

Vientiane International Mayors Forum, as Integral Part of the 10th Regional EST Forum in Asia
on 14-16 Mar 2017, led by UNOSD and UNCRD

Conservation of cultural and natural heritage and historic urban landscapes and provision of recreational “green” and other public spaces: Technical session conclusions and recommendations

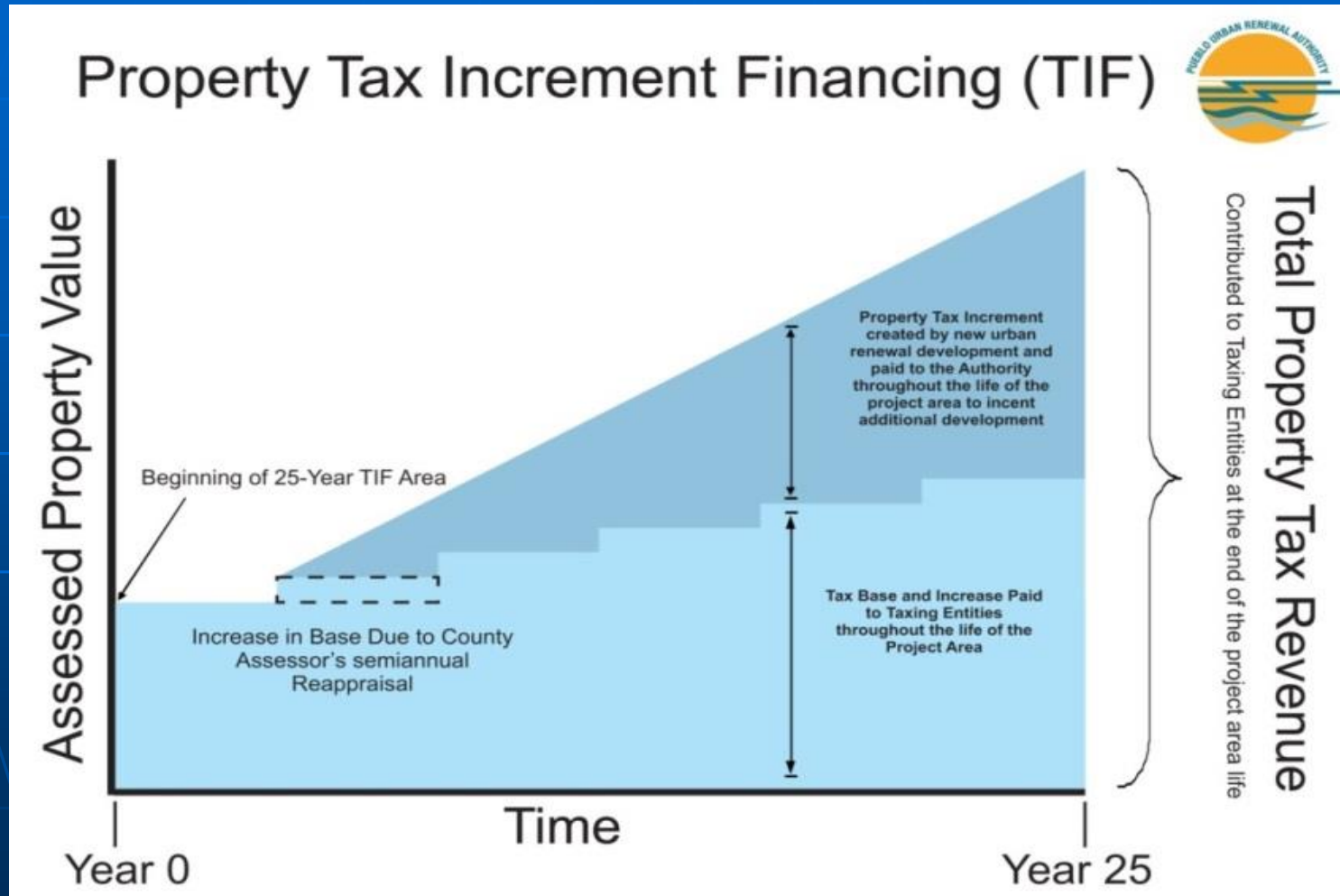


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Topics presented and discussed:

- I. Progress and challenges in implementation of *UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage*
- II. Conservation of cultural and natural heritage as catalyst for (sustainable urban) tourism
- III. Programmes and measures to enhance the protection of historic urban landscape
- IV. Recreational zones, parks, green and other urban public spaces

Public Finance and Economics of urban renewal: Urban Renewal Agencies (URAs) in the US



Source: Pueblo Urban Renewal Authority, Pueblo, United States

Summary and **12** conclusions

- The topics discussed in this session fall by and large under the immediate authority of city administrations and local governments;
- “Green and clean city policies”, conservation of cultural and natural heritage, historic urban landscapes, and public parks, monuments and recreational facilities require public sector investment and maintenance;
- Public benefits of these investments are often significant, but they are mostly “external” to the project, and direct revenue generation opportunities to cover costs remain limited;
- Direct and indirect promotion of tourism can generate some significant additional incomes (for cities) through add'l business and employment;
- Development strategies should seek to promote both, domestic as well as incoming foreign tourism;
- Tourism is increasingly competitive industry. Diversification of tourism product and “authenticity” / “uniqueness” can enhance competitiveness of individual suppliers and entire destinations.

Summary and

12

conclusions (cont'd)

- Programmes for conservation of historic urban landscapes and programmes for local tourism development can have significant positive synergies;
- Private and community-based entrepreneurial initiatives can be important for new tourism development;
- More effective incentives for private investments can significantly accelerate economic growth and poverty reduction through tourism;
- Successful tourism development requires local consultations and participatory decision making involving all concerned stakeholders;
- Policies and measures for tourism promotion need to be coordinated across policy-making government departments;
- Effective protection and conservation of the local natural and cultural resource base will be essential for long-term sustainability of tourism.

Thank you

Further information:

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Electric mobility – SWOT - Analysis

Strengths

- no local air pollution at point of use
- no engine noise
- no emission of greenhouse gases at point of use

Opportunities

- multiple applications in public and private transport are possible
- electric mobility enables emission-free and carbon-free local transport if electricity is procured from renewable sources of energy

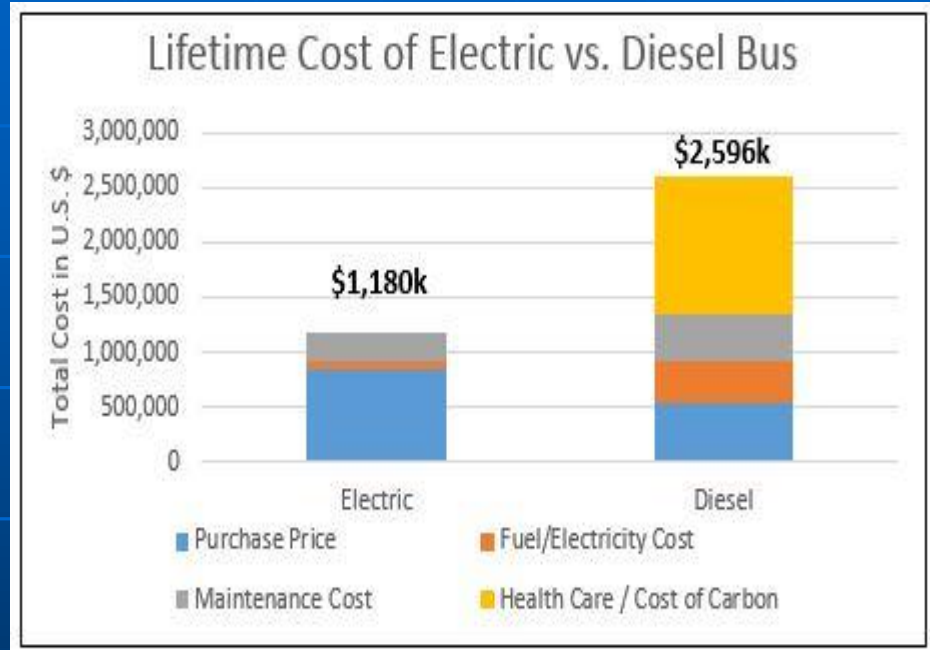
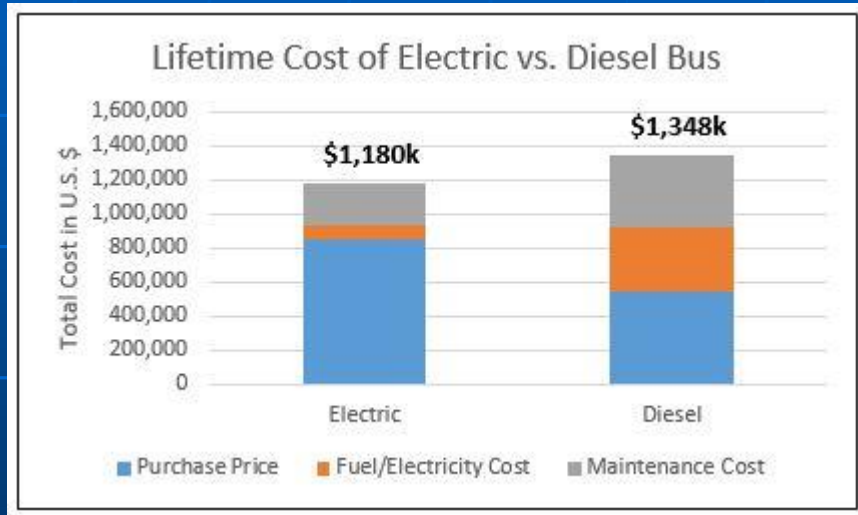
Weaknesses

- comparatively high costs of electric vehicles
- limited driving range (of 120-180 km) per electric charge of battery-powered vehicles
- publicly accessible rapid charging infrastructure remains limited

Threats

- some incidents of safety/fire hazards were reported on selected batteries
- appropriate regulation and facilities for battery recycling and/or disposal still under development

Comparing lifetime costs (and benefits) of electric vs. diesel buses in urban passenger transport

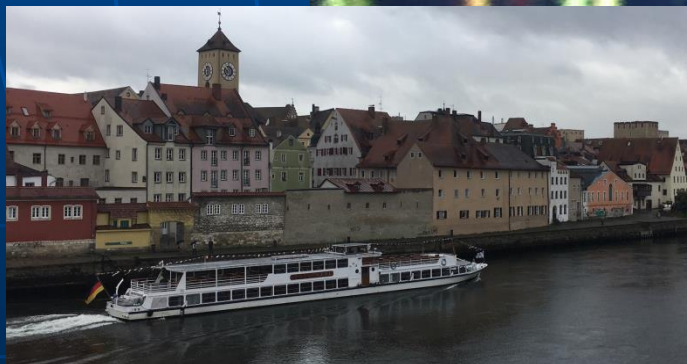
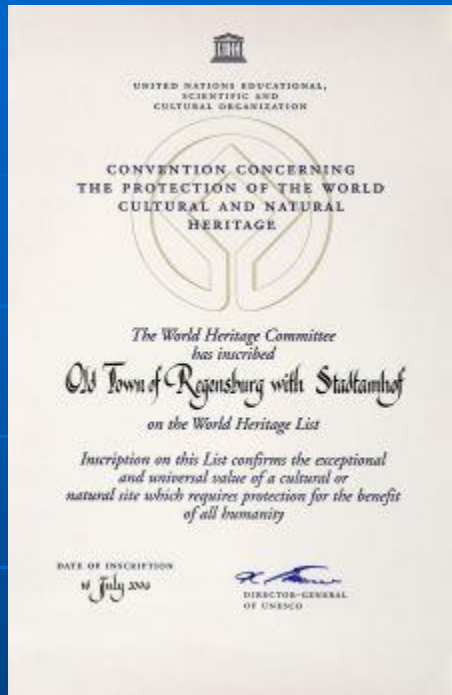


Source: Aber, J. ((May 2016)

Electric micro buses for local public transport: Madrid, Spain, EMT M1 City line



Regensburg, Germany: UNESCO World Heritage Site



Regensburg old town electric bus service



Die Vorteile der Elektro-Busse

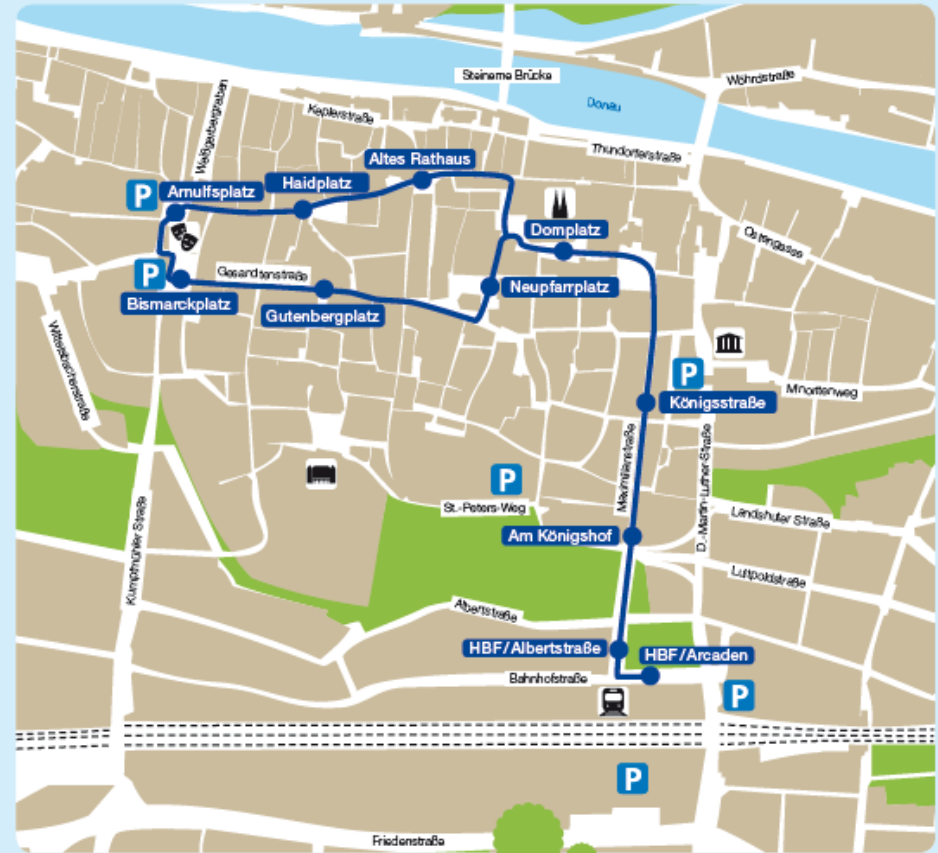
- Umweltfreundlich – keine lokalen CO₂-Emissionen
- Nahezu geräuschlos
- Kleiner und wendiger: nur 7,70 Meter lang und 2,20 Meter breit
- Niederflurtechnik für einfaches Ein- und Aussteigen

Günstig in die Altstadt mit der Altstadtlinie

- 1,10 Euro – Einzelfahrt in der RW-Innenstadtzone
- 2,50 Euro – Tageskarte für bis zu 5 Personen



Die Altstadtlinie



Source: Stadtwerke Regensburg

Electric park & ride buses for tourist visitors



Stone forest –
World Natural Heritage Site,
Kunming, Yun Nan Province,
China

Photos: RW



Self-drive electric vehicles for tourists: Angkor, Cambodia



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