



Mayors Leading an Urban Revolution

Inter Press Service

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<http://www.trust.org/item/20131005195152-9oyvc/?source=hppartner>

Part of the Sustainable Urban Masterplan for Shanghai, this image shows the channels with pedestrian and slow traffic lanes on the right, and urban food gardens on the left. The channel transports water from vertical farm to vertical farm, cooling the city and being filtered through various plants and organisms along the way. Credit: Except Integrated/cc by 2.0
NANTES, France, Oct 05 (IPS) - With presidents and prime ministers failing to take meaningful action to avert a planetary-scale climate crisis, the mayors of cities and towns are increasingly stepping up to enact changes at the local level.

"Cities are on the front lines of climate change," Richard Register, founder and president of Ecocity Builders, an organisation that pioneered ecological city design and planning, told IPS. With the backing of their residents, many cities and towns around the world are becoming cleaner, greener and better places to live by banning cars, improving mass transit, reducing energy use and growing their own food while adding public and green spaces.

"Getting cities right solves many problems," Register said.

Cities are truly ground zero for action on climate change, protection of ecosystems, biodiversity, energy use, food production and more because that's where most people live today, he said. Cities consume about 75 percent of the world's energy and resources. They are directly or indirectly responsible for 75 percent of global carbon emissions.

By 2050, 75 percent of the world's 9.5 billion people will live in cities. The urban areas to house this huge increase amounts to more than all the building humanity has ever done. Nearly all of this new building will be in the developing world.

"All of this new urban infrastructure must be done right," said David Cadman, a city councillor from Vancouver, Canada and president of ICLEI, the only network of sustainable cities operating worldwide and which counts 1,200 local governments as members.

ICLEI members have committed to reduce their carbon emissions by 20 percent by 2020 and 80 percent by 2050.

"Cities are major players in issues like energy, climate, sustainable food production," Cadman told IPS.

Climate change is a "five-alarm fire and hardly any national government is taking the needed actions", he said. On top of that, national governments largely ignore the role of cities and only recently granted them 10 minutes of speaking time at the annual U.N. climate negotiations to create a new global treaty.

"We continue to have the political courage to act," said Anna Tenje, deputy mayor of the small Swedish city of Växjö, which slashed its carbon emissions 40 percent and aims to be Europe's greenest city.

Växjö was a very polluted region in the 1960s, but the public and business community backed efforts to re-invent it as a green city. People now fish and swim in the once polluted lakes that surround the city, she said at the 10th Ecocity, the World Summit on Sustainable Cities, a recent conference that drew more than 2,000 mayors, local officials and members of civil society to Nantes.

Växjö is doing also every well economically, Tenje said, proving that cutting emissions is not a burden.

All new apartment blocks are so well-insulated they don't need furnaces for heat. Solar panels have been installed in schools and on the roof of City Hall. A biogas plant produces vehicle fuel from sewage and school food leftovers, while another larger plant using domestic waste as its feedstock is under construction.

The city aims to be fossil fuel-free by 2030 and has launched a major effort to get people out of their cars by making public transit, walking and cycling more enjoyable than driving, the deputy mayor said.

Last year's landmark sustainability summit Rio+20 in Brazil chose "The Future We Want" as its motto. While little was accomplished in Rio, some cities and towns were already creating the future they want, said Andrew Simms, a climate economist at Global Witness and fellow of the New Economics Foundation in the UK.

Around the world, cities and towns are creating their version of what Simm's nine-year-old daughter calls 'Happyville': Green, sustainable places with thriving local economies and healthy, prosperous lifestyles for all residents, Simms told IPS.

Many Danish cities get their energy from wind, and the Belgian city of Ghent doubled the number of bikes on streets in less than 10 years with the dream of becoming car-free. Citizens

in the Brazilian city of Puerto Alegre have weekly neighbourhood meetings to discuss how the city budget will be spent, resulting in a big improvement in services.

Cities can also grow much of their own food, Simms said, noting that Havana's urban gardens grow half the city's fresh fruit and vegetables. New York City estimates it has 4,000 acres on which it too could grow food. The city of Boulder, Colorado is working towards producing all of its own food.

Skyrocketing resource use fuelled by overconsumption remains a major challenge, but here too cities have a major role to play. The Brazilian mega-city of Sao Paulo banned billboards and transit advertising, while Europe's premier city, Paris, has reduced such advertising by 30 percent to beautify the cityscape and de-emphasise material consumption.

Simms says that public spiritedness has become rarer in cultures bombarded by 180 ads a day telling people all they need to be happy is to buy stuff.

The only barriers to every village, town and city becoming 'Happyville' are a lack of political courage and self-interest dominating public interest, he said.

Locals applaud car-free month in Korean city

Deutsche Welle

Posted 30 September, 2013

<http://www.dw.de/locals-applaud-car-free-month-in-korean-city/a-17124711>

Residents in the South Korean city of Suwon have just spent a month without cars. Organizers and participants say the project could be a model for city life in the future.

Local resident Lee Seung-ryong is riding a Segway around Haenggun Plaza in Suwon. He's currently working as a volunteer at the EcoMobility World Festival, which has been underway in his neighborhood this month.

"I like the Segway because it doesn't use coal or oil," the 29-year old says. "But, walking is probably still the best way to get around."

A joint initiative between the Germany-based International Council for Local Environmental Initiatives (ICLEI) and the city of Suwon, the EcoMobility World Festival is forcing residents here to go car-free for a month. It's a project aimed to show the world that you don't really need a car to survive in a city.

For the month, locals were asked to park their cars in a lot outside the festival perimeter. But the neighborhood's 4,300 residents weren't left entirely stranded. ICLEI provided them with various types of bicycles and other foot-powered means of transport.

A car-dominated society

"We talked to a lot of residents before the festival began. Most said they don't even know how to ride a bike anymore," says Katrina Borromeo of ICLEI. "They said they couldn't imagine living without cars. We thought that if we are going to get them out of their cars, we need to offer them alternatives."

The idea of a car-free month came ICLEI head Konrad Otto-Zimmermann. He says few urban leaders envision the needs of a city 50 years into the future, which includes reducing its carbon footprint.

Otto-Zimmermann says over two years he suggested the idea to mayors from all over the world. In the end, Suwon was the only taker.

"It was surprising because South Korea is such a car-oriented society where people still strive to have a car in order to show their social prestige," Otto-Zimmermann told DW. "In East Asia it's important to have such a model neighborhood."

"In Europe some cities are very advanced in sustainable transport policies, so maybe they don't think they need such an exercise in order to advance," Otto-Zimmermann added.

Convincing the locals

The suburb of Suwon where the event took place, Haenggun-dong, has definitely seen better days. Before it was chosen as the festival site, it was run down, roads were unpaved and littered with potholes, cars were parked everywhere.

The whole neighborhood has since had a facelift. The streets are now even and paved with slate stones.

"The residents of the neighborhood depend on their cars and business owners depend on customers arriving by car. We really had to negotiate with them," explains Suwon's Mayor Yeom Tae-young. He says the promise of community revitalization won over locals who at first strongly opposed the festival.

Many locals had protested outside of Suwon's City Hall about the plan to go car-free, some even laid down in the construction site to block the redevelopment.

But shop owners in the area implied the festival hasn't hurt profits.

"At first I was worried about my business, but after the renovations here, more people have been coming here and the neighborhood has become more vibrant," says restaurant owner Hwang Hyun-ho.

"Without cars, life is really more convenient now, there's less noise and dust or illegal parking," says Go Chang-ryong, who says he prefers foot traffic at his café anyway.

Hard to repeat

Mayor Yeom Tae-young says he's not sure if other cities can, or should, replicate the car-free experiment. But, he adds, for other natural resource-scarce countries like South Korea, reducing imports of fossil fuels in the future is an environmental and economic necessity - and reducing dependency on cars is one way to accomplish that.

"We are living in a limited energy economy," Yeom says. "We have to get off fossil fuels and prepare for the future, and the festival can be a good model for doing that."

Mayor Yeom says he's not ready to call the event a success just yet. That will depend on whether residents go back to their old, car-driving ways once it's all over. Still he doesn't regret the efforts he has made.

"Someone simply had to give this a try."

4,300 South Koreans Go Car-Free for a Month

Future Cape Town

Poste 10 October, 2013

<http://futurecapetown.com/2013/10/4300-south-koreans-go-car-free-for-a-month/#.UrDXmWRDvj8>

South Korea is, one project at a time, transforming itself into a model of shareability. The city of Seoul, with its Sharing City Seoul project, is positioning itself as one of the world's great sharing cities and now, 4,300 people in the Haenggung-dong neighborhood of Suwon, which is 30 km south of Seoul, have gone car-free for the month of September.

Part of the month-long EcoMobility Festival, an entire neighborhood has committed to walking, cycling, and use eco-mobiles. Residents of the neighborhood moved their combined 1,500 cars to an offsite location and as we approach the end of the month, the streets have remained 95 percent car-free. This is all happening despite a massive influx of international visitors for the festival which offers “a peek into the ecomobile city of the future by transforming an urban neighborhood into a people-oriented environment.”

Ciclovias, Open Streets and other events where pedestrians and cyclists take over the streets demonstrate just how much people want to be out and about among each other, without cars clogging things up and making it dangerous to get around. The EcoMobility project takes this car-free environment a giant step further.

Consider that the car-free event in Suwon is not for a day, not for a week, but for an entire month. That means that people—over 4,000 of them—coordinate school and work schedules, entertainment, socializing and shopping, without cars. This deserves some major props. So, kudos to you, Haenggung-dong, and keep us posted, South Korea, on what you're up to next as you take the city of the future off the drawing board and into the streets.



South Korean city of Suwon goes car free for thirty days

Responding to Climate Change

Posted 8 October, 2013

<http://www.rtcc.org/2013/10/08/south-korean-city-of-suwon-goes-car-free-for-thirty-days/>

For thirty days, residents of Suwon city in South Korea agreed to swap their cars for a eccentric collection of bicycles

The traffic on Hwaseomun Street seems designed to strike fear into the heart of every commuter in the South Korean city of Suwon. Bottleneck traffic slow journeys to a snail's pace, while illegally parked cars line the side of the road.

But those who ventured that way in September were greeted with a rather different sight. Instead of the usual mayhem, this once-busy street was filled with bicycles, scooters, tricycles, segways, velo-taxis, cargo-bikes – and not a single car.

As part of the EcoMobility World Festival, the residents of the Haenggung-dong neighbourhood in Suwon decided to adopt a car-free lifestyle for thirty days. During this period, roads were cordoned off, and the only vehicles allowed were those which did not consume fossil fuels.

“The EcoMobility World Festival will help visualize this future with a showcase neighbourhood demonstrating what a car-free, ecomobile future will look like; a mise-en-scène in a real city, by real citizens, in real time,” said Konrad Otto-Zimmermann, the Creative Director of the Festival.

During the month, the 4,300 residents of the district gave up their vehicles in favour of clean vehicles. The project was a joint experiment by the Suwon government, ICLEI-Local Governments for Sustainability and UN-HABITAT, who wanted to push the boundaries of what was possible for local sustainability by creating a car-free urban haven.

Free rental stations were set up across the city, and over 500 vehicles were distributed to business owners and households throughout the neighbourhood.

To prepare the city for its car-free reincarnation, €9 million euro (13 billion KRW) of public investment was used to spruce up the infrastructure, so that the vision for the city was accessible to all residents irrespective of age, gender or physical capability. This included planting more trees, widening footpaths and upgrading the sewage system.

Suwon is the capital city of the province of Gyeonggi-do. It has pledged to reduce its carbon emissions 40% from 2005 levels by 2030. The city houses both the UNESCO site of the Hwaseong Fortress and the world Samsung Headquarters.

“Our city is attempting to improve the street facilities in a neighborhood that has always been lagging behind due to the development restrictions relating to the preservation of Hwaseong Fortress. Our aim is to create streets where modernity and tradition can coexist,” said Yeom, Tae-Young, Mayor of Suwon.

The experiment met with widespread approval from its residents, who found that the fresher air, low noise levels and safer travel beat the convenience of fossil-fuel travel.

“Like many residents, at first I could not imagine life without cars,” said Doo Chang Wuk, a retired government employee. But he added that, after the event, “There were plenty of residents who think they could get rid of their cars, but only doubt if their neighbours would be able to.”

“I went around the Festival area and realized that I want this. If this does not happen to my neighbourhood, I will move to Haenggung-dong!” exclaimed Kim Jeong Hyo, a resident of a surrounding neighbourhood.

The Festival was also an opportunity for businesses to showcase their vehicle inventions, who suddenly found they had a city of willing test drivers at their disposal. During the month, 39 manufacturers from eight countries, including the United States, Germany and Taiwan, provided human-powered and electric vehicles to make their maiden voyages.

The streets of Suwon would have been ample inspiration for anyone hoping to make a 21st century sequel to Chitty Chitty Bang Bang.

The line-up of vehicles included the Yikebike, the smallest foldable bike; Trimobile, a tricycle that can carry three people at a time but only requires one to pedal; Nordic Cab’s multipurpose bike trailer made out of eco-friendly aluminum and hardened plastic; and many more.

“The EcoMobility Festival will be exciting for all,” said Otto-Zimmermann.

“The Suwon citizens will demonstrate healthy and environmentally-friendly mobility; the EcoMobility industry can promote their vehicles and test innovative products; city decision makers and urban planners from all over the world will visit Suwon and gain an impression of ‘urban EcoMobility in action.’”

Now the cordons have been lifted and cars are back on the roads, but Suwon Mayor Yeom Tae-Young says that the city’s innovation in sustainable transport will continue.

He says: “Building on the Festival, Suwon will go one step further by introducing a tram system, establishing a transport system focused on public transportation, and promoting ecomobile lifestyles in Suwon. By doing so, children and the aged will be able to move around in a safer environment.

“The fact that the neighbourhood endured initial inconveniences and gladly took part in the Festival touched people’s hearts and minds around the globe.”

Shimla chosen for international environment project

Hindustan Times

Posted 6 June, 2013

<http://www.hindustantimes.com/StoryPage/Print/1074021.aspx?s=p>

The Queen of the Hills, as Shimla was fondly called by the British, has been shortlisted for a global project to lower greenhouse gas emissions on the pattern of European cities, a municipal official said here Monday.

The Shimla Municipal Corporation is one of six Indian cities selected for implementing the "Promoting low emission urban development strategies in the emerging economy countries" project, municipal health officer Omesh Bharti told IANS.

He said the project, is to be executed by ICLEI (International Council for Local Environmental Initiatives) South Asia, with support from the European Commission, in collaboration with UN-Habitat.

A communication from ICLEI said the project aims to support the promotion of low emission urban development in developing economies.

Besides India, the project is also being implemented in Brazil, Indonesia and South Africa.

Bharti said the civic body would enter into a memorandum of understanding with ICLEI once it got approval from the corporation's elected members.

ICLEI would play a role in capacity building of the corporation officials to improve urban planning, mobility, energy, water and solid waste management, leading to sustainable patterns for urban development, he added.

Shimla was planned by the British colonial government in the late nineteenth century for a maximum population of 16,000 however currently it supports over 200,000 people.

Bogor, South Tangerang committed to emission cut

The Jakarta Post

Posted 10 July, 2013

<http://www.thejakartapost.com/news/2013/07/10/bogor-south-tangerang-committed-emission-cut.html>

The Bogor city administration on Thursday committed to a low-emission development program in the next two years, initiated by the International Council of Local Environment Initiatives (ICLEI).

Two pilot projects will be run in Bogor and Balikpapan municipalities in West Java and East Kalimantan respectively, due to their political willingness and environmental condition to participate in the initiative, while Jakarta gave no response for unspecified reasons.

Three other satellite cities and one region also followed suit. They were South Tangerang in Banten, Bogor regency in West Java, Tarakan in North Kalimantan and Bontang in East Kalimantan.

Interim secretary of the Bogor municipal administration Ade Syarif Hidayat signed the municipality's political commitment at City Hall recently.

He said the city was optimistic about achieving the target of reducing green house emissions by more than 26 percent by 2015 to support President Susilo Bambang Yudhoyono's commitment to reduce emissions nationally.

"We must and will make it. ICLEI will give us the guidelines and methodology to get there," he said after the signing ceremony.

Ade said Bogor had begun a similar program in 2005 and the ICLEI initiative was expected to strengthen the program.

In 2007, he said, the municipality had signed the Bogor Declaration, which was a commitment to reduce greenhouse gas emissions to support the growing global movement to address global warming and climate change.

The declaration is binding and requires signatories to reduce greenhouse gas emissions produced by companies and individuals, improve energy efficiency, develop bio-fuel energy, revamp the transportation system and focus on waste management.

South Tangerang Mayor Airin Rachmi Diany thanked ICLEI for inviting the municipal administration to take part in the program and provided financial assistance to make an environmentally friendly municipality.

“Nevertheless, with or without the assistance, we are still committed to reducing our greenhouse emissions,” she said.

Airin and Balikpapan Mayor Rizal Effendi signed the memorandum of understanding (MoU) on the initiatives and promised to arrange further meetings with ICLEI to discuss the most suitable method of implementing the program and reaching the target.

The low-emission development strategy program, nicknamed “Urban LEDS”, will be integrated into the cities’ development planning. The cities are expected to succeed in carrying out the program as it has also been carried out successfully in Brazil, India and South Africa.



Community-Driven Solutions to Climate Change

SDI - A Global Network of the Urban Poor

Posted 11 November, 2013

<http://www.sdinet.org/blog/2013/11/11/community-driven-solutions-climate-change/>

“Climate change is improving on what we have so we can sustain in what we are doing.” Edith Samia, National Slum Dwellers of Federation of Uganda

A delegation from South Africa, Uganda, and Tanzania attended the second biannual Local Climate Solutions for Africa (LOCS) conference from October 30 to November 1 in Dar es Salaam hosted by ICLEI (Local Governments for Sustainability). Over 440 delegates attended the conference from 25 African countries. Of those, 300 were local government representatives, and of that 170 were heads of local governments (Mayors, Governors and Chairpersons). LOCS is a platform that brings together local government officials, academics, NGOs, private sector, and development partners to learn from each other and understand how local solutions can address the global climate change agenda.

Climate change is most frequently discussed in terms of a larger global issue rather than a topic of national or local concern. More frequently this view has shifted to try and understand how climate change related issues are experienced at the local level and what resilience and adaptation efforts communities can provide to combat these effects. Those hit hardest by climate change live in countries that have low carbon footprints and have not created many of problems the world is facing. The global south, and particularly the urban poor in these countries, will be affected most from its negative impacts. They live in low-lying areas that suffer from heavy flooding, frequent landslides, droughts, and the like. Climate related risks are adding to the already existing challenges faced by the poor.

How do we take these global issues of climate change that are most often looked at from the large scale and understand how local initiatives can mitigate the effects? SDI took this opportunity to showcase how communities of the urban poor are addressing issues of climate change. Edith Samia of the National Slum Dwellers Federation of Uganda shared how communities in Uganda are creating and implementing innovative methods to mitigate climate change. For example, solid waste is being used to make charcoal briquettes. Briquettes are created by compacting loose biomass into solid blocks that can replace fossil fuels, charcoal,

and firewood for cooking and heating. The community is able to collect and reuse the waste that accumulates in settlements and turn it into a form of energy, at the same time using this activity as an income-generating project for community members. In Bwaise, an area that is prone to flooding from heavy rains, the community built a sanitation unit that also harvests rainwater. This water can be used for the flush toilets or can be sold by the jerry can, also an income-generating project.

For most, these measures are not understood as climate change but rather everyday activities that provide services, generate income, and improve their livelihoods. As Edith noted, “most of the communities don’t know about climate change and need capacity building and sensitization around this.” For communities of the urban poor these everyday practices demonstrate the innovative methods being used to make the urban poor more resilient to climate change impacts.

The LOCS platform opened a space that allowed local governments, academics, and NGO’s to come together to discuss how impacts of climate change can be addressed together. Spaces such as LOCS that aim to bring together various partners need to be cognizant of who is and is not included in these conversations. Communities that are affected most by the impacts of climate change need to be involved in the co-production of mitigation efforts. As Edith stated, “With such a big gathering we need to speak out, they [local government officials] sit too much and think about what to do for us, but we should be able to tell them what we need. Although community was at least given some time to talk, it was not enough. We are part of the problem but also the solution.”

Suwon congress concludes with mayors' commitment to humanizing urban EcoMobility

Asia Energy Journal

Posted 5 September, 2013

<http://asiaenergyjournal.com/suwon-congress-concludes-with-mayors-commitment-to-humanizing-urban-ecomobility-2547>

Suwon, South Korea - Giving public spaces back to citizens and providing them with green, active and integrated ecomobile transport options are the main message drawn at the EcoMobility 2013 Suwon Congress.

Set in Suwon, South Korea, the congress opened the month-long EcoMobility World Festival – a unique real-time social experiment where citizens move away from cars and realize the possibility of living and travelling green in their neighborhoods. The event was jointly organized by ICLEI – Local Governments for Sustainability, the city of Suwon and UN-Habitat.

“Suwon aims to become the world’s top eco-city. As the Mayor of a big and continuously growing Asian city, I wish the EcoMobility World Festival will serve as a wonderful example, so that cities around the world will be inspired to realize this ecomobile lifestyle,” said Suwon Mayor Yeom Tae-Young.

According to a report by the Organization for Economic Cooperation and Development (OECD) released in May 2013, Korea has the highest pedestrian fatality rate among 29 OECD countries last year. Worldwide, more than 20,000 pedestrians die annually.

People-friendly public spaces

“Building more roads to solve transport is like setting a fire and putting oil on gasoline,” said Gil Peñalosa, Executive Director of 8-80 Cities. “17,086 people are killed in traffic accidents around the world during these 5 days of the Festival. We should put pedestrians as our priority and question the role of the street. People need to walk, and walking must be best friends with cycling and public transport.”

“High quality public space and sidewalks are more important than any other city transportation infrastructure. After all, all trips begin with walking, especially in Asia where the majority of trips are done by foot,” said Bram van Ooijen from the Institute for Transport and Development Policy.

Local EcoMobility innovations

Expanding pedestrian spaces, promoting cycling and bike sharing, among others, are the most mentioned solutions during the four-day congress. Car-free days similar to that of Suwon’s, is another cost-effective solutions, said Lloyd Wright, Senior Transport Specialist at the Asia Development Bank. “It is an intervention that delivers ecomobility without needing much money, time and technical assistance. One little seed in one place can often spread quickly and lead to more permanent changes.”

In Lagos de Moreno, for instance, thematic car-free days are held on weekdays in downtown areas to encourage citizens to slowly adopt walking as the main mode of transport. Featuring pets and coffee shops, the city also successfully overcame businesses’ opposition while engaging local communities. Kyoto is another city that has recently expanded its downtown pedestrian area. By reducing road lanes from two to one, walking space has doubled.

Healthy and active lifestyle

Health benefits of ecomobility – and lifestyle diseases resulting from inactivity were also highlighted in the congress. Overweight and obesity caused by physical inactivity, according to the World Health Organization, kills at least 2.6 million people each year around the world. In the USA, medical expenses attributed to both overweight and obesity has reached to as high as US\$78.5 billion.

“Cycling and other ecomobility means have impacts on health, energy, ecology, economy, time and space and the social dimension of life,” said Manfred Neun, President of the Netherlands-based European Cyclists’ Foundation. “We need to open up public space for all people and give them space to play, explore the environment, especially for the children. This is a basic human right.”

Integrating transport modes

Remarking on urban planning on mobility, experts said cities need to integrate all modes of transport. “Integration of transport modes is not rocket science, it is about connecting the simple things together,” said Santhosh Kodukula, ICLEI EcoMobility Program Manager.

“We need to design transportation system that provide options to people and allow them to choose,” said Carlos Felipe Pardo from the German Society for International Cooperation.

Describing cities as the theatre for future mobility and an emerging phenomenon, Florian Lennert, Director of the Berlin-based InnoZ said cities need innovations to overcome urban mobility challenges rather than solutions of the past. “Sustainable mobility needs to be combined with smart infrastructure, we need to get rid of large infrastructures that take up so much space and create barrier to urban mobility.”

Suwon 2013 EcoMobility Impulse

Drawing 500 participants from 40 countries representing 66 local governments, the congress is followed by a series of EcoMobility World Festival and cultural activities. The outcomes of the congress will be captured in the Suwon 2013 EcoMobility Impulse, a document to be released shortly after the congress. Interested groups and individuals are invited to submit their suggestions and comments to ecomobility2013@iclei.org



Die "Stadt" in der Hannover Messe

Elektro Technik

Posted 2 May, 2013

<http://www.elektrotechnik.vogel.de/marktforschungmarkt-entwicklung/articles/393412/>

Premiere in Hannover: Auf der Metropolitan Solutions 2013 (8. bis 12. April) präsentieren Weltmarktführer ihre Produkte und Ideen für die „Stadt der Zukunft“. Dabei ist der Weltstädteverband ICLEI strategischer Partner der Messe.

Jetzt wird das Thema eigenständige Messe in Hannover: Metropolitan Solutions heißt die künftige Veranstaltung, die mit zahlreichen Weltmarktführern aus der Industrie an den Start gehen will. Wie der Veranstalter Deutsche Messe vermeldet, haben Schneider Electric, Siemens, SEW Eurodrive, Phoenix Contact, Beckhoff Automation, Deutsche Bahn, Krohne Meßtechnik, Fest sowie die Fraunhofer Gesellschaft mit den Allianzen Bau und SysWasser, TÜV Nord Mobilität und Invensys Systems ihre Teilnahme zugesagt. Ort der Veranstaltung wird die Halle 1 sein, mit dabei sind ebenfalls der Initiativkreis Metropolregion, Cimcon Lightning, Saertex MultiCom sowie Moscow City Government und St. Petersburg. Die Unternehmen zeigen ihre technischen Innovationen für die Megacities von heute und morgen. Ziel des neuen Konzeptes ist es, die Veranstaltung als „Stadt in der Messe“ zu präsentieren.

ICLEI ist Sprachrohr für 12 Megacities

Mit dem weltweit führenden Städtenetzwerk ICLEI hat die Metropolitan Solutions eine einflussreiche internationale Organisation als Partner gewonnen. Im ICLEI sind mehr als 1 000 Städte aus 84 Ländern der Welt vertreten, die sich der nachhaltigen Entwicklung verschrieben haben. ICLEI ist Sprachrohr für rund 560 Millionen Menschen, darunter zwölf Megacities mit jeweils mehr als zehn Millionen Einwohnern und 200 Großstädte mit mehr als 500 000 Einwohnern.

Städtische Infrastruktur im Fokus

„Immer mehr Menschen wollen in der Großstadt leben. Es ist ein internationaler Trend. Um die hohen Anforderungen an Megacities und städtische Ballungsräume zu erfüllen, sind intelligente, effiziente und nachhaltige Technologien mehr denn je gefragt. Auf der Metropolitan Solutions führen wir gezielt internationale Anbieter und Nachfrager von städtischen Infrastrukturlösungen zusammen und ermöglichen damit den so wichtigen Austausch zwischen Experten, die

maßgeblich für den weiteren Fortschritt im weltweiten Städtebau sorgen“, sagt Dr. Jochen Köckler, Mitglied des Vorstandes der Deutschen Messe AG. „Die Aussteller der Metropolitan Solutions widmen sich der grundsätzlichen Frage: Wie können Städte künftig intelligent, effizient, nachhaltig und gleichzeitig lebenswert sein, sämtliche Kosten im Blick haben und dabei modernsten technischen Anforderungen entsprechen“, ergänzt Köckler.

Die schönen neuen Städte schon in Hannover

Mit der "Stadt der Zukunft" in Halle 1 erweitert man nicht nur klassische Messekonzepte, der Besucher kann die neue schöne Stadt auch unmittelbar erleben. So soll die Halle mit Elektrofahrzeugen befahrbar sein, es gibt Parkbänke, Bäume und Straßencafés. Die Hallenbeleuchtung wird teilweise von Straßenlaternen übernommen. Die Besucher der Metropolitan Solutions kommen aus dem öffentlichen Sektor wie Stadt- und Regionalverwaltungen und aus der Politik, sind Stadtentwickler und Stadtplaner oder Betreiber öffentlicher und privater Infrastrukturen im urbanen Raum.

„Die Metropolitan Solutions trifft mit ihrer konzeptionellen und inhaltlichen Ausrichtung den Nerv der Zeit. Als ‚Stadt in der Messe‘ wird die Metropolitan Solutions in Halle 1 auch ein Stück weit Visionengeber für die technischen Möglichkeiten sein, die sich Städten heute und morgen auftun“, sagt Köckler.



Urbane Lebensmittelerzeugung

Aid.de - Wissen in Bestform

Posted 11 November, 2013

http://www.aid.de/verbraucher/urban_gardening.php

Urbane Lebensmittelerzeugung

Die Städte stehen heute vor zwei Herausforderungen. Sie müssen sich auf die Auswirkungen des Klimawandels vorbereiten und gleichzeitig mit immer engeren finanziellen Spielräumen klarkommen. Wie können Städte diese Herausforderungen meistern?

Ein Ansatz könnte der lokale Anbau von Lebensmitteln sein. Denn „Lebensmittel sind der Dreh- und Angelpunkt einer gesunden Stadt“, meint Lauren Baker vom Rat zur Verbesserung der lokalen Lebensmittelversorgung in Toronto (Toronto Food Policy Council). Landwirtschaft in der Stadt hat mehrere Vorteile: sie verbessert die lokale Verfügbarkeit von gesunden Lebensmitteln, gibt Impulse für die lokale Wirtschaft, fördert die Integration und Gemeinschaftsbildung und verbessert die Biodiversität und Nachhaltigkeit.

Entscheidend für eine erfolgreiche Verbesserung der Lebensmittelversorgung in der Stadt ist eine lokale Lebensmittel-Strategie, sagt Baker. Benötigt wird eine Plattform, auf der alle beteiligten Akteure zusammen kommen. Es müssen entsprechende Ressourcen bereit gestellt werden und die Bürger brauchen Unterstützung, selbst aktiv zu werden.

So erarbeitet die Stadt Toronto seit 1991 zusammen mit zahlreichen Interessensgruppen einen umfassenden Lebensmittel-Aktionsplan. Jedes Jahr kommen neue Projekte hinzu. Der Plan berücksichtigt die Ernährungsbildung in Schulen, die Zusammenarbeit mit dem Einzelhandel zur Verbesserung des Lebensmittelangebots, die Bereitstellung von öffentlichen Flächen, Einrichtung von lokalen Märkten und Programme zur Zusammenarbeit mit Bürgerinitiativen.

Toronto ist mit seiner Nahrungsmittelstrategie weltweit Vorbild für viele andere Städte.

Vortrag über die Lebensmittelstrategie in Toronto

30 Seiten eines Vortrags von Lauren Baker vom Rat der Verbesserung der lokalen Lebensmittelversorgung in Toronto über die kommunale Nahrungsmittelpolitik mit Fotos, der geschichtlichen Entwicklung und Projektdarstellungen.

Wie viel Selbstversorgung ist möglich? Das kommt darauf an .

Toronto ist nicht die einzige Stadt mit einem Masterplan für urbane Lebensmittelerzeugung. In den Niederlanden haben sich fünf Städte und in China sogar 100 Verwaltungen konkrete Ziele gesetzt, die städtische Nahrungsversorgung zu verbessern.

Das Potential zur Selbstversorgung hängt von den örtlichen Gegebenheiten ab.

- In der Millionenstadt Daressalam beispielsweise könnten 90 Prozent des Gemüsebedarfs und 60 Prozent des Milchbedarfs produziert werden.
- In Shanghai rechnet man mit einem Selbstversorgungsgrad von 60 Prozent bei Gemüse, 90 Prozent bei Eiern, 50 Prozent bei Geflügel- und Schweinefleisch sowie 90 bis 100 Prozent bei Milch.
- Die niederländische Großstadt Almere, bei Amsterdam hat sich vorgenommen etwa 20 Prozent des täglichen Lebensmittelbedarfs von etwa 350.000 Einwohnern selbst zu produzieren.

Lokale Lebensmittelerzeugung ist nicht nur gut für die Wirtschaft sondern auch für das Klima. Durch die lokale Lebensmittelproduktion werden 16 Millionen Kilometer Transporte überflüssig, das entspricht einem Energieverbrauch von 11.000 Haushalten.

ICLEI - Städteverbund für Nachhaltigkeit

Städte sind sowohl Haupt-Verursacher als auch Haupt-Betroffene des Klimawandels. Ihnen fällt die Aufgabe zu, die nötigen Maßnahmen zu ergreifen. Dafür aber braucht es Wissen und Fähigkeiten vor Ort, denn jede Stadt sieht anders aus. Aus diesem Grund haben sich schon vor 20 Jahren über 1.000 Städte und 12 Megacities aus 84 Ländern zu einem Städteverbund für Nachhaltigkeit zusammengeschlossen, genannt ICLEI – Local Governments for Sustainability. Sie tauschen Best-Practice-Beispiele und Lösungsstrategien im Umgang mit dem Klimawandel aus.

Städte überlebensfähig machen – die Resilient Cities Konferenz in Bonn

ICLEI und der Weltbürgermeisterrat zum Klimaschutz, der „World Mayor Council on Climate Change“ haben 2013 schon zum vierten Mal zur Konferenz „Resilient Cities“ in Bonn geladen. Nahrungsmittelerzeugung in Städten war in diesem Jahr das Schwerpunktthema der Konferenz. Mehr Infos über den "Resilient Cities"-Kongress finden Sie auf folgender Internetseite:

Was ist eigentlich Resilienz?

Die Definition von Resilienz im Zusammenhang mit nachhaltiger Entwicklung ist nicht unbedingt eindeutig. Resilienz lässt sich als Widerstandsfähigkeit eines Systems gegen Klimakrisen definieren, so beispielsweise die Lesart der amerikanischen Rockefeller Foundation.

„Resilienz ist die Fähigkeit von Individuen, Gemeinden und Systemen zu überleben, sich anzupassen und zu wachsen angesichts von Stress und Schocks, und sich sogar zu verändern,

wenn es erforderlich ist“, schreibt die Stiftung auf ihrer Homepage. Die Anpassungsfähigkeit an schwindende Ressourcen kann aber auch umfassender interpretiert werden im Sinne einer Lebensstiländerung, die auch die Ursachen der Klimakrise im Blick hat.

Weblinks - Urban Gardening in Toronto

Toronto Food Policy Council (TFPC)

Website des 1991 gegründeten Rates zur Verbesserung der lokalen Lebensmittelversorgung in Toronto. Um ihr Ziel zu erreichen vernetzt der TFPC Menschen aus verschiedenen politischen Arbeitsbereichen wie dem Nahrungsmittelsektor, der Landwirtschaft und der Kommunalpolitik.

Toronto Urban Growers

Webpräsenz der Urban Gartenbau-Initiative "Toronto Urban Growers". Die Initiative setzt sich aus mehreren Gruppen mit verschiedenen Schwerpunkthemen zusammen. Ziel: Den urbanen Gartenbau in Toronto ausbauen, um mehr Lebensmittel in der Stadt zu produzieren.



Local Governments Must Take Charge of Building Resilient Communities

Triple Pundit

Posted 29 July, 2013

<http://www.triplepundit.com/2013/07/building-resilient-communities/>

Community-wide resiliency preparedness takes into consideration emergency preparedness, energy planning, health, and safety issues. Weather patterns are no longer predicated upon existing patterns, and the impact on regions, cities, and especially urban areas will be significant. There have been more frequent and severe heat waves, excessive rain events and flooding, and changes in temperature and precipitation pattern impeding social systems, ecosystems, and the economy. The U.S. Department of Energy reported that “at least three major climate trends are relevant to the energy sector: Increasing air and water temperatures; Decreasing water availability in some regions and seasons; Increasing intensity and frequency of storm events, flooding, and sea level rise.” (p. i). Climate change presents a whole new set of challenges when it comes to emergency planning and preparedness for municipalities.

Taking into consideration those critical elements, emergency plans incorporate the latest science to better understand impacts from such changes, and develop various alternatives. A group of national organizations including ICLEI-Local Governments for Sustainability, US Green Building Council (USGBC), and National League of Cities formed the Resilient Communities for America. The group recognized that “local governments are on the front lines of these challenges and must respond.”

Grand Rapids’ resiliency building

In addition to being the first signatory to the Resilient Communities for America, the City of Grand Rapids, Michigan, was among the first local governments in the nation to use the ICLEI-Local Governments for Sustainability’s Climate Adaptation Program: Climate Resilient Communities™, a comprehensive program to assist local governments with preparing for climate change impacts.

Tying its sustainability plan directly to emergency planning, the City is able to respond to heat wave events, more hazardous rain events, and to have a better control of the events arising

from extreme weather. The City of Grand Rapids has implemented these climate mitigation and adaptation strategies:

- Developed energy conservation and efficiency strategies to reduce its energy consumption and demand throughout the organization. Since 2006, the City reduced its electric consumption by over 10 percent.
- Achieved 22 percent of the City's electricity from renewable sources, working toward a 100 percent goal by 2020. Diversified energy sources are essential for local resilience and for greenhouse gas reduction.
- Reduced total fuel consumption by 19 percent over the last eight years, saving over \$500,000 annually.
- Set a goal to increase its tree canopy cover to at least 37.5 percent between 2011 and 2015 and diversify the type of tree species planted.

Putting plans to the test

In the past two years, both the planning and investments in infrastructure made by the City were put to the test with the recent flood and the extreme heat waves in the summers of 2012 and 2013. In both instances, the City and the community responded well. In April 2013, the Grand River crested at 21.85 feet downtown, nearly three feet above the flood stage. The city suffered little damage as a result of the historic flood threat, in large part due to "preemptive investments, sustainability and emergency planning, and quick response at the time of the event," investing "\$12 million to raise the flood walls that protect the city" in 2003, and over \$300 million in the last ten years in an attempt to end combined sewer overflows. In response to recent heat wave events, the City made adjustments to its emergency action guidelines to coordinate services with the American Red Cross, other agencies, and utilities, in regards to resources, services, and cooling centers.

Next steps

Partnering with West Michigan Environmental Action Council (WMEAC), the City is developing a community resiliency report to further focus on climate, energy issues, economy, transportation, infrastructure, and to inform decision making in the areas of sustainability, ordinances, policies, and adaptation and mitigation strategies. The report, coupled with an acknowledgement of climate change impacts, will serve to prepare the community and make it more agile and adaptive to extreme events and disasters.

Another step will be building the regional resiliency plan. Recently, the West Michigan Community Sustainability Partnership (CSP), a diverse network of organizations embracing sustainability held its summit, which focused on areas for regional collaboration of sustainability and regional resiliency planning. Moving resiliency planning to a regional level brings the whole new phase of outcome-driven sustainability planning and incorporates best practices. By using a dynamic approach to resiliency planning, cities continually adapt to changing economic, environmental, and social conditions as a result of new realities. Sustainable organizations and communities need to constantly build upon existing plans, layering and preparing to adapt and mitigate new occurrences.



50 Top US Mayors Launch Fight For Climate Change Resiliency

Clean Technica

<http://cleantechnica.com/2013/06/19/50-top-us-mayors-launch-climate-change-community-resiliency-campaign/>

Local governments are on the front lines of America's climate change fight, charged with the first response in any extreme weather event. But after \$188 billion in damage since 2011 and a federal government denying the problem exists, local leaders have taken matters into their own hands.

Earlier this week more than 50 US mayors and county elected officials launched the Resilient Communities for America (RC4A) campaign by committing to build stronger communities that can meet their own energy needs and withstand the relentless onslaught of heat waves, floods, droughts, severe storms, and wildfires.

The RC4A inaugural signatories represent every corner of the US, from Sacramento and Denver to Des Moines and Washington DC, testimony to the fact that four of five Americans live in counties hit by at least one federally declared weather-related disaster in the past six years.

Climate Change Requires Community Resiliency

America's resilient future means building communities capable of sustainably bouncing back from disasters and uncertain climate change impacts. RC4A's action continues the momentum created by a series of recent announcements from governments in New York City and major cities around the world who aren't waiting around for national or international climate action.

"A new national movement is emerging, led by mayors who believe that now is the time to take powerful, proactive steps to safeguard our communities, adapt to extreme weather and energy challenges, and transform adversity into economic opportunity," said Sacramento Mayor Kevin Johnson, RC4A campaign chair.

Resiliency Roadmap And Resources

While the sheer diversity of US communities and differing effects of climate change mean no one approach will work in every location, RC4A has prioritized four broad actions to ensure resiliency: preparing for climate change and extreme weather, expanding renewables and energy efficiency, renewing infrastructure, and strengthening local economies.

In addition to building momentum for national climate action from the local level, RC4A will also provide free technical resources to help elected officials meet their local resilience needs. An online resource platform will launch in fall 2013 to include guidebooks and case studies, webinar training, software tools, and an online “answers network.”

By preparing before disasters hit, local governments can both save lives and save money. “Focusing on preparedness is incredibly cost-effective,” said Jason Hartke of RC4A partner US Green Building Council (USGBC). “For every \$1 spent on disaster preparedness, a community can save \$4 in avoided costs.”

In addition to USGBC, the National League of Cities, World Wildlife Fund, and ICLEI USA are coordinating the RC4A campaign. These organizations have agreed to devote their resources to increasing climate resiliency by including 2,100 local governments, 25,000 municipal officials, 200,000 LEED-credentialed sustainability professionals, and 1 million environmental activists in the campaign. RC4A is led by ICLEI, which has already helped 20 communities in their resiliency planning.

“Plenty Of Inspiration But Far Less Time”

The campaign aims to sign up 200 local governments by June 2014 and 1,000 by 2015 in order to build climate resiliency across America, secure greater federal and state funding support, and expand collaboration among governments at all levels.

Elected officials can sign onto the campaign via RC4A’s one-page campaign agreement, and unelected community members can get involved by working with their government officials and increasing local disaster preparedness.

So regardless of where your community is located or which climate change challenges it faces, the journey to a resilient future begins now. “We’ve got plenty of inspiration but far less time,” said Mayor Johnson. “If we start today, we can make safer and healthier place for ourselves and preserve them for our children and grandchildren.”

Local governments sign new declaration on climate action

Cities Today

<http://cities-today.com/2013/09/local-governments-sign-new-declaration-as-science-calls-for-urgent-climate-action/>

Fifty mayors from 30 countries and more than 20 regional and global networks of local and subnational governments signed the Nantes Declaration of Mayors and Subnational Leaders on Climate Change today in the eastern French city, which is this year's European Green Capital.

Adoption of the declaration marks the start of a new phase for the Local Government Climate Roadmap, an advocacy process aimed at recognising, engaging and empowering local governments within the global climate regime.

Polish Vice-Minister of the Environment, Beata Jacewska, said that the declaration will play an important role in the upcoming Convention of the Parties (COP) conference, to be held in November 2013 in Warsaw. The Polish Presidency will convene the first ever 'Cities Day' that will bring together ministers and mayors during the high level segment on 21 November 2013.

Among the innovative features of the renewed Local Government Climate Roadmap is the creation of a 'Friends of Cities' group that brings together national governments who wish to collaborate with local and subnational governments. The roadmap aims to pave the way for the UN Paris Climate Conference in 2015.

Mayors from cities that have experienced devastation attributed to climate change spoke of the importance of taking action today. Mathew Appelbaum, Mayor of Boulder, Colorado, USA, spoke of the degradation of his city by extreme weather, and of the urgent need to turn words into action: "We recently experienced an incredible flood, in which a year's worth of rain fell in four days. Events like the one that struck Boulder are becoming more common all around the globe. It is clear that cities are on the frontline –we are suffering the impacts of climate change. Because of that, we have to be leaders and mitigate and adapt in the face of climate change. I am delighted and proud to support the Nantes Declaration."

Kgosientso Ramokgopa, Executive Mayor of Tshwane (Pretoria), South Africa, offered strong support, calling for a greater focus on the global south, as well as access to funding for much needed adaptation measures.

The audience, comprised of local government leaders, national government officials, and international organisation representatives, stood in applause upon the adoption. The adoption ceremony came on the second day of the World Mayors Summit on Climate Change, an event held under the patronage of François Hollande, President of the Republic of France and with the support of the French Prime Minister Jean-Marc Ayrault that brought local leaders together to discuss funding climate actions.

The Nantes Declaration was developed through a partnership with the Local Government Climate Roadmap and was facilitated by ICLEI – Local Governments for Sustainability.

Cities Take Meaningful Climate Action as Nations Lag

Desmog Canada

Posted 24 November, 2013

<http://desmog.ca/2013/11/24/cities-take-meaningful-climate-action-nations-lag>

Canada and every other rich country need to crash their CO2 emissions 10% per year starting in 2014 to have any hopes of ensuring a not-super-dangerous climate for our grandchildren, said Kevin Anderson of Tyndall Centre for Climate Change Research at the University of Manchester.

"We can still do 2C but not the way we're going," Anderson said on the sidelines of the UN climate talks, in Warsaw, Poland.

Anderson wasn't just referring to the lengthy-and-acronym-laden COP 19 process held inside Warsaw's 58,000-seat soccer stadium. It's too late for any normal approaches to emissions reductions. Preventing climate disaster requires a radical measures and our economic system is not up to the task he said.

"Massive amounts of capital needs to be directed towards a low-carbon future straight away."

Not only does that mean governments redirecting the more than \$500 billion they spend subsidizing fossil fuels, it means financial institutions and pension funds need to pull their money out of dirty energy and put it into green projects. If they're not willing, then governments will have to make them he said.

And for the next five years most of that money should go into reducing energy consumption. Alternative energy can't be built fast enough or at the scale needed to 100% replace dirty energy sources.

Automobile manufacturers like Kia and BMW already have non-hybrid, non-electric vehicles with double the fuel efficiency of the typical car on the road today. If governments put in tough new efficiency standards, CO2 emissions could fall 40-50% in 10 years he said.

As "pushers of petroleum" the Harper government isn't about to do anything like this said David Cadman, President of ICLEI (Local Governments for Sustainability), the only network of sustainable cities operating worldwide.

"They don't understand science and are willing to leave future generations with a bleak and nasty world," Cadman told DeSmog in Warsaw.

The practical alternative vision is a green low-carbon future that is different but far better than the present. And cities are leading the way. Currently a group of 441 cities representing 15% of people on the planet are taking concrete action to reduce their emissions said Cadman, a Vancouver city councilor.

Cities like Vancouver, Mexico City, Hyderabad India, Osaka, Japan, and Bangkok have registered their efforts to reduce emissions on an official Cities Climate Registry. The idea is to raise the global level of ambition through taking measurable, reportable, verifiable local climate action. After only two years these cities have now found ways to reduce their collective CO2 emissions by 2.2 billion tons a year.

Cities are amongst the biggest source of emissions but equally important is their role in giving birth to a low-carbon global culture that we need to thrive said Cadman.

"The green way of living will be fairer, more compact, create more jobs, reduce energy and other costs, and be more in harmony with nature and our own true natures. It's the opposite of where we are now where a few get rich."

The climate action by cities and subnational governments (regional and provincial) is finally being noticed at the UN climate talks that are dominated by national governments. Thursday, 21 November was "Cities Day", a first-of-its kind initiative that bundles numerous city-focused events.

"Cities are central in tackling climate change. They are proving grounds for our efforts in ensuring a low carbon future that benefits people and the planet," said UN Secretary General Ban Ki-Moon at the opening in Warsaw.

Now that cities are finally inside the UN tent, Cadman hopes their actions will help inspire generally fearful national governments to take ambitious action.

"That won't be enough however. Climate is simply not a priority of national governments. Cities and regional governments have to mobilize the public," he said.

This mobilization means working with civil society organizations, First Nations, business and especially young people.

"We have to work together to motivate national governments to help create a green future for all of us," Cadman told a packed audience on Cities Day.

Time is short. There are just two years before the new climate treaty is signed in Paris. That agreement needs to be the turning point. We can't wait for a second chance to keep global temperatures below the 2C threshold.

"Everyone must be involved. Nothing else is more important."



THOMSON REUTERS
FOUNDATION

Local Action Against Climate Change a Beacon of Hope

Inter Press Service

Posted 22 November, 2013

<http://www.trust.org/item/20131122204226-lig9z/>

WARSAW, Nov 22 (IPS) - In Maputo, a port city on the Indian Ocean in Mozambique, 44 percent of the 1.2 million inhabitants live in poverty, making them even more vulnerable to the effects of sea level rise, floods and cyclones. But despite their severe poverty, their day-to-day experience gives them practical knowledge on how to deal with climate change effects.

The Public Private People Partnership for Climate Compatible Development (4PCCD) received the prestigious UNFCCC climate convention Lighthouse Award at the Nov. 11-22 COP19 climate change summit in Warsaw.

The 4PCCD, declared one of the 2013 Lighthouse Activities under the U.N. Momentum for Change initiative, brought together the national government, local authorities and citizens in the construction of strategies to boost resilience against climate change in Maputo.

"Relating to their own experiences, citizens showed they had a good understanding of climate change," Vanesa Castan Broto, 4PCCD project leader, explained during her presentation at COP19 in Warsaw.

"Thanks to the mediation of local facilitators, local residents could discuss and develop adaptation plans that are feasible and sustainable: organising waste collection, constructing toilet blocks, fixing leaky pipes, etc."

This is just one example of clashing realities inside the National Stadium, where the 19th Session of the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) is coming to an end.

While hopes for relevant outcomes from the negotiations are fading away and national governments seem to have reached a stalemate, the success of small, bottom-up projects like the 4PCCD has brought fresh air to the corridors of the conference.

On Thursday, cities and local authorities took the stage in what was the first 'Cities Day' ever celebrated during a COP - an initiative by the COP presidency, the UNFCCC secretariat, the city of Warsaw and ICLEI-Local Governments for Sustainability and partners.

In fact, cities were for the first time allowed to participate in the official negotiations, under the "Friends of the Cities" group at UNFCCC.

"We are opening up a dialogue at the national level, between national governments and cities, on what they can collectively do if they all use their maximum efforts, and what the private sector role can be in that process," David Cadman, president of ICLEI, told IPS.

"Half of the world population lives in cities. By the end of the century 90 percent will, and we are going to build more in the next 40 years than we've built in all of humanity," he continued. "So if we don't build it right, then it's going to be a draw on energy, and the form of energy will probably be a dirty one."

Around 12,000 cities and towns already joined ICLEI's network and decided to take concrete action on mitigation, adaptation, urban biodiversity, ecological purchasing, and ecomobility.

"When everyone said it was very difficult to have an MRV greenhouse gas reduction plan, we put it in place," he said. "And we've got a software that cities can now use to measure GHGs and we are seeing really dramatic drops: in 107 municipalities they're exceeding one percent lowering of GHGs per year."

Yet, according to Cadman, better coordination among local and national authorities is necessary to obtain greater results: "The most interesting study on this has been done by the city of London, which basically said 'we can get a 30 percent reduction of CO₂ if we use all of our facilities. But if simultaneously we had these actions from the national government, we could get to 60-80 percent'. The limits depend on what your sources of energy are."

And ICLEI is not the only network of cities engaged in tackling climate change. The Climate Alliance (CA) of European Cities with Indigenous Rainforest Peoples is another example of cross-national cooperation, where European member cities and municipalities aim to reduce GHGs at their source.

"When they become a member of CA," Thomas Brose, from the European Secretariat of CA, explained to IPS, "they commit to the following goals: reduce CO₂ emissions by 10 percent every five years, halve per capita emissions by 2030 at the latest, preserve the tropical rainforests by avoiding the use of tropical timber, and support projects and initiatives of the indigenous partners."

Their alliance with indigenous communities through the Coordinadora de las Organizaciones Indígenas de la Cuenca Amazónica - COICA (Coordinator of Indigenous Organisations of the Amazon River Basin) is based on an acknowledgment that while industrialised countries are

mainly responsible for climate change, its effects will largely impact populations that live in ecologically sensitive areas.

Furthermore, protecting those areas is crucial to reducing the greenhouse effect.

"Destruction of forests worldwide is responsible for about 17 percent of GHG emissions. Effective protection of this environment will only be achieved if we integrate the people who live in these environments into our protection strategies," Brose told IPS.

At the foundation of these networks is the warning by scientists that time is running out and concrete action is needed if we are to stay below the two degree C threshold of temperature rise and avoid catastrophic consequences. Yet, cities and local governments need to be included in an international framework.

"They need to be included in the legal frameworks on energy, housing or transportation," Brose underlined. "And they also need financial support programmes to implement and develop their activities."

Hopefully, the participation of local authorities in the UNFCCC process is a good sign that such inclusion is about to happen.

"Whereas national governments have been somewhat slow in terms of establishing national goals, and in achieving those goals, cities have been establishing and exceeding local goals. Cities can, and are, leading this process," Cadman concluded.

Plea for own solutions to climate change

24 Tanzania

Posted 4 November, 2013

<http://www.24tanzania.com/plea-for-own-solutions-to-climate-change/>

African countries have been urged to find solutions to mitigate the effects of climate change rather than depending solely on assistance from developed countries.

The call was made over by the President of International Council for Local Environmental Initiatives (ICLEI), Mr David Cadman, at the Pan-African Local Climate Solutions for Africa Congress 2013 in Dar es Salaam over the weekend.

“Much as African countries need assistance from developed countries to address challenges of climate change they must also find their own solutions,” Mr Cadman told journalists.

He warned the countries that failure to tackle the effects will have dire consequences for the current and next generations. “The African continent contributes less to environmental degradation compared to developed countries, but it is equally affected by climate change,” he elaborated.

For his part, the Mayor of Dar es Salaam and Chairperson of the Association of Local Authorities in Tanzania (ALAT), Dr Didas Masaburi, said participants at the congress had agreed on the implementation of the Durban Declaration on Climate Change.

The declaration calls on countries to closely monitor effects of climate change and propose strategies of tackling such challenges.

“It also calls on local government authorities to put in place sustainable programmes to conserve the environment towards checking environmental degradation,” Dr Masaburi said. Minister of State in the Prime Minister’s Office (Regional Administration and Local Governments), Ms Hawa Ghasia, said the government was aware of challenges arising from climate change and that efforts were underway to check them.

“Like other countries in the World, Tanzania will continue working to find solutions to the effects of climate change,” she remarked. The Pan-African Local Climate Solutions for Africa Congress

2013 was officially opened on October 30, 2013 by the Vice-President, Dr Mohamed Gharib Bilal, in Dar es Salaam.

It was attended by over 400 delegates from across the African continent. It was the second Local Climate Solutions for Africa Congress organized by ICLEI Africa. The first was hosted by the city of Cape Town, in South Africa, in 2011.



Boston Tops Ranking of Energy-Efficient U.S. Cities

National Geographic

Posted 17 September, 2013

<http://news.nationalgeographic.com/news/energy/2013/09/130917-boston-tops-energy-efficiency-ranking/>

Though legislation to promote energy efficiency remains in a holding pattern in the U.S. Senate, there was a glimmer of good news on American cities' efforts to achieve energy savings on their own.

According to a new ranking by the American Council for an Energy-Efficient Economy, many of the nation's cities are instituting a variety of energy-saving measures such as requiring more efficient building designs, building electric vehicle charging stations, and promoting bike sharing. (See related story: "Bike-Share Schemes Shift Into High Gear.")

Boston achieved the highest score overall, with 76.75 out of a possible 100 points on a scorecard devised by ACEEE, on which cities received points for their energy-saving initiatives. Portland, New York City, San Francisco, Seattle, and Austin also received scores of more than 60 points. (Here's a graphic showing some of the cities' scores in specific areas.)

City Strides on Energy Use

"I always believed that mayors have a responsibility to push the envelope on reducing greenhouse gas emissions," Boston Mayor Thomas M. Menino said in a phone conference that unveiled ACEEE's findings. In 2009, Menino created the Renew Boston initiative, which set a goal of cutting the city's electricity consumption by 200 megawatts—enough to power 92,000 homes—and reducing greenhouse gases by more than 70 percent by 2050.

To further those goals, in June Menino unveiled a new program to help residents make energy-saving improvements in their homes. The city is offering up to \$3,000 per home in subsidies for upgrading insulation and as much as \$250 to defray the cost of replacing obsolete, energy-wasting wiring. Boston also has negotiated bulk pricing for residential solar panels, and gives residents' homes free evaluations to identify problem areas that are causing energy waste and

raising their utility costs. (See related story: "IEA Report Offers Prescription to Ease Urban Transit Congestion.")

"My own house has solar panels," Menino noted. "It saves me on electric bills."

Photograph by Eunice Harris, Getty Images

ACEEE graded 34 cities for their efforts in five areas: buildings, transportation, energy and water utility programs, local government operations, and community-wide initiatives. (See related story: "Bikes and Buses Propel Mexico City to Sustainable Transport Award.")

The cities' leap forward in energy-efficiency efforts has been a stark contrast to the slow movement on Capitol Hill, where the Energy Savings and Industrial Competitiveness Act of 2013, authored by Sen. Jeanne Shaheen (D-New Hampshire) and Sen. Rob Portman (R-Ohio) has been struggling to move forward.

The bill, which is summarized here, would require the federal government—the nation's single largest energy consumer—to update government buildings to improve energy efficiency, institute electricity-saving measures for government computers, and make it easier for agencies to switch to electric and natural-gas-powered vehicles. It also would provide training for workers in how to build more energy-efficient buildings for the private sector, and help finance private-sector renovations for energy efficiency. (See related quiz: "What You Don't Know About Energy-Efficient Lighting.").

Bipartisan Support for Efficiency

The Shaheen-Portman bill is supported by President Obama and an unusual alliance of environmental and business groups. In an email, Elgie Holstein, Environmental Defense Fund's senior director for strategic planning, wrote, "This common-sense piece of legislation is good for people, business and the environment."

Ross Eisenberg, vice president of energy and resources policy for the National Association of Manufacturers, was similarly effusive. "As users of one-third of our nation's energy, manufacturers are directly affected by the cost of energy, and we believe policies should promote research, development and deployment of energy-efficient technologies," he said in a statement. "Manufacturers support the Shaheen-Portman bill, a set of common-sense, bipartisan energy-efficiency measures that would create jobs by saving energy in industrial, commercial and residential sectors." (See related quiz: "What You Don't Know About Cities and Energy.")

Shaheen-Portman has drawn opposition from conservative groups such as FreedomWorks and the Heritage Foundation, which blasted the proposal as "a costly, inefficient use of taxpayer money."

The bill was approved by the Senate Committee on Energy and Natural Resources in May. The Hill reported Tuesday that progress had been held up by Sen. David Vitter (R-Louisiana), who has attempted to attach an unrelated amendment about Obamacare on which he is seeking a vote. Sen. Majority Leader Harry Reid (D-Nevada) told the newspaper that he was willing to allow a vote on Vitter's amendment, but that he wanted to ensure that other senators wouldn't

tack on additional unrelated amendments as well. A Shaheen staffer told National Geographic News late Tuesday afternoon that the amendments problem was still under negotiation.

EDF's Holstein urged the Senate to "defeat any amendments that would undermine our nation's transition to a cleaner, more secure energy future." (See related blog post: "Green Fridays, Smart Lighting and More: How National Geographic Cuts Its Energy Use.")

Corporation should address climate change issues: Experts

The Times of India

Posted 4 November, 2013

<http://timesofindia.indiatimes.com/city/kochi/Corporation-should-address-climate-change-issues-Experts/articleshow/25193202.cms>

KOCHI: Rising sea levels, temperature, waterlogging and groundwater contamination are issues that have to be addressed seriously by the city corporation, said experts from German-based ICLEI, which promotes sustainable local governments, while issuing draft guidelines to address problems related to climate change.

During the interaction with Kochi corporation officials last week, experts from the agency, coordinating the AsianCities Adapt project, asked local authorities to spread awareness on the issue among stakeholders, including citizens.

"We had done a vulnerability assessment of Kochi city and identified urban systems that are already fragile. After studying the data and discussing the issues with various experts from different fields, we have drafted guidelines on how to communicate the same to stakeholders. This has been given to the city corporation," said Sunandan Tiwari, project coordinator, ICLEI South Asia.

According to the draft, urban systems that will suffer the most from climate change are sewerage and septage management, drainage, health, solid waste management, transportation, sea erosion, water supply and related resources. "The water supply system is fragile because of shortage of water supply during summer, salt water intrusion and groundwater contamination due to poor septage management system. Increased precipitation can lead to flooding and consequent contamination especially in Fort Kochi and Mattancherry," experts said.

"We have to develop an adaptation strategy and implement a number of measures to minimize the impact at local level. But with the support of data, we will be able to incorporate changes at policy level," said town planning standing committee chairman K J Sohan. Corporation's centre for heritage, environment and development director Rajan Chedambath, who is the local coordinator, said that ICLEI has asked for feedback after interactions with resident associations, institutions, stakeholders and government organizations. "Based on our feedback, the action plan will be developed by ICLEI for all the four cities, including Kochi, Vizag, Howrah and Madurai," he said.



Presidenta Municipal de León es la nueva presidenta de ICLEI México

Agencia de Noticias San Luis Potosí

Posted 28 August, 2013

<http://agenciadenoticiasslp.com/2013/08/28/presidenta-municipal-de-leon-es-la-nueva-presidenta-de-iclei-mexico/>

OAXACA, OAX.- La Presidenta Municipal, María Bárbara Botello Santibáñez, fue electa anoche como presidenta de la Junta Directiva del capítulo México de ICLEI-Gobiernos Locales por la Sustentabilidad.

En el XI Congreso Nacional de ICLEI Ciudades Resilientes y Sustentables preparadas ante el Cambio Climático, que se lleva a cabo en la ciudad de Oaxaca, la junta directiva sostuvo ayer una asamblea para su renovación.

Tras una jornada de negociaciones, sus integrantes designaron a María Bárbara Botello Santibáñez para ostentar el cargo de presidenta por el periodo 2013-2016. León compitió con Veracruz y Villahermosa por el cargo, pero finalmente los votos favorecieron a León.

En representación de la Presidenta Municipal, Fidel García Granados, director de Medio Ambiente Sustentable, reafirmó su compromiso con ICLEI y los gobiernos locales: "es un gran honor, pero también un gran compromiso presidir este organismo".

Señaló que una de las primeras acciones que emprenderá Bárbara Botello en su calidad de presidenta de la Junta Directiva será presentar una propuesta para revisar la normatividad ambiental en el ámbito municipal. Asimismo, le corresponderá liderar propuestas y proyectos que abonen al desarrollo sustentable de los gobiernos locales.

La Junta Directiva ICLEI México 2013-2016 quedó conformada por 16 integrantes, de los cuales, 13 son representantes de gobiernos municipales y tres de gobiernos estatales.

José Antonio Agúndez Montaña, presidente municipal de Los Cabos, Baja California Sur, fue designado presidente adjunto de la Junta Directiva; Eduardo Rivera Pérez, presidente

municipal de Puebla fue ratificado como vicepresidente secretario; y Esthela Ponce Beltrán, presidenta municipal de la Paz, Baja California, fue designada vicepresidenta tesorera.

ICLEI fue fundada con respaldo del Programa de las Naciones Unidas para el Medio Ambiente (PNUMA) y la entonces Unión Internacional de Autoridades Locales (IULA), ahora Ciudades y Gobiernos Locales Unidos (CGLU).

Es una agencia internacional con representación en diversos países que apoya a los gobiernos locales con capacitación, asistencia técnica y asesoría, en el diseño e implementación de programas de desarrollo sustentable. Su misión es construir y dar apoyo a un movimiento mundial para lograr mejoras tangibles en las condiciones ambientales locales, y en el desarrollo sustentable global a través de acciones locales acumulativas.

León forma parte de esta red mundial de gobiernos locales preocupados por el medio ambiente y la sustentabilidad, y ahora lidera la Junta Directiva del capítulo México de ICLEI-Gobiernos Locales por la Sustentabilidad.

REVOLVE

Suwon: EcoMobile City of Asia

Revolve

Posted 19 August, 2013

<http://www.revolve-magazine.com/home/2013/08/19/suwon-ecomobile-city-of-asia/>

Like many other large fast-growing cities around the world, traffic jams are not a rare sight in the City of Suwon. What is different is that rapid changes have already taken place in this South Korean city to make congestion a thing of the past and “car-free” neighborhoods a reality.

Doling out a €9 million euro (13 billion KRW) public investment to regenerate inner-city Suwon, the [EcoMobility World Festival](#) to be held in September this year is part of Mayor Tae-Young Yeom’s program to transform the neighborhood into one that prioritizes sustainability and accessibility – particularly for the vulnerable and low income residents whose access to employment and services is impaired.

The EcoMobility World Festival is organized by [ICLEI – Local Governments for Sustainability](#), along with [UN-Habitat](#) and the [City of Suwon](#).

“Due to Suwon’s proximity to the country’s capital, commuting is a great challenge. About 202,000 passenger cars commute daily between Suwon and Seoul, this creates huge pressure on energy and parking space, and leads to problems like congestion, car accidents, as well as the cost and time lost in travel,” Mayor Yeom says.

The EcoMobile Experiment

Determined to lead the city away from “car-centered” development, Mayor Yeom has embarked on a series of public works, community- and culture-based projects to improve Suwon’s accessibility and sustainability since 2012. A comprehensive residents’ survey conducted in 2012 mapped the accessibility patterns and demography of the neighborhoods.

Since less than half of the sample neighborhood owns a car – and 13.4% of the survey respondents reported a disability in daily access through the neighborhood, the city government identified enhancing walkability as an urgent solution – one that aligns with the theme of the EcoMobility World Festival, which celebrates the use of public transport and non-motorized transport such as walking, cycling and wheeling.

Supplied with a fleet of human powered and electric vehicles donated by over 20 international companies, the city will also showcase the world's latest sustainable transport solutions suitable for individuals and groups of various mobility needs during the month-long festival.

Swapping some 1,500 cars for ecomobile vehicles during all of September, the Festival will encourage the 4,300 Suwon residents in this city-wide experiment to adopt an ecomobile lifestyle – one that is healthy, safe, environmental friendly, resource-efficient and socially inclusive. Haenggungdong, one of the most crowded neighborhoods in Suwon, will be designated as a car-free zone, where various cultural and arts performance will take place.

Centered on the UNESCO heritage site Hwaseong Fortress, a series of public works have been underway to give the neighborhood a new image, ranging from surface level refurbishment such as shop front façade grants and artist led murals, to upgrades of fundamental service infrastructures including the sewage network and burying overhead cabling.

Mobility considerations have underpinned the works throughout, with neighborhood-wide leveling and re-paving of the street surface, widening to 3 meters on each side of the street and landscaping of pedestrian pathways, and the insertion of numerous parks and street furniture.

With temperature rising about 1.5°C in the last 50 years, and fuel prices ever rising, Suwon is one of most ambitious pioneering cities across South Korea when it comes to mitigating climate change. Aiming to be North-East Asia's Environmental Capital and to reduce 40% of its CO2 emission by 2030 from 2005 levels, the city has already undertaken 63 climate-related projects since it joined the Cities Climate Registry – the world's largest global database on cities' climate actions.