



Promoting Urban Green Travel

- Vision 、 Strategy and policies

促进城市绿色出行 —愿景、策略与政策

周伟

交通运输部公路科学研究院

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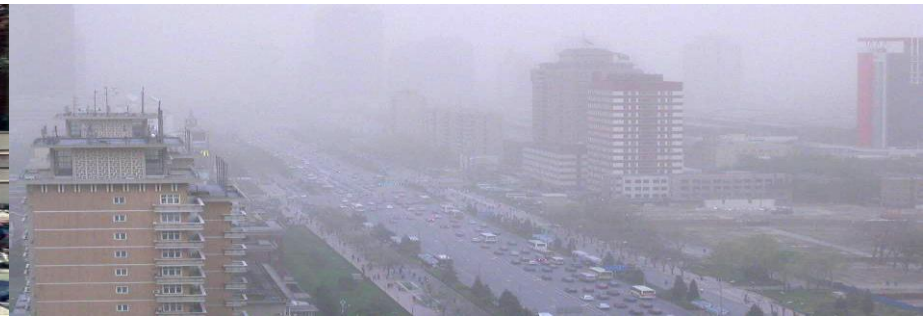
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一、中国城市发展面临的挑战与机遇 Opportunities and Challenges

- 近年来中国绿色出行分担率特别是自行车与步行分担率下降的速度非常快,许多城市十年间下降了10%以上。Rapid decline of green travel mode share, in particular cycling and walking – but still higher than in most western countries
- 中国许多城市近五年来小汽车增长的速度已超过20%。The number of cars increased by 20% over the past 5 years in many cities
- 中国特大城市和部分大城市交通拥堵与空气污染日益严重,并向中等城市蔓延。Extensive urban traffic congestion and air pollution - now spreading to medium-size cities



中国城市交通发展面临的挑战与机遇

Opportunities and Challenges

- 尽管面临诸多问题，中国城市机动车的保有量仍非常低，步行与自行车出行比例远也高于发达国家城市，为构建一个公平、高效、绿色的城市提供了一个独特而难得的机会。
- Current low number of motor vehicles as well as higher rates of walking and cycling than developed countries provide unique chance for constructing fair, economically and resources efficient cities
- 但是，如果中国城市政府不能尽快给潜在的小汽车消费者提供高吸引力的绿色出行系统，并采取足够影响小汽车消费的果断、有效的管理政策，**中国城市将错过培育绿色出行方式的最佳时机。**
- However, without a sufficiently attractive green travel system for potential car consumers and effective car ownership and use management policies, Chinese cities will miss this opportunity to cultivate green travel modes.

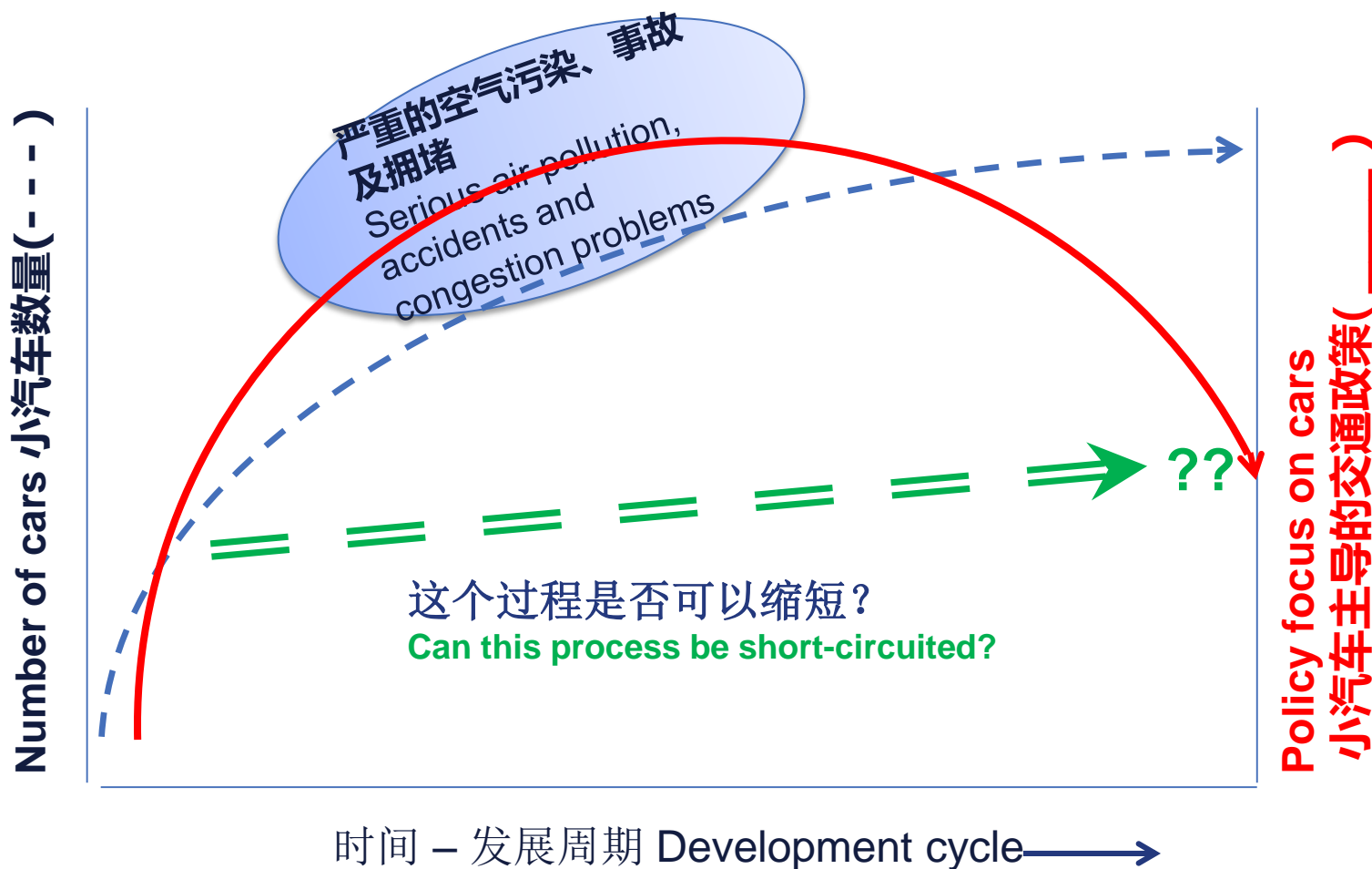


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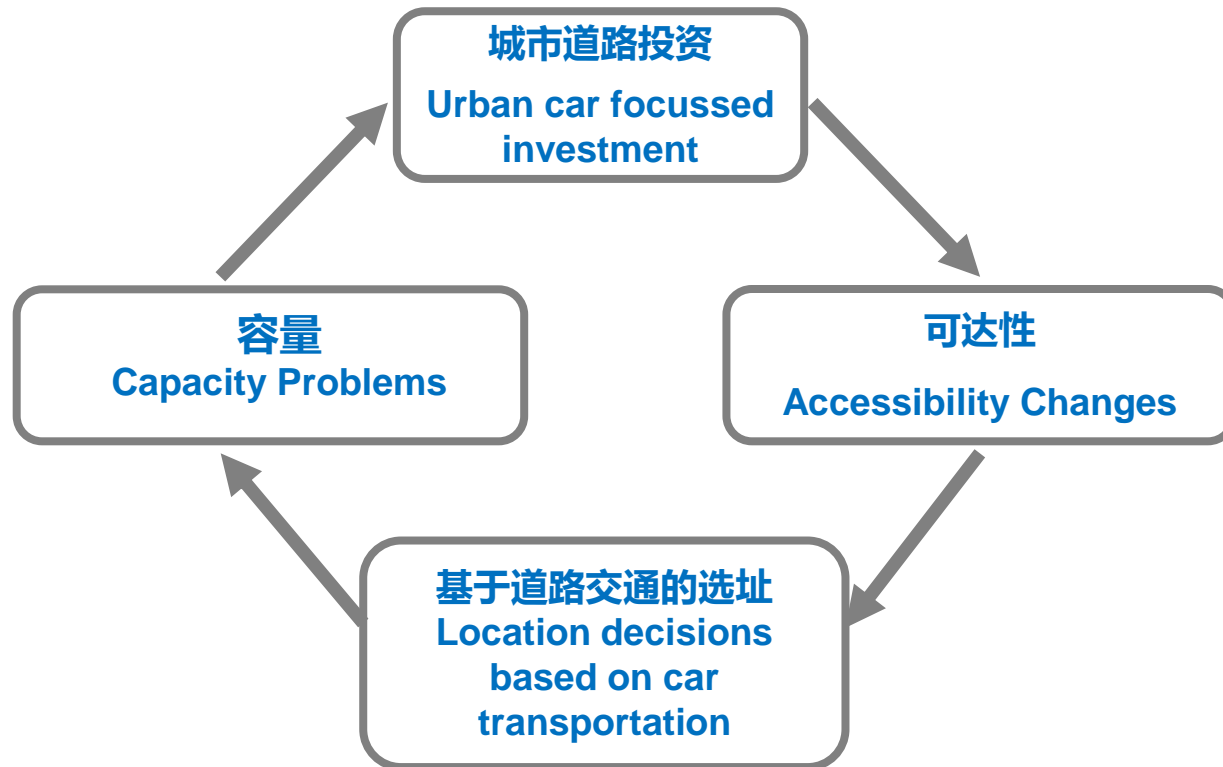
二、更加科学的城市交通政策调控路线图

Can China short-cut the 'car policy' trajectory?



你规划的就将是你得到的！ You get what you plan for!

- ❖ 如果一味规划并修建道路，那么道路交通将越来越拥堵，直到耗尽所有的资源——无论是空间或是金钱！
- ❖ If you plan for roads and build roads – you will get road traffic



Until you run out of resources: space or money !

三、促进城市绿色出行的愿景

Vision

- 
- 让不同社会阶层群体-无论是银行家、政府高官、普通清洁工还是老弱妇孺、残障人士都愿意乘坐公共交通工具。
 - **Make public transport attractive** – so that all social groups including bankers, senior government officials, cleaners and the disadvantaged are all willing to use it.
 - 让全体城市居民能够放心选择有利健康、又舒适环保的步行和自行车方式出行。
 - **Providing safe and convenient environment** - for all citizens to walk and cycle
- 

原则与策略 Strategy



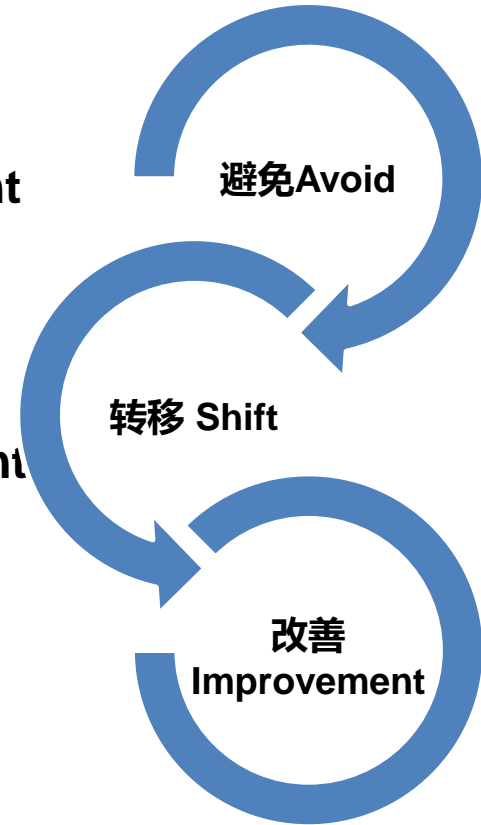
公交引导城市发展
Transit Orientated Development



强化交通需求管理
Transport Demand Management



优先发展绿色交通
Prioritizing Green Travel



政策研究的方式创新-引进公众参与

Public involvement in policy research

搜狐绿色 > 绿色活动公告

<http://green.sohu.com/20130421/n373450143.shtml>

人民网-环保专题-酷中国项目

低碳生活进社区
Low Carbon Community

<http://env.people.com.cn/GB/193231/235979/index.html>

- 公众参与城市交通问题的影响分析
- Analysis of urban transport impacts
- 公众参与交通需求管理政策制订
- TDM policy making

四、6 个方面的政策建议

政策建议

1. 出台《中国城市绿色出行纲要》

Outline of China Urban Green Travel Implementation

2. 实施更有力的财税支持政策

Stronger fiscal policies

3. 出台合理使用小汽车指导意见 Policy guidelines for the rational use of cars and road space

4. 健全体制机制、鼓励公众参与 Cross ministry/department coordination, performance appraisal and public participation

5. 完善促进绿色出行国家相关法规 Laws and regulations

6. 实施《促进绿色出行示范工程》 Demonstration Projects of Promoting Urban Green Travel

1. 国务院在建设生态文明与走新型城镇化道路的国家战略框架下， 出台《中国城市绿色出行实施纲要》

The State Council should issue the **Outline of China Urban Green Travel Implementation** as part of the national strategy for building an ecological civilization and to reform urbanization

- **建议：引导城市建立起现代化的城市绿色交通系统**

- Establishing a modern urban green travel system:**

- **对不同社会阶层群体均具有吸引力的、低排放的、高运营效率的公共交通系统；**
Be attractive to all social groups, have low emission and high operation efficiency;
 - **对城市普通居民与特殊群体（残疾人、老年人、儿童等）均适宜的步行与自行车出行环境及无缝换乘的便利条件；** Be walking and cycling friendly and have convenient links to public transport
 - **与城市发展相适应的小汽车使用管理措施；** Implement management measures for private vehicle ownership and use, and;
 - **高效土地利用的、生态宜居的城市发展布局，以较低的时间与经济成本提供便利的工作与生活服务条件。** Ensure that city development makes efficient use of land and provides all residents with a liveable environment and safe access to basic services and jobs without undue travel time and cost burdens

2.中央政府需确保地方城市能够筹集足够的、可持续的地方资金，使得城市公共交通企业有足够的资金支持。

The Central Government should:

- a) enable city governments to raise sufficient and sustainable local sources of revenue to fund local public transport companies and;
- b) provide targeted financial support for specific projects.

- **建议：**

- **增加地方公共交通发展资金来源，并将其作为一种常态化的财政保障工具。**
Cities should be able to raise adequate funds locally through **new forms of taxes**
- **中央政府明确对地方政府财政支持的引导性资金来源。重点支持大容量公共交通、慢行交通、综合客运枢纽等基础设施建设，节能型运输装备购置与更新，智能公交建设等领域。** The central government shall **specify the use of supporting funds** to cities, which should mainly be used for supporting high capacity public transport, non-motorized transport modes, comprehensive passenger transport hubs, low energy consuming transportation equipment and intelligent public transport.
- **加强对不同类型城市的公交成本核算与票制票价形成机制的分类指导，扭转过度追求低票价造成的城市公交企业亏损状况。** Strengthen central government guidance on the **public transport pricing mechanism** in different types of cities in China to eliminate the deficit of the urban public transport companies caused by low fares.

3.国务院制定《关于小汽车和道路空间合理使用的指导意见》，指导不同类型城市综合运用各种政策工具，正确引导和调控小汽车的公平拥有与使用。 The State Council should establish policy guidelines for the **Rational Use of Vehicles and Road Space** to reduce congestion and air pollution, and improve access to a range of transport modes.

私人小汽车“高速度增长、高强度使用、高密度聚集”，步行、自行车出行群体安全、平等使用道路资源的权利受到侵害。 High growth, usage and density of private cars threaten the right to equal use of road space by public transport, walking and cycling

- **建议：**
 - **保证道路资源的公平分配和使用** Public transport, walking and cycling should have **clear priority** in the allocation of city road space
 - **扩大公车管理范围** The definition of **official vehicles** should be broadened to include vehicles of state owned institutes, state owned or state-holding companies
 - **取消内部的免费停车位** Free **private parking spaces** should be reduced or charged/taxed and parking charges
 - **政策组合：差异化停车、拥堵收费、低排放区、限购限行等** Best mix of policy instruments, including differential parking, congestion charging, low emission zone and plate auction



4.健全机构，强化协调、绩效考核与问责机制，鼓励公众参与

The state and city administrations should be required to ensure cross ministry/department coordination, enhance performance appraisal and management accountability, public participation should be encouraged.

公众参与公交政策、规划与政府绩效考核的渠道不通畅。 Lack of public participation in public transport policy, planning and government performance evaluation



斯德哥尔摩：采取了全民公投的方式，由市民自主决定是否实施交通拥堵区收费。

Stockholm: national referendums to decide the implementation of congestion charging.

巴黎：《城市交通规划》的9条准则之一是“激发巴黎市民参与公共交通规划决策的责任感”。

Paris PDUs: strengthen the sense of responsibility of the Paris citizens for participating in public transport planning decision making.

- **为公众参与监督提供平台。建立城市绿色出行指数监测与发布机制。** Public participation in supervision shall be encouraged and 'Urban green travel indicator monitoring and reporting mechanism' should be established
- **为公众参与决策提供平台。建立城市交通规划编制、交通需求管理政策制订的公众参与决策机制。** Public participation in decision making process of urban transport planning and TDM measures

5.国家层面加快《城市公共交通条例》、《大气污染防治法》等相关法律法规修订工作。 The central government should amend legislation on *Urban Public Transport Regulation and Law of Air Pollution Management* to require local governments to fulfil their duties to promote green travel.

《城市公共交通条例》、《大气污染防治法》已列入国务院立法工作计划。给解决相关法规缺失或内容滞后、操作性不强问题提供了机会。

Urban Public Transport Regulation and the Law of Air Pollution Management have been included in the work plan of the State Council



美国《清洁空气法案》 U.S. Clean Air Act)

欧盟《环境空气质量标准及清洁空气法案》 Directive 2008/50/EC of the European Parliament and of the Council on ambient air quality and cleaner air for Europe.

将交通需求及交通安全管理的相关要求纳入《城市公共交通条例》。

Urban Public Transport Regulation: Urban Public Transport Act: Transport Demand Management and traffic safety in urban public transport planning

在《大气污染防治法》中强化：建立城市交通污染监测体系；中央财政资金使用与城市交通污染排放控制目标实现情况挂钩。允许地方政府实施拥堵收费、低排放区收费政策。

The Law of Air Pollution Management

1) Establish an 'Urban transport pollution monitoring system; 2) the use of central fiscal funds is connected with the control of urban transport pollution and traffic safety, and is in line with goals for transport development and environment; 3) allow city government to implement congestion charges, low emission zones, etc.

6.中央组织实施《城市促进绿色出行示范工程》，选择不同类型城市开展实践活动，总结经验，指导城市建立现代绿色交通系统

The Central Government should select different types of cities to organize and implement a series of demonstration projects to promote Urban Green Travel

- **建议：**

- **选择典型城市新城区建设与老城区改造项目，开展“城市道路资源优化配置”示范。** Street-space reallocation to prioritize public transport, walking and cycling and to improve the street environment
- **实施“公交不堵”工程。** Implement the ‘Smooth Public Transport Project’ to attract more people to take buses
- **在北京、上海等特大城市设立试点“拥堵污染控制区”**
Select megacities like Beijing and Shanghai to set up congestion and Low Emission Zones
- **选择京津冀、长三角地区及典型城市试点建立“交通污染监测与发布机制”** Establish and pilot a ‘Transport Pollution Monitoring, Evaluation and Publishing System’, in areas like Beijing, Tianjin, Heibei, and the Yangtze River Delta.



谢谢！Thank you

