

Endnotes

PART ONE

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PART TWO

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PART THREE

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 81. Eco-Model Cities: An initiative that the Government of Japan launched in 2008. A total of 13 cities were selected to serve as model cities. The selection was based on: (i) high target of GHG reduction; (ii) comprehensive and original approach that can be referred to by other cities; (iii) local conditions and character; (iv) feasibility of the target/plans and wide stakeholder participation; and (v) long-term sustainable implementation. Other than Yokohama, Kita-Kyushu city, Obihiro city, Toyama city, Shimokawa town, Minamata city, Kyoto city, Sakai city, Iida city, Toyota city, Kasihara town, Miyakojima city, and the Tokyo Chiyoda ward were selected.
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 83. City of Yokohama (2008) *Proposal for Eco-Model Cities*. (横浜市:環境モデル都市提案書-様式1) <<http://www.city.yokohama.jp/me/kankyoundan/model/>> (accessed February 2009)
 84. City of Yokohama Resources & Wastes Circulation Bureau (2006) *Yokohama G30 Plan -Verification and Next Steps*. (横浜市資源循環局:横浜G30プラン「検証と今後の展開」について) <<http://www.city.yokohama.jp/me/pcpb/keikaku/G30rolling/>> (accessed February 2009)
 85. City of Yokohama Resources & Wastes Circulation Bureau (2008) *Operation Outline*. (横浜市資源循環局「平成20年度事業概要」) <<http://www.city.yokohama.jp/me/pcpb/keikaku/jigyogaiyou/20gaiyou/>> and City of Yokohama Statistics Portal Site <<http://www.city.yokohama.jp/me/stat/>> (横浜市:統計書Web版「行政区別世帯数及び人口の推移」) <<http://www.city.yokohama.jp/me/stat/toukeisho/new/#02>> (accessed February 2009)
 86. City of Yokohama Resources & Wastes Circulation Bureau Website <<http://www.city.yokohama.jp/me/pcpb/shisetsu/shigenkai/lca/>> (accessed February 2009)
 87. City of Yokohama Statistics Portal Site <<http://www.city.yokohama.jp/me/stat/>> (横浜市:統計書Web版「処理施設別焼却処理量及び埋立処分量」) (accessed February 2009).
 88. City of Yokohama Resources & Wastes Circulation Bureau (2006) *Yokohama G30 Plan -Verification and Next Steps*. (横浜市資源循環局:横浜G30プラン「検証と今後の展開」について) <<http://www.city.yokohama.jp/me/pcpb/keikaku/G30rolling/>> (accessed February 2009)
 89. City of Yokohama Resources & Wastes Circulation Bureau (2006) *Yokohama G30 Plan -Verification and Next Steps*. (横浜市資源循環局:横浜G30プラン「検証と今後の展開」について) <<http://www.city.yokohama.jp/me/pcpb/>>

- keikaku/G30rolling/> (accessed February 2009)
90. City of Yokohama Resources & Wastes Circulation Bureau (2008) *Operation Outline*. (横浜市資源循環局「平成20年度事業概要」) <http://www.city.yokohama.jp/me/pcpb/keikaku/jigyo_gaiyou/20gaiyou/> (accessed February 2009)
 91. City of Yokohama Resources & Wastes Circulation Bureau (2008) *Operation Outline*. (横浜市資源循環局「平成20年度事業概要」) <http://www.city.yokohama.jp/me/pcpb/keikaku/jigyo_gaiyou/20gaiyou/> (accessed February 2009)
 92. City of Yokohama Resources & Wastes Circulation Bureau (2008) *Operation Outline*. (横浜市資源循環局「平成20年度事業概要」) <http://www.city.yokohama.jp/me/pcpb/keikaku/jigyo_gaiyou/20gaiyou/> and Budget Outline (横浜市資源循環局「平成20年度予算概要」) <<http://www.city.yokohama.jp/me/pcpb/keikaku/yosan/20yosan.pdf>> (accessed February 2009).
 93. City of Yokohama Resources & Wastes Circulation Bureau (2006) *Yokohama G30 Plan -Verification and Next Steps*. (横浜市資源循環局: 横浜G30プラン「検証と今後の展開」について) <<http://www.city.yokohama.jp/me/pcpb/keikaku/G30rolling/>> (accessed February 2009)
 94. City of Yokohama, Climate Change Policy Headquarters (2008) *Co-Do-30 Leaflet in English*. <http://www.city.yokohama.jp/me/kankyoudan/plan/codo30/leaf_english.pdf>
 95. Seven major approaches are: (i) Living: to change the society with anti-climate-change actions at individual level, (ii) Business: to change the society with anti-climate-change business styles, (iii) Building: to plan and develop a city with energy-efficiency building construction, (iv) Transportation: to promote city planning and development to create an attractive city where people can travel on foot, by bicycle or by public transportation, and to promote anti-climate-change measures on automobiles, (v) Energy: to increase recyclable energy ten-fold, (vi) City and Green: to plan and develop a green city through urban heat island measures etc., and (vii) City hall: to develop an anti-climate-change city hall.
 96. Australian Bureau of Statistics, “Regional Population Growth, Australia, 2006–07,” released on March 31, 2008
 97. Australian Bureau of Statistics, “Regional Population Growth, Australia, 2006–07,” released on March 31, 2008
 98. *Our Shared Vision: Living in Brisbane 2026*, p. 40
 99. *Our Shared Vision: Living in Brisbane 2026*, p. 2. The state of Queensland will have to accommodate one million new residents over the next two decades, 25 percent of whom will arrive in Brisbane.
 100. Brisbane City Council, *Brisbane: Long Term Infrastructure Plan* (Brisbane City Council, 2007), p. 41. The state of Queensland has experienced a 53 percent increase in electricity consumption and an 8 percent annual increase in peak load growth.
 101. Brisbane City Council, *Brisbane: Long Term Infrastructure Plan* (Brisbane City Council, 2007), p. 41
 102. Brisbane City Council, *Climate Change and Energy Taskforce Report: A Call for Action* (March 12, 2007), pp. 16–28
 103. Brisbane City Council, *CitySmart* http://www.brisbane.qld.gov.au/BCC:CITY_SMART:1042909255:pc=PC_2645
 104. Tony Dingle, “‘Gloria Soame’: The Spread of Suburbia in Post-War Australia,” in Richard Harris and Peter J. Larkheim, eds., *Changing Suburbs: Foundation, Form and Function* (Routledge, 1999), p. 189
 105. Peter Newman, “Transport: Reducing Automobile Dependence,” in David Satterthwaite, ed., *The Earthscan Reader in Sustainable Cities* (Earthscan Publications Ltd., 1999), p. 192
 106. *Urban Renewal Brisbane*, http://www.brisbane.qld.gov.au/BCC:BASE:306686453:pc=PC_1745#TOD
 107. Brisbane City Council, *Climate Change and Energy Taskforce Report*, p. 24
 108. Brisbane City Council, *Urban Renewal Brisbane* http://www.brisbane.qld.gov.au/BCC:BASE::pc=PC_1726
 109. Brisbane City Council, *Know Your Kreek- Moggill Creek* http://www.brisbane.qld.gov.au/BCC:BASE::pc=PC_3127
 110. Queensland Transport (2008) South East Busway—Plannign to Springwood Project Guide.
 111. Currie G (2006) “BRT in Australasia: Performance, Lessons Learned and Futures” *Journal of Public Transportation* Volume 9, No. 3, 2006 Special Edition: Bus Rapid Transit < <http://www.nctr.usf.edu/jpt/pdf/JPT%209-3S%20Currie.pdf> >
 112. Case Study description extracted from: ‘Wicked’, ‘messy’ and ‘clumsy’: Long-term Frameworks for Sustainability, Bob Frame, Sustainability and Society, Manaaki Whenua - Landcare Research, New Zealand

113. The NZ Government is in the process of restructuring Auckland's local government and will replace the existing 7 local councils and one regional council with one super council and 20–30 local community boards.
114. World Energy Outlook 2008, International Energy Agency (IEA). This paper adopts IEA's definition of cities as a general and interchangeable reference for urban areas, which may be large metropolitan city-regions, such as New York City, or small urban settlements that have only a few thousand people. The exact definition of urban areas varies by country.
115. www.nyc.gov/planyc and http://www.paris.fr/portail/Environnement/Portal.lut?page_id=8412
116. For example, grid-based electricity supply and prices are generally regulated by regional or national governments.
117. USAID Energy Update, Issue 2, April/May 2005.
118. C40 Cities, Lighting Best Practices (http://www.c40cities.org/bestpractices/lighting/vaxjo_streetlight.jsp).
119. Cost of Pollution in China, 2007, the World Bank.
120. In general, building energy codes are regulated at regional (province or state) or national levels depending on the country. But compliance is completely dependent on local and city-level enforcement.
121. Refer to California Green Building Standards Code, State of California, USA, 2008
122. Energy efficiency-enhanced alternatives are often more expensive upfront, requiring higher capital investment. But the lifecycle costs of more energy-efficient alternatives are generally lower than those of business-as-usual practices because of lowered recurring cost such as energy bills.
123. Electric lighting is a good example. On average, about 70 percent of the energy content of coal is already lost (through conversion, transmission and distribution) by the time electricity reaches a light bulb. A compact fluorescent lamp can deliver the same amount of lighting service (i.e., brightness per square meter) using about 20 percent of the electricity of an incandescent lamp.
124. Passive houses using ultra low energy for space cooling and heating are already demonstrated in Europe and the United States. <http://www.nytimes.com/2008/12/27/world/europe/27house.html?ref=world&pagewanted=all>
125. (IEA, 2008)
126. (IEA, 2008)
127. International Local Government GHG Emissions Analysis Protocol, <http://www.iclei.org>
128. There are also distributed energy resources (DER) in urban areas. They are parallel and stand-alone electric generation units located within the electric distribution system at or near the end user, for example a micro gas turbine system, a wind turbine system, a fuel cell, or a rooftop photovoltaic system. Distributed generation can be beneficial to both electricity consumers and, if the properly integrated, the electric utility.
129. (PLANYC 2030)
130. C40 Cities, Buildings Best Practices (http://www.c40cities.org/bestpractices/buildings/melbourne_eco.jsp).
131. Market barriers to energy efficiency investments refer to factors, usually social and institutional, that prevent the realization of the full economic potential of energy efficiency opportunities. They are offered to explain the difference between observed actual energy efficiency choices and decisions, and those predicted by economic theory. Some common market barriers include misplaced incentives, lack of access to financing, high transaction costs, regulatory distortion on pricing, and lack of information or misinformation.
132. (Lantsberg, 2005)
133. Sources: Ringel 2007, Bharvirkar et al. 2008, BEG 2006, McGrory et al. 2006, Borg et al. 2003, Harris et al. 2005, Meyer and Johnson 2008, PROST 2003.
134. District heating systems are the only modern urban energy infrastructure which is entirely city-bound. The ownership structure has undergone significant changes. But city governments still have large influence on the development and management of district heating systems.
135. LEED—Leadership in Energy and Environmental Design—is a green building rating system, developed by the U.S. Green Building Council. It provides a suite of criteria for environmentally sustainable construction. The main financial benefits of meeting LEED criteria include lower costs of energy, water, and waste disposal.
136. (Kats, 2003)
137. (Lantsberg, 2005)
138. See the Alliance to Save Energy's 2007 Watergy Handbook for a discussion on the barriers and opportunities for tapping water and energy efficiency in water utilities: <http://www.watergy.net/resources/publications/watergy.pdf>.

139. ESMAP (forthcoming). "Public Procurement of Energy Efficiency Services." 2009
140. No Furnaces but Heat Aplenty in 'Passive Houses', New York Times, December 26, 2008
141. It is good practice and the policy of World Bank-financed projects to require ex-ante identification of PDOs and continuous monitoring of M&E indicators with respect to future targets in a "results framework."
142. World Bank (2008). "A Framework for Urban Transport Projects." Operational Guidance, TP-15.
143. Ibid.
144. Discussions related to public transport, micro-design and macro-level approaches are based on presentations at the World Bank 2008 Urban Rail Workshop in Beijing (publication forthcoming) and discussions with World Bank experts Sam Zimmerman and Shomik Mehndiratta.
145. Zegras, C., Y. Chen and J. Grutter (2009). "Potentials and Challenges for Using Clean Development Mechanism for Transport-Efficient Development: A Case Study of Nanchang, China." TRB Annual Meeting.
146. A more comprehensive review is available in World Bank publications, including "Vehicular Air Pollution: Setting Priorities" (2001). A review of economic instruments such as fuel taxes and efficiency incentives can be found in "Fiscal policy instruments for reducing congestion and atmospheric emissions in the transport sector" (2008).
147. For more detailed information, the reader is referred to the World Bank's guidance available on its web site. *Notes on Economic Evaluation of Transport Projects*: (TRN-5) provides the context within which we use economic evaluation in the transport sector, (TRN-6 to TRN-10) provide criteria for selection a particular evaluation technique or approach; (TRN-11 to TRN-17) address the selection of values of various inputs to the evaluation, and (TRN-18 to TRN-26) deal with specific problematic issues in economic evaluation.
148. <http://www.straight.com/article-102902/rats-yes-but-bacteria-love-garbage-strikes-too>
149. Pagiola, S. et al. Generating Public Sector Resources to Finance Sustainable Development, Revenue and Incentive Effects. World Bank Technical Paper No. 538, Environment Series.
150. Peterson, Charles. What Does 'Waste Reduction' Mean? <http://www.p2pays.org/ref/10/09702.pdf>
151. Note: Natural gas is composed of about 99% methane.
152. Downs, Anthony. Still Stuck in Traffic, 2004, Brookings Institution Press, Washington DC.
153. CIA World Fact book
154. Lowering real estate transaction costs includes decreasing stamp duties and excessive capital gain taxes.
155. A Tata Nano would require only slightly less space.