

GLOBAL REPORT ON HUMAN SETTLEMENTS

E-Newsletter
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UN HABITAT
FOR A BETTER URBAN FUTURE

The Global Report on Human Settlements



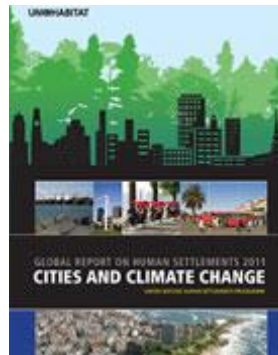
Prepared under a mandate of the United Nations General Assembly, the Global Report on Human Settlements provides the most up to date assessment of urban conditions and trends globally. It is an essential reference tool for researchers, academics, planners, public authorities and civil society organizations around the world.

Cities and Climate Change: Global Report on Human Settlements 2011

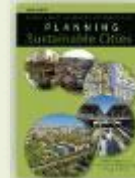
"I commend this report to all concerned with improving the ability of towns and cities to mitigate climate change and adapt to its impacts." BAN KI-MOON, Secretary General, United Nations

Cities and Climate Change: Global Report on Human Settlements 2011 was launched by UN-HABITAT's Executive Director, Dr. Joan Clos, on 28 March 2011 at the LSE Cities at the London School of Economics and Political Science. It was also launched during the 23rd session of UN-HABITAT's Governing Council in Nairobi, Kenya. The report provides one of the most detailed and comprehensive examination of the linkages between cities and climate change, based on a thorough empirical review of trends, conditions and experiences globally. Some highlights from the report are provided below.

To view the lecture delivered by Dr. Joan Clos at the LSE Cities on the occasion of the launch please visit the following page: <http://www.urban-age.net>



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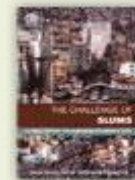
Planning Sustainable Cities - Global Report on Human Settlements 2009



Enhancing Urban Safety and Security - Global Report on Human Settlements 2007



Financing Urban Shelter - Global Report on Human Settlements 2005



The Challenge of Slums - Global Report on Human Settlements 2003

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Contribution of Urban Areas to Climate Change

Understanding the dynamics of the forces and systems that drive the urban generation of greenhouse gas (GHG) emissions is fundamental because urban enterprises, vehicles and populations are key sources of such emissions.

The main sources of GHG emissions from urban areas are related to the consumption of fossil fuels. They include energy supply for electricity generation (mainly from coal, gas and oil); transportation; energy use in commercial and residential buildings (for lighting, cooking, space heating, and cooling); industrial production; and waste.

The proportion of human-induced (or anthropogenic) GHG emissions resulting from cities has been estimated at between 40 and 70 per cent, using production-based data, i.e. data calculated by adding up GHG emissions from emitters located within cities. In comparison, estimates range between 60 and 70 per cent when consumption-based estimation methods are used, i.e. figures calculated by adding up GHG emissions resulting from the production of all goods consumed by urban residents, irrespective of the geographic location of the production.

The application of consumption- versus production-based estimation methods is a major issue of contention in international discussion about emissions reductions, e.g. should the embedded GHG emissions in industrial products produced in developing countries but bought by consumers in developed countries be accounted for in the city (and country) of production or consumption? Who is responsible for the GHG emissions, producers or consumers?

However, the Report concludes that it is currently **impossible** to make accurate statements about the scale of urban emissions, as there is no globally accepted method for determining their magnitude. In addition, the vast majority of the world's urban centres have not attempted to conduct GHG emission inventories.

Impacts of Climate Change on Urban Areas

With increasing urbanization, understanding the impacts of climate change on urban areas will become even more important. Evidence is mounting that climate change presents unique challenges for urban areas and their growing populations.

Climate change risks facing urban areas include rising sea levels, tropical cyclones, heavy precipitation events, extreme weather events and droughts. These can disrupt the basic fabric and functioning of cities with widespread implications for the physical infrastructure and economy of cities. A number of public health challenges could also emerge in urban areas.

In social terms, climate change impacts magnify gender and racial inequalities, often impacting poor minorities and poor women more than other groups. A vicious cycle then develops whereby marginalized groups bear the greatest burdens of climate change, thus preventing them from escaping poverty and leaving them continuously vulnerable to further change.

And, as the world's climate changes – resulting environmental degradation – drought and sea-level rise may lead to the permanent displacement of people and, consequently, increased internal and international migration.

The impacts of climate change will be particularly severe in low-elevation coastal zones where many of the world's largest cities are located. Although they account for only two per cent of the world's total land area, approximately 13 per cent of the world's urban population lives in these zones.

However, the vulnerability of cities to climate change is differentiated

policies on sustainable urban transport for inclusion in the 2013 Global Report on Human Settlements at hs-net@unhabitat.org

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depending on a number of factors including patterns of urbanization, economic development, physical exposure, urban governance and planning and disaster preparedness.

Climate change impacts are not experienced in the same way by cities in developing and developed countries. More people in developing countries are at risk of being affected by a natural disaster compared to developed countries. Also, climate change does not affect everyone within a city in the same way: gender, age, race, income and wealth have implications for the vulnerability of individuals and groups.

For more detail on the above issues and the rest of the report, download the abridged edition at <http://www.unhabitat.org/grhs>. The full report will be available online from the same location by mid-August 2011.

To purchase the report, please go to www.unhabitat.org/publications

Next Issue: Sustainable Urban Transport: Global Report on Human Settlements 2013

The report will review key trends, practices and policies on sustainable mobility and transportation patterns from cities around the world. It will also provide insights on how to improve the working and living conditions of urban populations by meeting their transport needs in an economically, environmentally and socially sustainable manner. The report will be organized as follows:

- Chapter 1: The Crisis of Sustainability in Urban Transport
- Chapter 2: Non-Motorized Transport
- Chapter 3: Public Transport
- Chapter 4: Informal Motorized Transport
- Chapter 5: Private Motorized Transport
- Chapter 6: Commercial Goods Transport
- Chapter 7: Land-Use and Transport Planning
- Chapter 8: Urban Transport and the Environment
- Chapter 9: The Economics of Sustainable Urban Transport
- Chapter 10: Social Sustainability of Urban Transport
- Chapter 11: Urban Transport Institutions and Governance
- Chapter 12: Towards Sustainable Urban Transport

The report is scheduled to be launched in April 2013