

Energia, ambiente e sviluppo sostenibile: il ruolo delle città

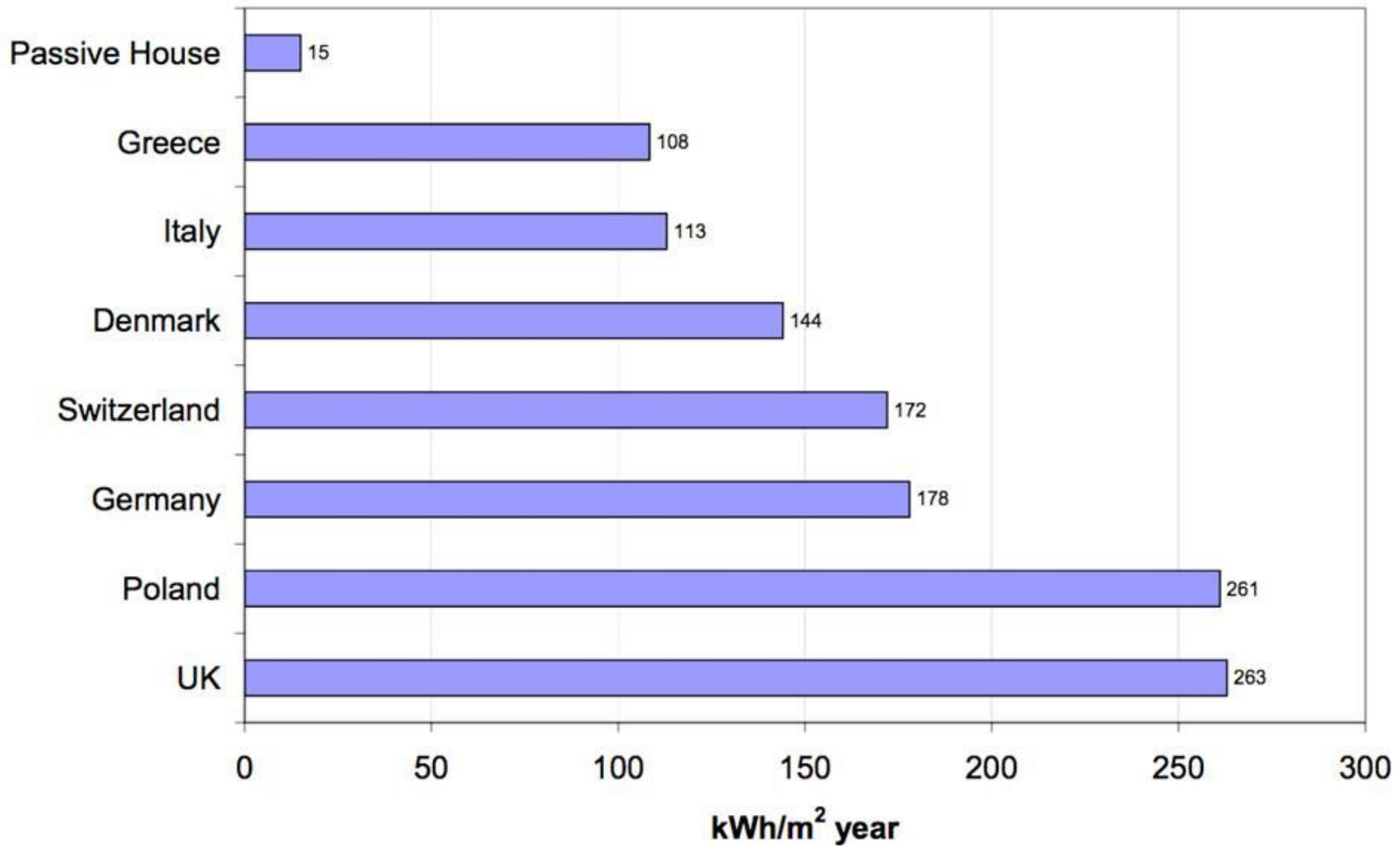


Federico M. Butera, Politecnico di Milano

Heating and cooling of residential buildings



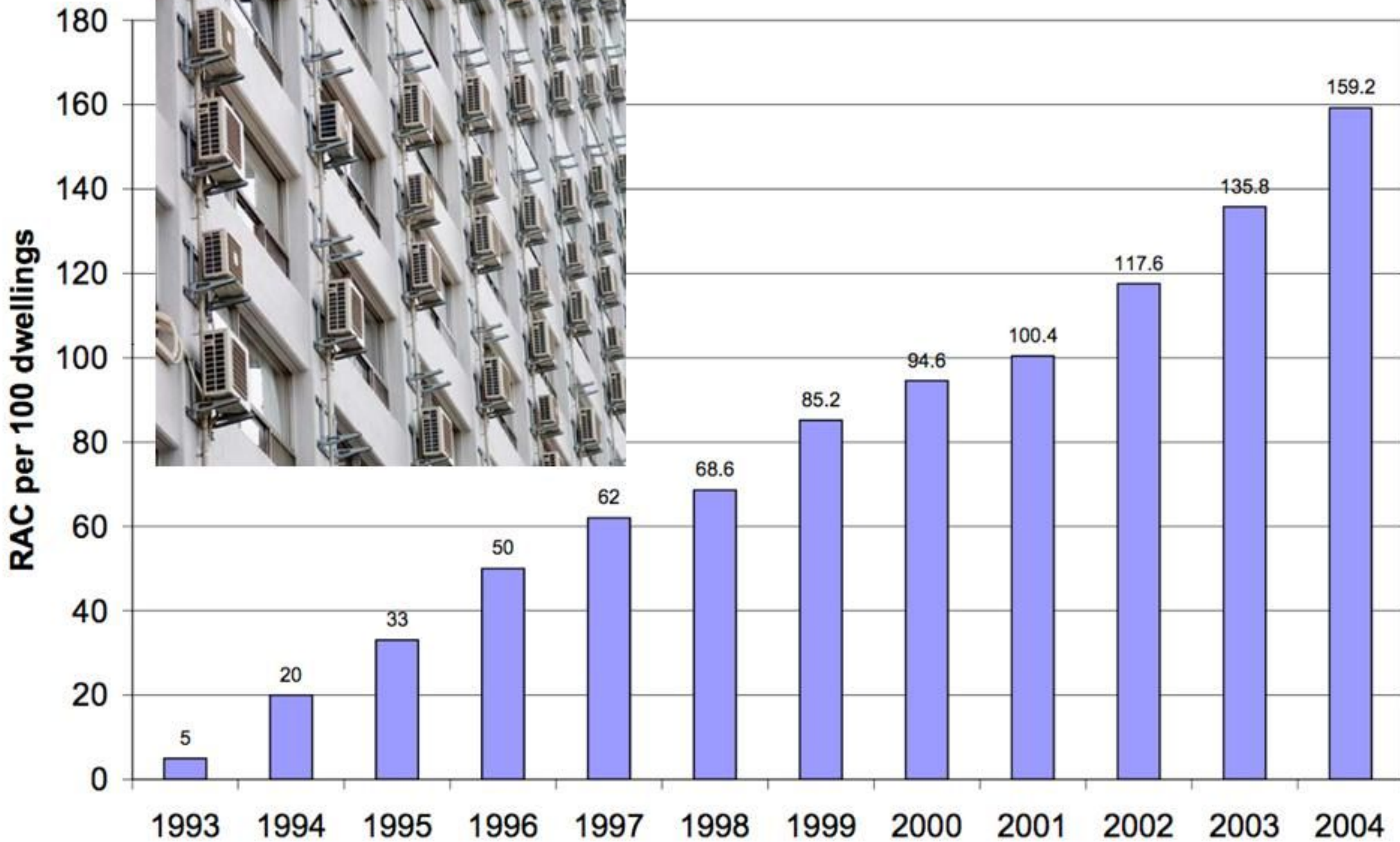
Heating energy consumption



According to UN- Habitat, more than 80% of total CO₂ emissions is produced in the cities



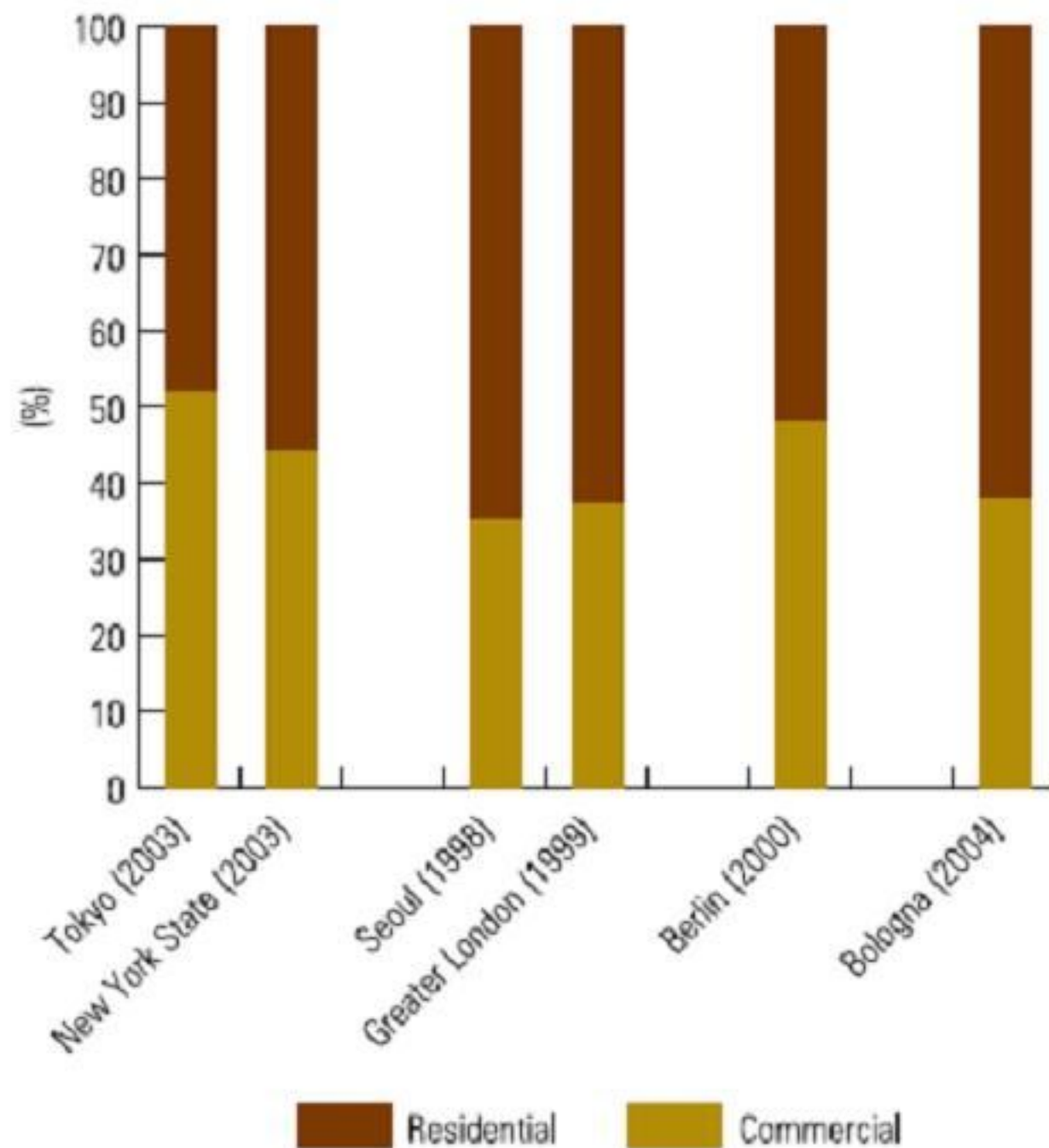
Shanghai



Commercial
buildings energy
consumption



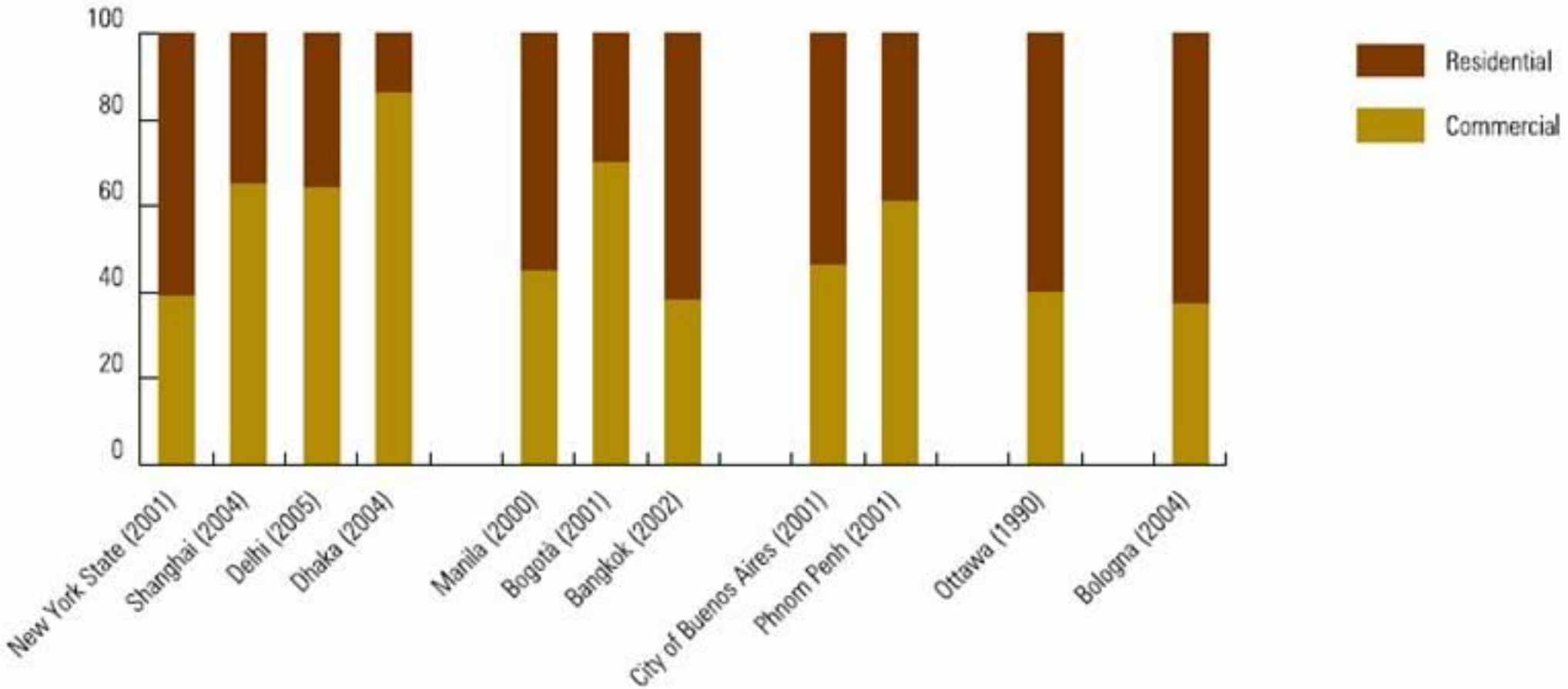
SHARE OF ENERGY CONSUMPTION IN RESIDENTIAL AND COMMERCIAL SECTORS IN SELECTED CITIES IN HIGH-INCOME COUNTRIES



Source: UN-HABITAT, 2008

Note : Data derived from various sources, 1998-2004

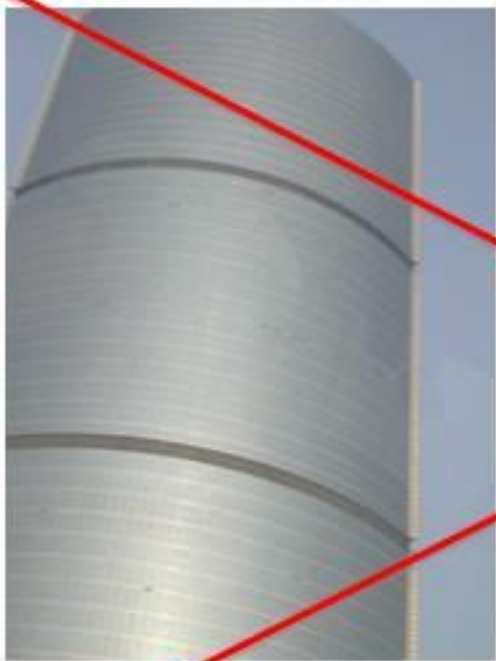
SHARE OF COMMERCIAL AND RESIDENTIAL ELECTRICITY CONSUMPTION IN SELECTED CITIES



Source: UN-HABITAT Global Urban Observatory 2008 (why is New York state used, not city ? delete Ottawa, too old)
 Note: Data from various sources, 2001-2004



Denver



Beijing



Berlin



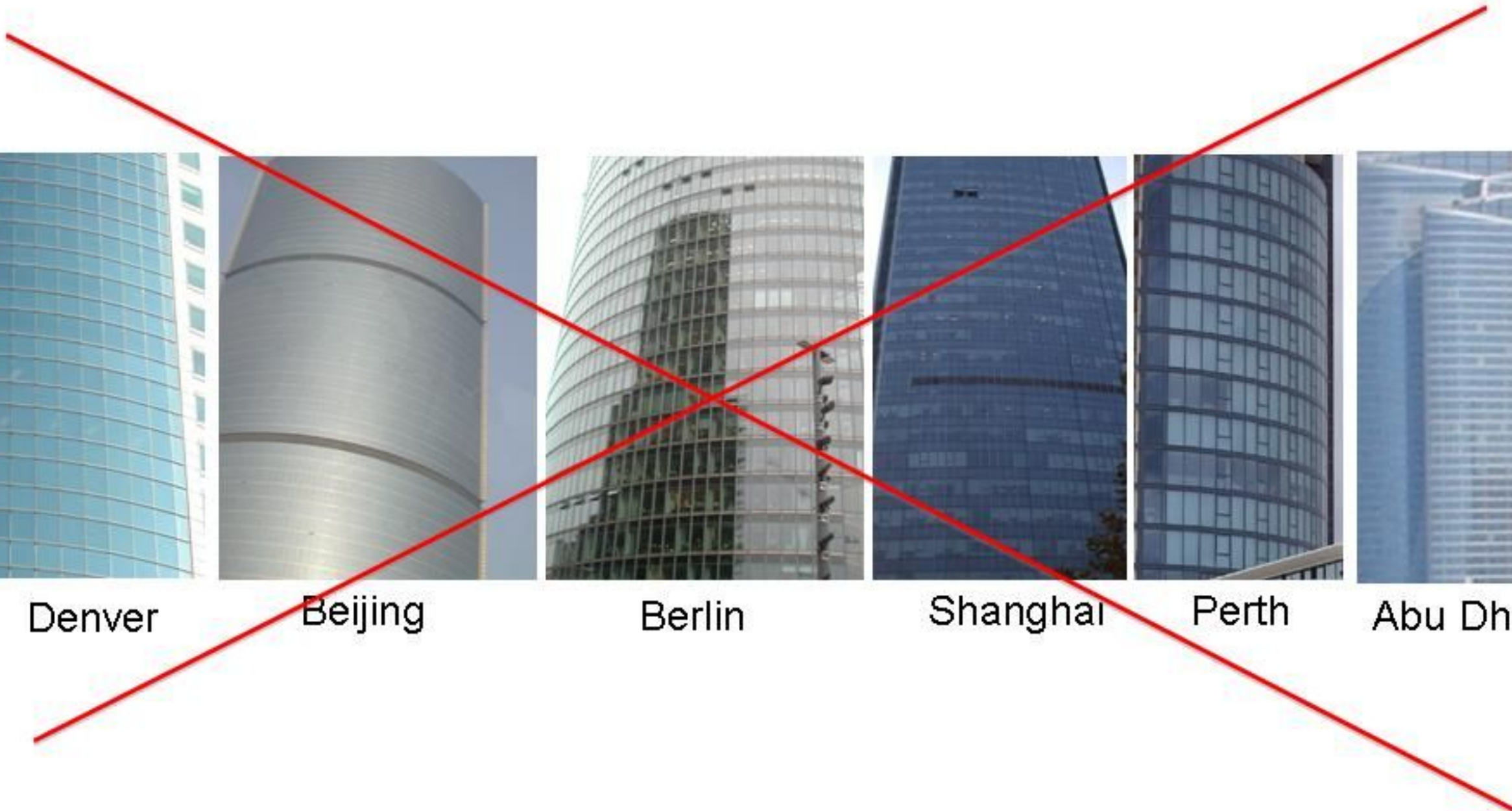
Shanghai



Perth



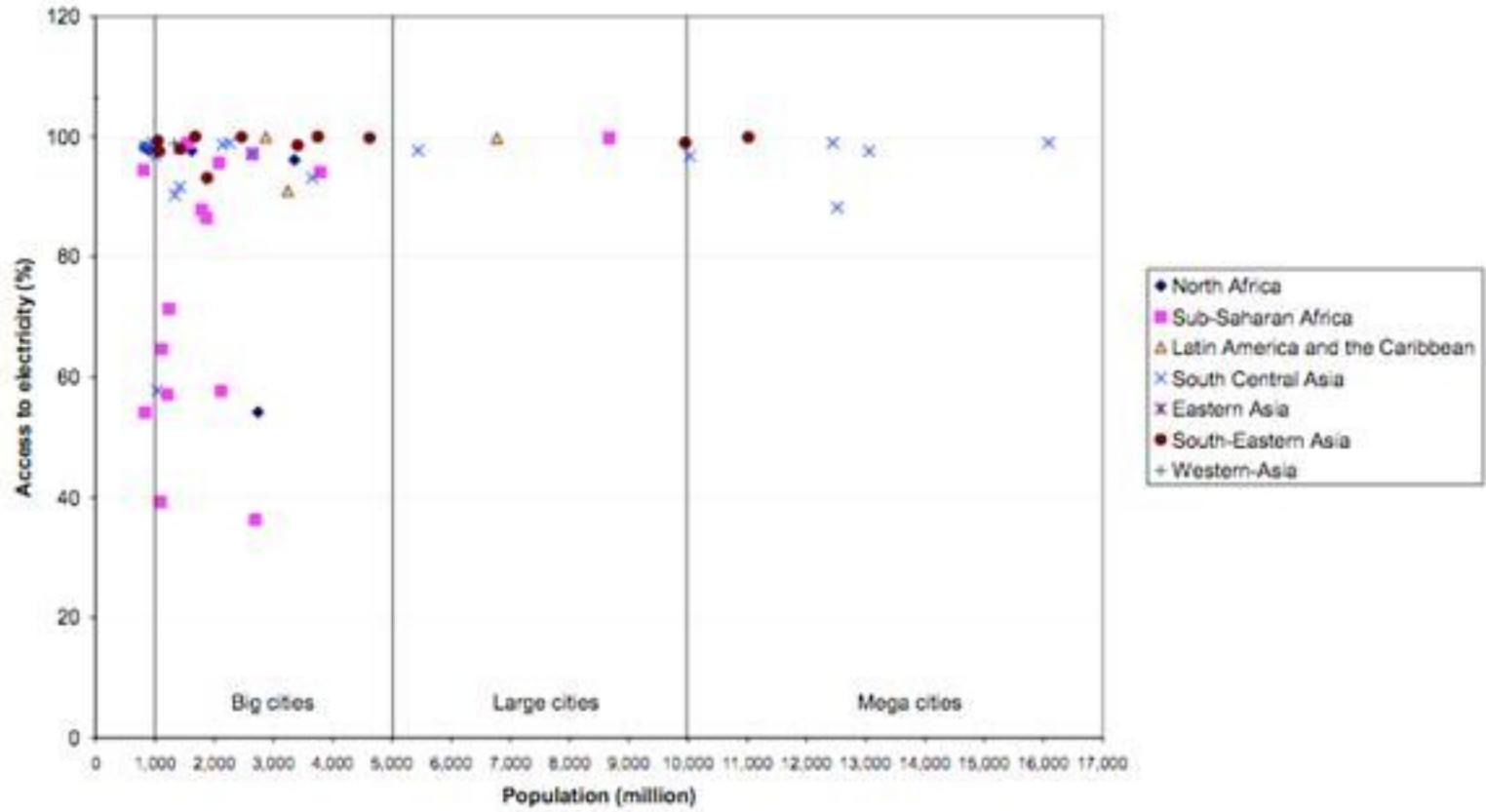
Abu Dhabi



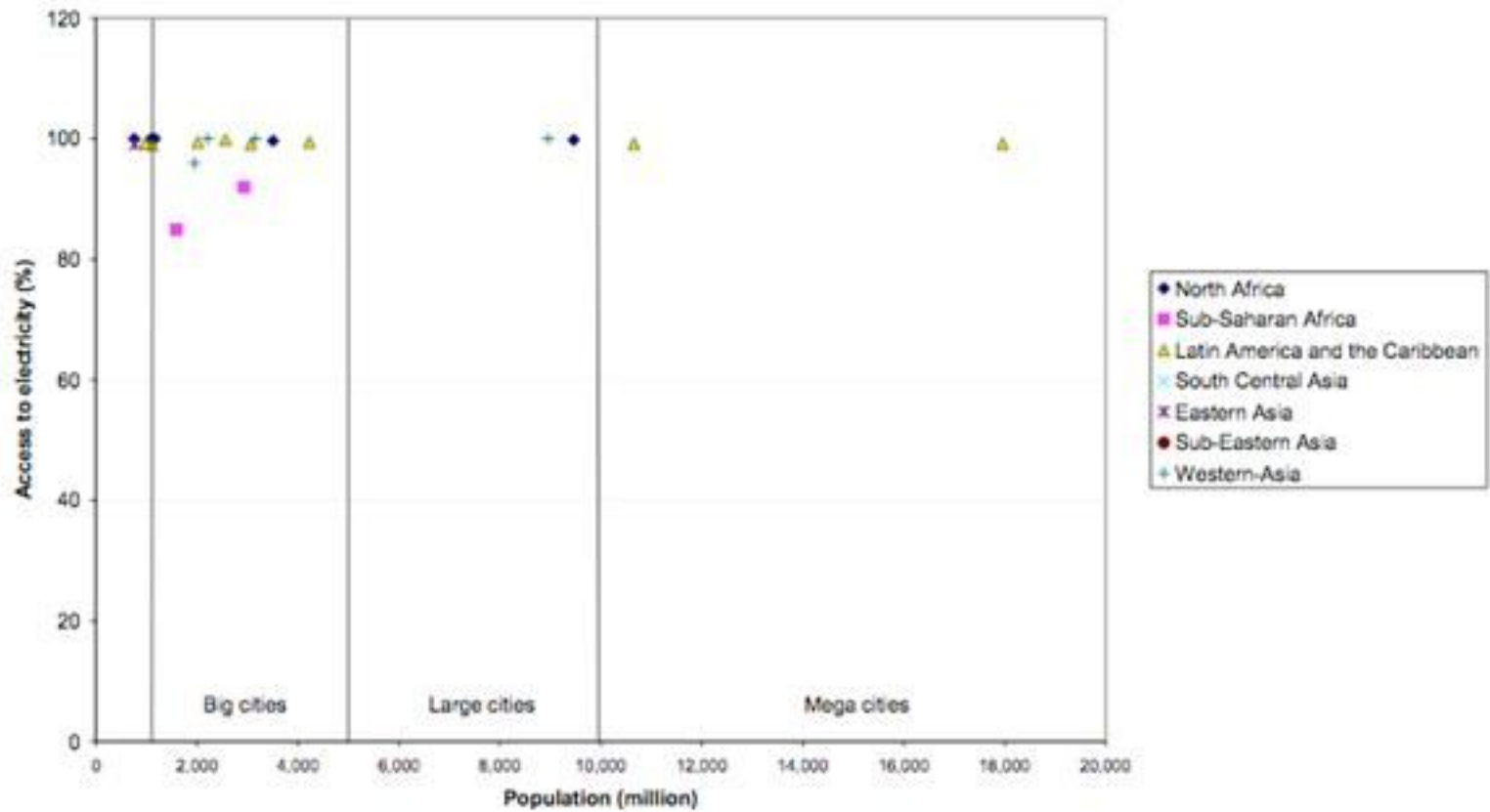
Household electricity consumption



Early/incipient urban transition



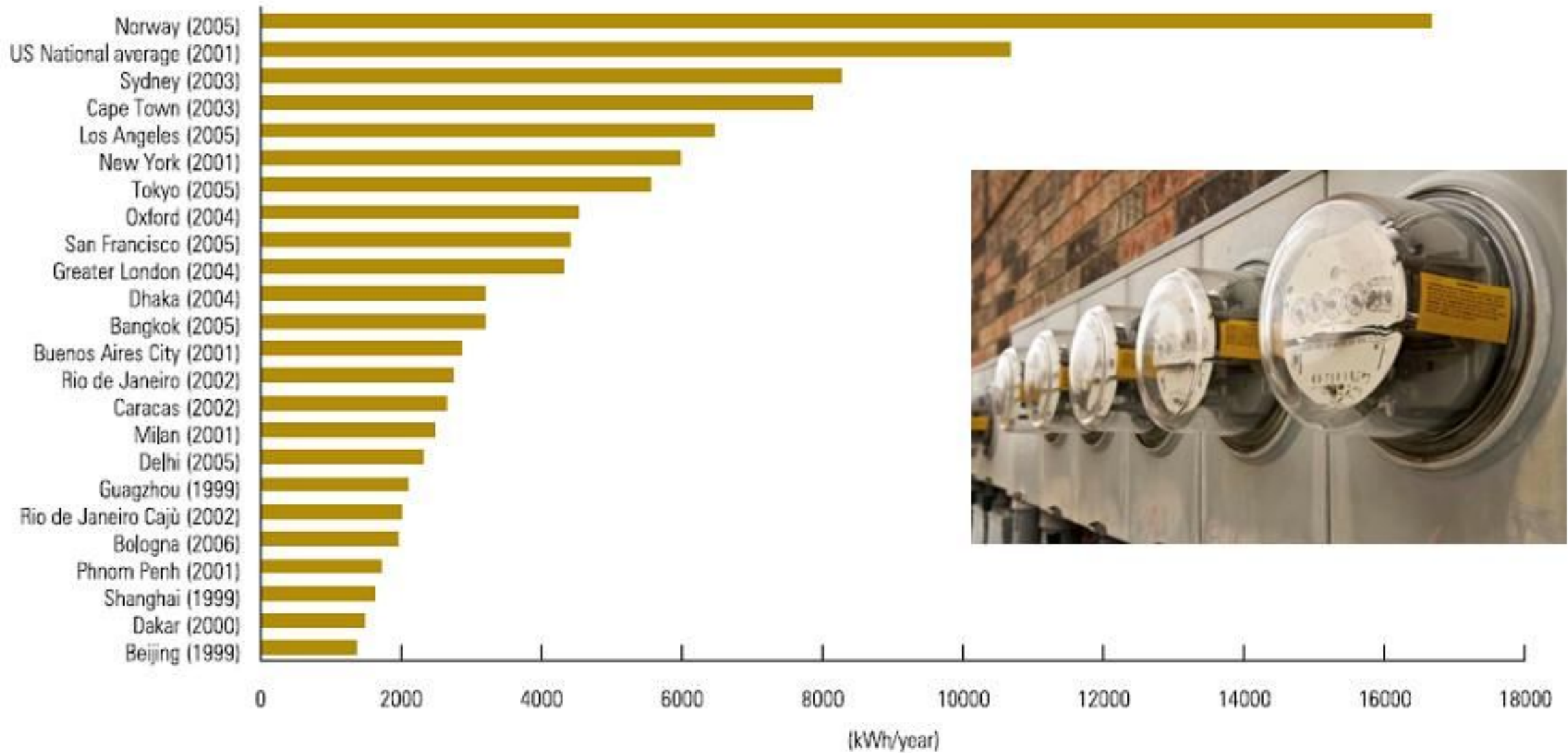
Midway Urban transition



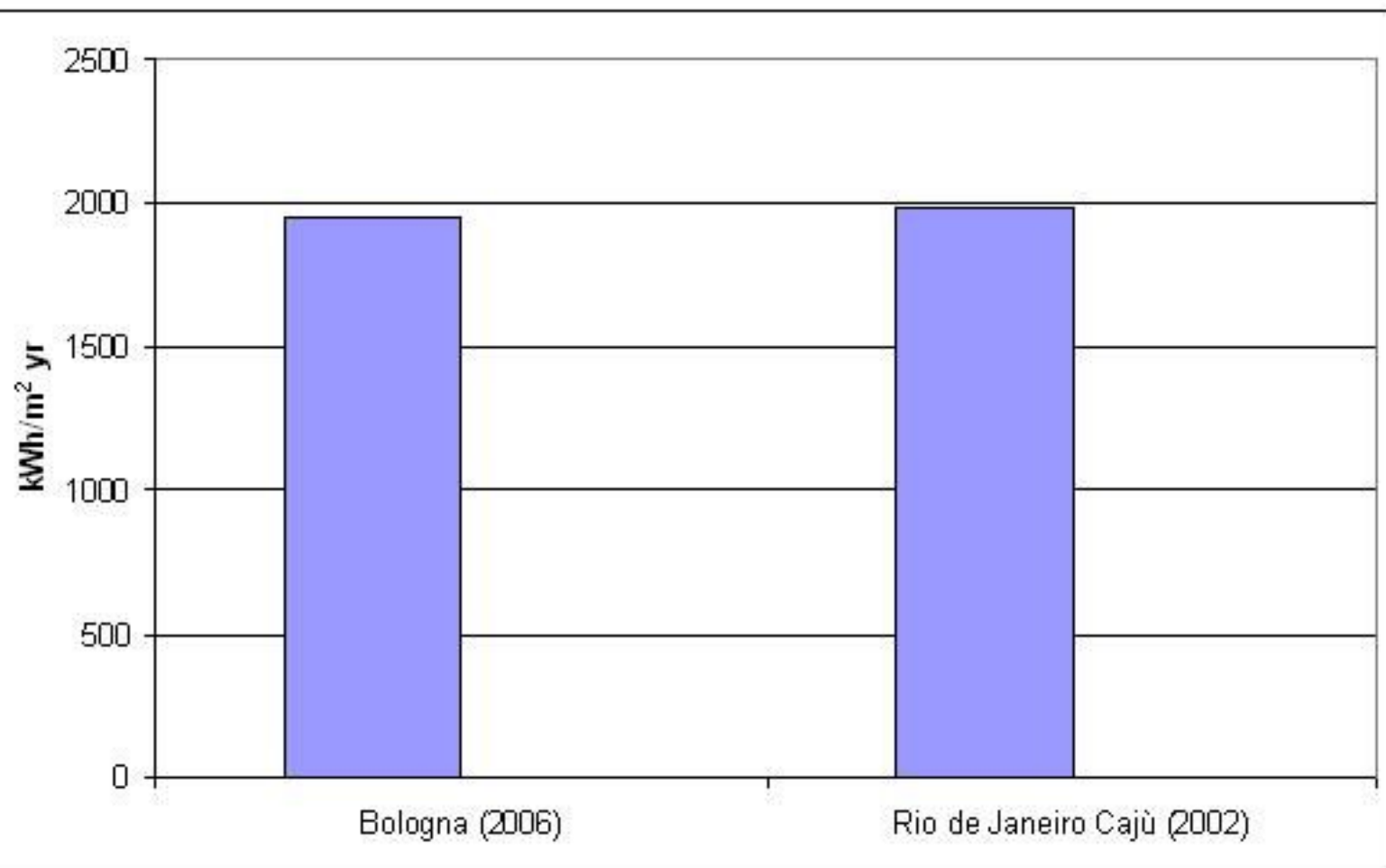
Residential buildings
energy consumption



ELECTRICITY CONSUMPTION PER HOUSEHOLD (KWH/YEAR) IN SELECTED CITIES AND COUNTRIES

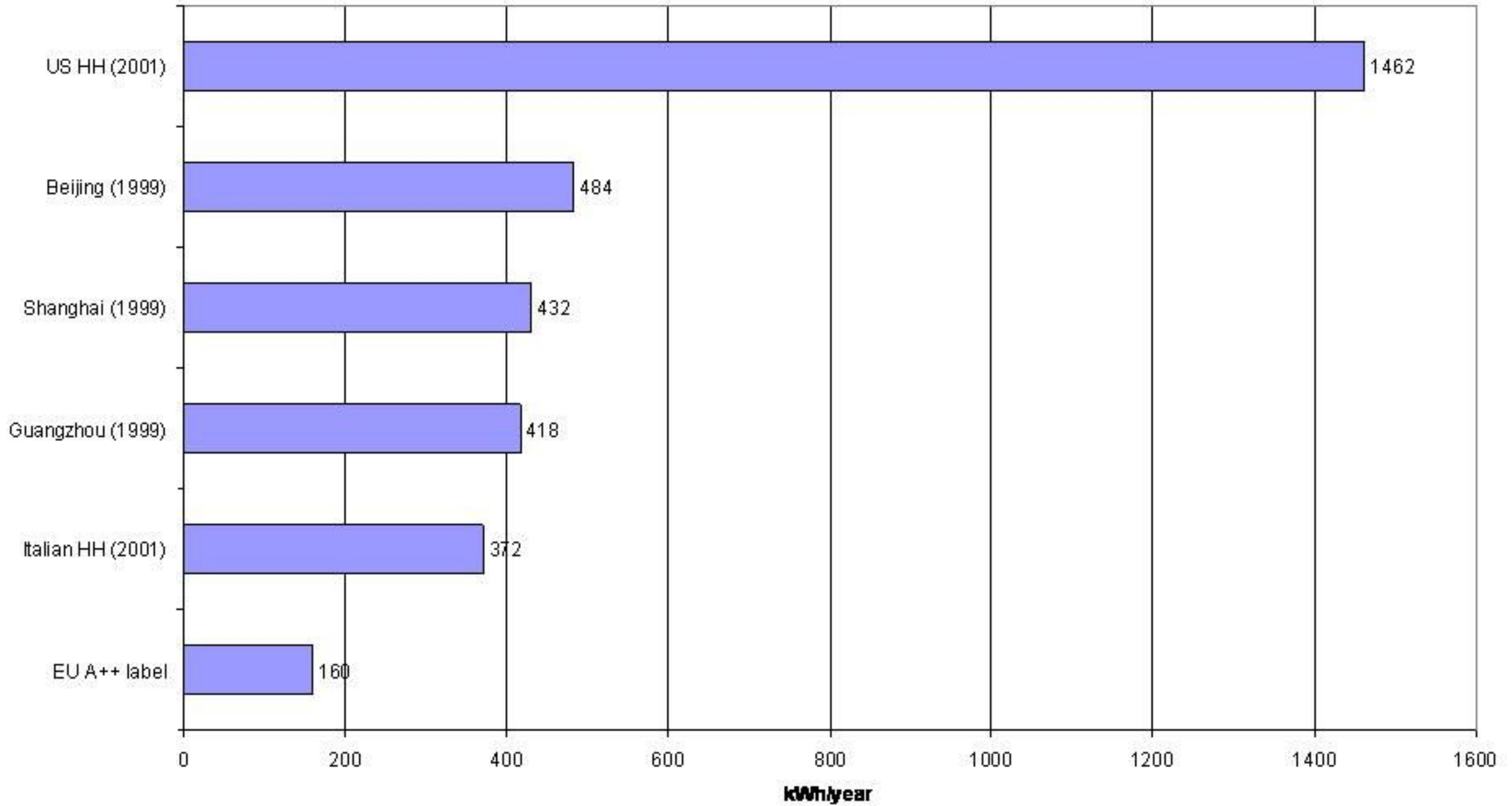


Source: UN-HABITAT Global Urban Observatory 2008
Note: Data from various sources, 1999-2006

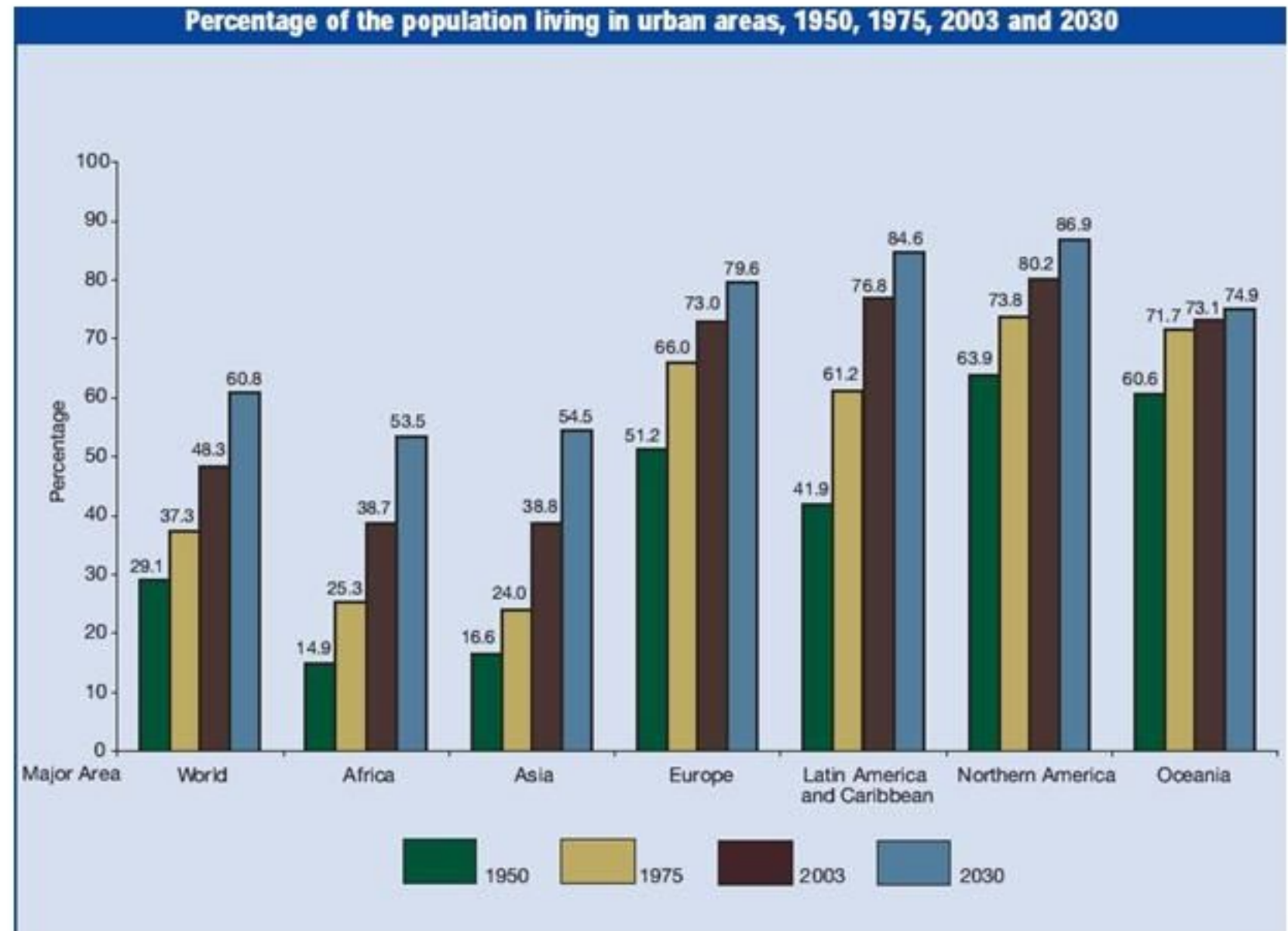


| Diffusion of domestic appliances (%) | | |
|--------------------------------------|-------------|----------------|
| | Cajù (2002) | Bologna (1997) |
| Refrigerator | 83.8 | 98 |
| Washing machine | 40.3 | 89.4 |
| Dishwasher | - | 30 |
| Television | 87.4 | 95.2 |
| Air conditioner | 20.4 | 7.5 |
| DVD | 1.4 | 50 |
| PC | 6.8 | 19 |

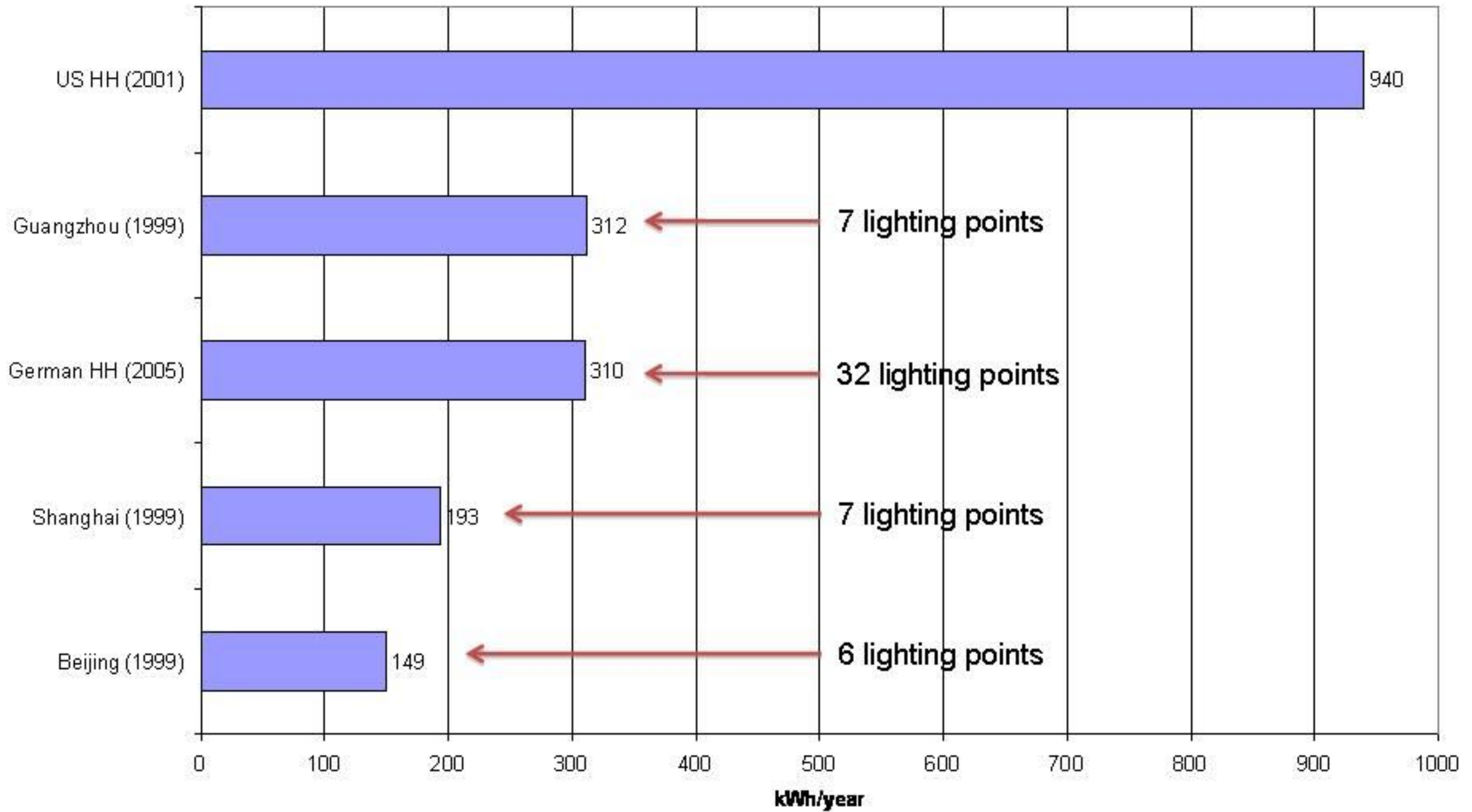
Refrigerator electricity consumption



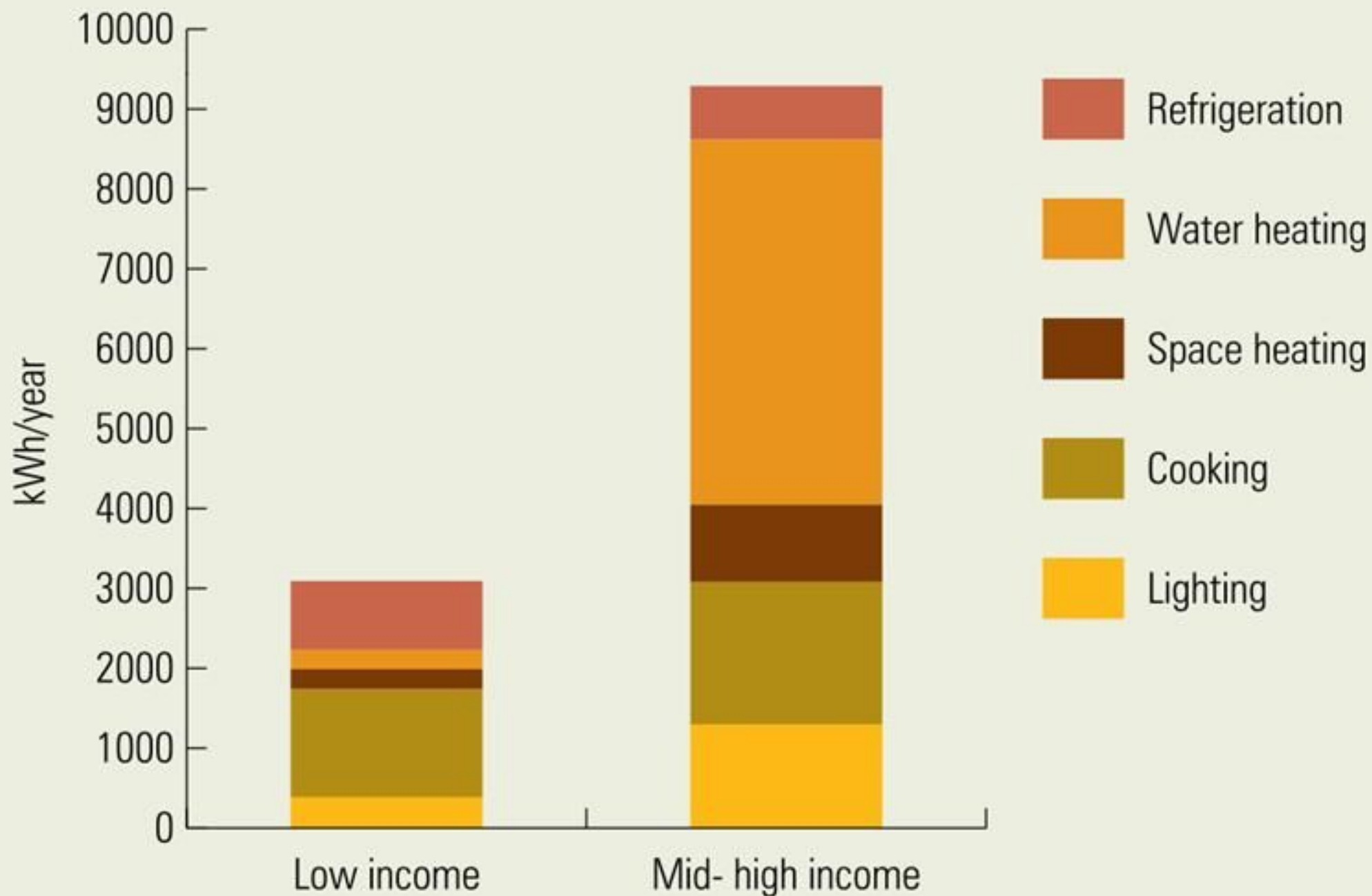
According to UN population forecasts, in the next 45 years it will be built the equivalent of an one million inhabitants city every week, the largest part in developing countries



Lighting electricity consumption per household

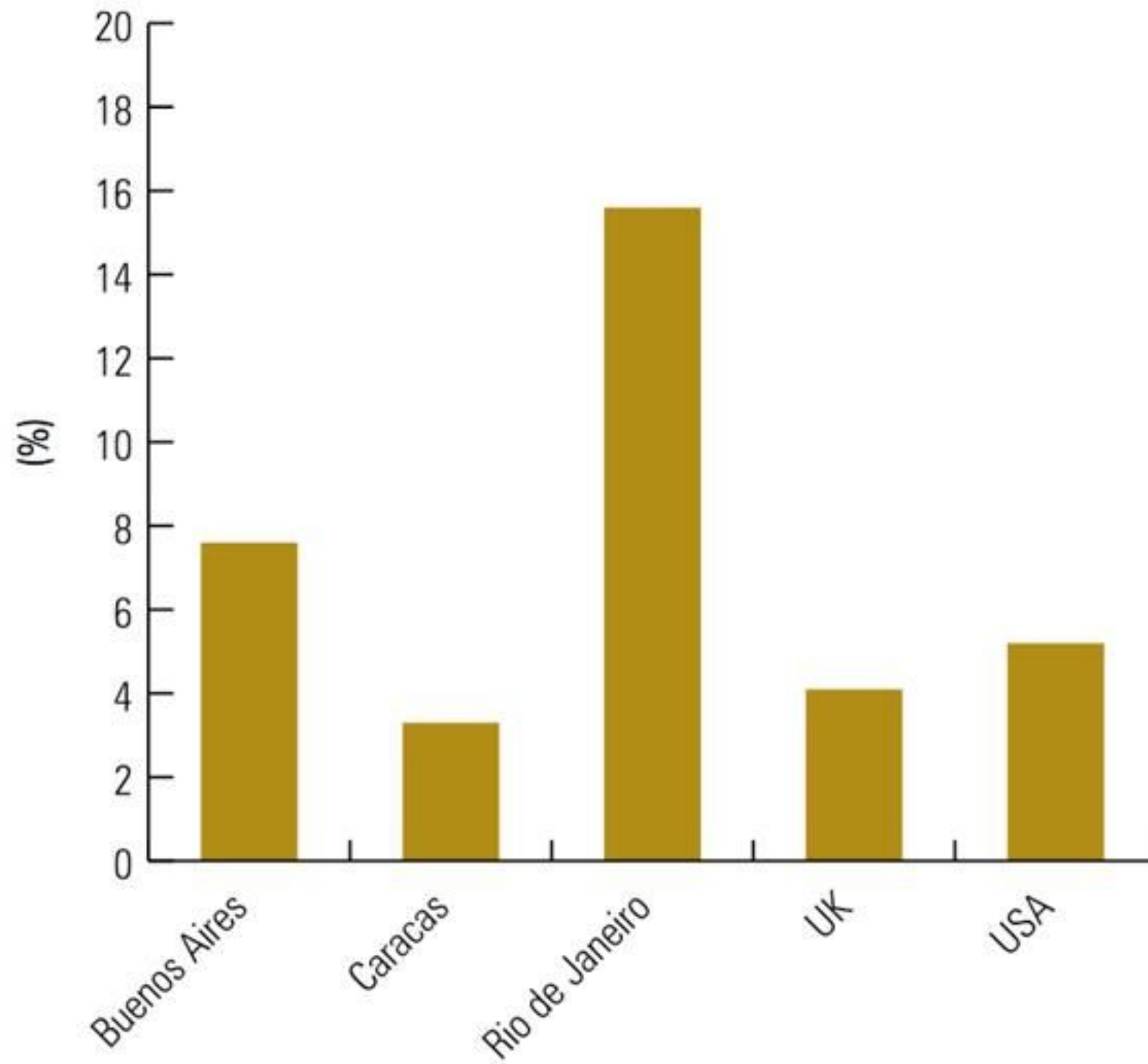


HOUSEHOLD ELECTRICITY CONSUMPTION DIFFERENCES IN CAPE TOWN



Source: Winkler, et al., 2006.

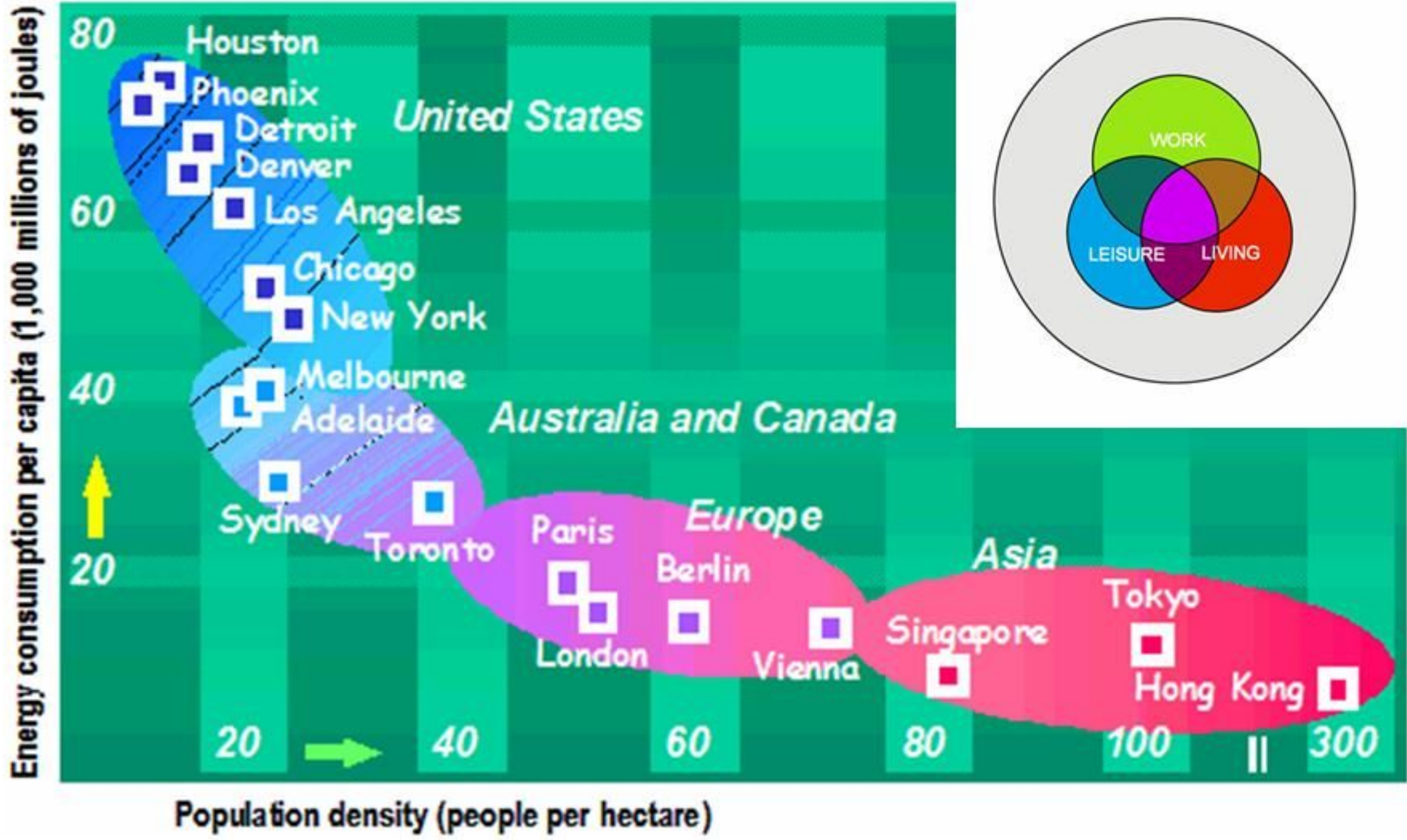
PROPORTION OF FAMILY INCOME USED FOR ENERGY IN LOW-INCOME HOUSEHOLDS IN SELECTED CITIES AND COUNTRIES



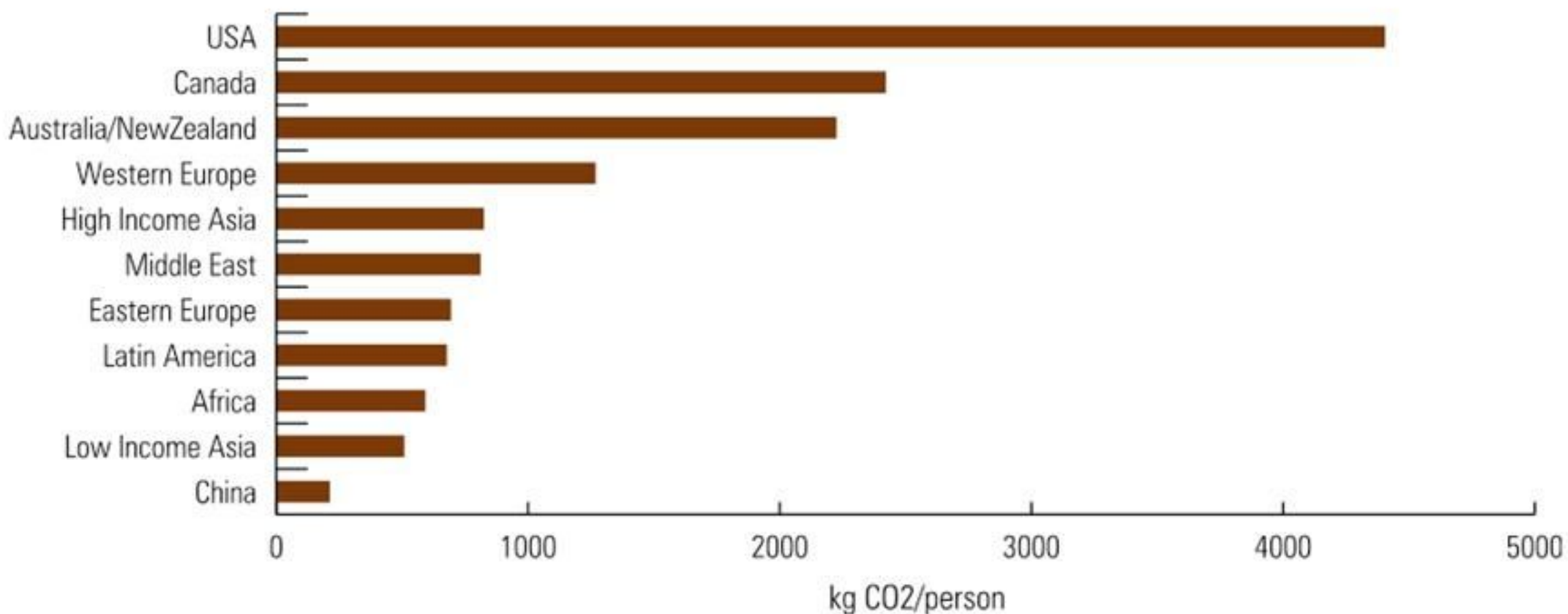
Source: World Energy Council, 2006

Transport



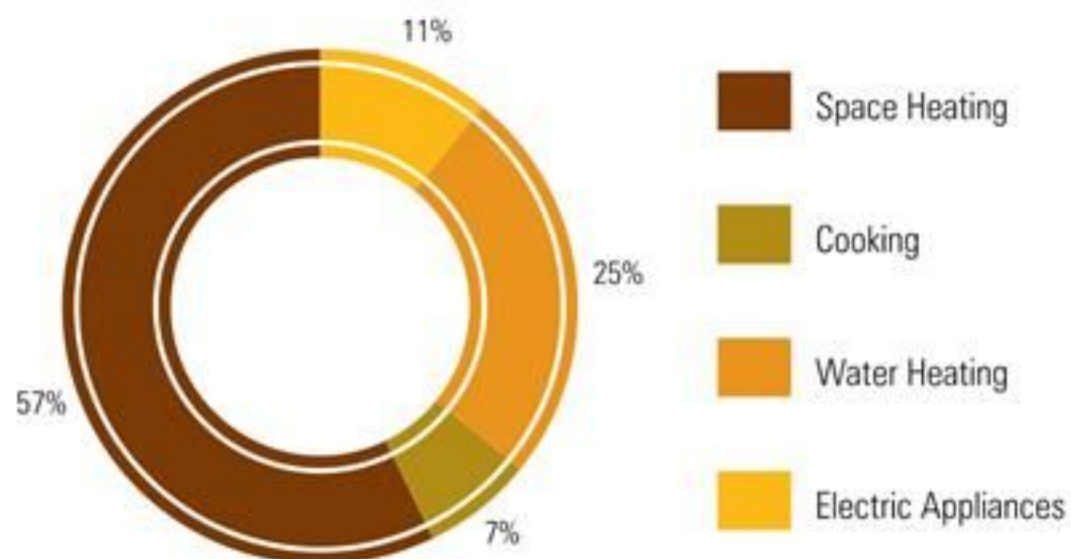


TOTAL TRANSPORT (PRIVATE AND PUBLIC) CO2 EMISSIONS IN SELECTED REGIONS AND COUNTRIES



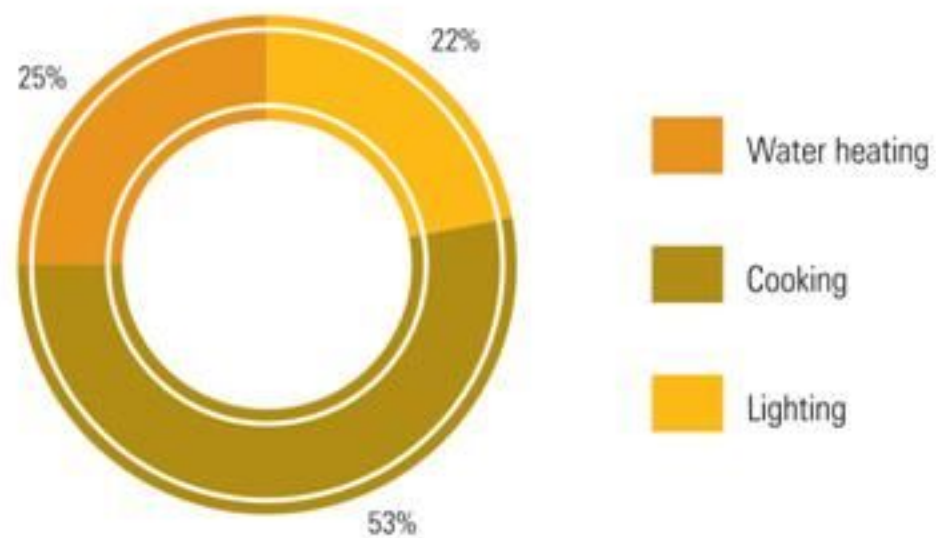
Source: Adapted from: Kenworthy, J., 2003; http://cst.uwinnipeg.ca/documents/Transport_Greenhouse.pdf

FIGURE 3.4.2: HOUSEHOLD ENERGY USE PATTERNS IN EU-15, 1997



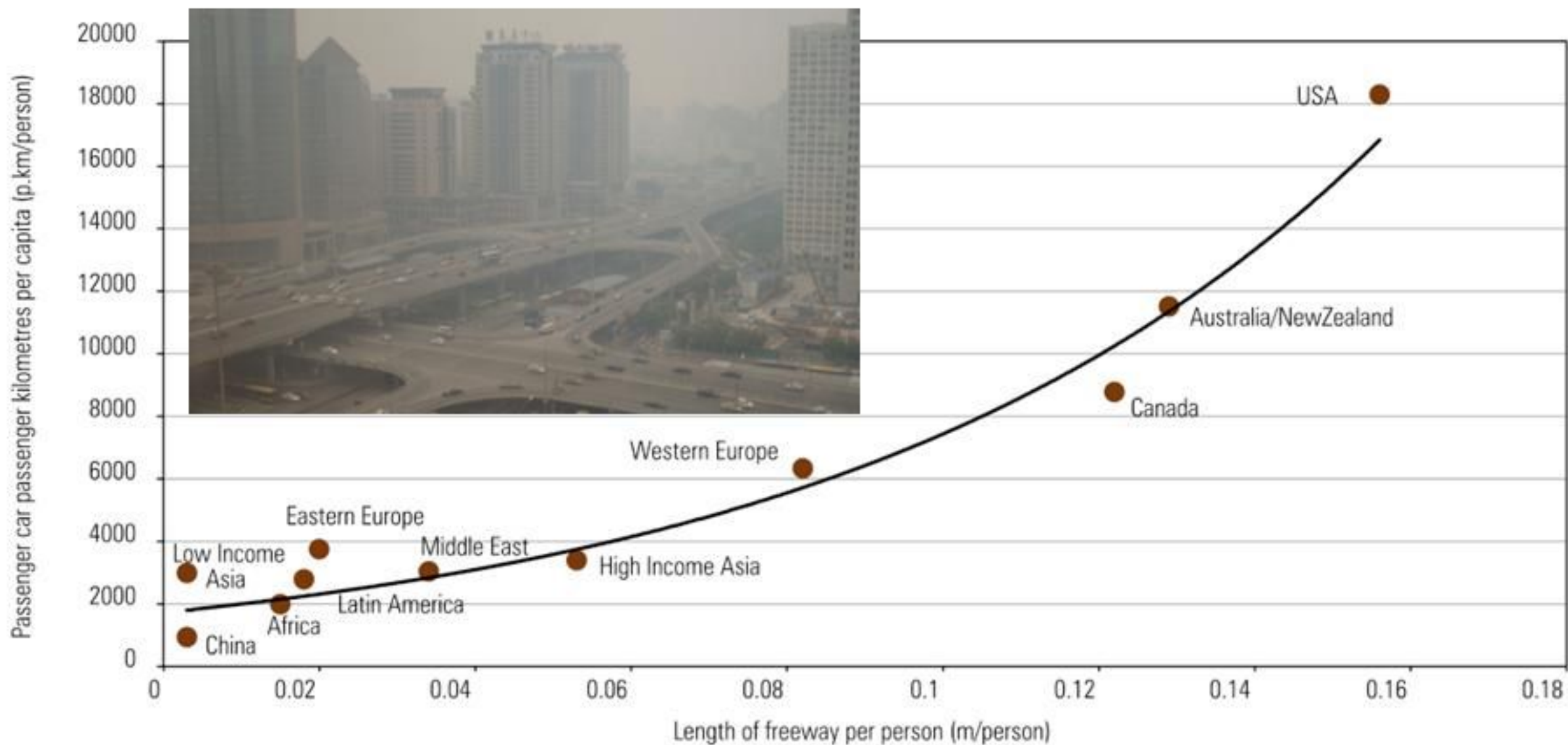
Source: Commission of the European Communities, 2001.

FIGURE 3.4.3: LOW-INCOME HOUSEHOLD ENERGY USE PATTERNS IN CAPE TOWN, 1996



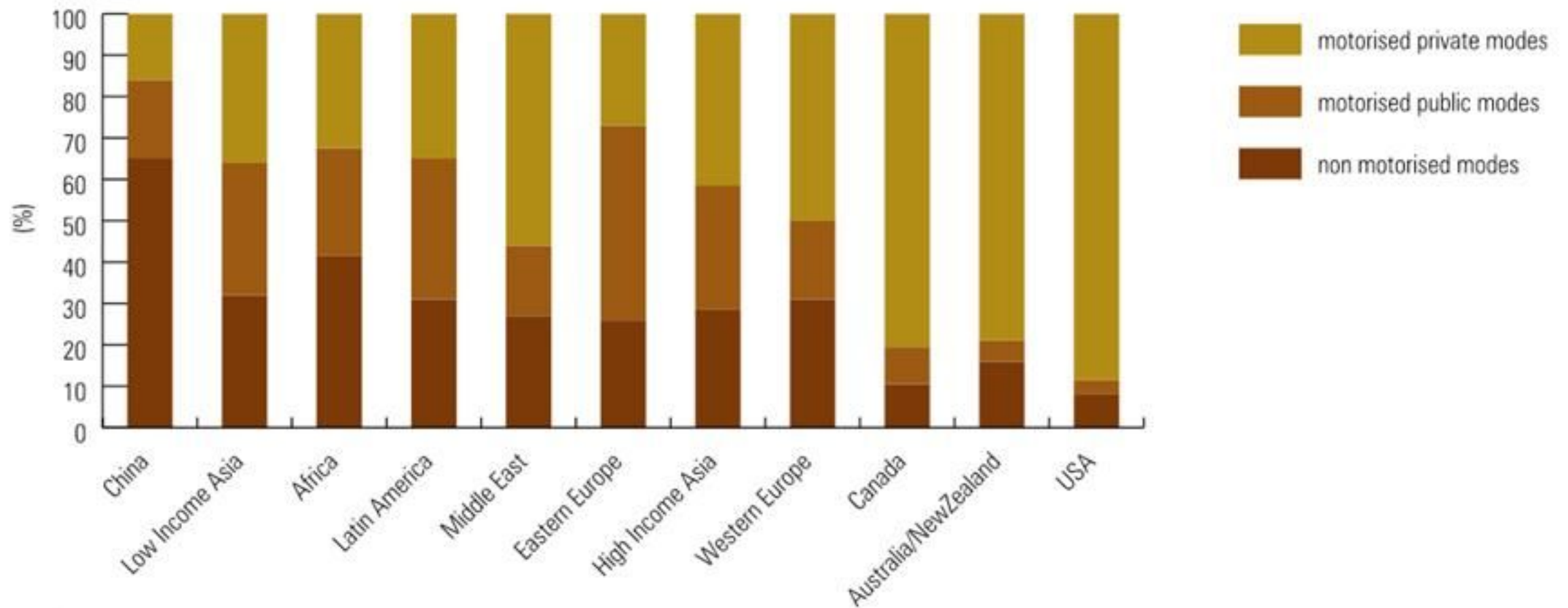
Source: Winkler, et al., 2005.

RELATIONSHIP BETWEEN LENGTH OF FREEWAY PER PERSON AND PASSENGER CAR KILOMETRES



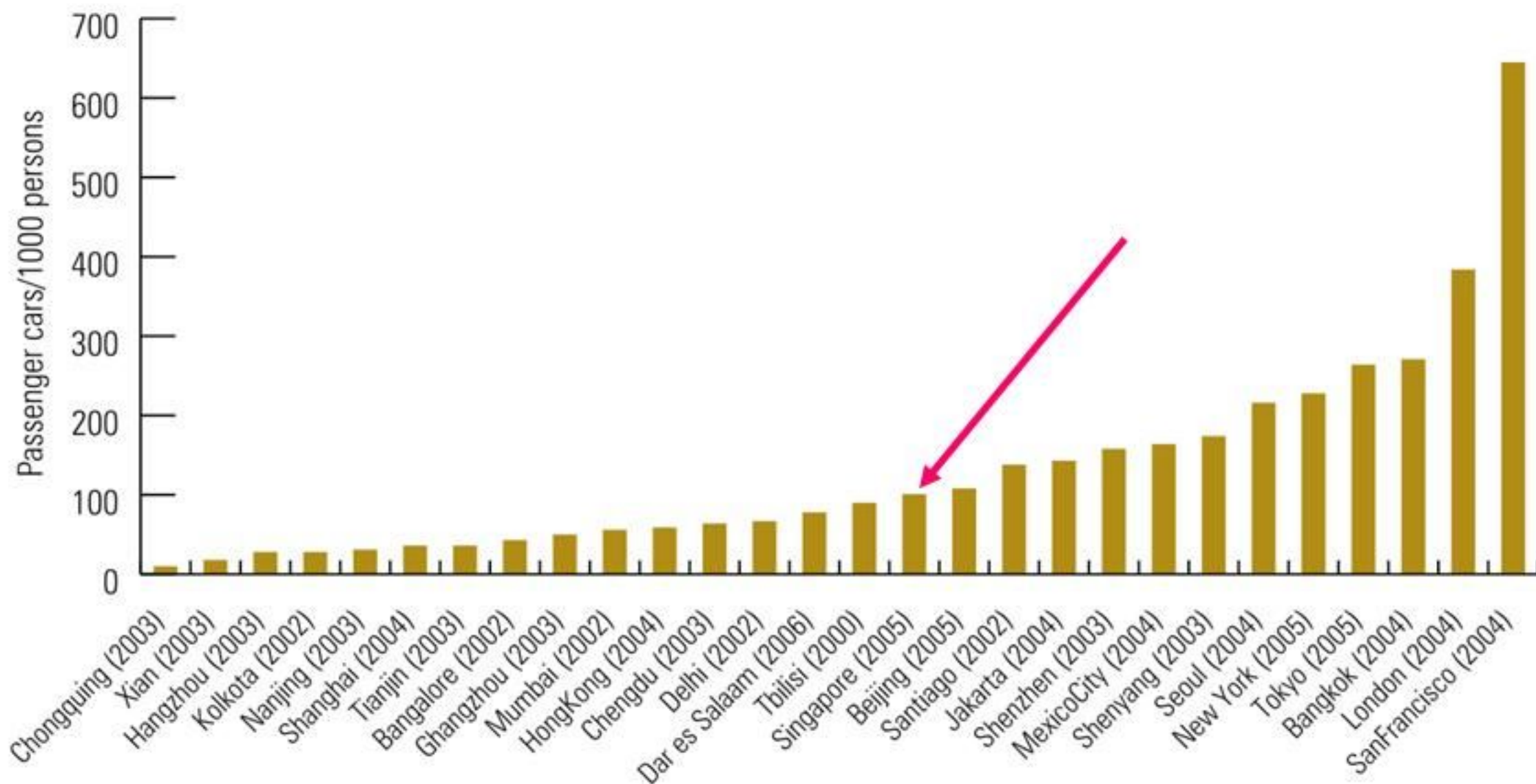
Source: Adapted from: Kenworthy 2003

SHARE OF MOTORIZED AND NON-MOTORIZED PRIVATE AND PUBLIC TRANSPORT IN SELECTED REGIONS AND COUNTRIES



Source: Adapted from: Kenworthy, 2003

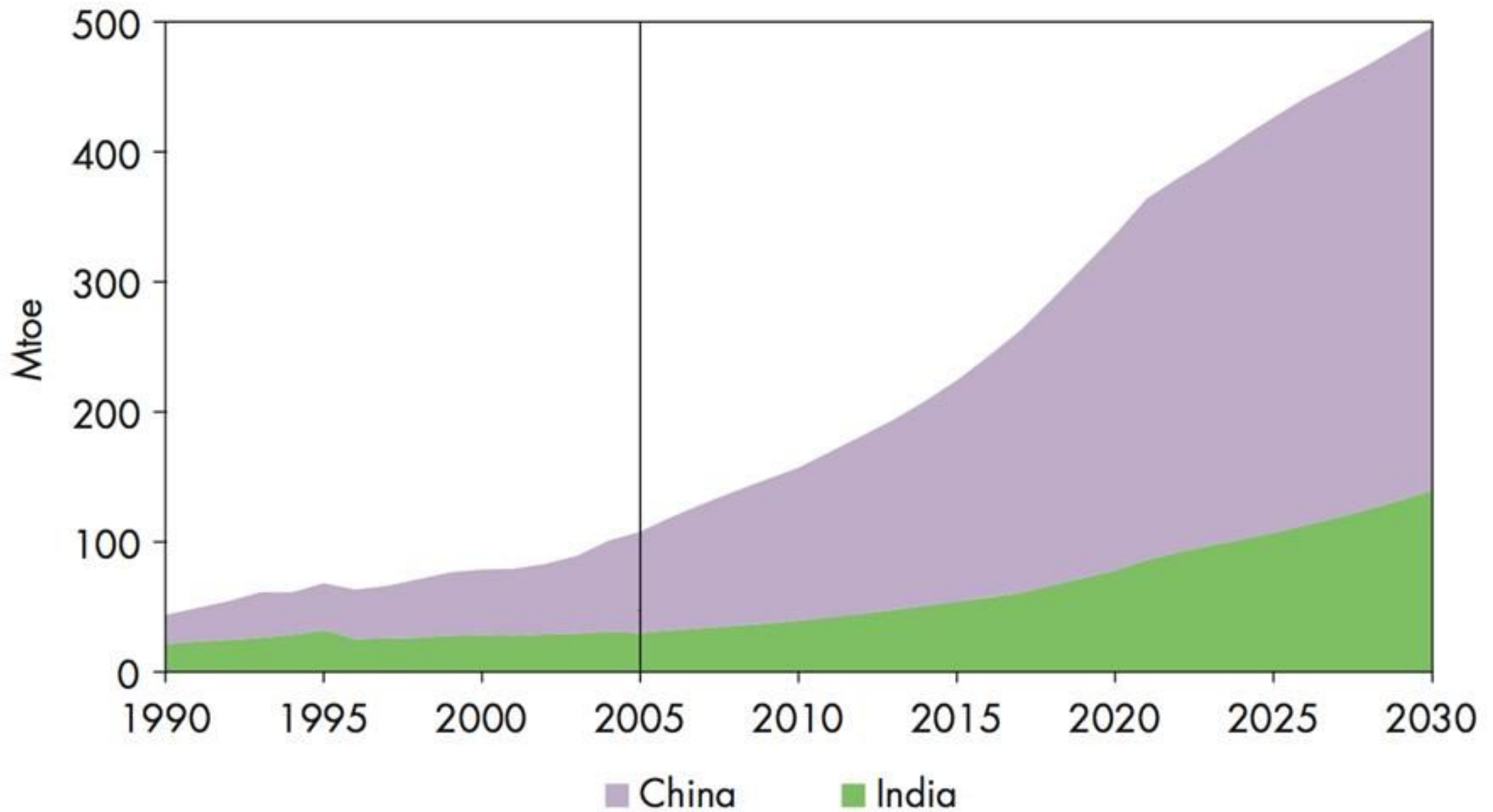
CAR OWNERSHIP IN SELECTED CITIES



Source: UN-HABITAT Global Urban Observatory 2008

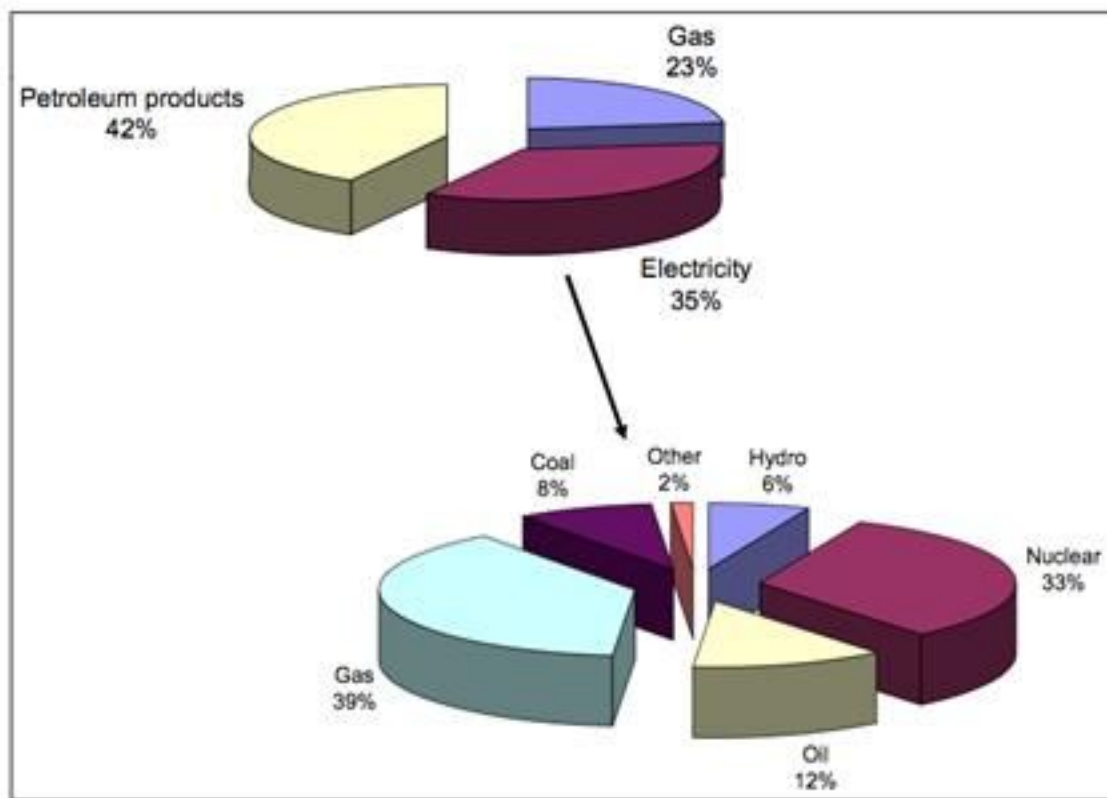
Note: Data derived from various sources, 2000-2004

Road Transport Fuel Consumption in China and India in the Reference Scenario

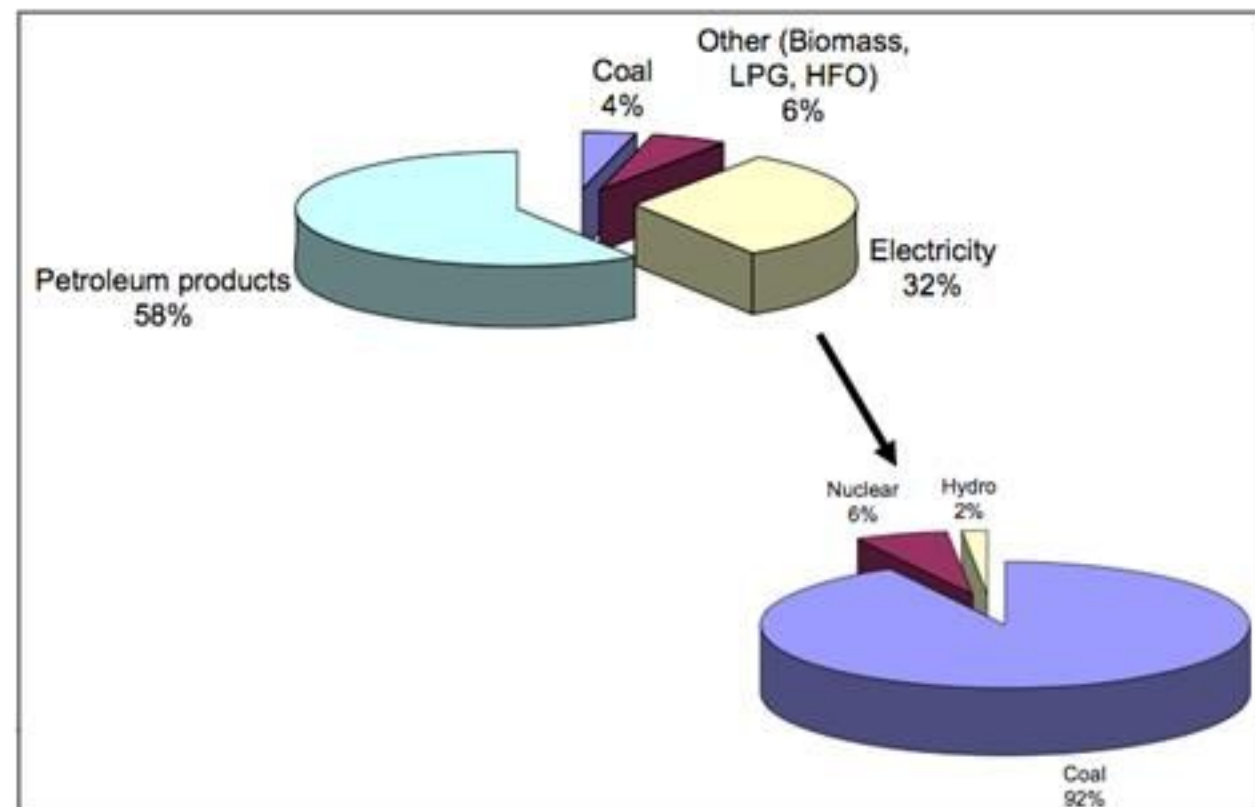


Source: IEA

| | Energy Consumption | Emissions | |
|-------------------------|--------------------|--------------------------------|-------------------------|
| | kWh per capita | ton CO ₂ per capita | kg CO ₂ /kWh |
| Mexico City (2000) | 9230 | 3.27 | 0.35 |
| Cape Town (2004) | 12200 | 6.43 | 0.53 |
| Beijing (1998) | 17090 | 6.90 | 0.40 |
| Tokyo Metropolis (2003) | 19170 | 5.94 | 0.31 |
| Greater London (1999) | 23610 | 6.96 | 0.29 |



Tokyo fuel mix

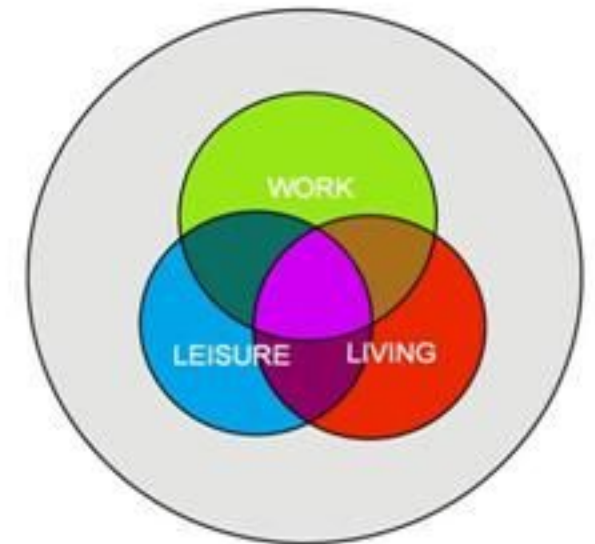
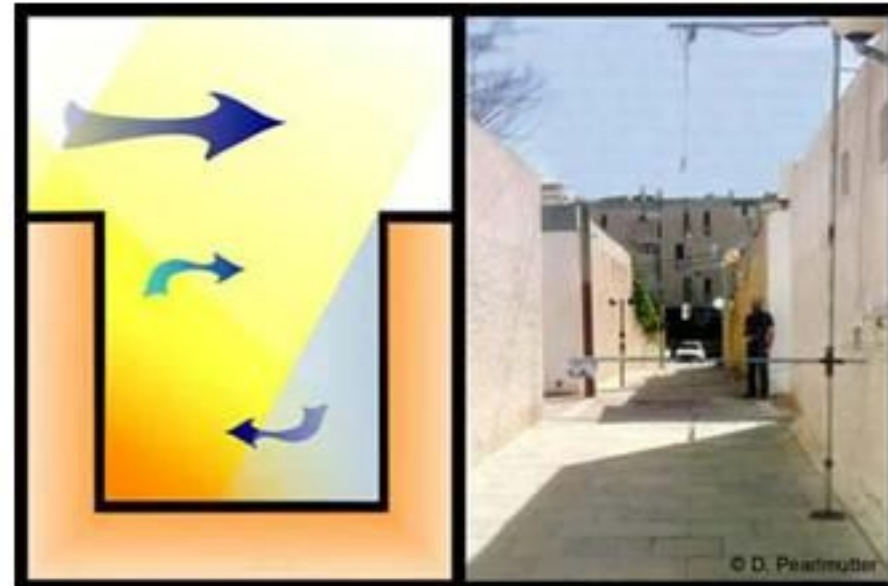
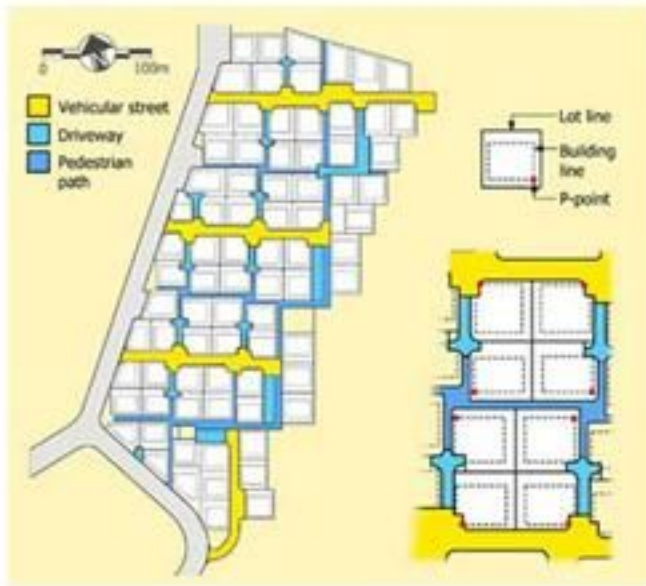
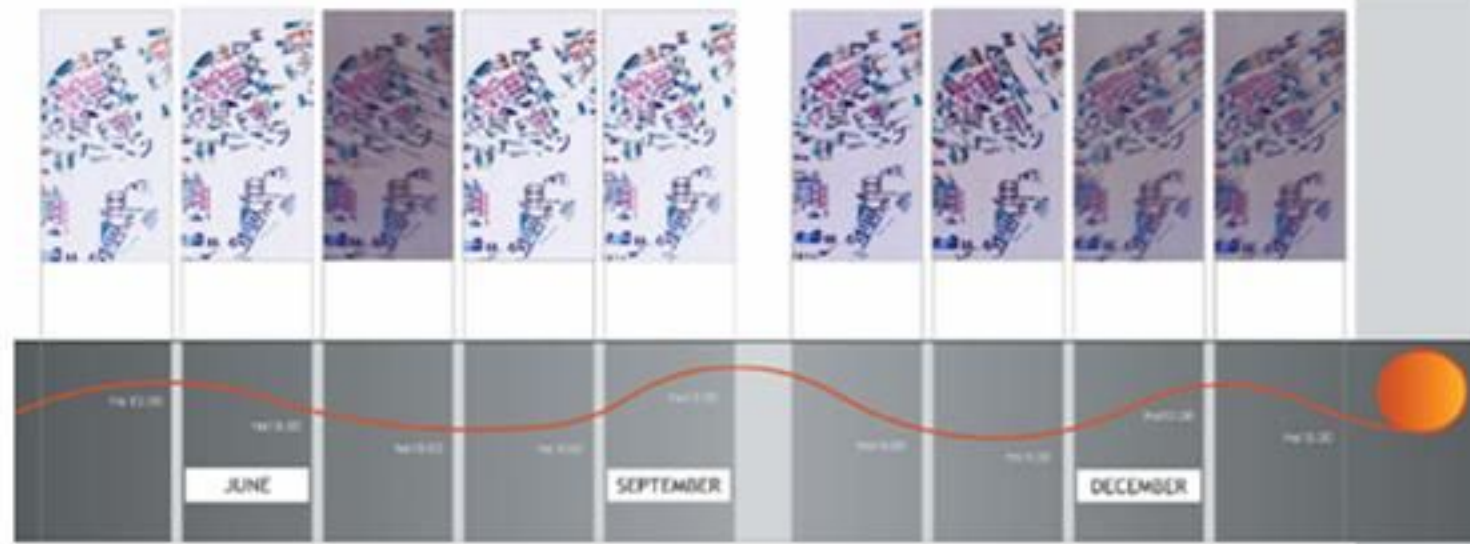
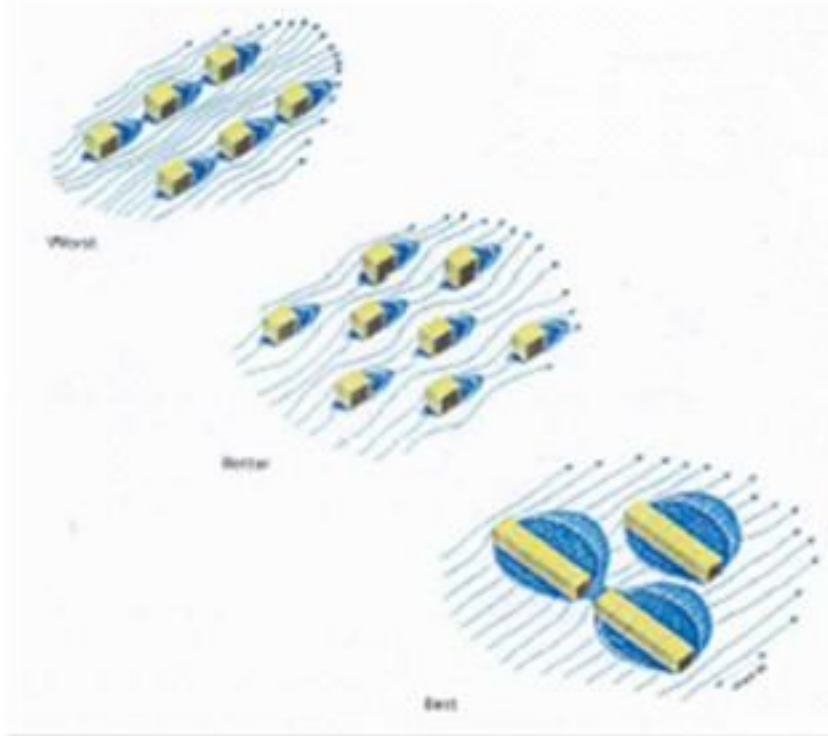


Cape Town fuel mix

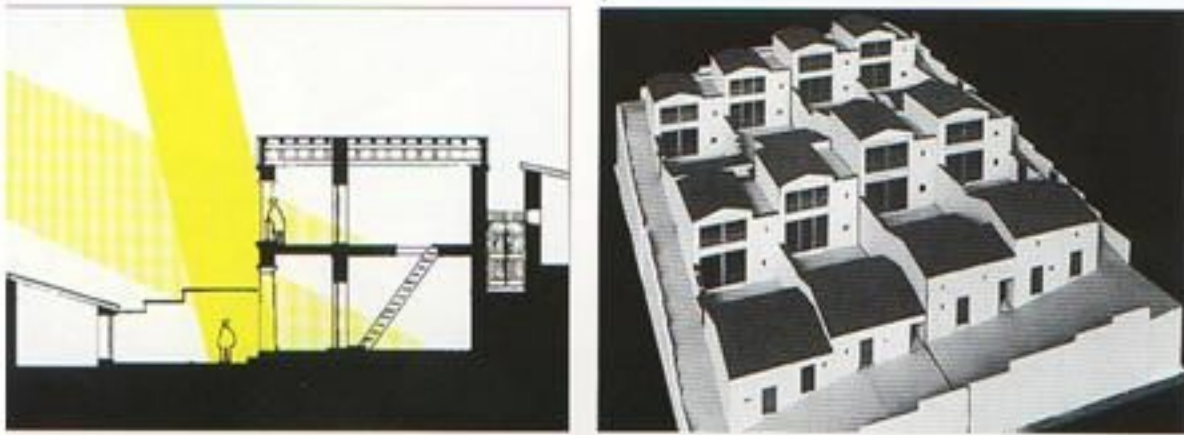
Guidelines for low energy – low emission urban design

1. minimise energy demand
2. minimise energy consumption
3. recycle energy and materials
4. substitute fossil fuels with renewable energy

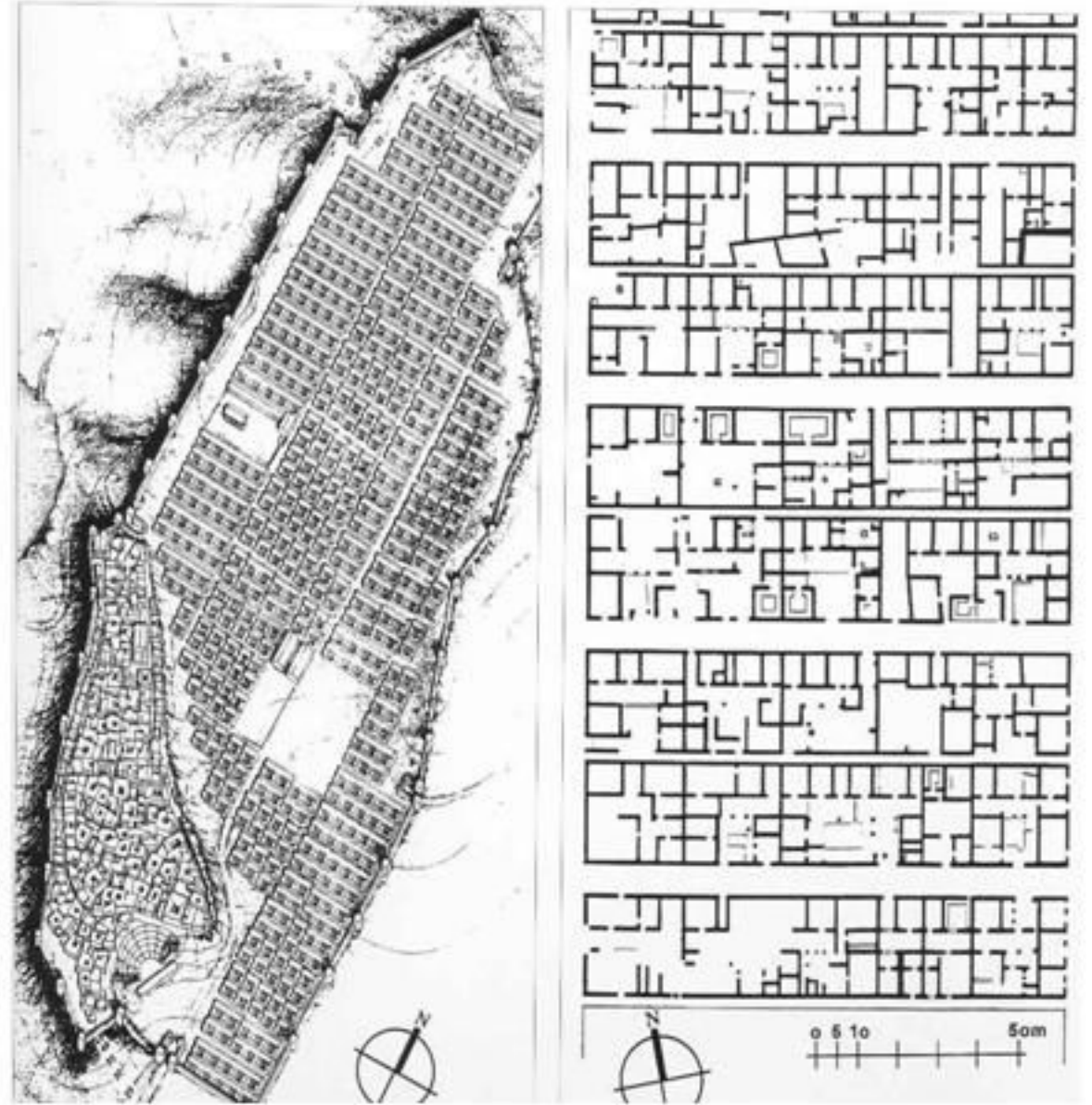
1. Minimise energy demand



1. Minimise energy demand



Priene (Asia Minor)

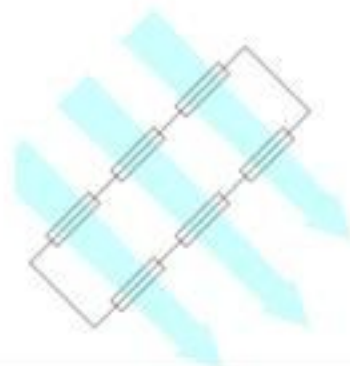


Olintus (Ancient Greece)

1. Minimise energy demand

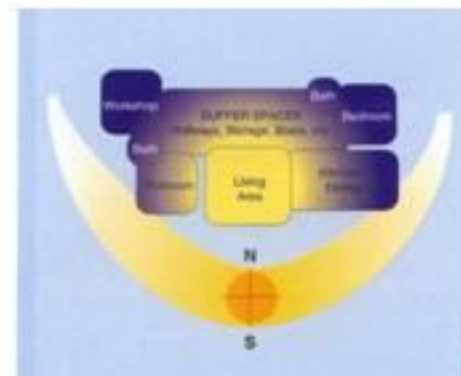
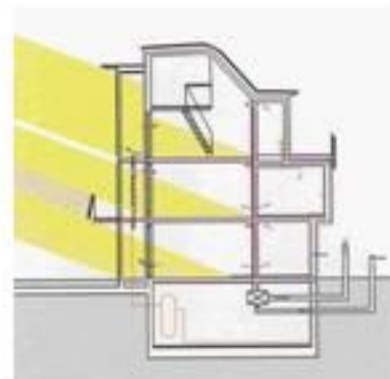
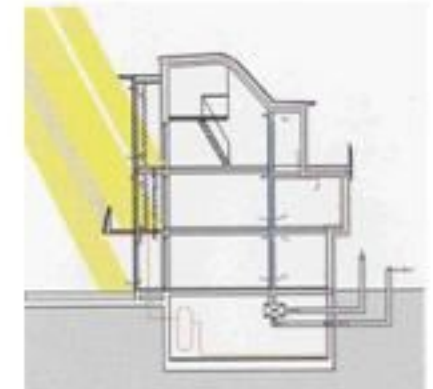
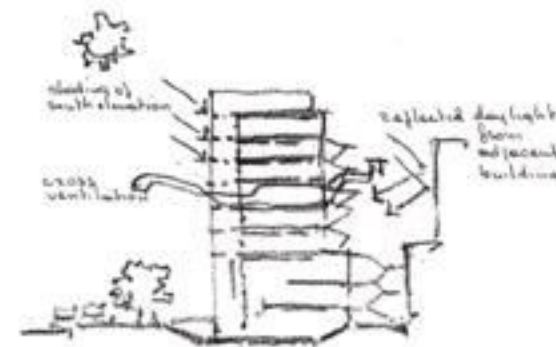
BUILDING SCALE
Some basic rules must be followed, aiming to meet the best thermal and visual comfort condition with low energy demand, thermal and electrical.

Improve building insulation



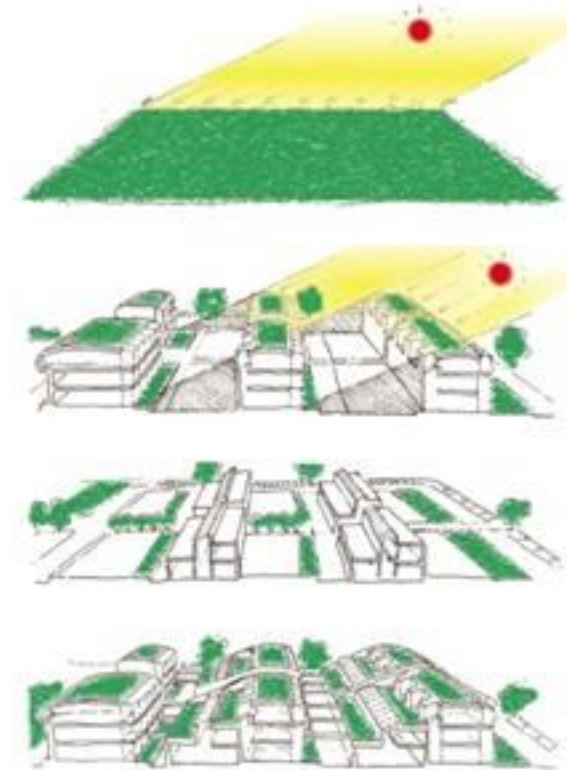
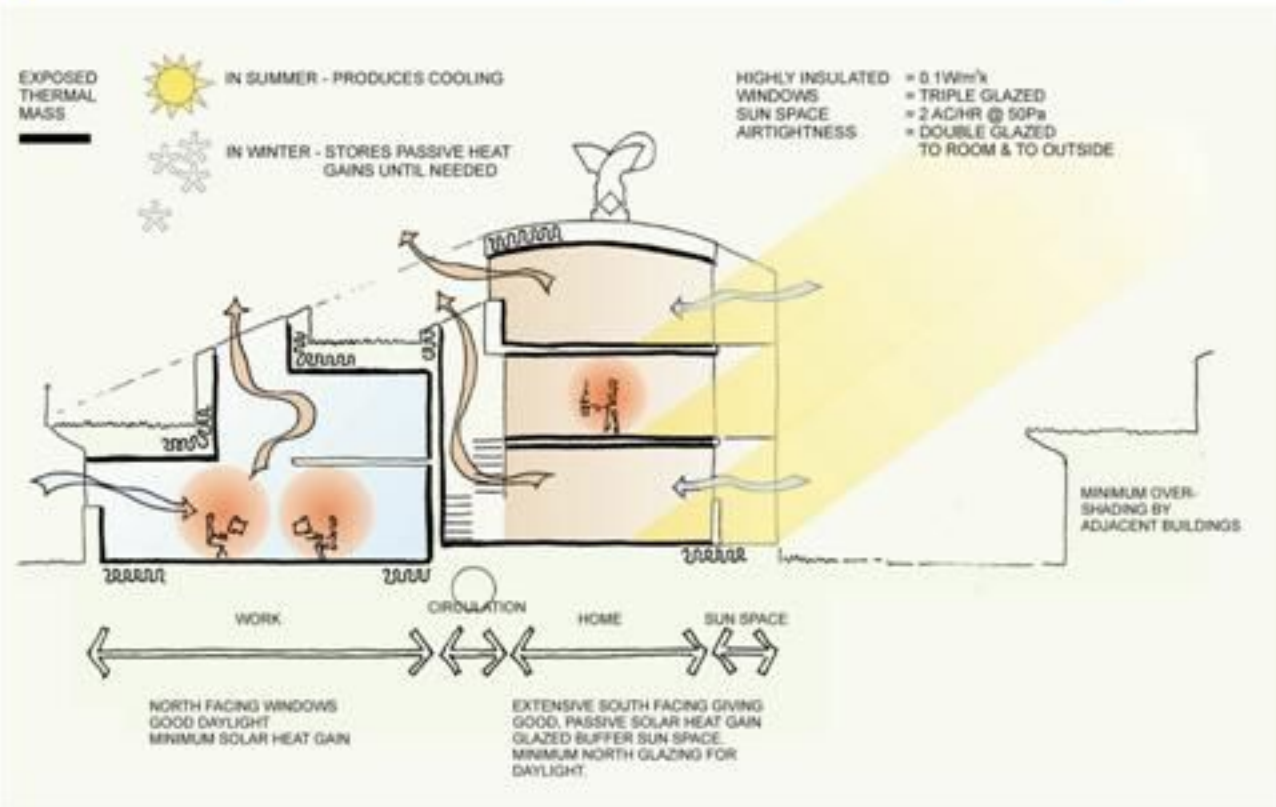
Take profit of ventilation in summer

Protect from solar radiation in summer



Enhance solar radiation benefits in winter

1. Minimise energy demand



BedZed

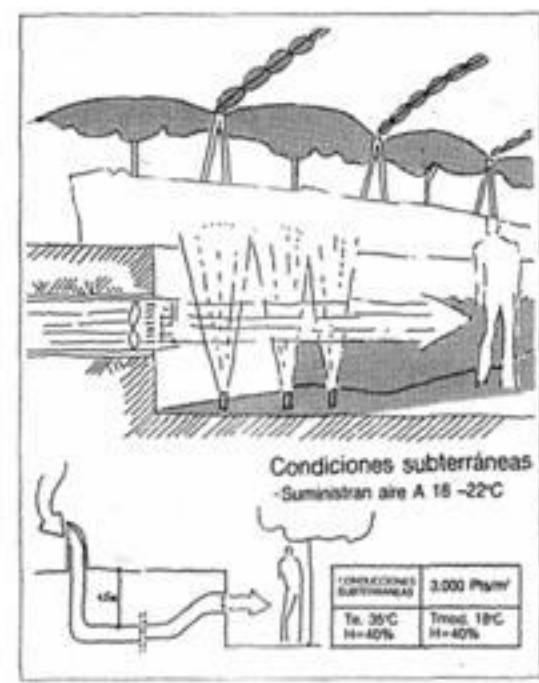
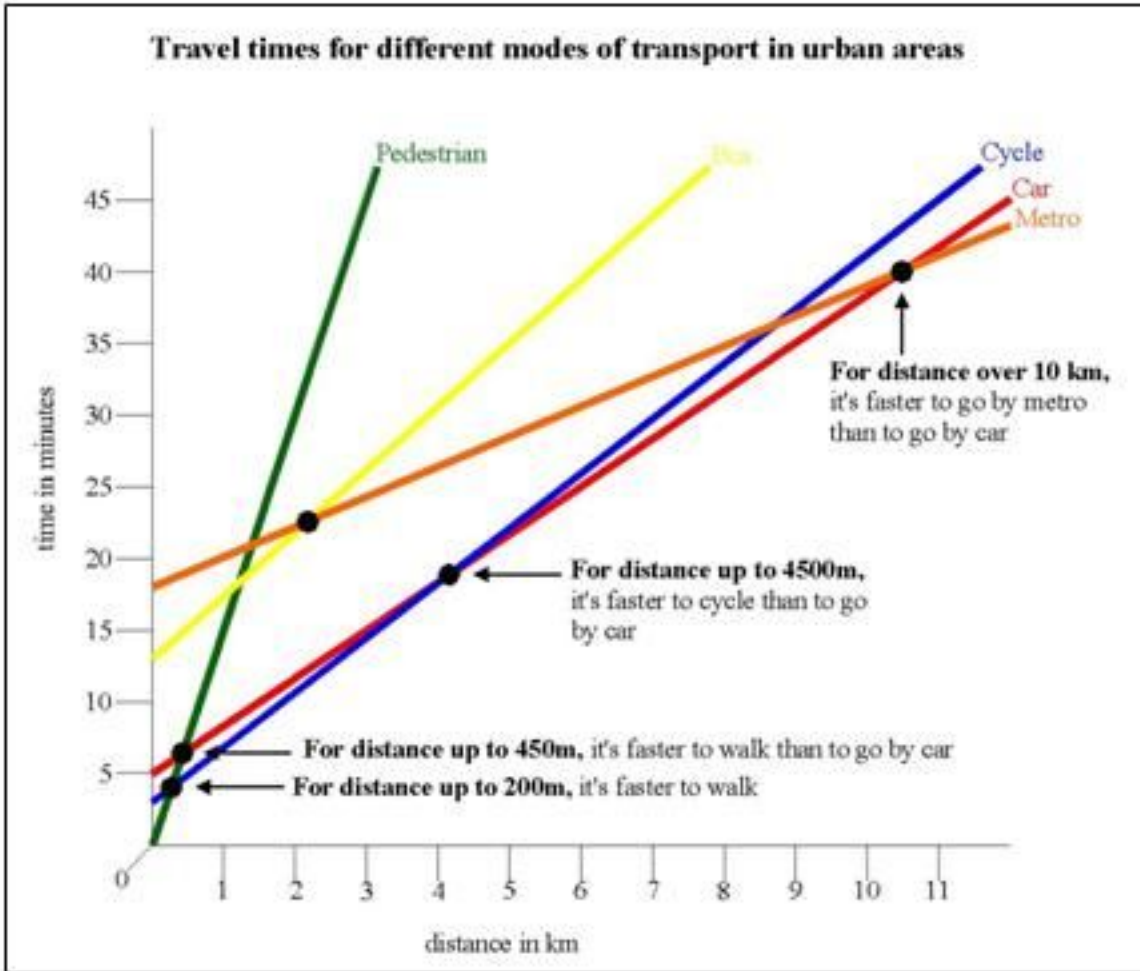


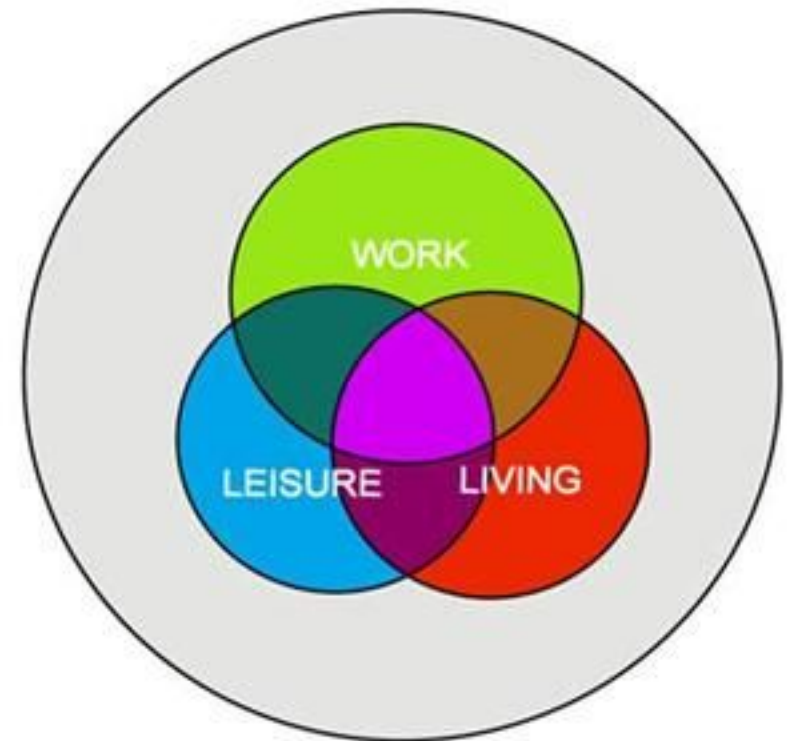
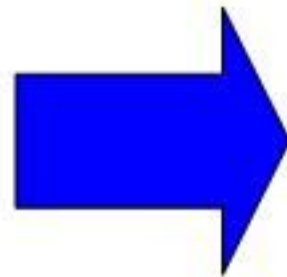
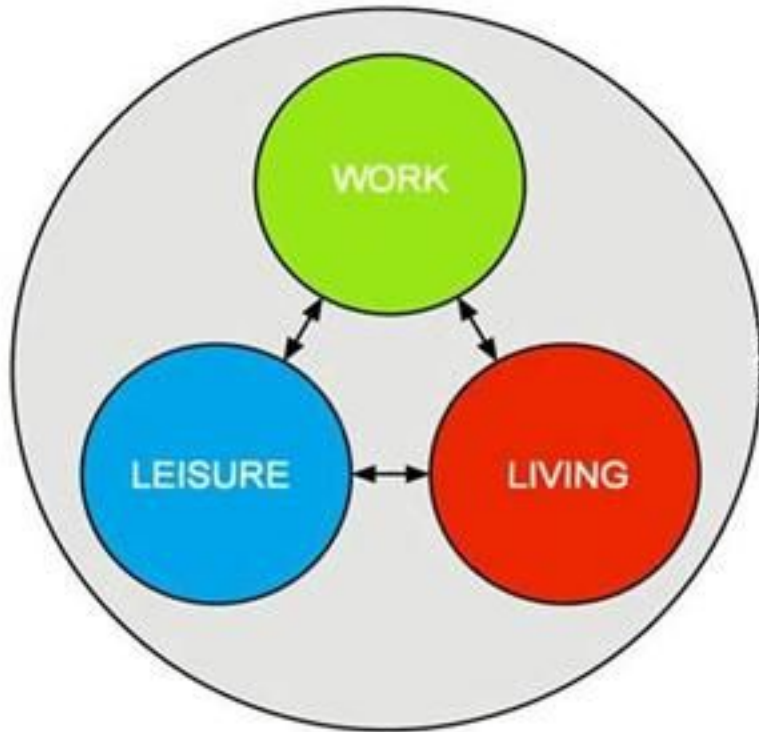
Cooking



1. Minimise energy demand

Favour walking and cycling, also with mitigated environment urban paths.





2. Minimise energy consumption

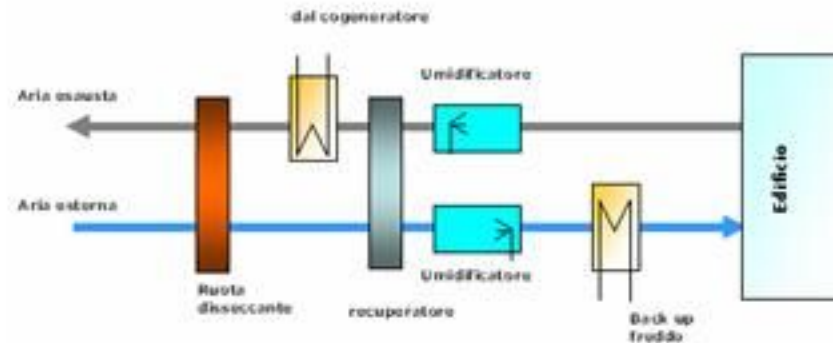
CHP



→ Heat

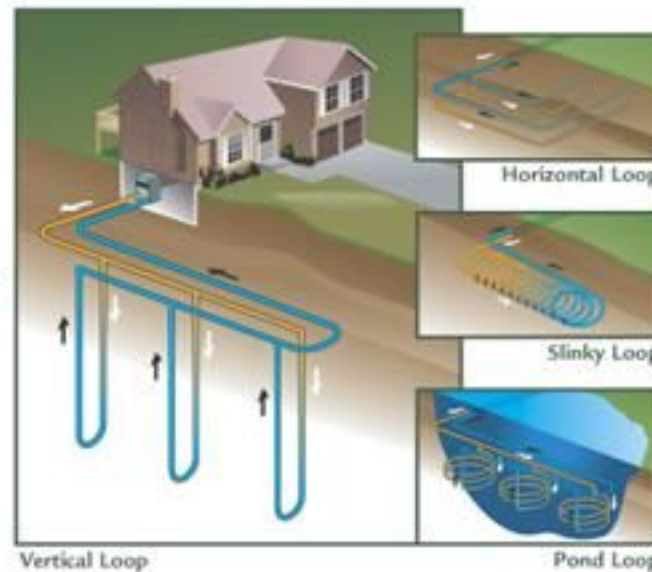
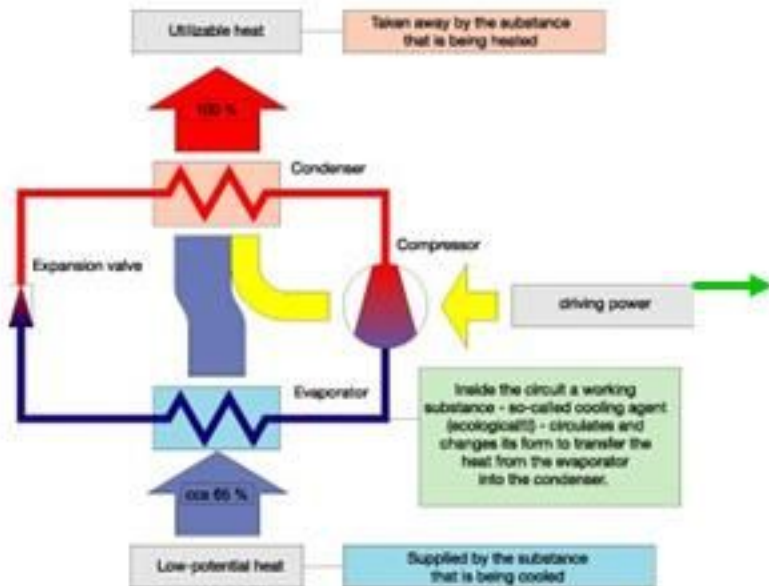


Absorbtion chiller



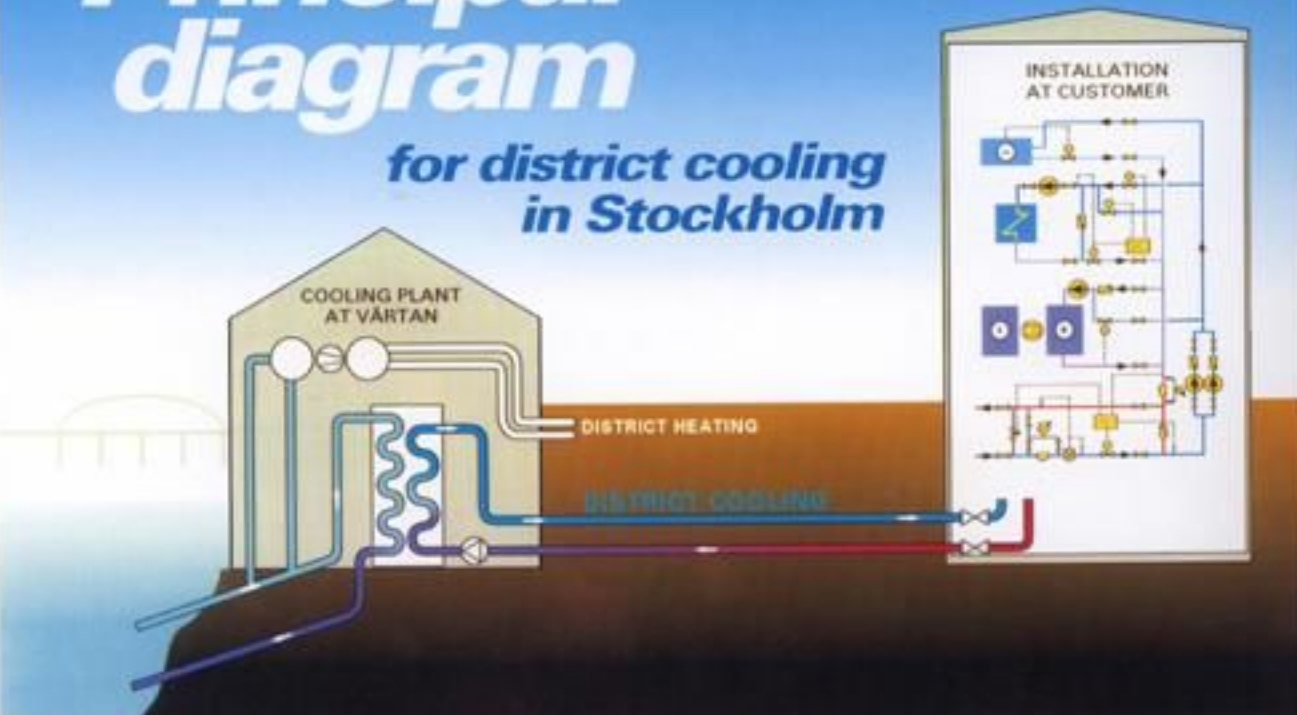
Desiccant cooling

Heat Pump

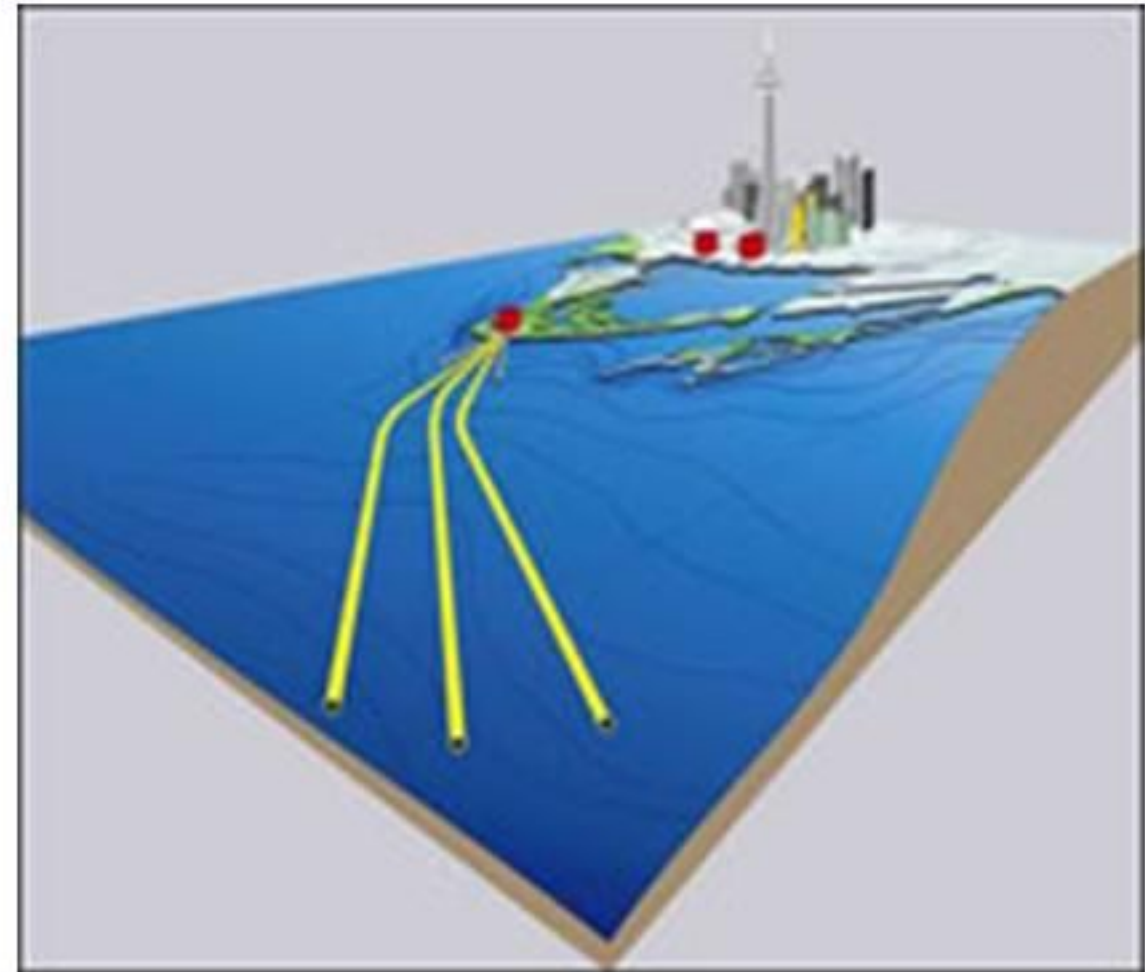


Principal diagram

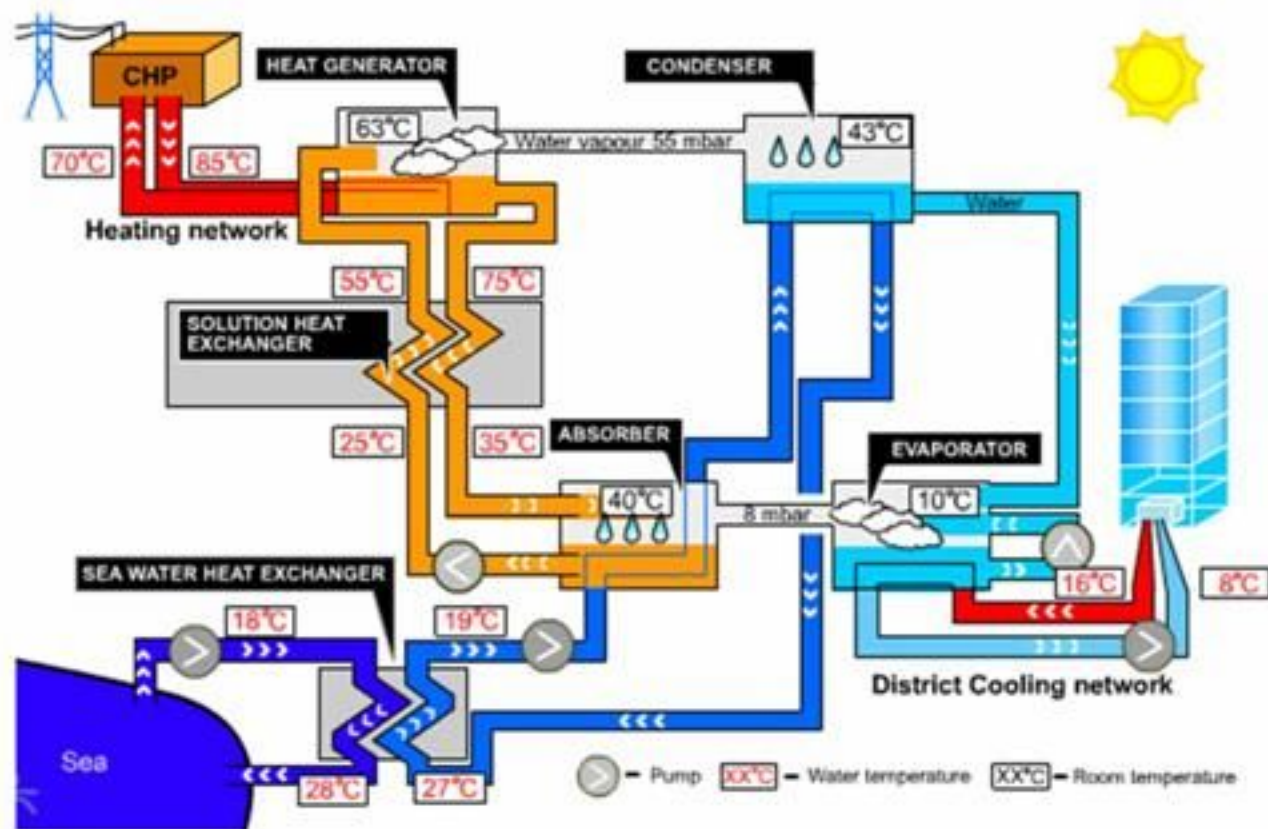
for district cooling in Stockholm



Stockholm



Toronto



Helsinki

2. Minimise energy consumption



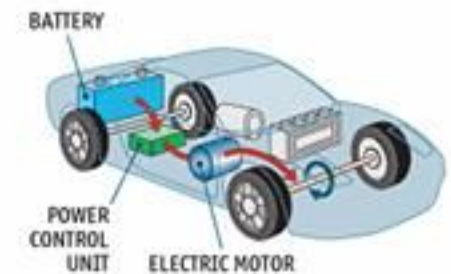
Modern and efficient public rail transportation, hybrid electric urban cars



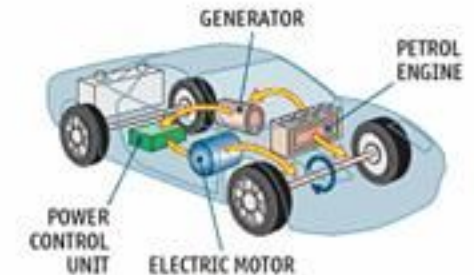
Plugging away

How plug-in hybrid cars work

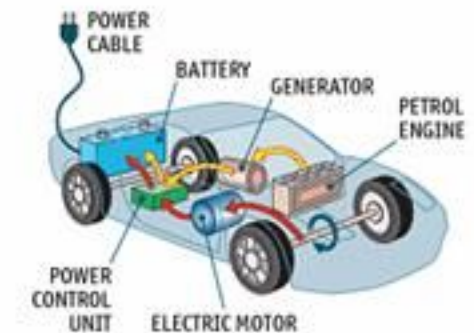
1. When running in all-electric mode, the vehicle relies on battery power to drive an electric motor, which in turn drives the wheels.



2. The petrol engine comes into play only when the vehicle is running at high speed (for example, on a motorway) or if the battery is exhausted. Power from the petrol engine drives the wheels directly, and also turns the generator, which drives the electric motor.

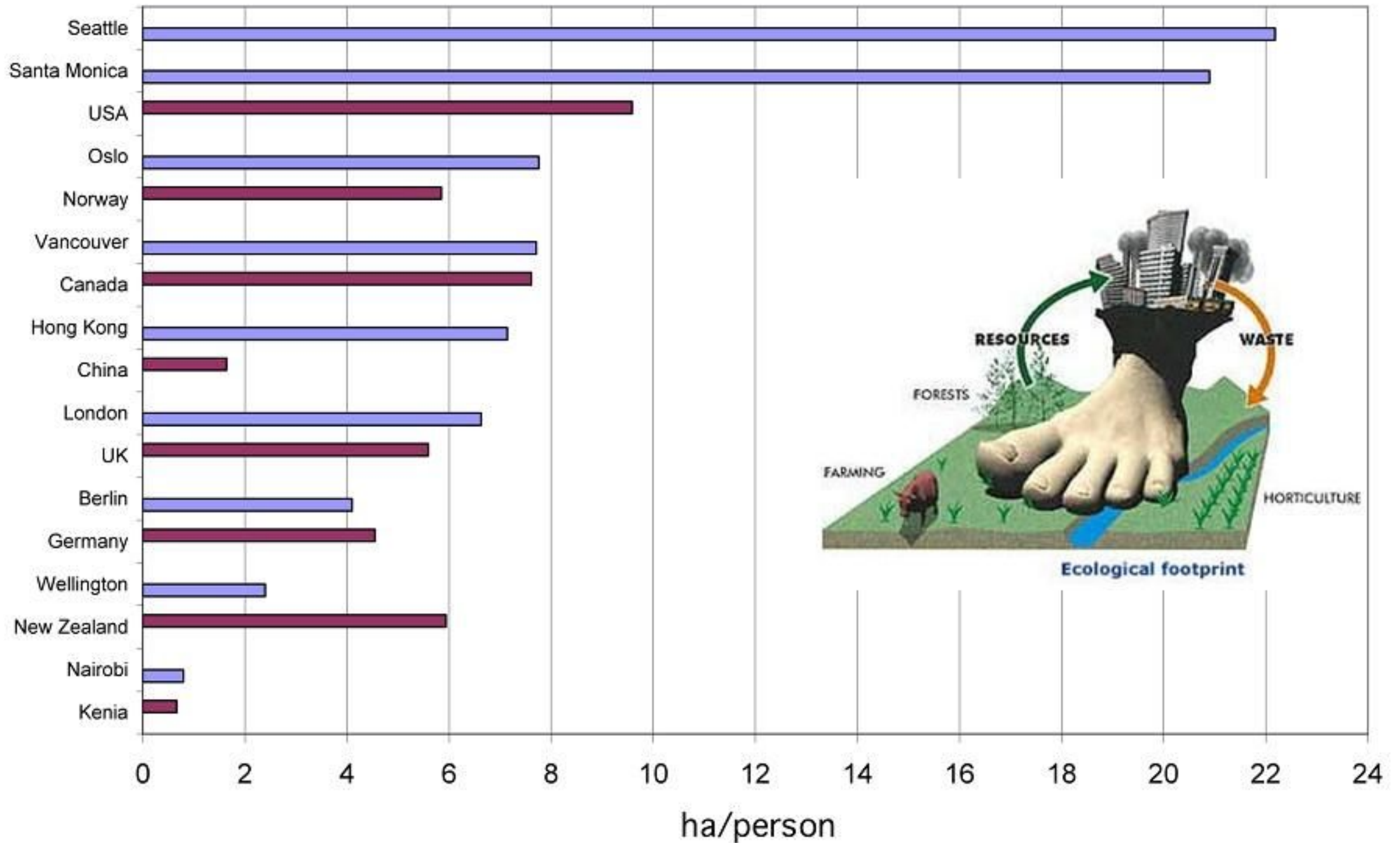


3. The battery is recharged in three ways. When braking, the electric motor acts as a generator, converting the vehicle's kinetic energy into electrical energy and storing it in the battery. The engine can also recharge the battery directly when necessary. And, of course, the battery can be recharged from the mains by plugging the car in.

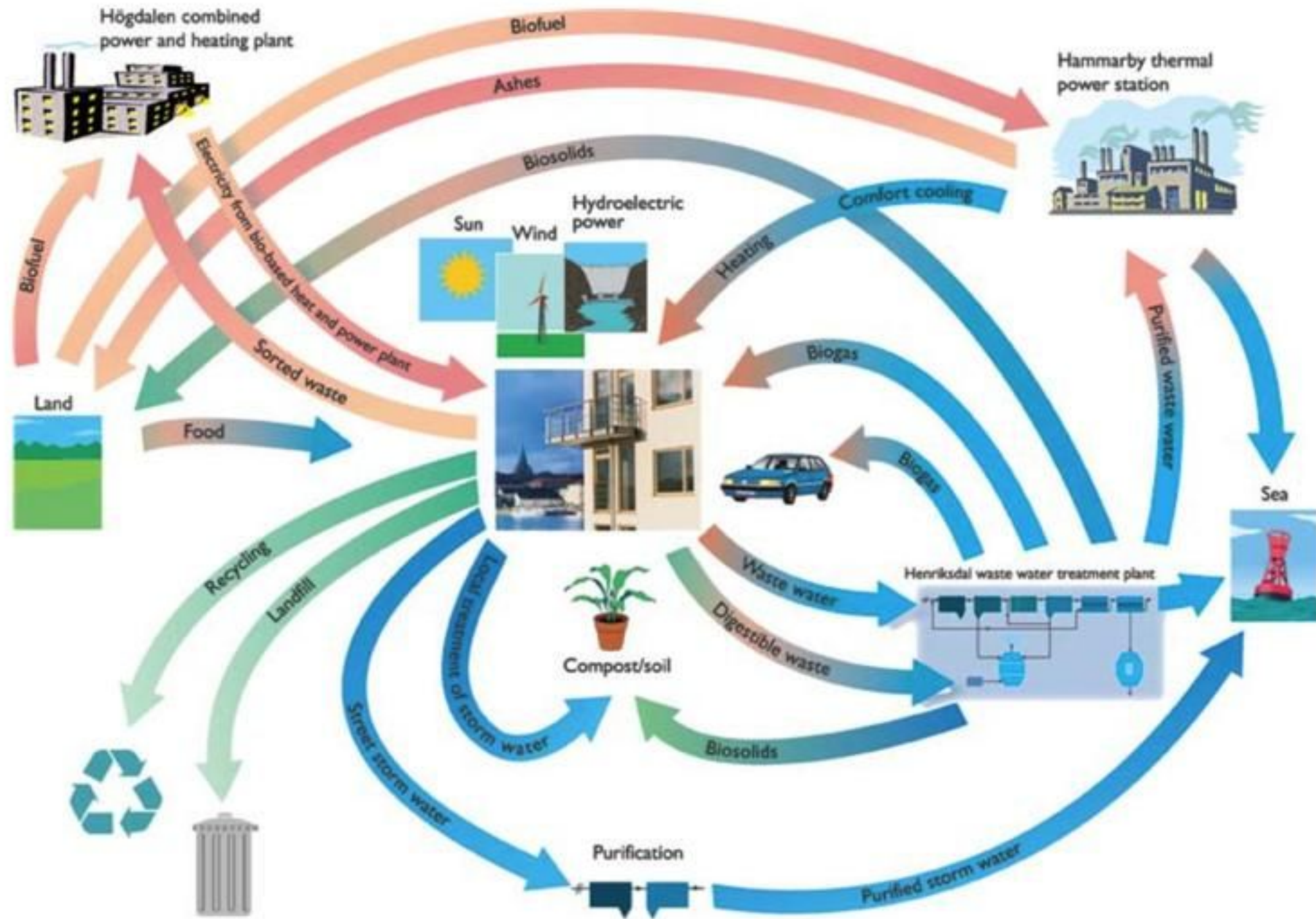


Source: Toyota, *The Economist*

Ecological footprint

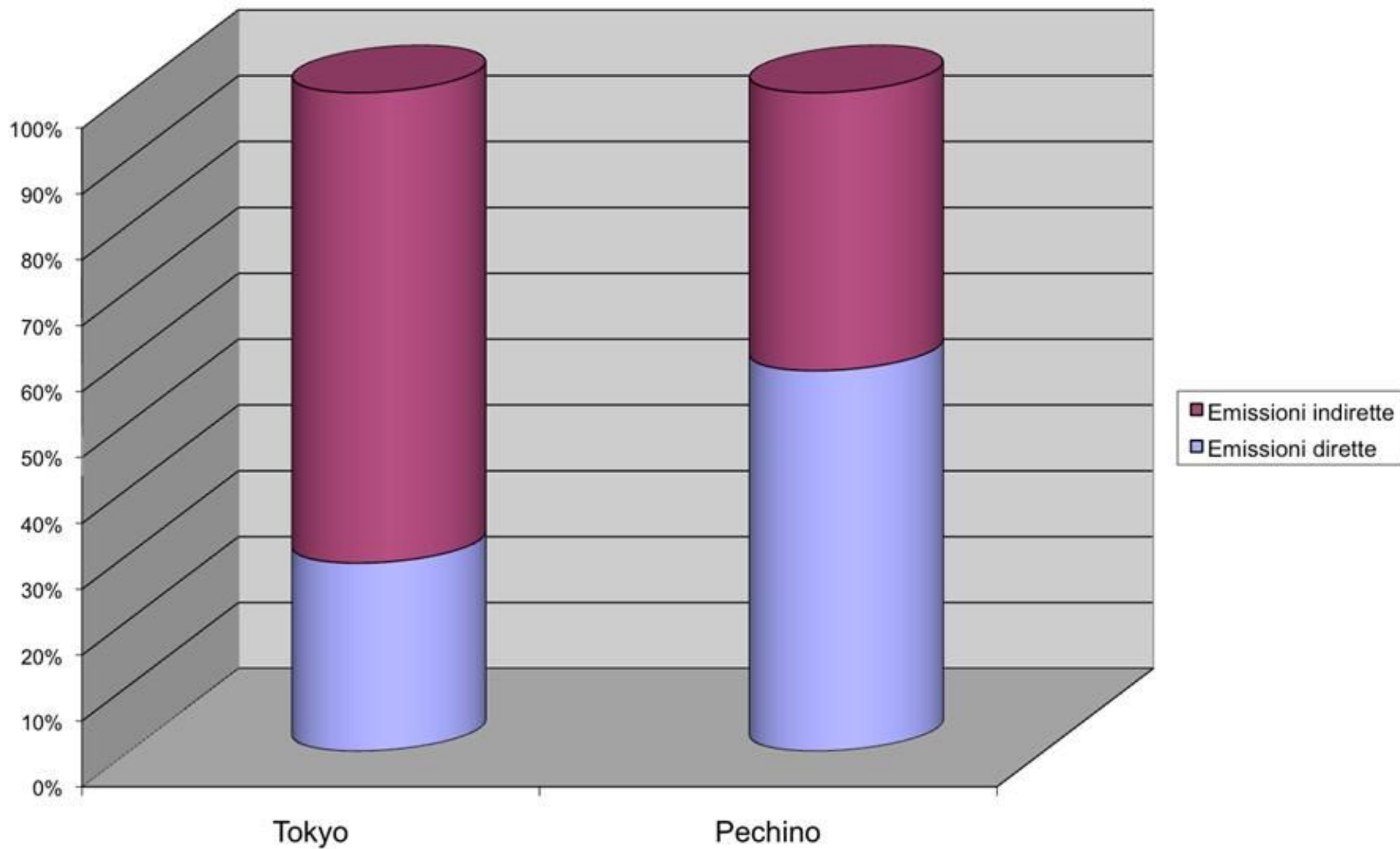


3. Recycle and reuse



Hammarby, Sweden

3. Ricycle and reuse



4. Substitute fossil fuels with renewable energy

Zero carbon buildings



UK



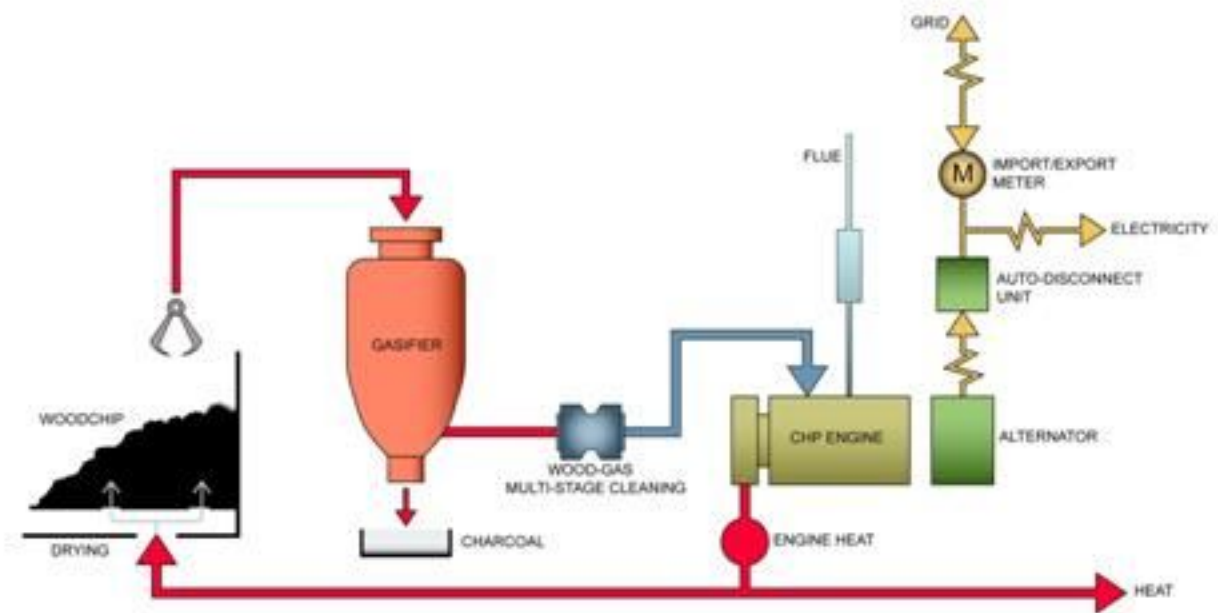
Italy



Hungary

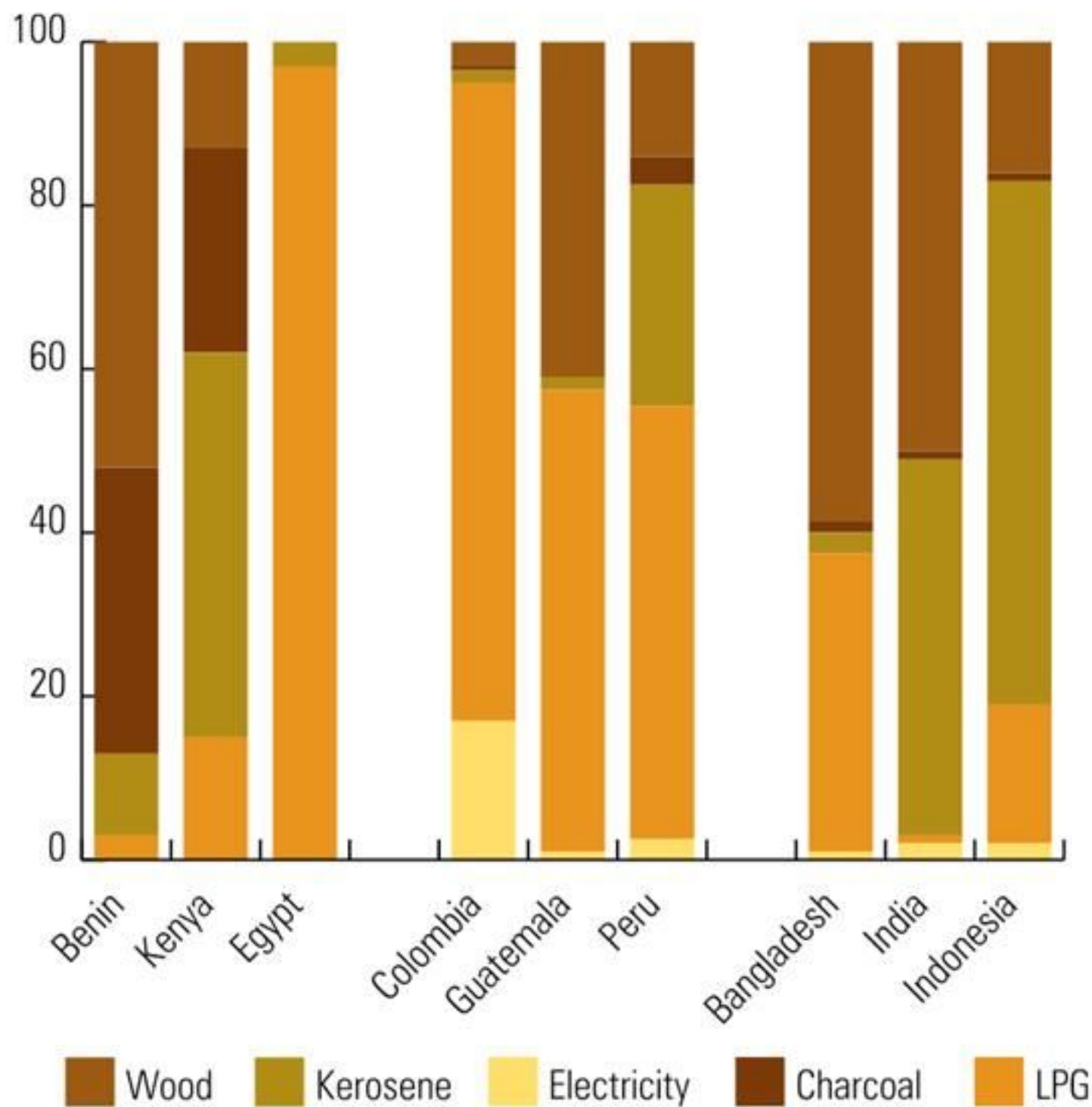
4. Substitute fossil fuels with renewable energy

Gas from biomass, either by gasification or anaerobic digestion of agricultural residuals can substitute natural gas for many uses, including cooking and mini CHP units.



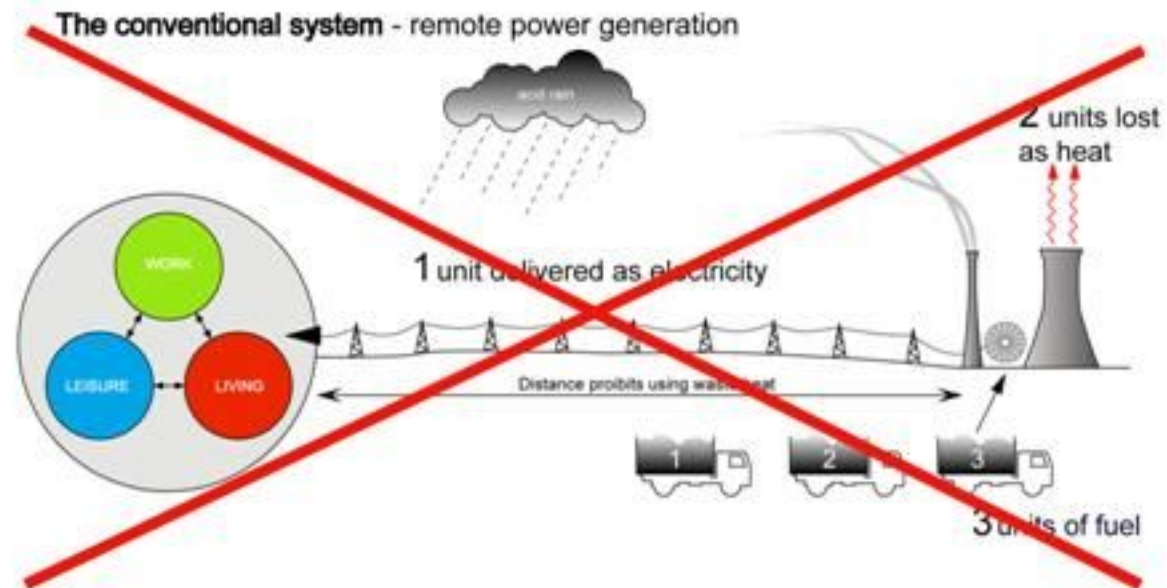
BedZed

DISTRIBUTION OF URBAN HOUSEHOLDS BY TYPE OF FUEL FOR COOKING IN SELECTED COUNTRIES

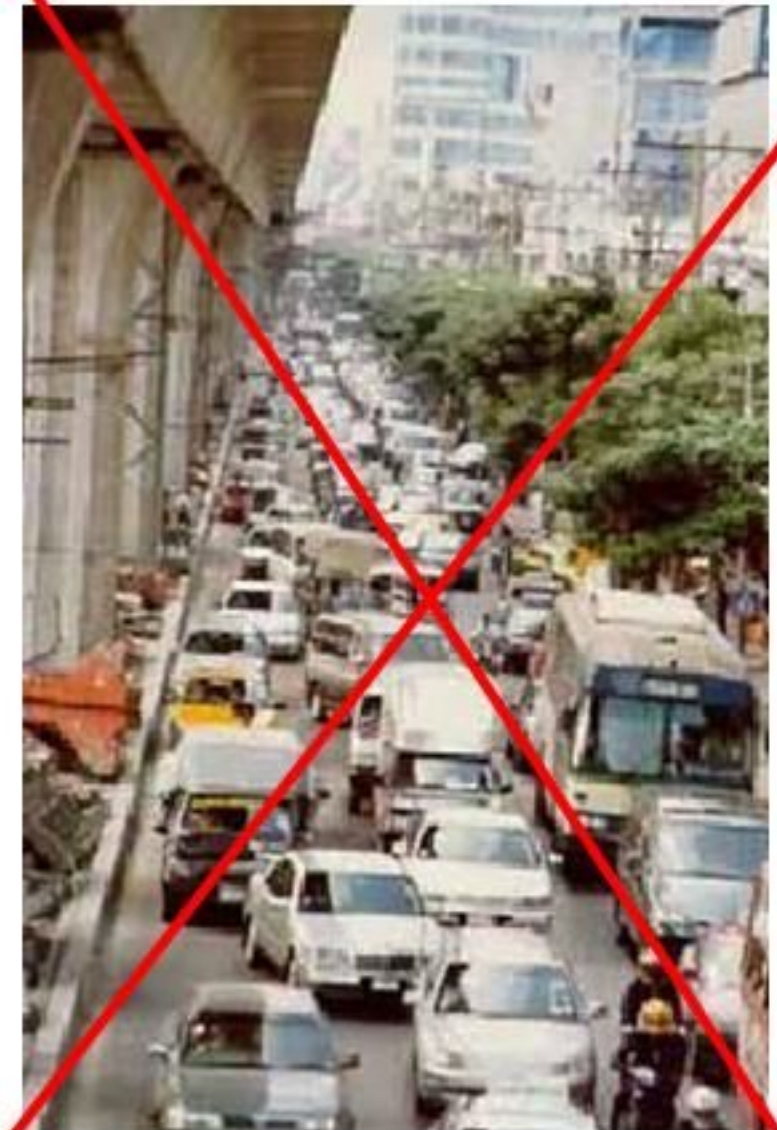
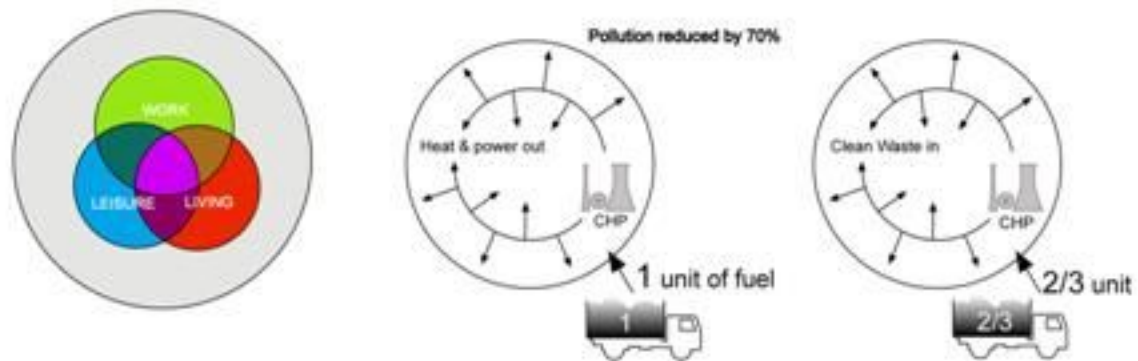


Source: UN-HABITAT, Global Urban Observatory, 2008

A new energy system must be implemented



The compact model - local power generation and waste recycling



"It is impossible to solve a problem with the same means that caused this problem".

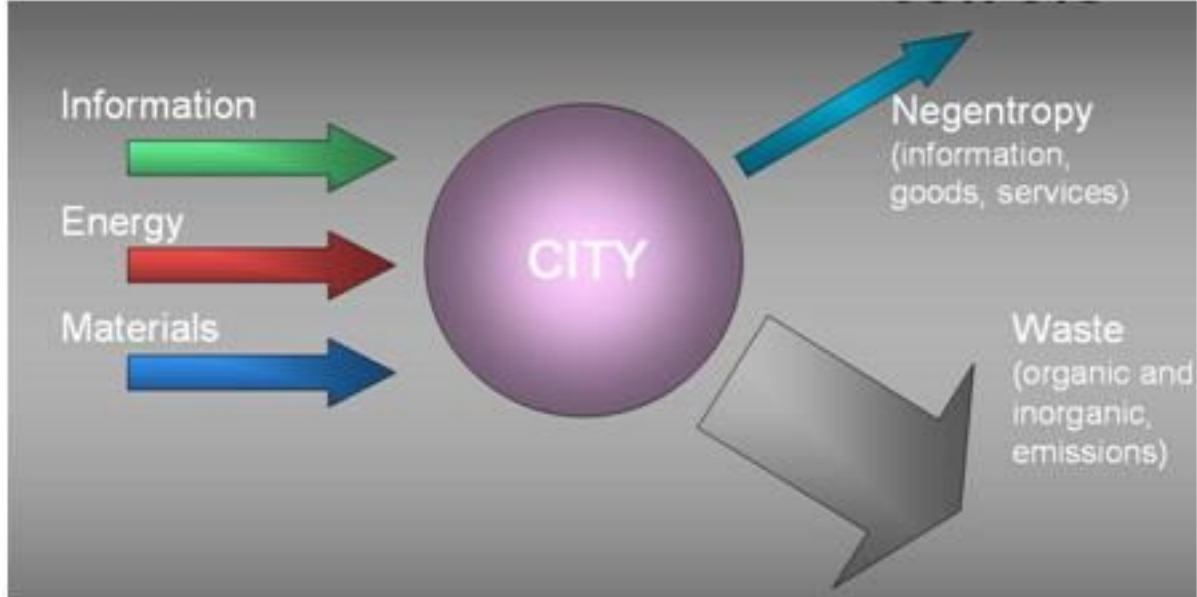
A. Einstein

A new energy paradigm for a sustainable built environment: Distributed Generation

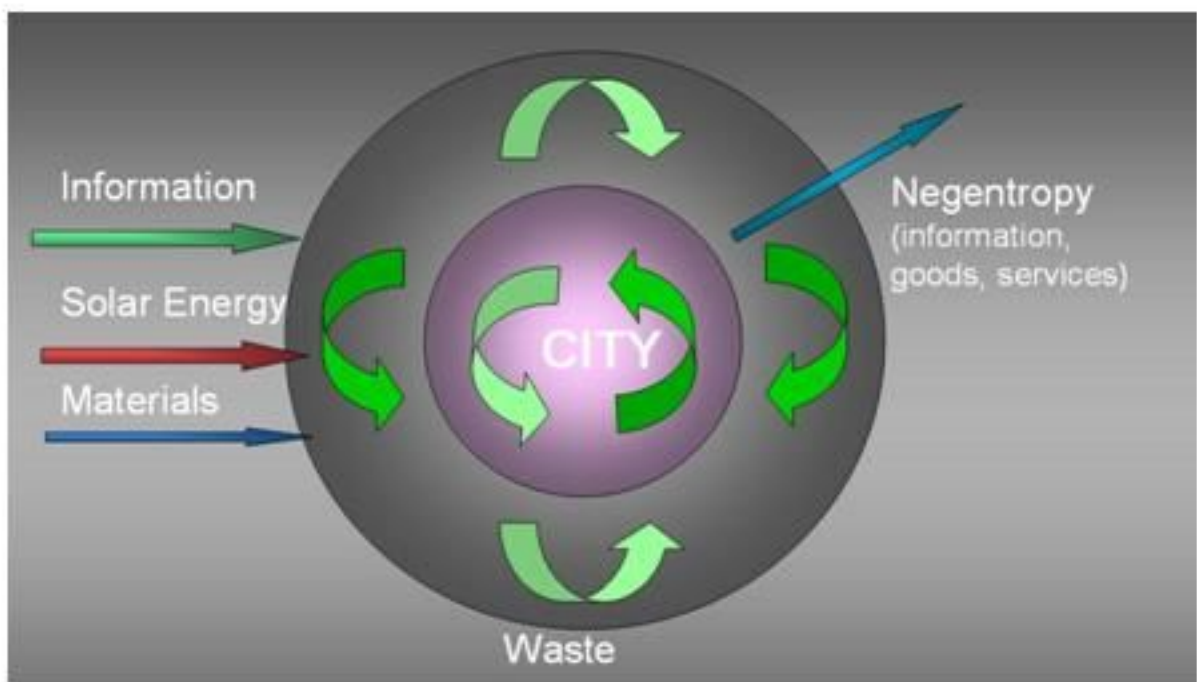


From linear to circular metabolism

Cities should mimic ecosystems, and a “new alliance” between man and nature must be set up. New settlements in developing countries have, in principle, the chance to do so.

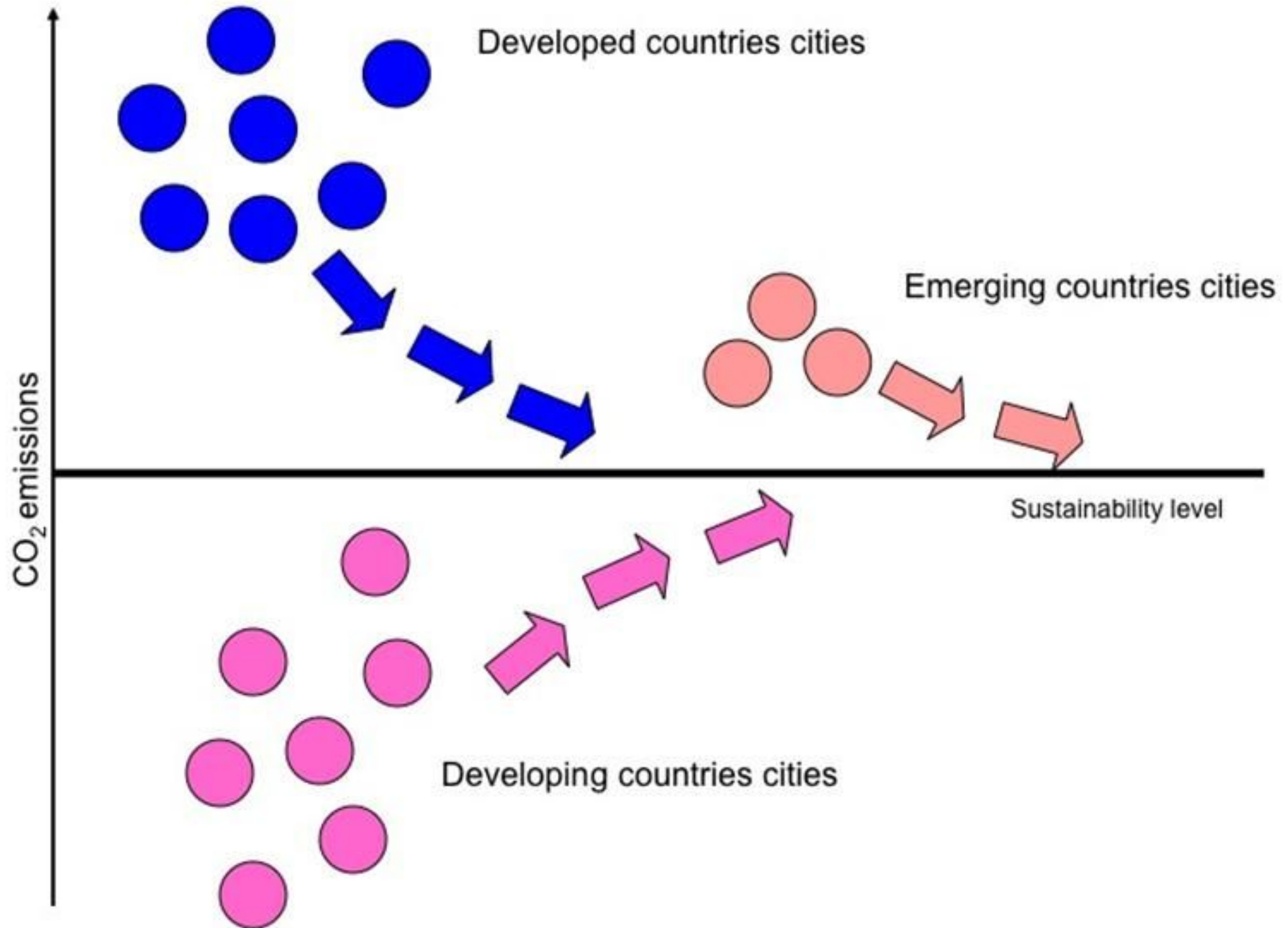


Today's city

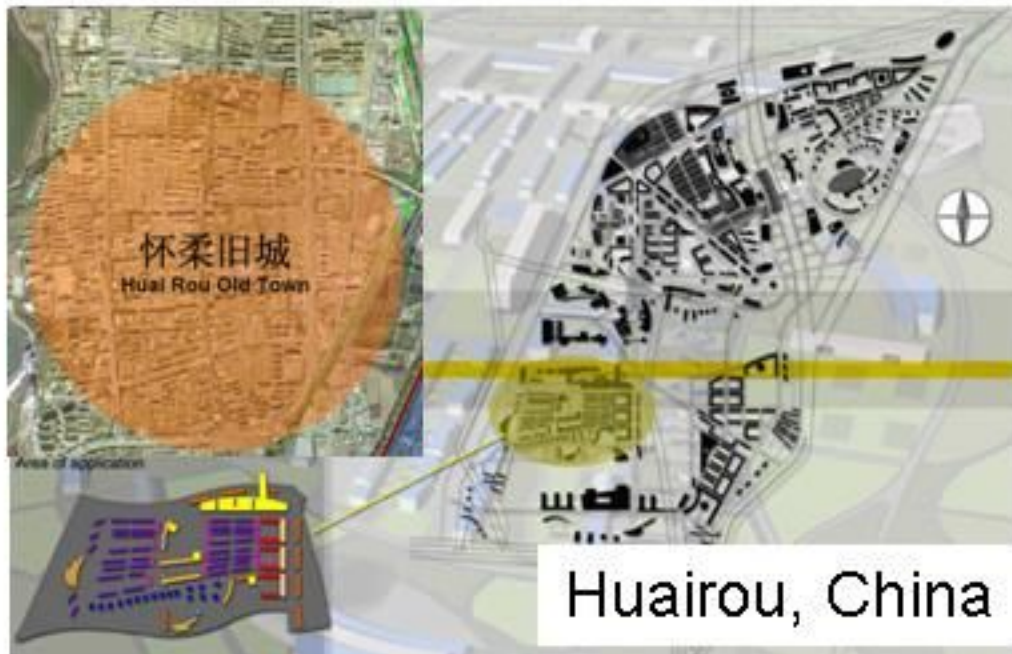


Sustainable city

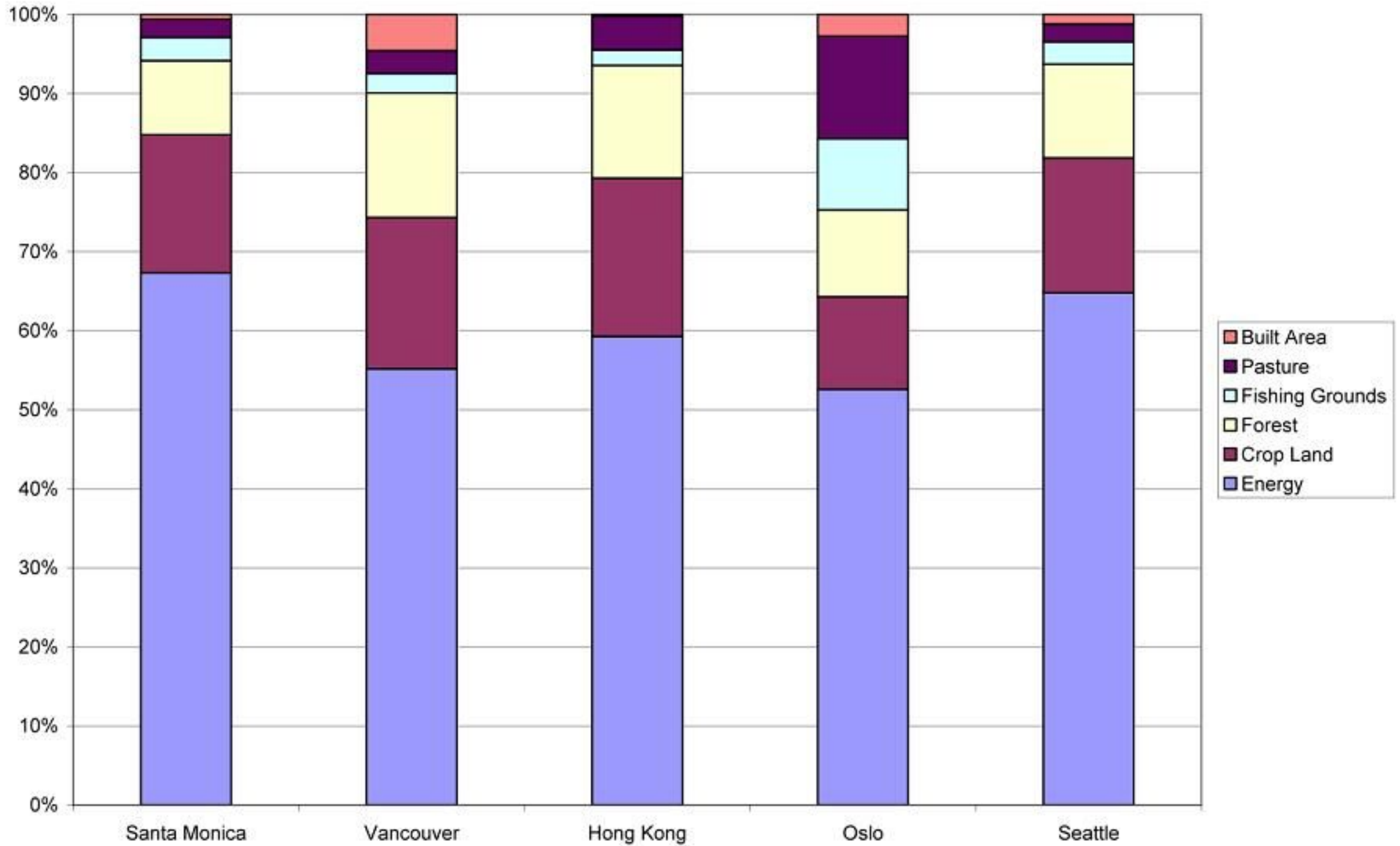
A joint effort



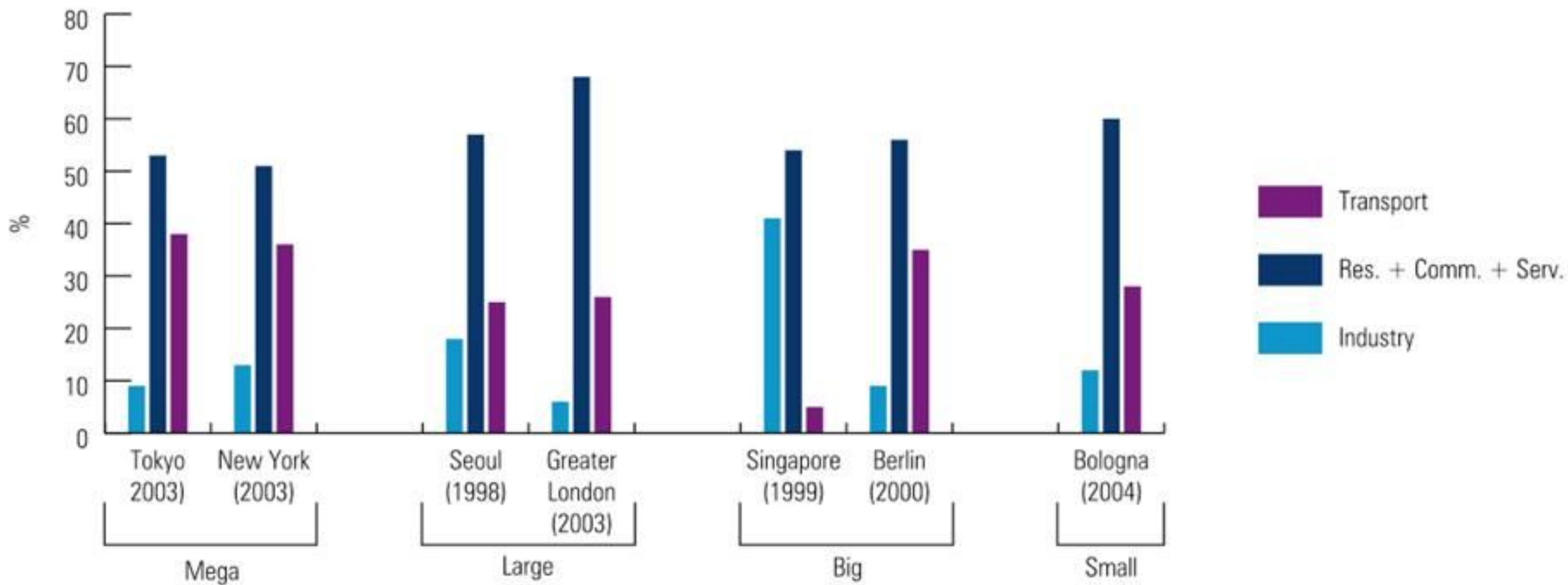
Rays of hope: sustainable cities and developments



Ecological footprint



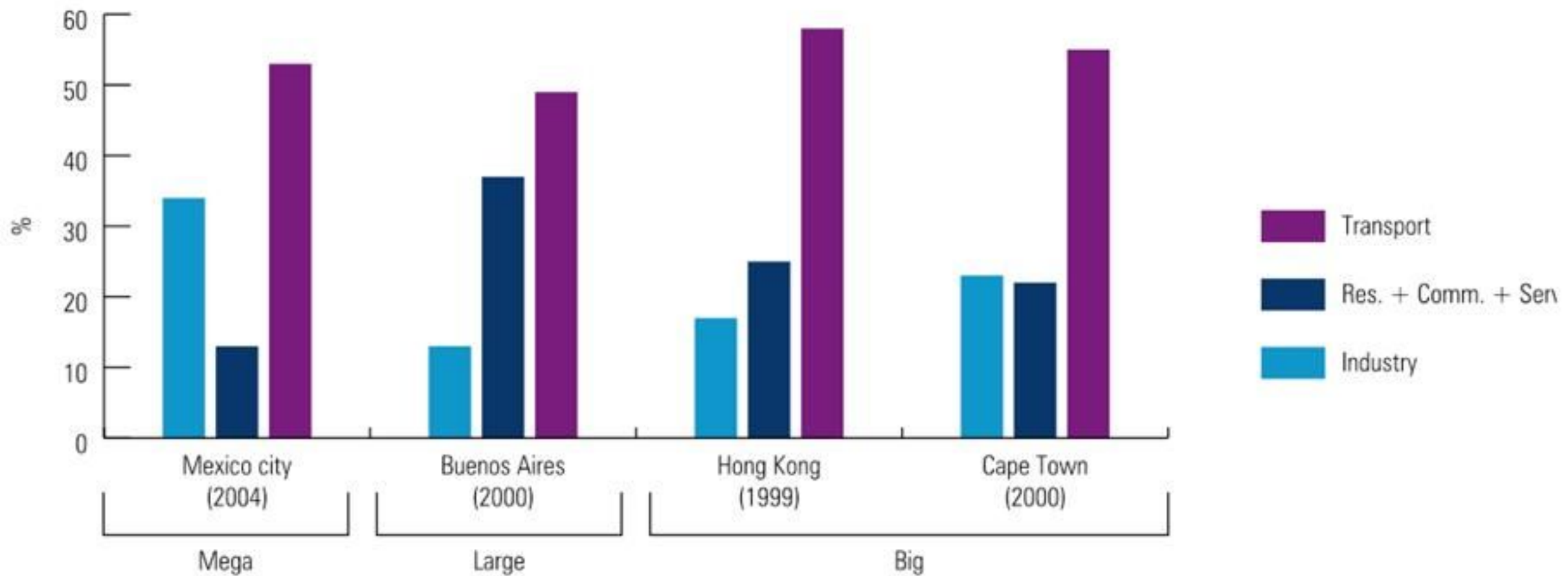
ENERGY CONSUMPTION IN SELECTED CITIES IN HIGH-INCOME, INDUSTRIALIZED ECONOMIES



Source: UN-HABITAT Global Urban Observatory 2008

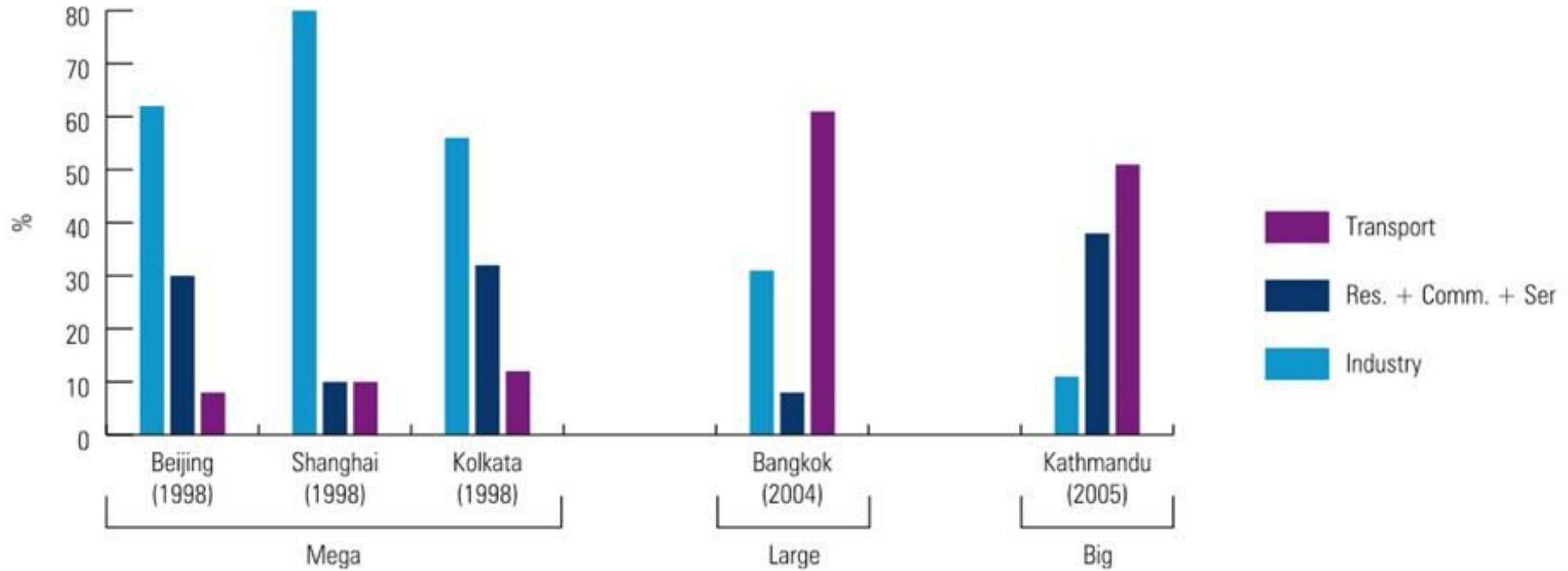
Note: Data from various sources, 1999-2004

ENERGY CONSUMPTION IN SELECTED CITIES IN MIDDLE-INCOME COUNTRIES



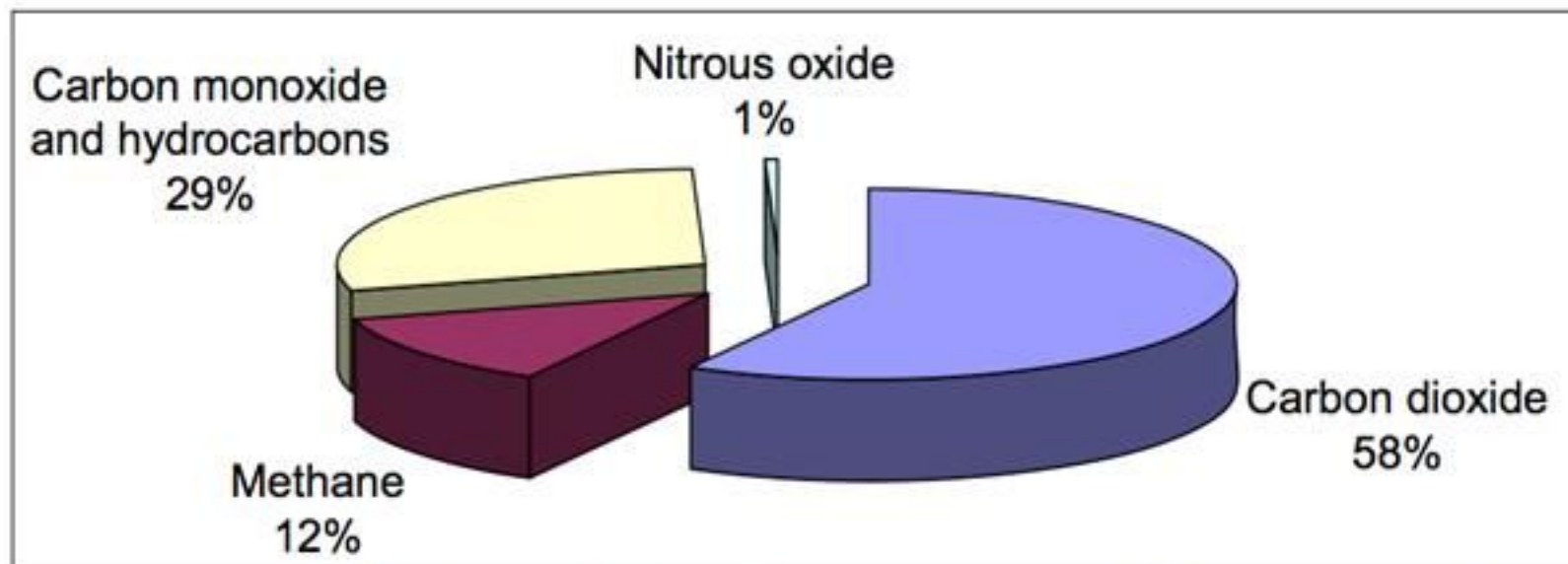
Source: UN-HABITAT Global Urban Observatory 2008
Note: Data from various sources 1999-2004

ENERGY CONSUMPTION IN SELECTED ASIAN CITIES



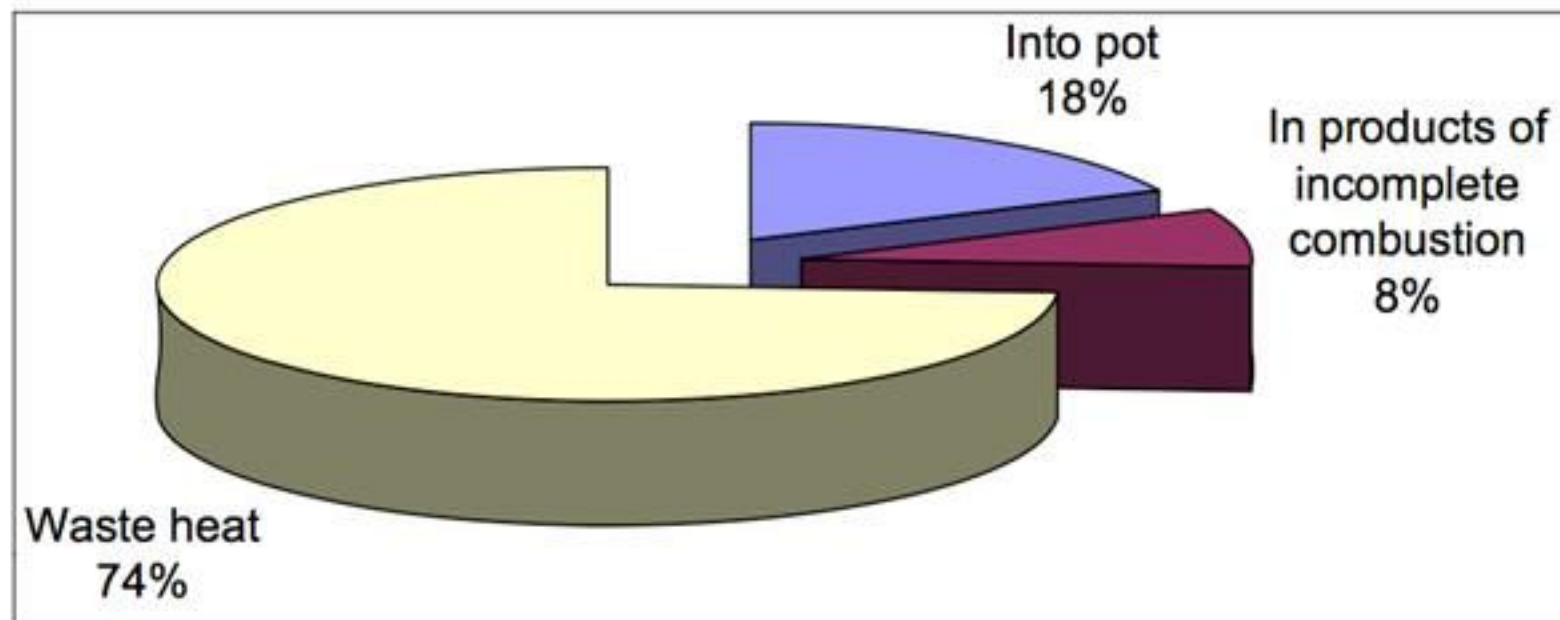
Source: UN-HABITAT Global Urban Observatory 2008

Note : Data from various sources, 1998-2005



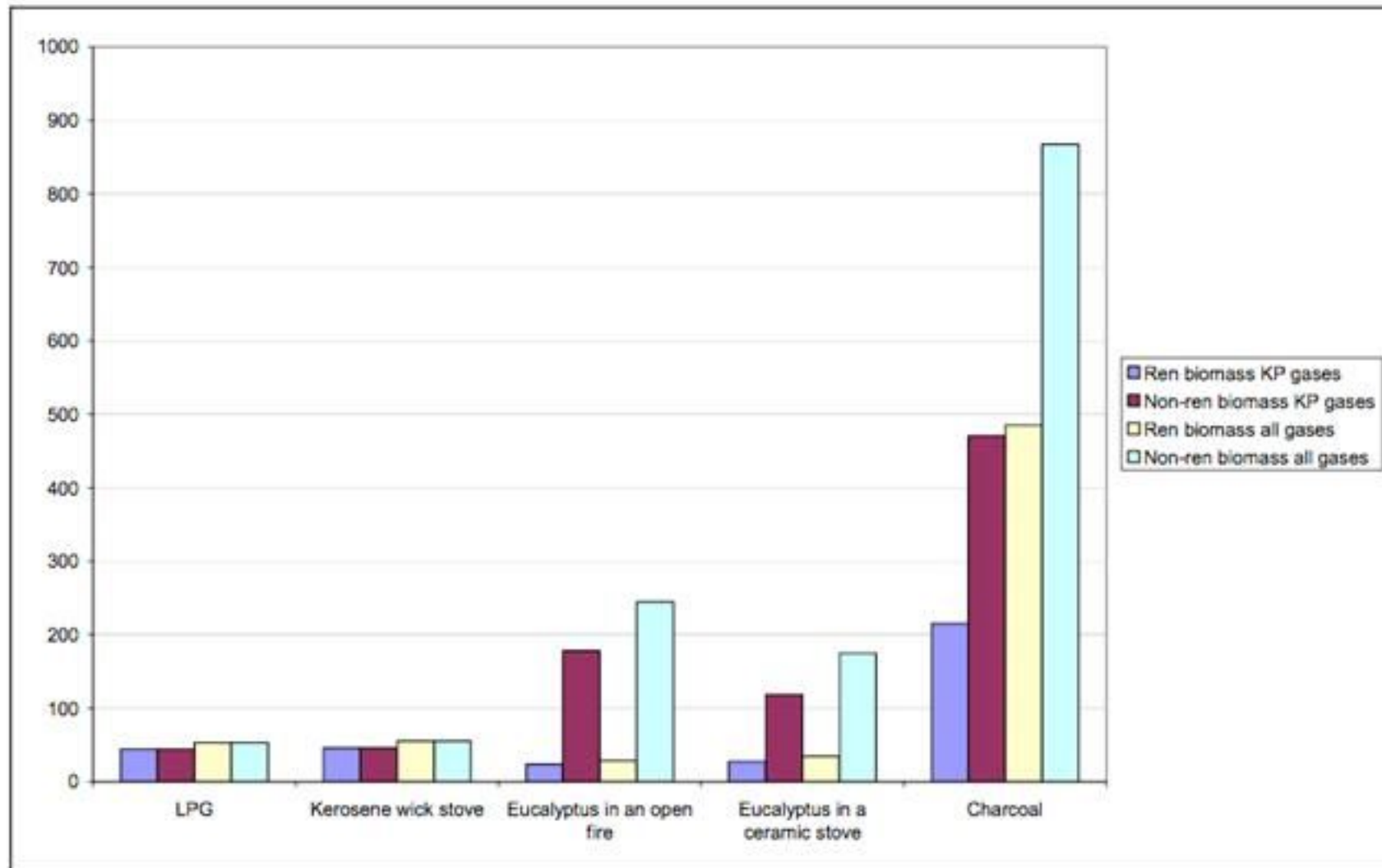
Greenhouse gas emissions from a typical biomass cookstove

Adapted from: J. P. Holdren, K. R. Smith, Energy, the environment, and health; in: UNDP, World Energy Assessment – Energy and the Challenge of Sustainability, 2000



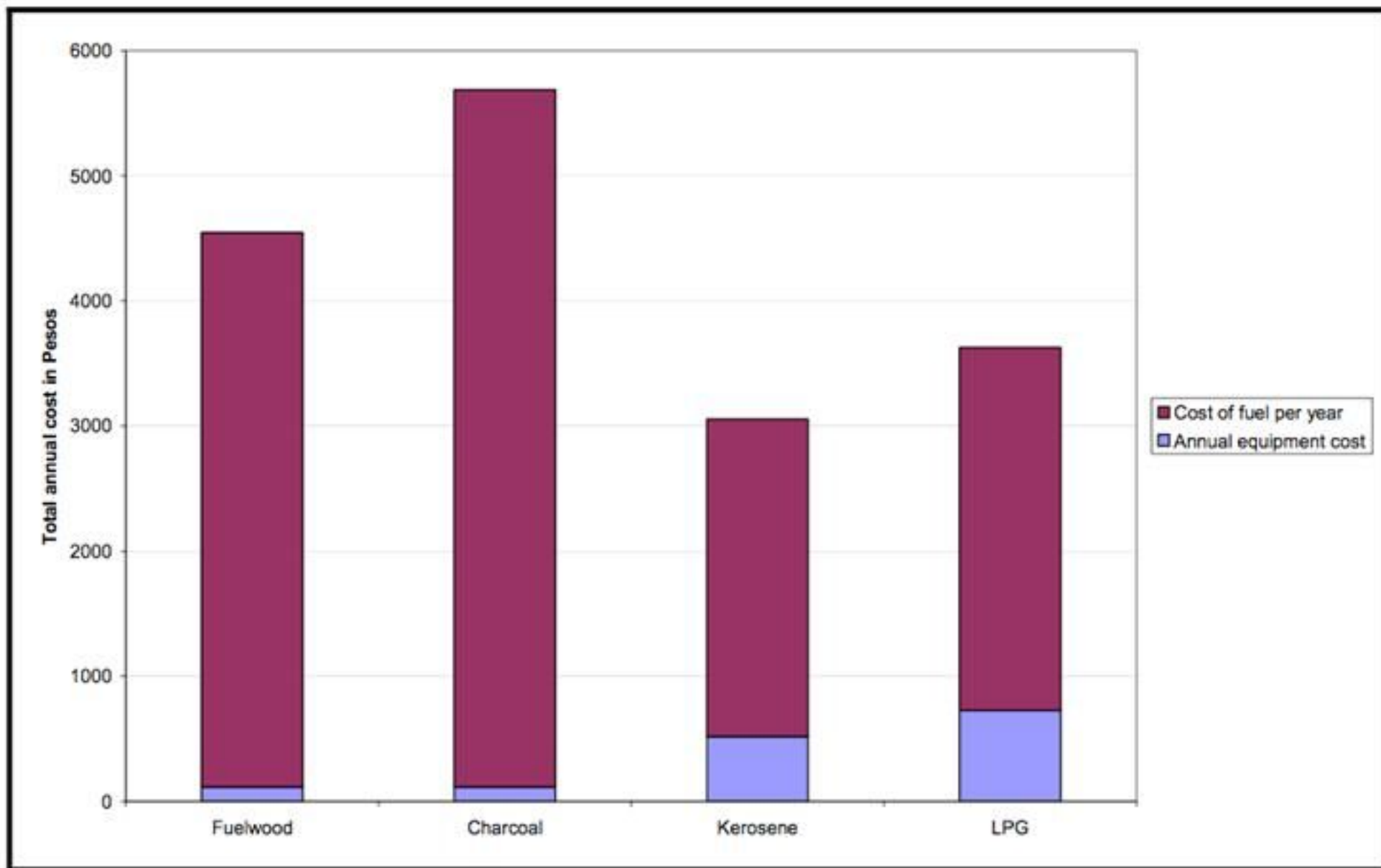
Energy flows in a typical wood-fired cooking stove

Adapted from: J. P. Holdren, K. R. Smith, Energy, the environment, and health; in: UNDP, World Energy Assessment – Energy and the Challenge of Sustainability, 2000



Net life cycle GHG emissions within the Kyoto Protocol expressed in terms of g-C (CO₂ equivalent units) per MJ delivered to the pot.

Adapted from: Robert Bailis, David Pennise, Majid Ezzati, Daniel M. Kammen, Evans Kituyi, *Impacts of Greenhouse Gas and Particulate Emissions from Woodfuel Production and End-Use in Sub-Saharan Africa*, <http://rael.berkeley.edu/old-site/OA5.1.pdf>



Total annual cost for cooking with different fuels in the Philippines

Adapted from: NREL – National Renewable Energy Laboratory, *Strategies for Enhancing Biomass Energy Utilization in the Philippines*, NREL/SR-510-30813, October 2001

Cooking is more expensive for the poor than for the rich.

The meal of the poor releases, comparatively, more greenhouse gases than the meal of the rich

Is improved stoves promotion a sensible policy?