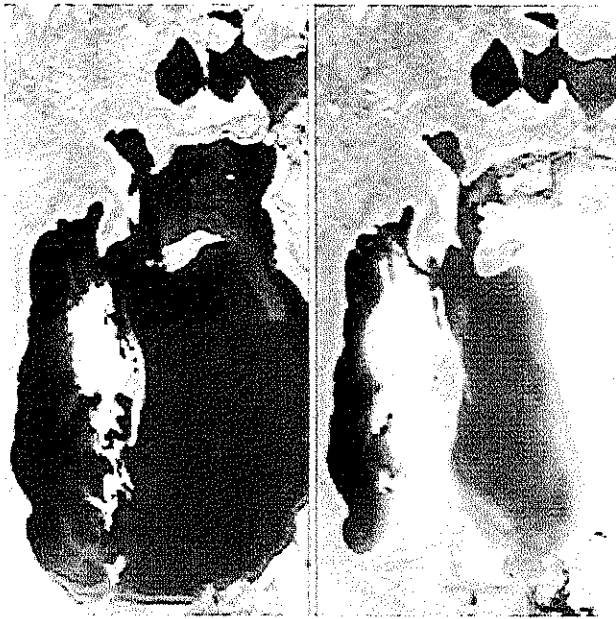


每天一毛錢對抗氣候變遷

照片中是2006年位於中亞的鹹海。為什麼我們總是經常拖到為時已晚才行動，就算我們知道，像這些漁民一樣知道，災難即將來臨？



在1970年代首度預測氣候變遷，而我們知道它已產生衝擊。NASA 說在我們抵達翻轉點前，可能還有10到15年來削減我們的排放。超越過那一點，沒人知道會發生什麼事。停車意味著要開車。開車會產生溫室氣體，這意味著停車在因果鏈中會導致最終的氣候變遷。像是BigOil公司之無奈女婢，停車業有著形象的問題。

有日漸增加的認知即，停車業之於汽車就像煙灰缸之於香煙—被動、本身無害、然而卻是骯髒商務的一部份。加州正在控告六家最大的汽車製造商，因為他們的二氧化碳產品之衝擊。接下來會是什麼？

ACBI之碳中和停車，提議由業界對氣候變遷及削弱 停車業與化石燃料結合關係之主動立場。若每一位出席荷巴特2006年大會的決策制訂者會依我們的建議去做，該產業在下次大會之前，會變成對抗氣候變遷的主角。而它也會找到方法來增加「附加價值」。

當我們聽說全球均溫會上昇達 4度時，我們可能會說「可是每天溫度上下變化就比那還多了！」

但全球均溫上昇 4 度，意味著某些你的停車建築物會被淹沒，以及在南部澳洲不會有穀物生長。熱帶疾病會散佈到南方與北方；熱度會像2005年在歐洲那樣殺死老人和體弱者。上百萬氣候變遷造成的難民將遷離亞洲海岸和大洋洲。這不是誇大或亂猜。目前還沒有關於氣候變遷是否會來到的科學論辯。但讓人懷疑，雖然不是在科學社群中。我們也知道麻煩大了。時間快不夠了。

政府與商界至少在某種程度上，體認到這種氣候變遷。

John Hofmeister，殼牌石油的執行長，同意即對氣候變遷之科學的論辯已成過去。

Hofmeister說，「政策制訂者有責任要因應氣候變遷。國家需要這項公共政策。」當BigOil公司於2006年說出十年前環保遊說的言詞和語調時，究竟是誰在改變他們的調子？在商業社群中有些人了解到，上百萬死亡、受飢的或身無分文的顧客，對於他們的

盈餘並不有利。

身為熱衷於爭取獎牌數的國家，澳洲可以對我們全世界第二大的人均二氧化碳生產者銀牌感到欣慰，而有人說我們今年一定會得金。然而我們對運動的執著，也能對全球有所益處，澳洲制足球聯盟已決定要成為世界第一個二氧化碳中和規則。

而在2006年荷巴特停車大會的250名與會者又如何？在兩天中，我們一同產生了總計26噸的溫室氣體，還不包含飛機旅程。我從阿德雷得到荷巴特的回程飛行，會為我的個人負擔再加上一噸的二氧化碳。

這是從2003年歐洲停車業協會之宣言裡之一份摘要：「停車政策必須考量它們對於我們環境之衝擊，並確保它們對於長期上能夠永續的未來有所貢獻。」

停車業界能否打破口頭講講？如果我們不做事會怎樣？在討論氣候變遷上，Ian Maher（多倫多停車當局，2004）主張即「任何政府政策反應都將可能衝擊停車業，而且政策指示可能會影響到停車需求與使用。」不管怎麼樣，我們都需要在事件超出我們掌控前改變作為。

碳中和停車

讓我們用我家鄉阿德雷得做例子。你們應該知道就溫室氣體標準而言，我們的市民可能是世界最大的人均貢獻者。

阿德雷得位於一條世界級大河系統的尾端；像多數澳洲首府，阿德雷得類似歐洲式的城邦，並對其腹地負有重大義務。

如果每個人都像我們一樣生活，我們將

需要好幾個地球。平心而論，它也是第一個擁有碳中和CBD建物及碳中和生物燃油的都市。

樹木吸收二氧化碳並放出氧氣。碳中和停車業將創造如京都協定中所界定之碳槽。這些槽將為樹木的新森林，種植來吸收由開來停車場設施、及從其開出之汽車所產生的碳總量。

我們有許多人開車到都市內上班、購物或遊玩。所以情景如下所述：

1. 每年，4,000,000 人使用阿德雷得市議會之有遮蔽停車場。
2. 在這樣做時，他們的回程旅途產生19,300噸的二氧化碳。
3. 60 公頃樹林的永久性種植將能吸將全部



19,300噸的二氧化碳。

4. 用一毛錢來抵消每次汽車的停車造訪，議會可以賺取少許利潤。
5. 我們每年在低降雨量低的土地上種植60公頃的樹林，並且每年持續種植。

鄉間因此得以清除都市的污染，我們的地主免費得到他們所需之樹林，而我們的本地植物也找到新家。對於我的家鄉，它意味著一項污染者付費方案其將：

- 增加營收。它有效的在每一停車場附加了幾分錢的價值。
- 教育大眾。
- 降低阿德雷得市議會的年度二氧化碳負擔。
- 為議會產生碳資產。
- 展現地方政府領導統御。
- 支持南澳政府之州策略計畫。
- 減低阿德雷得所依賴之莫瑞河中的鹽度。
- 增加生物多樣性及提昇永續的農業。

南澳擁有所需的生物科技、法律架構及土地。堅強、長壽的澳洲樹種、植根很深、能耐低降雨量及習於火災，對於變遷氣候之目的及對其不確定性最為理想。我們可以在土地權狀上登記碳績點而賦予永久性。

澳洲溫室總署擁有量測工具。具有澳洲標準來提供一致性。而不論我們想要抵消的停車建物是在阿德雷得、倫敦或北京，結果都是一樣的。

就生物物理條件而言，並不在意樹林究竟是在那裡。問題與解決方案兩者都是以全球為範疇的。

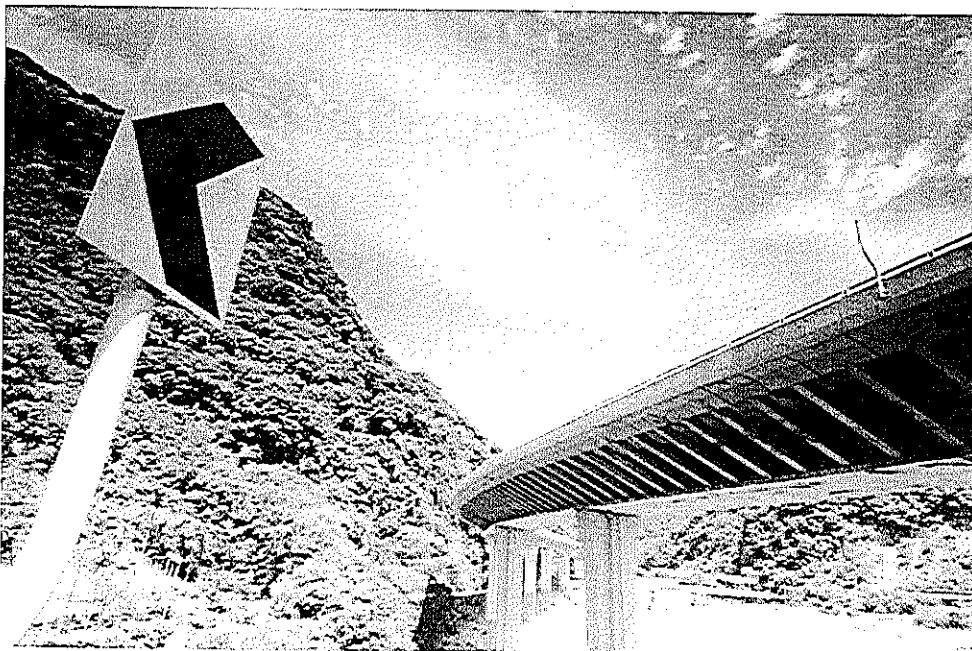
碳中和停車業不是像公共交通、生化燃油、電動車輛及氫電力那種的對氣候變遷之回應；它是在汽車業和大型油公司迎頭趕上前的一個短期因應。

它是一種把停車產業和BigOil公司加以區別的措施，並透過環境領導統御而使停車業成為我們都市裡一項更被接納的活動。

加上少許的規劃，它能提供一種教育停車客有關氣候變遷之手段。它最大的社會資產可能是它重視對我們所做所為負責之方式。

而倘若它也在教育、資金、鹽度控制、郊區重建及生物分歧重新造林上產生長期效益，那這也只是建立於停車客每天付出一毛錢之上的好運氣而已。

轉載自www.parkingworld.com



Directions

Fighting Climate Change on Ten Cents a Day

AS PRESENTED BY LEONARD COHEN, ACBI LTD TO THE 2006 PARKING ASSOCIATION OF AUSTRALIA CONVENTION, HOBART

Parking a car means driving a car. Driving a car creates greenhouse gases, which implicates parking in the causal chain that leads ultimately to climate change. As the reluctant handmaiden of Big Oil, the parking industry has an image problem.

There is a growing perception that parking is to motor vehicles as an ashtray is to cigarettes - passive, not harmful in itself, but part of a dirty business. The state of California is suing the six largest carmakers for the impact of their products' CO² what will come next?

ACBI's CarboNeutral Parking proposes an active stance by the industry on climate change and a weakening of the ties that bind parking to fossil fuel. If every decision maker present at the Hobart 2006 Convention were to do as we suggest, the industry could become a major player in the fight against climate change by the next Convention. And it would also find a way to "value-add".

When we hear that the global average temperature may rise by 4 degrees, we might say "But the temperature goes up and down more than that every day!"

But a global average rise of 4 degrees means that some of your parking buildings will be awash and no wheat will grow in southern Australia. Tropical disease will spread north and south; heat will kill the elderly and infirm as it did in Europe, 2005. Millions of climate change refugees will leave coastal Asia and Oceania. This is not exaggeration or wild conjecture. There is now no scientific debate about whether climate change is looming. There are skeptics, although not in the scientific community. We are in serious trouble. Time is running out.



Government and business, at least to some degree, are aware of climate change.

John Hofmeister, CEO of Shell Oil, agrees that the debate over the science of climate change is over. Hofmeister says "Policy-makers have a responsibility to address climate change. The nation needs a public policy." When Big Oil in 2006 speaks in the language and tone of the environmental lobby of ten years ago, just who has changed their tune? Some in the business community have worked out that millions of dead, starving or penniless customers are bad for the bottom line.

As a nation keen on medal tallies, Australia can be pleased with our Silver as the second biggest producer of CO₂ per capita in the world and some say we're a dead certainty for Gold this year. But our obsession with sport can work for the global good the Australian Rules Football League has decided to become the world's first CO₂ neutral code.

And what of the 250 attendees at the Hobart Parking Convention, 2006? Together we created a total of 26 tonnes of greenhouse gas in tow days, not including air travel. My return flight from Adelaide to Hobart added one tonne of CO₂ to my personal load...

This is an extract from the Declaration of the European Parking Association, 2003:

"Parking policies must consider their impact on our environment and ensure that they are contributing to a future which is sustainable over the longer term."

Can the parking industry move beyond rhetoric? And what will happen if we don't? In discussing climate change, Ian Maher (Toronto Parking Authority, 2004) holds that "any Government policy response will likely impact on parking and that the results of policy prescriptions are likely to affect parking demand and usage. "One way or another, we need to change what we do before events overtake us.

CARBONEUTRAL PARKING

Let's use my hometown of Adelaide as an example. You should know that in greenhouse gas terms, our citizens are possibly the world's greatest per capita contributors.

Adelaide lies at the end of one of the world's great river systems; like most Australian capitals, Adelaide resembles a European city-state with huge obligations to its hinterland.

If everyone lived as we do, we'd need several planets. To be fair, it is also the first city to have a carbon-neutral CBD building and carbon-neutral biofuels.

Trees absorb CO₂ and give off oxygen. CarboNeutral Parking will create carbon sinks as defined by the Kyoto Protocol. These sinks will be new forests of trees, planted to absorb the amount of CO₂ created by the cars that drive to and from parking facilities.

Many of us drive to work, shop or play in the city. So, here's the scenario;

1. Each year, 4,000,000 people use Adelaide City Council's undercover parking.
2. In doing so, their return journey create 19,300 tonnes of CO₂
3. A permanent planting of 60 hectares of trees will absorb all 19,300 tonnes CO₂ over the trees growth period.
4. At ten cents to offset each car park visit, Council could make a small profit.
5. Each year, we plant another 60 hectares of low rainfall land and so on.

The countryside thus cleans up the city's pollution, our landholders get the trees they need for free and our native fauna find new homes. For my hometown, it means a polluter-paid program that will:

- Increase revenue. It is effectively "value-adding" a few cents per park.



- Demonstrate local government leadership
- Support the South Australian Government's State Strategic Plan
- Lower salinity in the River Murray on which Adelaide depends
- Increase biodiversity and promote sustainable agriculture

South Australia has the biotechnology, the legal framework and the land. Hardy, long-lived Australian trees, deep-rooted, tolerant of low rainfall and accustomed to fire, are ideal for the purpose and for the uncertainties of a changing climate. We can register carbon credits on land titles to confer permanency.

The Australian Greenhouse Office has the measurement tools. There is an Australian Standard to provide uniformity. And whether the parking building that we might offset be in Adelaide, London or Beijing, the outcome is the same.

It does not matter in biophysical terms where the trees are. Both the problem and the solution are global in scope.

CarboNeutral Parking is not a response to climate change in the way that public transport, biofuels, electric vehicles and hydrogen power are; it's a short-term response while the auto industry and Big Oil catch up.

It is a means to separate the parking industry from Big Oil and through environmental leadership to make parking a more acceptable activity in our cities.

With a little planning it provides a means to educate parkers on climate change. It's greatest social asset may be the way it values taking responsibility for what we do.

And if it also creates a long-term benefit in education, equity, salinity control, rural reconstruction and biodiverse reforestation then that is simply good fortune, built on parkers paying ten cents a day.

