新颖、实惠的解决方案

**Electric Bikes and Trikes:
New and Affordable Solutions for Sustainable Urban Mobility**

巴西电动自行车公司 马尔罗斯·德·索萨先生
Mr. Marlos de Souza, Brazil Electric Bike, Goiania, Goias, Brazil

电动自行车和电动三轮车为城市可持续交通提供了一种新颖、实惠的解决方案。

电动自行车或电动摩托车具有许多优势，如成本低、换挡快、简单而智能、可商用、使用回收材料，适合所有年龄段的人等。电动车有利于创建智能社会，可为可持续交通做出贡献。

电动自行车租赁服务促进了城市绿色出行并改善了交通状况。

我们应该制定相应的法规鼓励电动自行车的广泛使用。



Electric bikes and trikes are the new and affordable solutions for sustainable urban mobility.

E-bike or e-motors is with much more advantages, such as low cost, quick shifts, simply and intelligent, commercial utility, recyclable materials, and for all ages. It creates a smart society, contributing to the sustainable mobility.

E-bike renting stimulates more green mobility in the cities and transit improvement.

We should have appropriate regulations to encourage the wide use of e-bikes.



欧洲火车站 引进电动出行解决方案

Introducing Electric Mobility Options at Railway Stations in Europe

国际铁路联盟（UIC）可持续发展组总经理 让·皮埃尔·卢比努先生
Mr. Jean-Pierre Loubinoux, Director General, International Union of Railways (UIC), Paris, France

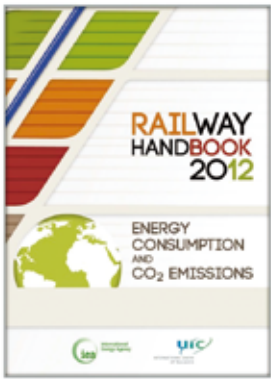
铁路系统与电动出行紧密相关。在欧洲，铁路使用的电力平均 30% 来源于可再生能源。平均来说，铁路系统使用的电力碳强度在不断下降。

在欧洲国家火车站配备智能生态租车服务系统和电动汽车共享的现象非常普遍。

通过生态出行合作伙伴，即欧洲第一个致力于可持续出行的基金，法国投入大量资金进行电动出行的研发；而西班牙正在实施一项利用火车剩余能量的项目。

通过把电动车整合运用到铁路系统中，将为用户提供一种低碳、便捷的解决方案。现在，许多铁路部门都在和电动车供应商合作推广这一方式。

电动车行业人士应该直接与铁路运营商联系以探讨合作机会。国际铁路联盟可帮助他们建立联系并分享其最佳创意。



- > A new report by UIC and the International Energy Agency provides data on energy use and CO2 emissions from railways around the world
- > In Europe, around 80% of rail traffic is performed with electrified trains.
- > Electricity used by railways in Europe is produced with an average of 30% from renewable sources.
- > On average, the carbon intensity of electricity used by railways is constantly decreasing.

- > Many rail operators have arrangements with car rental companies to offer rail customers a vehicle at their destination.
- > A good example is SNCF (France) which offers a combined "train-car" deal to passengers.
- > Using EVs would offer customers a low-carbon door-to-door journey.
- > Some railways are developing this concept.



Railways and electric mobility closely related. Electricity used by railways in Europe is produced with an average of 30% from renewable sources. On average, the carbon intensity of electricity used by railways is constantly decreasing.

EcoRent with smart system and EV Car-Sharing at rail stations are quite popular in European counties.

Through Ecomobility Partners, the first European investment fund dedicated to sustainable mobility, France has invested a lot in e-mobility research and development; and Spain is carrying out a project to use surplus energy from trains as well.

Integrating EVs to a rail journey can offer customers a low-carbon door-to-door solution, and many railways are cooperating with EV suppliers to promote this approach.

EV industry colleagues should contact railway operators directly to discuss opportunities. UIC can help make these connections, and share good ideas.



发展现代化电网和电动汽车 以创新技术支持可持续出行

Innovations to Support Sustainable Mobility through the Modernization of Power Grid and Electric Vehicles

西门子（美国纽约）基础设施和城市交通与流通部首席技术顾问 彼得·托雷利亚斯先生
Mr. Peter Torrellas, Chief Technical Advisor, Siemens, Infrastructure and Cities
Mobility and Logistics Division, New York, United States

全球 73% 的城市专家把基础设施建设看成是决定未来的三大重要任务之一，因此，智能充电设施是电动车未来的关键因素之一。

绿色城市的成功要素之一是通过发展电动车运输降低二氧化碳的排放。

“充电点网络”为电动运输提供了一套强大的软件和支持服务。

未来连接电动车的智能电网将可优化能源，提高电网的稳定性。

73% of global city experts see infrastructure as top three priorities for the future, therefore, smart EV charging infrastructure is one of the key factors for EV future.

The success factors for green cities mainly lie in the reduction of CO₂ by developing electric transportation.

ChargePoint Network Provides a Robust Suite of Software and Support Services for EV transport.

The smart grid of tomorrow with connected EVs answers to optimize renewable energy sources and promote grid stability.



- Urban population will double to 6 billion worldwide by 2050
- Cities already account for over 2/3 of global energy consumption
- 73% of global city experts see infrastructure as top three priorities for the future

No "green model city" exists today



如何让更智能的 电网带来更智能的交通

How a Smarter Grid Enables Smarter Mobility

施耐德电气巴西公司总裁 塔尼亚·康逊迪诺女士
Ms. Tania Cosentino, President, Schneider Electric Brazil

我们需要提高电力需求，减少二氧化碳排放量，减少对现有网络的约束，加快技术的可用性，推广积极的政府政策，争取积极的终端用户，最终才能实现智能电网。

建立综合性智慧城市平台，优化城市运营，提高城市效率。我们需要一个综合的城市管理平台，这个平台要整合智能能源系统、智能交通系统、智能水系统、智能公共服务系统和智能建筑系统，使之成为一个相互关联的有机体。

我们可以通过合作提高城市效率：城市现在能节约高达 30% 的能源，减少 15% 的水资源浪费，降低 20% 的出行延误时间，及其他间接效益。

为优化充电服务系统，我们可以采取如下措施：避开高峰期、使用可再生能源、加强充电站、建筑和家庭等的充电设施建设，使这些地方都与电网相连接。

城市需要变得更有效、更持续、更宜居才会变得更智慧。要达到这个目标，我们需要综合型的管理平台和控制中心。

只有发展智能电网，我们才能迎来一个电动车时代。最终使城市出行向智慧出行转变，我们需要协作并寻找真正促进公众出行的解决方案。而通过更好的信息共享和互通，这个目标最终才能实现。

We need increase electricity demand, reduce CO₂ emissions, decrease constraints on existing networks, accelerate technology availability, promote active government policies and get active end-users, with which we can make the smart grid happen.

Towards an integrated SmartCity platform to optimize city operation and efficiency, the integrated city management platform need be established, which is interrelated with smart energy systems, smart mobility systems, smart water systems, smart public services systems and smart buildings systems.

We deliver urban efficiency through collaboration: cities can now achieve up to 30% energy savings; reduce water losses by up to 15%; reduce travel time and traffic delays by up to 20%; and deliver indirect benefits.

We should optimize charging by avoiding peak times and favoring renewable energy, through charging management systems in charging stations, buildings & homes, all connected to the grid.

Cities need to become smarter by becoming more efficient, more sustainable and more liveable. To achieve this aim, we need integrated management platform and control center(s).

To create an era for EVs, we need develop smarter grid. To finally transform from urban mobility to smart mobility, we need collaborate and find solutions that really facilitate citizen mobility which can be done through better information and interoperability.





关于建设资源节约型城市的 全球新倡议

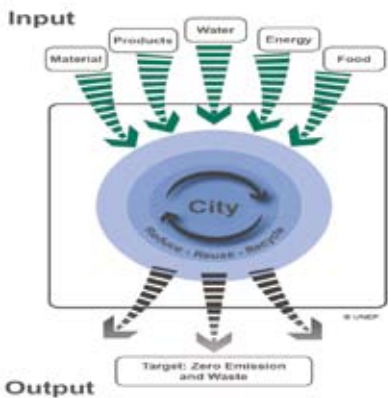
New Global Initiative for Resource Efficient Cities

联合国环境署可持续消费和生产部部长 阿拉布·霍巴拉
Arab Hoballah, Chief of Sustainable Consumption and Production UNEP/DTIE

快速而无计划的城市化是不可持续的。在未来的几十年里，它会加剧气候变化和生态系统管理的挑战。而新的、资源节约型的城市化道路将为可持续产品创造市场。联合国可持续发展大会对于强化城市功能的政治承诺可为城市提供支持，并鼓励城市采取更可持续的行动。

联合国环境规划署发出建设资源节约型城市的全球新倡议，目的是要提高城市特别是快速增长的发展中国家城市的生活质量，同时尽量减少资源开采、能源消耗和废弃物的产生，并保障生态系统服务。

有鉴于此，我们要采取的方法是慎重对待材料、产品、水、能源、食品的使用和输入，通过降低、重新使用和循环利用的方式实现零排放和零废弃物。全球新倡议包括开发研究议程、提供支持框架、建立网络平台等环节。我们接下来的步骤包括：2012 年，筹备工作，并在联合国可持续发展大会期间推出建设资源节约型城市的全球新倡议（GI-REC）；2012 至 2013 年，在大约 300 个城市进行一项调查；2013 年，开始实施 GI-REC；2013-2014 开发研究议程并建立网络平台；2015 年，继而与合作城市和其他合作伙伴一起开发城市资源碳足迹测评系统，以实现资源节约型城市的目标。



Rapid and unplanned urbanization is unsustainable. In the next few decades, it will exacerbate climate change challenges & ecosystem management. However, Urbanization on a new, resource-efficient path will create markets for sustainable products; Political commitments at Rio+20 for strengthening role of cities can build support for cities & encourage them to act more sustainably.

UNEP conduct a Global Initiative for Resource Efficient Cities in order 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, and while safeguarding ecosystem services.

Under this context, the approach would consider the use and input of material, products, water, energy food through reducing, reusing and recycling to achieve zero emission and waste. The Components of the Global Initiative include Research agenda, Enabling Framework, Network Platform. And our next steps include: 2012, Preparatory work and launch of GI-REC Rio+20, 2012-2013, Undertaking a survey of about 300 cities;2013, Operationalize the GI-REC; 2013-2014, Develop the research agenda and Establish Network Platform; 2015, Leading to the development of a resource footprint of cities together with partner cities and partners towards more resource efficient cities.

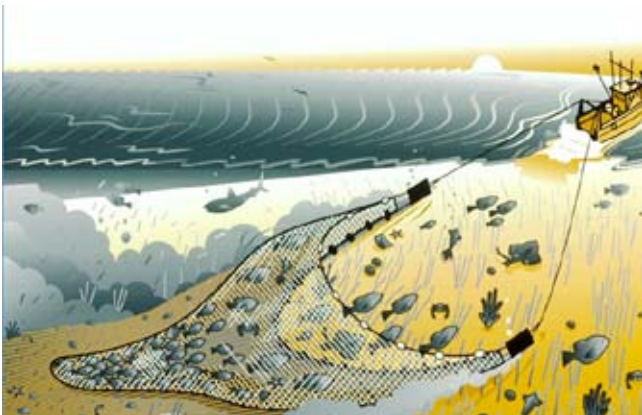


沿海城市的 可持续人居环境

Sustainable Human Settlements in Coastal Cities

联合国秘书长助理，联合国上海世博会总干事 阿瓦尼·贝楠博士
Dr. Awni Behnam, Assistant Secretary General, UN Commissioner General, Shanghai Expo

人类为其自身的生存，长久以来忽视了海洋的健康。新兴全球性挑战间的相互联系迫使政策层面的改变，它意味着人类需要适应同海洋共存，从海洋的索取的过程中建立可持续发展关系。这样的关系应被理解为两个截然相反方向的合作，既利用了海洋丰富的物质和服务资源，同时减缓并适应出现在人类繁荣和福祉面前的海洋危机。“蓝色经济”模式是一个治理海洋和城市的综合方法，它围绕着人的需求出发。



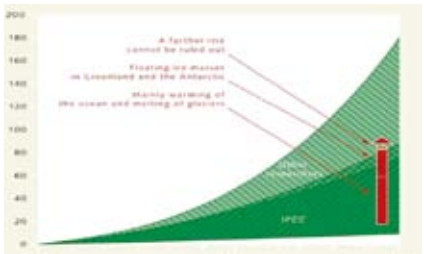
目前正在解决的最直接的两大挑战是：第一，气候变化以及气候变化导致海平面上升对沿海地区人居环境的影响。第二，保护人类免受极端气候和包括海啸在内的自然灾害的威胁。显然，这需要改变思维定势和管理工具，包括减缓和适应气候变化的措施，以及未来人们对海洋的利用与节约、自然资源和人力资源保护的态度和行为的改变。

以繁荣和可持续的方式同海洋共存，从海洋中获取，是所有利益相关者们多维度、却相互依存的责任。发展中国家需要对科学研究和知识共享进行合作，也许这是他们的最薄弱环节，需要加强能力建设。光靠科学和技术也不能解决问题，大众集体意识的觉醒才是解决之道。

Human have heavy legacy of neglecting the health of the ocean. The interconnectedness of emerging global challenges is forcing a policy dimension change, which means humans have to adapt to living with the ocean, and from the ocean, in a sustainable relationship. This relationship is to be understood as an incorporation of two opposing directions; that of making sustainable use of the abundant goods and services of the ocean, as well as the mitigation and adaption to dangers the ocean presents to prosperity and human well-being. The blue economy paradigm is an integrated approach to the governance of the ocean and urban interface, revolving around the human dimension.

The two most immediate challenges that are being addressed are first the major impact of climate change and the consequence of sea-level rise to human settlements in the coastal zones. (The Secretary General of the United Nations recalled in his message Of 3 October 2011 that sixty million people live within one meter of the sea level) .The second challenge is the need for protection of human life and property from extreme weather and natural hazards including Tsunamis . Clearly this calls for a changed mind set and governance tools including mitigation and adaptation measures, as well as behavioral change both in terms of attitude towards ocean use and conservation and protection of natural and human resources, for a way forward.

Living with ocean and from the ocean in prosperity and sustainably is a multi-dimensional and interdependent responsibility of all stake holders. While there is a need for collaborative scientific research and knowledge sharing, developing countries, perhaps the most disadvantaged, will require intensified capacity building. Science and technology alone cannot solve the problem while raising awareness at the community level is part of the solution.





关乎新型城市规划和紧凑型城市的电动出行

New Urban Planning and Design and Compact Cities in Relation to Electric Mobility

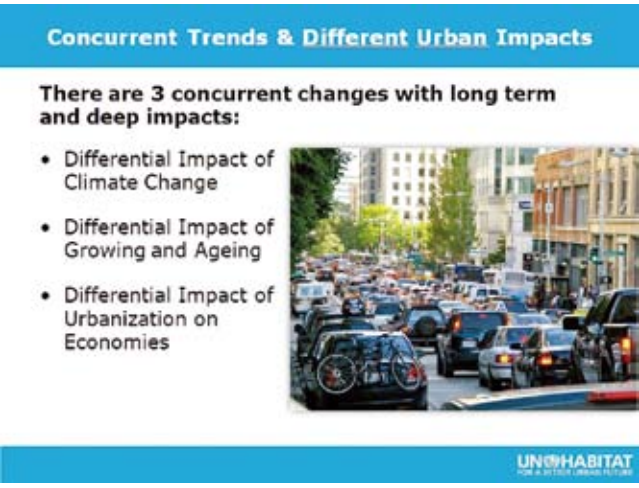
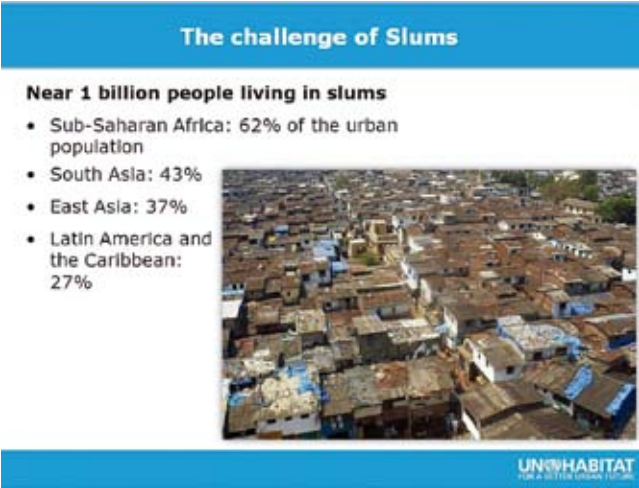
联合国人类住区规划署城市基本服务司协调员 安德列·狄克斯
Andre Dzikus, Programme Manager, United Nations Human Settlements Programme (UN-HABITAT)

当前的趋势显示出气候变化和城市化对世界不同经济体产生了不同的影响。发达国家的城市是二氧化碳排放的主要源头。这些城市的人口结构在发生变化，面临的挑战包括人口增长，人口老龄化，日益增长的养老服务开支，以及日益加剧的不平等。并且，在这些城市里，越来越多的年轻人失业，而城市也面临着由福利服务支出带来的金融危机。

与此相反，气候变化给发展中国家的城市带来另一种挑战。

The concurrent trends reveal differential impact of climate change and of urbanisation on economies of the world. The Cities of the developed nations are sources of high level emission of CO₂. These cities are also facing a demographic shift. They are facing the challenge of an aging population, growing cost of old age services and also growing inequality. There is also growing youth unemployment and the cities are also undergoing financial crisis of the welfare services.

On the contrary, cities in the developing world are having a different kind of challenge due to the climate change.



高速度的城市化进程，低水平的工业化程度，导致了地方性城市贫困，其表现是贫民窟的形成，以及对非正式低价值经济的依赖。十九世纪的城市化模式是由卫生运动推动的，主要关注的是水和卫生设施，排水和空气质量。随着汽车的成功发明，二十世纪模式表现为现代城市运动。

不幸的是，二十世纪模式带来难以预料后果便是，城市规划的语境完全丧失，文化认同和城市价值的损失，到处都是千篇一律的形式、高能耗、高度依赖汽车出行，以及被隔离的市区、增长不均衡和日益增长的幸福负指数。

然而，在联合国人居署我们却看到了一线希望，我们发现有些事情正在转变。新理念正在涌现，城市规划的新概念、开放的空间和创意城市层出不穷。

发展中国家城市的未来将取决于能否以智慧和快捷的方法应对城市化的挑战，解决 30 亿新增人口带来的问题，创造更加公平、包容、可持续、安全和繁荣的国家。

城市交通运输是城市繁荣的根本支柱。由于交通质量包括行人和交通基础设施的改善，出行便利性的增强，它确实对贫民区和棚户区融入城市格局起到了催化剂作用。

激励人们使用绿色交通比以往任何时候都更重要，战略性城市区域规划必须提供人居环境模式，以免落入非可持续出行的窠臼。



High rates of urbanization with low level of industrialization are resulting into endemic urban poverty, manifested as slum formation and resort to informal low value economy. The XIX century model of urbanization was driven by the hygiene movement. The main attention was given to water and sanitation, drainage and air quality. With the success of the car, the XX century model represented modern city movement.

Unfortunately the unexpected consequences of this XXth century model have been a complete loss of the grammar of urban planning, loss of cultural identity and urban values, similarities of forms everywhere, high consumption of energy, very high mobility demand, socially segregated city, inequality in growth and growing unhappiness about the city.

However, in UN-HABITAT we are visualising a silver lining as we find that something is moving. New ideas are developing. New concepts of urban planning, open spaces and the creative city are emerging.

The future of cities in the developing world will hinge on meeting these urbanisation challenges being handled with the wisdom and alacrity needed to deal with over 3 billion additional people and create a more equitable, inclusive, sustainable, secure and prosperous nations.

Urban mobility is an essential facilitator that underpins the prosperity of cities. Increased mobility brought about by improved mobility including pedestrian and transport infrastructure does play a catalytic role in integrating slums and squatter settlements into the urban fabric.

Real alternatives – and incentives to use them – are more important than ever. Strategic city-region planning must provide settlement patterns before they lock in more unsustainable mobility patterns.



建设可持续城市 实现我们期待的未来

——国际人居环境范例新城（IGMC）项目倡议简介

Build Sustainable Cities; Achieve the Future We Want
—Introduction to the Initiative of International Green Model City (IGMC)

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

为了更好地应对气候变化，推动低碳城市建设，探索可持续新型城镇化模式，实现我们所期待的未来，全球人居环境论坛（GFHS）于2011年4月在联合国总部发起了国际人居环境范例新城（IGMC）项目倡议，这是一个集产业、商务、休闲和居住为一体的低碳城镇项目。

IGMC 项目倡议得到了联合国环境规划署（UNEP）等许多国际组织、政府机构、科研机构及专家学者的大力支持，并被确定为高起点的低碳城镇建设试点项目，其主要特点是低碳城镇建设与绿色经济相结合、与民族文化和地缘文化结合。同时，IGMC 也是积极贯彻联合国可持续发展大会（Rio+20）宗旨和目标的实际行动，以区域性的开拓创新迎接全球可持续发展的新纪元。

GFHS 和 UNEP 合作，邀请世界上 50 多位知名专家参与，制定了一整套的 IGMC 标准指数。IGMC 标准核心是十二项基本原则，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



of the goals and objectives of United Nations Conference on Sustainable Development (Rio+20), a regional innovation to usher in a new era of global sustainable development.

GFHS and UNEP cooperated together to invite over 50 well-known experts all around the world to participate in formulating a whole set of IGMC standard index. The IGMC Standards at the core consist of twelve principles, namely, 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, which include all elements necessary for building a green city. Not only do they regulate the hardware of the future sustainable human settlements but also they can direct the residents and commercial institutions to automatically form green low carbon lifestyle and mode of production through the construction of ecological civilization and community culture.

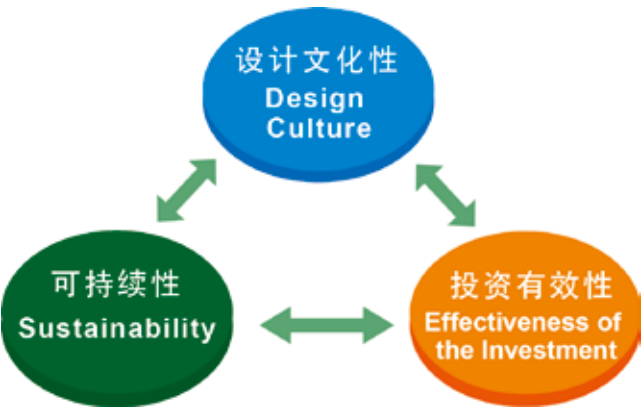
In IGMC much importance is attached to green mobility. The TOD development mode and the mixed-use community planning and design pattern are advocated. Public transportation priority is sustained. New energy vehicles are promoted. Walking and bicycling are encouraged and citizens' reliance on private cars will be cut down. Carbon emissions will be reduced, and residents' health will be improved.

The world's first IGMC Pilot Project has been settled in Guiyang city, Guizhou Province, China, which is anticipated to be launched within this year.

色经济、绿色生活、和谐社会、可持续的文化与遗产、智慧社区等构筑绿色城市全方位的要素，它们不仅规范了未来可持续人居环境的硬件设施，而且还通过构建生态文明和社区文化，引导居民和商业机构自觉形成绿色低碳的生活方式和生产方式。

IGMC 重视绿色出行，采用 TOD 开发模式和社区混合用途规划设计模式，倡导公交优先，积极推广新能源汽车，鼓励步行和骑自行车出行，减少对私人轿车的依赖，减少碳排放，改善居民健康状况。

全球首个 IGMC 试点项目目前已落户中国贵阳市，年内将正式启动。



The IGMC Project comes into being with the purpose of better responding to climate change, promoting low-carbon city building, and exploring new models for sustainable urbanization. IGMC is launched by GFHS at the headquarters of the United Nations in April 2011. It has become a low carbon city project combining with industry, business, leisure and settlements.

With the support of UNEP and many other international organizations, governments, research institutions as well as experts and academics, IGMC has become a pilot project of low-carbon city building with high starting point. It mainly features in combining low-carbon city building with green economy, with national culture and geoculture. IGMC is also an implementation



国际生态城市框架和标准与绿色出行

International Eco-City Framework & Standards (IEFS) and Green Mobility

生态城市建设者协会主席 理查德·瑞吉斯特
Richard Register, President of EcoCity Builders

正如大家所知，气候变化正在发生并日益加剧。导致气候变化的最大媒介及地球上一切常态演进式发展模式的破坏根源就是我们目前正在建设的这种城市。那么它究竟是什么？实质上就是我们的汽车、分散化的发展和道路的无序延伸，以及推动整个系统运转的廉价能源。大约 95% 的人口居住在城市、城镇和乡村，即建成环境。作为过去 100 多年发展起来的建成环境不可或缺的组成部分就是汽车。实际上，从某种意义上来说现代城市的格局是围绕汽车的空间和速度需要而设计的，而不是按人的需要而设计的。此处如图所示，是几年前巴黎的交通拥堵情景……

《国际生态城市框架和标准》是帮助城市向生态城市转化的一套系统。环境和社会健康措施和其他标准体系一样都包含在内，另外还包括了设计的参数要求，即“就近原则”。



As most of us know by now, climate change is happening and accelerating.

The greatest agent of climate change and destruction of normal evolutionary patterns on Earth of all: the kind of city we are presently building. But what is it? Literally it is our cars, scattered development, paving and cheap energy to animate the whole system. Around 95% of humanity live in cities, towns and villages: the built environment. An integral part of that build environment as it has grown up over the last 100 years: cars. In fact, in many senses the modern city has been laid out and designed around the physical needs and speeds of cars, not people. Here pictured, a traffic jam in Paris some years ago...

The International Ecocity Framework and Standards is a system that seeks to assist cities in transforming into ecocities. Measures of environmental and social health are covered as in many other systems of standards. But in addition the design parameter – “access by proximity



《框架和标准》的关键是理解就近原则的重要性，即让城市的各种功能性建筑都在人们步行或骑自行车即可方便到达的距离之内。如果城市为汽车而设计将会引发诸多生态和社会的负面后果。时代呼唤我们建设“先人后车”的城市。

《框架和标准》强调了生物多样性的重要意义，他表示：生态所要求的生物多样性承载着生态的完整性。生态所要求的生物多样性意味着生态经济学是处于首要位置——人类系统是建立在自然系统之上的，如果我们虐待自然，我们就会以毁灭而告终。

他随后提到，《框架和标准》中强调的城市有轨电车为每位乘客提供了一种非常节能、节约土地的出行方式。而设计精致巧妙的电动自行车为人们提供了更多的选择。在年轻人当中，骑自行车主要是为了好玩，它非常流行，而且能为实现生态城市发挥长效作用。

生态城市是解决气候变化、石油峰值、农业土壤流失、物种灭绝、交通系统瘫痪等重大问题最富有潜力、最有效的解决方案。我们大家都能为生态城市建设贡献自己的力量！

Key to the Framework and Standards is understanding the importance of bringing features of the city close together to be much more in the walking or bicycling distance of the human body. Cities have been designed far too much around cars and hence many ecological and social negative consequences. Time for the city of people first.

Framework and Standards attached great importance on Biodiversity, he said that Ecological Imperatives Biodiversity Carrying Capacity Ecological Integrity

Ecological imperatives means ecological economics are primary – human systems are built on nature’s. We abuse nature to our own eventual destruction.

Then he mentioned that inside cities streetcars emphasized in Framework and Standards are a very energy and land efficient form of transportation per person served. There are electric bicycles for personal transport in many intriguing and ingenious designs. And bicycles largely just for fun, making them popular among young people, will go a long way to encouraging ecocities. Wind power can work for water bourne transportation between cities.

In closing, he said that ecocities are the largest and most potentially effective means to solving our largest problems such as climate change, peak oil, loss of agricultural land, species extinctions, death in the transportation system and on and on. You can help build them!



地方化的绿色出行 最佳范例及借鉴

Localized Green Mobility: Best Practices and Inspiration

地方环境行动国际委员会亚洲部协调员、南亚部执行理事 艾曼尼·库马尔
Emani Kumar, Coordinator for ICLEI Asia and the Executive Director for ICLEI South Asia

绿色出行是指在城市提倡以步行和自行车出行代替依赖化石能源为动力的出行方式，并弘扬“人动而非车动”的出行理念。

ICLEI 目前正通过推行其绿色出行的倡议弘扬上述理念。ICLEI 的绿色出行理念指的是开创短途出行不用机动车辆的城市交通模式，以保证城市的空气清洁、城市的道路在安全和环保的前提下让自行车、行人、公交车和小汽车各行其道，有序分享基础设施。此外，绿色出行方式可使城市居民免受年龄、社会地位或出行方式的歧视。实现绿色出行方式需要做以下四个方面的努力：第一、避免过度使用机动车辆；第二、不可持续出行方式向可持续出行方式过渡；第三、统筹管理城市与城市间现有的各种交通方式；第四、用新视角来看待现有的交通模式。同时，目前各式各样的交通工具虽然仍可使用，但在使用这些交通工具时要遵循一定的原则：比如避免其进一步增长、加强公共交通网络建设、在物理层面整合各种出行模式，使用统一价体系，做到一票通全市，使传统交通工具呈现新面貌，赋予新价值。

曾排名印度污染之首的阿默达巴德，自 2009 年成功引入快速公交系统以来，城市污染情况得到很大改善。德国的弗莱堡素以自行车而闻名，也堪称绿色出行的模范城市。

Ahmedabad, India:

Ranked in 2001 as the most polluted city in India, Ahmedabad became the first city in India to operate a full Bus Rapid Transit (BRT) system in 2009.

The success of the system led to the city being awarded the Sustainable Transport Award by the Institute for Transport and Development Policy (ITDP) and brought Ahmedabad down to the 51st most polluted city in India!



Green Mobility refers to promoting walking and cycling in cities, encouraging modes not dependent on fossil fuel for operation and promoting concept of “moving people than vehicles”

Now, ICLEI is promoting these values above through its ecomobility initiatives. What ICLEI’s ecomobility is about creating cities where a short trip can be fulfilled without using a motorized mode and it aims to create cities where the air is clean and the road is shared by bicycles, pedestrians, buses and cars in a safe and environmentally friendly way. What’s more, Ecomobility creates cities that do not discriminate its people based on their age, social status or means of transport. There are four steps to finish the path to Ecomobility. The first is to avoid excessive motorized vehicle use, the second is to shift from unsustainable modes of travel to more sustainable means, the third is to integrate the various transportation modes available in a city to city and the last one is to give a new perspective to existing transport modes. Meanwhile, the various tools are as well available, there are still some principles we have to follow though, like, avoiding smart growth, increasing the net work of public transport, allocating all the modes in a city and the modes must be integrated at a physical level, applying fare level so that one ticket serves all modes and giving traditional transport options a new face and new value.

Ahmedabad which is used to be the most polluted city in India its condition of pollution has improved a lot since the bus rapid transit(BRT) system was led to. Freiburg in Germany which is famous for its bicycles are the examples of ecomobility cities.



洛杉矶地区大力发展公共交通运输系统 实现更低碳、更可持续的出行

Achieving Lower Carbon and more Sustainable Mobility
Alternatives in the Los Angeles Region through Development and
Expansion of Public Transportation Systems

美国加利福利亚洲圣塔莫妮卡市议员 帕姆·奥康纳
Pam O'Connor, Councilmember, City of Santa Monica, California, USA

洛杉矶是美国交通最为拥挤的城市之一，由于车辆的尾气排放，城市有些地方的空气质量也算是最差的了。随着城市规模的不断扩张，在接下来的 30 年里，洛杉矶正面临着如下挑战：新增 300 万人口；需要 150 多万新的工作；人们旅行量增加 30%，旅行模式变得更为多样化和更复杂。

因此，洛杉矶地区目前正努力致力于恢复可行的公共交通系统作为市民出行选项之一，以便能在便利性、出行时间和出行费用等方面与私家车辆相抗衡。

目前的规划中包括地铁、轻轨、公交等相关服务的系统改建方案，这些系统将在下一个十年里建成，它将极大地改进地区交通和地区可持续性。还有正在进行的大型交通系统投资的创新基金方式以及大都会运输署所实行的可持续性政策包括节能和可再生分布式发电工程建设政策。

我们的目的是通过创新的财政举措、政策和项目支持以及可持续发展来增强区域的交通，以实现一个有着更强劲的经济、更健康的社区、以及碳足迹减少的环境，更可持续的洛杉矶地区。



The Los Angeles region is one of the most traffic congested and urban areas in the United States and experiences some of the worst air quality due primarily to vehicle emissions. Over the next 30 years, as the size of Los Angeles is expanding, it will face the challenge of 3 million additional people, 1.5 million more jobs, more than 30 percent increase in trips, increased sprawl & complex travel patterns.

Hence, the Los Angeles region is now working very hard to bring back viable public transportation options that can compete with private use vehicles in terms of convenience, travel time and trip costs.

At present the planned include subway, light rail and bus services system enhancements that will be constructed over the next 10 years, and will create significant additional improvements in regional mobility and regional sustainability, as well as the creative funding approaches that have been adopted to pay for the very large transportation investments that are taking place and the sustainability policy that has been adopted by Metro including policies pertaining to energy efficiency and construction of renewable distributed generation projects.



鉴于此，我们实施了区域性的可持续社区战略，在 2012 年 4 月，南加州采用了整合土地使用和交通的计划，以符合国家温室气体减少标准。主要的策略包括：仅仅把 13% 的资本投资用于高速公路的建设；聚焦在 3% 的土地面积上实现 50% 的经济增长；把单户家庭与多户家庭住宅的比率从 7:3 变成 3:7。其土地使用策略包括：地方政府，把 2/3 的新住宅变成多户家庭单元，专注于建立交通走廊；到 2035 年，将会有 2 倍的家庭将居住在站台附近。以及交通策略：扩充公交站台的数量；把行人道和自行车道投资变成现在的三倍；取代国家和联邦政府的燃油税，实施 VMT（按里程）收费。

同时，我们在当地实施了交通导向型规划，到 2011 年为止，已经建成了 11 个项目：完成了近 3,000 个居住单元，包括 20% 的经济适用房及超过 460,000 平米的零售 / 商业空间；总投资约 15 亿美元。而超过 30 个项目正在建设或考虑或者谈判当中；同时城市正在寻求并改变本地的规划和市区划分。

尽管洛杉矶地区要实现可持续交通还有很长的路要走，但是大都会运输署的政策和规划表明通过确立愿景和承诺，力所能及的改变是可以做到的。

Our goal is to enhance the Regional Transportation System through innovative financing, policies/programs supporting, and sustainability, to achieve a more Sustainable Los Angeles Region with stronger economy, healthier communities, reduced environmental footprint.

Consideration this, we implemented the Sustainable Communities Strategy, in April 2012, Southern California adopted an integrated land use and transportation plan that meets state GHG reduction targets. Key strategies include: Allocate ONLY 13% capital investment to highways; focus over 50% growth within 3% land area ;FROM 7:3 single- vs. multifamily units TO 3:7.LAND USE: Local governments: 2/3rds of all new housing to be in multifamily units, focused in transit corridors; By 2035, 2x as many households will live near transit. TRANSPORTATION: Transit expansion; Triples pedestrian and bicycle investments; Endorses VMT fee to replace state and federal gas tax.

While at the same time, we adopted the Transit-Oriented Development strategy, Eleven projects completed as of 2011: Nearly 3,000 residential units, 20% affordable; Over 460,000 square meters of retail/commercial space; Total value: \$1.5 billion. Projects are under construction with 30 more under consideration or negotiation. Cities are pursuing changes to local plans and zoning codes.

Although the Los Angeles region has a long way to go to achieve sustainable mobility, but the Metro policies and programs are demonstrating that with vision and commitment the necessary changes are possible.



推进绿色发展 创造美好生活

Promote Urban Green Development
Create Well-off Livelihoods for Suining People

遂宁市人民政府副市长 刘德福
Liu Defu, Deputy Mayor of Sichuan Suining Municipality Government

遂宁是中国西部典型的丘陵城市，人多地少，自然资源相对匮乏，环境容量极为有限。为根本解决在转变发展方式、推进经济社会又好又快发展进程中的现实难题，遂宁市确立了“环境立市、绿色发展、民生优先”发展战略，通过 5 年的不懈努力，建立了具有中国·遂宁特色的绿色城镇体系和绿色产业体系，2009 年以来，绿色 GDP 持续占 GDP 总量的 85.3%。

遂宁致力于现代生态田园城市建设，现已初具规模，通过大力发展生态农业、大力发展循环工业、大力发展现代服务业、大力建设现代生态田园城市，以中心城区为核心的

Suning, a typical mountain city in western China with a big population and little land, is relatively lack of natural resources, and its environmental capacity is extremely limited. To find a fundamental solution to the difficult issues in reality during the development transformation while promoting a sound and rapid development on economic society, Suining has established a development strategy of “Environment-oriented city, green development, and people’s livelihood priority”, and it has already established the green town system and green industry system with Suining characteristics after 5 years of hard work. Since 2009, the green GDP has been continuously accounting for 85.3 percent of the total GDP.





全国政协主席贾庆林调研遂宁绿色经济

组团式城市发展格局基本形成，山、江、河、湖、岛屿、湿地与城市水乳交融、相得益彰，构成了城在水中、水在城中、山水环绕的独特生态景观，已成为中国西部最具发展潜力的城市之一。

与此同时，遂宁积极发展城市绿色交通，建成城市公共自行车免费服务系统，自行车数量 3000 辆、服务里程 150 公里，日均使用人次达到 5 万，成为市民出行的重要交通方式之一。城市公交全部使用 CNG，鼓励、推广私家车使用 CNG，建成加气站 12 座，大大降低了碳排放量，为我市成为无酸雨城市奠定了坚实基础。

遂宁的目标是：到 2015 年，城市基础设施更加完善，总体服务功能不断增强，战略性新兴产业发展取得突破，绿色经济比重达到 90%，GDP 能耗比 2010 年降低 15%，全面建成经济繁荣、社会和谐、生态良好、环境优美的现代生态田园城市。



Suining is committed to build an ecological garden city, and it begins to take shape. The city in group development pattern with central area as the core has been basically formed through the energetically development of ecological agriculture, the recycling industry, the modern service industry, and the modern ecological garden city. Mountains, rivers, lakes, islands and wetlands all live in complete harmony with the city, and bring out the best of each other, which forms a unique ecological landscape surrounded by mountains and rivers. It has become one of the cities with best development potential in Western China.

At the same time, Suining positively develops urban green transportation. It has built an urban public free bicycle service system with 3000 bicycles in number, 150 km in mileage and average daily usage by 50,000 people, which becomes one of the important transport ways for public mobility. All city buses use CNG, as the city encourages and promotes private cars to use CNG, and 12 refueling stations has already been completed, which has greatly reduced carbon emissions and laid a solid foundation for being a no acid rain city.

Suining's goal: By 2015, the urban infrastructure will have been further improved, the overall service capabilities will have been continuously enhanced and the strategic emerging industry development will have had some breakthrough. As for the proportion of green economy, it will have accounted for 90%, and the GDP energy consumption will have reduced by 15% compared with that in 2010. A fully ecological garden city will have been built by then with economic prosperity, social harmony and a health and beautiful ecological environment in all respects.



海德堡的绿色交通与零排放城市环境

Green Mobility and Zero Emission Districts in Heidelberg

德国海德堡市市长兼能源城市网络主席 埃尔卡特·维尔茨纳
Dr. Eckart Würzner, Mayor of Heidelberg City, Germany

海德堡是德国的一座著名而美丽的城市，它的人居面积仅占总面积的 30%，而森林覆盖率则达到 40%。全市有 107,000 个工作岗位，其中 84% 的工种都属于服务型的第三产业，生产制造只占 16% 左右。

海德堡目前有两大市政目标，一是气候保护，二是二氧化碳减排。这两大目标的战略指导思想是人们基于未来愿景和现实措施的气候保护理念、政府率先垂范并大力推广普及、当地利益相关者的积极参与和行动。具体行动和方法有五点：行政办公楼的节能理念、二氧化碳的平衡与报告、城市与地区合作、私人住宅和工商业建筑节能，能源战略 / 城市规划理念。

正在建设的海德堡市区铁路网络（Bahnstadt）零碳社区的计划包括以下要点：即第一、政治决定。可持续社区将整合经济、社会和生态等方面；并采用 2008 年市议会通过的能源战略；第二、法律条款 / 合同。同“海德堡开发公司（EGH）”签署城市开发合同；使能源战略成为海德堡开发公司与投资商之间的重要组成部分；减少能源需求（所有建筑物将会以被动式节能屋标准建造）；优化能源供给（结合微型网络分布进行区域能源供热）；从可再生能源中生产能量（生物能发电）；节省电能策略；鼓励措施（每生活单元给予 5000 欧元的补助）；以及传播策略和质量管理。其他计划的项目包括原有的铁路货运段和优化后的公共运输系统等；而交通理念要融入现有城市的分级网络，使其对市民出行方式产生积极影响，培养城市的可持续交通文化。

尽管海德堡离完全实现其绿色交通和零排放的目标还有一定的差距，但只要抓住以下几个关键因素，相信最终一定可以取得成功。这些成功的关键因素有：把可持续发展当成一种创意过程；把气候保护当成一个区位因素；建设当

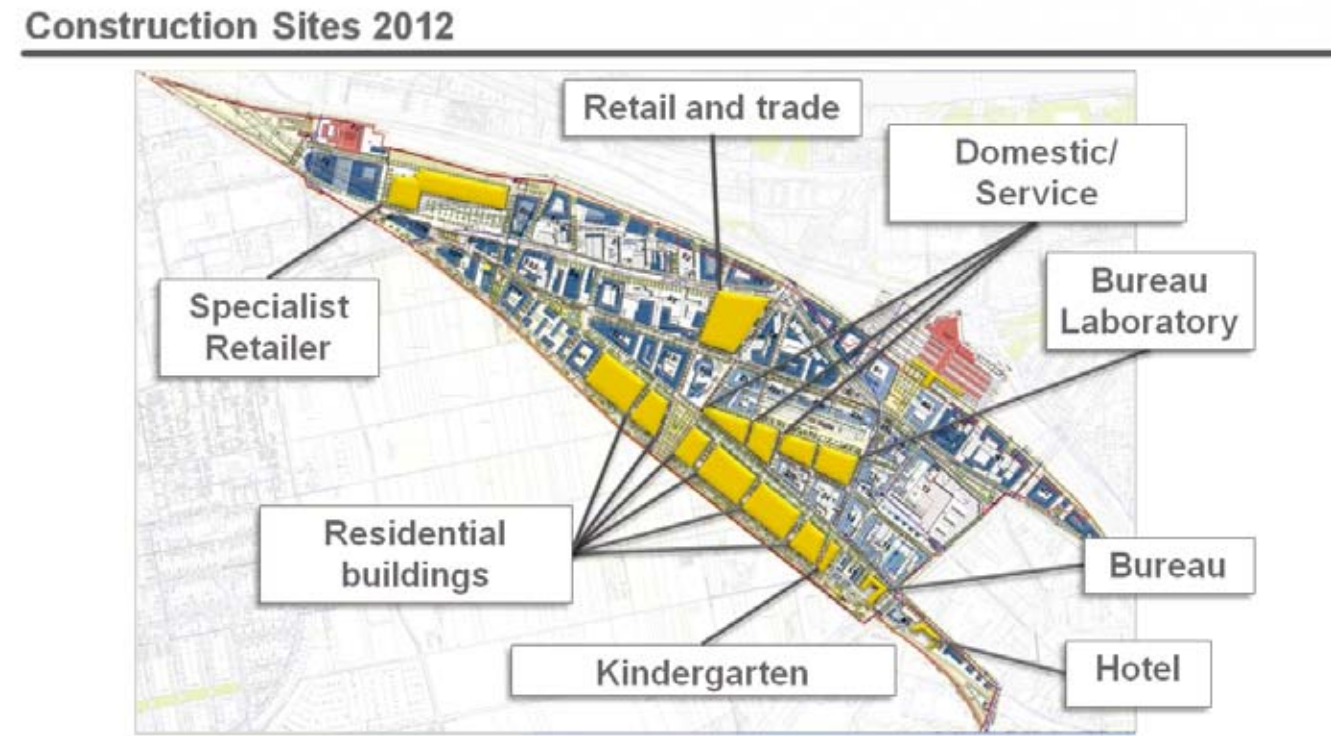
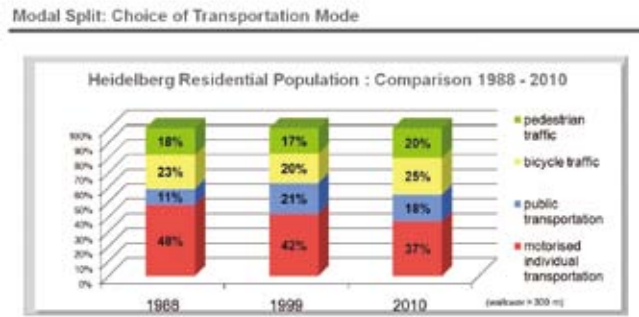


Heidelberg is a beautiful famous city in Germany; its settlements just take up 30% while the forest covers up to 40% of the whole area. What's more, among 107,000 jobs, service sector accounts for 84% while manufacturing only takes up 16%.

The city now has two political targets which are climate protection and minus CO₂. The strategies behind the targets are climate protection concept based on a vision and measures, the motivation and promotion from the model municipality, involvement of local stakeholders and their measures. There are five points of methods and actions which are energy concept for administration buildings, CO₂ -balancing and reporting, local and regional cooperation, energy-saving program for private housing, industry and commerce, energy strategies/ concepts for urban planning.

Specific plans of Heidelberg-Bahnstadt upon construction includes: 1. Political Decision.Sustainable district - integrating economical, social and ecological aspects; Energy strategy adopted by the City Council in 2008; 2. Legal Integration/ Contracts. Urban development contract with project developer “Entwicklungsgesellschaft Heidelberg (EGH) ”; Energetic strategy

地、地区与国际间的网络体系；注重城市之间的对话与合作；整合城市发展的能源因素；市政府发挥模范、协调和促进作用；遵循当地规划和理念，采取切合实际的行动；实施集社会、经济与生态因素于一体的战略；最后，城市发展规划应与政府的指导方针和目标保持一致。



becomes key component of contracts between EGH and investors; Reduction of the energy demand: all buildings will be built in passive-house standard; Optimized energy supply: District heating network with “mini-net” distribution; Energy production from renewable: Biomass CHP generation; Electricity-saving strategy; Incentives: Subsidy programme with EUR 5,000 per living unit ; Communication strategy and quality management. Other planed projects contained former rail freight terminal, optimal connections to public transport and so on.. As for the transport concept, integrating into the existing hierarchical network of the city and influencing mobility behavior towards a sustainable mobility culture.

It may take a long way to be a city with green mobility and zero emission, however, once the key factors are seized , Heidelberg is surely believed to reach its success eventually. The key success factors are as follows: regarding sustainability as a creative process climate protection as an locational factor; building local, regional and international networking; focusing on city dialogues and cooperation; integrating energy aspects in urban development; regarding municipality as a model, mediator and promoter; action should be orientated local plans and concepts; Strategies should integrate social, economic and ecological aspects and finally the city development plan should be in compliance with political guidelines and targets.

SMVIEWS

观点

发挥地方政府优势 积极参与相关活动
地方环境行动国际委员会为里约 +20 峰会做出较大贡献
Exerting Power Play of Local Governments,
Taking an Active Part in Associated Events
ICLEI Made a Number of Substantive Contributions to Rio+20

从地方到国家到全球，全面加强可持续交通发展
Perspectives for Enhancing Sustainable Transportation At Local, National
and Global Levels
——安瓦尔·乔杜里 Anwarul K. Chowdhury

沿海城市的可持续人居环境
Sustainable Human Settlements in Coastal Cities
——阿瓦尼·贝楠 Awni Behnam

关乎新型城市规划设计和紧凑型城市的电动出行
New Urban Planning and Design and Compact Cities in Relation to Electric
Mobility
——安德列·狄克斯 Andre Dzikus



ICLEI 对里约 +20 峰会成果的评估

全球人类文明在遭受威胁，由气候变化引发的各种趋势如极端天气事件频发且程度日益加剧，海平面上升，以及自然资源和生物多样性丧失等等引发人们越来越多的关注。各界人士，无论是见过面的还是未曾谋面的都一致认为：我们现在需要改变前进的航向，需要朝着一个具有包容性的绿色经济转型，而且，我们必须当机立断、迅速采取行动。

大家一致认为，城市和社区既是上述这些不利趋势的主要受害者，又是绿色经济和可持续文明建设的生力军。

在此之前，我们曾寄希望于参加里约 +20 峰会的各国政府，认为他们能够达成决议，形成包容性的绿色经济，建立全球体制框架，并赋予维护人类生活条件和生态系统服务的权利和力量。但是我们现在看到，人们所有的善良愿望、所有的人力物力和财力到了里约 +20 峰会上变成了几十页的文件，而在这些文件里国家政府几乎没有做出任何承诺。相反，各国政府只是重申他们很久以前做出的决定，列举一些毫无约束力的意向，唯一达成共识的就是承认了地方政府和其他相关利益相关者的承诺，但目前仍不清楚应由谁来负责为此做出必要的决策并迅速组织实施。

那么城市必须采取国家政府所未能采取的有效行动吗？城市的合作是国际性的，是无国界的，没有海关拦阻，没有军事力量的干扰。城市可以在没有任何政治力量施加压力的条件下解决未来问题，这一点已在我们政府间层面充分显现出来。我们再一次看到，国家政府只顾捍卫国家利益而并非为全球议程做出自己的努力。我们甚至开始怀疑国际外交机制、规则和程序是不是过时了，是不是无法规划并实现一个可持续的未来。

那么，联合国会希望地方政府在这个机制中发挥政策遴选甚至决策作用，或创建他们自己的志愿性体制框架并做出承诺和问责制吗？实际上城市已经开始这样做了。20 年前，《二十一世纪议程》在国家政府首脑们参加的里约地

ICLEI's evaluation of the outcomes of Rio+20

Human civilization on earth is under threat. The global trend of climate change and related trends of increased frequency and severity of extreme weather events, sea-level rise etc. as well as the trends of natural resource decline and biodiversity loss are causing concern. Everyone we met and heard from was of the opinion that we need to change course towards an inclusive, green economy, and that we have to act rapidly and go for radical solutions.

Everyone agreed that not only cities and communities will be the main victims of these unfavorable trends, but cities are key to turning our economy green and our civilization sustainable.

We had hoped that the Rio+20 summit would result in decisions by the governments assembled in Rio which would trigger the development of an inclusive, green economy and establish a global institutional architecture endowed with competencies and powers that would ensure the safeguarding of human living conditions and ecosystems services. We now see that all the good will, energy, brain capacity and money that went into the Rio+20 process have resulted in dozens of pages of paper, which contain hardly any commitment by governments. Instead, national governments reaffirm what they had already resolved long ago, list non-binding intentions, and acknowledge the activities by other actors such as local governments. It remains unclear who should be in charge and accountable for taking decisions on the transformative actions needed, and for rapid implementation.

Do cities have to step in where governments are failing to take effective action? Cities are cooperating internationally without borders, without customs, without military forces. They can address the issues of the future without the global power play that we see going on at intergovernmental level. We have once more seen governments defending national interests rather than working together on a common global agenda. We suspect that the mechanisms, rules and routines of international diplomacy are outdated and incapable of designing and bringing about a sustainable future.

Will the United Nations want to include local governments in the mechanism of decision shaping and even decision making, or shall local governments create their own voluntary institutional frameworks for commitments and accountability? They have actually started doing so. Twenty years ago, with Agenda 21 being adopted by the Heads of States and Governments at the Rio Earth Summit, Local Agenda 21 was spearheaded by ICLEI and may be regarded as a global success story of moving towards sustainability. In contrast, not many countries can demonstrate a national success story of having implemented a national Agenda 21. Similarly, it took nations 13 years to get from the adoption of the UN Framework Convention on Climate Change to the entry into force of the rules for implementation, the Kyoto Protocol. In contrast, it took local governments only 8 months until ICLEI

发挥地方政府优势 积极参与相关活动

地方环境行动国际委员会为里约 +20 峰会做出较大贡献

Exerting Power Play of Local Governments, Taking an Active Part in Associated Events ICLEI Made a Number of Substantive Contributions to Rio+20

联合国可持续发展大会（里约 +20 峰会）于 2012 年 6 月 21-22 日在巴西里约热内卢召开，地方环境行动国际委员会（ICLEI）从始至终积极参与这次峰会，主要工作包括如下三个方面：

全面参与会议筹备。 ICLEI 认真遵循里约 +20 峰会筹备期间各种谈判所达成的纲领性文件精神，从 2010 年 5 月至 2012 年 6 月积极参与联合国筹备会议的每一项议程，作为参与里约 +20 峰会唯一的“地方政府组织”和里约 + 20 峰会秘书处“组委会地方政府主要团体合作伙伴”（LAMGOP），做出了大量的贡献。

举办全球市政厅。 ICLEI 举办全球市政厅，为未来可持续城市提供一个演讲、对话和辩论的平台。我们邀请地方政府组织的友好单位、联合国相关机构和国际合作伙伴加入这个系列活动。全球市政厅创造性的举办为地方政府及其合作伙伴探讨里约 +20 峰会绿色城市经济建设、可持续发展和制度框架等主题搭起了理想的桥梁。

参与合作伙伴组织的活动。 ICLEI 的主要领导及资深工作人员积极参与国际合作伙伴组织的各类周边会议和关联活动。

The Rio+20 UN Conference on Sustainable Development took place in Rio de Janeiro, Brazil, from 20-22 June 2012. ICLEI has been involved in the Rio+20 process in three ways:

Advocacy. ICLEI has followed the preparations and negotiations of the outcome document closely and is the only Local Government Organization which has been present and actively engaged at every single UN preparatory meeting from May 2010 to June 2012. In addition, ICLEI has made a number of substantive contributions. ICLEI has also acted as Local Authority Major Group Co-Organizing Partner (LAMG OP) for the Rio+20 Secretariat.

Global Town Hall. ICLEI organized the Global Town Hall as an arena for presentations, dialogues and debates on a sustainable urban future. We invited our sister Local Government organizations, relevant UN agencies and international partners to join. The Global Town Hall was conceived as a crystallization point for local governments and their partners to reflect on the themes of Rio+20, green urban economy and institutional framework for sustainable development.

Participation in partners' events. ICLEI's political leadership as well as senior staff members participated in a variety of side events organized by our international partners.



球峰会上通过并实施，接着《二十一世纪地方议程》也由ICLEI制定出来，此举被视为全球走向可持续发展所迈出的成功一步。相比之下，许多国家政府却拿不出履行国家《二十一世纪议程》成功先例。再者，国家政府用了13年的时间才真正接受和实施联合国气候变化框架公约及实施细则即《京都议定书》。而地方政府仅用8个月的时间，即在ICLEI召开第一次市政领导人气候变化峰会时就发起并制定了“城市保护气候行动”，数千个地方政府开始规划地方气候行动。2010年，世界各地市长签署了《全球城市气候公约》（墨西哥城协定），致力于自愿性气候行动和问责制，并建立了“碳城市气候注册制”作为全球报告平台。2011年，市长们签署了《德班适应气候变化宪章》为适应气候变化行动做出了承诺。

的确，里约+20峰会最引人注目的结果应是全球和地方方的自愿性承诺。我们认为让所有利益相关者都承担可持续发展行动的承诺是大有裨益的。但里约+20峰会没能建立一个带有绩效报告机制的问责制框架，以至于开发问责制框架只好留给自愿行动了。

20年前，城市只是意味着问题而并非解决方案的一部分。今天的城市则被公认为是可持续发展的主角，里约+20峰会成果文件赋予了城市和地方政府这一史无前例的职能。然而，我们却失去了国家政府为提高城市有效行动力的实质性承诺。

里约+20峰会也没有适当地处理和解决一些关键问题，尤其是取消化石燃料的不合理补贴等。

值得我们自豪的是，在整个里约+20峰会期间，我们看到由于长期从事全球宣传、开发解决方案、加快行动、推动变革，并为地方可持续发展铺平道路，ICLEI的领导地位得到了提升。

convened the first municipal leaders summit on climate change and initiated the Cities for Climate Protection Campaign which involved about thousand local governments in local climate action planning. In 2010, Mayors signed the Global Cities Covenant on Climate (Mexico City Pact), committed to voluntary climate action and accountability, and established the carbon Cities Climate Registry as a global reporting platform. In 2011, Mayors signed the Durban Adaptation Charter, thereby making commitments to climate change adaptation action.

The most remarkable outcome of Rio+20 may indeed be the global and regional, voluntary commitments. We think it's good to get all relevant actors committing to sustainability action. But Rio+20 failed establishing an accountability framework with a performance reporting mechanism. Even the development of an accountability framework is left to voluntary action.

20 years ago cities were referred to as a problem rather than as part of the solution. Today cities are acknowledged as a major actor. The Rio+20 outcome document contains unprecedented reference to cities and local governments. However, we are missing a tangible commitment by governments to enhance the capacity of cities to take effective action.

Rio+20 failed addressing appropriately and resolving crucial issues, especially the elimination of perverse subsidies such as subsidies to fossil fuel.

We are proud that during the entire Rio+20 process we have seen ICLEI being elevated on the basis of its longstanding leadership in global advocacy, developing solutions, accelerating action, spurring change, and paving pathways towards local sustainability.

ICLEI continues driving agendas for sustainable cities

We have seen governments, businesses, research institutes, NGOs and media pay attention, or even focus, on cities. For example, the three Rio Conventions staged a cities day, and the Brazilian government organized a sustainability dialogue on cities.

ICLEI itself organized the Rio+20 Global Town Hall during the entire week from 18-22 June, which was attended by 5000 people. The Global Town Hall was hosted by the State of Rio de Janeiro and endorsed by UNDESA, UNEP and others. The program organized in partnership with many other organizations saw 24 sessions with over hundred speakers.

The culminating session of the Rio+20 Global Town Hall was the session “Sustainability Leadership for the Urban World 2030” with UN Secretary General Ban Ki-moon.

ICLEI held a successful official side event “Decisions we need for the city of 2030”, and ICLEI Mayors and staff were asked to speak at about 25 side events organized by partner organizations.

Another special moment, ICLEI President David Cadman

ICLEI 持续推动可持续城市议程

我们看到，政府、企业、研究机构、非政府组织和媒体正在关注城市，甚至是聚焦于城市。譬如，三天的里约+20峰会专门安排一天时间讨论城市问题，巴西政府也举办了一个关于可持续城市的对话会。

ICLEI自己组织的里约+20峰会“全球市政厅”，从6月18日到22日的整个星期内有5000人参加。全球市政厅由里约州承办，得到了联合国经济与社会部、联合国环境规划署等机构的支持。该项目还有众多的合作伙伴，共组织了24场会议，一百多位嘉宾做了演讲。

里约+20峰会全球市政厅最精彩一场是“2030世界城市可持续领导力”，联合国秘书长潘基文出席了此次会议。

ICLEI举行了一场成功的周边会议“2030的城市：我们所需要的决策”，ICLEI成员城市市长和工作人员应邀在合作伙伴组织的25个周边会议上发表演说。

另一个特殊亮点是ICLEI主席大卫·卡德曼在里约+20峰会开幕式上致辞。

早在里约+20峰会召开之前，我们在贝洛哈里桑塔举办了2012 ICLEI世界大会，1400多位ICLEI成员、合作伙伴、全球战略家、学者、企业和非政府组织代表交流了解决方案和经验，探讨了地方可持续发展的战略和未来。

在我们的2012世界大会上，我们发布了与地方政府相关的《2012地方可持续发展——承前启后，继往开来》的全球报告及案例研究，以及与联合国环境规划署联合举办的《全球环境展望五》(GEO-5)报告。

在里约+20峰会上我们推出了“绿色气候城市”倡议，与合作伙伴一起发起了全球城市适应力建设倡议。

在里约+20峰会持续不断的鼓励下，我们继续推动可持续城市议程。里约+20峰会再次使我们振作起来，热情支持城市提高抗灾能力、节约资源、保护生物多样性和建设低碳城市，建设城市绿色经济和基础设施，实现健康幸福社区的终极目标。



addressed the opening plenary of the Rio+20 conference.

Our ICLEI World Congress 2012 in Belo Horizonte preceding Rio+20 saw more than 1400 ICLEI Members, partners, global strategists, academics, businesses and NGOs exchanging solutions and experiences and developing local sustainability strategies or the future.

At our World Congress 2012, we released the global review and case studies “Local Sustainability 2012 - Taking Stock and Moving Forward” as well as Global Environmental Outlook (GEO) 5 for Local Governments, with UNEP.

At Rio+20 we launched the GreenClimateCities initiative and, together with partners, the Global Initiative on Urban Resilience.

We have been encouraged by Rio+20 to continue driving the sustainable cities agenda. Rio+20 has reinvigorated our strategy of supporting cities on the pathway to becoming resilient, resource efficient, biodiverse and low-carbon, to turn their urban economy green and build smart infrastructure, with the ultimate goal of ensuring a healthy & happy community.

全面加强可持续交通发展

从地方到国家到全球

PERSPECTIVES FOR ENHANCING SUSTAINABLE TRANSPORTATION AT LOCAL, NATIONAL AND GLOBAL LEVELS



在全球电动出行论坛暨可持续人居环境会议开幕式上的主旨演讲
Keynote Speech at the Opening Ceremony of Global Forum on Electric Mobility and Conference on Sustainable Human Settlements

全球人居环境论坛主席、联合国前副秘书长及高级代表 安瓦尔·乔杜里大使
Ambassador Anwarul K. Chowdhury, Chairman, Global Forum on Human Settlements (GFHS), Former Under-Secretary-General and High Representative of The UN

巴西里约热内卢 2012 年 6 月 18 日 Rio de Janeiro, Brazil 18 June 2012

热烈欢迎来自世界各地的各位嘉宾出席我们今天的全球电动出行论坛，本论坛的主题是“绿色出行推动可持续发展”，这是联合国可持续发展大会（里约+20 峰会）的关联会议之一。

世界各地的领导齐聚一堂参加这次的里约+20 峰会，这是自 1992 年地球峰会二十

A very warm welcome to all the participants who have joined us from various part of the globe at the Global Forum on Electric Mobility focusing on Greening Transport for Sustainable Development, being held as an associated event of the United Nations Conference on Sustainable Development (Rio+20).

The leaders from all over the world who are joining at this generational opportunity being held 20 years after the 1992 Earth Summit - which I had the pleasure of attending - have resolved “to

年来一代人难得的机会，我也很荣幸能参与其中，共同努力“为人类和我们的地球开创一个繁荣、安全和可持续的未来”。

在此，我要特别欢迎来自中国和主办国巴西以及世界其他地区 and 联合国系统的各位代表，你们的到来和支持为此次论坛的成功奠定了基础。

我感谢我们的合作伙伴，他们在本次活动的筹备过程中所表现出的协作精神也给我留下了深刻的印象。

我感谢富尔纳斯电力公司总裁对本次论坛的贡献，他们为此活动在里约热内卢这个充满活力的城市成功的举办慷慨地提供了大力支持。

我还要感谢全球人居环境论坛秘书长吕海峰先生，他具有前瞻性的领导力，积极组织这次会议，为我们提供机会共同为联合国可持续发展大会做出实质性的贡献。

我今天演讲的主题是“从地方到国家到全球，全面加强可持续交通发展”，和大家分享在地方和全球语境下，可持续交通运输议程的广阔前景。

首先，我认为，里约+20 峰会要讨论的多项议题中其核心内容是可持续发展的基本理念。通过讨论把可持续发展的理念凝聚成共识，其成果是不言而喻的。同时我想强调“可持续发展和企业社会责任（CSR）并不是一码事，它也不是为了在经济、社会和环境底线内实现可接受的平衡”。相反，它是我们社会几代人人为之努力的最根本的任务，它意味着公正、公平且具包容性经济和社会的稳定以及能够造福全人类的生长。

work together for a prosperous, secure and sustainable future for our people and our planet”.

I extend my special welcome to the large number of participants from China and the host country Brazil as well as from other parts of the world and the UN system for their engaged presence and contribution to success of the Forum.

I am impressed by the collaborative spirit that has brought together so many partners in the organization of this event.

I thank the President of EletroBras Furnas for his contribution and the generous support in hosting this event in the vibrant city of Rio de Janeiro.

My deep appreciation to Secretary-General of the Global Forum on Human Settlements (GFHS) Lu Haifeng for the pro-active leadership in putting together this substantive contribution to Rio+20 deliberations.

My keynote presentation at today's Forum would focus on “Perspectives for Enhancing Sustainable Transport at Local, National and Global Levels” sharing a broader perspective of the sustainable transport agenda in both local and global settings.

At the outset, let me assert that the core of the wide-ranging objectives here in Rio is the essential concept of SUSTAINABILITY. Centrality of sustainability in all our deliberations and their outcomes can not be denied. At the same time I would underscore that “sustainability is not the same as corporate social responsibility (CSR), nor it is in achieving an acceptable balance across economic, social and environmental bottom lines”. Instead, it is about the fundamental, intergenerational task of our societies' efforts which are just, equitable and inclusive for economic and social stability and growth that benefits all.





我们的世界正在经历一个与人居环境和城市化相关的重要转折。自 2008 年开始，全世界首次有一半的人口居住在城市，新的城市时代已经成为现实。据预测，到 2050 年，世界人口将达到 90 亿，全球城市化水平将在未来的 40 年内大幅度上升，达到 70%。

作为人类生活空间的城市愈发凸显其重要性，它也是二十一世纪生态和社会挑战尤为突出的所在，其中部分挑战便是不断增长的市民出行和城市无障碍交通的需求。

世界许多城市的交通危机在加剧、加深。与日俱增的机动化和空气污染威胁着经济的发展，也威胁着环境。城市可持续交通的重要性到了无以复加的地步，它是城市成功发展的支柱，也是建设清洁、公平、便捷、经济可行城市的关键。

可持续交通的概念是继可持续发展之后顺理成章产生的，它被用来描述交通模式及交通规划系统，它跟可持续发展的广义外延是一致的。

可持续交通的定义有多种版本。其中较为清晰明了的要数欧盟的定义，他们认为的可持续交通系统：

——要能够安全满足个人、企业和社会的基本需求和发展

Our world is going through a very significant turning point in relation to human settlements and urbanization. Beginning in 2008, for the first time, 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.

The importance of cities as living space for people is growing. These are also the places where the ecological and social challenges of the 21st century are particularly pronounced. Part of these challenges is also the growing mobility and the accessibility of our cities.

A transport crisis of major proportions is looming on the horizon in many of the world's cities. Increasing motorization and air pollution threaten economic development as well as the environment. The importance of sustainable transportation in cities cannot be overstated. It is the backbone of any successful city and vital to building cities which are clean, equitable, accessible and economically viable.

The term sustainable transportation came into use as a logical follow-on from sustainable development, and is used to describe modes of transport, and systems of transport planning, which are consistent with wider concerns of sustainability.

需要，符合人类和生态系统健康发展的要求，维护这一代人乃至后世世代代人的公平权益。

——要经济实惠、具有公平和高效的可操作性，提供可选的交通模式，支持有竞争力的经济及区域间的平衡发展。

——要能把碳排放和废弃物排放限制在地球可承受的范围內。

交通运输系统是温室气体排放的主要来源，它几乎达到全球与能源相关的温室气体排放量的 25%，其中有四分之三左右来自于道路上行使的车辆。目前 95% 的汽车燃料来自石油。汽车制造和使用都消耗能源，此属性也表现在道路、桥梁和铁路等交通基础设施上。世界各地的城市面临着日益严重的交通拥堵、空气污染和危险道路的问题。整个二十世纪，汽车出行呈稳步上升的状态。所以时至今日，我们要抓住联合国可持续发展大会发布成果的有利时机，制定一个从全球到国家再到地方一体化的可持续交通发展议程。



There are many definitions of the sustainable transportation. One such well-articulated definition, from the European Union, defines a sustainable transportation system as one that:

- Allows the basic access and development needs of individuals, companies and society to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations.

- Is affordable, operates fairly and efficiently, offers a choice of transport mode, and supports a competitive economy, as well as balanced regional development.

- Limits emissions and waste within the planet's ability to absorb them.

Transport systems are major emitters of greenhouse gases, responsible for nearly 25% of world energy-related GHG emissions, with about three quarters coming from road vehicles. Currently 95% of transport energy comes from petroleum. Energy is consumed in the manufacture as well as the use of vehicles, and is embodied in transport infrastructure including roads, bridges and railways. Cities around the world faced worsening traffic congestion, increased air pollution, and dangerous roads. Car travel increased steadily throughout the twentieth century. It is high time now that in the Rio+20 outcomes, sustainable transportation becomes an integral component of global, national and local development agenda.

Sustainable transport is fundamentally a broad spectrum movement, albeit one which is now recognized as of citywide, national and international significance. Whereas it started as a movement driven by environmental concerns, over these last years there has been increased emphasis on social equity and fairness issues, and in particular the need to ensure proper access and services for lower income groups and people with mobility limitations, including the fast growing population of older citizens. Many of the people exposed to the most vehicle noise, pollution and safety risk have been those who do not own, or cannot drive cars.

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. The high economic, social and environmental costs associated with motor vehicle use, and market distortions that result in excessive automobile travel, are often presented as evidence that increased motor vehicle use is overall harmful to communities. Creating a more diversified transportation system is the most effective way to address these challenges. Pedestrian and cycling paths are considered as attractive and safe alternatives to cars.

It is crucially important that in the decision making processes for a sustainable transportation policy; we need to ensure public and private sector stakeholders coordinate their transportation planning, development and delivery activities. These transportation decisions should also be integrated with

从根本上来说，可持续发展是一场大范围的运动，尽管现在人们对于其重要性的认识还只达到城市、国家和国际意义的层面。它是由环境关注而引发的一场运动，而在过去的这些年里，人们越来越强调社会公平和公正问题，特别是针对低收入人群，以及包括快速增长的老年人口在内的出行不便人群的出行需求和服务。很多没有汽车或无法开车的人都饱受汽车噪音、污染和安全风险等不利因素的影响。

发展可持续交通模式应该是任何发展目标的关键所在，因为环境、社会、健康和经济的挑战与交通是交织在一起的。由于汽车的使用和市场的扭曲导致了经济、社会和环境成本的增加，进而导致过度依赖汽车出行，这可从社区受到的全面伤害得到充分证明。建立一个多样化的交通系统是应对这些挑战最有效的方式，人行道和自行车道被认为是替代汽车的最具吸引力和安全的方式。

制定可持续交通政策是至关重要的。我们需要确保公共和私营部门的利益相关者协调一致，组织好交通规划、开发及交通运输活动。交通运输的政策也应与环境、健康、能源和城市土地利用的决策结合在一起。同时，交通运输相关决策制定的过程既要做到公开，又要做到包容，这一点，也是同等重要的。

世界面临着环境灾害和化石燃料的短缺，人们对于“电动出行”概念的关注与日俱增，电动出行为可持续发展提供了种类繁多的选择，而且各类新产品每天都在被开发出来，并日臻完善。

从快速公交系统到个人电动汽车，人们日益认识到，未来的出行方式很可能就在于电动交通。当然，电动出行不一定是解决所有交通问题的唯一“良方”，但是它以可持续的方式为改善出行条件提供了许多新的机会。电动车的经济可行性和可购买性在每个国家，每个区域都有所不同，其很大部分取决于未来技术的进步和国际社会的分享。譬如，在巴西，电动出行肯定是一个低碳的选择。

可持续交通运输政策对城市的影响最大，它可为改善城市交通提供多方面的机会：（1）我们需要改善城市公共交通服务，它应更高效、更实惠、更安全、更环保；（2）我们需要使非机动车交通更方便，更安全；（3）我们需要进一步提高燃油效率，使现代交通技术更容易获取；（4）我们需要更好地规划我们的城市。

在西欧以外地区，把交通和土地使用规划有机地纳入可持续发展总体规划的主要城市有南半球巴西的库里提巴和哥伦比亚的波哥大。纽约的公交车数量是惊人的，大约 6,000 辆，每天大约有 270 万人乘坐公交车。而在兰辛市，90%

environment, health, energy and urban land-use decisions. It is equally important to make transportation-related decisions in an open and inclusive process.

The concept “electric mobility” or simply “E-mobility” has been gaining every day more importance in a world facing the environmental catastrophe and the limitations of fossil-based fuels. E-mobility provides a wide variety of sustainable alternatives, which are being developed and perfected on a daily basis.

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. The economic feasibility and affordability of electric mobility will vary from country to country and from place to place. Much will depend on the pace of further technical progress and technology sharing. In Brazil, for example, electric mobility is certainly a low-carbon transport option.



Sustainable transport policies have their greatest impact at the city level. There are many opportunities to improve urban transportation: (i) we need to improve urban public transport services, they need to be more efficient, more affordable, safer, and more environmentally friendly; (ii) we need to make non-motorized transport more convenient and safer; (iii) we need to further improve fuel efficiency and make modern transport technologies more accessible, and (iv) we need to plan our cities better.

Outside Western Europe, lead cities which have consistently included sustainability as a key consideration in transport and land use planning include Curitiba in Brazil and Bogota in Colombia in the southern hemisphere. New York City has an astonishing 6000 buses with over 2.70 million riders every weekday. City of Lansing on the other has 90 percent of their people riding in personal vehicles. One bus of people is six times more efficient

的人都骑自行车。一辆公交车的能效是一辆只载一个人的私人轿车的 6 倍。乘坐公共交通每年能让一个家庭节省大约 6,000 美元的汽车费用。

实际上，我们还需要评估绿色交通的整体可持续性。绿色汽车更省油，但这只是与标准车辆相比较的，他们仍然会带来交通拥堵和道路交通事故。

此外，绿色交通这个术语常常被用作产品营销的噱头，推销那些被证明是对可持续环境没有什么积极贡献的产品。

今天的活动为我们提供了一个分享许多相关信息的机会。我很高兴地看到各种各样的汽车方案，包括公共汽车、乘用车、车队和自行车，以及联合运输方案等。

我相信电动出行不只是工业化国家的选择。我更希望能了解到来自发展中国家，尤其是巴西、中国和印度的各种举措，电动车技术蕴含减少交通运输中二氧化碳排放的巨大潜力。

关于里约 +20 峰会的成果，它必须包括可持续交通行动议程，促使人权和环境保护成为当务之急，以利于保护数以百万计人的生命安全，以利于消除贫困、提供出行便利，并遏制环境退化。与此同时，《联合国道路安全十年行动》的全球计划应得到更广泛更全面的贯彻落实。

全球人口在增长，我们要确保它不能以我们的环境为代价，不能以我们的健康、城市居民的生活质量为代价。可



than a car with one person in it. Taking public transit saves an average household over \$6,000 on automobile expenses per year.

In practice, we need to weigh the overall sustainability of green transport option. Green vehicles are more fuel-efficient, but only in comparison with standard vehicles, and they still contribute to traffic congestion and road accidents.

Also, the term green transport is often used as a greenwash marketing technique for products which are not proven to make a positive contribution to environmental sustainability.

Today’s event will give us an opportunity to share information on many relevant aspects. I am pleased to see that the programme looks at all types of vehicles, including buses, passenger cars, fleet vehicles, bicycles, as well as the intermodal connections.





谢谢大家。

I thank you.



沿海城市的可持续人居环境¹



巴西里约热内卢 2012 年 6 月 18 日 Rio de Janeiro, Brazil 18 June 2012

沿海地区是陆地、海洋和大气层相会的界面。《世界海洋研究》(WOR)解释说,沿海地区是个复杂区域,在这里不仅陆地和海洋相互产生严重而显著的影响,同时还掺合着与之等量的人类活动的影响。沿海地区占据地球 20% 的陆地面积,承载着全球超过 45% 的人口,其增长比地球上其他任何地区都要迅速。事实上,沿海城市人口密度比内陆城市更高,发展也更快。³

The coastal zone is the interface between Land Ocean and atmosphere. The World Ocean Review (WOR) explains the coastal zone encompasses an area where the land is significantly influenced by the sea and the sea is notably influenced by the land, a complex place that is equally influenced by human activity. Coastal zones cover 20 percent of the earth space, where more than 45 percent of the population live and work. It is growing faster than any

我们的关注点是沿海城市和人居环境的关系链对于海洋和海岸的经济、社会和环境可持续发展相互影响的程度。沿海城市就是我们关注的第一线。

迄今为止，所有气象观测和科学数据都表明海洋的健康和生态系统、资源和服务的可持续性正在遭受毁灭性的影响。这种影响并不一定始自沿海的人居环境，例如海岸线沉积物的恢复受到沉积物减少的制约，其根源便是全球 41,000 多座大型水坝和无数小型水坝阻挡了全球大约 14% 的水流，因而导致沉积物被严重置换，同时这种影响又因人类填海造地开发居住环境而加剧。除此以外，始自陆地的污染恒流对生物环境的破坏更是无法逆转⁴。

沿海人居环境可为人类提供无穷无尽的经济机会，而作为回报，人类就需要千方百计地维护海岸和海洋的可持续关系。这说起来容易，而实际上却面临着巨大的挑战。



海洋城市关系链的挑战

现行合法有效的《联合国海洋法公约》（UNCLOS）是 1982 年通过的，目前它仍然是其他所有海洋管理法规的基础。

然而，现实使我们认识到过去十年中我们所见证的海洋管理模式的转变是应对新出现挑战的结果，这是上世纪七十年代在《联合国海洋法公约》谈判时所无法预料的。这种应对模式的转变是渐进式的，它使我们不得不反思传统管理模式的理论基础及据此制定的国家和国际政策和策略。

我们可以抓住三个关键性的挑战，即气候变化、安全、全球经济与金融危机。这三个独立但相互关联的因素在时空上的结合创造了家喻户晓的《完美风暴》（电影名）。更令人担忧的是，他们已被证明不是影响具体行业的微小而孤立的力量，他们的影响力事实上是相互关联和相通的。这三个挑战归根结底会涉及到世界和平与人类安全本身，因此就其社会、经济和物质属性而言，对待海洋管理，我们不能把水体与海岸和内陆城市分开来进行。海洋和海岸的

other region on the planet. In fact coastal cities have higher densities than inland cities and growing faster than inland cities.^{3/}

The concern lies in the magnitude of the interdependent impact the nexus between ocean urban coast and human settlement has on the economic, social and environmental sustainability of ocean and coast. Coastal cities are just the front line.

All observatory and scientific evidence to date point to a devastating effect on the health of the ocean and the sustainability of its ecosystem, resources and services. The damage does not necessarily begins with human settlements on the coast for example sedimentary rejuvenation of the coast line is triggered by paucity of sediments which can be traced to world wide of over 41000 large dams and many more smaller ones that block 14 percent of total global flow causing severe replacement of sediments when this is compounded by the damage human settlement growth rates force land reclamation from the ocean. Added to this the constant flow of land based pollution the damage to the biotic environment becomes irreversible.^{4/}

Coastal settlements while providing untold economic opportunities in return need to ensure a sustainable relationship with both the coast and ocean. While this is easily said in practice the challenge is enormous.

Ocean Urban Nexus Challenges

The sole valid and legitimate Constitution of the ocean is the Law of the Sea convention (UNCLOS)^{5/} which was adopted in 1982. It remains the principle underpinning of all other tools in ocean governance.

However, reality compels us to recognize that over the last decade we have witnessed a paradigm shift in ocean governance that is the result of new and emerging challenges that were unforeseen in the seventies when UNCLOS was negotiated. That paradigm shift is an evolutionary response that has forced us to question the conventional wisdom of the established governance architecture and with it national and international ocean policies and strategies.

We can identify three overarching and critical challenges, namely Climate Change, Security and the Global Economic and Financial Crisis. The convergence of these three separate yet interconnected factors in time and space has created the proverbial Perfect Storm. What is more alarming is that they have proven not to be discreet and independent forces that impact specific sectors but they correlate and are interlinked in their effect. The consequence of these three challenges go to the heart of the issue of global peace and security and thus we can no longer treat ocean governance as if the body of water is isolated from the coast and urban hinterland in terms of social, economic or physical attributes. The nexus of ocean and coast have evolved into an integrated whole and is transforming our traditional perceptions of the governance of the ocean. I believe today we are gaining a better understanding



关系链已经演变成一个整体，并正在改变我们的传统海洋管理观念。我相信，而今我们正对这种相互依存关系做进一步的认识和理解，并要过渡到一个新的管理模式，这种新的管理模式我们目前还没有更好的词来形容，就姑且称之为“蓝色经济”。

蓝色经济的定义

“蓝色经济”这个术语目前还没有简明而通用的定义。不过，我们可以从它的直观意义上去理解。我认为比较合适的定义应该是“与海洋共同生存，并与之建立可持续关系。”

“蓝色经济”的要义是人类与海洋的关系，而并非只主要关注环境这一个维度，因为它还涵盖了绿色经济；当然，环境因素为海洋与人类可持续关系所固有，仍是继承和发展的一条脉络。因此，蓝色经济所表达的海洋与人类的关系可理解为寻找一种整合海洋正负面双重性的途径，这个正负面双重性是：——海洋既为人类提供生态系统产品和服务又对人类的财产和生命安全造成潜在危险。

一方面，海洋显然为人类的生存和繁荣提供了无穷无尽的基本服务：从休闲到研究、从旅游到捕鱼、从食品到医药、从

of the implications of these inter-linkages and the need for a transition to a new governance paradigm, for lack of a better word, let’s call it the Blue Economy.

Defining the Blue Economy

There is no universal definition which is succinctly encapsulated by the term “Blue Economy”. However, we all understand the concept intuitively. I believe that a workable definition could be that of “living with the ocean and from the ocean and in a sustainable relationship”.

The “Blue Economy” core tenet is mankind-ocean relationship rather than centered primarily on the environmental dimension since it is inclusive of the green economy. The environmental parameter is inherent in the sustainability of that relationship of humans with the ocean. The Blue Economy therefore illustrates that relationship between the ocean and humans and can also be understood as a means to integrating its two opposing directions – that of provision of ecosystem goods and services as well as that of potential danger to property and (human) life.

On the one hand, the ocean offers apparently limitless services essential for the survival and prosperity of humans – in fields ranging from recreation to research, from travel to trawling, from food to medicine, from waste disposal to carbon sink, from energy



废弃物处理到碳汇、从能源到矿产、从气候控制到边界控制等等。

另一方面，海洋臣服于自然法则却较少理会人类的控制，而海洋自身的力量可能是毁灭性的。基于此，人类一直在通过规避风险、减缓气候变化、未雨绸缪和适应变化等方式寻求自我解脱或自我保护。最近发生的事件如海啸、飓风、龙卷风、风暴潮、沿海极端天气事件和其他海洋灾害，大部分都不是由人类活动引起的——当然人为造成的气候变化确实加剧其恶化过程——因此，全人类、个人和社区都需要加强保护措施，免受海洋伤害，增强适应气候的能力。

这种关系的现状使我不无伤感地想起了萧伯纳的那句名言：“[明智的人主动适应世界；不明智的人坚持让世界适应他。所以，人类的一切进步都依靠不明智的人。](#)”⁶

要维系与海洋共同生存的关系，人类正在学习和寻找未雨绸缪、适应变化和减缓恶化等创新性应对措施，而这些应对措施的成本和效益也是蓝色经济要考量的一个不可分割的组成部分。

我们以前曾说过，到 2025 年全世界约有 75% 的人口将居住在沿海 100 公里以内的区域。海洋将提供近 32 万亿美元⁷ 的服务，这些服务包括：生物和非生物资源、运输（90% 的世界贸易将转移到沿海地区）、交通、娱乐、能源生产、废弃物处理、药用物资、海洋基因资源等等。随着我们对海洋了解的深入，我们对于海洋服务于人类的潜力会有更多的发现和利用。基于海洋提供可持续服务和利用的程度，蓝色经济也涉及人类安全和当代与后代平等的问题。

to minerals, from climate control to border control and much, much more.

At the same time the ocean follows laws of nature far beyond human control and the oceans can be devastating in their might. From this, humankind has always sought deliverance or protection through avoidance, mitigation, preparation and adaptation. Recent events of tsunamis, hurricanes, cyclones, storm surges, extreme weather events at the coast, and other marine hazards are in the majority not triggered by human activities - of course anthropogenic climate change (triggered by human activity) exacerbates and worsens these phenomena - hence the need for humans, individuals and communities, to protect themselves from the nature of the ocean and become more climate resilient.

This relationship reminds me of quote from George Bernard Shaw: “[The reasonable man adapts himself to the world; the unreasonable one persists in trying to adapt the world to him. Therefore all progress depends on the unreasonable man.](#)”^{6/}

In this relationship of living with the ocean, humans are learning and finding innovative ways and means of responding with preparedness, adaptation and mitigation measures of which the costs and benefits are an integral component of the Blue Economy.

Let’s recall that by the year 2025 about 75 percent of the world population could be living within 100 km. of the coast. With the ocean providing services close to 32 trillion US\$^{7/} in areas such as the provision of living and non-living resources, transportation (90 percent of world trade moves by sea), communication, recreation, energy production, waste disposal, medicinal goods, marine genetic resources etc., there is increased potential for discovery and exploitation of many more services as we learn

然而，令人遗憾的是，人类通过对海洋的开发和利用产生了破坏性的影响，因为人类以为海洋的可持续性是天经地义的。这样一来，尽管经过几十年的努力建成了一整套堪称完备的管理制度，然而海洋脆弱的生态系统正在遭受系统性的破坏。

环境破坏在持续着，主要形式有：产生于陆地然后流向海洋的污染、生物和非生物资源的过度开发、生物多样性缺失和人类破坏性实践如沿海开发和渔业发展、气候变化与海洋酸化、海平面上升和沿海洪灾；珊瑚礁、红树林、湿地遭受破坏；乱砍滥伐以及水文、浑浊度、沉积物的改变；矿物质、沙土和碎石流失等。



《联合国海洋法公约》中仍有许多系统性的挑战尚未解决，如国家司法权定位、与国际法保持同步并强化其执行力度、共同继承原则的应用，以海盗活动猖獗为标志的公海治理不力，及发展中国家逐渐衰减的海洋资源份额等。⁸

目前的海洋管理结构已无法保护海洋及其资源，特别是国家司法权以外的部分。海洋管理成了错综复杂的窠臼，各种需求和利益相依相联、相融相合、相冲相争，而其根源都始自陆地。没有所谓“银色子弹”式的完美解决方案，因为一把钥匙只能开一把锁。

蓝色经济与海洋和城市关系链

我们先来学习一个普世定律。孔子说：“人无远虑必有近忧。”⁹

我们的星球和海洋是一个整体，任何人和地区都无法孤立生存。我们都是相互关联着的。在《联合国海洋法公约》里，我们确实有想象出来的国界、领海、毗邻区域、专属经济区、大陆架、公海等。举个简单的例子，任何港口的管理者必须准备着随时对付入侵物种。但在蓝色经济中，每个实体都有其相互依存的自然关系，这种自然关系表现在各种层面之间，如地方、次区域、区域、跨区域和跨国之间等。每个利益相关者都以某种形式对他人施加影响，反

more about the oceans. Based on the extent of the sustainable use of services provided by the ocean, the Blue Economy would also become an issue of human security and intergenerational equity.

Regrettably, however, the human impact on the ocean through use and exploitation has been destructive and unconscionable because humans have taken for granted the sustainability of the ocean. In so doing, and despite decades of efforts to evolve an adequate governance regime, the ocean’s fragile ecosystem is being systematically destroyed.

Environmental damage is ongoing in the form of land based and seaborne pollution, over-exploitation of its living and non-living resources, loss of biodiversity and destructive human practices such as in coastal development and fisheries, climate change and the acidification of the ocean, sea-level rise and coastal flooding; destruction of coral reefs, mangroves, wetlands; habitat loss; deforestation and changes in hydrology, turbidity, sedimentation; mineral, sand and gravel extraction.

There are also systemic challenges that remain unresolved by UNCLOS including flag state jurisdiction, compliance with and enforcement of international law, application of the common heritage principle, ineffective governance on the high seas as in the rise of piracy and the declining share of ocean resources for developing countries.^{8/}

[Contemporary governance architecture has failed to protect the ocean and its resources particularly in areas beyond national jurisdiction. Management of the ocean is a complex web of interrelated, interdependent, converging, conflicting and competing demands and interests that has its origins way back in the hinterland. There is no silver bullet solution as there is no one-size-fits-all solution/approach.](#)

The Blue Economy and the Nexus of Ocean and Urban Coast

First let us understand our universality; Confucius said “if a man takes no thought about what is far off he will find troubles near at home.”^{9/}

Our planet ocean is one and no person or place is insulated or isolated. We are all interconnected. It is true that under UNCLOS we have imaginary boundaries, territorial waters, contiguous zones, exclusive economic zones, continental shelves, and high seas. To take one simple example, any port manager must be prepared to deal with invasive species. In the blue economy there is a natural interdependence of every entity; local, sub regional, regional, interregional and international. In one form or other every single stakeholder impacts on others and vice versa. Therefore all stakeholders are obliged to act locally but think internationally. [In fact, I will go as far as to say that the ocean is the iconic embodiment of the Chaos Theory and the butterfly effect.](#)

之亦然。因此，所有利益相关者要从全球化视角着眼，要从当地的当务之急着手。事实上，我可以不揣冒昧地说，海洋是混沌理论和蝴蝶效应的典型表现。

那么，为什么选择蓝色经济呢？因为它对任何一个国家的财富、增长、繁荣和可持续发展都至关重要。大多数国家的国内生产总值（GDP）来自沿海地区（海运、旅游、渔业、水产养殖、能源、国防等）。所有这些元素都将被整合到整体和集体管理结构之中，因为它们的增值效果是互相关联的。新时代应运而生的蓝色经济的特点可被概括为所有利益相关者和行动者的整合和相互依赖，因而时代呼唤一种与以往不同的战略。大家都在说应对气候变化重任在即，但是，没有什么比应对海洋和城市关系链的挑战再紧迫的了。

气候变化的影响

《世界海洋研究》在回答未来是多么糟糕这个问题时指出：气候变化对沿海区域施加了越来越多的压力，该区域已受到人类密集活动的严重影响。这引出了一个问题：在未来几十年乃至几个世纪里，沿海区域在多大程度上还能 为人类提供居住条件和经济价值而不是反过来对人类造成威胁？一个不可否认的威胁是海平面上升。联合国秘书长在 2011 年 10 月 3 日的演讲中指出：海平面上升是气候变化带来的主要影响，这是迫切需要关注的。6,000 万人生活在海拔 1 米以下的区域，而到本世纪末这个数字将会上升到 1.3 亿。主要沿海城市——如开罗、纽约、卡拉奇、加尔各答、贝伦、新奥尔良、上海、东京、拉各斯、迈阿密、阿姆斯特丹——可能会面临来自风暴潮的严重威胁。城市化和气候变化关系链是真实的，潜伏着致命因素。

关于海平面上升对沿海自然系统的影响，《世界海洋研究》列出以下 5 种：水灾、沿海湿地流失、海滩和峭壁的侵蚀、海

So why Blue Economy? Because it is essential to any country’s wealth, growth, prosperity and sustainable development. Most countries Growth Domestic Product (GDP) comes from coastal areas (shipping, tourism, fisheries, aquaculture, energy, national defense, etc.). All these factors have to be integrated into holistic and collective governance architecture just as their value added is interconnected. The new age Blue Economy may be characterized by integration and interdependence of all stakeholders and actors and thus calls for a different type of strategy. Nowhere this is more urgent than in addressing the greatest challenge in our time namely Climate change and its implications to the Ocean Urban Nexus.

Implications of Climate Change

The WOR in answering the question how bad the future will be explains that climate Change is placing increasing pressure on coastal regions which are already seriously affected by intensive human activity. This raises the question as to what extent these areas will retain their residential and economic value in the decades and centuries to come or whether they instead may pose a threat to the human race. The one undeniable threat will come from sea level rise. The Secretary-General of the UN on 3 October last year stated: rising sea levels are major impact of climate change-and an urgent concern. Sixty million people now live within one meter of sea level by the end of the century the number will jump to 130 million Major coastal cites – such as Cairo, New York, Karachi, Calcutta, Belem, New Orleans Shanghai ,Tokyo, Lagos, Miami ,and Amsterdam – could face serious threats from storm surges. The nexus between urbanization and climate change is real and potentially deadly.

The WOR lists the following five effects of sea-level rise on the natural coastal system: Flooding, loss of coastal wetlands, erosion of beaches and bluffs, intrusion of saltwater and limited soil drainage. So in addition to the impact of intensive and damaging human activities at the coast climate change compounds the



水入侵和土壤排水能力受限。因此，除了沿海地区密集而具有破坏性的人类活动之外，气候变化更加剧上述情形的恶化过程。全球气候变暖使极地冰川融化，破坏其缓冲作用，因此，沿海地区不仅要遭受海平面上升之灾，还要遭受极端天气事件如热带风暴、风暴潮、以及潜伏于其后的毁灭性海啸之害。

头等大事：保护社区和生活

减少沿海定居人口受灾因素是一件头等大事。在许多国家尤其是发展中国家，非正式居住环境是人为灾害首当其冲的受害者。

《世界海洋研究》¹⁰ 警告说：“毫无疑问，海平面一开始是缓慢上升，而二十一世纪之后，它将会加速且持续上升。渐渐地许多沿海区域将变得无法居住。人类将会失去他们的家园和部分文化。”另据同一份报告，超过十亿的人口，其中大部分分布在亚洲会受到威胁。人们流离失所是社会冲突的主要诱因，将对全球安全构成巨大威胁。

显然，仅仅靠减缓气候变化是不够的，迫切需要的是开始适应气候变化、进行气候保护和风险最小化的过程，对沿海管理的投资给予充分的预算资金等。

二十世纪五十年代以来，自然和人为灾害已经在世界范围内呈上升趋势，这与世界城市人口的急剧增长有着密切关系¹¹。随着气候变化的持续发生，山体滑坡、洪水、风暴和极端气温等灾害更为频繁和急剧¹²。城市应对气候变化的脆弱与否取决于其备灾能力，即国际减灾战略秘书处所定义的“实现灾害来临前发布及时有效的预警、灾害来临时及时从受威胁的地方疏散人员和拯救财产所采取的行动和措施¹³”。

世界各国人民、政府官员和专业人士日益意识到灾害风险对社会造成的严重后果，期待优化管理机制和减少风险

situation. Just as the melting of the polar ice, due to global warming will undermine the buffer effect, coast will be subjected not only to risings water level but also to extreme weather events such as tropical storms, storm surges, and lurking in the background the ever devastating tsunamis.

Protecting Communities and Life – A priority

Reducing vulnerabilities of people in coastal settlements must be the first priority. In many countries particularly developing countries and their informal settlements are the first victims of anthropogenic hazards

The World Ocean Review^{10/} warns that“without doubt sea level will rise slowly at first, speeding up and continuing beyond the 21st century. Gradually many coastal areas will become uninhabitable. People will lose their homes and part of their culture”. According to the same report more than one billion people, most of them in Asia, are threatened. Such population displacement is a recipe for conflict and a threat to global security.

Obviously mitigating against climate change is not sufficient and there is an urgent need to begin the process of adaptation, climate protection and risk minimization for which investment in coastal management has to be adequately budgeted.

Natural and human-made disasters have been on the rise worldwide since the 1950s, coinciding with the rise in world urban population.^{11/} As climate change continues to occur, disasters such as landslides, floods, windstorms and extreme temperatures may occur with greater frequency and intensity.^{12/} Urban vulnerability to climate change will therefore depend upon disaster preparedness, defined by the International Strategy for Disaster Reduction Secretariat as “activities and measures taken in advance to ensure effective response to the impact of hazards, including the issuance of timely and effective early warnings and the temporary evacuation of people and property from threatened locations.”^{13/}

As people around the world, political officials and practicing professionals, all become increasingly aware of the serious consequences that disaster risks pose for their societies; there is a growing demand for education to spur the better management and anticipated reduction of those risks. Reducing disaster risks is a multi-dimensional problem requiring a multi-dimensional solution; science and technology alone cannot achieve the ultimate results. The work of culturally sensitive institutions in raising awareness at the community level is also important, approaching the problem from bottom-up.^{14/} The intrinsic value of traditional methods and indigenous knowledge must be an integral part of the process for disaster risk reduction.

In the aftermath of the devastating Indian Ocean Tsunami, the International Ocean Institute (IOI) and the Special Unit for South-South Cooperation, hosted by the United Nations Development





的教育需求在持续上升。减少灾害风险是一个多维度的问题，也需要多维度的解决方案，仅靠科学和技术并不能真正奏效。文化教育机构对提高社区层面的认识也很重要，它们能自下而上地解决问题。¹⁴ 传统方式和民俗文化的内在价值是减少灾害风险过程中不可分割的一部分。

印度洋发生毁灭性海啸之后，由联合国开发计划署牵头，国际海洋研究院（IOI）及南南合作特别小组于 2005 年合作开展了一个项目，即在印度南部受海啸影响的村庄重新安置妇女，恢复她们的生活。这个项目展示了沿海社区的灾后恢复能力及减缓毁灭性自然灾害的力度。也就是这个经历引导我们寻找更好地理解在一系列的成功实践和基于社区的创新性解决方案当中都有所体现的、发展中国家的非凡韧性。

然而，从大局和长远的角度来看，人们不禁要提出，将城市有序地撤离海岸是否可作为摆脱这种窘境的一种选择？另一个相关的看法是将海岸的战略用途定位为主要修建世界港口，而非人居环境。

港口与气候变化

事实上，海洋和海岸的关系链既是挑战也是机遇。也许把海洋和港口比作“国家的门户”是最能说明此种关系的重要性的了。

港口是一个国家经济跳动着的心脏，在国际贸易体系中发挥战略性作用。然而港口以其高风险性、脆弱性和暴露性在应对气候变化挑战时比任何有经济价值的基础设施要直接得多。

2011 年 9 月联合国贸易和发展会议¹⁵ 召开了一次气候变化对全球港口影响的国际专家会议。背景报告指出了港口所面临的和气候变化相关的几个因素，如海平面上升、极端天气条件、飓风、风暴、洪水泛滥、沿海区域的侵蚀、波

Programme, collaborated in 2005 on a project to rehabilitate and reorient women’s livelihoods in a tsunami-affected village in South India. This project showed the extent of the resilience of this coastal community and its capacity to mitigate the impact of a devastating natural disaster. It was this experience that directed us to seek a better understanding of this remarkable resilience in certain developing countries, a resilience that was reflected in a number of successful practices and community-based innovative solutions.

However looking at the bigger picture and the long term perspective the question does arise is an orderly retreat from the coast an option to answer this quandary it is relevant to look at one strategic use of the coast that is major ports of the world.

Ports and Climate Change

The truth is the nexus of ocean and coasts is equally a challenge and an opportunity. Nothing is more demonstrative of the importance of this nexus than ocean and ports “the gateway of nations”.

Ports are the living heart of a country’s economy. They play a strategic role in the international trading system. Ports however face more directly than any other valued infrastructure the challenge of climate change with their higher risk and vulnerability and exposure.

In September 2011, the United Nations Conference on Trade and Development (UNCTAD)¹⁵/ convened a meeting of International Experts on Climate Change and Impact on Global Ports. The background report identified several factors that ports face in relation to climate change, such as sea level rise, extreme weather conditions, hurricanes, storms, flooding and inundation, erosion of coastal areas, change in wave direction, temperature change etc. [The cost both economic and social of the impact on vulnerable ports is unimaginable.](#) One expert from the International Chamber of Shipping warned us that” without ports and shipping half the world would starve and the other half would freeze “¹⁶/

In a copy of the New York Times dated 28 September 2011, Nathaniel Gronewold¹⁷/ wrote on this challenge. He remarked that “there has been little comprehensive investigation into how shipping ports will be affected, and port authorities globally do not have much hard facts or concrete data to lean on when considering future scenarios that may require massive investment to prepare for, with hundreds of ports tied to one another in often intricate and complex trade links, even a temporary disruption to one far flung port facility can have wide ranging implications on global trade.”

For this reasoning, the United Nations Conference on Trade and Development (UNCTAD) called for devising adequate adaptation strategies for ports.

浪方向的改变、温度变化等。[气候变化对脆弱港口的影响所导致的经济和社会代价是难以想象的。](#)国际海运协会的一位专家告诫我们说：“如果没有港口和海运，世界有一半人会挨饿，另一半人会受冻。”¹⁶

关于这个挑战，纳撒尼尔·格伦伍德在 2011 年 9 月 28 日的《纽约时报》上写了一篇文章¹⁷。他表示：“未来的港口建设需要大量投资，然而关于未来港口会受到怎样的影响几乎没有人做过综合性的调查，而全球的港口管理部门也没有真凭实据说明将来港口的情景如何。当数以百计的港口被错综复杂的贸易链纠缠在一起时，哪怕是某个偏远港口设施的短暂中断，都有可能对全球贸易造成广泛的影响。”

针对这一推论，联合国贸易与发展会议（贸发会议）号召各国为港口制定充分的适应性战略。

会上另一位专家¹⁸ 指出，当美国墨西哥湾相对海平面上升 1.2 米（4 英尺）时会导致 72% 的货船和 73% 的非货船设施永久淹没在洪水中，当遭遇 18 英尺高的风暴潮时，高达 98% 的港口设施将被损坏。

普遍接受的看法是在本世纪内海平面将上升 1 米，而另一些专家如政府间气候变化专门委员会（IPCC）的研究人员则预测海平面将会上升 1.8 米。

另一位专家¹⁹ 相关的警告也值得注意：不要混淆适应气候变化和应对气候变化这两个概念，迫切需要的是善用资源，调整并提高适应气候变化的能力。

[当然作为人类，我们不会让世界末日的情形发生。我以前曾说过，人类承受破坏的能力与人类求生存的才智是相匹配的。](#)

[毫无疑问，我再强调一遍，通过未雨绸缪、适应变化和减](#)



One expert¹⁸/ at the meeting demonstrated that in the US Gulf a relative sea level rise of 1.2m (4ft) would result in permanent flooding of 72% of freight and 73% of non-freight facilities and with a storm surge level of 18ft, up to 98% of port facilities will be vulnerable.

It is generally accepted that sea level rise of 1 meter will take place during this century while others, such as Intergovernmental Panel on Climate Change (IPCC) researchers forecast a rise of 180cm.

It was thus relevant to note that another expert¹⁹/ warned against confusing adaptation to climate change and addressing climate change and the urgent need for putting resources and adapting and enhancing resilience to climate change.

[Of course we as humans will not allow for the doomsday scenario to happen. I have said before that man’s capacity for destructiveness is only matched by his ingenuity for survival.](#)

There is no denying that once again [the challenge of preparedness, adaptation and mitigation trumps all others. The international community has no alternative but to realize and build upon a holistic, over-arching governance, and sustainable management of the blue economy as an interlinked whole, that has no boundaries. They need to refrain from sectoral myopia and link all the dots.](#)

Integrating Marine Hazards in the Blue Economy

Integrated coastal zone management (ICZM) and coastland marine spatial planning (MSP) are viable tools for meeting the challenge of living with and from the ocean. However the complexity of achieving integrated management of ecosystems, because of competing demands for the coastal and ocean services

缓恶化的挑战方式胜过其他所有方式。国际社会别无选择，只能形成共识并建立一个全面、创新的管理系统，一个没有国界而能统领全局的蓝色经济的可持续管理体制。人类需要克服只顾局部的短视行为，要连点成线，并绘出波澜壮阔的宏图。

用蓝色经济综合治理海洋灾害

海岸带综合管理（ICZM）和沿海海洋空间规划（MSP）是实现与海洋共同生存、让海洋保持相对独立的可行性工具。然而实现生态系统综合治理是相当复杂的，其复杂性表现在人类对于海岸和海洋服务竞争性需求与人类追求与海洋共同生存的适应变化和减缓恶化等措施的复杂性是相匹敌的。由于全球经济放缓、气候变化和与日俱增的自然灾害，以及人类对自身、社会和政治的安全需求不断升级，从而导致生存资源的短缺，这种势均力敌的平衡点越来越难以把握。关于这些领域的进展全球海洋论坛最近公布一份评估报告²⁰，题为《为联合国里约+20峰会而作的海洋报告》，报告指出超过100个国家已经建立了海岸带综合管理计划，40个国家正在实施综合海洋政策，其中包括对其200英里区间的专属经济区（EEZ）的治理。

全球论坛的报告解释说：“自1992年以来，以生态系统为基础的综合治理基础设施像房子一样被建了起来，现在需要进一步装修和完善”²¹。该报告还指出，由于国家机构和行业部门的惰性、政治意愿和发展能力的缺乏等障碍，《二十一世纪议程》的目标达成期限被延后了。

海洋服务和资源的可持续利用所带来的好处并不反映海洋城市的社会经济规模，因此人类与海洋互动所创造的真正价值和利益决不能在国家层面上被量化、内化或纳入财政和投资政策。在蓝色经济中，需要国家量化的会是各种活动的内在效益和该国家对于应对气候变化的准备工作、减缓变化和适应措施等所做的贡献。从海洋的丰富资源中获益的国家要对那些遭受海洋之害的国家做出补偿。

里约+20峰会的挑战和机会

与以往任何时候不同的是，海洋问题在联合国可持续发展大会上的呼声最高，尤其是它得到众多非政府组织的热情和坚决的拥护。与此同时，国际社会从未经受过如此大的挑战，因为这一次他们要扭转因海洋被破坏导致生命不可



is only matched by the complexity of adaption and mitigation for having to live with the ocean. That equation is now rendered more difficult to resolve with the scarcity of available resources due to the global economic slowdown, climate change and increased natural hazards and demands for increased security, human, social, and political. The most recent assessment of progress in these areas came from a report²⁰/ prepared by The Global Ocean Forum entitled ‘Ocean at Rio+20’ which showed that over 100 countries have established ICM programmes and 40 countries are implementing integrated ocean policies covering their 200 mile Exclusive Economic Zone (EEZ).

The Global Forum report explains that “since 1992 the infrastructure for integrated ecosystem-based governance has been built like house that now needs to be completed”.²¹/ The report also notes the delays in reaching the goals set by Agenda 21 due to a number of obstacles among them, institutional and sectoral inertia, lack of political will and development capacity.

The benefits derived from the sustainable use of ocean services and resources don’t reflect the socioeconomic dimensions of an ocean unban economy so the true value of human interaction and wellbeing from and with ocean is never quantified or internalized and incorporated into the fiscal and investment policies at the national level. In the blue economy there would be need to quantify internal benefits of different activities and the commensurate viable socio economic contribution to preparedness mitigation and adaptation by the nation. Those who benefit from the generosity of the Ocean must make a redeemable contribution to those who have to live and suffer its majesty.

The Challenge and Oportunity of Rio+20

Unlike any other time the ocean has strong voice at the conference at Rio+20 with a dedicated and vociferous constituency in particular the NGO cluster. At the same time never has the challenge been so great to the international community to reverse a trend where by the harm done to the ocean is no longer life sustaining and the vulnerability of coastal communities to related

持续的趋势，同时沿海地区遭受海洋灾害也到了无法容忍的地步。联合国秘书长授意准备了一份海洋盟约，旨在为了我们的地球未来能够经受时间的考验而免于戕害，我们的子孙后代还能够继续繁荣昌盛。接受这个盟约仅仅是个开始，而其人文主义的意义是人类要在无休止耗费成本与集体承担一份目前还暂时有些沉重的责任之间做个抉择。

这个抉择权就在我们的手里。

marine hazards are intolerable. The Secretary-General’s intention of preparing a compact for the Ocean will be the test of time at this conference as to the future survival of the blue planet and the prosperity of future generations. **Accepting the compact will only be the beginning yet its humanities only viable choice between an infinite cost or a shared temporary burden of collective responsibility.**

The Choice is ours.

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21. Biliana Cicin Sain, Miriam Balgos, Joseph Appiott, Kateryia Wowk, and Gwenwelle Hamon.2011. Oceans at Rio+20. How well Are We Doing on the Major Commitments from the1992 Earth Summit and the 2002 World Summit on Sustainable development? Global Ocean Forum.

NEW URBAN PLANNING AND DESIGN AND COMPACT CITIES IN RELATION TO ELECTRIC MOBILITY

关乎新型城市规划和紧凑型城市的电动出行



在全球电动出行论坛暨可持续人居环境会议上的演讲
Speech at Global Forum on Electric Mobility and Conference on Sustainable Human Settlements

联合国人类住区规划署城市基本服务司协调员 安德列·狄克斯
Andre Dzikus, Coordinator, Urban Basic Services Branch, United Nations Human Settlements Programme (UN-HABITAT)

巴西里约热内卢 2012 年 6 月 18 日 Rio de Janeiro, Brazil 18 June 2012

尊敬的各位代表，女士们、先生们：

我很荣幸，也很高兴能够出席此次盛会并向大家演讲。我们要探讨新型城市规划和紧凑型城市与电动交通或绿色交通之间的关系问题。但是，在此之前，请允许我向各位介绍一下 21 世纪人类要面对的全球新局面和城市化带来的挑战。大家知道，世界人口在过去 50 年间由 30 亿增长到了 70 亿，并且预计到 2048 年将增长到 90 亿。因为人口的增长主要都在发展中国家，所以这些国家的城市化挑战更为严峻。

城市化进程最快的地方是拉丁美洲和加勒比海地区，其次是亚洲，然后是非洲。

Distinguished Delegates, Ladies and Gentlemen,
It is a great pleasure and a privilege for me to stand before this august gathering. Before I discuss the need for New Urban Planning and Compact Cities for sustainable human settlements in relation to electric or green mobility, let me first present to you the emerging global scenario and the urbanisation challenges of 21st century. As you are aware that during the last 50 years, the world population has grown from 3 billion to 7 billion and is expected to reach 9 billion by 2048. As the population growth is mainly in developing countries, the urban challenges are particularly larger in the less developed countries.

This region - Latin America and the Caribbean - is urbanising very fast followed by Asia

and then Africa. As urbanisation is intensifying, cities are gaining more importance. The projections indicate that during 2007-25 cities will be making significant contribution to global GDP – the total pool of 2000+ metropolitan areas are expected to contribute 75% of global growth during this period.

The concurrent trends reveal differential impact of climate change and of urbanisation on economies of the world. The Cities of the developed nations are sources of high level emission of CO₂. These cities are also facing a demographic shift. They are facing the challenge of an aging population, growing cost of old age services and also growing inequality. There is also growing youth unemployment and the cities are also undergoing financial crisis of the welfare services.

On the contrary, cities in the developing world are having a different kind of challenge due to the climate change. There is the highest impact due to climate change in most vulnerable and poor cities facing floods, droughts, famines and other kinds of disasters. The impact of demographic shift is reflected in a growing youth population who are a potential economic asset but challenging unemployment of urban youth. High rates of urbanization with low level of industrialization are resulting into endemic urban poverty, manifested as slum formation and resort to informal low value economy.

I would also like to briefly explain the historicity of urbanisation and the constraints of these models of urbanisation during the last two centuries. The XIX century model of urbanization was driven by the hygiene movement. The main attention was given to water and sanitation, drainage and air quality.

With the success of the car, the XX century model represented modern city movement. Emphasis in the 20th century was on zoning and specialized uses, low density and huge open spaces. The unexpected consequences of 20th century model resulted in segregation of spaces, **very high demand of mobility**, loss of economies of scale (economies of agglomeration), loss of the “human scale” and loss of warmth in a city.

In the post World War II, a global standard urbanization model (GSUM) of a car based economy emerged. This model was commercially very successful as it proved to be real estate friendly and has facilitated industrialized production of the city.





不幸的是，二十世纪模式带来难以预料的后果便是，城市规划的语境完全丧失，文化认同和城市价值的损失，到处都是千篇一律的形式、高能耗、高度依赖汽车出行，以及被隔离的市区、增长不均衡和日益增长的幸福负指数。

最终效果就是我们所见到的支离破碎的城市，因为没有别的公共空间，城市里的各大商场就变成了社交聚会的场所。而商场却更像是一个人造街，公民就当然地成了那里的消费者。我们也观察到被私有化了的保安系统和封闭式的社区，这些都足以证明社会的衰败。我们还发现贫民区和棚户区的非正常增长。我们也经历了拥挤不堪的市区、次级抵押贷款、金融危机、越来越多的青年失业、生活成本上升和昂贵的城市交通费用。无论是发达国家和发展中国家的城市土地价格都呈指数式增长。

然而，在联合国人居署我们却看到了一线希望，我们发现有些事情正在转变。新理念正在涌现，城市规划的新概念、开放的空间和创意城市层出不穷。人们在达成越来越多的共识：如更合理的密度、更多混合使用的土地、区域划分的终结、更多的社会整合、真正人类尺度的恢复、人行道和自行车道的距离延长、汽车和火车之间的新平衡、公共交通系统、文化和社会认同、以及城市价值、城市设计、城市语境的恢复等等。

这些概念是可以复制的，它们能保证房地产企业的规范化。这些新的理念，要求较低的监管力度，但为突出建筑特色留有较大空间。我们必须避免只给城市外表披上“绿

The highlights of this model are that there seems to be no need for elaborated planning principles, no need for strong local authority, high level of zoning, very low density, and high use of green as a decorative”and“softening tool of the model. The technologies used are steel, glass and asphalt.

Unfortunately the unexpected consequences of this XXth century model have been a complete loss of the grammar of urban planning, loss of cultural identity and urban values, similarities of forms everywhere, high consumption of energy, very high mobility demand, socially segregated city, inequality in growth and growing unhappiness about the city.

What we really see that at the end is that the city is broken out. The malls in the city have emerged as the social gathering “locus” because there is no other public space. The mall is more like an artificial street, where the citizen is a consumer. We also observe the privatization of security and the gated communities which is a proof of social failure. We also find the informal growth in slums and favelas. We have also experienced burning districts, sub-prime mortgages, financial crisis, growing youth unemployment, rising cost of living and prices in cities and very high cost of urban transport. There has also been exponential growth of urban land prices in the cities of both developed and developing countries.

However, in UN-HABITAT we are visualising a silver lining as we find that something is moving. New ideas are developing. New concepts of urban planning, open spaces and the creative city are emerging. There is a growing consensus for more and better density, more mixture of land uses, end of zoning, more social integration, recovery of the truly human scale, walking

色”，而骨子里依旧是温室气体高排放——面子绿了，里子没绿。

从历史上看，城市住区是人类文明和文化的摇篮，它为大量知识、经济和社会活动的蓬勃发展提供了环境。对于那些追求在 21 世纪茁壮成长的发展中国家城市而言，伴随着人类充分发展和表达所需的社会和文化空间的增长，城市的人居环境需要达到高效、可持续标准，需要为居民提供劳动就业、社区服务和安全保障。

发展中国家城市的未来将取决于能否以智慧和快捷的方法应对城市化的挑战，解决 30 亿新增人口带来的问题，创造更加公平、包容、可持续、安全和繁荣的国家。

我们还需要了解城市贫民窟的问题。世界上超过 10 亿人生活在贫民窟。目前，撒哈拉以南非洲 62% 的城市总人口、南亚 43% 的城市人口、东亚 7% 以及拉丁美洲和加勒比地区 27% 的城市人口居住在贫民窟。

最近的研究还表明，获得土地、住房和基本服务是不断减少城市贫困和创造财富的关键因素，因为它为城市贫民提供了维持生计、积累资产以及改善健康和营养的手段。

城市交通运输是城市繁荣的根本支柱。由于交通质量包括行人和交通基础设施的改善，出行便利性的增强，它确实对贫民区和棚户区融入城市格局起到了催化剂作用。这些住区常常是被物理性地隔离的，而且和主城区也是分离的，居民不得不忍受更长的通勤时间和高昂的交通成本。而

and cycling distances, new balance between car and train, mass transportation systems, recovery of cultural and social identity and urban values, urban design and recovery of urban grammar.

These concepts are very replicable and ensure standardized real estate businesses. These new ideas require low level of regulation and high room for architectural singularity. We have to avoid apparently “green” city, but with high emission of greenhouse gases - green in colour, not in substance.

Historically, urban settlements have been the cradles of civilisation and culture, environments in which a multitude of intellectual, economic and social activities have flourished. For these many pursuits to thrive in the cities of the developing countries of the 21st century, we need settlements that work efficiently, are sustainable and provide access to work, services and security to all its citizens along with the social and cultural space needed for full human development and expression.

The future of cities in the developing world will hinge on meeting these urbanisation challenges being handled with the wisdom and alacrity needed to deal with over 3 billion additional people and create a more equitable, inclusive, sustainable, secure and prosperous nations.

We also need to understand the problem of slums in urban areas. More than one billion people in the world are living in slums. 62% of the total urban population of Sub-Saharan Africa, 43% urban population of South Asia, 37% of East Asia and 27% of Latin America and the Caribbean is currently living in slums.

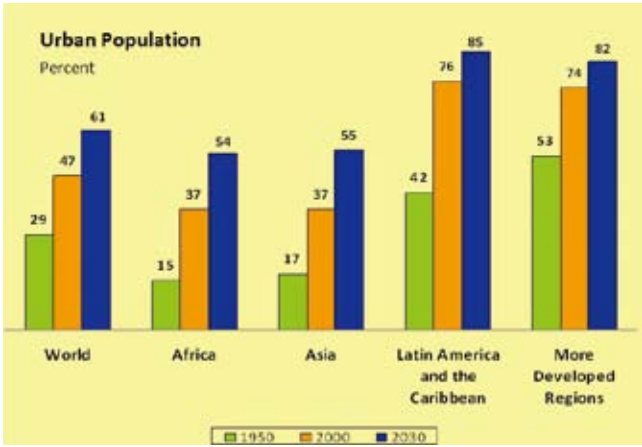
Recent studies also show that access to land, shelter and basic services are key determinants of the sustainable reduction of urban poverty and the creation of wealth as it provides the urban poor with the means to sustain livelihoods, accumulate assets, and to improve health and nutrition.

Urban mobility is an essential facilitator that underpins the prosperity of cities. Increased mobility brought about by improved mobility including pedestrian and transport infrastructure does play a catalytic role in integrating slums and squatter settlements into the urban fabric. These settlements are often physically isolated and disconnected from the main city, with residents having to endure longer commuting times and higher transportation cost. Improved mobility and accessibility can also reduce the level of social exclusion and improve access to various employment and activity nodes.

New Urban Agenda - Sustainable Urban Planning & Design

I however would like to convey some important messages and underscore the need for:

(a) Adopting a new approach to urban planning. Better Urban Planning & Design with optimal density and diversity in advance



时，非机动车和公共运输系统最具可行性。交通良好的紧凑型城市提供了更好的生活质量——低成本、更快速的劳动就业和服务——而且与资源消耗和碳排放强度撇清了干系。因而这里蕴含了绿色经济的基本要义：公平增长是完全可以建立在较低环境退化率的基础上的。通过去物质化和置换原则，可再生能源能够为城市交通模式的未来带来革命性的改变，城市能源和交通创新因汽车保有量需求的显著增加而得以推动。

真正的替代方案是——激励人们使用绿色交通比以往任何时候都更重要，战略性城市区域规划必须提供人居环境模式，以免落入非可持续出行的窠臼。一旦城市的设计只为小汽车着想，新的公共交通系统难免变得不切实际。说来有些自相矛盾，技术进步和电子通讯及交易将会使人们沟通变得方便，面对面的互动却比以往任何时候都更加重要。这可能会在日益全球化的城市之间增加对未来出行的要求。城市规划还可以提供最大限度减少过多流动性需求的配置（以及由此带来的提高速度和增加能源的需求）。此外，减少过多的流动性需求将部分抵消伴随着提高资源利用效率而增加资源消耗的反弹效应。最终，将现有的公共交通和非机动交通基础设施的绿化和基础设施的新建二者结合起来，即可降低人均能耗和碳排放率，这是不久的将来世界城市发展的必然要求。

我们需要分析城市采用城市交通可持续解决方案所面临的预期和挑战。城市出行的核心是整合非机动化解决方案及连接和互动性机制的公共交通系统，这是经济增长和城市繁荣的根本。基础设施建设、公共交通和节约能源对气候变化的益处是紧密相连的。我们需要探索城市出行对气候变化可能带来的影响。当基础设施受到破坏、因延误和取消而增加成本，特别是在发展中国家，城市出行可能质量低劣，且管理不当，对气候的影响将会更为严峻。

cities to avoid inefficient, obsolete technologies and stimulate their economies into the future. Non - motorised and mass transit systems are also most feasible when they leverage the agglomeration advantages of compact cities. Well-connected compact cities provide increased quality of life – cheaper, faster access to jobs and services – that is decoupled from resource use and emissions intensity. Therein lays the central tenet of a green economy: that equitable growth can occur at lower rates of environmental degradation. Through the principles of dematerialisation and the substitution, renewable energy can revolutionise urban transport modalities of the future. Urban energy and transport innovation is driven by significant increases in demand for car ownership.

Real alternatives – and incentives to use them – are more important than ever. Strategic city - region planning must provide settlement patterns before they lock in more unsustainable mobility patterns. Once a city is designed for cars, new public transit systems are inevitably impractical. Technological advances and the increase of electronic communication and transactions will, somewhat paradoxically, make place and face - to - face interaction more important than ever. This will likely continue to increase future mobility requirements between the world’s increasingly globalised cities. Urban planning can also provide configurations that minimise excessive mobility demands (and the resultant demands for increased speed and energy). Moreover, reducing excessive mobility demands will partly counter the rebound effect of increased resource consumption that usually accompanies increased resource efficiency. Ultimately a combination of greening existing and building new, public and non - motorised transport infrastructure can deliver the lower per capita energy use and emissions rates that the world of the near future will almost certainly require to survive.

We need to analyze the prospects and challenges that cities face in adopting sustainable solutions for urban mobility. At the heart of urban mobility is mass transportation that combined with non - motorized solutions increases connectivity and interactions, which are essential for economic growth and city prosperity. Infrastructure provision, mass transportation and energy conservation and its benefits on climate change are strongly connected. We need to explore the possible impacts of climate change on urban mobility. This is expected to be severe in terms of infrastructure damage, cost of delays and lost trips especially in developing countries where infrastructure supporting urban mobility may be of poor quality and inadequately maintained.

Before I close, I would like to highlight some of the key challenges of cities that include:

- Sustainable infrastructure investments in poor cities
- Leveraging agglomeration advantages and linking urban fabric with mass transit models

在演讲结束前，我想强调一下目前城市面临的主要挑战

- 贫困城市的可持续基础设施投资
- 利用城市群优势，把公共交通模型与城市建筑物连接在一起
- 发展中城市跨越式和低技术创新
- 推广 NMT（非机动车交通），让收入较低的社区使用
- 绿色公共交通激励（“拉动”和“推动”）的措施
- 体制的可持续性；以及
- 分离、减少和避免反弹效应。

五大议程确保可持续发展绿色出行

一、城市需要调动巨大的投资，为基础设施发展提供资金，加强绿色出行。

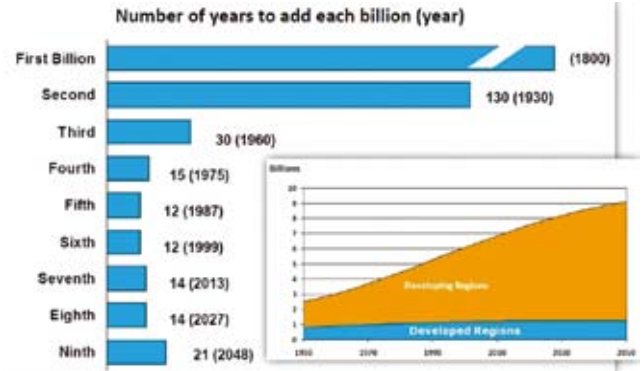
二、公共交通系统有明显的好处。城市需要将这些解决方案整合到城市出行计划中。贫困城市需要采用公共交通系统，着眼于为城市的繁荣发展增加更多的机会。

三、有必要将辅助交通系统整合到可持续和安全的城市交通系统中。

四、城市需要整合空间和交通规划；并且

五、加强制度建设，将现有“良好”的观念和思想转化成可持续发展未来的现实。

联合国人居署的角色：作为联合国体系中为城市服务的机构，联合国人居署受命与国家、州（省）和地方政府合作，作为催化剂，使得地方政府、社区、省级和国家政府一起努力，制定更好的城市和交通规划。这样的协作以相对较低的成本产生立竿见影的效果。



- Leapfrogging and low - technology innovation in developing cities
- Making NMT popular and work for lower income communities
- Incentives (“pulls” and “pushes”) of green mass transit
- Institutional sustainability and
- Decoupling, dematerialization and avoiding the rebound effect.

Five Point Agenda for Ensuring Green Mobility for Sustainable Development

1. Cities need to mobilize huge investments to finance infrastructure development to enhance green urban mobility.
2. Mass transit systems have clear benefits. Cities need to integrate these solutions in their urban mobility plans. Poor cities need to adopt mass transit systems with a view to achieving more to increase the chances of prosperous development.
3. There is a need to integrate para - transit systems into sustainable and safe urban transport systems.
4. Cities need to integrate spatial and transport planning and
5. Institutions need to be strengthened to transfer existing “good” concepts and ideas into a sustainable future reality.

UN-HABITAT’s Role

As the city agency of the United Nations system, UN-HABITAT mandated to work with national, state and local governments can play a catalytic role in bringing together, local governments, communities, provincial and national governments for better urban and transport planning. Such collaborations yield quick results at relatively lower costs.



国务院常务会议讨论通过 《节能减排“十二五”规划》

The State Council Discusses and Approves
12th Five-Year Programme on Energy Saving and Emission Reduction

国务院总理温家宝 7 月 11 日主持召开国务院常务会议，讨论通过《节能减排“十二五”规划》。

会议讨论通过《节能减排“十二五”规划》，要求形成加快转变经济发展方式的倒逼机制，建立健全有效的激励和约束机制，大幅度提高能源利用效率，显著减少污染物排放，确保到 2015 年实现单位国内生产总值能耗比 2010 年下降 16%，化学需氧量、二氧化硫排放总量减少 8%，氨氮、氮氧化物排放总量减少 10% 的约束性目标。为此，一要调整优化产业结构。抑制高耗能、高排放行业过快增长，加快淘汰落后产能，改造提升传统产业，调整能源消费结构，推动服务业和战略性新兴产业发展。二要推动提高能效水平。切实加强工业、建筑、交通运输、农业和农

村、商用和民用、公共机构节能管理，开展万家企业节能低碳行动。三要强化主要污染物减排。加强电力、钢铁、水泥等行业污染防治，推进农村污染治理和畜禽清洁养殖，控制机动车污染物排放，推进大气中细颗粒污染治理。四要深入开展节能减排全民行动，倡导与我国国情相适应的文明、节约、绿色的生产方式和消费方式。《规划》提出了节能改造、节能产品惠民、合同能源管理推广、节能技术产业化示范、城镇生活污水处理设施建设、重点流域水污染防治、脱硫脱硝、规模化畜禽养殖污染防治、循环经济示范推广、节能减排能力建设等十大重点工程和保障措施。

（来源：中央政府门户网站）

解读节能环保产业规划 助力节能减排 拉动经济增长

《规划》出台将对节能环保产业发展起到什么样的推动作用？节能环保产业将获得哪些政策支持？经济时报记者就此采访了国家发展和改革委员会有关负责人。

促进绿色发展意义重大

这位负责人表示，《规划》出台具有重要意义。从国际上看，在应对国际金融危机和全球气候变化的挑战中，世界主要经济体都把实施绿色新政、发展绿色经济作为刺激经济增长和经济转型的重要内容。为使我国在新一轮的经济增长中占据有利地位，必须不断提升节能环保产业竞争力。

从国内看，“十二五”时期，我国正处在工业化、城市化加快发展阶段，能源资源短缺和生态环境脆弱的问题将进一步加剧，为实现“十二五”规划纲要确定的单位 GDP 能耗降低、主要污染物排放总量减少等约束性指标，必须不断提升我国节能环保技术装备和服务水平。

从潜力看，我国节能环保产业潜力巨大，拉动经济增长前景广阔。据测算，到 2015 年，我国技术可行、经济合理的节能潜力超过 4 亿吨标准煤，可带动上万亿元投资；节能服务业总产值可突破 3000 亿元；产业废物循环利用市场空间巨大。

据了解，到 2015 年，我国将力争节能环保产业总产值达 4.5 万亿元，增加值占国内生产总值的比重为 2% 左右，节能环保产业产值年均增长 15% 以上，培育一批具有国际竞争力的节能环保大型企业集团。



明确三大重点发展领域

《规划》明确了“十二五”时期我国节能产业、资源循环利用产业和环保产业发展的重点领域。一是节能产业。节能技术和装备重点是高效锅炉窑炉、电机及拖动设备、余热余压利用装备、节能仪器设备；节能产品重点是高效节能家用电器与办公设备、高效照明产品、节能汽车、新型节能建材；节能服务重点是推行合同能源管理。

二是资源循环利用产业。重点是矿产资源综合利用、固体废物综合利用、再制造、再生资源利用、餐厨废弃物资源化利用、农林废物资源化利用等。

三是环保产业。环保技术和装备重点是先进的污水处理、垃圾处理、大气污染控制、危险废物与土壤污染治理、监测



设备；环保产品重点是环保材料、环保药剂；环保服务重点是污染治理设施建设运营的市场化、社会化。

据了解，围绕重点领域确定的工作方向，《规划》提出了重大节能技术与装备产业化工程、半导体照明产业化及应用工程、“城市矿产”示范工程、再制造产业化工程、产业废物资源化利用工程、重大环保技术装备及产品产业化示范工程、海水淡化产业基地建设工程、节能环保服务业培育工程等 8 大工程。

完善多方面扶持政策措施

这位负责人表示，与普通竞争性行业不同，节能环保产业属于典型的政策法规驱动型产业，既要突出市场导向，充分发挥市场配置资源的基础性作用，又要加强政府引导，驱动潜在需求转化为现实市场。

《规划》提出，要坚持以市场为导向，以企业为主体，以重点工程为依托，以提高技术装备、产品、服务水平为重点，加强宏观指导，完善政策机制，加大资金投入，突出自主创新，培育规范市场，增强竞争能力，促进节能环保产业成为新兴支柱产业。

这位负责人表示，为支持节能环保产业发展，《规划》提出了相应的政策扶持措施。一是完善价格、收费和土地政策，如研究制定鼓励余热余压发电的价格政策，对能源消耗超过限额标准的实行惩罚性电价，研究制定燃煤电厂脱硝电价政策等。

我国还将加大财税金融政策支持力度，安排中央财政节能减排和循环经济专项资金支持节能减排重点工程和节能环保产业发展重点工程，完善节能、节水、环保、综合利用税收优惠政策，选择成熟的税目开征环境保护税等。

同时，将完善进出口政策，通过完善出口卖方信贷和买方信贷政策，鼓励节能环保装备产品出口，对外援助优先安排环境基础设施建设等节能环保项目，建立进口再生资源加工区，对用于制造大型节能环保设备确有必要进口的关键零部件及原材料，研究免征进口关税和进口增值税等。

据了解，近期国家发展改革委将会同环境保护部进一步细化任务分工，确保各项工作任务的分解落实；同时，将加强对《规划》实施的跟踪分析和监督检查。

（来源：经济日报）



EVENTS AT A GLANCE

活动览胜

- 2012 生态文明贵阳会议（EFG）隆重举行——GFHS 应邀协办，助力会议提升国际影响力
- 2012 Eco-Forum Global (EFG) Grandly Held in Guiyang - GFHS Invited to Co-Organize, Promote the International Influence of the Forum
- 联合国环境规划署可持续建筑与气候倡议组织 2012 年会暨研讨会在巴西圣保罗召开 探讨资源效率与绿色经济——可持续建筑与城市的机遇
- UNEP - SBCI 2012 AGM and Symposium Held in Sao Paulo On Resource Efficiency and Green Economy: Opportunities for Sustainable Buildings and Cities
- 两年一届的世界城市盛会——第六届世界城市论坛在意大利古城那不勒斯召开
- Sixth Session of the Biennial World Urban Forum- Held in the Ancient Italian City of Naples

2012 生态文明贵阳会议 (EFG) 隆重举行 ——GFHS 应邀协办助力会议提升国际影响力

2012 Eco-Forum Global (EFG) Grandly Held in Guiyang - GFHS Invited to Co-Organize, Promote the International Influence of the Forum

应 贵阳市委市政府邀请，全球人居环境论坛（GFHS）欣然作为本届生态文明贵阳会议（EFG）的协办单位，和联合国教科文组织、联合国环境规划署、联合国工业发展组织等联合国机构一道，支持会议筹备。全球人居环境论坛主席、联合国前副秘书长安瓦尔·乔杜里专程出席会议发表演讲。GFHS 代表团一行 6 人全程参与了此次会议，与贵阳市领导、ICLEI 以及相关合作机构、知名专家进行了充分交流。《全球最佳范例》杂志全程报道会议盛况。

这是全球人居环境论坛（GFHS）作为一个非盈利组织，致力于建设可持续的人居环境，全力支持生态文明和绿色经济发展的公益性举措，它促进了各界决策者的交流与合作，传播了生态文明的理念，并提升了本次会议的国际化程度和影响力。



GFHS 主席安瓦尔·乔杜里同生态文明贵阳会议秘书长、中国教育国际交流协会会长章新胜亲切交流



GFHS 秘书长吕海峰一行同贵阳市委副书记、市长李再勇及贵阳市其他领导亲切会晤



GFHS 主席安瓦尔·乔杜里、秘书长吕海峰先生同 ICLEI 秘书长康拉德·奥托·乔默曼先生及夫人亲切交流



GFHS 主席安瓦尔·乔杜里同国务院发展研究中心研究员、国务院发展研究中心学术委员会副主任吴敬琏教授等亲切交流

生态文明贵阳会议 (EFG) 隆重开幕

贾庆林作重要批示，李金华致辞，格哈德·施罗德、周生贤、陈竺、赵克志、安瓦尔·乔杜里演讲，张维庆主持，叶小文、王正福、刘明康、卢秋田等出席



由全国政协人口资源环境委员会、科学技术部、环境保护部、住房和城乡建设部、北京大学、贵州省人民政府共同主办，中国工程院、中国人民外交学会、中国气象学会、中国市长协会、联合国开发计划署、联合国教科文组织、联合国环境规划署、全球人居环境论坛协办，中共贵阳市委、贵阳市人民政府、生态文明贵阳会议秘书处承办的 2012 生态文明贵阳会议，于 7 月 27 日在贵阳国际生态会议中心隆重开幕。中共中央政治局常委、全国政协主席贾庆林作重要批示。

全国政协副主席李金华致辞。德国前总理格哈德·施罗德，全国政协常委、机关党组书记、副秘书长孙怀山，环境保护部部长周生贤，卫生部部长陈竺，贵州省委书记、省长赵克志，全球人居环境论坛主席、联合国前副秘书长安瓦尔·乔杜里发表演讲。全国政协常委、人口资源环境委员会主任张维庆主持会议。中央社会主义学院党组书记、第一副院长叶小文，贵州省政协主席王正福，中国银监会前主席刘明康，前驻德大使卢秋田，贵州省有关领导出席会议。

孙怀山宣读贾庆林的重要批示。贾庆林在批示中指出，从 2009 年开始，全国政协人资环委、北京大学、贵州省政府等单位连续三年举办生态文明贵阳会议，对探索生态文明建设规律、推广生态文明建设经验起到了积极作用。2012 生态文明贵阳会议以“**全球变局下的绿色转型和包容性增长**”为主题，顺应了绿色经济、可持续发展的世界潮流。希望会议深入贯彻落实科学发展观，认真研究如何统筹兼顾经济发展、社会进步和环境保护，为传播生态文明理念、推动生态文明建设作出更大贡献。



会议在童声侗族大歌中拉开帷幕

侗族大歌——天地人和

请您侧耳细细听，唱支生态文明之歌给众人。
侗家祖辈有教导，天地人和享太平。
山河是主人是客，做客之人应谦恭。
天地人和乐相处，客莫欺主要记清。
客把山水变破碎，百孔千疮泪淋淋。
多给山河添锦绣，少让人间受灾情。



李金华

对生态文明建设提出四点建议

全国政协副主席李金华代表全国政协对会议的召开表示热烈祝贺。他在致辞中指出，2012 生态文明贵阳会议充分体现了世界发展的潮流和我国发展的实际，非常具有前瞻性、思想性、实践性。绿色转型、包容性增长，最终都是寻求经济与社会协调、可持续发展，与单纯追求经济增长的传统思维相对立，是一种全新的发展理念。绿色转型与包容性增长，相互关联、相互促进。通过绿色转型实现绿色发展，可以做出高品质的财富蛋糕，为社会分享成果打好物质基础；坚持包容性增长并实现社会财富的公平分配，可以有效地提高民众的幸福指数，凝聚各方力量参与绿色转型、实现绿色发展。

他围绕会议主题提出四点建议：一是推动绿色转型，实现绿色发展。大力弘扬生态文明理念，推动形成绿色健康的生活方式和消费模式，创新绿色科技、生产绿色产品、开发绿色能源，努力推动体制机制和政策创新，引导企业自觉承担绿色生产责任。二是高度关注民生，实现协调发展。不断做大社会财富蛋糕，努力建立覆盖全民的社会保障体系，着力解决教育、就业、医疗、养老、住房等民生问题，让更多的人享受发展带来的成果。三是推动公平正义，实现成果共享。做到权利公平、机会均等、规则透明、分配合理，让发展的成果普惠大众尤其是弱势群体，让每一个人都能过上幸福、有尊严的生活。四是加强交流合作，实现发展共赢。坚持共同但有区别的责任原则，尊重各自可持续发展自主权，加强新兴产业合作尤其是加强节能减排、环保、新能源等领域的合作，携手推进经济可持续发展，更多地寻求双赢、多赢。



施罗德

中德携手合作应对生态挑战

德国前总理格哈德·施罗德发表演讲时说，在应对全球性变暖过程中，只有合作才能迎接人类在未来面临的挑战。

在致辞中他强调，全球经济的飞速发展，给环境和自然资源带来了巨大的压力，在分析了中国和德国的能源政策和环保政策后，他指出中国和德

国一样都要致力于发展可持续的能源政策，并强调了环境保护和可持续发展具有重要的政治意义，全世界各国都应承担重要责任，欧洲和中国在未来必须要进一步加强合作。

他表示：“通过生态文明贵阳会议，可以传播这样的思想：环保在工业社会里越来越重要，我们应该在工业发展和环保之间取得一种平衡。我希望通过这样的会议让这样的思想在中国人民中传播得越来越广泛。我相信中德之间可以相互学习，德国虽然在某些方面做得比较成功和先进一些，但是中国也有自己的强项，比如说在太阳能方面。所以在不同的领域可以相互合作。”“我们完全有理由相信德中之间的关系发展得越来越成熟，越来越好。德中友好合作是历届政府的共识，无论是哪个政党执政，他们都非常关注德中友好关系的发展。”



周生贤

积极做生态文明建设的倡导者、引领者和践行者

环保部部长周生贤在发言中指出，建设生态文明，是以胡锦涛同志为总书记的党中央坚持以科学发展观统领经济社会发展全局，创造性地回答怎样实现我国经济社会与资源环境可持续发展问题所取得的最新理论成果，是中国特色社会主义理论体系和中国特色社会主义事业总体布局的重要组成部分。建设生态文明，以把握自然规律、尊重和维护自然为前提，以人与自然、环境与经济、人与社会和谐共生为宗旨，以资源环境承载力为基础，以建立可持续的产业结构、生产方式、消费模式以及增强可持续发展能力为着眼点，加快构建资源节约型、环境友好型社会。

周生贤说，环境保护是生态文明建设的主阵地，加强环境保护是推进生态文明建设的根本举措。中共十七大提出建设生态文明，又进一步深化和丰富了可持续发展的理论，有利于人类社会的更高层次上推进文明进程。当前和今后一段时期，中国将全力完成主要污染物的减排任务，切实发挥环境优化经济发展的作用，制定实施生态文明建设的目标、指标体系，优先解决损害群众健康的突出环境问题，加大农村环境保护力度，让重要的生态系统休养生息。希望各方各界不断地加强交流合作、携手共同行动，大力促进人与自然和谐发展。



陈竺

保护环境、促进健康，实现社会经济协调发展

卫生部部长陈竺表示，人类社会已经充分认识到，保护环境、维护生态系统安全，就是维护人类自身的安全和健康，并将自然的健康、生态系统的健康和人类自身的健康，放到了同等重要的位置。过去五年，中国政府启动了新一轮医疗卫生体制改革，取得了重要进展。贵州通过艰苦努力，大力推进地氟病地区炉灶改造，使氟中毒等环境健康问题得到显著改善。“十二五”期间，中国卫生部门将在科学发展观的指引下，实施一系列提高人民群众健康水平的重大行动，走出一条有中国特色的卫生发展道路。

空气污染、工业污染及其他人类活动直接排放、饮用水污染已成为民众关注的健康威胁因素。要加快推进健康城市建设，提高人群健康素养，加强社会医疗卫生服务能力；强化对环境与健康相关因素的监测和预警，完善传染病监测网络，及早识别疾病风险，采取相应的干预措施，切断传播途径；加快建立健全全民医保体系，巩固完善基本药物制度，积极推进公立医院改革，最大程度促进质量、公平和效益的统一。



赵克志

在绿色转型与包容性增长中实现贵州科学发展

中共贵州省委书记、省长赵克志在会上提出，促进绿色转型，实现包容性增长，应当把加快发展作为第一要务；应当探索绿色经济的有效模式；应当遵循以人为本、公平公正的发展理念；贵州省将牢固树立尊重自然、顺应自然、保护自然的生态文明理念，通过生态建设和环境保护创造良好的生产生活环境；加快推进新型工业化，通过产业结构优化升级促进绿色转型；将走山区特色的城镇化道路，通过资源优化配置带动加速发展。



乔杜里

应对气候变化和碳排放，城市举足轻重

全球人居环境论坛理事会主席、前联合国副秘书长安瓦尔·乔杜里表示：中国政府在绿色环保、和谐稳定的城市化进程中积极推进建设资源节约型和环境友好型社会的战略，并取得了很大的成就。他指出：世界正在经历一个和人居环境及城市化相关的重要转折。从 2008 年开始，世界上已经有超过一半的人口居住在城市，一个新的城市时代已然来临。我们正经历着一个前所未有的、快速的、不可逆转的城市化时期。城市在应对气候变化和碳排放等方面，对政策制定者来说，已经变得越来越重要。

全球人居环境论坛自成立以来，每年的会议和其他活动一直致力于应对可持续发展领域的挑战，这显然是有着重要意义的。它发起的范例新城项目倡议（IGMC）是建筑部门和城市建设部门的可持续最佳范例，它将树立一个榜样以激励前瞻性的政府、企业和社会各界人士共同努力建设低碳城镇，支持联合国人居议程，以应对气候变化。范例新城的十二项原则包括了构筑绿色城市全方位的要素，它们不仅规范了未来可持续人居环境的硬件设施，而且还通过构建生态文明和社区文化，引导居民和商业机构自觉形成绿色低碳的生活方式和生产方式。

他同时指出：可持续的城市发展是 21 世纪人类社会面临的最严峻的挑战之一，随着越来越多的人在城市定居，城市在社会、经济、环境和政治等各个层面将面临着世界上最大的挑战，而应对这些挑战需要全球同心协力和精诚合作。



右图：贵阳市国际生态会议中心



仇保兴
中国低碳生态示范城市建设尚面临五大问题

住房和城乡建设部副部长仇保兴说，城市消耗了 85% 的能源和资源，排放了相同比例废物和废气，流经城市的河道 80% 以上都受到了严重的污染，事实提醒城市必须转变发展模式。目前，发展低碳生态城市已在国内得到广泛共识，发展迅速。但目前尚面临一些问题，将通过加强试点、示范和国际合作来解决。

一是对低碳生态技术的本地化、可普及性和规模效应重视不够；二是个别示范区绿色建筑标准低于国家标准；三是低碳生态城市考核数据监测、规划实施、过程监管工作滞后；四是与老城区距离较远，试点城市建设进展缓慢；五是交通网络结构类同于开发区。

仇保兴说，绿色建筑是建设低碳生态城市的途径，对于达到国家标准的星级绿色建筑，国家将给予补助大力扶持，对于达到国家绿色小城镇标准的，国家也将给予建设补助。同时，将加强低碳生态城市试点、示范和国际合作，一方面建设大量卫星城和新区，另一方面推进旧城改造更新，需要新建的生态城和已有城镇向低碳生态城镇转型。



吴敬琏
找不到新增长来源 就会陷入中等收入陷阱

中国著名经济学家、中国国务院发展研究中心学术委员会副主任吴敬琏强调，中国达到中等收入水平，过去主要是靠资源的投入。如果不能找到新的增长来源，即技术进步和效率提高的话，就会陷入中等收入陷阱。

吴敬琏说，从经济学上讲，经济的增长有三个来源：一是劳动力的投入，二是各种资源的投入或者叫资本的投入，三是效率的提高。如果讲人均的增长，则基本的来源是两个：一是资源投入，货币表现叫资本投入。二是效率提高，经济学上叫技术进步或技术提高。

他表示，如果不能找到新的、即原创性的技术进步和效率提高的话，那么中国的增长就只能依靠更多投资，表现在东部地区就是现在的增长乏力，而西部现在的高速增长也主要靠投资拉动。吴敬琏强调，如果还是主要靠资源的投入而不能找到新的增长来源——技术进步和效率提高，中国就会陷入中等收入陷阱。



贵阳会展中心

分论坛聚焦绿色发展

2012 生态文明贵阳会议为期三天，期间举行了数十场丰富多彩的分论坛活动，如第八届泛珠三角省会（首府）城市市长论坛、食品安全与健康论坛、西部生态文明实现路径论坛、文化遗产保护与旅游发展中的社区参与论坛、城乡规划论坛、生物圈保护论坛、城市可持续发展基础设施融资论坛、生态保护科技创新高层论坛、中国绿色经济青年论坛、可持续水资源管理论坛、生态修复论坛、妇女事业与少数民族区域可持续发展论坛、绿色建筑与建筑节能论坛、气候变化论坛、生态教育论坛、能

源论坛、城市空气质量论坛、高新产业论坛、森林碳汇论坛、电视论坛、绿色农业论坛、绿色金融创新与发展论坛、智能城市建设论坛、中外城市生态文明建设比较论坛、企业家论坛、两岸三地绿色经济论坛、绿色就业论坛、企业走出国门与绿色转型论坛等 30 多场专题论坛，以及贵阳城乡规划展览馆开馆仪式、贵阳市十大工业园区开展仪式暨项目推介会以及国学讲座、对话经济学家、媒体峰会等活动。1200 余名嘉宾参会，330 多位代表发表演讲。

2012 贵阳共识：推进绿色转型和包容性增长
2012 生态文明贵阳会议圆满闭幕



7 月 28 日下午，2012 生态文明贵阳会议在圆满完成各项活动后落下帷幕，会议形成了以推进绿色转型和包容性增长为主要内容的《2012 贵阳共识》。

全国政协常委、机关党组书记、副秘书长孙怀山，中央社会主义学院党组书记、第一副院长叶小文，国务院发展研究中心研究员、国务院发展研究中心学术委员会副主任吴敬琏，全球人居环境论坛主席、联合国前副秘书长安瓦尔·乔杜里，博鳌亚洲论坛国际咨询委员会委员龙永图，贵州省委常委、贵阳市委书记李军，贵州省委常委、常务副省长谌贻琴，贵州省政协副主席刘鸿庥，中国农业大学党委书记瞿振元，厦门大学校长朱崇实，市委副书记、市长李再勇出席闭幕式。

生态文明贵阳会议秘书长章新胜主持闭幕式并宣读贵阳共识。《共识》认为，应从五个方面推进绿色转型和包容性增长。一是把绿色转型作为促进增长的首要选择。摒弃以大量消耗和浪费资源为代价的非绿色增长方式，实现原创性的技术进步和效率提高，降低资源在经济增长中所拥有的相对“价值”。二是把绿色理念深度融入社会生产生活各环节。发达国家、发展中国家，发达地区、欠发达地区，城市、农村，公共部门、企业组织，生产者、消费者，青年、妇女，都是绿色转型的直接责任者，都应全面融入绿色转型的时代潮流。三是在加速绿色发展、绿色转型中推动民生改善。不断消除民众参与经济发展、分享发展成果的障碍，努力实现机会平等、权利平等和社会福利平等，让每个人过上幸福、有尊严的生活。四是运用新的模式提升生态系统服务能力。探索代价小、效益好、排放低、可持续的环保新道路，以尽可能小的资源环境代价，支撑更大规模的经济活动。五是更加深入广泛地开展生态文明建设的国际合作。坚持“共同但有区别”的责任原则，尊重世界各国各自的可持续发展自主权，加强新兴产业合作尤其是加强节能减排、环保、新能源等领域合作。

章新胜在主持会议时说，生态文明贵阳会议始终坚持面向实际、面向基层、面向生活、面向世界的发展方向，努力倡导广泛参与和平等互动。我们将动员社会各界力量、汇聚各利益相关方，将生态文明贵阳会议建设成绿色转型和包容性增长的共享大平台、有利于国内外主要社会群体深度参与全球可持续发展进程的国际性桥梁。希望各方充分运用这样一个非官方、公益性、国际性的高端平台，共同携手抢抓绿色转型的历史性发展机遇。

会议在洋溢着青春气息的贵阳青年学生合唱歌声中落下帷幕。



贵阳青年学生合唱团演唱歌曲《高原，我的家》

我的家呀我的家
我的家呀我的家
我的家呀我的家
回家
我要回到我那高原的家
那里山水特别绿，那里太阳格外暖，
那里姑娘多么美丽，那里小伙儿实在壮。
那里人民心好又善良
那片土地深厚又宽广。
这里就是我的家呀
我的家就在这块高原上。

我的家呀我的家
我的家呀我的家，
回家 我又回到我那高原的家
回家 我又回到我那高原的家呀梦中的家

我的家呀我的家
我的家呀我的家
回家 我要回到我那高原的家
那里春光特别明媚，那里四季美如画，
那里芦笙多么悠扬，那里“飞歌”格外亮。
那片高原神奇又灿烂
那片土地深厚又宽广。
这里就是我的家呀
我的家就在这块高原上。

我的家呀我的家，我的家呀我的家，
回家 我又回到我那高原的家
我的家呀我的家，我的家呀我的家，
我的家呀我的家，我的家呀我的家

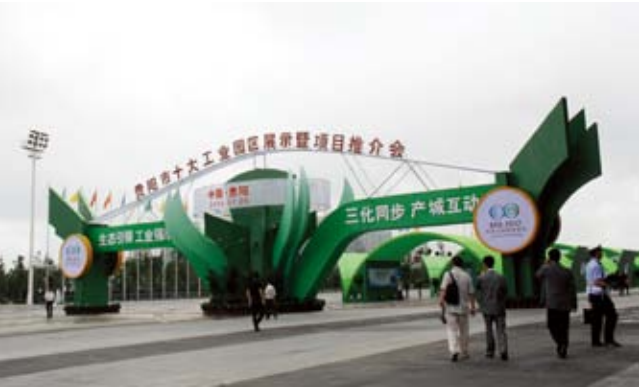
生态文明贵阳会议系列活动

生态文明贵阳会议系列活动之一

贵阳市十大工业园区展示开幕 ——25个项目集中签约 总金额达 124 亿元

7月26日，贵阳市十大工业园区展示在贵阳国际会议展览中心隆重开幕。市委副书记、市长李再勇宣布展示开幕，副市长刘玉海致辞推介，副市长翟彦主持开幕式及签约仪式。

全球人居环境论坛秘书长吕海峰，市人大常委会主任李忠，省投资促进局副局长刘京渝，市委副书记王保健，市人大常委会副主任、清镇市委书记杨明晋，市人大常委会副主任、乌当区委书记李志鹏，市政协副主席向阳，市政协副主席、修文县委书记石洪出席推介会并见证签约。



生态文明贵阳会议系列活动之二

7月26日，历时两年建设的 全国最大城市展馆 ——贵阳市城乡规划展览馆开馆



城乡规划馆外景

贵阳市城乡规划展览馆占地 2.23 万平方米，总建筑面积 2 万平方米。工程主体为全钢结构，地下 1 层，地上 4 层，高 34 米，主体空间高，跨度大，呈立方体。从一楼到四楼，以“过去、现在、未来”时空顺序为布展逻辑，将展馆分为百年贵阳展区、生态文明城市建设成果展区、交通规划展区、城乡统筹发展规划展区等五大篇章 24 个展区。



一进大门就能看到日月星河与贵阳地质地貌的巨大版图



工作人员向 GFHS 代表团介绍展馆概况



工作人员向 GFHS 代表团讲解地州市规划区概况



贵阳市城市总体规划



GFHS 代表团参观馆内沙盘模型



悠悠小道彰显生态本色

生态文明贵阳会议系列活动之三

名人生态环保植树



7月28日，出席2012生态文明贵阳会议的联合国前副秘书长暨高级代表、全球人居环境论坛主席安瓦尔·乔杜里大使，全球人居环境论坛秘书长吕海峰、副秘书长杨晓鸿等嘉宾参加培育生态林活动，在毗邻贵阳生态会议中心的观山湖公园内



亲手种植了一颗颗象征绿色和友谊的树苗，树下的石头将刻上嘉宾名字作为纪念。已经累计有很多名人在此植树纪念了。植树活动结束后，嘉宾们参观了具有多彩贵州民族之风的民族广场，并应邀为贵阳和此次会议活动亲笔题词。



前联合国副秘书长暨高级代表、全球人居环境论坛理事会主席安瓦尔·乔杜里题词：

我非常高兴参观美轮美奂的贵阳生态公园。
贵阳是绿色发展的典范。
举办2012生态文明贵阳会议很值得称道。
我将全力支持贵阳的生态文明建设。

*I enjoy it very much visiting this wonderful park in Guiyang!
Cool Guiyang is a model for green development.
The Eco-Forum Global 2012 is a commendable initiative.
I am full of support for the eco-civilization effort of this city.*



全球人居环境论坛秘书长吕海峰题词：

观山观水观天下，
生态生财生和谐。

贵阳·金阳·观山湖

*By viewing Guanshan, you view mountains, waters and even the whole world;
By building ecological environment, you build fortune and harmony.*

Guiyang-Jinyang-Guanshan Lake



全球人居环境论坛理事会主席、前联合国副秘书长安瓦尔·乔杜里同全球人居环境论坛秘书长吕海峰先生等分享环保心得



GFHS 代表团在观山湖公园与全体志愿者合影

编者按 Editor's Note

联合国环境规划署可持续建筑与气候倡议组织 (UNEP-SBCI) 2012 年会及研讨会于 6 月 12-14 日在巴西圣保罗举行, 会议由巴西可持续建筑理事会 (CBCS) 等单位承办。UNEP-SBCI 会员单位代表、主办国政府官员、相关专业人士、联合国相关机构和其他国际组织代表等近 500 人出席了会议。全球人居环境论坛媒体部主任、全球最佳范例杂志采编曾春云专程出席了会议, 与世界各地会员及巴西可持续发展领域政企各界进行了广泛而深入的交流。

作为 UNEP-SBCI 的国际合作伙伴, 《全球最佳范例》杂志全程记录了会议内容和精彩观点, 本期和下期杂志将全面报道此次会议。

The 2012 AGM and Symposium was held on June 12-14. The meeting was sponsored by Brazilian Council for Sustainable Construction (CBCS) etc. About 500 participants, including UNEP-SBCI members, government officials of the host country Brazil, relevant professionals, delegates from the United Nations and relevant international organizations attended the meeting. Ms. Zeng Chunyun, media director of Global Forum on Human Settlements (GFHS), reporter and editor of World Best Practice Magazine made a special trip to attend the meeting and exchange extensive and in-depth views with members from all over the world as well as government and enterprise from Brazil sustainable development.

As the National Partner of UNEP-SBCI, the World Best Practices magazine covered the full contents of both the meeting and the symposium and wonderful viewpoints which are rendered in this issue and the next, please kindly take heed.

联合国环境规划署可持续建筑与气候倡议组织 2012 年会暨研讨会在巴西圣保罗召开

UNEP - SBCI 2012 AGM and Symposium Held in Sao Paulo

探讨资源效率与绿色经济——可持续建筑与城市的机遇

On Resource Efficiency and Green Economy: Opportunities for Sustainable Buildings and Cities

6月12-14日, 由联合国环境规划署 (UNEP) 主办、巴西可持续建筑理事会 (CBCS)、圣保罗住房工会 (Secovi-SP)、圣保罗州住房厅 (SH)、圣保罗市环保厅 (SVMA)、圣保罗州建筑与社会房屋公司 (CDHU) 和城市部等多家机构协办的 UNEP-SBCI 2012 年会暨资源效率与绿色经济研讨会在巴西圣保罗皮涅罗斯 (Sesc Pinheiros) 成功召开, 主题为: 资源效率和绿色经济——可持续建筑和城市的机遇。

The Sustainable Buildings and Climate Initiative (SBCI), along with Conselho Brasileiro de Construção Sustentável (CBCS), SECOVI-SP, the Secretaria da Habitação do Estado de São Paulo - SH, the Secretaria Municipal do Verde e Meio Ambiente - SVMA, Companhia de Desenvolvimento Habitacional e Urbano do Estado de São Paulo - CDHU and Ministério das Cidades - Midades, hosted the United Nations Environment Programme (UNEP) 2012 Annual General Meeting and Symposium on Resource Efficiency

6月12日，UNEP-SBCI年会在位于圣保罗 Dr. Bacelar 街道 1043 号的 Millennium 会展中心举行。首先，巴西可持续建筑理事会主席马塞洛·高冈向与会会员致欢迎辞；而后 UNEP-SBCI 的协调员科特·盖瑞根先生回顾了 2011 年 -2012 年度可持续建筑指导委员会、能源及温室气体技术咨询委员会、宣传委员会、材料技术咨询委员会、水资源技术咨询委员会的报告，并就报告中的议题与会员展开了深入的探讨。同时他强调了 2011-2012 年间秘书处的的工作亮点，包括碳排放度量指标示范及其结果及下一步的措施；法国的进展情况报告；发展中国家的目标以及可持续建筑报告协议等等。

接着，会员们听取了秘书处关于 2011-2012 年度工作报告和 2012-2013 年度工作计划，审议了 2011-2012 年度的财务执行情况和 2012-2013 年度财务预算。并对 2012-2013 年的工作计划、章程修改等进行了投票。而后，会议以差额选举方式选举产生了新的一届理事会成员以及可持续建筑指数执委会等多个专业委员会成员，各委员会进行了分组讨论，并就下年度的委员会工作目标展开了对话。

and Green Economy: Opportunities for Sustainable Buildings and Cities, at Sesc Pinheiros in Sao Paulo, Brazil on the 12 - 14 June.

UNEP-SBCI 2012 Annual General Meeting was held at Milenium Convention Center, Rua Dr. Bacelar, 1043, São Paulo, Brazil on 12th June, 2012. At first, Marcelo Vespoli Takaoka, President, Conselho Brasileiro de Construção, Sustentavel & UNEP-SBCI Advisory Board Chair made a welcome address, and Curt Garrigan, Coordinator, UNEP-SBCI made a yearly review and an in-depth discussion on the reports with members from Sustainable Building Steering Committee, Energy & GHG Technical Advisory Committee, Advocacy Committee, Material Technical Advisory Committee, Water Technical Advisory Committee. Also, he emphasized the highlights of the things done during 2011-2012, which includes: Common Carbon Metric (CCM) Demonstration, Results and What's next; State of Play report for France; Developing Country Baselines; Sustainable Building Reporting Protocol, etc.

As it was scheduled, SBCI members first listened to the secretariat's annual work report about 2011-2012 and the annual work plan for 2012-2013 then reviewed the 2011-2012 financial executive circumstance and 2012-2013 financial budget; and then,



会员们认真听取报告

6月13日，UNEP-SBCI 资源效率与绿色经济研讨会在皮涅罗斯礼堂举行，圣保罗市长吉尔伯托·卡萨比，巴西可持续建筑理事会主席马塞洛·高冈，圣保罗住房工会主席克劳迪奥·伯纳德斯，圣保罗市环保厅秘书卡洛斯·罗伯托·福特纳，巴西城市事务部全国住房秘书伊内斯·马加良斯，圣保罗州住房厅秘书西尔维奥·托雷斯等均出席研讨会并发表了演讲。

the Board of Directors and Sustainable Building Index Executive Committee and other professional committees were renewed through the multi-candidate election. The Committees have a panel discussion about the working objective in the next year.

UNEP - SBCI 2012 Symposium was held at Sesc Pinheiros on 13th, June. Mayor Gilberto Kassab, City of São Paulo, Marcelo Takaoka, President, CBCS; Claudio Bernardes, President, Secovi-SP; Carlos Roberto Fortner, Secretaria do Verde e Meio Ambiente



圣保罗市长吉尔伯托·卡萨比



巴西可持续建筑理事会主席马塞洛·高冈



圣保罗住房工会主席克劳迪奥·伯纳德斯

研讨会围绕以下三点展开了深入讨论，一、联合国环境规划署可持续建筑与气候倡议组织（UNEP-SBCI）为可持续建筑创建平台，促进其发展；二、可持续建筑部门在走向资源效率道路上扮演的角色；三、为宜居、资源型城市的行动和合作制定政策。来自世界各地的演讲嘉宾就建筑部门及建筑对能源、全球资源使用、绿色经济、全面实现可持续发展目标的影响等相关主题发表了重要演讲。



圣保罗市环保厅秘书卡洛斯·罗伯托·福特纳



巴西城市事务部全国住房秘书伊内斯·马加良斯



圣保罗州住房厅秘书西尔维奥·托雷斯

do Município de São Paulo; Inês Magalhães, Secretaria Nacional de Habitação – Ministério das Cidades; Silvio Torres, Secretaria do Estado de São Paulo - Secretaria da Habitação e Companhia de Desenvolvimento Habitacional e Urbano do Estado de São Paulo presented while also delivered their speeches at the symposium.

Symposium made an in-depth discussion on UNEP-SBCI Creating a Common Platform & Enabling Sustainable Buildings; Leading the way to Resource Efficiency - The role of the Building



左起：圣保罗住房工会主席克劳迪奥·伯纳德斯，圣保罗市环境部长玛莎·德尔加多，巴西城市事务部全国住房秘书伊内斯·马加良斯，圣保罗市住房秘书助理伊丽莎白·弗兰卡，美国绿色建筑协会副主席詹森·哈特克，新加坡建设局研究署总署长洪建生
Left to from: Claudio Bernardes, President of Secovi-SP; Martha Delgado, Minister of the Environment, Mexico City; Inês Magalhães, Secretaria Nacional de Habitação - Ministério das Cidades, São Paulo; Elisabeth França, Assistant Secretary for Housing in the City of São Paulo; Jason Hartke, vice chairman of US-GBC; Ang Kian Seng, Group Director, Research Group, BCA Singapore)

本研讨会安排在联合国可持续发展大会（6月20-22日）之前召开，旨在为地方、国家和国际专家及政策制定者参加探讨建筑部门如何为可持续发展提供机会并推动其前进提供一个重要平台。研讨会亮点之一是圣保罗住房工会主席克劳迪奥·伯纳德斯，圣保罗市环境部长玛莎·德尔加多，巴西城市事务部全国住房秘书伊内斯·马加良斯，圣保罗市住房秘书助理伊丽莎白·弗兰卡，美国绿色建筑协会副主席詹森·哈特克，新加坡建设局研究署总署长洪建生等政策制定者参加的小组讨论环节，他们就城市在促进可持续建筑、全面实现可持续发展目标的作用等议题展开了深入的讨论。

6月14日，圣保罗市特别邀请 SBCI 的会员参观了位于圣保罗库巴托（Cubatão）的可持续社会住房（指由住房协会和地方法政会提供的廉租房或廉价房）项目（SUSHI），该项目是联合国环境规划署开发的 SUSHI 第一阶段的一部分，其目的是在发展中国家的社会住宅项目中增加可持续（资源和能源效率）建筑和可持续设计方案的使用。

Sector; Livable and Resource Efficient Cities: Creating Policies and Partnerships for Action. Symposium included speakers from around the globe presenting key topics related to the building sector and its impact on Energy, Global resource use, Green economy, and Achieving overall sustainable development objectives.

Scheduled to precede the United Nations Conference on Sustainable Development (Rio+20) to be held in Rio de Janeiro, 20-22 June, this event was an important platform for experts and policy makers at the local, national and international levels to present and discuss the significant opportunities for advancing sustainable development through the building sector. A key highlight of the Symposium was that Claudio Bernardes, President of Secovi-SP; Martha Delgado, Minister of the Environment, Mexico City; Inês Magalhães, Secretaria Nacional de Habitação - Ministério das Cidades, São Paulo; Elisabeth França, Assistant Secretary for Housing in the City of São Paulo; Jason Hartke, vice chairman of US-GBC; Ang Kian Seng, Group Director of Research Group, BCA Singapore attended the policy-making panel and focused on the role of cities in promoting sustainable buildings and achieving overall sustainable development objectives.

嘉宾观点摘要 VIEW POINTS FROM DISTINGUISHED GUESTS



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
Arab Hoballah, Chief, Sustainable Consumption and Production Branch, UNEP

人们常常会问，为什么建筑部门对于联合国环境规划署如此重要。建筑部门之所以对我们的工作至关重要是因为它凝结着社会和经济多方面的基本元素，对环境有着重要的影响。建筑部门内部和外部都联系着许多利益链，越来越多的人开始明白可持续建筑对于实现经济、环境和社会的目标，以及实现资源节约型和切实有效的管理体系有巨大的潜力和机会。建筑部门在经济中所占份额约为 10%，而另一个显而易见的事实是，人们是在建筑内从事工作、生活和娱乐等活动的。

而且，我们还需要关注建筑可持续发展这个更广义的议题。随着人们对建筑与温室气体排放联系的认识，越来越多的人认识到可持续建筑对于实现经济、环境和社会目标的巨大潜力和机缘。有鉴于此，我们目前一方面在完成《可持续建筑报告规程》这个全球通用的框架，以便为衡量、报告和验证现存建筑在核心可持续性议题方面的表现提供统一标准，同时，我们还需要给利益相关者们传达一个清晰的信息：即通过采取可持续建筑的政策和实践来应对更加广泛的可持续议题的重要性。

我们也认识到建筑必须融入到“自然环境”之中，这意味着我们也必须研究城市和城市发展。我们需要致力于处理

好可持续建筑规划与提供能源、交通、水和废弃物处理服务的基础设施之间的关系，以便于通过资源效率，特别是能源效率促进并实现革命性的转变。

We are often asked why the building sector is so important to UNEP. The sector is critical to our work because it represents the intersection of many elements of our societies and economies, and has a significant environmental impact. So many interests converge in and around buildings, and more people understand the great potential and opportunities for sustainable building to help realize economic, environmental and social objectives resource efficiency and responsible governance. The sector accounts for approximately 10% of many economies, and obviously people live, work, and spend their leisure time in buildings.

But we also need to turn our attention to the broader sustainability issues of buildings. As with the link to GHG emissions, more people are beginning to understand the great potential and opportunities for sustainable buildings to help realize economic, environmental and social objectives. To do this we are not just working to finalize our Sustainable Building Reporting Protocol, a globally consistent framework to measure, report, and verify the influence of the performance of building stock on core sustainability issues. We are also developing a clear message for stakeholders on the importance of addressing a broader range of sustainability issues through the adoption of sustainable building policies and practices.

We also realize that buildings must be integrated in the "natural environment", meaning we must also look at cities and urban development. We must focus on the relationship between planning and the performance of buildings and infrastructure in the forms of energy, transport, water, and waste, so as to further promote and deliver a transformative change through resource efficiency, in particular energy efficiency.



巴西圣保罗郊区的贫民窟



墨西哥绿色建筑委员会主席 凯撒·特维诺
President, Mexico Green Building Council

建筑的可持续规划、设计和建设及运营，乃至城市本身为拉丁美洲的建设部门提供了千载难逢的机会，那就是它促进了全球和地方资源的有效利用、经济的健康发展、生活质量的提高和社会的全面适应能力。

墨西哥地区所遵循的创新政策框架、以市场为基础的措施和公私伙伴关系正在为更可持续的建筑环境开辟新的道路。



圣保罗库巴托的可持续社会住房项目 (SUSHI) 1

Sustainable planning, design, construction and operation of single buildings -and cities at large- present an unmatched opportunity for Latin America's building & construction sector to contribute to efficient global/local resource utilization, healthier economies, enhanced quality of life and overall community resilience.

Innovative policy frameworks, market-based tools and public-private partnerships observed in the region are opening new routes to more sustainable built environments.



国际咨询工程师联合会腾博建筑设计师
事务所代表 斯特兰·弗莱克塞尔

Stellan Fryxell
Tengbom Architects & Representative of
the International Federation of Consulting
Engineers

国际咨询工程师联合会（FIDIC）在改善合作关系网络和系统的基础上提出了一种“反思城市”的新方法，以推广综合、全面、可持续的城市规划、设计、建设和管理系统；通过对新建建筑和现有建成环境包括拥有长远规划和运作良好的城市结构，土地和基础设施系统的有效利用，以实现高效的可再生能源生产、分配和使用；实现高效运输和通讯网络；促进空气和水质量的提高减少废弃物和废水并提高，其再利用率；提高备灾和灾害响应、气候适应能力等。斯德哥尔摩的哈马碧滨水新城是应用整体综合设计原则规划设计的范例城市之一。

FIDIC is proposing a new approach 'Rethink cities' for sustainable urban development based upon improved cooperation, synergies and systems; through promoting an integrated and holistic planning, design, construction and maintenance of sustainable cities through environmental buildings - both new and existing - including far-reaching well-functioning urban structure, land use and infrastructure systems as efficient and renewable energy production, distribution and use; efficient transportation and communication networks; improved air and water quality, reduced and utilise waste, utilise waste water, improve disaster preparedness and response, and increased climate resilience etc. The Hammarby Sjöstad in Stockholm is one example of a new city area planned after those holistic integrated design principals.



能源联盟 2050 名誉主席、首席执行官
斯蒂凡·普法利

Stéphane Pouffary
Chief Executive Officer - Founder Honorary
President of ENERGIES 2050

显然，鉴于城市和建筑部门节能减排独特而巨大的潜力，建设可持续城市和可持续建筑将在下一阶段发挥非常重要的作用。

接下来的挑战是将知识转化为行动，并找到一种方法，把“建筑和城市”的议题摆到谈判桌上。此外，由于建筑和城市固定的使用寿命，如果现在不采取节能和低碳技术，在接下来的几十年里能源浪费和碳排放产生不良影响将对资源利用造成非常严重的后果。

可持续发展城市和可持续建筑目前还是个“沉睡的巨人”，需要摆上国家和国际社会的首要日程。如果建筑和城市碳足迹不减少，那么，要开展绿色经济革命、建设低碳社会是不现实的，其结果只能是浪费时间，浪费人力和财力。现在关键的问题是打通各种约束的关卡，敞开可持续发展机缘的大门。

联合国环境规划署可持续建筑与气候倡议组织（UNEP-SBCI）自成立以来一直致力于应对气候变化的挑战，在寻找全球性解决方案方面发挥着重大作用。这次在圣保罗召开的 UNEP-SBCI 2012 年会暨资源效率与绿色经济研讨会正值联合国里约 +20 峰会前夕，是代表们交流信息，积累素材，为里约 +20 峰会贡献辩题的宝贵机会。

Considering the unique and huge energy efficiency buildings emissions' reduction potential and the even more significant potential for Cities, it is clear sustainable cities and sustainable buildings will have to play a significant role in the next period.

Our next challenge is to transform knowledge into actions and to find a way to bring “buildings and cities” to the forefront of the negotiation process. In addition, due to the buildings and Cities arrangements lifespan, failure to act now on energy efficiency and low carbon technologies will lock in detrimental energy and carbon impacts for decades to come with significant consequences on the use of resources.

Sustainable cities and sustainable buildings as “sleeping giants” need to be put in the upfront of national and international agendas. Working toward a green economy revolution for a low carbon society without reducing Buildings and Cities footprint would not only be unrealistic but would also consume time and money for predictable poor results. The point now is to transform constraints into opportunities.

UNEP's SBCI initiative has demonstrated its capacity to play a significant role tackling challenges and so, contributing to the global solution. The Sao Paulo SBCI AGM and Symposium was in that sense a unique opportunity to exchange, contribute and inspire the debate just before the Rio+20 launches.”

On 14th, June, City of São Paulo kindly organized UNEP-SBCI Partners to visit the a sustainable social housing project in Cubatão, Sao Paulo, this program belongs to the first phase of the SUSHI which is developed by UNEP, and it aims to increase the use of sustainable (resource-efficient and energy-efficient) building and design solutions in social housing programs in developing countries.



圣保罗库巴托的可持续社会住房项目 (SUSHI) 2

两年一届的世界城市盛会—— 第六届世界城市论坛 在意大利古城那不勒斯召开

**Sixth Session of the Biennial World Urban Forum -
Held in the Ancient Italian City of Naples**



2012年9月1-7日，第六届世界城市论坛在意大利那不勒斯举办。世界城市论坛是由联合国发起，联合国人居社区规划署主办的世界城市与建筑大会。首届世界城市论坛于2002年在肯尼亚首都内罗毕的人居署总部举行，每两年举办一次，主旨是分析研讨世界城市发展过程中所遇到的主要问题，如快速城市化对社区、经济、气候和城市发展的影响等。此后几届的举办地分别为西班牙巴塞罗那、加拿大温哥华、中国南京和巴西里约热内卢。

2012年第六届世界城市论坛的主题为“城市的未来”，旨在提醒我们所有人世界正在迅速城市化。目前全球人口已有超过半数居住在城镇城市，预计再过一代人时间，全人类将有三分之二人口居住在城市。因此，我们必须更好地规划城市，保障优良的城市立法和治理，改善基本服务供应和住房。同时，我们必须比以往任何时候都更努力地节能、保护环境、减少污染、严肃处理城市气候变化的问题。

联合国副秘书长、人居署执行主任霍安·克洛斯先生表示：世界闻名的文化和艺术古城那不勒斯是一座“精彩绝伦的”城市，是数百年文化与智慧的结晶。

据悉，会议将围绕“城市未来”，即富于生产力的城市：城市就业，宜居城市和生活质量，城市规划：机构和规章，城市公正和繁荣，城市文化和繁荣，环境、城市交通和能源等六个方面展开对话。



VOICE OF COUNTRIES

国家之声

中华人民共和国可持续发展国家报告（节选）

The People's Republic of China National Report on Sustainable Development (Excerpts)

德国变“绿”秘诀：简单有效的绿色经济政策

Secret of Germany's "Go Green": Simple but Effective Green Economic Policy

2012年6月20至22日,联合国可持续发展大会将在巴西里约热内卢召开。为做好参会筹备工作,2011年4月,中国政府成立了以国家发展和改革委员会、外交部、科学技术部、财政部和环境保护部为核心单位,共29个部门组成的联合国可持续发展大会中国筹委会。2011年7月,中国筹委会组织成立了《中华人民共和国可持续发展国家报告》(以下简称《国家报告》)编写组,全面启动了《国家报告》的编写工作。2012年6月1日,国务院新闻办对外正式发布了《国家报告》。

《国家报告》共分八章。第一章对中国实施可持续发展战略的进展、面临的挑战和战略部署进行了总体概述。第二至五章对中国推进可持续发展经济、社会、环境三大支柱建设方面的努力和进展进行了详细阐述,主要内容包括经济结构调整、发展方式转变、人的发展、社会进步、资源可持续利用、生态环境保护与应对气候变化。第六和第七章介绍了中国在可持续发展能力建设、国际合作、履行国际环发公约等方面取得的进展。第八章阐述了中国政府对大会目标和主题的基本立场以及对若干重点领域的基本看法。

For the purpose of preparing for the United Nations Conference on Sustainable Development held in Rio de Janeiro, Brazil, on June 20-22, 2012, the Chinese government established a Preparatory Committee in April 2011. This Committee consists of 29 organizations including five core ones—the National Development and Reform Commission, Ministry of Foreign Affairs, Ministry of Science and Technology, Ministry of Finance and the Ministry of Environmental Protection. In July 2011, the Preparatory Committee set up a team to compile “the People’s Republic of China National Report on Sustainable Development” (hereinafter referred to as “the National Report”), symbolizing the full launch of the preparation of the National Report, which was officially launched by information office of the state council on 1st, June.

In terms of its content, “the National Report” consists of eight chapters. The first chapter provides an overview of the progress, challenges and strategic plans in the implementation of sustainable development strategies. The second to the fifth chapters elaborate on the efforts and progress China has made in promoting integration of three pillars of sustainable development: economic growth, social development and environmental protection, covering economic restructuring, transformation of the mode of development, human development, social progress, sustainable use of resources, as well as ecological and environmental protection and related actions for addressing climate change. Chapters six and seven introduce the progress made by China in capacity building for sustainable development, international cooperation, and compliance with international conventions on the environment and development. The eighth chapter offers the Chinese government’s basic positions on the objectives and themes of the United Nations Conference on Sustainable Development as well as its basic views on a number of key issues.



巴西总统迪尔玛·罗塞夫(左)与中华人民共和国国务院总理温家宝在里约+20峰会上会面

中华人民共和国 可持续发展国家报告 (节选)

The People's Republic of China National Report on Sustainable Development (Excerpts)

第一章 总论 Chapter 1 Overview

自1992年联合国环发大会以来,全球可持续发展态势发生了深刻变化。可持续发展逐步成为国际共识,国际合作和区域合作深入推进。世界各国在推进可持续发展、实现千年发展目标方面取得积极进展。同时,全球可持续发展也面临着人口过快增长、贫困问题加剧、南北发展不平衡、环境污染严重、生物多样性减少、荒漠化及全球气候变化等严峻挑战。2012年联合国可持续发展大会把“可持续发展和消除贫困背景下的绿色经济”“促进可持续发展的机制框架”作为两大主题,将“评估可持续发展取得的进展、存在的差距”“积极应对新问题、新挑战”“做出新的政治承诺”作为三大目标,有助于各方凝聚共识,进一步推进全球、区域和国家的可持续发展。

20年来,中国从工业化、城镇化加快发展的国情出发,不断丰富可持续发展内涵,积极应对国内外环境的复杂变化和一系列重大挑战,实现了经济平稳较快发展、人民生活显著改善,在控制人口总量、提高人口素质、节约资源和保护环境等方面取得了积极进展。同时,作为一个发展中国家,中国人口众多、生态脆弱、人均资源占有不足,人均国内生产总值尚排在全球百位左右,仍有1.22亿贫困人口,资源环境对经济发展的约束增强,区域发展不平衡问题突出,科技创新能力不强,改善民生的任务十分艰巨。中国将进一步转变发展思路,创新发展模式,在发展中加快解决不平衡、不协调、不可持续问题,不断提升可持续发展能力和生态文明水平,为全球可持续发展作出更大贡献。

中国可持续发展总体进展

中国不断丰富和发展可持续发展的内涵,在重点领域取得了积极进展,国家有关部门和地方政府相应制定了中国推进可持续发展战略实施的主要做法。



Since the 1992 United Nations Conference on Environment and Development, global sustainable development has undergone profound changes. Sustainable development has gradually become an international consensus, with deeper international and regional cooperation. Countries throughout the world have made huge progress in promoting sustainable development and achieving the Millennium Development Goals. At the same time, global sustainable development is also faced with serious challenges such as rapid population growth, increasing poverty, North-South uneven development, severe environmental pollution, reduction of biodiversity, desertification and global climate change. The 2012 United Nations Conference on Sustainable Development, treating “green economy within the context of sustainable development and poverty eradication” and “institutional framework for sustainable development” as its two themes, and regarding “assessing the progress and implementation gaps in meeting already agreed commitments”, “addressing new and emerging challenges” and “securing renewed political commitment to sustainable development” as its objectives, will help concerned parties reach a consensus, further promoting sustainable development at the global, regional and national levels.

Over the past two decades, China, based on its national conditions of being in the accelerated

中国通过淘汰落后产能、加强重点领域节能、积极发展新能源和可再生能源等措施，努力提高能源保障水平。十年来，能源自给率始终保持在 90% 以上，目前已成为世界上水电、风电装机和太阳能热水器集热面积最大的国家。立足国内开发利用矿产资源，努力提高综合开发利用水平。实行最严格的耕地、水资源保护制度，保证了耕地面积基本稳定和国民经济与社会发展的用水需求，万元 GDP 用水量已由 2000 年的 554 立方米下降到 2010 年的 225 立方米。在合理开发利用海洋资源的同时，高度重视保护海洋环境，初步形成了海洋保护区体系。采取“面上整体推进、点上重点突破”的方式大规模开展生态修复工程，森林覆盖率由 2000 年的 16.55% 上升到 2010 年的 20.36%，全国生态环境恶化趋势得到初步控制，部分区域生态环境质量显著改善。制定了节能减排的约束性指标，大力加强重点流域水污染防治、大气污染防治和工业废弃物综合治理，2010 年，二氧化硫和化学需氧量排放总量分别较 2005 年下降 14.29% 和 12.45%，城市空气质量、地表水水质均较十年前有了明显提高。高度重视气候变化应对工作，为推动建立公平合理的应对气候变化国际制度作出了重要贡献，并依据自身国情做出了重大的自主减排承诺。中国正在努力探索一条在快速工业化和城镇化阶段高效利用自然资源、保护生态环境、促进经济社会发展与资源环境相协调的道路。



industrialization and urbanization processes, has enriched the connotations of sustainable development, actively responded to the complex changes in the environment at home and abroad and a series of major challenges, and achieved steady and rapid economic development, higher people’s living standards, and remarkable progress in population control, population quality improvement, resources conservation and environmental protection. On the other hand, as a developing country with a large population, China is confronted with ecological fragility and inadequate per capita resources. Its per capita gross domestic product (GDP) is still ranked about 100th in the world and there are still 122 million people living in poverty. Moreover, given the severe resources and environmental constraints on economic development, pronounced uneven development among regions, and weak scientific and technological innovation capacities, China still faces an arduous task of improving people’s livelihood. Therefore, China will further transform its development mindset, innovate new modes of development, solve the problems of imbalanced, uncoordinated and unsustainable development, and improve the capacity of sustainable development and the level of ecological civilization, so as to make greater contributions to global sustainable development.

Overall Progress of China’s Sustainable Development

China constantly enriched and developed the connotations of sustainable development, and made progress in key areas, the related departments and local governments of China had adopted measures to promote the implementation of sustainable development strategies

By eliminating backward production capacity, strengthening energy conservation in key areas, developing new and renewable energies, China has put in unremitting efforts to improve energy security. Over the past decade, energy self-sufficiency rate has always remained at over 90%, and China has become the world’s largest producer in terms of hydropower, wind power installed capacities and solar water heater collector area. Based on the development and utilization of domestic mineral resources, China strives to improve the comprehensive development and utilization of resources. China implements the strictest arable land and water resources protection system, to ensure the basic stability of the arable land area and the water needs of the national economy and social development. The water consumption per 10,000 yuan GDP dropped from 554 cubic meters in 2000 to 225 cubic meters in 2010. China has attached great importance to the protection of marine environment while rationally developing and utilizing marine resources; as a result, a system for marine protected areas has been basically formed. The large-scale ecological restoration drive has been under way with the principle of “overall progress and breakthroughs in key points”, which increased forest coverage from 16.55% in 2000 to 20.36% in 2010. The national trend of



中国推进可持续发展面临的形势与挑战

目前中国的面临形势与挑战包括：一、全球可持续发展面临诸多长期性压力；二、公平性问题依然是全球可持续发展的重大挑战；三、中国仍面临巨大的发展压力；四、自然生态环境的脆弱性对中国可持续发展构成巨大压力；五、资源条件的刚性约束已成为中国可持续发展的重大挑战；六、中国的经济社会结构性问题突出。

除东部沿海地区外，中国大部分区域还处在工业化、城镇化中期乃至初期阶段。贫困人口规模大，按照 2011 年中国制定的新的农村贫困标准（农村居民年人均纯收入 2300 元），扶贫对象尚有 1.22 亿，且大多生活在自然条件恶劣的区域，消除贫困任务极为艰巨。

中国的地理地质环境复杂多样，不适合人类居住的国土比重偏高，自然生态条件相对恶劣。占 52% 的国土面积是干旱、半干旱地区，90% 的可利用天然草原存在不同程度的退化，沙化、盐碱化等中度以上明显退化的草原面积约占半数。

中国人均淡水、耕地、森林资源占有量分别为世界平均水平的 28%、40% 和 25%，石油、铁矿石、铜等重要矿产资源的人均可采储量，分别为世界人均水平的 7.7%、17%、17%。而且，大部分自然资源、能源主要分布在地理、生态环境恶劣的西部地区，开采、利用与保护的成本高。

ecological deterioration has been brought under control with regional ecological environmental quality improved significantly. China has also set binding targets for energy-saving and emission reduction, and intensified water pollution control in key river valleys, air pollution control and comprehensive industrial waste management. As a result, in 2010, the total emissions of sulfur dioxide and chemical oxygen demand dropped by 14.29% and 12.45%, respectively from that of 2005. Urban air quality and surface water quality have seen noticeable improvements compared to a decade ago. Moreover, China has prioritized its work for addressing climate change, made an important contribution to the establishment of a fair and reasonable international regime to respond to climate change, and made significant commitments of emission reduction based on its own national conditions. At present, China is trying to explore a rapid path for industrialization and urbanization that features efficient use of natural resources, protection of ecological environment, and coordination between socioeconomic development and the environment and natural resources.

Situation and Challenges Facing Sustainable Development in China

Main content include: 1.Global sustainable development faced with many long-term pressures. 2. Lack of equity remaining a huge challenge to global sustainable development. 3. China still facing tremendous development pressure.4. The fragility of the natural ecological environment exerting tremendous pressure on sustainable development in China. 5. The resources constraints becoming the great challenges of sustainable development. 6. Economic and social structural problems are prominent in China. China’s urbanization has lagged far behind its industrialization.

Apart from the eastern coastal areas, most regions of China are still in the mid- and even the early-stage of industrialization and urbanization. China has a large population living in poverty, and according to the country’s new rural poverty line in 2011 (rural residents’ per capita annual net income being 2,300 yuan), the number is 122 million. And most of these people live in the



中国推进可持续发展战略的总体思路

当前和今后一个时期，我国进一步深入推进可持续发展战略的指导思想与总体目标为：一、把经济结构调整作为推动可持续发展战略的重大举措；二、把保障和改善民生作为推进可持续展战略的主要目的；三、把加速消除贫困进程作为推进可持续发展的急迫任务；四、建设资源节约型和环境友好型社会作为推进可持续发展战略的重要着力点；五、把全面提升可持续发展能力作为推进可持续发展战略的基础保障。

中国对全球推进可持续发展的原则立场

一是坚持经济发展，社会进步和环境保护三大支柱统筹原则；二是坚持发展模式多样化原则，三是坚持“共同但有区别的责任”原则等里约热内卢环发大会各项原则。



作为发展中国家的一员，我国按照平等互利、注重实效、形式多样、共同发展的原则，与其他发展中国家在经济、科技、教育、卫生、能源等各个领域广泛开展合作，在力所能及的范围，对一些国家的经济发展和可持续发展能力的提升提供帮助和支持。截至 2010 年年底，我国已经对 38 个最不发达国家实施了超过 60% 的商品零关税待遇，已向发展中国家累计提供了 2870 亿元的经济援助，免除了 50 个重债穷国和最不发达国家近 300 亿元人民币债务，帮助培训了 13 万名各类管理和专业技术人才。同时，我国也是最早签署《联合国气候变化框架公约》《生物多样性公约》《防治荒漠化公约》等可持续发展领域主要公约的国家之一。

regions with harsh natural conditions, making the task of poverty alleviation extremely difficult.

China’s geographical and geological environment is complex and diverse, with a high proportion of land unsuitable for human habitation that has poor natural ecological conditions. The arid and semi-arid regions account for 52% of the country’s total land area; 90% of natural grasslands has varying degrees of degradation, and half of the grasslands have moderate or significant signs of desertification and sanitization.

China’s per capita fresh water, arable land and forest resources account for 28%, 40% and 25% of the world average, respectively. The per capita recoverable reserves of oil, iron ore and copper are 7.7%, 17% and 17% of the world’s average, respectively. Moreover, most of the natural resources and energy are mainly located in China’s western regions with harsh geographical and ecological environment, so the costs of related exploitation, utilization and protection are high.

A General Way of Thinking for China’s Sustainable Development

Guiding principles and overall objectives of China’s sustainable development strategy at present and hereinafter include: 1. Economic restructuring being a major initiative to promote the sustainable development strategy. 2. Guaranteeing and improving people’s livelihood being the main purposes of promoting sustainable development. 3. Speeding up poverty eradication becoming an urgent task in promoting sustainable development. 4. Building a resource-saving and environment-friendly society as an important highlight for advancing sustainable development. 5. Enhancing the capacity for sustainable development being a basic guarantee for promoting sustainable development.

China’s Principled Stance on Promoting Global Sustainable Development

The three principles include: The principle of coordinating the three pillars of economic growth, social development and environmental protection; the principle of diversifying development models; adhering to the principle of “common but differentiated responsibilities” and other principles developed in the United Nations Conference on Environment and Development in Rio de Janeiro.

As one such developing country, China has carried out extensive and in-depth cooperation with other developing countries in terms of economic, technological, educational and cultural fields, and provides any possible assistance in accordance with the principles of equality, mutual benefit, emphasis on practical results, utilization of diversified forms, and the pursuit of common development. As of the end of 2010, China had offered zero



tariff treatment to more than 60% of the products from 38 least developed countries, provided other developing countries with 287 billion yuan of financial assistance, and written off 30 billion yuan debt of 50 Heavily Indebted Poor Countries and Least Developed Countries. A total of 130,000 management and technical personnel had been trained in recent years. At the same time, China is one of the country who sign three conventions “the United Nations Framework Convention on Climate Change” , “the Convention on Biological Diversity”,“the United Nations Convention to Combat Desertification in Those Countries Experiencing Serious Drought and/or Desertification, Particularly in Africa” at an early time in sustainable development.

第二章 经济结构调整和发展方式转变

Chapter 2 Adjustment of Economic Structure and Transformation of Development Mode

中国坚持开发式扶贫，十年来，中国的贫困人口从 9422 万减少到 2688 万人，贫困发生率从 10.2% 下降到 2.8 %，是最早实现联合国千年发展目标中贫困人口比例减半目标的国家。

中国加快发展循环经济，2005 年发布了《国务院关于加快发展循环经济的若干意见》，出台了相关财政、税收、投融资等政策，有效引导和支持循环经济发展。2006 年，将循环经济关键技术列入《国家中长期科学与技术发展规划纲要》。2008 年，发布了《循环经济促进法》，这是继德国、日本后世界上第三个专门的循环经济法律。2005 年以来，组织开展国家循环经济试点示范，先后确定了两批共 178 家试点单位。28 个省（市、区）开展了省级试点，共确定 133 个市（区、县）、256 个园区、1352 家企业作为试点，总结凝练出 60 个中国特色的循环经济典型模式案例。2010 年，资源循环利用产业产值超过 1 万亿元，从业人数超过 2000 万人；钢、有色金属、纸浆等产品 1 / 5—1 / 3 的原料来自再生资源，水泥原料 20 %来自于固体废弃物，工业固体废物综合利用率达到 69%。



From 2000 to 2010, according to the poverty relief standards, China’s poverty population decreased from 94.22 million to 26.88 million. The poverty rate dropped from 10.2% to 2.8%, enabling China to become the first country to achieve the Millennium Development Goals of halving the number of people living in poverty.

China had speeded up the development of a circular economy. In 2005, China released “the State Council’s Opinions on Speeding up the Development of Circular Economy”. A batch of relevant fiscal, taxation, investment and financing policies have been promulgated to effectively guide and support the development of a circular economy. In 2006, key technologies for circular economy were listed in “ the Outline of the National Medium- and Long-term Plan for the Development of Science and Technology ”. In 2008, China issued its “Circular Economy Promotion Law”, the world’s third law dedicating to circular economy after Germany and Japan. Since 2005, two groups of pilot units, totaling 178, for practicing a circular economy at the national level have been identified. A total of 28 provinces (municipalities, autonomous regions) have launched their pilot programs and a total of 133 cities (districts and counties), 256 industrial parks, and 1,352 enterprises were identified for pilot programs. Sixty representative cases for circular economy with Chinese characteristics have been summarized. In 2010, the output value of resources recycling industry exceeded 1 trillion yuan and the number of employees exceeded 20 million. Now one-fifth to one-third of raw materials for steel, nonferrous metals and paper pulp come from renewable resources; 20% of raw materials for cement originate from solid waste; and the overall utilization rate of industrial solid waste has reached 69%.

第三章 人的发展与社会进步

Chapter 3 Human Development and Social Progress



中国是一个拥有 13 亿多人口的发展中国家。促进人口长期均衡发展，是中国实施可持续发展的重要工作领域。新世纪以来，政府坚持从战略高度认识和把握人口问题，坚持计划生育政策，逐步完善人口政策，积极探索符合中国实际的人口发展道路，取得了明显成效。

中国是世界上唯一老年人口超过 1 亿的国家，且老龄化速度不断加快。2010 年第六次全国人口普查结果表明，60 岁以上人口已经达到 1.78 亿，占总人口的 13.26%。2000 年以来，各级政府积极建立和完善城乡养老保险制度，构建社会养老服务体系，积极应对人口老龄化的挑战。截至 2010 年年底，已建成各类老年福利机构 39,904 个，床位 314.9 万张，年末收老年人 242.6 万人。

随着社会保障体系的逐步完善，越来越多的居民纳入覆盖范围。2010 年，参加城镇基本养老、基本医疗、失业、生育保险的人数分别达到 25,707 万人、43,263 万人、13,376 万人和 12,336 万人，分别比 2000 年增长了 88.8%、10.42 倍、28.5% 和 3.1 倍；工伤保险参保人数 16,161 万人，比 2003 年增长 2.5 倍。2010 年，已有 27 个省、自治区的 838 个县（市、区、）和 4 个直辖市部分区县开展国家新型农村社会养老保险试点，参加新型农村社会养老保

China is a developing country with a population over 1.3 billion. To promote longterm and balanced population development is an important area of work for the implementation of sustainable development in China. Since the turn to the new century, the Chinese government has resolved to better understand and address population issues from a strategic perspective, adhering to its family planning policy, gradually improving its population policy, and actively exploring a path of population development in line with the country's actual conditions. Obvious achievements in those aspects have been obtained.

China is the only country with an elderly population over 100 million, and the aging is seen accelerating. The sixth national census in 2010 shows that the number of people aged over 60 reached 178 million, accounting for 13.26% of the total population. Since the year 2000, governments at all levels have strived to establish and improve urban and rural old-age insurance schemes and construct a social old-age service system, actively responding to the challenges posed by an aging population. As of the end of 2010, there had been 39,904 various old-age welfare agencies with 3.149 million beds and 2.426 million senior citizens being accepted.

With the gradual improvement of the social security system, more residents have been covered. In 2010, the numbers of people participating in the urban basic old-age insurance, basic medical

险人数 10,277 万人；参加新型农村合作医疗的人数达到 83,560 万人；城市和农村低保对象分别为 2,311 万人和 5,228 万人，农村“五保”供养对象达到 554.9 万人。

积极开展环保、园林、生态城建设和低碳试点。近年来，中国通过开展试点示范，在促进城市可持续发展方面进行了积极探索。截至 2010 年，共有 71 个城市和 5 个直辖市城区被授予国家环境保护模范城市（城区）的称号，已命名 183 个国家园林城市 and 7 个国家园林城区、63 个国家园林县城和 15 个国家园林城镇；设立 41 个国家城市湿地公园，面积超过 6 万公顷。2010 年开始在部分省和城市开展低碳试点工作。

（待续）



insurance, unemployment insurance and maternity insurance reached 257.07 million, 432.63 million, 133.76 million and 123.36 million, respectively, up 88.8%, 10.42 times, 28.5% and 3.1 times, compared to 2000; Work injury insurance policy holders reached 161.61 million, 2.5 times more than those in 2003. In 2010, 838 counties (cities, districts, banners) in 27 provinces or autonomous regions and some counties (districts) in the four municipalities launched the pilot programs for the national new rural social old-age insurance, with a total number of policy holders of 102.77 million. The number of people covered by a new rural cooperative medical scheme reached 835.6 million. Urban and rural residents entitled to basic living allowances were 23.11 million and 52.28 million, respectively, and the rural beneficiaries of the “five guarantees (food, clothing, medical care, housing and burial expenses)” were up to 5.549 million.

Actively building “environmental protection cities”, “garden cities”, “eco-cities” and launching low carbon pilot programs. In recent years, through pilot projects and demonstrations, China has been proactive in probing ways to promote sustainable urban development. As of 2010, a total of 71 cities and 5 municipal districts had been awarded the title of the National Environmental Protection Model City or District, 183 cities and 7 districts the title of the National Garden City or District, 63 counties the title of the National Garden County, and 15 towns the title of the National Garden Town. Altogether, 41 parks had been built and named as national urban wetland parks, with a total area of over 60,000 hectares. Starting from 2010, low-carbon pilot programs have been started in some provinces and cities.

(To be continued)

德国变“绿”秘诀： 简单有效的绿色经济政策

Secret of Germany's "Go Green": Simple but Effective Green Economic Policy



时至今日，“新能源”已不是一个新鲜词汇，围绕它出现的争议越来越多，越来越多的人思考它真正的含义。

德国，无疑是新能源领域值得剖析的个案。2000年，德国出台了《可再生能源法》，首次确立了税收优惠减免方案，全球的太阳能行业旋即迎来规模和效益井喷式发展的十年。2010年9月，德国执政联盟高层就一项着眼2050年的能源计划达成一致，规划到2050年可再生能源发电量达到电力消耗总量的80%。

作为新能源的先行者，德国所走过的路以及未来的规划，都

有助于我们透视新能源产业的方方面面。

“只有从核电的恐怖和侮辱中摆脱出来，人们才能自由地生存下去。而现在，我们生活在侮辱之中，我们不能让政府得逞，我们也确实可以阻止他们。”7月16日，烈日当头，在日本东京的代代木公园，被包围在人海之中的诺贝尔文学奖获得者、著名作家大江健三郎手持话筒，情绪激昂。

这是他与音乐家坂本龙一等人发起的“再见核电站10万人集会”，吸引了逾17万日本民众到场。几天前，在此起彼伏的抗议声中，日本重启了位于福井县的大饭核电站三号机组，而四号机组或将于本月18日再次运行。

不仅如此，7月3日，中国行业研究网上一份题为“2012年全球各国核电建设态度分析”的报告指出，面对巨大的节能减排压力与刚性能源需求，许多国家对核电建设及核能开发依旧热情不减，其中包括美国、英国、俄罗斯、韩国等。

而国际原子能机构的预测认为，目前，全球有60多个国家计划发展核电，其中包括30个无核国家。而未来20年，全世界的核能发电量将会提高一倍。

“逆势而行”的似乎只有德国、意大利等一些国家，它们孤独地走上了弃核之路，坚定地回绝，“核能？哦，不，谢谢！”

这其中又以德国的姿态和行为最受世界瞩目。过去40年里，这个国家的各级政府，自下而上，无不致力于调整政策，追求一种对环境无害的经济增长方式。而2012年，德国政府还将投入330亿-400亿欧元用于支持可再生能源的发展，并逐渐减少对核电的依赖。

当日本民众的反核意愿愈发强烈，德国所走的道路或许值得所有谋求核电发展的政府思考，是否还有另一种选择呢？

新能源产业突飞猛进

德国并非以阳光、海滩著称。然而，在太阳能产业，它是不折不扣的领跑者。

7月17日，德国太阳能产业协会披露，今年上半年，德国已拥有光伏发电系统120万个，发电总量达147亿千瓦时，同比增加50%，覆盖了840万家庭的用电需求。同时，德国太阳能发电量在供电结构中所占的比重达到4.5%，高于去年全年的3%，创下历史纪录。

事实上，近十年来，德国的蜕变令人咋舌。资料显示，早在1999年，德国的能源供给中，可再生能源仅占1.8%，2000年时上升为3.1%。是年，《可再生能源法》出台。此后，上述数字开始“节节攀高”，从2003年的3.5%跃至2006年的5.5%，2007年达到7.2%。

与此同时，德国的供电结构中，新能源发电的占比也愈来愈高，从2000年的6%上涨至2006年的11.7%，再达到2009年的14%。而今，默克尔政府又制定了雄心勃勃的计划，到2020年，实现35%的供电来自可再生能源的目标，而到2050年，这一比例将扩容至80%。

多位接受时代周报采访的学者认为，未来，新能源产业或将与汽车工业、机械制造业一样，成为德国制造业的重

要组成部分。而据欧洲最大的战略咨询公司罗兰贝格预测，2030年，德国新能源产业将吸收就业71万，与彼时汽车制造业的员工人数相当。

“德国并非服务导向型的经济体，而是一个依靠能源密集型产业的国家，比如，它的支柱产业就包括汽车制造、重型机械、电企设备、化工工程等等。”德国作家保罗·霍克诺斯认为，这种经济结构促使德国迫切地希望寻求比核电、火电更安全、更清洁的能源。

而敲开新能源大门最重要的“砖头”之一莫过于资金。比如，2005年，德国政府批准了太阳能、风能、地热能等领域总共102个研究项目，涉及金额9800万欧元。而2000-2005年，复兴信贷银行为德国不少太阳能项目提供投资信贷以及其他优惠贷款，累计放款额度达到7.41亿欧元。

公开资料显示，截至2009年，德国在新能源领域的投入已超过18.4亿欧元。“2012年，默克尔政府还将斥资300亿欧元修建发电站以及扩建输电网，同时，投入330亿—400亿欧元支持可再生能源发展。”中投顾问新能源行业研究员沈宏文告诉时代周报。





变“绿”的秘诀

撇开资金实力，德国在绿色经济领域的成绩还依赖简单、有效的政策。2011 年 10 月，弗吉尼亚理工大学助理教授拉尔夫·比埃勒等人发表的一篇报告对此作了详细梳理，并罗列了四点经验。

其一，能源税收改革

1999 年，德国启动生态税改革。随后的 4 年里，汽油、柴油先后 5 次加征税收每年 3 欧分 / 升，而电价亦经历了 5 度加税，每度电累计加征 2 欧分。而为保持制造业、农业及林业的竞争力，并保障低收入家庭的生活，德国政府还出台了配套的减税免税政策。



尽管此项改革出台时一度招致不小的反对，但由于加税幅度不大，政策得以延续。而好消息慢慢传来，能源税收改革发挥了积极的宏观调控的作用。2000-2002 年，德国的汽油消耗逐年缩减 4.5%、3% 和 3.1%，而截至 2004 年，二氧化碳排放下降 2%-3%。

与此同时，德国政府将 90% 的生态税所得收入用于社会保障支出，2003 年，186 亿欧元生态税收入中，近 161 亿欧元用于补充企业和个人的养老金，而这又鼓励德国企业创造了近 25 万个工作岗位。此外，剩余资金还被用于支持可再生能源的发展。



其二，出台可再生能源法

该法律于 2000 年颁布，2004 年、2009 年两度修订。根据规定，德国的电网运营商必须以法定的固定费率，收购可再生能源供应商的电力。由于新能源上网电价几倍于常规电价，供应商的投资积极性因而受到激发。

与此同时，供电商还将根据所有入网的可再生能源及传统能源的成本状况，厘定电价。如此一来，尽管新能源发电的成本高于传统能源，但上述法律为两者提供了同样的机会，而由于新能源还能享受其他优惠，其发展风险得以大大降低。

而在两度修法中，德国政府规定并加大了新能源上网电价逐年递减的幅度，从而督促光伏等行业进行科技创新，降低发电成本。



其三，鼓励发展“绿色”基础设施

所谓“绿色”基础设施，意指绿化屋顶、墙体，修筑透水的路面，等等。

早在 1982 年，德国就开始规定，新建或改建项目申报设计规划时必须同时提交屋顶设计，否则不予受理。而长期以来，不少德国地方政府也通过经济杠杆鼓励民众绿化屋顶，譬如，绿色屋顶的面积若超过 500 平方米，那么，政府给予的补贴将超过修建成本。

德国历年来的研究认为，绿化屋顶在减少城市热岛效应、积蓄雨水等方面作用显著，而且，只需几年，绿色屋顶帮助业主节约的能源成本就能抵上它的建设成本。

目前，德国政府要求新建小区配备雨水利用设施，否则将征收雨水排放设施费和雨水排放费，该费用根据每家每户雨水积蓄的功能而定，该能力越差，收费越高，从而督促业主对自己的房屋进行“绿色”修缮。

其四，推行可持续的交通发展

德国在交通“转型”上的经验“完美”地体现在著名旅游小城弗莱堡身上，自上世纪 90 年代起，那里就告别了“拥堵”，尽管人口众多、经济发达，但来自交通的碳排放逐年减少。

其中的“窍门”包括：将交通与土地规划紧密结合。例如，截至 2006 年，2/3 的弗莱堡居民在距离轨道交通 1/4 英里的范围内工作；扩大并改善公共交通服务。目前，弗莱堡的公交车月票为 60 美元，可无限次乘坐。由于便宜、方便，90% 的公交乘客持有月票，长期乘坐，旺盛的需求使得当地公交“收入较好”，从而减轻了公共财政的负担；限制汽车

的使用。弗莱堡当地不限制购车，但限制用车。比如，住宅小区内的车位只供业主付费使用，而且，市中心的停车场早在上世纪 70 年代就已改建为人行道，故而，汽车只能停于市郊，而市内几乎是“无车生活”。

既然德国已在发展“绿色”经济上先行一步，那么，中国能否采用同样的模式？

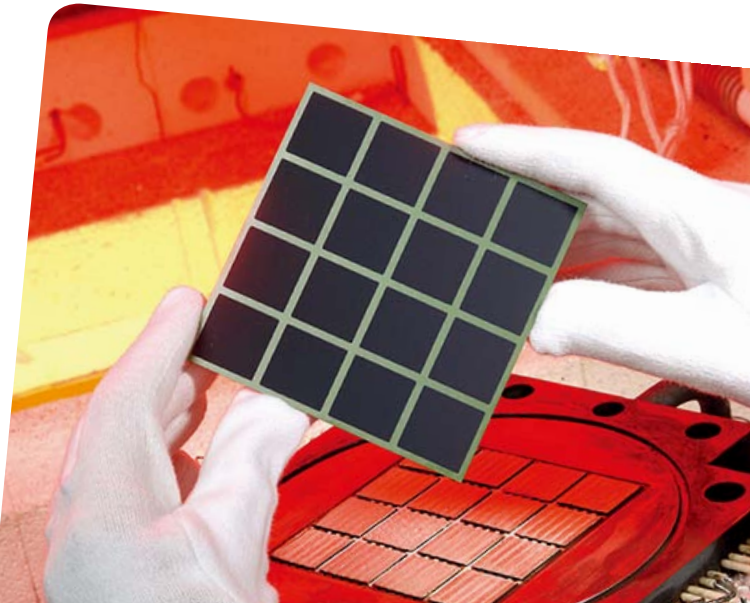
“德国在新能源方面的发展受益于各方面的扶持政策，诸多宝贵经验值得学习，比如，政府大力倡导，财政资金扶持，法律法规立法保障等。但同时，德国电网的铺设滞后于新能源项目，在这一点上，我国应该吸取教训。”沈宏文说。

而北京大学新能源战略研究中心研究员张天舒告诉时代周报，德国的成功，一方面源自政策法规制定与执行的有效性，另一方面也与民众的支持密切相关。“强而有力的执行部门以及程序简单却有效的政策法律都是可以借鉴的地方。”

不过，厦门大学中国能源经济研究中心主任林伯强认为，中国可以引进德国的新能源技术，但整套绿色经济政策意味着巨大的发展成本，很难效仿。

“打个简单的比方。我们是否愿意涨价？不愿意！所以，我们的选择已限定为既便宜又清洁的能源，那么，只能是核电。而德国民众不同，他们的收入更多，在环境质量上的支付意愿和能力更强，因而，他们的选择也就更多。而我们，没有选择，故而，中国重启核电也在所难免。”

（来源：时代周报 作者：韩玮）



库里提巴 (Curitiba) 是巴西东南部的一个城市，巴拉那州首府。它是第一批被联合国命名为“最适宜人居的城市”，是快速公交系统 (BRT) 的起源地，也是环保典范城市。在联合国可持续发展大会期间举行的“全球绿色城市”评选中，库里提巴因其在绿色创新和对可持续发展做出的贡献荣获了由全球人居环境论坛 (GFHS) 授予的“全球绿色城市”荣誉。同时库里提巴市政府应邀为本刊特别撰稿，同读者分享更多库里提巴的可持续政策与措施。全球人居环境论坛理事會评价其为：绿色创新之城，可持续发展范例。

Curitiba is a city in southeastern Brazil, the capital of the State of Parana. It was among the first batch to have been named as the "World's Most Livable City" by the United Nations, it is the birthplace of the Rapid Transit System (RTS), also a model city for environmental protection. It was honored as the "Global Green City" for its green innovation and contribution to sustainable development by the Global Forum on Human Settlements (GFHS) in the selection for "Global Green City" Awards. Also on that occasion, the Department of Municipal Affairs of Curitiba was invited to write the article especially for the World Best Practices magazine, sharing more about their sustainable policies and measures with readers. Curitiba is dubbed as "Innovator of Green City, Model of Sustainability" by the Global Forum on Human Settlements (GFHS).

实施生态城市规划，维护自然环境平衡 库里提巴走上了可持续发展之路

Biocity Program—Accomplishments in Sustainable Development in Curitiba





城市有史以来第一次成为世界一大半人口聚居的地方，紧急协调并解决自然生态和文明进步的矛盾是目前城市面临的一大挑战。

从二十世纪 70 年代初开始，库里提巴就把这一理念看作是城市战略规划过程的一大支柱，并使之付诸环保实践，成为市民生活的一部分，促进了城市生态环境的平衡。随着“生态城市规划”（又称“城市生物多样性保护规划”）的实施，这一常规化的可持续进程现已上了一个新台阶。这个规划是 2007 年 3 月在联合国气候变化第九次缔约方大会（COP9）筹备期间由库里提巴发起的，它是一整套创新行动，使城市发展、环境保护和生活质量的提高达到了高度和谐。它通过一系列简单的行动和实践进一步优化了环境管理的概念，其结果表明：[城市运营绩效在地球生物多样性保护上发挥着重要的作用](#)。

减少地方生物多样性损失的目标是涉及诸多问题的系统工程，譬如：重新种植本土观赏性植物、根除外来入侵物种、环境教育和鼓励私人保护绿地面积的立法、让江河休养生息、在新型运输网络中引入环保理念、废弃物处理及市区本土和外来不同物种动物群的监控等等。

Cities, that for the first time in history concentrate most of the world population, currently assume the challenge of urgently reconciling natural dynamics with the achievements of civilization.

In Curitiba, this concept translates into the good environmental practices that are part of citizens’ lives and contribute to the balance of the urban environment since the early 1970s, when this issue started to be seen as one of the pillars for the strategic planning process undertaken by the city. The permanent evolution of this process now reaches a new level with the implementation of the BIOCITYProgram - Urban Biodiversity. Launched by the city of Curitiba in March 2007, during the Preparatory Meeting for CBD COP9, the Program is a set of innovative actions, harmonizing urban development, environmental conservation and quality of life. It refines the concepts in environmental management through simple actions and practices, whose [results show how the performance of cities can make a difference in the conservation of biodiversity on the planet](#).

The goal of reducing loss of local biodiversity involves projects that simultaneously address issues such as replanting native ornamental plants and eradication of invasive exotic species, environmental education and legislation to encourage the preservation of private green areas, the revitalization of rivers and

良好的开端带来新奇的体验，但他们并没有就此停下前进的步伐。事实上他们对于生物多样性的关注已经渗透到市政管理的方方面面，从城市规划到政策的实施，再到公共和私有部门根据其能力或使命决定采取怎样的措施等等。

尽管在发展的过程中不断遇到挑战，但这么多年来，由于市政府通过的环境政策在最初由市环保部（SMMA）制定时充分结合了本地的物理、生物和气候条件，城市的生物多样性因而得到了很好的保护。

目前，库里提巴拥有 7770 万平方米的残存森林，为每位市民提供了 64.5 平方米的绿地面积，同时市政府在市政绿化区建有 36 个公园和树林并进行精心的管理和维护。

[正确处理城市发展和残存森林保护的矛盾使市政府既能顾全大局，又能通过建立监控机制将管理细化到局部](#)。库里提巴市采取果断措施发挥自然遗产的作用，2006 年市政府颁布了《库里提巴私有自然遗产保护法》（RPPNM），通过鼓励私人保护其拥有的部分残存森林来保护城市的生物多样性。

该法通过提供税收优惠和把 100 % 的潜在建筑转移到城市的其他区域等措施，鼓励业主保护城市空间里的自然区域，进而保护城市环境。这些保护区既是市政府保护区，也是国家保护区的一部分。目前市环保部（SMMA）已认证了一千个这样的保护区，其中含总面积为 81335.40 平方米的 11 处私有绿地保护区。

一方面，如果说移民为库里提巴的社区带来各自的文化遗产，并使城市大部分绿色区域得到保护，但是同时他们也带来各自国家的入侵性物种，现在，这些物种对本地种群构成了威胁。[为了拯救生物多样性，市政府制定了《本土观赏性植物计划》，为区域性本土花草的用途作了法规上的界定](#)。为了实施这个计划，市政府首先创建本土物种培育中心，进行科学研究并遴选种苗，继而将它们推广运用到公共场所的景观布置。

该项目还包括一个取代本地入侵物种的行动，以减少它们



the insertion of environmental concepts in new transport axes, the disposal of solid waste and monitoring of different species of native and exotic fauna that inhabit the urban territory.

The novelty, however, does not lie there, but the fact that concern about biodiversity has begun to permeate all areas of municipal administration from planning and urban policies in force or which may come to be adopted respecting the institutional competencies or mission of each agency.

Despite the challenges that come with growth, the city's biological diversity has been maintained over the years due to physical, biological and climatic conditions associated to the policies adopted by the City Government through the Municipal Department of the Environment (SMMA).

Today, Curitiba has the territory of 77,700,000 square meters of forest remnants, offering each citizen of Curitiba 64.5 m² of green area – at the same time that it acts in the establishment and maintenance of its 36 parks and woods in the green areas owned by the City Government.

The ongoing conciliation of urban expansion and preservation of the forest remnants has led the government to establish instruments capable of monitoring the parts, without losing sight of the whole. The City of Curitiba takes a decisive step to extend this natural heritage, protecting urban biodiversity by encouraging the preservation of privately owned forest fragments, the Law of Private Reserve of Natural Municipal Heritage (RPPNM), enacted in 2006.

[The Law encourages owners to preserve natural areas in urban spaces located in the urban environment by offering tax incentives and transfer of 100% of their building potential to other areas of the city. These reserves are municipal protected areas and are part of the protected areas of the country. The SMMA has already identified one thousand areas with these characteristics. There currently are eleven RPPNMs for a total of 81,335.40 m² of protected private green areas.](#)

If on the one hand the cultural heritage of immigrants who formed the community of Curitiba enabled the conservation of most of the green areas of the city, they also brought in their baggage invasive alien species from their countries of origin and which are currently a threat to native species. [To rescue the biodiversity of the City, the Native Ornamental Plants Project was established providing for the use of regional native flora](#). The project began with the creation of an incubator to study and select native species with ornamental potential that later were used in landscaping public areas.

This project also includes an action to replace native invasive species, with a view to reducing competition for space and food, predation on native species, spreading of disease and drastic changes in the characteristics of ecosystems.

With the current consumption pattern, in cities, an ongoing



对空间和食物的竞争，减少它们捕食本地物种，减少疾病传播和生态系统剧变。

针对目前的城市消费模式，正面宣传环保消费意识、通过社区信息指导市民环保消费及废弃物的合理处理是培养环保型消费意识的基础。全市居民生活废弃物的收集采用传统和分类两种方式，废弃物处理率为 100%。自 1989 年以来，全市逐年投资进行环境教育，推行“废弃物并非可废可弃”计划，指导市民进行可循环再利用垃圾的分类和收集。针对环境和社会的弱势群体制定了“绿色交流”计划，目前全市已有 95 个交换点，在那里人们可以交换可循环再利用的废弃物用于农场当季作物生长。通过此项活动库里提巴市民生活垃圾分类率已达 22.3%，是巴西全国最高的。这也是垃圾收集者努力的结果，但是，可循环再利用废弃物的非正规收集目前还占据城市垃圾回收的大部分比例。不过，市环保部（SMMA）与很多机构合作，创立了“生态市民”计划，目前已建起了 13 个废弃物循环再利用公园，这些公园里主要展示参加该回收项目的家庭因此提高经济收入的成就。

城市当前的另一项重大挑战是江河的保护。“生态城市规划”也涉及市区河流流域的保护和恢复，为此，决定选

process of awareness and community information for consumption with awareness and proper disposal of waste generated becomes essential. The collection of household waste, conventional and selective, covers 100% of the municipality. Since 1989, through the program Garbage that is not Garbage, the city has invested in environmental education for the selective collection of recyclable waste. For the environmentally and socially vulnerable population, the Green Exchange program, which exchanges recyclable waste for farm produce of the season, currently has 95 exchange points in the city. The campaign for the separation of household waste in Curitiba reached a rate of 22.3%, one of the highest in the country. This result is also due to the work of the collectors, informal collectors of recyclable materials, responsible for most of the collection of these materials. The SMMA, in partnership with other institutions, created the Ecocitizen project with 13 recycling parks already put in place. These sites display some of the most significant results in improving the income of participating families.

A major current challenge faced by cities has been the conservation of their rivers. The BIO CITY Program provides for the revitalization of the municipality's river basins and, to this end, has selected the Barigui River Basin to deploy this strategy to be gradually replicated to the others. This basin was chosen for playing a key role in municipal politics to preserve valley bottoms and water resources by means of permanent preservation areas and parks located along this watercourse which crosses the city from north to south. This planning tool, called Project Viva Barigui, aims to reverse situations of degradation of the basin by means of measures to preserve and conserve the natural environments in the region and even reorder the areas of irregular settlements on the river banks.



择巴丽圭河（Barigui）流域首先实施这一战略方案，并将成功经验逐步推广到其他河流流域。选定这一流域加以保护，其目的是要通过永久性保护市区纵贯南北的水道及旁边的公园，以发挥城市政策保护谷底和水资源的关键作用。这个规划项目被称为“生命之河巴丽圭”（Viva Barigui），旨在通过系列措施保护巴丽圭河流域的自然环境，乃至重新安置河两岸的不规范居住环境，从而扭转巴丽圭河流域日益退化的局面。

根据这个行动计划，要重新安置居住在河岸边的居民，重新建立本地植物永久性保护区和检查下水道网络。这些检查行动的目的是减轻整个巴丽圭河流域的污染负担，通过纠正和处理生活污水和工业废液的不规范排放，改善流域内的水质。

在“生命之河巴丽圭”行动中，最突出的是环境教育项目“水的眼睛”（Olho d'Água），即社会参与城市河流质量监测的过程，及时做好清理，管理社区花园，提高人们保护自然遗产的意识。

除了保护和恢复河流流域的完整性，规范土地使用，防止水体污染，“生命之河巴丽圭”行动还通过建设新保护区和休闲区保护流域内的景观和绿地面积，并巩固巴丽圭带状公园的植被。

近几十年来，库里提巴充分解读了可持续发展的三大支柱：经济、社会和环境，并将其融入政策和策略。通过建立城市产业管理中心，及严格的执照审批程序和环境监测，使企业得到更有效的控制。

气候变化对城市的影响一直是人类关注世界环境的焦点之一。为了探索应对气候变化的措施，鼓励大家提出议案并开展辩论，库里提巴于 2009 年成立了气候变化论坛，制定了目前正在实施的议程。该议程对起草碳吸附源排查清单的必

The actions envisaged include the relocation of families living on its banks, the reestablishment of the permanent protection area with native vegetation and inspection of sewage connections. The inspection actions are intended to reduce the pollutant burden throughout the entire Barigui River Basin, with the correction of irregular domestic sewage and industrial effluent connections, consequently driving the improvement of water quality in the basin.

Among the actions promoted by Viva Barigui, standout is the Environmental Education Project developed by Project Olho d'Água, involving the community in the process of monitoring the quality of the city's rivers, performs clean-up work fronts, community plantations in order to raise awareness of the population to conservation of this natural heritage.

In addition to preserving and restoring the integrity of the basin, ordering the occupation of the land and depolluting the waters, Viva Barigui intends to maintain its regional landscape and green areas with the implementation of new conservation and leisure units to consolidate the Barigui Linear Park.

In recent decades, Curitiba has considered the three pillars of sustainability – economic, social and environmental – in formulating its policies. By establishing a hub for the establishment of industries in the city, it enabled a more effective control of these ventures through specific licensing legislation and environmental monitoring.

One of the major concerns on the world scenario has been the effects that climate changes have in cities. In order to promote debate and proposal of measures to mitigate and adapt to these changes, in 2009, the Curitiba Forum on Climate Changes was established, which drew up an agenda that is currently running. Within this agenda, the need to draft an inventory of sources of absorption sinkholes was defined - work that was executed in 2008 and 2009, covering the forest formations in 14 city parks. With the point of view of understanding the dynamics of the increase in carbon emissions, new measurements were performed in December 2010 and January 2011, showing the volume of greenhouse gases (GHG) sequestered in the areas sampled in the city.

The inventory and balance sheet of GHG emissions was also performed throughout 2010. The Study of Environmental and Socio Economic Vulnerabilities is underway in an endeavor to identify through the application of mathematical models the main consequences to the city of the results of climate change if the scenarios drawn by the Intergovernmental Panel on Climate Change (IPCC) are confirmed.

The information brought in these studies, among others, will support the development of the Municipal Plan for Mitigation and Adaptation to Climate Changes, adding the issue of climate changes to the city planning, and outlining actions for the medium to long terms.

The city of Curitiba is already taking concrete actions that seek to reduce GHG emissions. One example of this is the public

要性作了明确的界定——此项工作于 2008-2009 年完成，涵盖了 14 个城市公园里的林系。随着对碳排放增加动态的了解，2010 年 12 月和 2011 年 1 月根据新的测量方法对全市各个区域的温室气体（GHG）排放量进行了抽样测量。

2010 全年的温室气体（GHG）排放量额度和平衡余额也制作成动态检测表。有关环境和社会经济脆弱性研究正在努力进行，它通过应用数学模型测量城市气候变化的结果，以验证政府间气候变化专门委员会（IPCC）关于气候变化预测的情形。

这些研究所得到的信息的主要作用是支持市政府关于减缓和适应气候变化规划的开发，把气候变化问题列入城市规划之中，并据此制定中长期的目标和行动方案。

库里提巴市早已采取减少温室气体排放的具体行动。以公共交通系统为例，自上世纪 70 年代以来，专用车道的使用减少了行驶时间和油耗。提高公共交通系统能力的措施包括投放可容纳 180 名乘客的铰接式公交车和建设地铁线。目前，通过使用承载 250 名乘客的大快速（Ligeirões）、快线和更新生物燃料公交车队及其他的行动，公交系统进一步得到了提升。

B100，即用大豆油制成的生物柴油，于 2009 年 8 月在库里提巴开始试用，从最初的 6 辆公交车扩展到 2011 年 5 月的 24 辆。和同一条路线的其他公交车相比，在同等条件下同一时间内，B100 公交车的污染物排放少了 50%。到 2012 年年底，将会增加到 140 辆公交车。不断更新的公交车队和生物燃料的使用，公共交通平均每个月减少了大概 161 吨的污染物。

transportation system that, since the 1970s operates with dedicated lanes, reducing travel time and fuel consumption. Measures to increase the capacity of the public transportation system include bi-articulated buses with a capacity of 180 passengers and the tube stations. Currently, there have been advances through the Big Speedy (Ligeirões) buses capable of carrying 250 passengers, express lines, the use of biofuel and the renewal of bus fleet, among other actions.

The B100, biodiesel derived from soybean oil, was implemented in Curitiba in August 2009 on an experimental basis, with a six-bus fleet expanded to 24 vehicles from May 2011. Compared to other buses that cover the same line, under the same conditions and in the same time, the B100 bus issues 50% fewer pollutants. By the end of 2012, there will be 140 buses. On average, with the continuous renewal of the fleet and the use of biofuels, public transportation has reduced the emission of pollutants in 161 tons a month.

From September 2012 on, Curitiba will have hybrid vehicles in its fleet, which will be part of the Integrated Transport Network (RIT). In these hybrid vehicles, electric and biofuel, the electric motor is also used as energy generator during braking. Every time the brakes are applied, the energy of deceleration is used to charge batteries. The electric motor is used at startup and acceleration to the speed of 20 kilometers per hour when the engine running biodiesel from soybeans kicks in. Compared with Euro 3 vehicles, which currently make up most of the Brazilian busfleet, the environmental gain is significant: 90% less particulate matter and 90% less NOx, and 35% less CO₂.

The city's environmental management has been successful for considering the principles of precaution, prevention and shared management in planning and implementation of environmental policies for the short, medium and long terms.



从 2012 年 9 月开始，库里提巴将在其车队中引入混合动力汽车，这将是综合运输网络（RIT）的一部分。电动和燃料混合动力汽车，其电动马达还可在制动过程中用来发电，每次刹车时减速的能量都可被用来给电池充电。汽车由电动马达启动，然后加速到每小时 20 公里时，大豆制成的燃油引擎就启动了。和巴西公交车队里的大部分 Euro3 车相比，其环境效益非常显著：减少了 90 % 的颗粒物，减少了 90 % 的氮氧化物和 35 % 的二氧化碳。

库里提巴城市环境管理因为在短、中和长期的环境政策规划的制定和实施过程中充分考虑了预警原则、预防原则和共同管理原则，取得了很大的成就。

“生态城市规划”取得的良好成果在很大程度上是由于来自公共、私人和非政府组织的科学和技术支持。正是这种伙伴关系汇集了最好的专家，他们围绕该规划的目标，把新知识和新技术连接在一起，专注于城市的可持续发展，同时把他们纳入当地文化，并帮助在恢复和保护生物多样性的任务上获得市民的支持。

当从横向角度考虑城市环境管理，库里提巴再次证明：地球环境的可持续发展必然涉及到城市的可持续发展。因为，城市可以传播可持续发展的价值观，可以提高市民的生活质量，可以公平合理地分配物资，可以为保护地球做出贡献。因此，[优先从城市开始实施生态规划并逐步实现我们期待的未来是我们的当务之急。](#)

（本篇文字及图片由库里提巴市政厅特别提供）

The good results achieved by the BIOCITY program are largely due to the technical and scientific support from public, private and nongovernmental organizations. It was this partnership that brought together the best experts in various areas around the goals of the program, linking new knowledge and techniques focused on urban sustainability while incorporating them into local culture and helping to gain the support of the population in the task of recovering and preserving biodiversity.

When considering the urban environmental management from the perspective of transversality, Curitiba renews one certainty: the planet's environmental sustainability necessarily involves the sustainability of cities. Well, therein lies the possibility of spreading values compatible with sustainable development that contribute to the protection of the planet and promote a better quality of life for its inhabitants, with a fair and equitable distribution of goods to which all are entitled. Therefore, promoting cities as privileged spaces for the execution of the desired changes becomes a pressing need.

(The article and photoes are specially provided by Curitiba City Hall)



凭借“绿色、健康、安全”的城市建设理念和“人文、宜居、宜业”的发展思路，都匀市在6月18日于巴西里约热内卢举行的“全球绿色城市”评选中，经过层层激烈的角逐脱颖而出，成为贵州首个荣获“全球绿色城市”殊荣的城市。都匀依托毛尖茶打造绿色经济，凭借优美的自然风光以及闻名于世的桥梁建筑艺术，被全球人居环境论坛理事会评价为：毛尖茶都、山水桥城。

Duyun City was granted the honour of "Global Green City" after an intense competitive selection for "Global Green City" Awards conducted in Rio de Janeiro, Brazil on 18th June 2012. The city won the title for its urban building concept of being "green, healthy and safe" and the development mindset of "humane, livable and enterprise-friendly". It is the only and the first city that has ever won the award in Guizhou Province. Duyun is dubbed as "Capital of Maojian Tea, Picturesque City Featured with Bridges" by the Global Forum on Human Settlements (GFHS) for its green economy development by the benefit of Maojian Tea and the picturesque natural landscapes and the renowned art of bridge architecture.

全球绿色城市 ——都匀欢迎您

Global Green City - Duyun Welcomes You

在承载 5000 余年悠久历史的世界四大文明古国之——中国的西南部，有一座矗立在喀斯特地貌上的美丽山城，宛如一颗璀璨的明珠，镶嵌在云贵高原的苍山云海之间，她，就是贵州南部政治、经济、文化、旅游、交通中心，中国大西南黄金出海通道的重要接点，黔南布依族苗族自治州首府，中国优秀旅游城市——都匀。

都匀，像一部厚重的木牍，记载着这座城市近千年的历史；都匀，像一条亘古的河流，见证着远古走来的各民族的繁衍生息；都匀，像一首隽永的诗歌，抒写着人与自然和谐共处的诗行。

都匀原名都云，因其城东有一常年云蒸霞蔚的都云洞而得名。经考古发现，早于殷商时期已有人类活动痕迹，而到元朝时才载入史册。自元朝至元二十六年（1289 年）始设

On the Yunnan-Guizhou Plateau in the southwest of China, one of the world's Four Great Ancient Civilized Nations, with a history of over 5,000 years, stands Duyun, a beautiful city on the karst landform like a shining pearl inlaid in the green mountains and blue sea of clouds. As the capital of Qiannan Bouyei and Miao Autonomous Prefecture, Duyun is the political, economic, cultural, tourism and transportation center in Southern Guizhou, one of the key connection nodes boasting with outstanding tourism and golden trading access to the sea in southwest China.

Like the heavy inscribed wooden tablet, the City of Duyun keeps record of a history of nearly a thousand years; like an age-old river, it witnesses various ethnic groups proliferating and prospering from time immemorial; like an enchanting poetry, it describes the art of harmony between human and nature.

都匀军民府后，元、明、清三朝先后设置都云安抚司、都匀卫、都匀府、都匀县。1949 年 10 月中华人民共和国成立后，在行政建制上，先设都匀县，1958 年 6 月经国务院批准，分设都匀市，同年 12 月，都匀县并入都匀市。1962 年 12 月，改都匀市为都匀县。1966 年 3 月恢复都匀市，实行市县分治。1983 年 12 月再次撤县并市至今。

广袤的中国大西南，是一个喀斯特地貌的世界，都匀就座落在这奇特世界的一隅，总面积 2274 平方千米。地球同纬度与都匀同区域的许多地方，早已石漠化或半石漠化，乱石嵯峨，草木不生，而造物主却给都匀这座小城无限的关怀和眷顾，不仅赐予了都匀数以千计千姿百态的溶洞奇观和长达 250 千米、世界有史记载的世界最长的溶洞——穿洞，还赐予了她覆盖率达 50.40% 的原始森林、原始次生林，12 万公顷的水源保护林，以及 275 条、总长 1321 千米纵横交错的大小河流。举世闻名的长江、珠江的分水岭和注入中国第四大湖——洞庭湖的沅江的源头就在都匀

The name of the city was formerly derived from Duyun (City of Cloud), named after a perennial cloud steaming cavity called Duyun Cave. According to archaeological discoveries, human activities within the city were tracked back as early as in the Yin and Shang periods (1766~1122 BC), but it was not written into the annals of history until the Yuan Dynasty (1206~1368 AD). The Duyun Military and Civilian Government Office was established in the 26th year (1289) of Yuan Dynasty. Since then, Duyun was sequentially established as Duyun Appeasement Branch, Duyun Guard Office, Duyun Government Office, and Duyun County during the Yuan, Ming and Qing dynasties. After the founding of the People's Republic of China in October 1949, it was first set up as Duyun County in the administrative system. Upon approval by the State Council in June 1958, the Duyun Municipality was established. In December 1958, the former Duyun County was merged into the municipality to form Duyun City. But in December 1962, Duyun City was changed into Duyun County again. While in March 1963, it regained the name of Duyun City, yet the city and the county administrated separately in its own governance system. In December 1983, the establishment of Duyun County was abolished and merged into Duyun City again till now.

The vast southwest China is a karst landscape world, Duyun is just located in a corner of this fancy world with a total area of 2,274 square kilometers. Many regions on the earth with the same latitude as Duyun have long been degraded to desertification or semi-desertification with rocks scattered around, rough and barren.



境内。雄踞于苗岭山脉中段，总面积近百平方千米，主峰海拔高度 1961 米的斗篷山，是中国距离城市最近的原始林区，山上峰峦、峡谷、溶洞、溪流、瀑布等景观星罗棋布，原始森林覆盖率超过 90%，其中海拔 1800 米的高山台地上，生长着原始古林近百公顷，林木根部全部长在岩石缝隙之中，随处可见树抱石、石抱树、树搭桥的奇观。发源于斗篷山，平均宽度 80 米，蜿蜒贯穿都匀市的母亲河——剑江河，用慈母般博爱的情怀爱抚和滋养着这座神奇美丽的山城，使她充满生机，充满活力，充满灵气，成为中国西部最美的城市之一。碧波荡漾的剑江河，宛如恬静甜美的小家碧玉，平静而优雅，多情而纯洁，像一首潺潺流动在城市的歌谣，一幅如梦如幻的中国写意山水，娓娓诉说着一座绿意蓊葇山水桥城的遐迩传奇。荡舟剑江河，两岸青山绿树，葱翠欲滴；迎面清风徐来，水波不兴；耳畔笙音悠扬，民风浓郁；置身其境，但见城在绿中，人在景中，天人合一，何等惬意！独特的区位，天然的禀赋，多姿多彩的民族风情，让都匀这座云贵高原上的喀斯特山城倍受城市居民的珍爱和国内外游人的青睐。她，因其水网密布、舟楫游弋，而被称为东方高原威尼斯；因其拥有百余座历史悠久、造型奇特的桥梁，而被称为高原桥城；因其生态良好、宜居宜业，而被称为高原明珠。2001 年，都匀获得中国优秀旅游城市称号；2004 年，都匀斗篷山——剑江风景名胜

区经国务院批准，列入国家级风景名胜区。

大自然的禀赋，赐予都匀一座巨大的生物基因库。位于亚热带常绿阔叶林区的都匀，境内山体相对高差大、土层深厚、土体湿润，为不同海拔高度植物的生长创造了良好的条件，现存森林多属原生性较强的天然植被，森林类型

However, nature has given Duyun infinite care and favor, not only it's given the spectacle of thousands of different styles of caves, especially the deepest karst cave ever recorded in the world's history – the Wama Cave with the length of up to 250 km, but also a 50.40% forest coverage, including primitive forests, secondary forests, 120,000 hectares water resource protection forests, and also 275 criss-crossed rivers and streams with total length of 1,321 km. The world-famous Yangtze River, Pearl River watershed and the source of the Yuanjiang River which injects into China's fourth largest lake – the Dongting Lake, all run through or lie in Duyun territory. The Doupeng Mountain situated in the middle of the Miaoling Mountain Range with a total area of nearly 100 square kilometers, and the peak elevation height 1,961 meters, is the only primitive forest which adjoins the city by the shortest distance in China, and mountains, peaks and ridges, canyons, caves, streams, waterfalls and other landscapes dotted the primitive forest with more than 90% coverage, on the mountain plateau of 1800 meters above sea level, there are nearly a hundred hectares of ancient primitive forest trees which take root deeply in the rock cracks, and here and there one can see a marvelous spectacle of tree cuddling stone, stone cuddling tree, and trees weaving bridges. The Jianjiang River, originated from Doupeng Mountain with the average width of 80 meters, winding its way through Duyun, is the mother river, and like a mother she nurtures and nourishes the magical and beautiful mountainous city, making it full of vitality, vibrancy, elegance, and making it the most beautiful city in western China. The Jianjiang River is flowing and rippling like a quiet and sweet pretty girl, calm, elegant, passionate and pure, like a song floating across the city, like a dreamy traditional Chinese painting, telling people legendary stories of a green city. When rowing the boat in the river with green and luxuriant hills and trees on both sides, the fresh breeze blows gently without starting



斗篷山景区位于都匀市区西北 22 公里处，是全国距离城市最近的、浩瀚的原始次生林覆盖的风景区，森林面积达 8736 公顷。美丽的峡谷风光与高山湿地，山光水色辉映成趣，构成了一幅美丽和谐的生态画图。



具有 1300 多年历史的都匀，是黔桂古驿道上重要通衢，人文景观丰富，历史古迹众多，图为中国明代著名旅行家和地理学家徐霞客游记笔下的石板古街

多样，有常绿阔叶林、常绿落叶阔叶混交林、落叶阔叶林、针叶林、针叶阔叶混交林、竹林等。仅都匀斗篷山——剑江国家级风景名胜区斗篷山景区，就有维管束植物 141 科，334 属，494 种，其中国家重点保护植物 22 种。良好的自然生态环境，养育了云豹、猕猴、藏酋猴、穿山甲、黑熊、林麝、苏门羚、大鲵等 39 种野生动物，以及红腹锦鸡、白鹭、猴面鹰等 140 多种鸟类。

都匀地理位置十分优越，是中国云南、贵州、四川、重庆通往两广（广东、广西）、两湖（湖南、湖北）和华东地区的黄金通道，系东西部产业转移、市场转移的中间站。都匀交通便利，黔桂（贵州——广西）铁路、贵新（贵州贵阳——广西新寨）高等级公路、厦蓉（福建厦门——四川成都）高速公路、贵广（贵州贵阳——广东广州）快速铁路、320 国道、321 国道及 207 省道等纵贯东西，连通南北，形成中国西部一个不可多得的立体交通网络，列车、汽车半日内可达广西著名海港——防城港，当天即可通关出海，而到世界非物质文化遗产地——荔波，亚洲第一大瀑布、世界第三大瀑布——贵州黄果树景区，贵阳国际机场，则只

a ripple. The melody of Sheng (a reed pipe wind instrument) loafs in the ear with a strong and rich folk custom...while loitering here, a viewer can but view the city luxuriously cloaked in green with a feeling of being embodied in the scenery itself, and how fun and pleasant it is to be in a place which integrates man and nature into the miraculous oneness. The unique geographical location, natural endowments, colorful ethnic customs make Duyun the karst mountainous city in the Yunnan-Guizhou Plateau, treasured by its people and cherished by tourists from domestic and abroad. It is dubbed as the Oriental-Plateau Venice for her densely covered river networks and cruising vessels; it is known as the Plateau Bridge City for its 100 historical long and peculiar bridges; it is known as the Pearl of the Plateau for its nice ecology, suitable for both living and working. Duyun has also earned the title of “China Excellent Tourism City” in 2001, while Doupeng Mountain, Jianjiang Scenic Spot were approved by the State Council as National Scenic Areas in 2004.

Nature endows Duyun with a huge bio-genetic pool. Located in the subtropical evergreen broad-leaved forests, with very big mountain relative height difference, the soil is thick and moist, so that it creates a good condition for the growth of variety of plants that require different altitudes. The existing forests are



都匀市位于贵州省南部，地处云、贵、川、渝南下出海黄金通道，黔桂铁路及贵新高速公路、320和321国道及207省道等180多条公路在此交汇，厦蓉高速公路、贵广快速铁路即将建成，都匀已成为贵州实施南下通道经济开放带动战略的重要前沿。

需一小时左右。优越的区位，便捷的交通，使都匀形成了得天独厚的旅游经商环境，是贵州大地上难得的一块旅游投资宝地。

都匀是一个文化包容性极强的城市，是中国西南边陲多民族聚居地区，全市总人口50万人，其中少数民族人口占总人口的68%。世居都匀的布依族、苗族、水族、侗族、畲族等34个少数民族与汉族共同传承着中华民族的文明。都匀布依族源于中国古代百越族群中的骆越，境内布依族人口近20万人，占全市总人口的40%。布依族群众喜依山傍水聚族而居，靠近水溪的地方都设有水碾、水车或油榨房，解决村民粮油加工及稻田灌溉问题。布依族能歌善舞，主要乐器为木鼓、铜鼓、芦笙、芒筒、唢呐；主要舞蹈有木鼓舞、板凳舞；工艺品有挑花、刺绣、织花、蜡染、银饰等。都匀布依族独具特色而氛围隆重的民族节日有中国农历三月三祭扫节、四月八牛王节、六月六情人节等。都匀苗族源于远古氏族部落时期的九黎、三苗，于

mostly natural vegetation with strongly native origin, with various forest types: such as evergreen broad-leaved forest, mixed forests of evergreen and deciduous broad-leaf trees, deciduous broad-leaf trees forest, coniferous forest, mixed forest of evergreen broad-leaved and coniferous, bamboo forest etc. Take Doupeng Mountain which lies in the Jianjiang National Scenic Area for example, there are 141 families of vascular plants, 334 genera, 494 species, including national key protected plants 22 species. Furthermore, the natural ecological environment breeds the clouded leopard, macaque, Tibetan macaque, pangolin, black bear, forest musk deer, serow, giant salamander and other 39 kinds of wild animals, as well as the golden pheasant, egret, monkey-faced eagle and other 140 species of birds.

The location of Duyun is extremely advantageous, it is the golden pathway for Yunnan, Guizhou, Sichuan, Chongqing to get access to the Guangdong and Guangxi provinces, to Hubei and Hunan provinces and East China region, it is also the intermediate station of East and West industry and market transfer. Duyun has convenient transportation, the Guizhou-Guangxi railway, Guiyang, Guizhou – Xinzhai Guangxi high-grade highways, Xiamen, Fujian Province - Chengdu, Sichuan highway, Guiyang – Guangzhou, Guangdong province railway express, National Highway 320, National Highway 321, Provincial Highway 207 and other roads, forming a rare three-dimensional transportation network with a longitudinal east-west across the north-south, it is a half day drive distance to Fangcheng Port (famous port in Guangxi Province) by train or by car. And it takes only one hour to the World Intangible Cultural Heritage - Libo, to Huangguoshu Scenic Spot, which is Asia's largest waterfall, or the world's third largest waterfall, and to Guiyang international airport. The superior location, convenient transportation give Duyun exceptional advantages for tourism and business, a rare tourism investment treasure place in Guizhou Province.

Duyun is a cultural city with great openness, a place with multi-nationalities in the southwestern border of China, the city has a total population of 0.5 million, 68% of which are the ethnics. 34 ethnic nationalities such as Bouyei, Miao, Shui, Dong, She, etc. have been living together with the Han nationality since long time ago, sharing the heritage of Chinese civilization. Bouyei Nationality is originated from Luoyue, the Baiyue tribal group in ancient China, it has a population of 0.2 million, accounting to 40% of the total population. The Bouyei people like to live with clansman close to mountains and waters, there are water-powered roller (for grinding grain), waterwheels and oil squeeze rooms besides rivers and brooks, which can solve the problem of villagers' grain milling, oil processing and rice irrigation. Bouyei Nationality is good at singing and dancing, with the main musical instrument wooden drum, bronze drum, lusheng(a reed-pipe wind instrument), Mangtong (single sound musical instruments), Suona(a woodwind instrument); main dance types include: wooden drum dance, wooden bench dance; handicrafts include: cross-stitch, embroidery, flowers weaving, batik, silverware etc.

1500年前由洞庭湖之滨沿着古苗疆走廊迁入都匀，人口7万余人，占全市总人口的15.2%。独具特色的民族节日有苗年、吃新节、芦笙节、爬山节、斗牛节等。苗族“以十月望日为岁首”，逢之则“击长鼓为乐”过“苗年”，主要活动有踩鼓舞、跳芦笙舞，舞姿潇洒稳健，节奏明快，惬意怡情。吃新节是苗族群众在稻谷刚刚成熟的时候选择一个“蛇”日祭祖，分斗牛和祭祖两个阶段，活动一般延续十数日，是都匀苗族最盛大的祭祀节日，现在已演变为常年性节日。都匀水族也由古代百越族群中的骆越发展而来，市境内水族人口约3万人，占全市总人口的6.84%。水族群众喜濒水而居，民族舞蹈有铜鼓舞、斗角舞、芦笙舞等；工艺品有银器、马尾绣、木刻、石刻、剪纸等。目前，水族仍保留有古老的水族文字，被誉为破译中国古代文明的一把金钥匙，现已列入中国首批非物质文化遗产名录。都匀水族独具特色的民族节日有端节和卯节。端节是



都匀市少数民族喜欢依山而居，住房为木制建筑，一般为三层构建，第一层为了解决斜坡地势不平的问题，一般为半边屋，堆放杂物或者圈养牲畜，第二层为正房，第三层为粮仓。这种木制杆栏式建筑被现代建筑学家们誉为最具生态的建筑方式。



苗族源于古代的九黎、三苗。苗族主要乐器为木鼓、铜鼓、芦笙、芒筒、唢呐；舞蹈有芦笙舞、木鼓舞、板凳舞等。不论是排舞、圆舞、踏笙舞，舞步有细步、点步、荡步、踢脚步，舞姿潇洒稳健，节奏明快。图为苗家喜事场景。

The Bouyei's unique and grand national festival include Sacrifice and Tomb-Sweep Festival on the 3rd day of Third Month of the lunar calendar, The Eight Bull Kings' Festival on 8th day of Fourth Month. Lover's Day on 6th day of Sixth Month, and so on.

Whereas the Miao Nationality is originated from the ancient clan tribe called Jiuli or Sanmiao, they came here 1500 years ago by the shore of Dongting Lake, now they have a population about 70,000, accounting to 15.2% of the total population. Their featured festivals include: the Miao New Year, Chixin Festival (Harvest Festival), Lusheng Festival, Mountain Climbing Festival, Bullfighting Festival. The Miao Nationality regards the first full-moon day in 10th lunar month as the beginning of the new year, whence they strike the long drum to celebrate the Miao New Year, and main activities include: drum dance and Lusheng dance etc., and the dance is natural, unrestrained and steady, fast-paced, comfortable and cheering. While on the Chixin Festival, the Miao people choose a “snake” day to offer sacrifice to their ancestors at the beginning of rice harvest time, it divided into two stages, one is bullfighting and the other is ancestors worship, it usually lasts about 10 days, they are the grand festivals of sacrifice, which are now becoming perennial festivals. The Shui Nationality is also originated from Luoyue with a population about 30,000, accounting for 6.84% of the total city population. They like to live close to water, their dances include: Bronze Drum Dance, Doujiao Dance (people dance by mimicking buffalos), Lusheng Dance etc. Their handicraft arts include: silverware, horsetail embroidery, wood carvings, stone carvings, paper cutting crafts. The Shui Nationality still keeps the ancient Shui scripts, it is a golden key to deciphering the ancient Chinese civilization, and is now included in China's first batch of non-material cultural heritage. The Shui Nationality has the unique festival called Duan Festival and Mao Festival, Duan Festival is the grandest festival of Shui, which is equivalent to the Chinese Spring Festival. According to the ancient codes of Shui books and Shui Lunar Calendar, The Duan Festival is observed at the end of the old year and the beginning of the new year when grains are ready for harvest, it means to ring out the Old Year and ring in the New Year, celebrate the harvest, worship the ancestors and congratulate happiness beforehand for the next year. The festival lasts for 49 days, the longest festival in the world. Also the Mao Festival is another grandest festival here, the “Mao” day before the lunar Qingming Festival of China, the Shui people gather on mountains and in meadows, hang 12 bronze drums, beat the drums to worship their ancestors, and conduct activities like horse racing, and Lusheng playing. Mao Festival is also known as the Valentine's Day of Shui Nationality, when the day comes, young women and men gather at the Mao Slope, and sing for the eternal love. The ethnic cultures, however, such as the passionate Miao Dance, the melodious Bouyei Folk Songs, the mysterious Shui Scripts, the antique Collective Rao Singing, or whatever else it may be, they are all like glittering and translucent diamonds, emanating cultural brilliance to the whole region and exert influence to the world.



都匀市布依、苗、水族村寨民族村寨依山傍水，与古树、吊桥构成一幅幅风景优美的画卷。



苗族同胞会盛装站在寨门口迎接客人，而客人要进入村寨就要在迎客歌中喝下拦门酒。拦门酒是苗族酿造的米酒，用牛角盛满，客人走上前来要一气喝完。喝酒时如果用手扶着牛角，苗族同胞会认为你还想喝会给你倒上第二杯拦门酒。

水族最盛大的传统节日，相当于汉族的春节。依据水族典籍水书、水历的规定，端节在水族历法年底、岁首的谷熟时节举行，是辞旧迎新、庆贺丰收、祭祀祖先和预祝来年幸福的盛大节日，从头至尾长达 49 天，是世界上延时最长的节日。卯节是水族的另一个重大节日，每年农历清明节前后的“卯”日，水家人都要相聚到山间草甸，悬挂 12 面铜鼓，击鼓祭祖、举行赛马、吹芦笙活动。卯节又称水族情人节，这一天水族青年男女会欢聚到卯坡，歌唱永恒的爱情。不管是热情奔放的苗族舞蹈、委婉悠长的布依族山歌，还是神秘玄奥的水族文字、古色古香的绕家大歌，都像一颗颗晶莹剔透的宝钻，散发出对整个区域乃至是世界具有深远影响的璀璨文化光芒。

大自然的恩赐和勤劳智慧的各族群众的精心创造，成就了都匀星罗棋布、丰富多彩的旅游资源。自然景观方面：都匀是绿色迷人的天然氧吧和凉城，因其海拔在 800 ~ 1200 米之间，属亚热带湿润季风气候，年平均降雨量 1431.1 毫

The gift of nature and the elaborate creation of the ethnic peoples accomplished decorate and enrich tourist resources of Duyun. In terms of natural landscapes: Duyun is a green charming natural oxygen bar and cool city, as its altitude is between 800 meters and 1200 meters, belongs to subtropical humid monsoon climate; it has an average annual rainfall of 1431.1 mm, frost-free period of 300 days, average temperature of 15.9 °C, the average temperature of coldest month is 5.6 °C, the hottest month average temperature is f 24.9 °C, the annual average days with minimum temperature ≤0° C is 16.3 days, the annual average days with maximum temperature≥35 °C is only 4 days, it is warm in winter while cool in summer, as the nearest place to tropical areas in western China, it is an ideal destination for tourism and leisure. Duyun has the famous scenic spot of the karst cape mountain which is very close to the city proper, it is called Doupeng Mountain, Jianjiang River National Scenic Spot with well-reserved virgin forest and secondary forest; Duyun has the widest, longest river cross the city in Guizhou Province called Jianjiang River, when getting dark, the lights brighten both sides, the boats sway over the river, they are just as beautiful as the scenes in the southern Yangtze. Duyun has one of China’s rarely few Heaven Pools called Doupeng Mountain Heaven Pool, on the sunny days when sitting at the top of the mountain, one can enjoy the close sight of clear and clean water as in the mirror, and watch mountain peaks in Guiyang at a far distance. Duyun has the Qingyun Lake National Forest Park with the forest coverage of 90.7% integrated with forests, topography, water, animals, cultural, and ethnic landscape. There, green hills roll on in undulating waves, green waters surround the whole place, waterfalls falling down in different manners, the Qingyun lake stays calm, the scenic is like a painting with too many beautiful things. Duyun has matured caves flock, about 1,000 karst caves scattered over the region, like mysterious underground palaces, they attract tens of thousands of tourists from afar.



都匀是少数民族聚居地区，主要有布依族、苗族、水族、侗族、彝族、回族、毛南族等 31 个少数民族，人口达 31 万余人，占全市总人口的 67.05%。少数民族淳朴朴实，勤劳勇敢，热情好客，民族文化内蕴深厚，民族风情丰富多彩、各具特色。



清澈见底的剑江母亲河穿城而过，目前，都匀市委市政府正在举全市之力打造“十里剑江看匀城”城市旅游新景观。

米，无霜期近 300 天，平均温度 15.9℃，最冷月平均气温 5.6℃，最热月平均气温 24.9℃，日最低气温≤0℃的年平均日数 16.3 天，最高气温≥35℃的年平均日数只有 4 天，属国内少见的冬日温煦、夏季清凉的旅游度假型气候，是中国西部距离热带地区最近的理想旅游休闲避暑胜地。都匀有国内距离城市中心最近的喀斯特地貌著名风景区斗篷山——剑江国家级风景名胜，是保存完好的原始森林和次森林。都匀有贵州省流经城市中心江面最宽、穿过城市最长的河流——剑江，夜幕时分，沿江两岸，华灯灿烂，画舫凌波，一派绝美江南景色。都匀有中国大西南屈指可数的天池之一——斗篷山天池，天气晴朗之日，置身山巅，近可赏咫尺如镜碧水，远可眺贵阳空蒙峰峦。都匀有集森林、地貌、水体、动物、人文、民族景观为一体的青云湖国家森林公园，森林覆盖率达 90.7%。景区内青山叠嶂，绿水环绕，飞瀑多姿，云湖宁静，风光如画，美不胜收。都匀有发育成熟的溶洞群，千余个溶洞遍布市境，恍若一个个神秘的地下宫殿，吸引成千上万的远客前来探幽解密。人文景观方面：都匀素有桥梁博物馆美称，100 余座造型各异、巧夺天工的桥，散布在都匀境内珠江、沅江水系大小河流上，形成了一道亮丽的风景。横跨于剑江之上，长 140 米、宽 8 米、高 11.5 米的七孔青石拱桥——百子桥，历时五载修建，于清朝乾隆五十六年（1791 年）落成后，200 余年的时间里，历经近百次特大洪水冲击，仍安然无恙，堪称

Duyun is also featured with cultural landscapes: it’s lauded as the Museum of Bridges, over 100 bridges with different and intricate shapes seated on Zhujiang River, Yuanjiang River within the territory, forming a beautiful landscape. The Baizi Bridge is a bluestone arch bridge, it is 140 meters long and 8 meters wide and 11.5 meters high with seven holes across the Jianjiang River. It was built in 56th year of Qing Dynasty during the reign of Qianlong Emperor. It took five years to complete in 1791. It is miraculous that after nearly catastrophic flood impact during the past 200 years, the bridge still stays safe and sound. The ancient stone street was built in the Ming Dynasty Hongwu years (1368 - 1398), the road is paved with 10,001 bluestones, classical architecture of the Ming and Qing Dynasties seated on both sides as the street slopes, the high-low houses row in and out with a grand view. Age-old stores are still open there, selling antiques, ethnic apparel, ethnic arts and crafts and other travel products, highly favored by tourists, a large number of foreign visitors are attracted here every year. Wenfeng Tower, was initially built in Ming Dynasty Wanli years (1573-1620), which is an ancient tower with dense eaves and seven floors, it stands to the heaven and magnificent, and is the only stone tower recorded in the Chinese Tower Chronicles. The Kuixing Pavilion was established at the top of Duyun East mountains in the Ming Dynasty, Hongwu 27th year (1394), craning high into the sky with imposing manner, it still rings morning bell and strikes evening drum, giving people another scent of Duyun. Duyun features with rich ethnic cultures, the people are unsophisticated, the customs are miraculous, the



都匀市通过国家退耕还林工程政策，大力实施集生态、环保为一体的茶园建设，目前全市已拥有22.36万亩茶园，正在打造“百里毛尖茶长廊”生态旅游观光带。

奇迹。始建于明朝洪武年间（1368——1398 年）的都匀石板古街，路面用 10001 块青石铺砌而成，沿街两旁的明清时期古典建筑随着街道斜坡依势而建，高低错落，鳞次栉比，蔚为壮观。古街商铺林立，出售古玩、民族服装、民族工艺品等旅游商品，深得游客青睐，每年都有大量国外游人慕名而至。始建于明朝万历年间（1573——1620 年）的七级密檐式古塔——文峰塔，笔指苍穹，雄伟壮丽，是贵州省唯一载入《中国塔志》的石塔。明洪武二十七年（1394 年）建于都匀东山之巅的奎星阁，危楼高耸，气势雄峻，晨钟暮鼓，清音悠扬，别具一番风采。都匀有独特浓郁的各民族风情，民风淳朴，民俗神奇，民情感人，是歌的世界，舞的海洋，爱的栖所。

都匀物产丰富，特产众多，名扬遐迩，远销海内外。中国绿茶中的极品、中国十大名茶之一——都匀毛尖茶，原名细毛尖、白毛尖、鱼钩茶、雀舌茶，自出产以来，就以其“色泽翠绿、外形匀整、白毫显露、条索卷曲、香气清嫩、滋味鲜浓、回味甘甜、汤色清澈、叶底明亮、芽头肥壮，干茶绿中带黄，汤色绿中透黄，叶底绿中显黄”特

folks are affable, and it is the world of songs, the world of dances, dwelling of love.

Duyun is rich and numerous in specialties, they are well-known far and near, and being sold at home and abroad. Duyun Maojian Tea is hailed as the highest grade of Chinese green tea, one of top ten Chinese tea, with its original name of Fine Maojian, White Maojian, Yugou tea(like hooks), Queshe tea (like the tongue of the little bird), it was well taken care of by the royal families for its “green color, neat and well-spaced outlook, pekoe revealed, cable curly, clean and soft smell, fresh but strong taste, sweet after taste, the liquid color is clear, the securinega yellow is bright green, the bud head is strong, the dry tea leaves embody the color of yellow in green, and the liquid color is yellow appeared through the green, the securinega is yellow emerged from green”, it is designated exclusively for the royal tribute in Ming and Qing dynasties due to the very low yield. It shared the Gold Award with Guizhou Maotai(a world famous liquor) at the Panama International Competition in 1915, which became one of the two most resounding brands in Guizhou Province, and got the reputation of “Maotai in the north, Duyun tea in the south.” After the founding of People's Republic of China, Mao Zedong, the founding leader, showed special favour to the tea, and named

质，倍受皇室珍爱，因其产量少，明、清两朝，被指定为专供皇室的贡品。1915 年在巴拿马国际赛会上与中国国酒——贵州茅台酒同获优奖，成为当时贵州最响亮的两块金字招牌之一，从而获得“北有茅台酒，南有都匀茶”的美誉。中华人民共和国成立后，开国领袖毛泽东对此茶亦情有独钟，并亲自将该茶命名为都匀毛尖茶，使该茶更是名声大噪，供不应求，常年脱销，连日本前首相田中角荣亦有得品一杯而后快之叹。中国实施西部大开发后，都匀紧紧抓住发展机遇，积极发展生态经济产业，带动发展茶叶产业，迄今已建成都匀毛尖茶生产基地 20 余万亩，可采茶叶 10 万亩，春、夏、秋茶常年上市，其品质优异，远销国内外，从而逐渐进入了庞大的世界绿茶市场。清朝年间试制成功并投产的酱香型白酒珍品——都匀匀酒，因其品质精良，色、香、味极似贵州茅台酒，而被称为“匀茅”，成为贵州老八大名酒之一。清朝时期试制成功并投产的都匀白皮纸，以其不可比拟的独特品质一直受到中国书画界的喜爱和推崇，中国著名画家徐悲鸿所画奔马图，多半用的都匀白皮纸，另一位中国著名画家傅抱石，认为都匀白皮纸最适宜表现其独特的“抱石皴”中国画技法，其不少经典名画用的也是都匀白皮纸。水族马尾绣是水族妇女世代传承的以马尾作为重要原材料的一种特殊刺绣技艺。这种水族独有的民间传统工艺，是一种现存最古老而又最具生命力的原始艺术，被称为刺绣的活化石，是研究水族民俗、民风、图腾崇拜及民族文化的珍贵艺术资料。都匀苗族银器远近闻名，银饰品常以各种千奇百怪的变形图案为



都匀的水族由古代“百越族群”中的骆越发展而来的单一民族。水族工艺品有银器、马尾绣、木刻、石刻、剪纸等。水族仍保留有古老的水族文字，现已列入我国首批非物质文化遗产名录。水族独具特色的民族节日有端节和卯节。

the tea Duyun Maojian tea, thus made the tea famous thereafter, the tea then is always in short supply and out of stock all the year round, whilst the Japanese Prime Minister Kakuei Tanaka praises the tea after tasting. After the implementation of the Strategy of Developing Western China, Duyun firmly grasp the development opportunities and actively develop ecological economy industry, led the development of tea industry. Duyun has been built more than 20 million mu Duyun Maojian tea production base, including available tea plantation area of more than 10,000 Mu, spring tea, summer tea, autumn tea step into the market year-round with excellent quality, which are sold at home and abroad, and thus gradually enter into the world’s vast green tea market .

The Maotai-flavoured liquor Duyun Liquor developed during the Qing Dynasty has excellent quality, color, smell, taste, and is highly likened to Maotai, and thus called “Duyun Maotai,”, then became known as one of the eight wines in Guizhou Province. Another heritage from the Qing Dynasty is the Duyun white paper, it’s been loved and respected by the Chinese calligraphy and painting circles for its unique and incomparable quality, a famous Chinese painter by the name of Xu Beihong (1895-1953) painted “Benma Tu”(Galloping Horses) mainly with Duyun white paper, while another famous Chinese painter Fu Baoshi (1904-1965), thought that the Duyun white paper is most suitable for the performance of the unique “boulder cracks” technique in Chinese painting, many of its classic paintings are painted with the Duyun white paper.

The Shui Nationality’s horsetail embroidery is a special embroidery skills inherited by generations of women who use horsetail as an important raw material. This is a traditional folk craft owned by Shui Nationality, which is also the oldest and the most viable primitive art that exist now, it was called the living fossil of the embroidery art, and are also precious art materials to research the folklore, folk customs, totemic and national cultural of the Shui Nationality. The silver of Duyun Miao Nationality is famous far and wide with the theme of all sorts of outlandish deformation patterns; each pattern carries an interesting story. The Miao silverwares mainly include silver bracelets, silver necklace, silver necklace, silver garment, silver crown, silver horn, silver comb and so on, the fine workmanship and the beauty of the pattern could not be surpassed. Duyun also has a wide range of ethnic cuisine, the famous Chongchong cake, silk doll (spring rolls), fish and sour-vege soup, pickled vege pork, rice cake, yellow cake, flowery sticky rice (five-color rice), tossed rice noodles, iced noodles etc.

Duyun successive governments always adhere to the strategy of sustainable development, adhere to people-oriented, and strive to promote the harmonious development between man and nature. Governances focus on building ecological civilization, ethics, mobilize broad public participation, form a living philosophy of advocating ecological civilization, and promote people to protect the environment, respect nature, and conserve the resource more consciously.

Importance is also attached to promote the development of

主题，每个图案都有动人的故事传说。苗族银器主要有银手镯、银顶圈、银项链、银衣、银冠、银角、银梳等等，做工之细，图案之美，堪称一绝。同时，都匀还有种类繁多的民族特色美食，有名的有冲冲糕、丝娃娃、酸汤鱼、酸菜扣肉、糍粑、黄糕粑、花糯米、凉拌粉、冰粉等。

都匀历届政府始终坚持可持续发展战略，坚持以人为本，努力推动人与自然和谐发展。注重建设生态文明道德规范，动员公众广泛参与，形成崇尚生态文明的生活理念，促进人们更加自觉地保护环境、尊重自然、节约资源。推进社区生态文化建设，开展生态文明建设示范，启动“环境友好型企业”“绿色机关”“绿色学校”“绿色社区”“生态乡村”建设工作，加快建设生态城市的步伐。积极开展生态修复工程，提高区域生态功能。大力实施以都匀的母亲河——剑江河为重点生态建设工程、石漠化治理工程、重大林业生态工程、自然保护区建设工程。加强森林保护，完善森林生态系统功能。加大环保治理力度，坚持预防为主、保护优先，使环境保护始终成为政府的重要职责，工业及城市环境治理取得明显成效，化学耗氧量、工业粉尘、烟尘、医疗固体废弃物处置等各项指标达到或超过国家标准，依靠科技进步和制度创新，大力实施节能减排工程，形成低投入、低消耗、低排放和高效率的节约型增长方式，实现单位地区生产总值能源消耗低于全国平均水平。一座“城中有江、江岸有城、城外有林”的魅力型山水风光休闲宜居城市正呈现在世人面前。

全面推进农业现代化进程，充分挖掘中国十大名茶之一——都匀毛尖的品牌优势，着力挖掘茶文化，发展茶旅游，引导茶消费，实现以茶促旅，茶旅互动，全面提高茶产业综合效益。大力发展山地生态畜牧业，依靠科技改良畜禽品种，改进饲养方法，推动传统畜牧业向现代畜牧业转变。依托四通八达的交通干道线，大力发展城郊型农业、特色农业、生态农业、观光农业和高效农业。发挥都匀作为中国优秀旅游城市、国家级风景名胜区的品牌

community ecology and culture, carry out a ecological civilization of demonstration construction, and start construction work of "environment-friendly enterprises", "green offices", “green schools”, "green communities", "eco-villages", accelerate the pace of the construction of ecological cities, and actively carry out ecological restoration projects, enhance regional ecological functions. The city vigorously implements the key ecological construction projects, stony desertification control projects, forestry ecological projects, and nature reserve construction projects on the mother river of Duyun – the Jianjiang River. Strengthening environmental governance, improving the function of forest ecosystems, persisting on prevention first and conservation in priority, so that environmental protection is always an important duty of the government. Industrial and urban environmental governance achieved significant results, the chemical oxygen demand, industrial dust, smoke, medical and solid waste disposal etc. indicators reach or exceed the national standards. Relying on technological progress and institutional innovation and vigorously implementing energy saving projects, the city forms low-input, low consumption, low emissions and high efficiency-saving growth mode, and has achieved the objective of unit GDP energy consumption lower than the national average.

Thus it shapes Duyun "a city within rivers, a city in the riverbanks and forests outside the city”，a charismatic landscape city of leisure and livability presented to the world.

The city comprehensively pushes forward the process of agricultural modernization, and fully taps one of the top ten tea advantages- Duyun Maojian brand, focuses on tapping the tea culture, the development of tea tourism, guides the tea consumption, promotes tourism through the tea production, and gets interaction between tea and tourism, and comprehensively improves the comprehensive benefits of tea industry. By vigorously developing the mountain ecological animal husbandry, relying on science and technology, the city strives to improve livestock and poultry varieties, improve farming methods, and promote the traditional animal husbandry transition to the modern animal husbandry. Relying on the roads line extended in all directions, vigorously develop the suburban agriculture, specialty agriculture, ecological agriculture, tourism agriculture and high-



都匀市在剑江河在沿河桥梁、建筑、行道树、人行道等部位安装了融入民族文化元素、造型各异的灯饰，实施“亮丽工程”建设，让游客“夜游剑江”欣赏剑江夜景，沿岸独具地方民族文化特色的灯光，流光溢彩，好像天上银河，一个“十里剑江看匀城”旅游景观效果初现。

优势，依托优良的生态环境、气候条件和浓厚民族文化积淀，把发展旅游业与生态城市建设结合起来，大力发展现代旅游业，着力打造休闲度假、宜居的现代旅游生态城市。加大城乡环境公共设施一体化建设力度，完善中心城区和小城镇生活污水、垃圾处理设施、园林绿化、公厕等环境设施建设，改善城乡居民生存环境。积极推进城乡教育均衡发展，让每个公民都充分享有接受教育的权利。完善城乡医疗卫生服务体系和公共卫生服务体系建设，提高居民健康水平。加强城乡文化体育场馆建设，城乡文体事业欣欣向荣。实施“平安工程”，社会和谐稳定，居民生活幸福祥和。城乡社会救助和医疗保障体系健全完善，公民人权得到保障。

倡导绿色消费，推行环境标志认证和政府绿色采购制度，提高公众的绿色消费意识，引导绿色消费文化，倡导自然、简朴的生活方式以及环境友好型的消费行为，注意节约并选择消费可循环使用的产品和对环境无影响的绿色产品。都匀城市和农村到处可见友好、和谐、自然和幸福的生活画卷。

经过历届政府的不懈努力，都匀经济社会持续快速健康发展，是贵州省 27 个经济强县之一，并进入中国西部百强县，已经成为中国西部喀斯特少数民族地区经济发达、环境优美、生态文明、社会和谐、宜居宜业的国家可持续发展实验区，并先后荣获中国优秀旅游城市、全国卫生城市、全国最关注民生先进市、全国体育先进市、全国文化先进市、全国园林绿化先进市、全国科技进步先进市、全国食品卫生示范先进市等荣誉称号。目前，都匀正以饱满的热情和昂扬的斗志，按照可持续发展要求，积极抢抓发展机遇，努力迈向世界绿色城市。

（本篇文字及图片由贵州省都匀市政府特别提供）

efficiency agriculture. Giving full play of Duyun brand advantages as a China Excellent Tourism City, national scenic area, relying on good ecological environment, climatic conditions and strong national cultural heritage, and combining the development of tourism and eco-city construction, vigorously develop modern tourism, the city is focus on creating a leisure tourism , and livable eco-city.

Enhancing the integration of the intensity of public facilities in urban and rural environment, improving sewage, solid waste disposal facilities, landscaping, public toilets and other environmental infrastructure construction in the urban centers and small towns, and improving the living environment of urban and rural residents, the city has been actively promoted the balanced development of urban and rural education, so that every citizen can fully enjoy the right to education. The city is striving to improve the urban and rural health service system and public health service system, improve the health of residents. It is strengthening urban and rural cultural and sports venues to make urban and rural cultural and sports undertakings thriving. Implementing the "Safe Project", which means social harmony and stability, happy and peaceful living, sound urban and rural social relief and medical security system, and protection of the citizens' human rights.

The city also advocates green consumption, implements the environmental labeling certification and government green procurement system, to raise public awareness of green consumption, guide green consumer culture, advocate natural, simple lifestyle, and environment-friendly consumer behavior, care about energy-save, choose products that can be recycled and green products that exert no harmful impacts on the environment. Scenarios of friendly, harmonious, natural and happy life can be seen everywhere in urban and rural areas in the City of Duyun.

With the unremitting efforts of successive governments, Duyun’s economy keeps on developing rapidly and healthily, it is one of the 27 economic strong counties in Guizhou Province, has been ranked in the 100 top counties in western China, and has already become an national sustainable development experimental zone with economical development, beautiful environment, ecology civilization, social harmony, livable and enterprise-friendly among the karst minority areas in western China, has won honours of China Excellent Tourism City, National Sanitary City, National Advanced City that Most Cared About People's livelihood, National Sports Advanced City, National Culturally Advanced city, National Landscape Advanced City, National Scientific and Technological Advanced City, National Food Hygiene Demonstration Advanced City and other honorary titles.

Guided by the strategy of sustainable development, Duyun now is actively seizing opportunities with full enthusiasm and high morale and exerting great efforts to further build the Global Green City by keeping it green and making it greener.

(The article and photoes are specially provided by Duyun City government, Guizhou province)



文峰园是开放式和生态型休闲公园，共有草坪、花园、亭台、古塔、廊道、健身场地和演出场地近 6 万平方米，以文峰塔为主景，分为若干景区，园内碧草如茵，鲜花吐艳，树木造型优雅，是都匀民众的休闲健身中心。

GFHS 推出 LEED 认证咨询服务

作为一个非政府、非盈利的国际组织，全球人居环境论坛（GFHS）的宗旨为“建设可持续的人居环境，推动联合国人居议程”。GFHS 既是联合国环境署可持续建筑与气候倡议组织（UNEP-SBCI）成员，也是联合国全球契约组织的成员。

GFHS 和创建与管理 LEED 的机构——美国绿色建筑委员会 USGBC 也建立了长期战略合作关系。GFHS 专家资源和团队中有多名拥有 LEED AP 资质的专业人士。



2007年在第三届 GFHS年会上,GFHS邀请被誉为“LEED之父”的罗伯特·怀特森先生共同举办了首次公益性的 LEED 培训



2011年在美国举办的第六届 GFHS年会期间,USGBC副总裁罗杰普拉特先生到会演讲



GFHS组织专业人士专程参观了位于华盛顿的 LEED 总部,深入交流

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。IGMC是可持续的国际低碳城镇试点项目,它将率先在中国实施。GFHS已和贵阳市政府和泰州市政府签订了IGMC落户当地的框架协议。IGMC十二原则中重要的原则之一就是绿色建筑。因此,推广包括 LEED 认证在内的绿色建筑是 GFHS 和 IGMC 的使命。为此,GFHS 专门组建专业技术团队,推出 LEED 认证咨询服务。

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设计方案分析	能耗模拟	搜集	工程进展跟踪	设计
可持续性设计审核	日光模拟	分析	团队管理	施工
LEED 符合性评估	CFD 模拟	评估	项目协调	运行
系统优化		完成		业主质量控制

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招商地产金山谷项目一期

LEED ND 基本级

- ☆ 商场, 办公室, 公寓 (广州)
- ☆ 新建社区规划
- ☆ 65 亩, 200,000 平米
- ☆ LEED 服务:
 - 可持续性设计
 - 文案
 - 工程管理



上海市能源环境交易所

LEED 外结构金级和铂金级

- ☆ 办公室 (上海)
- ☆ 废旧汽车修理场规划改造
- ☆ 8000 平米
- ☆ LEED 服务:
 - 可持续性设计
 - 文案
 - 模拟模型
 - LEED 调试优化



王澍：中国建筑界的异类

——让传统元素在当代文化中重生

Wang Shu: Adding a Heterogeneous Touch in the Chinese Architecture
- Reinvigorating Traditional Elements in Modern Culture



王澍和他的妻子陆文宇在中国美术学院。后者也是一位建筑师。
(图片来源: Sim Chi Yin for The New York Times)

王澍是第一位获得普利兹克奖的中国建筑师。几乎每天早上，他都会来到他的工作室，坐在书桌旁。桌上放着几张柔软的淡棕色宣纸，一个用来调墨的杯子和一支毛笔。他先读一会儿唐诗，然后开始练习书法，只见行笔悠悠、落笔生花。他说，这样做能给即将开始的一天带来平静。

古代艺术，不是把王澍的作品跟中国城市随处可见的炫目大理石玻璃商业建筑区别开来的唯一因素。他大胆而精致的建筑，循自然之天成，集古今之风格；使用的建筑材料都很便宜，比如可回收的砖瓦。他的工作室名叫“业余建筑工作室”。工作室里没有 Mac 电脑，桌子上只有几台 20 世纪 90 年代的终端机，被一堆旧报纸包围着，布满了灰尘。中国美术学院坐落于宁静、秀美的湖滨城市杭州。王澍的工作室就在美院附近，他的六个助手是他在美院的学生，他们只在需要的时候才来工作室。这个下午，王澍和陆文宇（王澍的妻子兼同事）打开工作室的前门（一大块厚木板），四周空无一人。

今年 2 月，评审团把普利兹克奖颁发给了现年 48 岁的王

澍，把这位建筑师推向了舞台的中央。王澍非常不赞同中国的快速城市化进程，并用他独特的建筑风格表明自己的反对态度。王澍在中国的西部边陲新疆长大。在中国的建筑圈里，他是个异类。他只设计过一个公寓楼项目，位于杭州，由几座高 14 层的楼房组成，阳台很深。他设计的博物馆、大学、家宅和老式砖瓦垒成的公园，都深受中国古代建筑的影响。5 月份，在人民大会堂举办的普利兹克颁奖仪式上，国务院副总理李克强拥抱了王澍，尽管后者对前者掌控下的经济体造就的城市深感厌恶。中国的各大媒体上都是他俩的照片——一位是很可能在今年秋天当选的总理，另一位是身着黑衣的建筑师。



宁波博物馆，2003-2008，宁波，中国

急着模仿西方，却将中国的特色弃之如蔽，这是让王澍最恼火的地方。为什么要把中国变成别国的翻版，他问道。“我们想模仿曼哈顿，”在他的工作室附近吃午饭的时候，他说。“我很喜欢曼哈顿，那是个很有趣的地方。但是它是经过 200 年时间形成的，你想复制它，可太难了。纽约不是设计师设计出来的，它是时间沉淀出来的。”

他批评过度城市化的其中一个原因是，他意识到政府官员和投资者狼狈为奸，拆除旧房子和破烂的公路，腾出地方来建设高速公路、机场、火车站和住宅，从中牟取巨额利润。“60% 的政府收入不是来自正常的税收，而是来自卖地的收入，”他说。有些报道说这个比例还要更高。凤凰新媒体是一家同情中国政府的香港媒体，最近引用了国土资源部的一份报告，上面说，2010 年政府收入的 74.1% 来自出售土地，而在 1989 年，这个比例是零。

王澍同情贫穷的农民，他们渴望去大城市生活，因为那里有空调，有超市。但他认为，如果有机会用可持续的方法改造农村，农民的生活会富裕起来。他最近的一个项目是劝说杭州附近的一个村庄的党委书记不要推倒房屋，而是用原来的砖瓦进行改造。“人们以为非此即彼，”他说：“但实际上我们有很大的选择空间，用一些简单的方法，就能过上现代而舒适的生活。”



象山新校区一期工程，2002-2004，中国杭州

了解王澍作品的两位建筑师强调，王澍特别善于古今结合，中外结合。“可以把王澍的作品看作是一种新的本地化，”哈佛设计研究院的院长莫森·莫斯塔法维 (Mohsen Mostafavi) 说：“他实际上深深植根于现代主义。他的作品既不是对中国建筑也不是对西方建筑的简单复制，而是两种风格的融合。”

麻省理工学院建筑规划院院长、杰出的华裔建筑师张永和说，王澍能“让我们看到了传统元素在当代文化中的活力，让我们知道现代化不等同于西化”。他称赞王澍身上有一种不同寻常的正直：“在今天的中国，能像王澍那样对抗市场的压力、坚持独立的价值观，不容易。”

王澍的作品很多元化，包括博物馆、大学和住宅。在荣誉证书中，普利兹克奖的评审团特别提到了宁波历史博物馆，称赞该建筑集“力量、实用和情感于一体”。从远处看，博物馆看起来很厚重；从近处看，灰色、橙色和蓝色的可回收的瓷瓦和老式的砖块给人一种质朴的感觉。位于杭州市象山区的中国美术学院的六个建筑，最显著的特点是白墙，让人想起了中国古典水墨画里的传统中式庭院。苏州大学文正学院图书馆是他 2000 年的作品，其特色是一个白色的立方体小屋伸入湖中，正面的墙全是玻璃做的。

尽管普利兹克奖给王澍带来了极高的声望，他仍然没有寻求在国外发展。他获奖之后的其中一个项目是美术学院访问教授们下榻的酒店，是一个夯土建筑。



瓷屋，2003-2006，中国金华

他总是尽可能使用可回收的建筑材料。20 世纪 90 年代，他在这方面的技艺日臻成熟：他把正式的建筑设计放到一边，跟工匠和施工人员一起，把旧房子改造成画廊、音乐厅或美发店。2000 年时，他被任命为中国美术学院建筑系教授，重新回到一流建筑师队伍，参与竞争，接受委托。当前些年省政府和大学为新注入的资金兴奋不已、把博物馆和新增的建筑（比如图书馆）委托出去设计时，王澍的想法也成熟了，这些也引起了他的兴趣。他强调中国特色的价值，但他不是新民族主义者。他和妻子喜欢带着 11 岁的儿子出国旅行。过去几年，他们一起在哈佛设计研究院授课，主题是以中国传统农村为基础构建“质朴”新郊区。他们是形影不离的夫妻和工作伙伴。他们的合作看起来很轻松，有时也充满乐趣，而且配合默契。普利兹克奖的评

审团曾考虑过把该奖项颁发给他们俩。他们相识在南京工程学院的建筑课上。他注意到那个“穿绿色毛衣的女孩”，他说，结果发现她也来自新疆。“工作中，我更多地负责设计，她更多地负责施工，”他说。王澍个性严肃，有学者风范。陆文宇更加外向。他们相识后，她说，自己提了一个条件：她可以做他的女朋友，但是不会参加他在宿舍里为有兴趣的学生举办的课余研讨会。

去年秋天普利兹克奖的评审员参观中国时，印象最深刻的作品就是中国美术学院的象山新校区。王澍经常开车带妻子去学校。更准确地说，是妻子开车。王澍没有驾照，坐在乘客的位置上。他们的车是普通的旅行车。有些中国建筑师更青睐保时捷，但王澍不好那一口儿。

在评审团参观校园的时候，赞助普利兹克奖的凯悦基金会主席托马斯 J. 普利兹克 (Thomas J. Pritzker) 向王澍询问修建校园的成本，王澍回忆道。“我说第一期是每平方米 1500 元，第二期是 2500 元，”王澍说他是这样回答的。在听翻译换算成 235 美元和 392 美元之前，普利兹克凭直觉就知道很便宜。“可以说基本上没花钱，”他对同事说。根据香港威宁谢工程咨询公司 (Langdon & Seah) 的统计，北京著名的写字楼每平方米造价 952 美元。

大学校园那个项目是我梦寐以求的，王澍说。招标要求是在废弃的稻田上用较低的预算，建设一个可容纳 5000 名



象山新校区二期工程，2004-2007，中国杭州



象山新校区二期工程，2004-2007，杭州，中国

学生的、拥有国际化水准的校园。美术学院的院长许江是个艺术家，也是王澍的朋友，这次是他的客户。第一个决定是：尽量不破坏自然环境。把学校建在稻田的边缘上，这样四周有开阔的空间。第二个决定是：不像杭州市中心的美院校区那样在混凝土柱子外面包上大理石，那样太浪费了。这个校园与众不同，莫斯塔法维说，它不受总体规划的束缚。“这里的每幢楼都很独特，聚在一起又有一种整体感，”他说。

展示校园的时候，王澍承认最后的成品并不完美。校内走廊的外墙上参差不齐地打了很多洞，这样可以看到外面的风景。墙和门取材自当地的紫杉树，颜色微红。“这些树很便宜，而且长得很快，”他说。20 年后，这些木头需要换掉。竹子做的围栏的更新时间是 5 到 7 年。“这些都是可持续的，”他说：“都很容易替换。”

中国总是欢迎外国的建筑师来设计大城市里的建筑——包括往届普利兹克奖的获得者诺曼·福斯特 (Norman Foster) 和扎哈·哈迪德 (Zaha Hadid)，所以这样一个非主流的设计师获得普利兹克奖震惊了中国建筑界。王澍称他们是“正常的群体”，这个群体对王澍获奖集体沉默。

在颁奖仪式上发表获奖感言时，王澍对体制提出了质疑。很少有人做出这样大胆的举动。是否有可能，他问道，除了保护“自上而下的现代专业建筑体系，也能保护普通人开展自己的建筑活动的权利”？中国真的需要“庞大的、象征性的和标志性的建筑物吗”？有没有“更明智的解决环境和生态问题的方法”？在政府高官面前表达这样的异见很是惊人，持自由立场的新闻杂志《南都周刊》的专栏作家洪晃说，“是这样的声音在改变中国。”

中国年轻的建筑师们受到王澍作品的鼓舞，开始追寻不同的建筑风格。私下里和这些年轻的建筑师在一起的时候，他很健谈。“年轻的建筑师们很高兴，”他说：“他们看到了希望。”

(来源：纽约时报中文网 JANE PERLEZ)



象山新校区二期工程，2004-2007，中国杭州



瓷屋，2003-2006，中国金华



本刊理事单位：华西希望集团供稿

在过去的几年里，“低碳”这2个字在中国远比全球变暖升温更快，将它敲入中文搜索引擎百度，会在0.004秒的时间里蹦出1亿个搜索结果。

据不完全统计，中国目前至少有100个城市提出了“低碳”的口号，没有一个省份缺席。低碳城市不仅在数量上遍布了中国的版图，发展路径的选择也颇为多样，但要“名副其实”很难。

对于我国来说，人们对“低碳”的了解还处于初始阶段，各类产业如何展开计划实施也才刚刚开始，而对于我国势头正兴、蓬勃发展的旅游业来说更是如此。

对于中国旅游景区而言，究竟什么样的景区能够称之为“低碳景区”？在发展低碳旅游景区的过程中我们应该将目光

着眼点放在哪些方面？如何才能更好的推进花舞人间的低碳化建设发展之路？我们，试着与低碳经济、旅游规划等领域的相关专家、行业从业者一起寻找花舞人间的低碳发展之路。

低碳，想说爱你不容易

“低碳经济转型与其他如技术转型，是有很大区别的。如蒸汽机革命、石油革命、信息革命等都是一种技术引导型的革命。有了先进的技术，大家都跟进，如果不跟进，就自我淘汰。低碳经济革命与却不一样。现在没有人引领，相反是一种约束的态度。”从事低碳经济研究多年的四川大学老师卢红雁博士这样解释道。

在我国，不仅没有一座城市有过可以量化的减排历史，还出现了诸多建设低碳旅游景区的怪现状：有的是“旧瓶换新酒”，以低碳之名行地产开发之实；还有的是“低端不低碳”，一些打着低碳旗号的景区，其实缺乏相应的技术支撑；还有的“挂羊头卖狗肉”，“烧着高碳的煤，生产低碳的节能灯”。这恰恰折射出我国建设低碳景区建设的困境。

首先，游客的“低碳”习惯养成需要时间。

低碳旅游是一种全新的旅游方式，这种全新的旅游方式对很多人的旅游习惯提出了挑战，如果大众能够接受则无疑实现了节能环保和高游客价值体验的双赢，反之如果人们不能接受则势必降低游客的体验价值甚至降低景区游客满意度。

其次，技术门槛、成本高，进程艰难。

建设低碳景区，首先是引用低碳技术改变现有能源的消耗模式，涉及到景区能源供应如改变景区的能源利用模式，使用生态能源和节能环保能源如太阳能、生物能、有机能等清洁能源；交通工具替换如使用电瓶车、自行车替换汽车；建筑如采用节能环保、无污染的环保材料；服务如增加低碳导游，设置低碳通讯，饮食，住宿服务等。对于资金雄厚的大型景区而言，革新技术可以通过自身的技术积累实现，而对于一般中小型景区而言，则没有能力解决。

正是由于以上的原因，让很多景区对“低碳建设”要么望而却步，要么迷惘徘徊。

事实上，“低碳概念被炒得那么热，但真正意义上的低碳和特色发展模式还需要大家不断实践和摸索。”花舞人间总经理何晓冬分析道。



从物质低碳到文化低碳

冬季的花舞人间能看到一种气势，能看到一种庞大的大地雕塑之美；夏天的花舞人间是一抹重重的绿，一片浓浓的绿，在蝉们无休无止的合唱和无数不同颜色的蜻蜓眼花缭乱的飞舞中，让人内心出奇地寂静；而春天是一个盛大的节日，那满山满谷的花海让人感到富有和兴奋，到处都是看花的人，无论大人还是孩子，无论男人还是女人，他们的精神面貌显示着，春天是他们最隆重最甜蜜的节日……

好的风景，是人与自然和谐共融，并能增进人与人之间情感交流的风景。

从这个层面来说，花舞人间的意义，绝不仅仅在于单纯的自然之美的展示。能够引发人们深层次情感共鸣的，绝不仅仅只是自然风景，在物质中蕴含的文化特性才是风景的灵魂。

低碳转型面临最大的挑战是，它要求人类改变自工业化以来形成的生产消费理念，特别是那种消费至上的消费文化。因此，作为一个立志“低碳”到底的景区来说。从园区建设到经营管理始终坚持低碳理念，只是一种物质上的低碳，更重要的是，如何通过人与自然的互动，更好的传递低碳理念、展示低碳方式、形成低碳氛围，启发大家的“低碳智慧”，完成“文化低碳输出”。

从物质低碳到文化低碳，我们，还需要更多尝试。

“低碳是个很宽泛的概念，不只是多步行、少开车这些看似困难的，让人家放弃便捷的要求和约束，从根本上来说，低碳应该是一种新的生活方式。花舞人间在文化低碳方面已经做出了一些很好的尝试，比如，露天生态厕所除了基本的功能之外，还因其优美的环境以及别致的设计成为了一个特别的景点，给予游客不一般的低碳生活体验；再比如同心潭的旋转茶座、生命颂的石破天惊等几个景点都以生动的案例展示引导大家对传统智慧进行深入思考，让大家能多想想，我们平时已经习以为常的一些生活方式是不是可以换一换。”卢红雁博士对于低碳建设提出了进一步的见解，“花舞人间的资源非常难得，要善用这天赋的灵秀之地，我们除了展示之外，还可以增加更多体验项目，让游客换个视角感受低碳。比如，我们可以用低碳理念设计系列特色体验游产品，让大家感受‘我们也可以变成野草’，更加直观、强烈的感受大自然。”

“花舞人间的杜鹃花特色也非常值得深入挖掘。中国作为杜鹃的原产地，大部分杜鹃都是原生的，像花舞人间这样拥有数百万株、60多个品种，还有很多自己培育的特色品种的杜鹃集中展示地，是非常难得的。”在生态旅游领域

进行多年研究的成都理工大学鄢和琳教授对花舞人间的杜鹃花格外偏爱，“花舞人间可以说就是一个生动美丽的杜鹃花博物馆。这样好的自然环境，如果能够与自然情景教育结合起来，对培养下一代的低碳观念，是非常有好处的。”

“我们在园区内看到了平时很少见到的癞蛤蟆和红蜻蜓，我们都很兴奋。这些生物的出现证明花舞人间的自然环境非常优越，这样好的环境，需要大家一起来保护，一起来认识。”颜炯博士强调了生物技术在园区内的应用，“这几年，我来了好几次花舞人间，觉得变化一次比一次更大。这就是园区花大力气保持生物多样性的优势。花舞人间是一座活的景区，将来也会一年比一年更好。但只是展示自然之美，是不够的，我们还应该增加一些互动。比如，园区内的植物修剪之后的肥料可以用来做生物堆肥生产营养土，堆肥的过程可以考虑设计成为游客体验项目，让大家感受下所谓‘生物技术’其实是每个人都可以做到的。”

低碳，应当是一种态度

低碳之路没有好的先例可循，因此，“低碳生活向人类提出的是前所未有的问题，没有现成的经验、理论与选择模式，我们唯一的选择就是创新。我们的很多做法都是独一无二的。这也正是我们的花舞人间独特的魅力之一。”何晓冬总经理言语之间全是满满的自豪，“这说明，我们是踏踏实实、认真真真在做事情。我们一直在努力寻找、打

造，属于我们的低碳发展模式。我们接待过很多慕名来访的企业家，一开始，大家对花舞人间这样长的开发周期、这样高的资金投入以及种种尝试都有些疑问，因为这些但从短期经济的角度来说，显然是不划算的。但这件事我们仍旧要做。就像陈育新董事长说的，‘热爱、懂行、敢于投资、甘于寂寞’这四个要件，他都具备，花舞人间，不可能做不好。事实上，实地看过了花舞人间，大家都理解、明白了。从这个角度来说，花舞人间，就是陈育新董事长的一副心灵地图，也是我们集团文化的一个缩影。”

“我到过国内外很多主题公园，但花舞人间是独一无二的，就像世界上没有两个完全一样的心灵。从这里的一草一木、一花一石，都能够感受到人的呼吸和思想的律动。”一位旅居欧洲多年的学者这样评价花舞人间，“美是主观的，打动人的，永远是诚挚和自然的感情。”

“自然的感情”就是花舞人间低碳的“原始基因”。

十年前，怀着对家乡山水的热爱，一个人与自然和谐共融，“天地同醉，人间共舞”的理想，在花舞人间总设计师——陈育新董事长的心里萌芽；十年后，花舞人间以“大地雕塑”的方式实现了这个瑰丽的梦想。

“其实一开始并没有刻意想过低碳的问题，而是想，尽量以自然的方式展示自然之美。”谈到花舞人家的低碳缘起，陈育新董事长说得很真诚，“我一直认为自然之美是应该存在于人与自然的互动之中的，比如，现在的同心潭



原本是鱼塘，我们只是以‘同心’的思路对它进行了修整和完善，现在的效果很好；再比如情人之舟，这个小山丘的外形原本就很像一艘船，因此我们以‘爱情’为主题进行修缮和打造，大家都觉得很好。”而事实上，这种顺应自然，在深入理解的基础上进行的再造，正是朴素的“低碳”理念。低碳，对于我们普通人来说，首先是一种态度——这就是花舞人间传递给大家的低碳理念。

“就低碳做出的尝试，不论成功还是失败，都是非常宝贵的经验。作为一种自然的生活态度，低碳没有最好，只有最适合。”从事低碳经济研究多年的四川大学老师颜炯博士对花舞人间的很多“自然”的做法表示肯定，“花舞人间在建设中大量采用适宜技术，这种低成本、本土化的解决方案，一方面顺应了现代的低碳潮流，另一方面也摸索出一条特色低碳发展之路，非常值得借鉴。”

如果把“低碳”看成对原本的生存状态的一种回归，那么花舞人间中可以看到很多对于本土文化、传统智慧的提炼总结，一种与“高科技”截然相反的，对“道法自然、天人合一”的人与自然和谐共融的回归。这样的建设理念，一方面保证了核心技术的自有，确保项目的独特性，解决了低碳发展中的“技术关”，另一方面又降低了运营维护的成本，且对项目的生态系统是一种保护。这样的项目，与周围的大环境和谐共生，才是真正意义上的“低碳”。“对本地生态系统的维护是我们一开始就特别留心的。因为我们的项目存在的第一前提是完整、立体的呈现自然之美，先破坏再建设的事情，我们肯定不会干。这不仅是破坏环境的坏事，更是成本极高的傻事。”何晓

冬总经理在谈到“适宜技术”这话题，特别举例说明，“比如很多园区内的草坪维护成本都很高，因为大多为了好看引进了外来草种，这些草种虽然好看，但与本地的土壤和气候并不相适应，维护成本很高，病虫害也可能很多。而我们则更多的保留了本地物种，一方面是对本地物种的保护，另一方面，也降低了成本。原本我们的草坪中多生杂草，需要人工拔除，费时费力。后来我们把农民采收麦冬后丢弃的叶子搜集起来栽种在草坪中，就很好的解决了杂草问题，而且后期的养护成本也很低。再有，我们园区中的杜鹃花非常有特色，但我们选择杜鹃进行大面积栽种，绝非异想天开。杜鹃花并非外来物种。四川就是杜鹃的原产地。这为我们培育杜鹃精品提供了良好的大环境。”

“所谓低碳景区包括自然内涵和人文内涵两个方面。自然内涵是指，把对景区的开发和建设与低碳理念紧密相连，在开发和运营的全过程坚持低碳化操作，这是低碳景区的自然内涵，也是其本质要求。人文内涵是指，低碳景区的建设要有一个良好的倡导低碳旅游的社会环境，要有对建设低碳景区的深度意义充分理解的广大参与者（包括建设者和游客），把建设和保护低碳景区作为一种自觉意识和本能行动。”达沃斯巅峰旅游规划设计院创始人刘锋对于低碳景区做出了这样的解释，“从这个意义上来说，低碳生活方式是一种自我约束和自我要求；低碳景区建设，是对大家责任感的考验，更是智慧的考验。”

从物质低碳到文化低碳，用低碳的方式传播低碳，我们，一起来努力。

度假区的艺术 ——文化主张与表达

Art in Holiday Resort - Cultural Proposition and Expression



本刊理事单位：深圳绿洲旅游策划咨询供稿

度假区的艺术——文化主张与表达

度假，让人向往

于是，我们勾勒度假区

度假区，让人前往

于是，我们描绘主题度假区：

一群人，一个空间，一种生活方式，一项艺术选择

——解读主题度假区

度假区的人：从单调到享受

在紧凑的城市空间里，合着快速的工作节奏，重复单调的生活，这是现代人的状态。当遇见“度假”，人们开始重新思考自己的生活，追求慵懒、自然、诗意的感觉。

度假区正是这种能让人找到生活平衡点的空间，它自身是一道写意的风景，营造了一种节奏错落的生活氛围，满足了人们对享受生活的新追求，让人回归到生活本原。

度假区的空间：从城市到近郊

城市近郊区域是度假区的首选之地。这一区域土地利用空间大，不仅能享受自然环境的美感，同时与城市中心区保持密切的关系，让人们可以在工作与生活中从容切换，为度假区的生活方式奠定了基础。

度假区的生活方式：从封闭到开放

度假区是功能混合、多元化的，它改变人们封闭的生活状态，创造了互动的、自由的度假空间。

我们对世界各地度假区进行深入广泛的研究，选取特色度假区内的酒店、商业设施等经典案例，专注分析主题的选择类型、主题的表达方式以及主题表达的效果。

在这种理念下，度假区的构建优先考虑公共建筑、公共空间，相应地度假酒店、商业设施就成为核心吸引物，再结合广场、居所、休闲娱乐、餐饮购物等设施，整体构成开放的空间，从而衍生一种异于城市闭合的生活方式。

度假区的艺术：从偶然到必然

早期的度假区将较多的注意力放在功能上，注重规模、数量等硬性指标。随着时代的发展，度假区如雨后春笋，硬性指标的竞争已经不适应市场的发展，要营造差异化的度假区，注入文化元素以及寻找具有吸引力的主题成了必然选择。

前文谈到的“人、空间、生活方式”仅是度假区的构成要素，它们赋予度假区基础价值与功能。而主题是度假区的文化主张与表达，它赋予度假区的是心理价值，能够增加度假区的整体感染力，它代表度假区的品质与高度，是度假区的艺术。

主题度假区是人与自然、人文的和谐共鸣

主题的选择

主题涉及的领域是广阔的，我们既能依据自然、文化或城市的线索去寻找主题，也可以发挥想象力，寄托情感，创造主题，它存在于我们能触及到的各个角落。主题的多样性为度假区、酒店等提供了广阔的选择空间，也减少了相互间雷同。

就世界范围看，主流题材大致有五类：自然环境、历史文化、经典城市、艺术科学、其他个性主题。

1. 自然环境主题

跳脱出传统的开发方式，重新解读自然环境——它不再扮演背景的角色，而是主角，是核心，通过这一主题可表达对环保的理解以及人与自然的和谐。同时，在类型上看，根据地域特征的不同以及景观差异，出现了原始森林、沙漠、海滩海岛、水下环境等主题。

森林乌托邦——亚马逊塔树酒店

亚马逊塔树酒店（Ariau Amazon Towers Hotel）依托其地域环境，以热带森林为主题，将酒店、生活设施、娱乐设施与周围的森林、沼泽融为一体，给人一种回归自然、返璞归真的感觉。



沙漠的奢华——迪拜 Al Maha 沙漠度假村

迪拜 Al Maha 沙漠度假村（Al Maha Desert Resort and Spa）距离迪拜 45 分钟的车程，作为世界领先的绿色酒店之一，建造于方圆 225 平方公里原始沙漠的绿洲之上，它是世界上唯一一家建造于沙漠野生保护区内的酒店。

沙漠主题与现代酒店相结合，让人难忘的不仅是奇特的景观，更让人感叹这种诠释沙漠主题的方式。



2. 历史文化主题

这一类主题主要选取历史上较具有代表性的，并广为人知的时期或片段，通过场景化的再现，历史氛围的营造，让人们享受到穿越时空的体验。

体验殖民时代——圣胡安酒店

圣胡安酒店（Hotel el Convento）位于波多黎各首府圣胡安，酒店原为 1646 年菲利普四世当政时开始修建的卡默利特修道院，经过设计改造，现已打造以西班牙殖民时代为主题的奢华酒店。



3. 经典城市主题

以知名城市为蓝本，撷取城市经典的人物、风景、特色、民俗风情等元素，对度假区或酒店进行全方位的复制打造，让人们有畅游国际名城的感受，这一主题也深受人们的喜爱。

水城威尼斯——威尼斯人赌场酒店

威尼斯人赌场酒店（Venetian）位于拉斯维加斯新城区 STRIP 大街的中段东边，意大利风格，是一个逼真的威尼斯小城，叹息桥，贡多拉，唱着意大利歌剧的船夫，都与真实的威尼斯完全一致。



4. 艺术科学主题

凡是音乐、绘画、电影、科技等领域的也都可以成为度假区或酒店的主题，这一类的主题艺术气息浓厚，时尚感强，个性明显，特色突出。

跳跃的音符——澳门硬石酒店

澳门硬石酒店（Hard Rock International）位于澳门路氹城，以音乐为主题渲染酒店艺术。从建筑外观的韵律开始，到大堂的吉他墙、巨星珍藏陈列、公共艺术设置以电梯间、房间的细节规划，以及贯穿整个酒店的背景音乐，都充分呼应了其音乐的主题。



主题的表达

选择好主题后，接下来需要思考如何表达主题的问题。

从主题表达的载体、对象看，主要包含硬件与软件两个方向。硬件指地域环境、建筑、景观、装饰等外部环境与内部细节；软件指主题氛围、现场感染力的营造、服务等。

因此，通过引入主题文化理念，再对载体进行主题化制作、元素组合，最终创造一个极富独特气质的度假空间，从而达到充实度假区文化内涵，提升项目品质的目的。

1. 建筑的主题表达

建筑能直观地表达主题，让人一眼就记住，是表达主题较好的方式之一。

金字塔建筑——金字塔酒店

金字塔酒店位于拉斯维加斯，以古埃及文明为主题设计，其外观设计成金字塔以及人面狮身像，酒店房间位于金字塔里，房间的设计也以古埃及风格为主，是拉斯维加斯最具创造力和想象力的建筑艺术杰作，令它在拉斯维加斯无与伦比。



树屋、洞穴——生态环保的树屋、洞穴酒店，建筑形态即是酒店主题

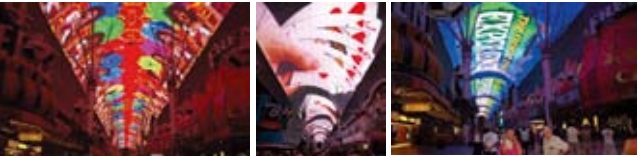


2. 景观装饰的主题表达

不同于大环境与建筑的主题制作，景观装饰的主题化，主要体现了度假区、酒店对主题细节处理，是对主题特色的细微诠释。

天幕——拉斯维加斯赌城

在建筑的空地上，搭建起大型的 LED 天幕，天幕根据主题的不同，更换内容。大幅的长条形 LED 给人们带来较强烈的视觉冲击，也很好的表达了当下的主题。



通过注入文化元素，雕塑、廊道、屋顶、招牌、窗台等都能淋漓尽致地表达主题。



3. 文化氛围的主题表达

硬件载体的主题化制作，为文化氛围的营造奠定了一定基础，但两者间若没有形成很好的互动，建筑、景观就显得生硬，没有活力。因此，文化氛围的营造，是整体项目主题制作的关键的环节。

文化氛围的塑造，通常体现在主题活动、表演的举办以及服务管理方面。如大型 Show，街头表演，节庆活动，服务员的服务方式等。



从主题的选择、表达再到最终成果的展现，可以看出，主题是度假区的灵魂与艺术，是美与文化的集中表达，也是度假区建设中不可避免的课题。

同时，对主题利用，不仅是在主题理念的选择、形式或载体上，更是要做到主题与度假区、人、生活方式的衔接，让主题这项艺术发挥到度假区的具体功能上，而不是摆设，这才是真正意义上的主题价值最大化。



About ICLEI 地方环境行动国际委员会



图为 ICLEI 的秘书长康拉德·奥托·齐默曼在生态文明贵阳会议闭幕式上演讲

地方环境行动国际委员会（以下简称：ICLEI）是一个有着 1220 多个致力于可持续发展的地方政府成员的国际组织。其成员来自 70 个国家，代表全球超过 569,885,000 的人口。

ICLEI 作为国际组织其成员除了地方政府外还有国家政府和区域政府，所有成员的共同目标就是致力于可持续发展。

ICLEI 为地方政府提供技术咨询、培训和信息服务以分享知识，增强其能力，并支持其在地方层面实施可持续发展。我们的基本前提是因地制宜实施地方性的举措可以高效率低成本地实现地方、国家乃至全球可持续发展的目标。

成立于 1990 年

ICLEI 作为“地方环境行动国际委员会”成立于 1990 年。

ICLEI - Local Governments for Sustainability is an association of over 1220 local government Members who are committed to sustainable development. Our Members come from 70 different countries and represent more than 569,885,000 people.

ICLEI is an international association of local governments as well as national and regional local government organizations who have made a commitment to sustainable development.

ICLEI provides technical consulting, training, and information services to build capacity, shares knowledge and supports local government in the implementation of sustainable development at the local level. Our basic premise is that locally designed initiatives can provide an effective and cost-efficient way to achieve local, national, and global sustainability objectives.

Founded in 1990

ICLEI was founded in 1990 as the 'International Council for Local Environmental Initiatives'.

关于 ICLEI

根据预算、人员和运营规模，ICLEI 已成为最大的国际地方政府组织机构。

ICLEI 已从 1991 年的两处办公室扩张到现在的 14 个办公室，约 200 个工作人员。

ICLEI 的会员每年以约 10% 的速度增长，并已开发出长期稳定的计划支持地方的可持续发展；ICLEI 还将继续开发创新举措以应对国际议程中出现的问题。

任务和使命

ICLEI 的任务是为地方政府掀起一个全球性的运动并为之服务，以期实现全球可持续性的实质性进步，尤其要通过地方不断累积的行动对于环境条件予以特别关注。

ICLEI 的使命是建设一个以地方政府（地方和区域政府和主管部门）为基础，积极致力于可持续发展的会员制机构，一个拥有地方政府、区域政府、国家和次国家级政府成员的国际组织。

（来源：ICLEI 官网）



About ICLEI

ICLEI has grown to become the largest international association of local governments as determined by budget, personnel and scale of operations.

We have expanded from two offices in 1991 to our current 14 offices and 200 staff.

Our membership continues to expand at a rate of approximately 10% annually. We have developed stable, long-term programs to support local-level sustainability and continue to develop innovative new programs to respond to issues on the international agenda.

Our Mission and Mandate

ICLEI's mission is to build and serve a worldwide movement of local governments to achieve tangible improvements in global sustainability with special focus on environmental conditions through cumulative local actions.

ICLEI's general mandate is to build an active and committed municipal membership of local spheres of government (local and regional governments and authorities) as well as international, regional, national and sub-national local government associations.

(Source: Official website of ICLEI)



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- 2.凭借手机确认短信到秋交会现场看房和咨询；
- 3.手机确认短信是个人参与本届秋交会喜乐惠活动优惠的唯一凭证，请妥善保管；
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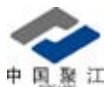
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