Central London Congestion Charging Scheme

伦敦中心区拥堵收费方案

16 November 2007
International Mayors' Forum
on Sustainable Urban Development
Tianjin, China

国际市长论坛-可持续城市发展
中国天津　2007年11月16日

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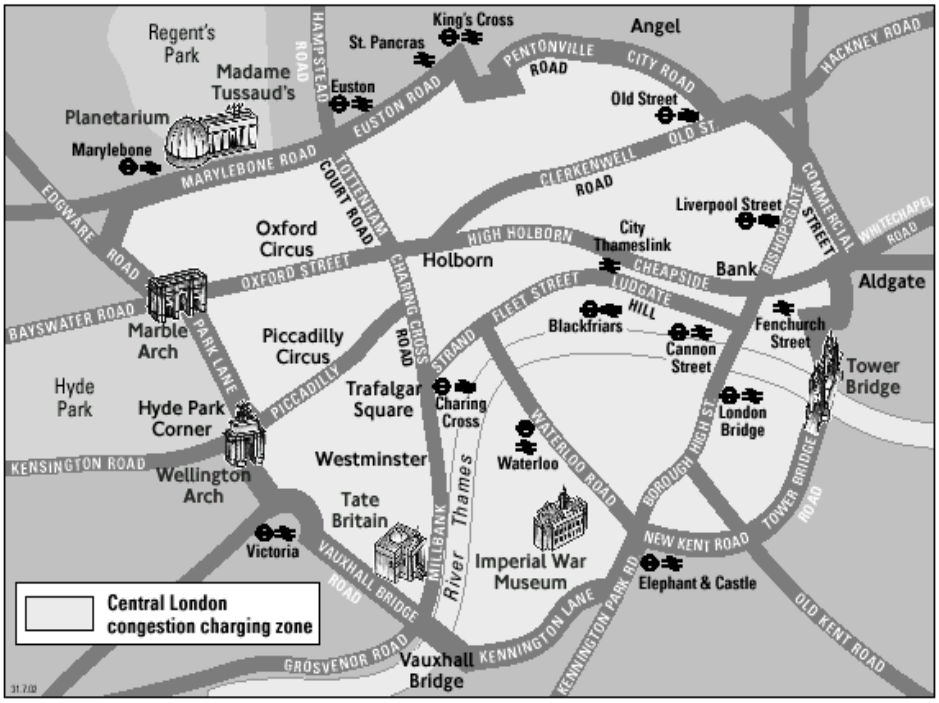
London's transport Problems
伦敦的交通问题

Central London's Problem
伦敦中心区的问题

- Greater London - largest urban area in Europe, over 7 million population 大伦敦是欧洲最大的城市区，拥有超过7百万的人口
- Central London - 1 million workers, heart of UK business, government, media, heritage
  伦敦中心区则是英国商业、政府、传媒和文化中心,有1百万人在这区域内工作
- Suffered worst traffic congestion in the UK
  在英国交通拥堵状况最严重
  - average traffic speeds 15 km/hr 平均速度在15km/h左右
  - vehicles typically spent half their time in queues
    机动车通常路上的一半时间都在排队
- Congestion increasing, costing people and businesses time and money
  拥堵增加导致人们居住和商业活动时间和经济上的成本都在增加
- General acceptance - 'something must be done'
  大家普遍认为"必须采取某种行动来改变这种状况"

The Original Central London Congestion Charging Zone
伦敦中心区最初收取拥堵费的区域



Choice of Scheme 方案选择

- To tackle all day problems and using the most reliable technology available at the time

  针对全天的问题并应用最可靠的前沿技术
- An area charging scheme covering the whole working day was developed

  制定了包括所有工作日在内的固定区域收费方案
- Effective and feasible to implement in first Mayoral term

  在市长首个任期内能够实施并产生效果
- Proven technology with camera-based enforcement

  采用已经证明成熟的技术并结合摄像来监督实施
- Full choice of payment channels available

  提供各种不同的付费途径
- Allows 'anyone' to enter – no need for on board equipment or registration

  任何人都可以进入，并不需要在车上安装设备或者需要登记

Legislation 立法

- Greater London Authority Act 1999 – established the role and powers of the Mayor and the ability for the Mayor to introduce a Charging Scheme in London

  1999年的大伦敦职权法确立了市长的职责和权力，使得市长能够实施拥堵收费
- The Road User Charging Regulations – specified the exact details of the Enforcement process to issue and pursue penalties for non payment of the charge

  道路使用者收费条例明确了对不支付罚款的人员如何惩罚和实施
- The Congestion Charging Scheme Order – defined the area covered by the Scheme, hours of operation, the charges payable, discounts and exemptions

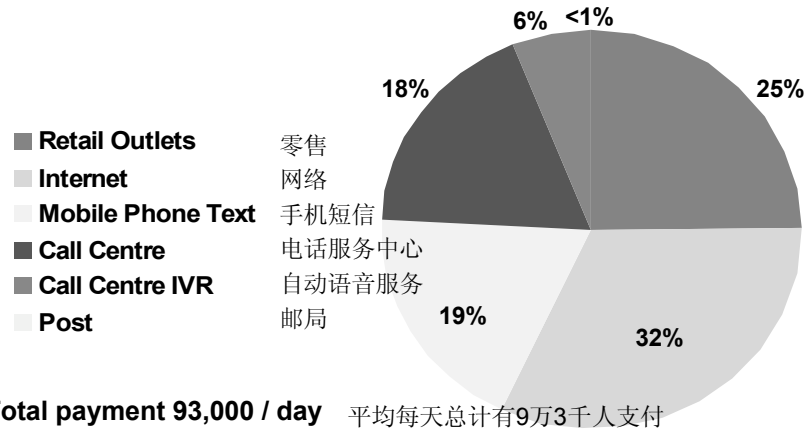
  拥堵收费令确定了收费的区域、时间、付费手段、折扣和免费方案

Charge payment 如何付费

- Daily, weekly, monthly or annual payment, for individual vehicle registration number
  基于每辆车的车牌号码收取一天、一周、一月或一年费用

  T 123 ABC
- Flat charge of £8 per day (120 RMB)
  一天的费用是120元
- Monday - Friday 7am - 6pm (was 7am - 6.30pm up to 19 February 2007)
  周一到周五早7点到晚6点（07年2月19日前曾是早7点到晚6点半）
- Payment up until midnight on day of travel, but
  之前费用必须在半夜前完成支付
- Can now pay next day at a rate of £10 (150 RMB)
  但现在可以第二天再支付，不过费用将增加到150元
- Range of exemptions and discounts including 90% discounts for residents
  免费和折扣方案中包括对居民提供1折优惠

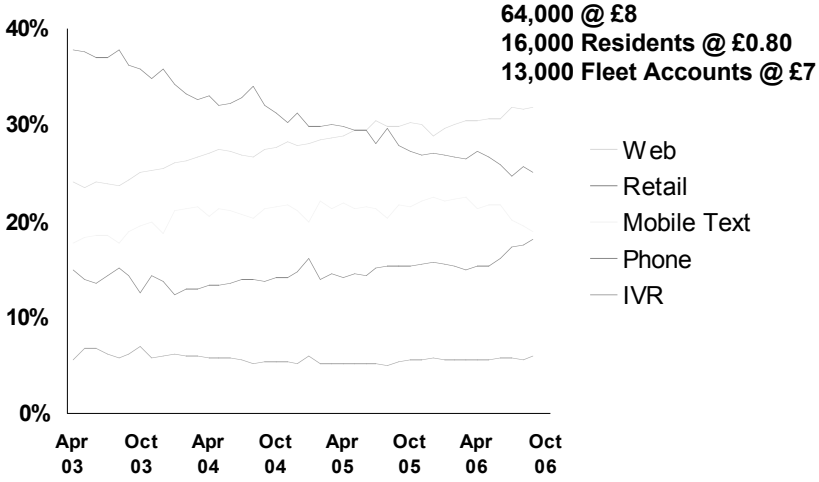
Payment channels September 2006
支付渠道分析 2006年9月



Total payment 93,000 / day 平均每天总计有9万3千人支付
64,000 @ £8 支付120元的有6万4千人
16,000 Residents @ £0.80 支付12元的有1万6千人
13,000 Fleet Accounts @ £7 支付105元（批量车辆）的有1万3千人

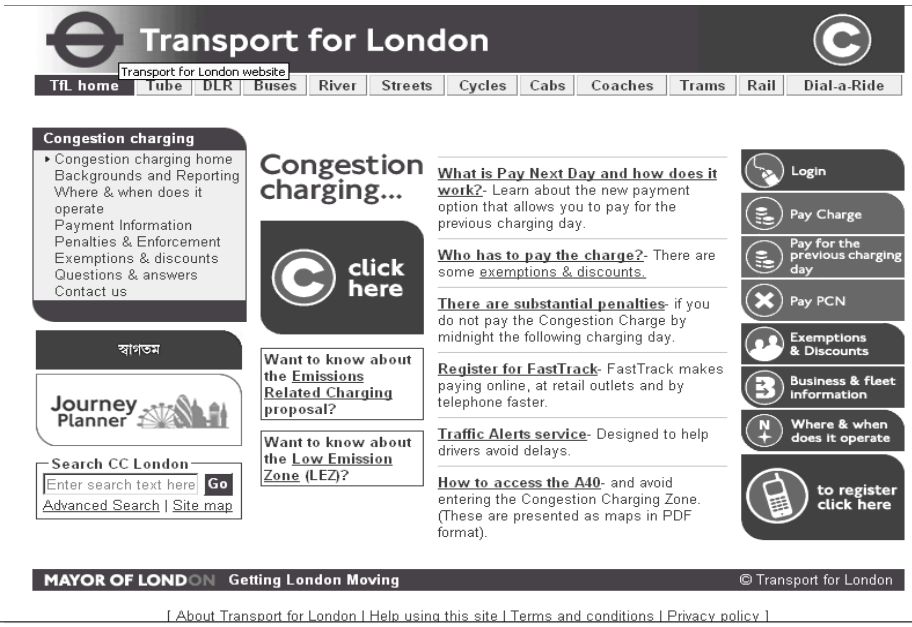
Payment channels: April 2003 – September 2006
支付渠道分析：2003年4月到2006年9月

Total payment 93,000 / day
64,000 @ £8
16,000 Residents @ £0.80
13,000 Fleet Accounts @ £7



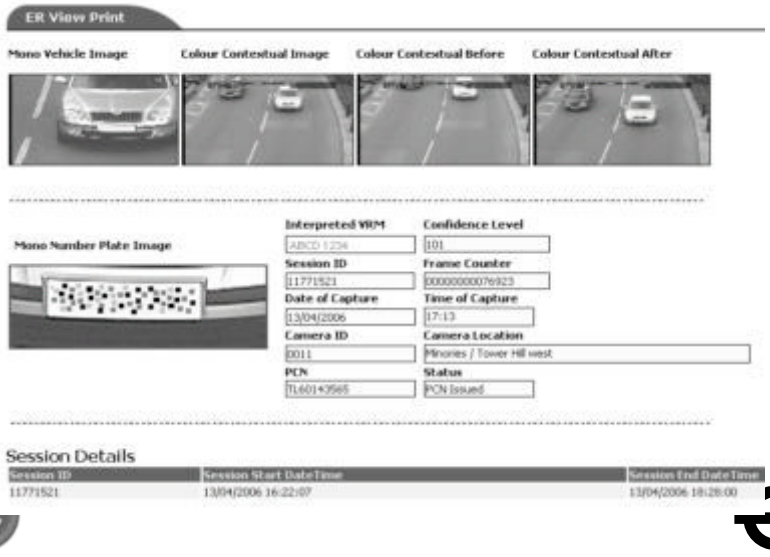
Decrease in SMS reflects introduction of Pay Next Day in June 2006

Web Channel – www.cclondon.com
伦敦交通局网站



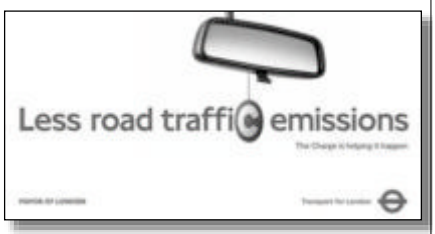
Camera Enforcement
通过摄像监督实施

Camera enforcement
通过摄像监督实施

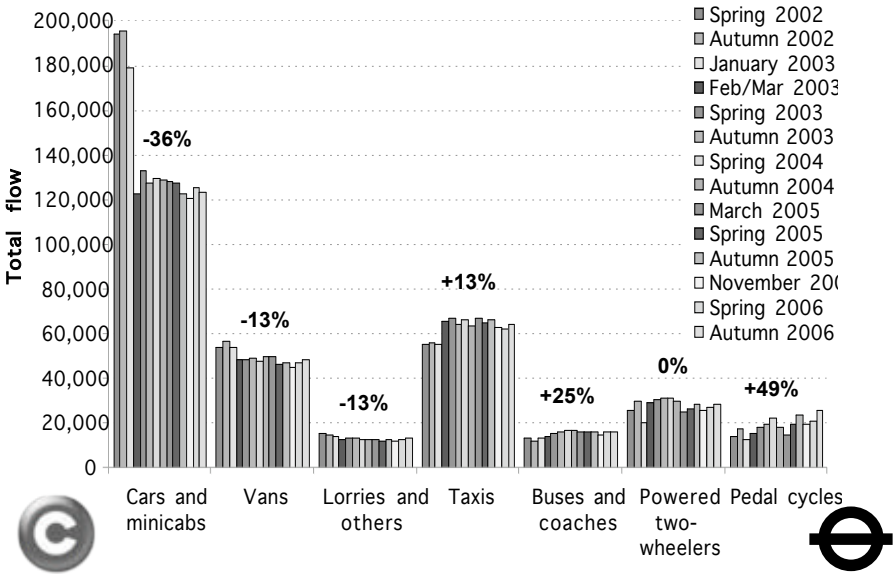


Impacts实施效果

- **£122million (1.8 billion RMB) per annum net revenue reinvested in transport improvements in 05/06**
  05-06年度净利润达到18亿人民币，这些钱又被投入到改善交通系统
- **Traffic entering charging zone reduced by 21%**
  进入拥堵收费区域的交通减少了21%
- **Congestion reduced by 30% in 2003 and still 8% lower than pre Charging levels**
  2003年的拥堵情况相对以前降低了30%，即便今天拥堵仍然比实施收费前降低了8%
- **Environmental changes环境影响**
  - **NO_x down 13%　氮氧化物降低了13%**
  - **PM_{10} down 15%　PM10颗粒物降低了15%**
  - **CO_2 down 16%　二氧化碳降低了16%**
- **Bus patronage up, reliability and journey time improved**
  公交使用人数增加，可靠性和耗费时间都得到改善



Traffic entering the central London charging zone
进入伦敦中心收费区的交通流量
During charging hours (07.00-18.30) 收费时段



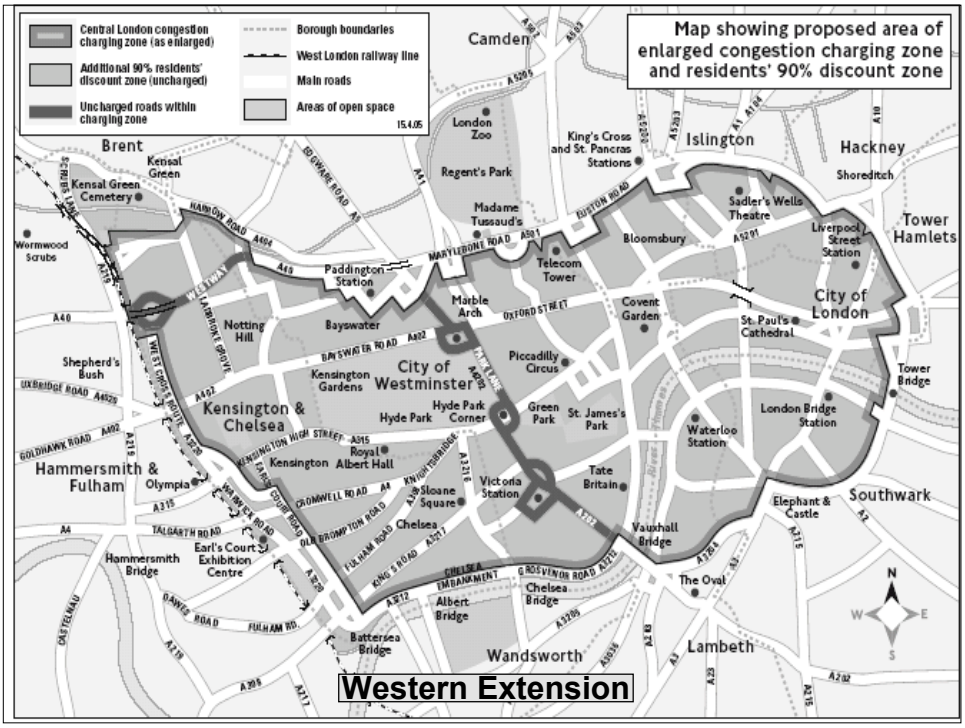
Public Transport, Accidents and Economy
公交、事故和经济

- Bus, Underground and Rail – essentially stable
  公交、地铁和铁路交通基本稳定
- Accidents – further reductions across Greater London with continuing additional Congestion Charging gains
  大伦敦地区事故进一步减少
- Economy – Central London economy doing well伦敦中心城区经济发展良好
  - Confirms pre-eminence of other factors
    确认了其他因素的优秀
  - 3-4 years of data do not suggest significant effects, positive or negative on business performance
    3-4年的数据没有显示对商业好的或者坏的影响

Support for the scheme对计划的支持

- Public opinion was equivocal prior to the introduction of the Central London scheme引入前公众支持度不一
- After its introduction, public opinion shifted decisively in favour of the scheme, with opposition levels falling实施后公众支持增加，反对降低
- Talk of extensions produced a drop in support
  扩大收费区范围的讨论降低支持
- After waning support has picked up following benefits campaign
  通过效果宣传公众支持度回升

	02	Pre-CC		03 Post-CC				05	06
Support	40	38	39	57	50	59	48	40	59
Neither	19	16	18	16	18	15	21	24	12
Oppose	40	43	41	27	31	24	28	35	26



Why an extension to the west?
为什么要向西扩张

- Main concentrations of congestion in central / inner London to the west and south-west of the existing charging zone
  主要拥塞在城市中心的西部和西南部
- High levels of congestion throughout working day
  工作日拥堵严重
  - Intense inter-peak congestion
    高峰期拥堵压力巨大
- Good public transport throughout the area
  该地区公交发达
  - Bus routes and good Underground coverage
    地面公交和地下铁路覆盖
- 60% of incoming trips in morning peak by public transport, of which 20% by bus
  早晨60%进城雏形通过公交，其中公共汽车占20%
- Feasible boundary route for accommodating diverting traffic
  有可行的饶行路线

WEZ Infrastructure
WEZ设施

- New cameras
  新装电子摄像头
- New telecommunications
  新的电信设施

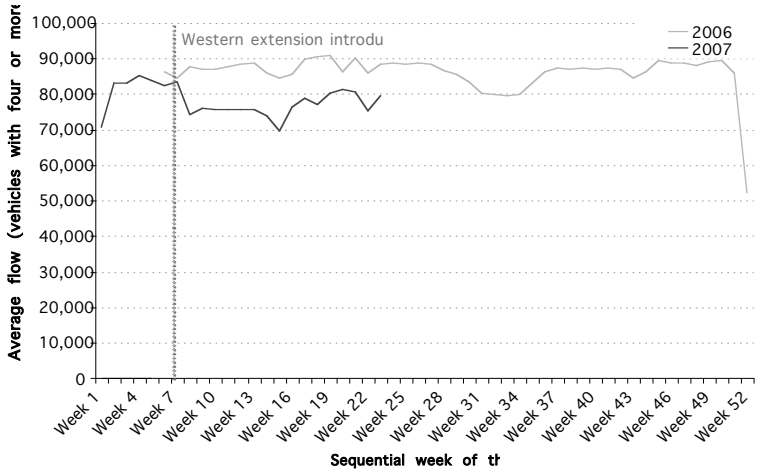
Benefits of WEZ System Architecture
WEZ系统的优点

- Cheaper telecommunications
  低价的电信系统
- Less public nuisance in laying new cable
  铺设新电缆扰民小
- Greater resilience to telecommunications failure
  通讯中断风险低
- DR link to all cameras, and no need to buy duplicate ANPR systems DR
  连接所有摄像头，不另建ANPR系统
- Greater flexibility of location of data centres
  数据中心设置灵活
- Easier future integration with DSRC 'tag and beacon'
  和未来的DSRC容易整合

Western Extension: Early Results
西扩的初步结果

- Automatic traffic counter measurement of traffic volumes: traffic entering zone down 10 - 15%
  自动流量监控：进入收费区流量减少10-15%
- Camera and moving car measurements of congestion
  摄像头和流动车监测拥堵
- Early results encouraging; accord with TfL's expectations
  早期结果显示效果与伦敦交通局预期吻合
- No evidence of operational or traffic problems from the extension
  无证据显示扩大收费区造成运行和交通问题

Inbound Flows进入市区的流量



Central Zone Traffic中心地区流量

- Some evidence of increased traffic entering central zone
  进入中心区的流量有所增加
- Up to 4% against 2006 at one time; now down to 2% extra
  曾经增加4%，目前降到2%
- Partly reflects increased extension residents trips but also partly reflects other factors
  部分因为扩大区居民出行增加，部分为其它原因
- Not yet any evidence of congestion response
  尚未有证据显示对拥堵有影响

Congestion拥堵

- Moving car observer surveys now available (Central zone and Western Extension)
  已有流动观察车调查数据（中心区和西扩区）
- Western Extension congestion down by 20-25% against most appropriate comparison surveys.
  西扩区拥堵减少20-25%
- Central zone congestion in-line with background trend in 2006 – no evidence so far of extension-related trend
  中心区拥堵与2006年背景数据相当-尚未有证据显示与西扩相关的趋势

Summary总结

- Western Extension has resulted in forecast reductions in traffic levels and congestion
  西扩造成的流量较少和堵塞与预期吻合
- Potential negative impacts in the Central zone have not been realised
  没有对中心区造成潜在负面影响
- Traffic on Western Extension boundary has increased, but is within manageable levels
  在西扩区边缘流量增加但尚可接受
- Traffic on free through route is unchanged
  对未收费道路流量影响不大

Latest Monitoring Report
最新监测报告

“Central London Congestion Charging Scheme Impacts Monitoring Fifth Annual Report – June 2007”

第五次伦敦中心堵塞收费影响年度报告-2007年6月

http://www.tfl.gov.uk/assets/downloads/fifth-annual-impacts-monitoring-report-2007-07-07.pdf

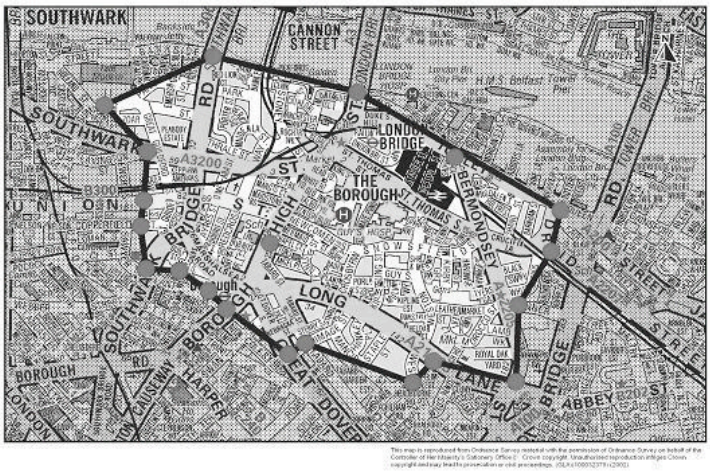
Key lessons learnt主要经验

- Political commitment of Mayor市长的政治承诺
- Effective research and clear policy objectives
  有效的研究和明确的政策目标
- Extensive public consultation and stakeholder engagement
  广泛的公众咨询和参与
- Strong project management有力的项目管理
- Adequate public transport alternatives完善的公交体系
- Effective traffic management有效的交通管理
- Strong public information campaign有力的公众信息宣传
- It works and has public support有效的系统和公众支持
- Need for ongoing customer and impacts monitoring, stakeholder engagement and scheme improvements
  需要实时的效果监测，公众参与和系统改善
- Need for effective contract management 需要有效的合同管理

Technology Trials技术实验

- TfL have conducted extensive technology trials since 2003 to understand how well alternative road user charging technologies will work in the ‘London’ urban environment and when they might readily be available
从2003年起TFL做了大量的技术实验了解多大程度上其他道路使用收费技术可以用于伦敦的城市环境，并且何时可以付诸实施。
- We have tested, new cameras, road side ANPR, DSRC, satellite and mobile tracking systems
测试了新的摄像头，路边ANPR，DSRC，卫星和移动检测系统

TfL Mini Zone Trial Site
出TFL微型区检测点



DSRC Infrastructure
Borough High Street 2006
DSRC系统

试验结论　Conclusions from Trials

至今为止我们总结如下:

- 改进后的摄像头加ANPR的有效方法可以用于简单的收费方案(用在西部外延地区)
- 在敏感的城市区域应用的信标技术，例如根据方向和时间的收费将在短时间内到位 (到2010年).
- 卫星和移动电话定位系统变得更好和更便宜，但是为了能使他能被接受以及在城市内更加准确还有很多工作要做（可能在2010年后）

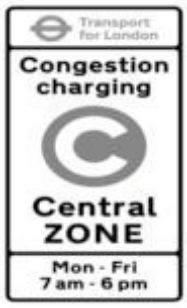
To date we have concluded the following:

- Improved cameras plus ANPR effective solution available now for simple charging schemes (used in the western extension)
- Tag and beacon technology for use in sensitive urban areas for more flexible charging eg charging by direction or time of day can be in place in short term (by 2010).
- Satellite and mobile phone location systems for 'specific' link based distance based charging are getting better and cheaper but more still needs to be done to make them more affordable and accurate for use in urban areas (possible post 2010).

技术和方案特点 Technologies and Scheme Features

方案类型 TYPE OF SCHEME 技术 TECHNOLOGY	On Board Unit	单方案地区 Simple area scheme	多方案地区 Multiple simple area schemes	根据时间收费 Variable charging by time of day	根据时间和距离收费 Variable charging by time of day and distance traveled
摄像头/ANPR Camera/ANPR	✗	✓	✗	✗	✗
信标 Tag and Beacon	✓	✓	✓	✓	✗
卫星跟踪 Satellite Tracking	✓	✓	✓	✓	✓

与拥堵收费相关的减排 Emissions Related Congestion Charging

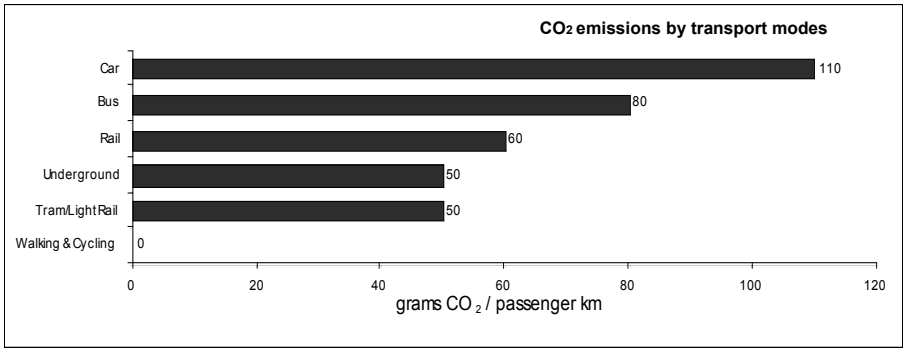


气候变化行动计划 Climate Change Action Plan

- CO_2 与气候变化相关
- 拥堵费已经有助于减少交通拥堵
- 改变伦敦人的出行方式:
  - 改善公共交通
  - 对步行和自行车交通加大投入
- 鼓励驾驶者改为使用排放少的交通工具

- CO_2 contributing to climate change
- Congestion charging already helps by reducing traffic
- Changing the way Londoners travel:
  - Improved public transport
  - Investment in walking and cycling
- Incentivise drivers to switch to less polluting vehicles

提议的内容 Context of Proposals



- 小型汽车 – 每人公里的 CO_2 排放量高
- 通过拥堵收费影响驾驶者的行为

- Cars - high emissions of CO_2 per passenger km
- Influence driver behaviour through Congestion Charging

与排放相关的拥堵收费提案 Emissions related congestion charging proposals

- Primary objective still to reduce congestion in central London
  主要目标依然是减少伦敦中心的拥堵
- Proposed 100% discount for cars emitting 120g/km CO_2 or less – to commence in February 2008
  提议小汽车排放CO_2少于120g/km就给予100％的折扣－2008年2月开始
- Proposed £25 (370 RMB) charge for cars emitting 226g/km CO2 or more – to commence in October 2008
  提议对排放多于226g/km CO2的小汽车收费£25 (370 RMB)－2008年2月开始
- No change to £8 (120 RMB) charge for other cars
  对于其他小汽车收费不变，即 £8 (120 RMB)

更多信息请查询
Find out More at:

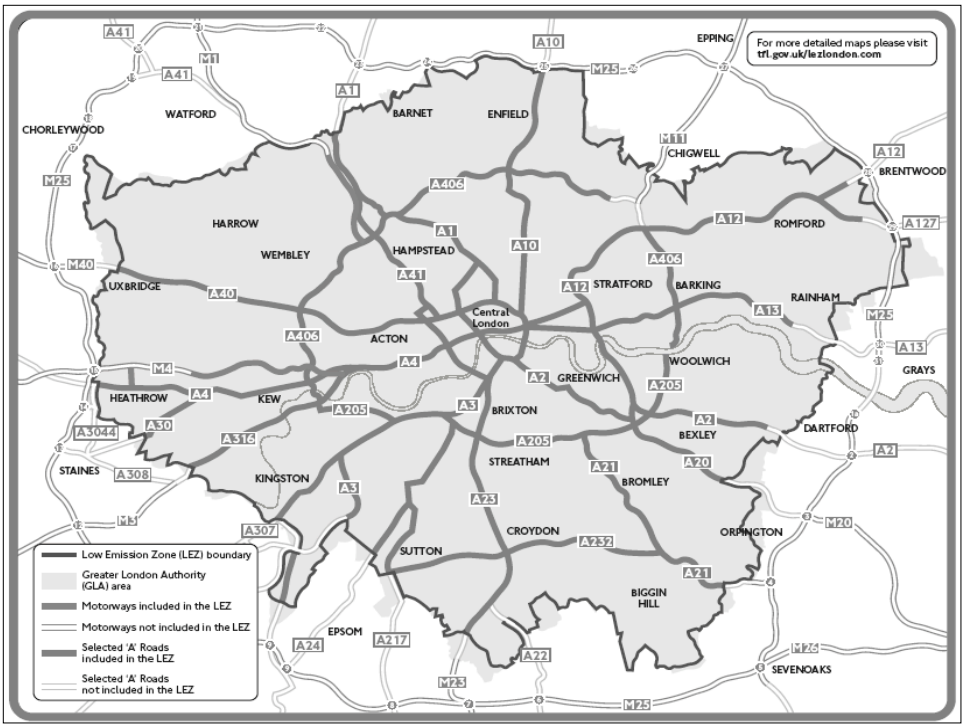
www.tfl.gov.uk/co2charging

低排放地区
The Low Emission Zone

低排放地区概述Overview of Low Emission Zone

- 目的是减少伦敦的个人不环保交通工具的使用
- 重型柴油车从2008年2月4日开始受影响并将阶段性的实施到其他车辆中
- 车辆必须满足具体的排放标准
- 在低排放区使用者可以通过每日支付费用来使用不符合标准的车辆
- 包括伦敦的大部分市区以及高速公路
- 每天全时间运行
- 通过固定和移动的摄像机对不符合的车辆进行重罚

- Aims to discourage most individually polluting vehicles from being driven in London
- Heavy diesel-engine vehicles affected from 4 February 2008, with a phased introduction for other vehicles
- Vehicles have to meet specified emissions standards
- Operators can pay a daily charge to drive non-compliant vehicles in the LEZ
- Covers the majority of Greater London, inc. Motorways
- Operates all day, every day
- Enforced using fixed and mobile cameras with heavy penalties for non-compliance



LEZ涉及的车辆 Vehicles Affected by the LEZ

HGVs >12t 	2008年2月欧III 2012年1月欧IV *颗粒物* Feb 2008 Euro III Jan 2012 Euro IV *for particulates*	大于12吨的重型柴油车 Heavy diesel-engined vehicles >12 tonnes	包括： －货车 －房车 －拖车 Includes: - Goods Vehicles - Motor Caravans - Motorised Horseboxes
HGVs 3.5t > 12t 	2008年2月欧III 2012年1月欧IV *颗粒物* July 2008 Euro III Jan 2012 Euro IV *for particulates*	3.5吨到12吨之间重型柴油车 Heavy diesel-engined vehicles between 3.5 and 12 tonnes	包括： －货车 －房车 －拖车 Includes: Goods Vehicles Motor Caravans Motorised Horseboxes
客车 Buses & Coaches 	2008年2月欧III 2012年1月欧IV *颗粒物* July 2008 Euro III Jan 2012 Euro IV *for particulates*	大于5吨的重型柴油客车 Heavy diesel-engined passenger vehicles > 5 tonne	包括： －大于8座的车辆，加上司机 Includes: - Vehicles with more than eight seats, plus the driver's seat

cont…

LEZ涉及的车辆　　Vehicles Affected by the LEZ

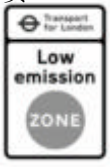
大货车Large Vans 	*颗粒物* 欧III 2010年10月 Oct 2010 Euro III *for particulates*	自重1.205吨到3.5吨之间的柴油车 Diesel-engined vehicles between 1.205 tonnes unladen and 3.5 tonnes	包括： －救护车 －敞篷车 Includes: - Ambulances - Motor Caravans
中客车　Minibuses 	*颗粒物* 欧III 2010年10月 Oct 2010 Euro III *for particulates*	小于5吨的柴油机客车 Diesel-engined passenger vehicles below 5 tonnes	包括： －小于8座的汽车，加上司机 Includes: - Vehicles with less than eight seats, plus the driver's seat

LEZ是如何运行的

- LEZ是一种付费方案－但是可以通过驾驶合乎要求的车避免付费
- 在区域内和入口处有标志
- 通过固定或移动的摄像头对LEZ内的车辆进行监视
- TfL通过一个不符合车辆的登记薄来核查
- 不符合要求的重型车、客车和卡车需要每天付£200 (3000 RMB)
- 每年365天从午夜起计时付费

How will the LEZ operate

- The LEZ is a charging scheme – but most will avoid paying the charge by driving a compliant vehicle
- There will be signs at entry points and in the zone
- Vehicles which are subject to the LEZ are detected using fixed and mobile cameras
- TfL checks vehicle registration against a register of non compliant vehicles
- Non compliant vehicles have to pay a daily charge £200 (3000 RMB) per day for HGV, buses and coaches
- Charging day midnight to midnight, 365 days a year



LEZ的实施

- 不符合的或没有注册的车辆将被贴一个每日罚款的通知：
  - 重型车辆、客车和卡车是£1000 (14800 RMB) (如果14天内支付会减少到 £500 (7400 RMB))

Enforcement of the LEZ

- Vehicles which are non compliant, or which are not on the register will be sent a daily Penalty Charge Notice:
  - £1000 (14800 RMB) (reduced to £500 (7400 RMB) if paid within 14 days) for HGVs, buses & coaches

更多信息请查询
Find out More at:

www.tfl.gov.uk/lezlondon

www.tfl.gov.uk/congestioncharging

Mexico City's Green Plan

Martha Delgado Peralta

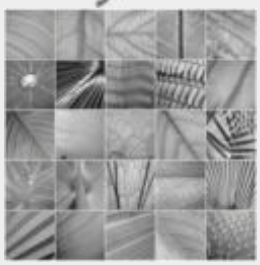
Environment Secretary

Federal District Government

What is the Green Plan?
The Green Plan is the Mexico City Government's medium-term (15-year) course of action and guideline comprising strategies and actions to foster the city's sustainable development.

"绿色计划"是什么？

"绿色计划"是墨西哥城政府的中期（15 年）行动方针和指导纲领，它包括旨在促进墨西哥城可持续发展的战略和措施。



The Green Plan is a communication mechanism as well. A prompt and simple mechanism to provide society with information on how the government assesses environmentally relevant topics, related goals and the high-impact strategies and actions to accomplish them.

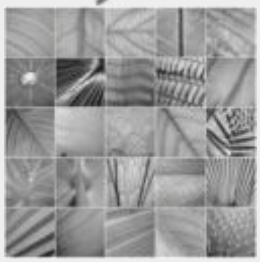
This plan is a live instrument which will be permanently subject to both enhancement and evaluation.

"绿色计划"还是一种沟通机制。通过这种快捷而简单的机制，可以向社会提供下述信息：政府如何评估与环境有关的主题、相关目标以及为了实现这些目标将要采取哪些具有重大影响力的战略和措施。

这个计划并非一成不变，它将始终得到改进和评估。

Mexico City's participating agencies

墨西哥城的参与机构



Chief of Government	**政府最高领导**
Administration Office	**管理办公室**
Ministry of Governance	**管治部**
Ministry of Environment	**环境部**
Ministry of Urban Development and Housing	**城市发展和住宅部**
Ministry of Transit and Transportation	**公交运输部**
Ministry of Public Works and Services	**公共工程和服务部**
Ministry of Public Security	**公共安全部**
Ministry of Education	**教育部**
Ministry of Health	**卫生部**
Ministry of Social Development	**社会发展部**
Ministry of Rural Development and Equity	**农村发展和权益部**
Efficient Use of Energy Coordinating Office	**有效用能协调办公室**
Historic Downtown Authority	**古城保护局**

Topics 主题

1. Land and Conservation	**1.** 土地和保护
2. Habitability and Public Space	**2.** 居住和公共空间
3. Water	**3.** 水资源
4. Transportation	**4.** 交通运输
5. Air	**5.** 空气
6. Waste	**6.** 废弃物
7. Climate Change and Energy	**7.** 气候变化和能源
Transversality	**横向战略**

Composition of themes and main actions 主题和主要措施的构成

Theme	Number of strategies	Actions	Actions %
Conservation Land	4	19	15
Habitability and public space	3	18	14
Water	5	22	18
Mobility	5	23	18
Air	3	14	11
Waste	4	20	16
Climate Change	3	9	8
Total	27	125	100

主题	战略数	措施数	措施所占百分比
保护土地	4	19	15
居住和公共空间	3	18	14
水资源	5	22	18
机动性	5	23	18
空气	3	14	11
废弃物	4	20	16
气候变化	3	9	8
总计	27	125	100

1. Conservation Land

Objective:
To rescue conservation land as a key space for maintaining the ecological balance of Mexico City.

1. 保护土地

目标:
治理保护用地，并将保护用地作为保持墨西哥城生态平衡的关键区域。

Strategies to carry it out 为此执行的战略

E1	**Zero human settlement growth in conservation lands** (Creation of a specialized surveillance corps for the protection of conservation land, to be launched in 2008)	E1 **保护用地的人口迁入率零增长**（将在 2008 年组建一个专门的监测团队来加强对保护用地的保护）
E2	**Restoration and preservation of ecosystems with high environmental value** (Rescue of the Magdalena and Eslava river basins in order to achieve 100 percent reversal of its environmental deterioration over a six-year period)	E2 **恢复和保护具有高度环境价值的生态系统**（用 6 年时间治理马格达莱纳河和艾斯拉瓦河盆地，以便完全扭转其恶化的环境状况）
E3	**Payment of environmental services as a mechanism to compensate for conservation costs**	E3 **将有偿的环保服务作为补偿相关损失的一种机制**
E4	**Promotion of agricultural-ecosystems and sustainable management of natural resources**	E4 **促进农业生态系统，实现对自然资源的可持续化管理**

2. Habitability and Public Space

Objective:
To recover and create public spaces in order to transform Mexico City into a place suitable for social integration and capable of offering better habitability, comfort, and equity.

2. 居住和公共空间

目标:
收回并开辟公共空间，以便将墨西哥城改变成一个有利于社会融合并且能提供更好的居住条件、舒适度和权益的地方。

Strategies to carry it out **为此执行的战略**

E1	**To implement projects aimed at re-organizing and regulating large public spaces, designed according to sustainability and habitability criteria** (To implement the "Clean Building Guarantee" in all new service facilities and all of those located in major urban corridors; it will be mandatory starting in 2010)	E1 实施旨在重新组织和管理大型公共空间的项目，这些项目将根据可持续性和适合居住性标准来设计（对所有新服务设施和所有位于城市主要通道中的设施实施"建筑物清洁保证"标准；该标准将从 2010 年开始强制执行）
E2	**To recover and improve existing public spaces in order to incorporate them into Integration and Development corridors for recreational and environmental purposes**	E2 收回并改善现有的公共空，以便将它们纳入到出于娱乐和环保目的而创建的综合通道和发展通道中
E3	**To increase green areas and provide public spaces with outdoor furniture and greater accessibility**	增加绿化面积，为公共空间提供户外配套设施，改善公共空间的交通便利度 E3

3. Water

Objective:
To achieve water self-sufficiency and improve water management in Mexico City

3. 水资源

目标:
实现墨西哥城的水资源自足，改善水资源管理

Strategies to carry it out **为此执行的战略**

E1	**To attain a balance of aquifer extraction and replenishment** (Protection of ravines and conservation land; issue of a decree declaring 12 urban ravines as environmentally-valued areas)	E1 实现蓄水层的提取和补给平衡（保护峡谷和保护用地；以法令形式将城区的 12 个峡谷定为具有环保价值的区域）
E2	**To reduce residential water consumption**	E2 减少生活用水量
E3	**To reduce losses in water mains**	E3 减少供水主管道的水损耗
E4	**To increase re-use and treatment of water**	E4 增加水资源的重复利，提
E5	**To create lakesides parks in Tláhuac and Xochimilco** (To recover the lakes and canals system in 250 hectares of Tláhuac and Xochimilco, starting in 2008)	高水处理能力在 Tláhuac 和 Xochimilco 湖修建湖畔公园（恢复 250 公顷的 Tláhuac 和 Xochimilco 湖区旧貌以及运河体系，这将从 2008 年开始） E5

4. Transportation

Objective:

To recover streets and roads for efficient, non-polluting, mass transportation with properly trained drivers, and to promote non-motorized transportation.

4. 交通运输

目标:

为高效、无污染的公共交通运输开辟道路，对驾驶员进行适当培训，提倡非机动方式的交通运输。

	Strategies to carry it out	为此执行的战略
E1	**To encourage efficient, non-polluting, mass transportation with properly trained drivers; and to recover the streets and roads for the majority of the population** (construction of ten corridors, two per year, by 2012).	**鼓励高效、无污染的公共交通运输，对驾驶员进行适当培训；根据大多数人的利益治理街道和道路（到 2012 年修建 10 条通道，每年修建 2 条）.**
E2	**To reduce the number of vehicles in circulation** (Circulation of freight vehicles restricted to specific schedules and routes, depending on their cargo, dimensions and fuel technology, starting in 2009)	**减少流动车辆数量（根据货车的载货类型、载货规模和燃料技术，限制货车只能在规定的时间和按规定的路线出行。这将在 2009 年开始实施）**
E3	**To offer incentives to those who use non-motorized transportation** (To create pedestrian-only zones in historic downtown areas, neighborhoods and villages in all of the 16 delegations (municipalities) of the Federal District by 2010)	**对采用非机动交通运输方式的人员给予奖励（到 2010 年，在古城区和周边区域以及在联邦区的所有 16 个市的村庄中开辟步行区）**

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为高效、无污染的公共交通运输开辟道路，对驾驶员进行适当培训，提倡非机动方式的交通运输。

	Strategies to carry it out	为此执行的战略
E3	**To offer incentives to those who use non-motorized transportation** (To create pedestrian-only zones in historic downtown areas, neighborhoods and villages in all of the 16 delegations (municipalities) of the Federal District by 2010)	**对采用非机动交通运输方式的人员给予奖励（到 2010 年，在古城区和周边区域以及在联邦区的所有 16 个市的村庄中开辟步行区）**
E4	**To improve transit and traffic** (Intelligent traffic signals installed on all of the city's major arteries over a 36-month period)	**改善路口状况，加强交通流量的疏导（用 36 个月的时间在墨西哥城的所有交通要道安装智能型交通信号灯）**
E5	**To foster transit and pedestrian awareness culture aimed at a more harmonious coexistence** (Installing 8,000 new cameras and 100 radars as surveillance against violations)	**培养交通礼让和行人意识的文明行为，旨在促进更为和谐的共存（新安装 8,000 部摄像机和 100 部雷达用于监测交通违章）**

5. Air

Objective:
To control the most prevalent, noxious atmospheric pollutants (ozone and particulate matter), and to reduce emissions of toxic pollutants.

Strategies to carry it out 为此执行的战略

E1	**To reduce emissions of pollutants (Replacement of the Mexico City Government's entire official vehicle fleet by less polluting fuel-efficient units by 2012)**	E1	**减少污染物排放 （到 2012 年，墨西哥城政府的所有公务用车都将换上污染较小的节油装置）**
E2	**To increase both passenger and freight transportation efficiency (Replacement of 5,000 minibuses by new units equipped with less polluting technologies and with greater passenger capacity, by 2009)**	E2	**提高客运和货运效率（到 2009 年，5,000 辆小型公共汽车都将换上采用低污染技术的新装置，并将增大它们的客运能力）**
E3	**To enforce the actions proposed by transportation and energy plans, and to measure the benefits yielded by the Green Plan in terms of air quality (Biannual rendering of the effects of the Green Plan's actions and scenarios on air quality)**	E3	**实施交通运输和能源计划所提议的措施，根据空气质量评估“绿色计划”所产生的成效 （一年公布两次绿色计划针对空气质量采取的措施和方案产生的效力）**

5. 空气

目标:
控制最常见的有害空气污染物（臭氧和颗粒物质），减少有毒污染物的排放。

6. Waste

Objective:
To implement comprehensive and sustainable management of solid waste.

Strategies to carry it out 为此执行的战略

E1	**Enforcement of packing and packaging regulations in order to reduce waste** (To promote new packing and packaging designs using biodegradable and/or easily recyclable materials in order to decrease waste generation)	E1	**通过实施包装管理来减少废弃物（提倡新型包装设计，鼓励使用生物可降解和/或易于回收的材料，以减少废弃物的产生）**
E2	**Enforcement of the garbage separation program in households, businesses, and industrial facilities in order to increase recycling** (from 3 to 30 percent by 2012)	E2	**在家庭、商业和工业设施中实施废弃物分类计划，以增强回收能力（到 2012 年，将废弃物回收率从 3% 提高到 30%）**

6. 废弃物

目标:
对固体废弃物实施综合、可持续性的管理。

6. Waste

Objective:
To implement comprehensive and sustainable management of solid waste.

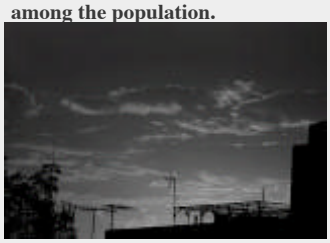
	Strategies to carry it out		为此执行的战略
E3	Fostering commercially-viable recycling operations in order to increase the use of such materials (Large-scale production and use of compost by 2008)	E3	通过促进商业上可行的回收应用，提高回收物质的利用率（到 2008 年将大规模地生产和使用堆肥）
E4	Modernization of waste collection, concentration, transfer, treatment, and disposal methods [Building of a new waste separation plant and modernization of all other plants (2010)]	E4	实现废弃物收集、集中、运输、处理和处置方式的现代化［新建废弃物分离厂，并且实现其他所有工厂的现代化（2010 年）］

6. 废弃物

目标:
对固体废弃物实施综合、可持续性的管理。

7. Climate change and Energy

Objective:
To reduce greenhouse gas emissions, to foster the establishment of renewable energy markets, and to promote adaptations to climate change among the population.



	Strategies to carry it out		为此执行的战略
E1	To deliver the Climate Change Action Plan for Mexico City	E1	颁布墨西哥城的气候变化行动计划
E2	To endorse all actions proposed by the transportation, water, air, public spaces, waste and energy plans aimed at the reduction of greenhouse gas emissions	E2	实施在交通运输、水资源、空气、公共空间、废弃物和能源计划中提出的旨在减少温室气体排放的所有措施
E3	To reduce Mexico City's vulnerability to climate change by implementing measures that allow the general population to adapt to it	E3	通过采取能让所有人逐步适应气候变化的措施，减小气候变化对墨西哥城造成的影响

7. 气候变化和能源

目标:
减少温室气体排放，鼓励创建可再生能源市场，以及增强公众对气候变化的适应性。

Transversality

The achievement of the Green Plan's goals requires to go beyond the technical and operational reach of government's responsibility and tasks.

It requires to develop transversal strategies which longitudinally cross each proposed action.

Thus, we can count on gaining acceptance by society as well as supply of the means and resources necessary to fulfill the goals.

- **Funding**
- **Legal, regulative and institutional framework**
- **Environmental education and public communication**
- **Society participation**
- **Metropolization and regionalization**
- **Transparency and accountability**
- **Monitoring and evaluation**
- **Internationalization**

横向战略

为了实现绿色计划的目标，我们必须在技术和运作上跳出政府的职责和任务范围。

它要求我们制定贯穿在每一项建议措施之中的横向战略。

只有这样，该计划才有可能获得社会的认同，并且才有希望通过群策群力来实现其目标。

- **资金来源**
- **法律、调控和制度框架**
- **环保意识教育和公共宣传**
- **社会参与**
- **大都市化和地区化**
- **透明性和责任机制**
- **监督和评估**
- **国际化**

The Green Plan is a live instrument which must be permanently evaluated and enhanced.

Mexico City's Green Plan Evaluation and Monitoring Board

It will acknowledge and feed-back the programs derived from the Green Plan.

It will reinforce the communication task of promoting the implementation of the Green Plan among the community.

It will evaluate and monitor the actions executed by the Mexico City Government and any other authorities in order to fulfill the Green Plan.

这个"绿色计划"不是一成不变的，必须始终对它进行评估和改进。

墨西哥城绿色计划评估与监督委员会

它将确认源自绿色计划的方案并提供反馈。

它将承担旨在促进绿色计划实施的公众交流任务。

它将评估和监督墨西哥城政府和其他任何机构执行的绿色计划实施措施。

The Green Plan's Evaluation and Monitoring Board

Humberto Bravo Álvarez, Ph. D., Atmospheric Sciences Center, UNAM

Sergio Aguayo Quezada, Ph. D., El Colegio de México

Víctor Lichtinger, B. A., Environmental Consultant

Héctor Mayagoitia Domínguez, Ph. D., IPN

Marisa Mazari Hiriart, Ph. D., Instituto de Ecología, UNAM

Alfonso Iracheta, Ph. D., Colegio Mexiquense

Rodolfo Lacy, M. Sc., Centro Mario Molina

Odón de Buen, engineer, Consultant Representative

Leonardo Álvarez, Environment and Ecological Protection Commission, Legislative Assembly of the Federal District

Rep. **Bernardo Navarro**, UAM, Campus Xochimilco

Rep. **Ma. Eugenia Negrete Salas**, El Colegio de México

Gabriel Quadri de la Torre, Engineer, Environmental Consultant

Ana Romero Salcedo, M.B.A., Presencia Ciudadana Mexicana, A. C.

Isabelle Romieu Romero, Ph. D., Instituto Nacional de Salud Pública. (INSP)

Jorge Sánchez Gómez, Engineer, FEMISCA

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Eduardo Vega, M.B.A, Facultad de Economía, UNAM

Lorenzo Ysasi, B.A., National Chamber of Commerce, Mexico City

绿色计划评估与监督委员会

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Eduardo Vega，工商管理硕士，Facultad de Economía，UNAM

Lorenzo Ysasi，文学学士，全国商会墨西哥城分会

崇明三岛总体规划介绍

上海市人民政府

2007.11.16

崇明 三岛总体规划

崇明岛是我国第三大岛，是长江入海口的一颗明珠。

2001年5月，国务院正式批复的《上海市城市总体规划（1999－2020年）》，明确提出崇明、长兴、横沙三岛是21世纪上海可持续发展的重要战略空间。

2004年7月27日，胡锦涛总书记在视察崇明时，对上海及崇明的发展作出重要指示。2005年5月18日，国务院正式批复同意长兴、横沙两岛划归崇明县管辖。编制三岛联动规划对上海未来发展具有十分重要的意义。

崇明 三岛总体规划

一、现状条件分析

崇明三岛现状包括13个镇、3个乡和3个国营农场、2个军垦农场。三岛陆域总面积为1411平方公里，其中崇明岛1267平方公里，长兴岛88平方公里，横沙岛56平方公里。三岛现状总人口70.4万，其中崇明岛63.5万人，长兴岛3.6万人，横沙岛3.3万人。

崇明三岛总体规划

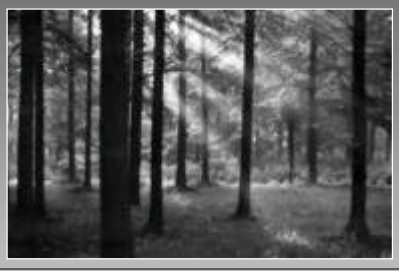
作为上海唯一的国家级生态示范区，崇明三岛的发展具有生态环境、地理位置、土地资源、岸线条件等诸多优势，但也面临对外交通不够便捷、经济水平相对落后、市政设施配套不足等因素制约。

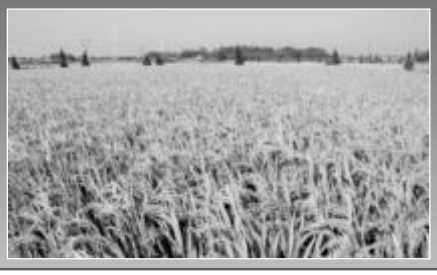
崇明三岛总体规划

中央领导对崇明发展的高度重视和关注，市委、市政府举全市之力支持崇明生态岛建设的战略举措，以及上海长江隧桥工程的启动建设，为崇明未来跨越式发展提供了重大的机遇。

二、发展目标和功能定位

崇明的发展要以科学发展观为统领，按照构建社会主义和谐社会的要求，围绕建设现代化生态岛区的总目标，大力实施科教兴县主战略，坚持三岛功能、产业、人口、基础设施联动，分别建设综合生态岛、海洋装备岛和生态休闲岛，依托科技创新，推行循环经济，发展生态产业，努力把崇明建成环境和谐优美、资源集约利用、经济社会协调发展的现代化生态岛区。





崇明 三岛总体规划

崇明三岛总体规划提出系统的指标体系，包括经济发展指标、环境发展指标和社会发展指标三大类共计19项。

崇明 三岛总体规划

指标		单位	岛域现状	岛域2008年目标	岛域2020年目标	国际中等发达国家以上水平	中科院基本现代化指标体系	国家生态市建设指标	上海2020年全市标准
经济发展指标	人均GDP	美元	1200	4000	20000	10000	>5000	≥4000	
	第三产业占GDP比重	%	40	45	65	65	60	≥45	
	研发投入占GDP比重	%	1	2	3	2.2-3	>3		
	单位GDP能源消耗	吨标煤/万元	1.0	0.85	0.5			≤1.4	
环境发展指标	森林覆盖率	%	13.6	26	55	30		≥15	
	地表水环境质量	类	[illegible]	Ⅱ-Ⅲ	[illegible]			[illegible]	
	大气环境质量	级	1-2	1-2	1	1	≥2	[illegible]	
	城镇生活污水集中处理率	%	—	30	100		>60	≥70%	
	城镇生活垃圾无害化处理率	%		60	100		>80	100%	
	工业用水循环利用率	%	8.33	25	60			≥50%	
	人均公共绿地面积	平方米		10	20		>10	≥11	
社会发展指标	平均预期寿命	岁	76.3	77	80	77.5			
	适龄人口大专学生比重	%			50			≥30	
	教育支出占GDP比重	%		3.5	5	5.4	>5		
	人均居住面积	平方米		22	35	35	>30		
	千人拥有医生数	人		>5	6.5	5	>5		
	社会保障覆盖率	%		90	100	90-100			
	居民登记失业率	%		3	3	2-6	4		
	基尼系数	%	32.8	32	30	30		<40	

崇明 三岛总体规划

三、总体规划布局

按照生态崇明的总体目标和功能定位，统筹三岛空间布局。

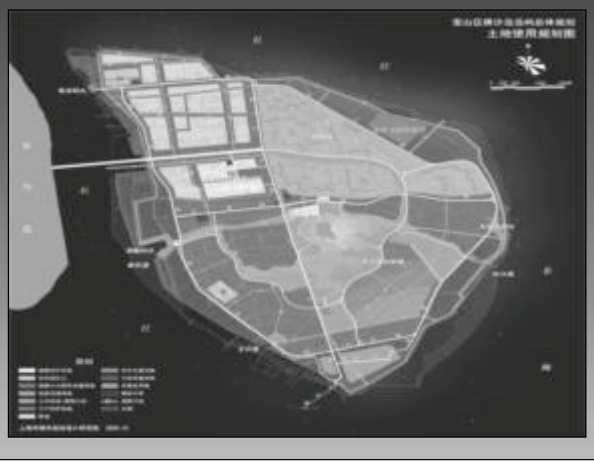
崇明岛综合体现“长江入口绿色之岛、人与自然和谐发展”的综合生态岛理念。规划建设用地约207平方公里，占岛域土地面积的16.8%。

崇明三岛总体规划

长兴岛以现代船舶和港机制造为特色的海洋装备岛。规划城镇建设用地约31平方公里，占岛域面积的38.8%。

崇明三岛总体规划

横沙岛以休闲度假为特色的生态休闲岛。规划城镇建设用地约6.4平方公里，占岛域面积的12.3%。



（一）四类规划区域

遵循“循环经济和可持续发展”的理念，依照不同区域的生态保护和发展要求，将三岛划分为四类区域：

崇明 三岛总体规划

永久保护区，是指禁止开发建设的区域，只允许进行生态培育和维护，允许适度的人群入内活动，如科研实验、观测、观光等，永久保护区约占三岛土地面积的55%。

开发控制区，是指以生态保护为主，允许人类在其间进行适度生产、生活的区域，约占三岛土地面积的20%。

战略储备区，是指为市级重大项目入三岛预留的发展备用地，约占三岛土地面积的10%。

适度建设区，是指规划期内的可建设发展用地，包括城镇建设用地和产业用地，约占三岛土地面积的15%。

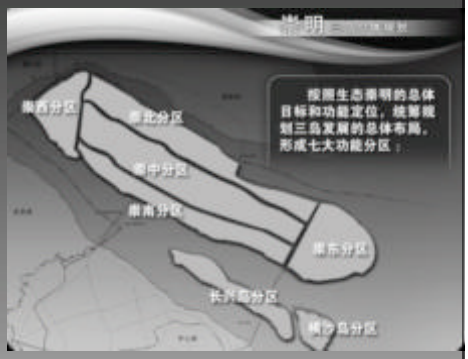
（二）七个功能分区

按照“统一规划、资源整合、优势互补、联动发展”的要求，崇明划为七个功能分区：

崇东分区——以生态居住、休闲运动、国际教育为主的科教产业集聚区和门户景观区。

崇南分区——人口集聚的田园式新城和新市镇区。

崇西分区——以国际会议、滨湖度假为主的景湖会展区。



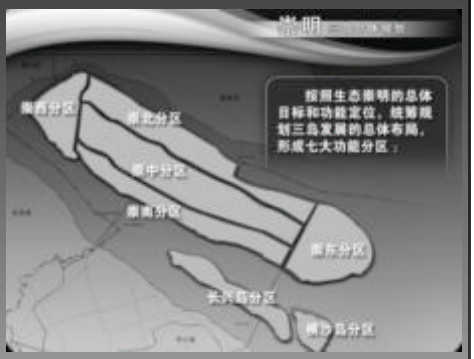
崇明 三岛总体规划

崇北分区——以生态农业为主的规模农业区和战略储备区。

崇中分区——以森林度假、休闲居住为主的中央森林区。

长兴分区——以船舶、港机制造业为主的海洋装备区。

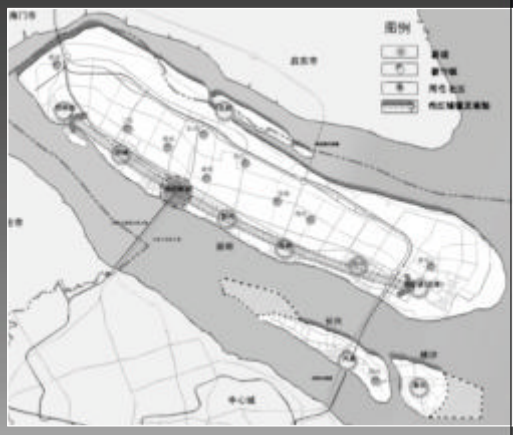
横沙分区——以休闲度假为特色的生态旅游度假区。



四、人口规模与城镇分布

（一）人口规模

规划至2020年，三岛人口规模控制在80万以内。其中，崇明岛人口规模控制在65万以内，长兴岛规划人口13万左右，横沙岛规划人口2万以内。



崇明 三岛总体规划

（二）城镇体系

按照统筹城乡、协调发展的要求，规划形成“新城—新市镇—中心村”的三级城镇体系。

1个新城——城桥新城。城桥新城是三岛的政治、经济、文化中心和水上门户，规划建设成为田园城市、亲水城市和宜居城市，规划人口20万。

崇明金鳌山

城桥南门港

9个新市镇——包括堡镇、凤凰、新河、向化、庙镇5个综合型新市镇和陈家镇、明珠湖、北湖、新民4个休闲型新市镇，规划总人口42.5万。其中，崇南链状新市镇群将成为三岛经济和人口集中的主要导入地带。

200个左右中心村——加快推进“三个集中”发展战略，将现有的自然村落逐步予以归并，规划形成200个左右中心村，总人口约为17.5万。

崇明 三岛总体规划

五、产业发展规划

根据建设生态岛的总体目标，崇明三岛要积极创造条件，逐步实现三次产业的融合发展。

崇明产业发展的重点是：

（一）旅游度假和户外运动产业

重点发展户外假日运动基地、大型主题乐园、度假和休疗养中心、国际邮轮、长江游艇停泊港和农家乐旅游等。

崇明 三岛总体规划

（二）现代观光农业

大力推进以高效生态农业为主的现代农业，重点发展绿色种养业、观光农业，建设明珠湖生态观光园、东平国家森林公园、前卫村生态农业示范区等三大观光农业基地。

（三）现代办公服务业

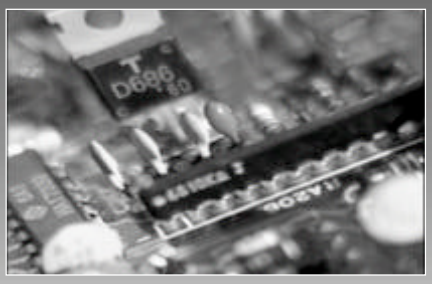
崇明拥有上海地区最接近大自然的良好生态环境，有条件建设上海现代服务业高地、吸引国际组织和公司总部进入。主要发展方向包括跨国公司总部、研发中心、国际组织机构所在地、国际高等教育办学区、商务会展设施等。

明珠湖总部基地

崇明 三岛总体规划

（四）海洋装备及清洁型工业

倡导循环经济，推行清洁生产。重点依托长兴岛发展船舶制造和港机制造产业，拓展海洋装备产业的发展空间；依托现代化农业园区，发展具有自然资源优势的绿色食品加工业；依托绿色产业园区，发展具有现代生态理念的科技密集型产业；依托市级工业园区，发展能创造较多就业岗位的都市型工业。



六、公共服务设施和市政基础设施规划

（一）公共服务设施规划

按照构建社会主义和谐社会的要求，合理配置公共服务设施，重点包括：

1、教育：规划在崇明岛（城桥、陈家镇、堡镇）布置五所高级中学。在长兴岛建设1—2所高中，横沙岛建1所完全中学。

2、医疗：规划在崇明岛建准三级标准的全岛医疗服务中心，完善三岛公共卫生体系。

3、文化：在新市镇按照不低于7000平方米的标准，建设社区公共文化设施，并相应设置文化休闲广场。

4、体育：规划在城桥新城建设体育中心；在各新市镇设置社区级公共体育设施。

崇明 三岛总体规划

（二）综合交通规划

形成“三岛联动、内外结合、模式多样、各具特点”的生态型现代化综合交通体系。

以上海长江隧桥工程建设为契机，加快建设陆上交通干线网络和重点城镇的现代化交通枢纽。

1、道路交通规划

崇明岛形成“一环三横十五纵”的公路网络。长江隧桥及沪苏高速公路（A14）按双向6车道设计，局部地区分离为风景区快速道路，体现生态岛的公路建设特色和亮点。

规划预留长江越江通道西线（A13）方案。沪苏高速公路与崇明岛上的陈海一级公路构成公路的主环。

2、轨道交通规划

依据上海市轨道交通系统规划，轨道交通9号线将经长兴岛延伸至崇明。目前有关部门正在结合长江隧桥工程建设，研究同步建设9号线至三岛的可行性。

3、水路交通规划

进一步改善和发展三岛与上海市区的水上交通。在长兴岛建设中心渔港。规划在城桥新城、陈家镇、横沙岛设置旅游码头。在新河港设置集装箱码头。

4、航空交通规划

规划在陈家镇、明珠湖休闲度假区以及横沙岛北侧设置直升机起降点，满足特定需求。

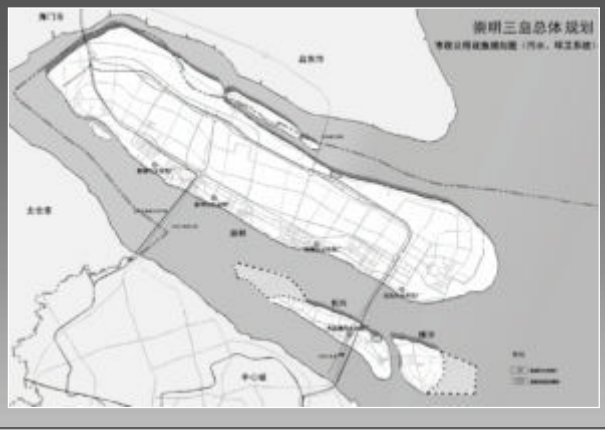
崇明 三岛总体规划

（三）给水设施规划

规划建设城桥、堡镇、陈家镇、崇北、崇西、长兴6个水厂。规划在长兴岛西侧拦围建设青草沙水库，作为上海市市域范围内主要取水水源之一，满足三岛供水，并向市区供应原水。

（四）排水设施规划

按照集中处理和分散处理相结合的原则，规划划分9个处理片区。建设城桥、凤凰等5个污水处理厂和崇北、东滩等4个湿地污水处理系统。

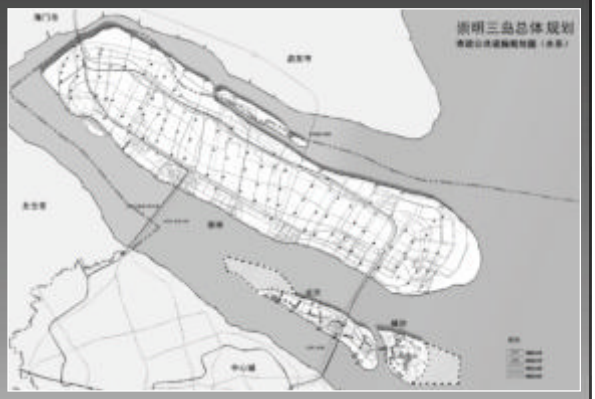


崇明三岛总体规划

七、生态保护和景观建设

（一）景观水系建设

加强水源保护，完善生态景观水系。以河网疏拓整治为重点，建设与崇明发展相适应的由环岛运河、竖河和湖泊构成的生态循环水系。



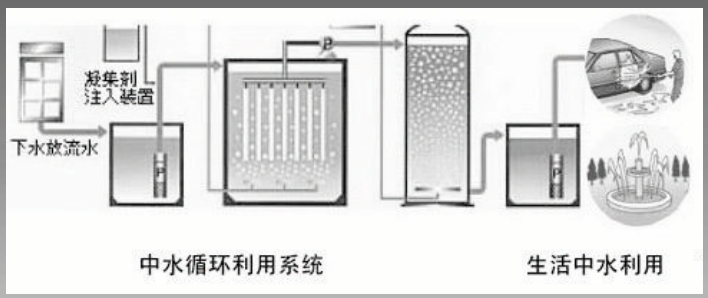
（二）绿化系统建设

以公共绿地和生态景观区建设为重点，通过环岛防护林带、水源涵养林和通道林以及具有四季特色的森林公园的建设，形成完善的城乡森林网络体系，进一步提高崇明三岛的森林覆盖率，达到55%。

崇明 三岛总体规划

（三）垃圾污水处理

加强垃圾和污水的处置及循环利用。实施从生活垃圾源头到最终处置进行全过程管理，推动固体废弃物的减量化、无害化和资源化进程。



（四）清洁能源利用

进一步改变能源结构，积极推广清洁能源的使用。启动建设崇明东滩风力发电厂一期，进一步建成产业化运作并具有相当规模的风能发电场。在建筑（尤其是生态建筑）中广泛使用太阳能，成为建筑设计指导性要求。

崇明 三岛总体规划

八、近期建设的重点地区

（一）城桥新城—森林公园地区

城桥新城总体规划已经市政府批准。规划用地面积28平方公里，规划人口20万，建设以田园风貌为特色的现代化的海岛花园新城。

东平国家森林公园是崇明岛目前主要的旅游接待区。规划区总面积约99.6平方公里。

（二）陈家镇—东滩地区

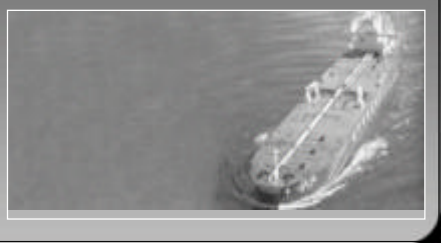
陈家镇地处崇明岛东部，是上海试点建设城镇之一。《陈家镇总体规划》已经市政府批准。规划人口10-12万人，城镇建设用地12平方公里，规划将建成为海岛花园式的生态城镇。

陈家镇—东滩地区规划占地约220平方公里，资源丰富，生态环境优越，拥有国际重要的东滩湿地及国家级鸟类自然保护区、中华鲟等自然保护区。近期将重点建设一个体现国际先进理念和水准的“生态实验社区”，与上海2010年世博会相呼应。

崇明 三岛总体规划

（三）长兴海洋装备岛

长兴岛是上海近期重点建设的六大产业基地之一，也是配合世博会的产业动迁基地。规划结合中船集团、振华港机、中海集团等海洋装备大型企业的建设，全面推进长兴海洋装备岛的开发，加快市政基础设施建设，同步建设好凤凰新市镇。长兴岛规划人口约13万人。



崇明三岛总体规划

胡锦涛总书记在崇明视察时指出，“崇明建设生态岛，要按照岛域总体规划，认认真真做下去。只要认准了方向，就不要动摇”。

我们将坚定地实施崇明三岛总体规划，大力推进生态岛区建设，把崇明三岛建设成为落实科学发展观、推进循环经济和资源节约型社会的先行示范区。

统筹城乡改革试点工作
Pilot for Integrated Urban-Rural Development

重庆市人民政府副市长　余远牧
Vice Mayor
Chongqing Municipal Government

- 余远牧，男，汉族，1949年6月生，高级经济师、高级政工师，重庆市人民政府副市长，分管城市规划、建设、管理，国土资源和房屋管理、交通、环保、地
质灾害防治、水环境整治、园林、人防工作。

Yu Yuanmu, Born in June 1949, is the Senior Economist and Administrator, Vice Mayor of Chongqing. He is in charge of urban planning, construction, administration, transportation, environment, geographic disaster prevention, water body control, and greening, among other things.

一、重庆市统筹城乡综合配套改革的基本情况
1. Basic Situation of integrated urban-rural development and reform in Chongqing

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

1. Basic Situation

2007年3月8日，胡锦涛总书记在参加重庆代表团讨论时发表重要讲话，为重庆“定向导航”，作出“314”总体部署，要求重庆加快建设成为城乡统筹发展的直辖市。

President Hu Jintao visited Chongqing and encouraged the acceleration of integrating urban-rural harmonization and development

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况
1. Basic Situation

“３ １ ４”总体部署
Strategy

三大定位

努力把重庆加快建设成为西部地区的重要增长极、长江上游地区的经济中心、城乡统筹发展的直辖市；

一大目标

在西部地区率先实现全面建设小康社会目标；

Positioning

(1)One pillar for western China development (2) Economic Center for Upstream of Yangzi River, and (3) Harmonized Urban-Rural development of Central-Control Municipal

Goal

Achieve the target that the whole society reach equal, well-off, socioeconomic status

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况
1. Basic Situation

“３ １ ４”总体部署
Strategy

四大任务

- 加大以工促农、以城带乡力度，扎实推进社会主义新农村建设；
- 切实转变经济增长方式，加快老工业基地调整改革步伐；
- 着力解决好民生问题，积极构建社会主义和谐社会；
- 全面加强城市建设，提高城市管理水平。

Taskforces

- **Promote industry development, enhance agriculture development, promote the construction of modern rural development**
- **Transform the economic growth pattern, reform the older industrial base**
- **Address life quality issues, promote harmonized social development**
- **Enhance the construction and administration of urban development**

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

综合配套改革试验的主要目标

Goals for the pilots of integrated urban-rural development

2012年

- 全市经济总量比2006年翻一番以上，人均地区生产总值超过27000元；
- 非农产业增加值比重超过90%，非农产业就业比重达到65%；
- 万元GDP综合能耗降低25%达到1.08吨标准煤，森林覆盖率达到38%；
- 城镇化率达到55%以上，城镇户籍人口增加300万人；
- 城乡居民收入差距缩小到3：1，“一圈”与“两翼”人均GDP之比缩小到2.2：1。

By 2012

- GDP doubled from that in 2006, and GDP per capita reach 27,000RMB
- Non-Agriculture growth account for 90% total growth, employment for non-agriculture reach 65%
- Energy Intensity reduced by 25% and reach 1.08TCE/10K RMB, and forest cover rate reach 38%
- Urbanization rate reach 55%, urban population increase by 3M.
- Income difference ratio between urban and rural reach less than 3:1, and GDP ratio between Center Chongqing and rural area decrease to 2.2:1

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

1. Basic Situation

2020年

- 全市经济总量比2012年翻一番以上，人均地区生产总值超过65000元；
- 非农产业增加值比重超过95%，非农产业就业比重达到80%；
- 万元GDP综合能耗降低20%达到0.86吨标准煤，森林覆盖率达到40%；
- 城镇化率达到70%以上，城镇户籍人口增加700万人；
- 城乡居民收入差距缩小到2.5：1，“一圈”与“两翼”人均GDP之比缩小到1.9：

By 2020

- GDP doubled again from that in 2012, reach 65,000 per capita
- Non-Agriculture growth account for 95% of total growth, non-agriculture employment account for 80% for total job positions
- Energy Intensity reduced by another 20% and reach 0.86 tce/10K RMB, forest covering rate reach 40%
- Urbanization rate reach 70%, urban population increase by 7M.
- Income difference ratio between urban and rural reach less than 2.5:1, and GDP ratio between Center Chongqing and rural area decrease to 1.9:1

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

2012年前的主要任务

Main targets before 2012

1 . 贴近三大群体，导向和谐发展 Attention to 3 groups, lead harmonized development

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

2. 着力三个领域，实现改革突破

Focus on three areas for breakthrough

1 创造非农就业岗位 **Create non-agriculture job opportunities**

2 扶持农民工向城镇居民转化 **Transform City farmers to residence**

3 建设社会主义新农村 **Develop modern rural area**

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

3. 推动三级城镇建设，合理吸纳富余人口

- 主城区重在完善功能、集聚产业，吸引较高素质人口聚集，进一步增强核心竞争力和辐射功能。
- 区县重在做大做强、扩大容量，加快人口就业性转移进程，进一步增强以城带乡的传导功能。
- 小城镇重在优化布局、改善条件，适度吸纳人口就业安居，进一步增强沟通城乡的基础功能。

3. Promote 3-tiered urban development, and attract surplus manpower in rural area

- For city core, enhance function, consolidate industry and convene high quality people, enhance the core competition and influence
- For county level cities, enhance the capacity and promote the shift from agriculture to non-agriculture employment, enhance the influence to rural area
- For small towns, optimize city layout, improve the living situation, attract people to stay, and enhance the relationship with rural area

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

4. 抓住六个关键环节，建立农民工双向流动制度

Six key elements to enhance the free flow of farmers between city and rural

统筹城乡改革试点工作

一、重庆市统筹城乡综合配套改革的基本情况

5. 推进六项配套制度改革，形成综合改革效应

Six associated reforms to form the comprehensive effects

二、重庆市统筹城乡建设的基本情况
Current Status for Construction

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
2. Current Status

9月20日，国务院正式批准重庆市城乡总体规划。

规划至2010年全市总人口3千万人，城镇人口1615万人，城镇化水平达53.8%；至2020年总人口为3100万人，城镇人口2160万人，城镇化水平达到70%左右。

规划至2020年形成一个特大城市，六个大城市，25个中等城市和小城市，495个左右的小城镇的城镇体系。

Urban-Rural Development Master Plan was approved by the State Council on Sept. 20

Upon the plan, by 2010, population reaches 30M, where 16.15M in city, urbanization level is 53.8%; by 2020, population reach 31M, and urbanization level reaches 70%

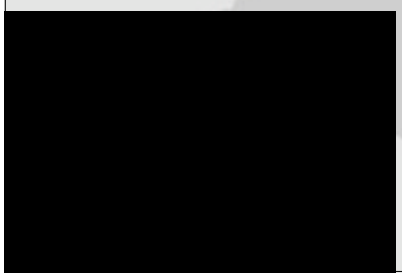
By 2020, forms a city complex with one metropolitan, 6 big cities, 25 middle size city and 495 small towns

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
2. Current Status

我们在城乡建设中，将按照城乡总体规划要求，进一步加大城乡建设统筹力度，继续加强城市基础设施建设的同时，要在统筹城乡基础设施建设上迈出实质性步伐，加快村镇基础设施建设，缩小城乡居民享有基础设施服务水平的差距。

Enhance the pace of harmonizing urban-rural development, enhance the rural infrastructure development, and reduce the gap of infrastructure service level between urban and rural area



统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
2. Basic Status

积极实施村镇基础设施建设“七大工程”，切实改善农村水、电、路、气、讯、环卫等设施。

7 key engineering projects for rural infrastructure development

农村畅通工程	**Transportation system**
农村饮水工程	**Drink water treatment**
农村治污工程	**Pollution control**
农村能源工程	**Energy Supply**
农电保障工程	**Agriculture electricity supply**
农村通信工程	**Communication**
农房改建工程	**Housing and re-construction**

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
2. Current Status

1. 农村畅通工程

- 至2012年，计划投资172亿元，新建乡村公路46万公里，实现100%的行政村通达，100%的镇乡和50%以上的行政村公路实现油化、硬化（通畅）。通村公路尽可能向农民集中聚居点延伸。
- 至2012年，计划投资7.6亿元，力争完成20000个集居20户以上自然村的步行便道，修建便道2—3万公里。

1. Rural Transportation System Development

- Plan to invest 17.2 trillion RMB by 2012 to develop 460,000km rural roads, and ensure 100% road access to villages and towns, half of the roads are high quality and reach the houses of farmers
- By 2012, invest 760 million RMB to establish the walkway system for over 20,000 small villages with more than 20 households

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况

2. 农村饮水工程

2. Drink water treatment

- 至2012年，镇乡用水普及率达到80%以上，水质基本达标。村用水普及率达　到50%，水质基本达标。
- By 2012, water treatment system cover 80% of the towns, and water quality reach the national standards, water treatment system cover 50% of the villages and water quality meet the national standards.

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
Current Situation

3. 农村治污工程

至2012年，总投资5亿元，建成400个镇乡简易污水处理设施。在市域范围内合理进行垃圾处理厂布点，总投资2.5亿元，修建镇级转运站或垃圾处理厂，确保500个镇乡垃圾可以收运并进行处理。积极推广畜禽养殖、卫生厕所和沼气池三位一体的形式，实现卫生厕所普及率50%以上。

3. Pollution Control

- By 2012, invest 500M RMB to establish 400 simple waste water treatment facilities. Locate reasonable solid waste treatment plants with total investment of 250M. Establish transfer stations and solid waste treatment plants that ensure the deposit of 500 towns. Promote integrated animal feeding, hygienic toilets, and methane-generating pit system, and make it popular for 50% usage of the total toilets

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
The Contemporary Status of Urban-Rural Coordinated Reform in Chongqing

4. 农村能源工程

- 至2012年，发展农村沼气池170万口，力争沼气普及率达到60%，完成大中型畜食规模养殖场沼气工程400处，总投资27.41亿元，配套建设沼气服务体系。推广运用秸杆气化炉和大中型秸杆气化生物技术。

4. Rural Energy Supply

By 2012, develop 1.7M methane-generating pit, and cover 60% the rural energy use. Develop 400 large-medium size methane-generating plants using animal feeding, with total investment of 2.74 B, establish affiliated service system and promote the crop gasification stove and biologic technologies.

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
The Contemporary Status of Urban-Rural Coordinated Reform in Chongqing

5. 农电保障工程

- 对一、二期农网建设变电站进行双电源双变及自动化改造，提高供电质量和供电可靠性。至2012年，总投资87.7亿元。

5. Rural Electricity Security Engineering

- To achieve double-power supply and automatic control technology in the I, II Rural Power Network Substation, so that the quality and reliability of the power supply would be improved. By the end of 2012, the total investment will reach 8.77 billion US dollars.

统筹城乡改革试点工作

二、重庆市统筹城乡建设的基本情况
II The Contemporary Status of Urban-Rural Coordinated Reform in Chongqing

6. 农村通信工程

- 至2012年，全面解决我市所有20户以上集居的自然村的通电话，实现所有中心镇宽带接入。

6. Rural Communication Engineering

- By the end of 2012, we hope to help natural villages with more than 20 households have communication equipment and help central towns have access to broad band.

统筹城乡改革试点工作

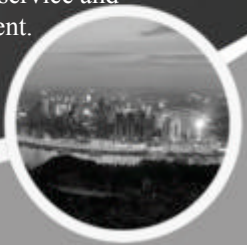
二、重庆市统筹城乡建设的基本情况
II The Status of Urban-Rural Coordinated Reform in Chongqing

7. 农房改建工程

- 至2012年，砖混以上农房比例达95%以上，所有新建农房纳入指导、服务和管理范围。

7. Farmhouse Reconstruction in Village

- By the end of 2012, brick-concrete structured farmhouses account for more than 95 percent. Furthermore, all the newly built farmhouses have been given direction, service and management.



目前，重庆统筹城乡综合配套改革工作正处于探索和试验阶段，工作刚刚起步。希望得到国内外市长和专家、学者对重庆市建设和发展的关注和支持。

The Urban-Rural Coordinated Reform in Chongqing so far is in an exploration stage. Therefore, we hope mayors and experts at home and abroad could pay more attention to the construction and development of Chongqing.

谢 谢！

Thank you!

2007年11月16日

Nov 16th, 2007

THE NATIONAL ACADEMIES

POLICY AND GLOBAL AFFAIRS

Energy and Urban Air Quality: Lessons from case study cities
能源与城市区域空气质量：得自案例研究城市的经验教训

Derek Vollmer

November 2007

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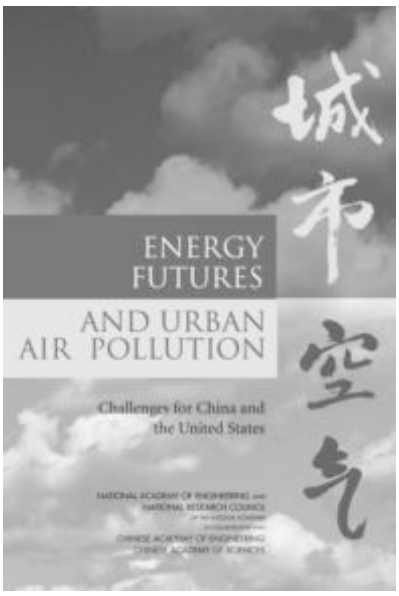


Evaluates historical, current, and projected energy use and air quality in both countries

Recently released report from U.S. and Chinese Academies of Science and Engineering

Identifies lessons learned and provides recommendations to help cities meet energy and air quality goals

美国工程院，中国工程院和科学院最近发布的报告评价了中美两国的能源使用历史，现状和展望，揭示了从中得到的经验教训，提供了帮助城市达到能源和空气质量目标的建议

Cities were paired to narrow the scope
两对城市被挑选出来作比较研究

Dalian-Los Angeles

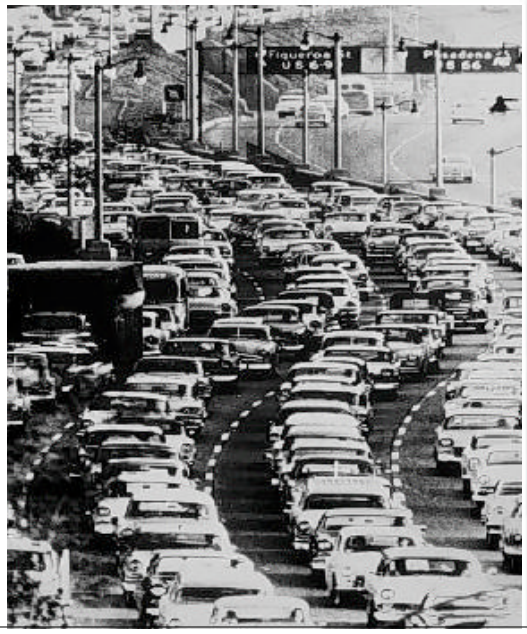
大连－洛杉矶

Huainan-Pittsburgh

淮南－匹兹堡


PALACE
CREDIT
CLOTHIN
FTIS
PIANOS

Traffic on World's First Freeway
世界上第一座高速公路交通状况



Current framework

- Important interactions between federal, state, and local government, as well as:
  - Citizen involvement
    - Groups educating the public on air pollution, clean transportation and energy alternatives
  - University research
    - Research on pollution sources/impacts, clean energy, green building, etc.
  - Complimentary local initiatives on clean energy and climate protection
    - Alternative energy targets
    - Climate Protection Initiatives

当前概况

- 联邦，州和地方政府间的重要互动，例如：
  - 公民的参与
    - 对公众进行空气污染，清洁交通和替代能源方面的教育
  - 大学的研究
    - 开展污染源及其影响，清洁能源和绿色建筑等方面的研究
  - 州和地方关于清洁能源和气候保护方面的补充动作
    - 替代能源的目标
    - 气候保护的动作

Lessons learned from U.S. cities

- Retrofits are costly but necessary to mitigate costs of pollution impacts
- Stricter standards yielded results without detriment to the economy
- Energy efficiency (particularly in existing buildings) is still not being fully realized
- Personal vehicles now a major energy consumer and air pollution source
- Transit-oriented design, urban infill create opportunities to slow sprawl and decrease vehicle use

从美国城市得到的经验教训

- 设备改造花费高昂但却是减轻污染影响代价的必要之举
- 更严格的标准起到了效果并且并未损害经济
- 建筑，尤其是现有建筑的能效并未完全实现
- 私人车辆现已成为一个能耗大户和主要空气污染源
- 针对客运的城市设计和城区回流创造了减缓城市扩张和减少车辆使用的机会

COSTS OF CONTROL

<0.1% GDP per year

BENEFITS OF CONTROL

~$44 in health benefits for each $1 of control (1970-1990)

~$4 in health benefits for each $1 of control (1990-2010)

>0.1% GDP in revenues for air pollution control

污染控制代价

少于国内生产总值的0.1%

污染控制利益

污染控制上每1美金花销带来约44美金在健康方面的收益 (1970-1990)

污染控制上每1美金花销带来约4美金在健康方面的收益 (1990-2010)

空气污染控制为全国带来的岁入大于国内生产总值的0.1%

Huainan: Setting and Goals 淮南：架构和目标

- Major coal production region
- Economy dominated by coal and chemicals production and agriculture
- Research capacity through Anhui University of Science and Technology and local industries
- Goals target major expansions of coal and electricity production

- 主要产煤区
- 经济由产煤，化工和农业主导
- 安徽理工大学和当地工业企业的研究实力
- 目标锁定于产煤和发电的主要扩展项目

Lessons and opportunities 经验教训和机遇

- Closing down highly polluting and inefficient industries yielded substantial improvements
- Adopting advanced pollution controls and cleaner coal conversion technologies
- Need for expanded monitoring and access to data
- Need to examine PM2.5 and additional sources of pollution, including waste and agricultural burning

- 关停高污染低能效工业企业收效显著
- 采用先进的污染控制措施和清洁煤转化技术
- 需要更广泛的监测和数据获取
- 需要检查PM2.5和其他污染源，包括废物和农业的焚烧还肥

Dalian: Setting and Goals

- Car-oriented, modern coastal city
- National leader in environmental management and standards
- Recently constructed LRT, but bike ridership low and city developing laterally
- Goals target major expansions of shipping industry and energy production

大连：架构和目标

- 适宜车辆使用的现代濒海城市
- 全国领先的环境管理和标准
- 新近建设了轻轨交通(LRT)，但是自行车使用率低，城市外延正在扩张
- 目标锁定于造船业和能源生产的主要扩展项目

Lessons and opportunities

- High environmental standards did not impair economic growth– may have attracted additional investment
- Making energy efficiency a priority– 30% of new buildings are energy efficient
- Developing CCHP, renewable energy, and working with industries on utilizing waste heat
- Seeking help on managing transportation infrastructure and port expansion

经验教训和机遇

- 高的环境标准并未损害经济发展，反而吸引了更多的投资
- 以能效为要务之一，30%的新建筑为高能效型
- 正在发展冷热电联产系统(CCHP)，可再生能源，与工业界合作利用余热
- 正在寻求交通基础设施和港口扩展方面的帮助

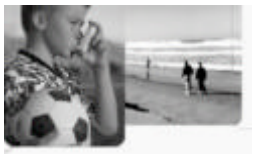
NATIONAL ACADEMIES

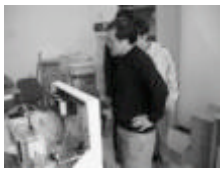
Pollution control benefits exceed costs

- Benefits include improvements in health, medical costs, workdays, and material and crop damage
- Economic opportunities are created for control devices, professional services, and efficient processes and designs
- Costs of no pollution control are often borne by the population at large, not by the polluters

污染控制效益大于花销

- 效益体现在增进健康，降低医疗开支，提高有效工作时间，减少建筑设施损坏和农作物损害等
- 经济契机可创造在污染控制设备制造，专业服务提供和有效的处理和设计方面
- 无污染控制带来的后果和代价往往由大众而非排污者承担





Full report available as free download at http://www.nap.edu

Chinese translation expected December 2007

完整的报告可在以下网址免费下载：

http://www.nap.edu

中译版预计在2007年12月发布

Thank you! 谢谢！

THE SUSTAINABLE REGION INITIATIVE

TURNING IDEAS INTO ACTION

Metro Vancouver

From Livability to Sustainability
大温哥华区：从宜居到可持续发展

METRO VANCOUVER

International Mayors' Forum on Sustainable Urban Development, Tianjin,China
Hugh Kellas, Manager, Policy and Planning
November 2007

www.metrovancouver.org

THE SUSTAINABLE REGION INITIATIVE

TURNING IDEAS INTO ACTION

主要内容

- 大温哥华区概况
- 从宜居到可持续发展
- 发展规划
- 能源技术

Presentation Outline

- Situating Metro Vancouver
- From Livability to Sustainability
- Planning for Growth
- Energy Technologies

Metro Vancouver is in Western Canada
大温哥华区位于加拿大西部

Metro Vancouver Key Facts
大温哥华区的主要情况

面积：2820平方公里	Area of Region: 2820 km2
人口：220万 （未来25年将达到300万）	Population: 2.2 million (to 3 million in next 25 years)
拥有21个自治市的合作性联邦	Cooperative federation of 21 municipalities
国际移民是 主要成长原因	Majority of growth through international migration
45%的家庭居住于联排别墅	45% living in multi-family housing
经济服务主要以 120万就业岗位为基础	Economy primarily service based with 1.2 million jobs

Metro Vancouver's Role 大温哥华区的作用

- Provide utility services (e.g. drinking water, sewage treatment, recycling and garbage disposal) where regional cooperation benefits members
- Protect and enhance quality of life - manage growth and development, while protecting air quality and natural areas

- 提供公用事业服务(如饮水, 污水处理， 再循环和垃圾处理)，各成员因此而受益于区域合作
- 保障并提高生活质量 – 谋求成长与发展的同时，保护空气质量和自然环境

A Livable and Sustainable Region
一个宜居、可持续发展的区域

Metro Vancouver often ranks as one of the most 'livable' regions. To continue to move toward 'sustainability', we must continue to build on past successes and respond to critical new challenges.

大温哥华区被视为最宜居的地区。为了实现可持续发展，我们必须在以往成功的基础上继续努力，应对新的挑战。

Sustainability Principles

- Sustainable Region Initiative is framework for all Metro Vancouver actions
- Commitment to value long-term in plans and actions
- Conserve and develop natural, economic and social capital

可持续性的原则

- 可持续区域计划是整个大温哥华区方案的工作框架
- 承诺长期对该计划与方案的重视
- 自然、经济与社会资产的保护与发展

THE SUSTAINABLE REGION INITIATIVE TURNING IDEAS INTO ACTION

Greenhouse Gas Reduction Target

- 2007 provincial commitment to reduce GHG emissions by 33% by 2020

温室气体减排目标

- 2007年大温哥华区承诺到2020年减排温室气体33%

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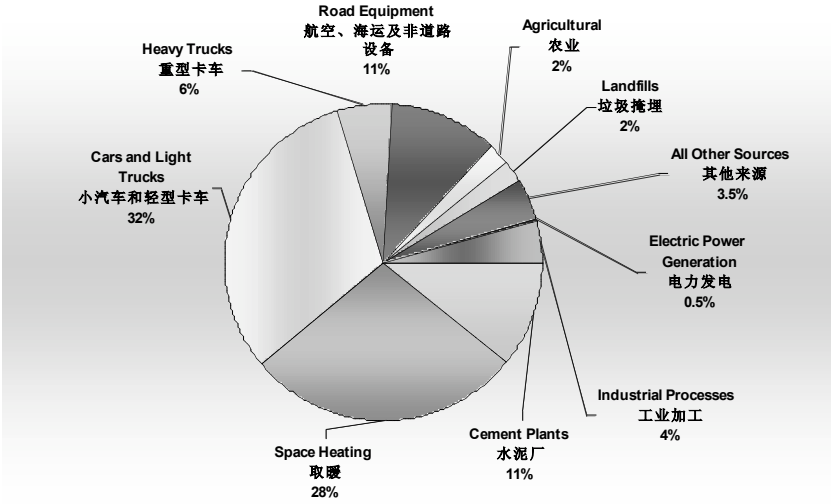
Energy and GHGs for Metro Vancouver

大温哥华区能源与温室气体

2005 Metro Vancouver GHG Emission Sources

2005年大温哥华区温室气体排放来源



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Planning for Growth

发展规划

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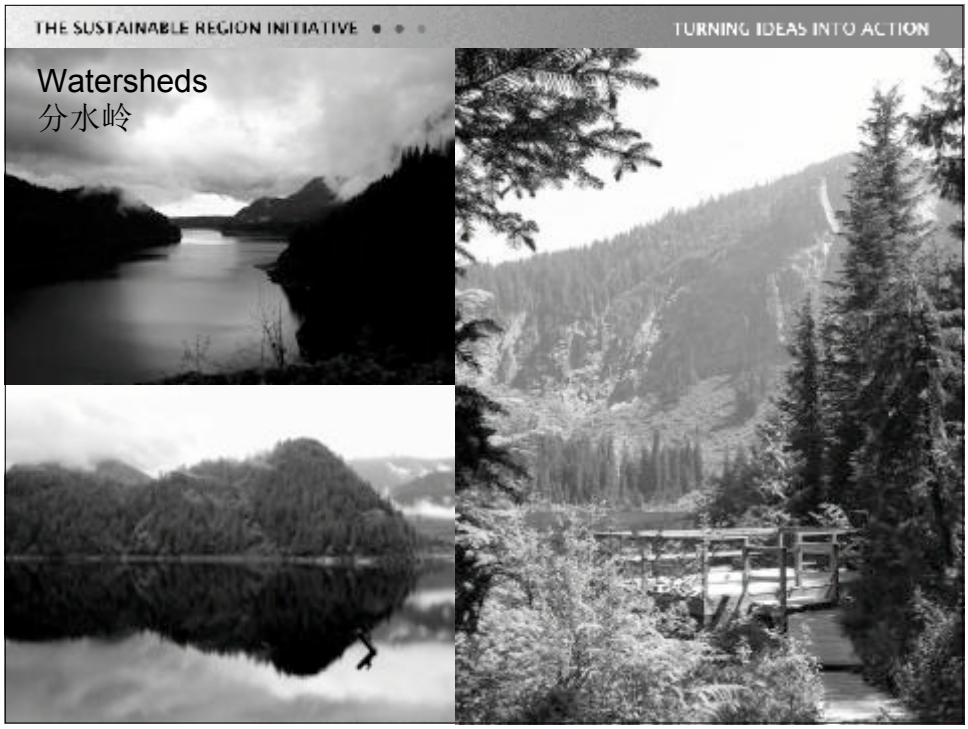
TURNING IDEAS INTO ACTION
Sustainability Challenges 可持续性挑战
Auto dependency 对汽车的依赖
Biodiversity
生物多样性
Urban expansion城区扩展
Conserving farmland农田保护
Water quality水质
Economic competitiveness 经济竞争
Climate change气候变化
Homelessness
无家可归者
Road congestion道路拥堵
Industrial land supply工业用地供应
Transit Supply
Reducing waste
减少废料
Affordable housing
Energy conservation节能
可负担的住宅


THE SUSTAINABLE REGION INITIATIVE
TURNING IDEAS INTO ACTION
Establish the Urban Footprint
保护城市生态足印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TURNING IDEAS INTO ACTION
Watersheds
分水岭


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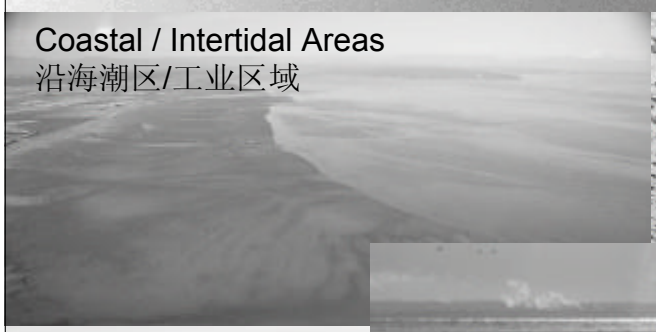
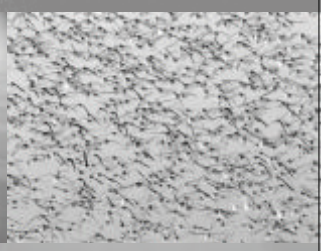
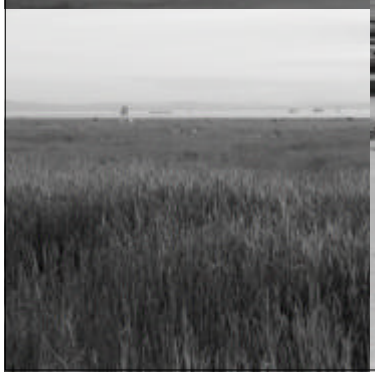
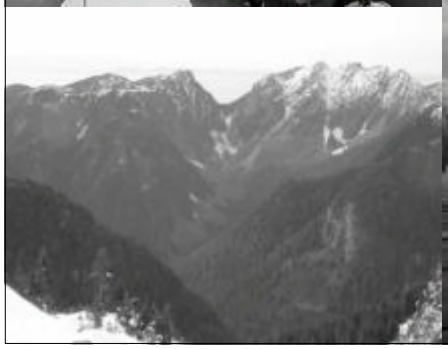
TURNING IDEAS INTO ACTION
Ecologically Important Areas 重要生态区域

Coastal / Intertidal Areas
沿海潮区/工业区域


Major Parks
主要公园

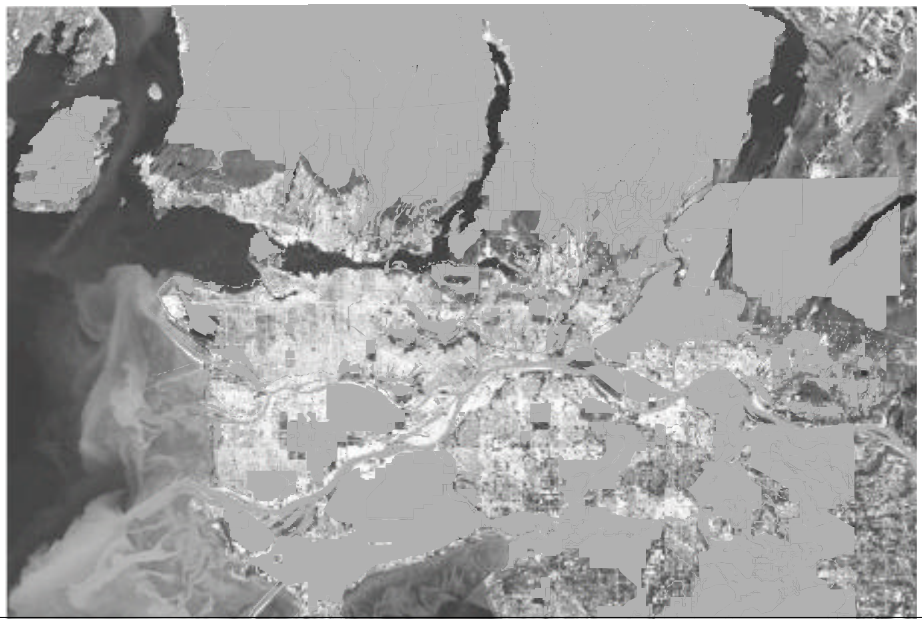





Agricultural Lands
农田

Green Zone
绿色区域

- Protecting critical areas from urban development
- 在城市化发展中保护敏感区域



Connect Higher Density Development and Transportation
将高密度发展和交通整合起来

Strategies 战略

- Focus population and job growth in the established urban area
- Encourage more jobs close to housing
- Develop a network of mixed use, dense urban centres linked by high-capacity transit
- Provide transportation services to support population and employment targets
- Diversify housing types
- *关注现有城市区域的人口和就业增长*
- *鼓励更多的就近就业*
- *发展大容量公交系统联接的综合土地利用和密集城市中心开发*
- *住宅形式多样化*
- *提供可以满足人口增长和就业需求的交通服务*

Metro Core 大温哥华区

Regional Town Centre地区城镇中心

Regional Town Centre地区城镇中心

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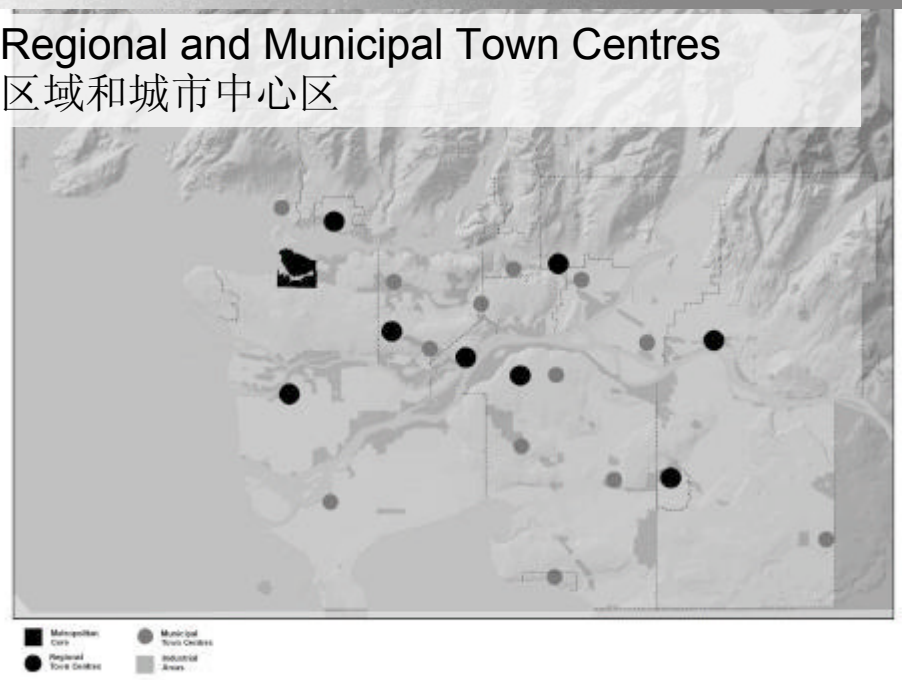
TURNING IDEAS INTO ACTION

Regional Town Centre地区城镇中心

Mixed-use, walkable neighbourhoods
混合开发、具有良好步行环境的社区

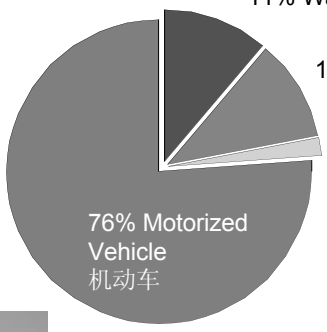
Mixed-use, walkable neighbourhoods
混合开发、适合步行的街区

Regional and Municipal Town Centres
区域和城市中心区

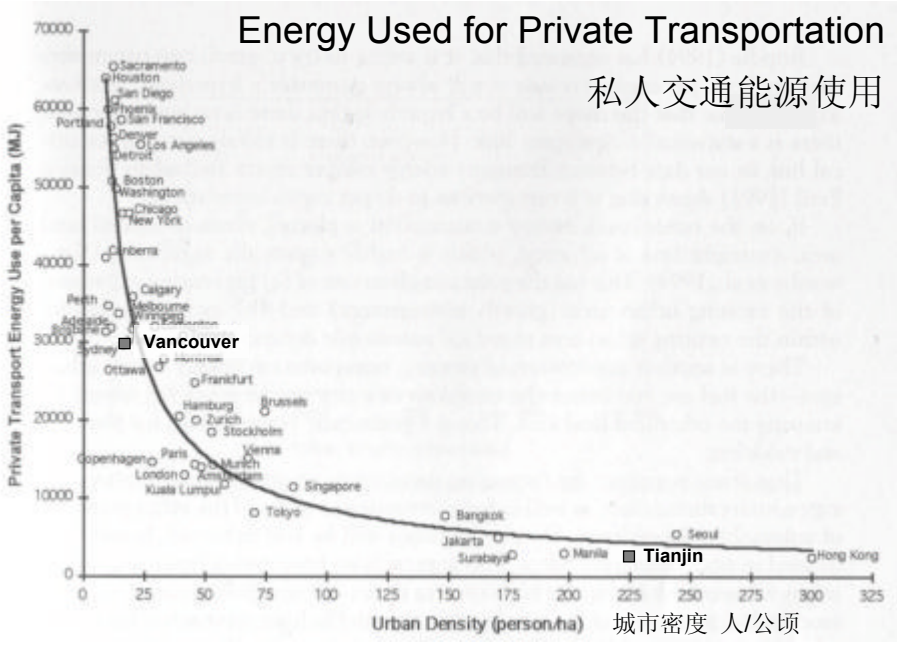


Transportation – Accessibility and Options
交通 —— 可达性和多选择

How we get around in Metro Vancouver
温哥华的出行方式



Energy Used for Private Transportation
私人交通能源使用



Strategies

- Manage Land Use
- Significantly expand public transit, walking and cycling choices
- Manage transportation demand
- Increase transportation capacity

战略

- 控制土地使用
- 大力发展公共交通、步行和自行车道
- 控制交通需求
- 提高交通运能

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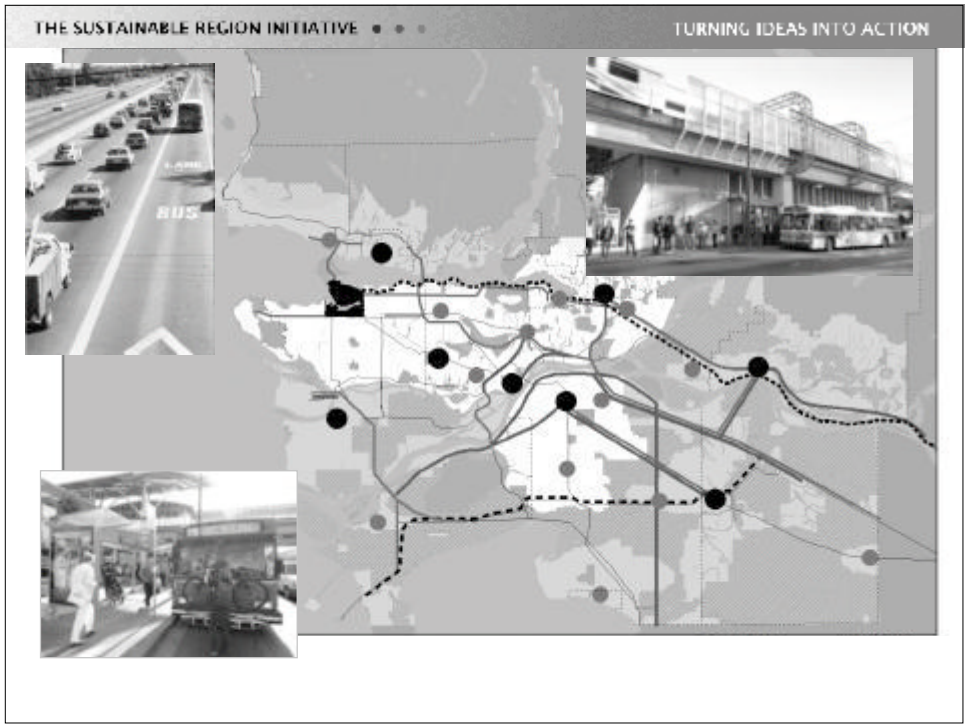
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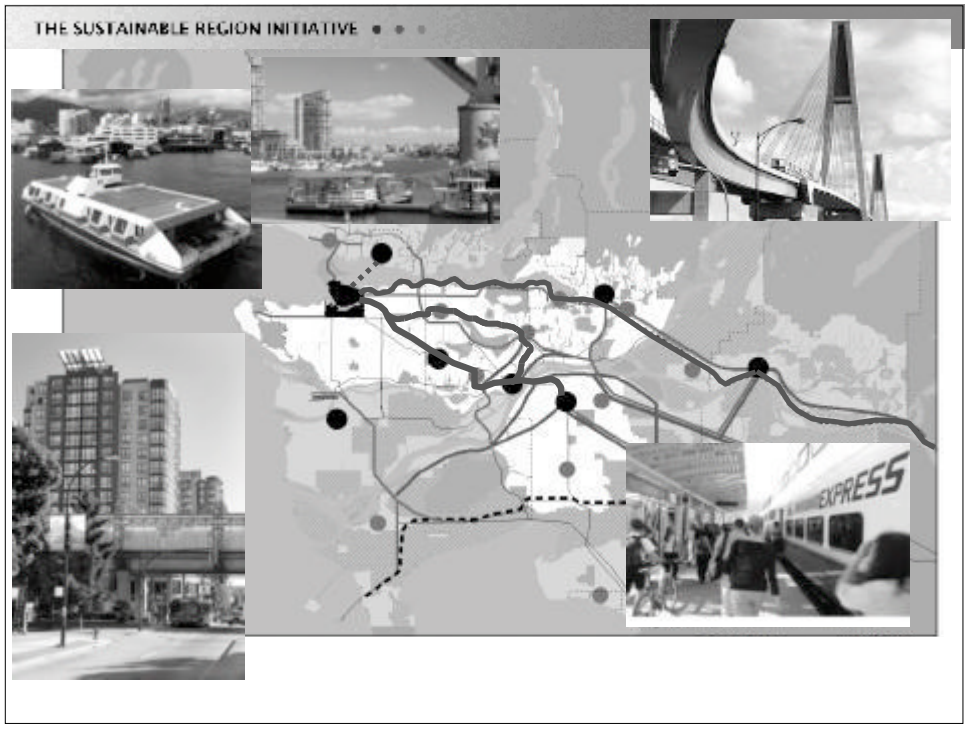
BUS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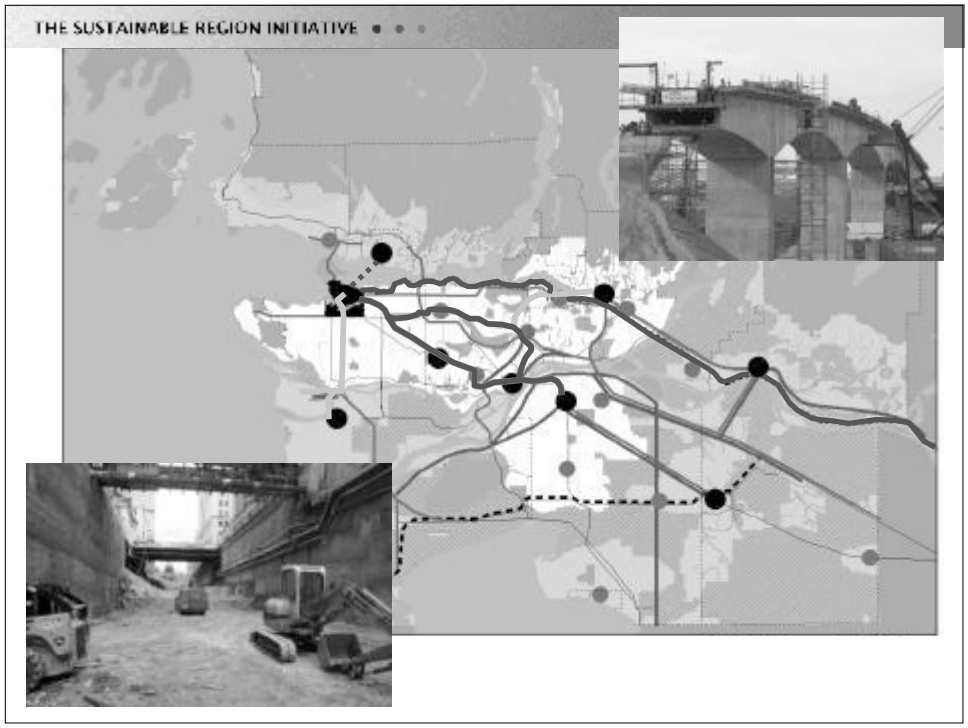
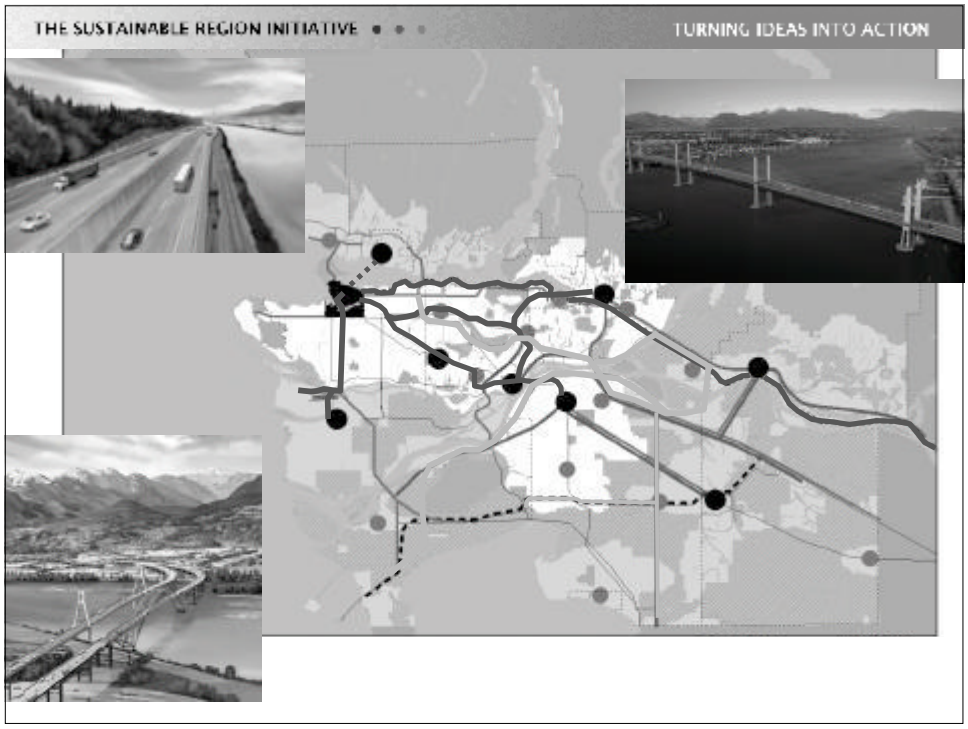
EXPRESS


THE SUSTAINABLE REGION INITIATIVE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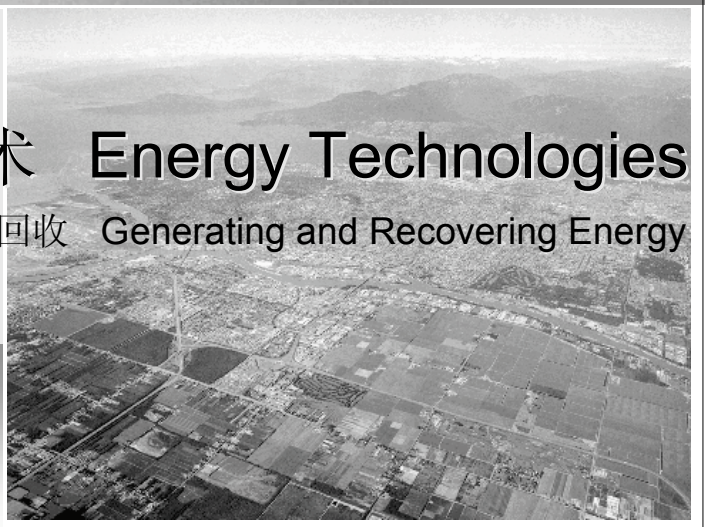
TURNING IDEAS INTO ACTION



能源技术 Energy Technologies

能源制备和回收 Generating and Recovering Energy

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微观水环境
Micro Hydro

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废物变能源
Waste to Energy

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生物肥料作燃料Biosolids as Fuel
作为能源生产的燃料

Use as a fuel for energy production.

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Alternative Energy & Green Buildings
替代能源和绿色建筑

VanCity Credit Union Branch

VanCity 信用合作社

BC Cancer Research Centre
BC 癌症研究中心

Township of Langley – Civic Facility
兰利大厦－市政设施

Residential Tower -North Vancouver
-北温哥华－住宅大厦

City of White Rock
白石镇

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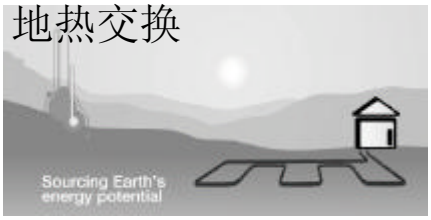
Geo-Exchange
地热交换



National Worksyard
国家工厂

Schools and Community Centres
学校和社区中心

Filtration Plant
过滤工厂

Civic Facilities
市政设备

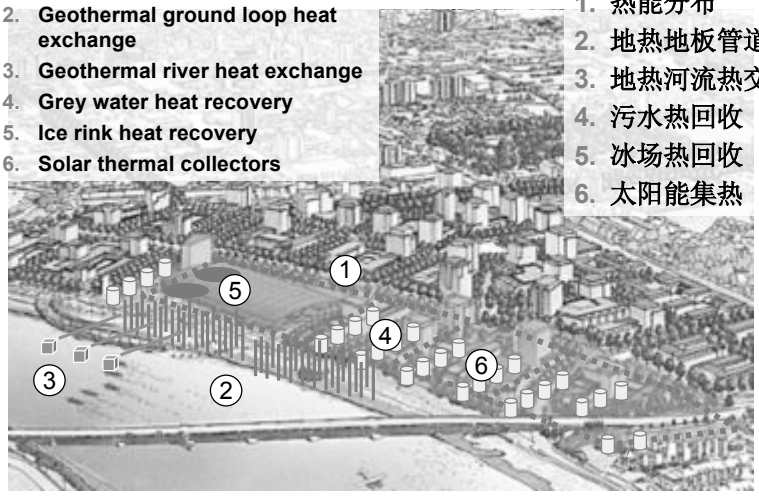
Alternative Energy and Green Buildings
Sewer Heat Recovery – 2010 Olympic Athletes' Village
替代能源和绿色建筑
废水热回收－2010 奥运村

Alternative Energy
2010 Olympic Skating Oval
Thermal Network Concept

1. **Thermal energy distribution**
2. **Geothermal ground loop heat exchange**
3. **Geothermal river heat exchange**
4. **Grey water heat recovery**
5. **Ice rink heat recovery**
6. **Solar thermal collectors**

替代能源
2010 奥运溜冰场
热网理念

1. **热能分布**
2. **地热地板管道热交换**
3. **地热河流热交换**
4. **污水热回收**
5. **冰场热回收**
6. **太阳能集热**



Free Energy Solutions Inc.

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Performance Measures 性能测量

↑ 运输消耗	Transit use
↑ 中心或500m内的温度升高比例	% of growth in centres or within 500m of transit
↓ 增长带来的土地消耗	Land consumption to meet growth
↑ 空气质量	Air quality
↓ 温室气体排放	Greenhouse gas emissions
↑ 节能	Energy conservation

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THE °CLIMATE GROUP
气候组织

Urbanisation, cities and climate change
城镇化、城市与气候变化

November 2007
2007年11月

°C

OVERVIEW 概述

>Urbanisation and city emissions 城镇化和城市排放情况

>McKinsey cost curve 麦肯锡成本曲线

>City examples 城市案例

>Policies and plans 政策与计划

>Role of business 商业角色

>Conclusion 结束语

Urbanisation and city emissions 城镇化和城市排放情况

Opportunities 机遇

> Cities are financial, intellectual and cultural centres
城市是金融、知识和文化中心
- This concentration = opportunity
功能集聚=机遇

> Cities offer low carbon potential
城市具有低碳排放的潜力
- Concentration of population and opportunities
人口和机遇的集聚

> Political and economic opportunities
政治和经济机会
- Significant
意义重大

> If we can't get cities to be low carbon, then what?
如果不能促成城市的低碳排放，那我们还能做什么呢？

Urbanisation and city emissions 城镇化和城市排放情况

Urban population 城镇人口

> 50 percent of total global population in urban centres
城镇地区聚集了全球50%的人口

> By 2030 global urban population is predicted to increase by 1.8 billion
据预测，到2030年全球城镇人口将增长18亿

> Annual urban population increase is equal the total population of the world's eight largest cities
全球每年增加的城市人口相当于世界前八大城市的人口总和

> Approximately 40% of China's population live in cities, expected to reach 70% by 2050
在中国，大约40%的人口居住在城市，到2050年这个比率将达到70%

Urbanisation and city emissions 城镇化和城市排放

Climate change emissions from urban centres
城市中心区排放源

> Globally 75-80% of global GHG emissions are directly or indirectly related to urban areas
全球温室气体排放量的75-80%直接或间接的与城市化地区相关

> Direct sources include emissions from the following sectors
直接排放源包括以下四个：
Residential 居民　　Commercial and the public sector 商业和公共部门
Industrial 工业　　Transport 交通

> Indirect sources include agriculture (emissions from food and natural resource production), and land use change including deforestation.
间接排放源包括农业（食物和自然生产的排放）和土地利用方式的变化（森林砍伐）

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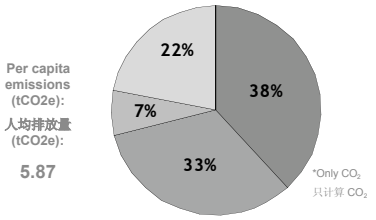
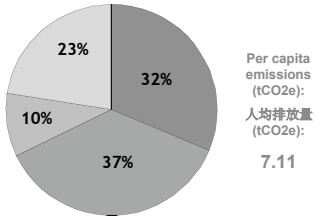
Cities' carbon footprints 城市的碳足迹

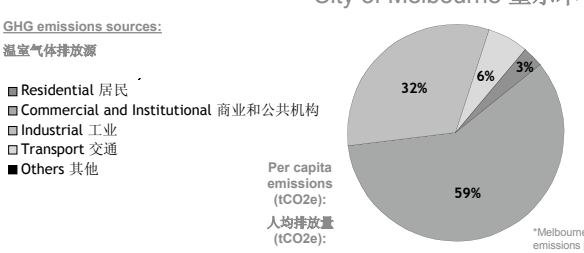
London*, UK 伦敦



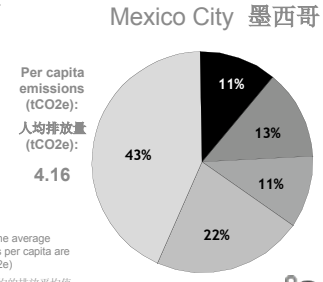
New York City, US 纽约



City of Melbourne 墨尔本



Mexico City 墨西哥



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OVERVIEW 概述

>**Urbanisation and city emissions** 城镇化和城市排放情况

>**McKinsey cost curve** 麦肯锡成本曲线

>**City examples** 城市案例

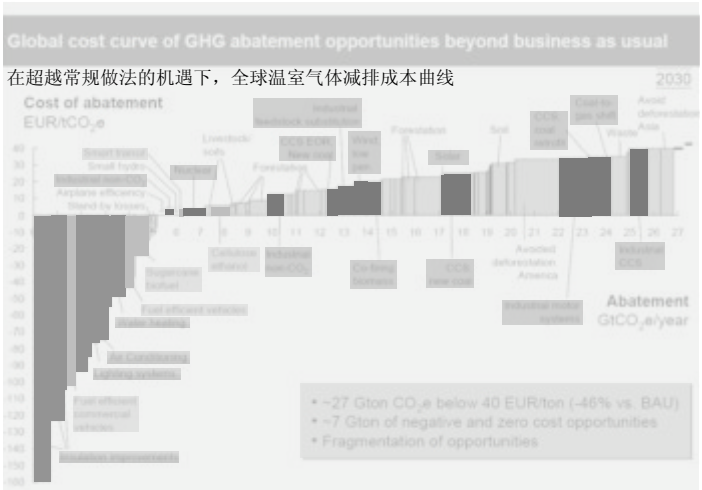
>**Policies and plans** 政策与计划

>**Role of business** 商业角色

>**Conclusion** 结束语

McKinsey cost curve 麦肯锡成本曲线

Overall - buildings, transport, industry and energy, other
全部– 建筑 交通 工业和能源 其他



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City examples - *buildings*

城市案例—*建筑*

Melbourne

墨尔本

New York City

纽约

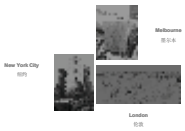
London

伦敦

THE CLIMATE GROUP

City examples - *buildings*

城市案例—*建筑*



New York City
纽约

✓The NY Energy Efficiency Authority offers incentives for buildings with higher energy savings and environmental performance.

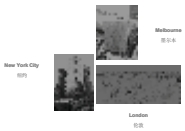
纽约能源效率管理局鼓励建设高能效的环保建筑

✓In 2006, Hearst Tower is the first building to receive a Gold LEED (Leadership in Energy and Environmental Design) certified rating for "core and shell and interiors" in New York City.

2006年，赫斯特大厦以其“核心、架构和内饰”的设计成为纽约市第一个被授予LEED(能源环境设计先锋) 金质认证的建筑

City examples - *buildings*

城市案例—*建筑*



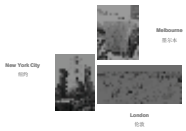
Melbourne
墨尔本

✓The new City Hall is Australia's first purpose built office building to achieve a six star rating. It will receive 40% of its electricity (60kW) from a gas-fired co-generation plant. Recycled waste heat from the cogeneration plant will provide 40% of the building's supplementary air heating/cooling system.

✓新城市大楼是澳大利亚国内首个为达到六星级绿色建筑而建造的大楼，其总用电量(60kW)的40%由燃气发电站供给， 而通过循环利用燃气场废热，还可以满足其供暖/制冷系统40%的需求。

City examples - *buildings*

城市案例—*建筑*



London

伦敦

✓BedZed, in the suburbs of London, has reduced from UK averages) its space heating requirements by 88%, hot water by 57%, electricity used by 25% and main water consumption by 50%.

✓位于伦敦郊区的“贝丁顿零能耗发展社区 ”， （与英国平均水平相比），其空间供热的需求量减少了88%，热水的需求减少了57%，电的使用量减少了25%，主要用水的消耗量也减少了50%。

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City examples- *Transport*

城市案例–*交通*

Hong Kong

香港

Mexico City

墨西哥

London

伦敦

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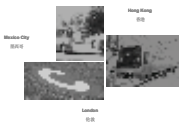
City examples- *Transport*

城市案例–*交通*



Mexico City

墨西哥城

✓In **Mexico City**, the 6,000 Metrobus passengers per hour along Insurgentes Avenue help reduce 35,000 tonnes of CO2 emissions par year in addition to reduce traffic congestion and air pollution.

✓在墨西哥城，沿着Insurgentes大街平均每小时就有6000名乘客乘坐轨道公共列车，除了缓解交通拥挤及空气污染外，也使二氧化碳排放量减少3.5万吨。

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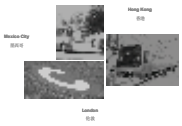
City examples- *Transport*

城市案例–*交通*



Hong Kong

香港

✓In **Hong Kong**, the MTR is a very efficient, reliable and affordable mass transit railway. An average of 2.5 million trips a day are done on weekdays.

✓在香港，地铁是一种十分便捷可靠、价格低廉的大众轨道交通。平均每个工作日运行250万趟次。

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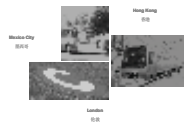
City examples- *Transport*

城市案例–*交通*



London

伦敦

✓Since **London's** congestion charge was introduced in 2000, congestion within the zone has reduced by 22 per cent compared to pre-charging levels.

自2000年伦敦引进交通拥挤收费以来，中心区交通堵塞现象比以前减少了22%。

✓Vehicle traffic inside the zone during charging hours is about 15 per cent below pre-charging levels, resulting in an estimated CO2 emissions reduction of 16 per cent.

城区收费时段的车流量比收费之前降低了15%， 二氧化碳排放减少了16%。

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City examples - *Industry and Energy*

城市案例–*工业和能源*

✓In **Ontario**, Canada, the company IGRS uses methane emissions from the former Britannia Sanitary landfill site as a fuel to generate 5MW of clean electricity for the Regional Municipality of Peel and thus avoid 250,000tCO2e emissions per annum over 20 years.

在加拿大的安大略湖区，IGRS公司以原有的不列颠垃圾填埋场的沼气为燃料，为Peel市提供了5MW清洁电能，使之在20年内平均每年减少了25万吨二氧化碳的排放。

✓The Port of **Seattle** released in 2007 a proposed Clean Air Strategy committing the three major regional ports to work closely with environmental regulatory agencies in order to achieve early emissions reductions from maritime-related operations and thus protect public health and the environment.

西雅图于2007年公布了一项清洁空气计划的提议，要求三个主要港口与环境部门密切合作，来减少与海上作业相关的二氧化碳排放，以达到保护环境和保障公民健康的目标。

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City Achievements

各城市减排计划及成效

>Woking's emission reductions include:
沃金市的减排计划包括：

- 79% reduction in corporate emissions on 1990, 19% reduction in community emissions on 1990.
与1990年的排放水平相比，企业排放量减少79%，社区排放量减少19%
- Communications, energy efficiency, fuel switching, renewable energy, sustainable buildings, waste management.
交通、能效、燃料转换、可再生能源、可持续建筑和废弃物管理

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City Achievements

各城市减排计划及成效

>Berlin's community carbon measures and targets include:
柏林市的社区减排措施及目标：

- 25% reduction in emissions on 1990 levels by 2010.
到2010年实现25%的减排目标，达到1990年水平的75%
- 14% achieved to date.
截止目前已经实现减排14%
- Energy efficiency, fuel switching, renewable energy, buildings.
能效、燃料转换、可再生能源、建筑。

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City Achievements

各城市减排计划及成效

>Copenhagen's community carbon measures and targets include:
哥本哈根的社区减排措施及目标：

- 35% reduction in corporate emissions on 1990 levels by 2010.
到2010年企业实现减排35%的目标，达到1990年水平的65%

- Energy efficiency, fuel switching, renewable energy and buildings.
能效、燃料转换、可再生能源和建筑

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OVERVIEW 概述

>**Urbanisation and city emissions** 城镇化和城市排放情况

>**McKinsey cost curve** 麦肯锡成本曲线

>**City examples** 城市案例

>**Policies and plans** 政策与计划

>**Role of business** 商业角色

>**Conclusion** 结束语

Policies and plans 政策与计划

London Mayor's Climate Change Action Plan

- Reduce GHG emissions by 60% by 2025 (20% by 2016)
- Green Homes Programme
- Green Organisations Programme
- Decentralise energy supply
- Reduce emissions from ground based transport

伦敦市长气候变化行动计划

- 2025年实现减排60%（2016年减排20%）
- 绿色家园项目
- 绿色机构项目
- 分散式能源供给
- 减少来自地面交通的排放

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Policies and plans 政策与计划

PlaNYC – A greener, greater New York

- Reduce GHG emissions by 30% by 2030 (33.6MtCO2e pa)
- Avoided Sprawl
- Clean Power
- Efficient Buildings
- Efficient Transportation

纽约市计划-更绿色、更出色的纽约

- 2030年实现减排30%
- 避免无序扩张
- 清洁动力
- 高能效建筑
- 高能效交通

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Policies and plans

政策与计划

City of Melbourne – Zero Net Emissions by 2020

- No net emissions by 2020
- Leader in Green Buildings
- Greening the power supply
- Sequester residual emissions

墨尔本市2020年零碳排放计划

- 2020年零碳排放
- 绿色建筑的领引者
- 绿色动力供给
- 消除生活排放

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The Role of Business 商业角色

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THANK YOU

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