

Green, inclusive, growing city by the water

Perspectives on urban development in Hamburg

Chinese version included





A

MORE CITY IN THE CITY

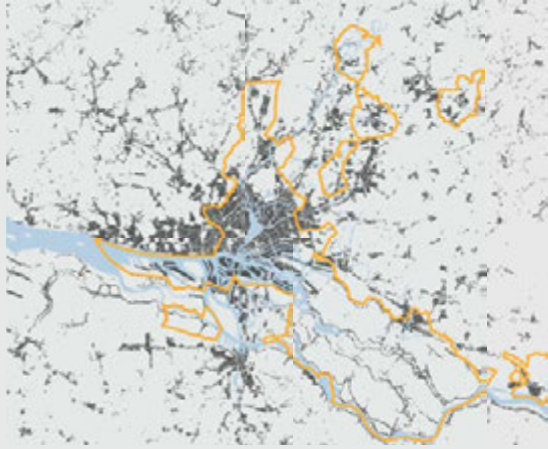
建設 城中 之城

Hamburg's population will continue to grow until 2030. Many younger people will arrive, attracted to the city's hugely dynamic economy, the large number of jobs it offers, the variety of educational institutions and the large range of leisure facilities and cultural events.

漢堡作為德國其中一個經濟發展最迅速的大城市，提供大量的就業機會，加上多元化的教育及康樂消閒設施，吸引許多年輕人擇居。官方估計，漢堡的人口直至2030年之前都會持續增長。

1920

1.010.790 INHABITANTS / 居民



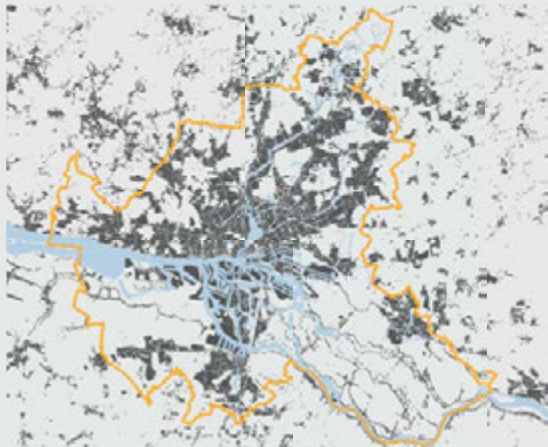
1989

1.699.599 INHABITANTS / 居民



1960

1.823.574 INHABITANTS / 居民



2007

1.741.182 INHABITANTS / 居民



The unique cityscape of interlocking built-up areas with great natural beauty and recreational facilities characterizes the quality of life in Hamburg. The urban population is changing. New urban milieus are arising.

漢堡市外貌獨特，新舊建築物環環相扣，融和在大自然的景色之中，各種的康樂及文化設施，塑造出漢堡的高質素生活。隨著居住人口上升，新的城市環境也陸續出現。

The overriding development objective for Hamburg will be "More City in the City". This will be achieved by using vacant space in the already built-up area to create a liveable and dynamic international metropolis.

漢堡市發展的首要使命是「建設城中之城」(More City in the City)，期望在市中心的已建設區中，善用空置土地，豐富城市面貌，令漢堡成為更有活力、更宜居的國際大都會。

The aim is to develop Hamburg's sustainable qualities, which must include open debate and listening to people's ideas about the development of neighbourhoods and places.

漢堡市的規劃目的是發展具可持續性的特質，當中必須包括各個階層之間的公開討論，在社區之間聆聽及交換意見，集思廣益。



House boat on the Eilbek Canal
船屋·愛爾柏運河



Vintage ships moorings, Hafencity
船屋古董船停泊處·漢堡港城



Marina on Harburg Schlossinsel
小船塢·哈堡城堡島

Image below: Beach on the Elbe
下圖：易北河沙灘

A vital part of Hamburg's identity and attractiveness is the diversity and special atmosphere of its neighbourhoods and buildings in waterfront locations, as well as the working port in the central city.

The rivers Elbe, Alster (which becomes a large lake on its way through the city), Bille and many other smaller rivers and canals make a huge contribution to the quality of city life. The wide expanses of water create the city's unique panoramas.

Hamburg has a long town planning tradition respecting water. Since the Alster was dammed in the 12th century, lakes and parklands on their shores have been hallmarks of the urban space. They stand testimony to the magnificent art of the town planner and landscape gardener.

In the 1980s port operations moved out of the immediate downtown area. Maritime Hamburg was given a splendid opportunity to create new, inner-city residential areas, workplaces and attractive public spaces for recreation. But the traditional waterfront sites must be preserved and opened up. They give the area its special quality.

Since the 1990s, work has been in progress to redevelop the waterfront along the main river Elbe. This has involved a large number of ambitious urban projects. Among

them is an eight-kilometre stretch of port rim, urban beaches and marinas, the central Hafencity, the renewal of Harburg Upper Port and the Elbe Islands, and developments along the banks of the other smaller rivers.

The city wants to develop more high-quality waterfront spaces for the public to enjoy. It must overcome the divisive effect of the main river Elbe and open up new waterfront sites throughout the entire city.

Hamburg is engaged in an exchange with all large international metropolises that have put waterfront development on their agenda. In times of climate change, the Hafencity, the International Building Exhibition and the International Garden Show have been opportunities to present bold new solutions for the city. The projects have met with international acclaim.

It is vital to enhance development through imaginative private-public partnerships. The currently projected waterfront developments offer homes for 30,000 people and 50,000 to 70,000 new jobs. Many more people can use the new spaces for leisure and recreation. As Hamburg embraces more and more of its waterfront, the maritime flair of the metropolis will become even more apparent in the daily life of the city.

A1 HAMBURG USES ITS MARITIME POTENTIAL 善用臨海優勢



漢堡最引人入勝之處，在於其多元的文化和獨特的社區環境，如小社區中的河畔建築物 and 市中心繁忙的港口。

漢堡匯聚易北河 (Elbe)、阿爾斯特河 (Alster)、比勒河 (Bille) 及其他細小的支流，構成獨特壯麗的全景，成為高質素生活的一部份。

長久以來，漢堡非常重視水資源的規劃。12世紀時，漢堡為阿爾斯特河建築堤壩後，沿河形成的湖泊和休憩地點成為漢堡的地標。早於數個世紀前，城市規劃師與園景師已經為今時今日漢堡的外貌奠下重要的基礎。

1980年代，港口的運作逐漸搬離市中心，騰出的空間造就了新發展，城市得以建設新的住宅用地、工作用地及休憩公共空間，同時強調要保留河畔空間，開放予民眾，作為漢堡的一個象徵。

90年代開始，漢堡市繼續重新規劃沿河地區，從易北河畔一帶開始，出現過許多具前瞻性的計劃，例如：延綿八公里的港口、人工沙灘、遊艇停泊區、以及市中心的新商業區漢堡港城 (Hafencity) 等，又重新規劃哈堡區的上流港口和市内的小型運河沿岸等。

市政府希望提供更多舒適的河畔空間，予民眾享受生活。要達到這目的，必須克服

易北河長期把城市一分為二的局面，致力開發更多河畔土地。

漢堡跟其他重視水岸發展的國際大都會保持交流，透過發展漢堡港城項目、舉辦國際建築展覽 (IBA) 及國際花園展 (IGA) 等形式，向世界展示了應對全球氣候問題的發展方案，贏得國際讚譽。

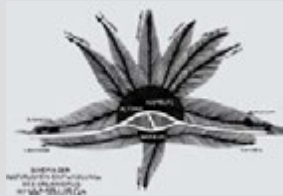
水岸可謂當地的命脈。公共機構與私人機構合作將會越見頻繁，主力發展河畔地區，於未來為約 3 萬人提供新居所，並創造 5 至 7 萬個職位空缺。這些新增人口可以充分利用新設立的公共空間，作休憩及康樂用途。在可見的將來，漢堡市的發展與河岸的規劃互相緊扣、息息相關。



Hamburg inner city
漢堡內城區



Roofed section of the A7 motorway, Altona
阿東拿A7公路覆蓋部分



Fritz Schumacher's 'feather fan' plan
費茲·舒馬克的「羽毛扇」計劃

Image below: Open House, Wilhelmsburg
下圖：「公開房屋」，威廉氏堡區

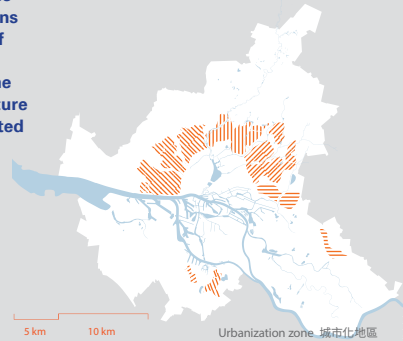
Hamburg is committed to sustainable urban development. That means making more efficient use of the spaces within the existing built-up environment and not encroaching on precious swathes of landscape to create new building areas.

The century-old plan by Hamburg's first Chief Planning Officer, Fritz Schumacher, suggested future city growth along the rail lines leading out of the city centre. The alternation between landscape axes and built-up corridors is still visible and must continue to enjoy special protection. Therefore, Hamburg's nature reserves and landscape conservation areas, open fields and cultural landscapes are not to be seen as a reservoir of building land.

"More City in the City" means more densification and mixed-use development so as to offer a high quality of life in the existing urban neighbourhoods. This requires intensive communication with all citizens involved. The city must make full use of potential building land in the inner city while simultaneously preserving the fine quality of urban open spaces. In any future projects these two aims will be integrated even more tightly.

Hamburg has considerable 'urbanization' potential. Its compact core is surrounded by inner-city site reserves suitable for conversion. The adjacent Elbe Islands and the Harburg upriver port fit seamlessly into this strategic concept of infilling. Less central districts with good infrastructure offer further development potential. They still reflect the spacious 'garden city' ideals of 1950s to 1970s town planning but can be adapted to modern urbanization concepts.

The anticipated growth of population and economy must be coordinated with sustainable urban development that conserves land resources. This requires the integration of private property and public areas into a strategic land management plan that balances the desired protection of green spaces with the need for housing and workplaces.



A2

INTERNAL DEVELOPMENT BEFORE EXPANSION

擴張前的 內部發展



漢堡市致力推動可持續的城市發展，一方面要有效運用已建成區內的現存空間，避免因建造新的區域而破壞故有而珍貴的城市美景。

漢堡市的城規藍圖始於上個世紀，由首任城市規劃部門主任費茲·舒馬克 (Fritz Schumacher) 負責，他建議未來城市發展應該沿著鐵路線，從市中心呈放射狀展開去。規劃結構由景觀軸和建築走廊相互交替組成，至今仍然清晰可見，並將繼續受到特別保護。漢堡市現存的自然山水景色、公眾用地及文化休憩用地，無一不被視為城市發展的土地儲備。

「建設城中之城」(More City in the City) 是指，城市將會作更高密度的混合用途發展。要達到這目的，各單位之間的緊密溝通將不可少，計劃需要清晰傳達予市民，區內居民亦需要主動參與，表達意見。城市規劃上，漢堡市需要盡量利用內城區中具有發展潛力的土地，同時保留現有的優質公共空間。在可見的將來，這兩個目標將會融合為一，主導著漢堡市的發展。

漢堡市具有相當大的潛力進一步城市化。核心區的周邊有不少地段，適合轉換土地用途。毗鄰的易北島及漢堡河上游港口作為策略性地區，提供了大量騰空地盤予城

市作填充式發展。這些地區偏離市中心，但有著良好的基礎建設，適合將來發展；其繼承自50至70年代、強調綠化和空間感的「園景城市」規劃模式，可按現代城市化概念加以調整。

為配合預期的人口及經濟增長，城市需要具可持續性的發展，有效地節省土地資源。只有透過策略性土地管理，共同計劃私人土地及公共空間的發展，漢堡市才能平衡市民不同的渴求，在保育綠色空間同時，滿足他們對住宅和工作空間的需要。



Magellan terraces, Hafencity
加羅林廣場·聖保利區



Falkenried terraces, Hoheluft
福克爾台·霍厄盧夫特區



Neustadt
新城區

Image below: Karolinen quarter, St. Pauli
下圖·馬加倫台·漢堡港城

The existing densely built, mixed-use neighbourhoods are popular. Residents appreciate the tight web of urban amenities, the social diversity and excellent infrastructure. The many young people moving into Hamburg share their opinion. Moreover, the number of older people and double-income households is growing. These two groups find life in such districts more satisfying and easier to organize. This will push demand even higher.

Spatial, social, cultural and economic density generates urbanity. The close physical proximity of homes and workplaces, educational and leisure facilities is a quality characteristic of Hamburg neighbourhoods built up already in the late 19th century in the “Wilhelminian” style. Here the houses have more floors, and more people live in them. These are the crucial factors for their vitality. Varied, attractive urban spaces offer everything within easy, environment-friendly reach, either on foot, by cycle or using public transport.

The “More City in the City” strategy aims to extend these characteristics to areas beyond the urban core. It will increase density in the entire “urbanization zone”. It will also open up opportunities to create new lively and interesting neighbourhoods.

The number of newly attractive urbanized locations is to be increased appreciably. A new train line (S4) will help boost growth in the east of Hamburg. In the west, the city plans to roof over the A7 motorway cutting. In the south, development projects on the Elbe Islands will continue. Current construction work in Hafencity will link the center to districts further east and south. Hamburg will invest in public spaces and infrastructure of these districts, and invite residents to participate in the planning work.

The Hamburg metropolis will develop more urban neighbourhoods for mixed use. However, each has its own individual character due to differing building heights, density and the look of public spaces. That is how it should stay.

A3 HAMBURG BUILDS ON ITS URBAN QUALITIES 都市元素作為發展基調



現在，漢堡市內非常流行建築稠密的混合用途社區。市民支持緊密、便利的城市網絡，當中包括多元社會及優質基建。這些優點使漢堡受到大量年輕人青睞，吸引他們移居至此；另外，老年人和雙收入家庭的數量亦不斷增加。他們都認為漢堡市的混合式社區十分方便，易於處理生活大小事務。漢堡的吸引力將會使房屋需求繼續上升。

漢堡市的高密度特色充分體現在空間上，以至社區、文化和經濟層面，帶動著都市的活力。始於十九世紀末，漢堡市根據「威廉式建築風格」(Wilhelminian

Style) 建設結構緊密的社區。當中，住宅、工作間、教育和休憩設施互相毗鄰；這種風格的房屋有較多樓層，能容納的居住人數亦較多。種種因素令人與人之間更多聯繫，營造了社區的生命力。現時，多元化的城市空間讓居民生活更加便捷，無論徒步、踏單車或者使用公共交通工具，都容易穿梭於社區中，既方便，又環保。

「建設城中之城」的發展策略，旨在把這些特色由都市核心一路延伸出去，提升整個都市化區域的密度，製造機會讓城市開發更多有創意、有活力的社區。

在未來，更多新市鎮將會陸續冒起。全新的鐵路線 S4 將會推動漢堡市東部的人口增長；在西面，漢堡政府正計劃於 A7 公路上建造覆蓋層；而南面則會繼續現有的易北島發展計劃。漢堡港城 (Hafencity) 的新工程將會進一步把市中心跟漢堡東、南兩部份連接起來。另外，漢堡市將投放更多資源發展上述各區的公共空間及基建，並會邀請公眾參與規劃。

漢堡將會於整個大都會區發展更多混合用途的社區。現在，各個社區因為自身的不同建築高度、密度及獨有的公共空間特色，而構成各自不一的面貌。這些特色在將來亦應該加以保留。



Planten un Blomen Gardens
漢堡植物園



Island Park, Wilhelmsburg
威廉氏堡區島公園



Roofscape, Hoheluft East
屋頂景觀·霍厄盧夫特區東部

Image below: Sandtorpark, HafenCity
下圖：沙社公園·漢堡港城

Hamburg is a green waterfront metropolis. We want to preserve this quality, even as the city becomes more compact. The open spaces in the city are important oases in the daily lives of residents. Large and small parks, playgrounds, squares, green corridors along the water courses are all accessible to the public free of charge and raise the quality of life for all. They are also important habitats for plants and animals and form part of the city's efforts to mitigate climate change.

Space is a finite resource. Therefore, the city must enhance the quality of already existing open spaces throughout its districts. Hamburg has launched a campaign to achieve this in line with local residents' interests and wishes.

But it must also open previously inaccessible areas to the public - even if only for temporary use. These might be empty plots, school grounds or playing fields, which could be put to multiple use. Planted roof gardens offer additional space for nature, help rainwater to seep away and can serve as meeting points and recreational space for residents. The city's programme for developing green roof-landscapes has great potential.

A growing number of residents want to participate in shaping local open spaces. Hamburg fully supports this commitment. The "Urban Gardening" trend has led to new pilot projects and experimental areas.

Existing individual tenants' garden allotments might be complemented by innovative communal "neighbourhood" or "community gardens" on private or public land, especially in the densely populated areas. In Hamburg, many projects have already been put in place, or are currently being set up. To make them successful, the active collaboration of many different actors is needed. Government and private investors together must ensure added "green value" of development projects. To this end, city and private developers have formed the "Alliance for Housing" (Bündnis für das Wohnen).

A4 CAMPAIGN FOR GOOD QUALITY OPEN SPACE 爭取高質素公共空間



即使將來城市變得更密集，漢堡市仍希望保持其綠色河岸都會的特質。城市的公共空間，必然成為日常生活的一片綠洲。大大小小的公園、遊樂場、廣場，以及沿岸的綠色走廊，都是開放予市民和旅客免費享用的重要空間，提升整體的生活質素。這些空間亦作為動植物重要的棲息地，在應對氣候變化上盡一分力。

漢堡市明白到，土地和空間是有限的資源，不能無止境地開發，所以提升各區現存公共空間的質素方為上策。為此，市政府推出了一連串活動，嘗試因應當地居民的利益和意願擬定改善計劃。

與此同時，即使只是作臨時用途，政府亦應該開放故有的封閉空間予公眾使用。空置的小型土地、學校操場、遊樂場等等，皆可作為多用途的臨時空間。另外，建造屋頂花園能為大自然提供更多生長的空間，有助吸收雨水，又可作為居民的聚腳點和休憩場所。市政府的綠化屋頂計劃，甚有潛質為漢堡帶來一片綠色的新景觀。

越來越多漢堡居民希望一同塑造區內的公共空間，政府亦非常鼓勵民眾的參與。「都市農莊」的概念作為近年潮流，促使了各個試驗計劃的誕生，讓城市呈現了新的可能性。

位於人口密集地區現時已經有不少綠化空間，如傳統的「個人農圃」，未來配合創新的管理模式，便能在私人土地上設立「鄰里園圃」(Neighbourhood Garden)，或在合適的政府土地上設立「社區園圃」(Community Garden)。有不少計劃已經試行了一段時間，更多類似計劃亦密鑼緊鼓。不同持份者的積極參與對於計劃的成功必不可少。政府與私人投資者必須攜手為發展項目添加綠色元素；其中，由市政府和私人發展商聯手組成的「住屋聯盟」(Alliance for Housing)便是一個好例子。



Kaiser-Wilhelm-Strasse, Neustadt
威廉皇道·新城區



Münzviertel
明斯區



Street scene in Ottensen
街景·奧德森區

Image below: Binnenalster
下圖：內阿爾斯特湖

Hamburg's identity builds on diversity. Planning and building styles range from the two-storey garden city of the 1920s to City North, a complex of high-rise office blocks in a park based on 1960s urban planning concepts.

High demand for apartments in the inner city neighbourhoods is testimony to the high quality of late 19th century "Wilhelminian" architecture. Typically, these are high-density areas with buildings six to seven floors high. This remains the benchmark for all future new construction in many parts of Hamburg, though not a binding blueprint for the entire city. The demand for inner-city living is to be met by closing gaps in this built-up environment, adding extra storeys and converting lofts and attics for private homes.

Hamburg is not to become a high-rise city. However, there are already excellent examples of high structures in selected locations which are attractive and harmonize with the skyline. The Hamburg skyline is marked by inner-city church towers and highly visible modern buildings on the sites of the former old city gates. More

such signature buildings can be planned for in selected locations, such as the "Port Crown" (Hafenkrone) section along the Elbe river bank, the location of the Elbe bridges and spits of land jutting out into the main river. The new Elbphilharmonie concert hall already provides one such spectacular element of the new city panorama.

The inner-city core, however, remains bound by the traditional "Wilhelminian" benchmark. Here the beautiful silhouettes of the church towers will continue to dominate the skyline.

A5 理想建築高度跟威廉式看齊 HAMBURG'S IDEAL BUILDING HEIGHT IS WILHELMINIAN



對於漢堡市而言，「多元性」正是漢堡市一個明顯而重要的特質。外觀上，城市的規劃和建築主要分為兩大類，一類為20年代的「園景城市」式兩層高樓房，另一類則為根據60年代規劃概念興建的高層辦公大樓，建於公園之中，主要位於漢堡北部。

19世紀的「威廉式建築風格」(Wilhelminian Style)，於19世紀末冒起。其建築特色主要為六至七層高，緊密相連的樓房建構起高密度的社區，為漢堡居民締造了高質素的住宅及生活環境。

其優點在今天依然受到肯定，在市場上維持一定需求。在未來，漢堡市雖然不會按照威廉式制定全市的規劃藍圖，但仍會以其作為大部分社區中新建築物的標準。要滿足市民對內城生活的需要，漢堡市必須盡量善用已建設區內的空置土地、為現有建築物增建樓層，或者改建閣樓成為住宅等。

漢堡市對土地要求甚大，但建築物將不會向高空發展。現時，漢堡的城市輪廓主要由內城區的教堂鐘樓加上舊城門附近的新興大廈勾勒而成。雖然如此，現時已有少

數的地標式的高層建築物分別迄立於不同地區，它們外型美觀，並且和諧地融入現有的城市輪廓之中。位於易北河畔新開發的「港冠區」(Hafenkrone)、易北橋所在地、以及向河中心伸延的小片土地等等，都是興建地標式建築物的絕佳選址。新興建的漢堡愛樂廳(Elbphilharmonie)就是其中之一，為漢堡市的景觀增添色彩。

而內城區中，就會繼續維持威廉式風格。放眼望去，一座座教堂鐘樓將會繼續聳立於漢堡市的輪廓之中，清晰可見。

B 包容 城市

THE INCLUSIVE CITY



In Hamburg people from different cultures form a tightly woven community. Population growth until 2030 will be based primarily on domestic migration of younger people from other parts of Germany, and on international migration. The percentage of residents over 80 will rise, with many of them requiring nursing care. The diversity of lifestyles, circumstances and personal aspirations will continue to increase.

不同文化背景人士聚居於漢堡，形成多元而緊密的社區。直至2030年，漢堡市人口預料將會持續增加，大部分都是來自德國其他城市的年輕一代，以及國外移民。屆時，年過80的居民數量將會上升，使護理服務的需求增加。未來，漢堡市居民的生活模式將會更趨多元化，身處各種生活環境，衍生出不同的渴求。



The benchmark for future growth of an inclusive city is to enable all citizens to remain in the city and enjoy a good quality of life, especially families. Everyone should be able to participate in public life and make full use of the city's opportunities – a precondition for tolerance, mutual understanding and solidarity within the urban community. This will enable collective creativity and help our city adjust to future demands.

漢堡以「包容城市」(inclusive city) 為發展目標，讓所有市民有機會留居市內，享受高質素生活，尤其是家庭生活。將來，漢堡市會致力讓市民積極參與公共生活，充分把握城市提供的機遇，從而建立一個講求互相理解和信任的團結社區。此目標有助市民發揮集體創意，讓漢堡市能夠更有效地回應他們的需求。

Affordable homes are a main prerequisite. In view of rising rental prices in many districts, assistance is needed for residents who are struggling to pay for their homes. This includes students and trainees, family households, elderly residents on low incomes, and people finding themselves in difficult social situations.

可負擔的房屋乃發展成「包容城市」的先決條件。市內不少地區租金上升，不少人都未必能負擔得起，包括學生、實習生、家庭人口、低收入老年人口，以及其他處於困境的市民，他們需要不同的援助。

That alone will not be enough. We must also think about ways to open up Hamburg's educational sector for embracing the personal skills of everyone living in our multicultural urban society. Moreover, a truly inclusive city must design its public spaces accordingly. Urban life and changing mobility needs call for new concepts and agreements.

不過，單靠援助並不足以解決問題，應嘗試透過改善教育，讓市民好好裝備自己，學習獨有的技能，在多元文化的社會中發揮所長。在一個真正的「包容城市」，其公共空間的設計亦應該反映出充分的包容性。城市需要新的生活概念和共識，以解決都市生活問題及滿足急促轉變的交通需求。



Apartments by Grasbrook Park
住宅·格拉斯布克公園旁



Rotenhäuser Feld - neighbourhood park for the intercultural urban community, Wilhelmsburg
紅屋區-文化交流社區公園·威廉氏堡



Global Quarter, Wilhelmsburg 國際廊·威廉氏堡

Image below: Housing project Max-B, Altona North
下圖：“Max-B”住屋計劃·阿東拿北

Hamburg wishes to remain a city that welcomes all people and is able to offer them adequate, affordable places to live in. Hamburg's house-building programme is therefore based on continuity and substantial new construction. In collaboration with property developers, the city aims to provide at least 6,000 new flats p.a.

The Alliance for Housing in Hamburg (Bündnis für das Wohnen) and signed agreements with district councils (with input from tenants' associations) plan to make one third of new housing available for rent-subsidized dwellings so as to contribute to the social mix in many districts (like HafenCity) and individual home-building projects. There will be affordable small apartments for the growing number of single households, but also affordable housing for families. The city will continue to promote and assist in joint building ventures in the core urbanization zones. Grants are used to meet special-purpose needs, such as flats for citizens with disabilities.

Hamburg is a city of tenants. Around three quarters of its 925,000 flats are for rent (2011 census data). Construction cooperatives and the municipal housing company SAGA GWG together own some 30 per cent of the housing stock and guarantee the supply of inexpensive flats. This share is to be maintained in the process of modernizing and refurbishing them for greater energy efficiency.

To retain a good social mix, affordable flats must be kept available everywhere. The city therefore has a comprehensive scheme of subsidies for low and medium income households. SAGA GWG also contributes substantially to new housing construction.

Other measures include the sale of municipal land to high-quality projects and (if necessary) the amendment of relevant state government statutes (e.g. the revision of Hamburg's Law on the Protection of Living Space). The German government recently gave the federal states more leeway to monitor housing markets. Hamburg has already taken action to set a lower the cap on rental increases.

B1 人人可負擔的房屋 AFFORDABLE HOMES FOR EVERYONE IN THE CITY



漢堡市以包容不同人士聚居為長遠發展目標，為市民提供足夠數量、價錢合理的住所。漢堡市的建屋計劃以持續增加房屋供應為重點，希望透過與地產發展商合作，每年至少提供6,000個新單位。

漢堡市的「住屋聯盟」(Alliance for Housing) 與地區議會簽訂協議，並得到租客組織的參與，共同制定未來的目標。計劃透過資助，將三分之一的新建房屋改為資助房屋，協助漢堡港城 (HafenCity) 及其他地區進一步營造「綜合社區」。除了推出便宜的小型單位予單身租戶外，漢堡市亦考慮到照顧

家庭住客的需要。市政府將會繼續推廣及支援都市核心區內的合資建築計劃，又撥款資助興建特別用途樓宇，例如供殘疾人士居住的無障礙家居。

根據2011年人口普查，漢堡市的925,000個單位中，有超過75%用作出租用途。當中，大概三成房屋屬於建築合作社及在於市政府轄下的建築工程部門 SAGA GWG，務求確保租屋市場供應穩定、租金維持在低水平。他們定時進行翻新工程，提升現有單位的能源效益。透過在城市四周提供租金相宜的住屋，才能吸引不同人士居住於同一社區之中。

市政府制定了完整的資助計劃，讓中低收入家庭受惠，同時透過SAGA GWG興建一定數量的新房屋。

其他政策包括將市政府土地售予高質素的發展項目，以及按需要修訂與土地有關的章程，過往就曾經修改漢堡市有關保障居住面積的法例。在國家政府層面，德國近年放寬地方土地政策，賦予州政府更多空間去監察土地市場，漢堡市亦隨即調低了租金上調的上限。



Community Centre Bornheide, Osdorf
邦恩海特社區中心·奧斯多夫



Island Park, Wilhelmsburg
威廉氏堡島公園



Haus der Projekte, Muggenburger Zollhafen
「大計屋」青年中心·米根堡保稅港區

Image below: Tor zur Welt education centre, Wilhelmsburg
下圖：「向世界之門」國際教育中心

Good neighbourly relations foster social cohesion and quality of life. They need time to grow and a supportive environment. Hamburg wants to create socially mixed districts with good infrastructure and stable neighbourhood patterns. But this must not lead to existing tenants being priced out of the market.

The city makes full use of legal provisions (e.g. social preservation orders, rental legislation) and expands its social housing support. Districts under threat of 'gentrification' are to be stabilized under the comprehensive RISE framework programme for integrated urban district development. The programme implementation aims at sustainable social development by drawing on and enhancing the diverse skills of local residents.

Accordingly, the city's strategy is district-specific and flexible. In central locations, the city assists private investors to create new housing and boost the local economy, while making sure that long-term residents will not be squeezed out.

In districts of lesser interest to private investors, integrated district development schemes try to strengthen residents' social participation by improving community centres and educational facilities.

Private property developers and other businesses receive aid when they invest in local sites and new uses. This allows the revitalization of entire quarters and local community life. Residents' participation is a key element in this development process.

B2

投資教育，凝聚鄰里

STRENGTHENING NEIGHBOURHOODS - INVESTING IN EDUCATION



和睦的鄰里關係，有助培育高質素生活及團結社會。漢堡市希望透過良好的基建項目，以及安穩的鄰里環境，凝聚不同社會階層，拼湊成多元社區；同時又不會令租金過份上漲，避免租戶因負擔過重而被逼遷離社區。

為此，漢堡市善用修訂法律的可能，例如頒佈社會文物保護令、立法管制租金等，同時又加強對發展社會房屋的支援。一些地區早

年受到士紳化 (Gentrification) 威脅，皆透過綜合式發展計劃「RISE」獲得具持續性的發展，居民的不同知識和技能得以提升，從而使社區變得更穩定。

因此，市政府的策略由地區主導而富彈性。例如在中心地段，政府支持私人投資者興建新房屋，推動當地經濟，盡力保障原有居民，不會受任何因素影響而被逼遷走。

在其他對於私人投資者而言缺乏價值的地區，在政府主導之下，將推行綜合地區發展計劃，透過改善現有的社區中心和教育設施等，鼓勵居民積極參與社會活動，增強凝聚力。

漢堡市政府資助不同類型的私人投資者發展社區，改變土地用途，藉以重塑面貌，活化社區。過程中開放空間予居民參與，表達意見，共同建立新的生活模式。

About one in ten Hamburgers lives in big housing estates built in the 1960s and 70s, mostly in rent-controlled flats, which the city has to retain. To avoid material and social deterioration, good infrastructure and transport links, new concepts for mixed use and workplaces, well-kept public and private open spaces as well as opportunities for sports and leisure pursuits are important. This requires both public and private investment.

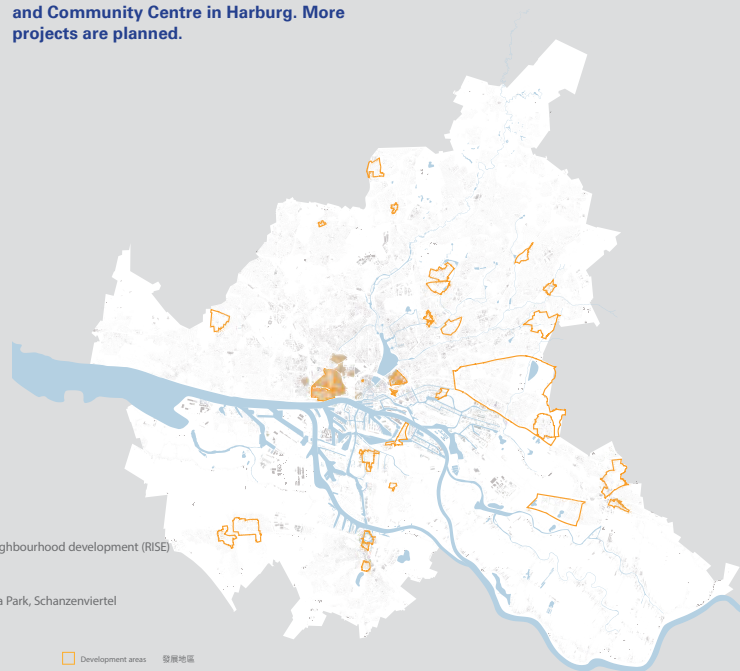
Attractive and varied educational facilities in each district are of vital importance. Outstanding architectural designs purposefully demonstrate that they are open to all and serve everyone in the community regardless of personal characteristics, cultural background, religion or age.

Education and community facilities are the social and cultural capital of the city. They are important places for communication and encounters in the centre of each district. In the future, schools will have to be integrated even more into the district community life.

The IBA Building Exhibition has already implemented corresponding model projects, such as the Gateway to the World Education Centre (Tor zur Welt) on the Elbe Islands or the Süderelbe Education and Community Centre in Harburg. More projects are planned.



Community Center Barmbek Basch
班碧巴舒社區中心



Framework programme for integrated neighbourhood development (RISE)
RISE 綜合式鄰里發展計劃

Image below: Climbing bunker in the Flora Park, Schanzenviertel
下圖：攀石牆·芙羅拉公園·珊莘區

Development areas 發展地區
Areas under social preservation order (in force / in preparation) 社區保育令生效的地區 (正執行/準備中)

B2

投資教育，凝聚鄰里

STRENGTHENING NEIGHBOURHOODS - INVESTING IN EDUCATION



現時約一成漢堡市民居住於 60 至 70 年代興建的大型屋邨，一直以來都實施租金管制，保持合理租金水平。要提升這些地區的發展機會，維持良好的居住質素及社區氣氛，便需要由政府及私人發展商作出投資，包括建立良好的基建及交通配套，作混合用途發展以便同時容納辦公室，又要在社區中同時騰出私人及公共空間作運動及休憩之用。

多元化的教育及青年中心在每一個地區極為重要。突出的外觀設計，營造了開放和包容的氣氛，代表它已經準備好服務不同人士，不論他們的特點、文化背景、宗教及年齡，亦能融入其中。

教育及青年設施是城市中重要的社會及文化資產，可以提供聚腳點作文化交流及日常溝通。將來，學校需要進一步與當地的社區生活融合。

國際建築展 (IBA Building Exhibition) 曾經展出相關的示範項目，例如易北島上的「向世界之門」(Tor zur Welt) 國際教育中心，以及位於哈堡的南易北河的教育及社區中心 (Süderelbe Education and Community Centre) 等。更多項目陸續有來。



BID Opernboulevard BID 歌劇院大道



Oster meadows 阿爾士達湖旁



Osterstrasse, Eimsbüttel 奧士達街·艾姆畢提區

Image below: Summer Tango, HafenCity 盛夏探戈·港城區

As the city density increases, public spaces for daily use become more important. People value them as stages for the urban society. They transport the culture and identity of the city. Sports activities are being moved there too.

This applies equally to prominent inner-city squares, district squares and parks and paths along the rivers and canals. Street space design presents a special challenge, as they are to become spaces for relaxation while also having to offer room for changing forms of mobility. Different needs – of the young and old, quick and slow, of pedestrians, cyclists and motorists – merit equal consideration.

Public space needs diversified usage. A key concern of urban development is the preservation of the organically grown mix of shops, gastronomy, street cafés, services and cultural activities.

This aspect is also important in new building projects, as can be seen in the Hafen-City and other inner city areas.

Hamburg will preserve the value of accessible public spaces as a key component of democratic urban culture. The city will promote careful treatment of public spaces and guarantee safety and access for the handicapped. Public spaces need to be clean and well cared for so that everyone can benefit from them. Public and private investors need to create synergies.

Business Improvement Districts (BID) for the interests of commerce and Housing Improvement Districts (HID) for the enhancement of residential areas are model schemes to demonstrate that public space design remains an ongoing task for the community.

B3 BETTER QUALITY OF LIFE IN PUBLIC PLACES 公共空間的優質生活



當城市密度上升，公共空間在日常生活中將扮演更加重要的角色。市民把公共空間視為都市生活和社交的舞台，是構成當地文化及形象的關鍵地。現在，甚至連各種體育活動也陸續移師到公共空間進行。

市內的公共空間包括內城區的社區廣場、各地區廣場、公園、河畔的漫步徑等。街道空間的設計成為城市規劃師的一大挑戰，要保留足夠空間讓人休息、逗留，同時又不至於阻礙不同道路使用者穿梭往來。不論各種交通模式和步速快慢，也應該受到同等考慮。

公共空間需要多元化用途。良好的都市發展，應該保留售賣不同貨品的街坊小店、餐廳、咖啡室，為居民提供各種服務及文化活動。

這正是市內新發展項目的重要概念之一，可從漢堡港城 (HafenCity) 及內城區的其他項目反映出來。

漢堡市有著民主的都市文化，所以規劃過程必須確保每一位市民都可以享用公共空間。設計街道時，亦會顧及殘疾人士需要，配合周詳的打理和保養，以保障所有使用者可以安全、無障礙地享用城市的公共空間。為達到目標，政府和私人投資者之間的互相協調和合作將不可少。

城市劃分了「改善經濟區域」及「改善住屋區域」，分別以改善營商及居住環境為目標，作為示範計劃，希望展示公共空間設計對社區持續發展的重要性。



C

GREEN AND ENVIRONMENT-FRIENDLY CITY

綠色環保城市

Hamburg is and will remain a green metropolis by the water. We must preserve and further develop the high environmental standards already attained so that we can meet coming challenges.

漢堡市作為綠色臨海大都會，必須好好保護周邊的優美環境，在固有的良好綠色基礎上發展，以應對接踵而來的挑戰。



Hamburg grows – but not at the expense of environmental quality. The city plans to promote and enhance biodiversity and urban green areas. It strives to achieve the energy turnaround and to protect nature and climate.

Urban mobility must be put on a more sustainable footing. To this end, environmental awareness and social solidarity are needed. In order to

一直以來，漢堡市發展的前提是不會破壞其自然環境。市政府打算促進市內的生物多樣性以及提升綠化地區的質素，推動環境保育，節約能源，為氣候變化出一分力。

要提高城市的交通流動性，我們需要一個具可持續性的基礎，當中大眾的環保

achieve sustainable urban development we must find solutions, which balance environmental objectives with social and economic responsibility. When planning to modernize our housing stock to make it more energy efficient or when drafting energy-saving concepts for entire neighbourhoods, we must not lose sight of the fact that housing has to remain affordable for all of Hamburg's citizens. The energy turnaround and environmental improvements must be

意識及社會共識不可或缺。在規劃時，我們必須尋求方法，平衡環保目標、社會和經濟責任。以樓宇現代化為例，既要提升能源效益及節省天然資源，又要監察市場，維持物業價格和租金於合理水平。改革能源生產模式以改善環境的同時，又要確保不會影響現有的工業就業人口，繼續創造新的工作機會。

reconcilable with the preservation and creation of industrial jobs.

New mobility concepts and an expanded transport infrastructure with the highest eco-friendly standards as possible will encourage citizens to use mixed-mode transit systems. Lower emissions will improve the quality of urban life. We develop eco-friendly transport management systems for commuters and freight forwarders.

新的「城市交通流動性」概念，配以正在擴展的高環保標準交通基建，鼓勵市民活用混合的交通模式，為長距離上班人士以及貨運代理商提供了嶄新的環保運輸系統，減低日常生活的碳排放量，有助提高整體的城市生活水平。



Agricultural areas near the city centre, Vierlande & Marschlande
鄰近市中心的賈爾農地及瑪殊農地



Altes Land 古舊土地



S-Bahn train station Wilhelmsburg
市鐵·威廉氏堡站

Image below: Alster 下圖：阿爾斯特湖

An airport within the city limits, a seaport in its centre and a number of large industrial sites: Hamburg is an important transport hub and one of Northern Europe's major transit zones.

Currently more than 1.7 million Hamburg residents, 320,000 commuters and around 90,000 companies use power, heat and transport services every day. Trade and industry, government, ordinary citizens, associations and utility companies have already made great efforts to reduce the strain on the environment. Looking ahead to 2030, the objective is to harness technology and science for securing an even better quality of life.

We need innovations at local level and an urban society that acts with environmental awareness. Cities are ideal laboratories for eco-friendly experiments supported by residents. The increasing use of car sharing schemes, the popularity of cycling, the great public interest in car-free housing projects and the enthusiastic response to the "Hamburg Tidies Up" initiative all demonstrate this very clearly.

We are faced with the challenge of making 'green' products and technologies part of our daily lives, ranging from wind turbines to local organic food shops. Hamburg can provide clean on-shore power to ships in port and promotes eco-friendly propulsion technologies for road vehicles, heating and power generation. Agricultural land near Hamburg allows close producer-customer relationships as part of a range of initiatives to secure sustainable food supplies for the city. Proactive steps are being taken to advance environmental partnerships with the city's trade and industry leaders. In the future, two thirds of household waste will be recycled.

Water conservation areas and agreements with our neighbours guarantee good quality drinking water. A variety of other measures help to clean up urban rivers and lakes. We want to make swimming in the river Elbe safe in as many locations as possible!

Hamburg has set itself the task of noise reduction across all districts. "Quiet" places enhance the quality of life. Equally important is the improvement of air quality, above all by traffic-related measures.

C1 環境與生活質素息息相關 ENVIRONMENTAL QUALITY MEANS QUALITY OF LIFE



漢堡市中心一帶集合機場、運輸港及為數不少的大型工業設施，成為歐洲大陸北部的其中一個最重要的交通及運輸樞紐。

現時，漢堡有超過170萬人口、32萬通勤人士及約9萬間公司，他們每天都會使用市內的能源、發熱及運輸系統。政府、貿易及物流業、製造業、自發組織、以至公用事業公司已經作出行動，舒緩現有能源消耗量對環境造成的壓力。直至2030年，漢堡市將會利用科學及創新技術，進一步提升市民的生活質素。

漢堡市需要地方層面的革新，及具備環保意識的社群。城市變成理想的實驗室，讓市民

參與試驗不同的環保概念。漢堡市內，汽車共享、單車徑、無車屋村之類的計劃日漸普及，市民又樂於響應「清潔漢堡」活動("Hamburg Tidies Up" Initiative)，減少碳排放。

現時大眾面對的最大挑戰，是如何將綠色產品及科技普及化，融入生活當中，上至風力發電機，下至有機食品小店等。例如在海港沿岸一帶，為船隻提供潔淨的風力發電，以及推廣環保車輛推進技術、發熱及發電系統。此外，漢堡市毗鄰農業區，農民和消費者之間距離相近，有助使當地的食物供應更持續和穩定。製造業及貿易業界領袖之間將

會實施更進取的合作模式。將來，漢堡市預計三份之二的家居廢物可以作回收。

漢堡市設立水源保護區，與周邊城市的政府達成協議，確保區內的飲用水質素良好；並落實了一連串的措施去潔淨市內河流及湖泊。為了想讓市民盡可能享受易北河帶來的天然資源，市政府正潔淨易北河水質，讓市民可安心於河中暢泳。

謐靜的空間可以改善生活質素，漢堡城正計劃降低全城噪音，及透過實施相關的運輸政策，改善空氣質素。



Hydrogen filling station, HafenCity 氫氣補充站·漢堡港城



"switch point" Berliner Tor 交通轉換點·柏林門站

	On foot 徒步	Bicycle 單車	Car passenger 私家車乘客	Car driver 私家車司機	Public transport 公共交通工具
Hamburg 漢堡 2002	25	9	15	34	19
Hamburg 漢堡 2008	28	12	11	31	18
Core area 核心區	33	13	9	26	19
Other city districts 其他地區	24	12	13	34	17

Major modes of transport in Hamburg and the environs 漢堡市居民所使用的主要交通模式

Main modes of transport used by people living in different parts of Hamburg city-state and the environs
 Transport modes in per cent (own chart based on the "Mobility in Germany" 2008, study compiled for the Federal Ministry of Transport, Building and Urban Development, BMVBS)
 上圖顯示了漢堡市內不同地區居民所使用的主要交通模式，以百分比表示。(資料出自2008年德國聯邦交通、建設與城市發展部的研究《德國的交通流動》)

Image below: StadtRad Hamburg hire cycles
 下圖：漢堡市「城市單車」租用服務

Our society is increasingly mobile, but attitudes are changing. The car is no longer an important status symbol, but the desire for flexible, convenient, eco-friendly forms of mobility is growing. Walking, cycling or e-biking are popular trends to be taken seriously in future-oriented transport policy.

Hamburg is expanding its StadtRad bike hire service and its network of designated cycle tracks on roads and pavements. Environment-friendly modes of transport must be available close to the home of everyone. Hamburg will offer flexible, attractive ways to combine bus and rail travel, ferries, cycling, car sharing systems and eco-friendly car transport. Fast-moving "green" emission-free buses will enhance the bus system. The various modes of transport are to be linked up at mobility service points in order to make private car travel superfluous.

This is a long-term project. It requires the continuous expansion of the regional mass transit system (S-Bahn) and the underground rail network (U-Bahn) in all directions. All S-Bahn stations will have access for the disabled. As in all big cities worldwide, the next decades will see further expansion of the underground network. Good park + ride facilities along the lines are essential to allow commuters combined usage of private cars and mass transport.

The growth of car sharing models indicates a key paradigm shift from car ownership to use-on-demand. The core conflict in 20th century town-planning debates - the battle between car-friendliness and urban life in the city - is now drawing to a close. Supported by ICT and e-mobility advances, innovative traffic concepts will unlock new opportunities to enhance the urban quality of life.

Hamburg will build on the experiences of other European metropolises. The city will refine ideas that make sense, and adapt them to local needs.

C2 MOBILITY – FROM OWNING TO USING

交通 - 從擁有到共享



隨著時代轉變，交通流動性越來越高，不過大眾的心態亦有所轉變。現時，擁有汽車不再是身份地位的象徵。人們更追求方便、有彈性及對環境友善的交通模式。所以，步行、踏單車或者電動單車漸漸受到重視，成為將來運輸政策的重點。漢堡市將「城市單車」租用服務 (StadtRad) 擴展，在更多行人路上或馬路邊劃分單車徑。同時，引入零廢氣排放的綠色巴士，以提升現有巴士系統。為了方便市民在住所附近就可用環保交通服務，漢堡的交通網絡規劃會以彈性的方

式，把巴士、鐵路、渡輪、單車、共享汽車及環保汽車等不同模式，在「交通服務點」連接起來，方便市民轉乘，以減低私家車使用量。

跟所有大城市一樣，改善運輸系統是漢堡市長遠而大規模的公共事務。漢堡市正在全方位地擴展城市快捷鐵路 (S-Bahn) 及地下鐵路 (U-Bahn) 網絡，及改善鐵路站內硬件，例如市鐵站增設方便傷殘人士的無障礙設施；以及在沿線多個鐵路站旁闢出停車場，供要跨區上班的市民停泊私家車和轉乘公共交通工具。

「汽車共享」越來越受歡迎，證明交通流動模式正在轉變，由個人擁有轉為根據需求而使用私家車。「舒適的都市生活」與「方便駕駛者」之間該如何取舍，正是20世紀的城市規劃中的一大爭議。隨著科技發展，兩者現已可以並存。由資訊及通訊科技結合電子化交通發展，現行的創新交通概念帶來了新的機遇，改善城市生活。

漢堡市將向其他歐洲城市取經，按照本地市民需要，取其適用的方法加以改進和調整。



Green Network, Hamburg
漢堡市綠色網絡

Image below: Volkspark
下圖：漢堡市人民公園

Hamburg has a unique location by the Elbe. The city is set in former marshlands and on the higher ridge ('Geest') along the river. It has preserved very valuable and diverse nature areas within its limits.

Hamburg wants to preserve biodiversity. Protected nature reserves comprise some nine per cent of the total city area, more than in any other German state. Some of these are unique in character and form part of Natura 2000, the European system of protected areas. Moreover, no other European metropolis has a comparable proximity of old cultivated land to the densely populated city core. Linking them in a biotope network secures natural diversity, even in times of climate change.

Nature reserves and old agricultural land are important for the recreational and educational needs of urban society. We must find a good balance between dynamic city growth and the preservation of nature reserves and rural recreational areas. Hamburg's network of interlinked green spaces allows people and nature to interact freely.

Green finger connections and walking trails are being created in the urban space. Some areas are given back to nature. Fish ladders allow species to pass along our water courses. The landscape axes radiat-

ing out from the centre of Hamburg allow movements throughout the entire city. Greater steps will be taken to enhance this green network.

When urban densification increases, residents also demand improvements of the green network, even in locations occupied by trade, industry or port. Open urban spaces have to become multi-functional. Both private and public land can be designed so as to let people experience nature's changing seasons as well.

But nature in the city should still be allowed to show its "wild side." The resulting high level of biodiversity benefits the urban community. This will change our concept of city parks. Their size will not only grow so as to offset building projects elsewhere. They will also be allowed to change in accordance with nature's seasonal rhythms. The success of Hamburg's "My Tree - My City" campaign shows an enormous willingness among the citizenry to help the cause of nature in the city and to help replenish the stock of long-lasting trees.

C3

GIVING NATURE SPACE IN THE CITY

為大自然 提供空間



漢堡市地理位置獨特，位於易北河旁略為隆起的高地上（沙質沖積地），前身為沼澤地帶，至今依然保留多元化的自然景觀。

漢堡市希望在規劃中保育生物多樣性。自然保護區佔大約9%城市面積，比德國其他城市多，部份具獨特生態價值的被收錄於歐盟自然保護區名冊「Natura 2000」。漢堡市的傳統文化景觀和人口密集的内城區距離之近，為歐洲獨有。把兩者連結起來，設立「最小生物棲息地系統」(biotope network)，能有助在面對氣候轉變的考驗下，保持生物多樣性。

自然保護區及舊有農地對現今城市生活而言，可以發揮重要的教育及休憩用途。因此，在迅

速的城市發展期間，要平衡保育天然環境及郊外康樂用地。漢堡市希望將市內的綠色公共空間串連起來，讓市民有更多空間跟大自然互動。

漢堡市打算在城市中呈放射狀的建築與交通軸線之間，設立更多「綠指」綠色空間和小徑；有些地方甚至還原至本來的自然面貌。又在現有的運河中建設了傳統的魚道，讓魚類能夠跨越障礙，於河道中穿游。由城市中心向外伸延的綠色景觀軸，使市民能自由穿梭於城市之間，而不受道路交通所干擾。市政府往後將會投放更多資源，使綠色網絡更完善。

當市區密度增高，居民對綠色生活的渴求亦有所提升，此渴求並不局限於住宅區，甚至包括工業區、海港、貿易區一帶。無論是私人物業抑或公共土地上，都要建設多用途的綠色空間，讓市民感受大自然的氣息。

作為綠色之都，必須讓城市繼續展示其原始的一面，所保留的動植物多樣性亦能惠及社區。在嶄新的公園概念下，公園面積不單會因為需要平衡市內的新建築物而增加，更可以隨著季節轉變而展現出不同的氣質，讓市民樂於觀賞其美景。「我樹·我城」(My Tree - My City) 活動成功舉行，顯示市民對大自然的熱愛和貢獻，在城市中種植壽命長久的樹木，令城市保持自然一面。



Floods in HafenCity
漢堡港城的洪水氾濫

Image below: Riverside promenade, Baumwall
下圖：河畔長廊·樹城

Global climate change is real, even though we do not yet know its consequences for specific locations. Cities are positioned best to develop significant ways of climate change mitigation. They can show that good quality of residential life and resource protection objectives can be reconciled.

Hamburg contributes to national and international climate protection objectives. It cooperates with many actors to introduce necessary measures and has developed a specific action plan. Environmental protection technology and e-mobility are growth opportunities for Hamburg's businesses and will bring added economic value, while at the same time improve the city.

To achieve the necessary reduction of CO2 emissions, great efforts are being made in energy generation and supply, industry, commerce and the port, in buildings, mobility and transport, consumption and waste disposal, urban planning, education and scientific research.

All these efforts will change Hamburg gradually into a climate-friendly city. Hamburg cooperates closely with neighbouring federal states, the municipal corporation Hamburg Energie and other large energy suppliers as well as private enterprises and research facilities so as to expand energy provision from renewable sources.

In times of climate change, water levels are a particular concern for Northern Germany. Rising sea levels in the North Sea

funnel water directly upstream through the Elbe river. Sudden storm surges put an enormous strain on the protecting system of dykes and can cause inundations of the city. Because of bitter experiences in the past, flood protection is therefore a major issue. But the city also has the expertise and skills to cope with the threat. Whenever possible, protective structures are now built as design elements of public space.

Further actions are recommended in the "Structural Plan for Rain Water 2030" (RISA). Even today, building in flood-prone areas is to be avoided. The city has to be kept resilient to withstand extreme weather conditions of any kind so as to protect people, animals and plants. To avoid the heat effect in densely built areas, the city may in the future design open corridors for cool air circulation. It also considers new forms of water storage for use in times of drought. In public spaces and privately owned property, rainwater can be retained in basins, which enhance the aesthetic value of the property. Pavements can be partially removed so as to let water seep more freely or be channelled in open conduits into existing water bodies. Alternatively, it can be used for extensive green roofing.

C4 應付氣候變化的挑戰

THE CITY RISES TO THE CHALLENGE OF CLIMATE CHANGE



縱使未能預料全球氣候危機為個別地區帶來的後果，但它的存在無可置疑，各個城市皆對此保持警惕，尋求辦法令氣候轉變有所緩和。城市必須以行動證明，一個高質素的生活，可以同時保障城市資源。

漢堡市在國家及國際層面試圖提出方案，透過與不同持份者合作，度身訂造應對方案。漢堡市的領先環保科技及電子運輸技術，在提升城市生活質素同時，又可為漢堡市的企業帶來可觀的經濟增長。

為減低二氧化碳排放量，漢堡市在下列各方面都有研發環保技術：由發電及能源供應、工業、商業及海港運作，以至建築物、運輸

及交通、消費、廢物處理、城市規劃、教育及科學研究的所有層面。

透過一系列行動，漢堡市逐漸成為一個環保城市，為紓緩氣候危機盡一分力。漢堡市積極聯同鄰近州府、市政府轄下機構「漢堡能源」(Hamburg Energie) 與大型能源供應商以及私人企業和科學研究組織等共同合作，嘗試增加再生能源的供應。

氣候轉變影響下，德國北部受海平面上升威脅。歷史中，漢堡市常有嚴重的河水氾濫記錄，因此特別重視防洪工程。海平面上升，易北河有機會因海水倒灌而溢出。在天氣不穩定的季節，突如其來的暴風雨有機會破壞河流上的堤壩，形成洪水淹沒部份地區。不

過，漢堡市已經發展出成熟的技術去處理氾濫問題，包括將防洪設施融入公共空間的設計之中。

另外，「RISA防洪設施管理計劃 2030」(Structural Plan for Rain Water 2030) 建議避免於常發生氾濫的地帶興建房屋。城市致力提升氣候抵禦能力，確保極端天氣不會對市民和動植物構成威脅。為了讓密集的核心區域免受熱浪影響，將會設計更多公共走廊保持城中的冷空氣流動，另外開發新方法儲存雨水抗旱。在公共空間和私人物業中，建設大型雨水收集盆地，儲存水資源的同時又起美化作用，多餘的雨水更可用作天台花園的灌溉；並移除部份行人路讓雨水滲透至地下，或引到現有渠道疏導至附近水域。



Electro-mobility, charging point at Rödingsmarkt
電子化交通系統的充電站·洛亨市集



Hydrogen filling station, Hafencity
氫氣補充站·漢堡港城



Wind turbines, Altenwerder
風力渦輪發電機·艾頓韋達

Image below: Energy Hill Georgswerder, Wilhelmsburg
下圖·能源山·在治韋達·威廉氏堡區

Hamburg will take numerous steps to implement the “energy turnaround” from fossil to renewable energy sources. It has the potential for creating smart power and heat networks. This will result in greater energy efficiency and better environmental protection. In the coming decades, Hamburg will contribute to requisite technical innovations, by fostering social acceptance and ensuring that new applications will be affordable.

In densely built cities, the future will belong to a mix of centralized and decentralized utilities (such as district heating systems).

Innovative methods for localized heat and electricity production are needed. The “solar bunker” in Hamburg-Wilhelmsburg, for example supplies electricity to around 1,000 households and heating to about 3,000 homes – a big step towards making the district energy self-sufficient. Hamburg will make use of German federal support and EU development grants to utilize heat from waste incineration, to combine heat and electricity production and to strengthen the use of renewables. Buildings that produce more energy than they need and return power to the urban energy cycle have already been presented at the 2013 IBA International Building Exhibition in Hamburg. While they are not yet commercially viable, they are a realistic option for the future - and one for which Hamburg wishes to create the right kind of environment.

Hamburg’s energy turnaround has three key objectives: boost energy efficiency, extend and reorganize electricity and heating grids, increase the share of renewable energies.

C5 HAMBURG’S ENERGY TURNAROUND

革新 能源生產模式



漢堡市將透過不同方法改革能源生產模式，由化石燃料轉而使用可再生能源發電及提供熱能，保護環境同時提高能源效率。在未來數十年，漢堡市會繼續發展相關的創新技術並普及化，確保價錢合理，供更多市民使用。

在高密度的建成區內，「分散」及「集中」兩種模式將會並行發展。

威廉氏堡的「太陽能燃料庫」(Solar Bunker)，正為大約1,000個家庭供電及3,000個住宅單位供熱，是分散性能源供應的重要發展，使各地區在能源上達到自給自足。同時，漢堡市得到德國政府及歐盟資助研發技術，善用焚化爐燃燒廢物產生的熱能、把熱能及電能生產結合，及加強使用可再生能源，作「集中式能源供應」。2013年，漢堡市於國際建築展覽 (IBA) 提出新技術，不單使建築物產

生的能源比使用量更高，更可以把多餘的能源歸還至城市的能源循環系統。暫時此技術還未準備好於商業市場出售，但對漢堡市的將來而言是極具潛力的方案，滿足能源需求的同時，符合漢堡致力營造的理想環境。

漢堡的新能源政策有三個目標：一) 提升能源效率；二) 擴展及重整供電和供熱網絡；三) 增加可再生能源的比例。

Increased energy efficiency will reduce consumption and waste. The city's existing buildings require large amounts of energy to provide ambient heating and hot water. One answer is to make use of excess energy produced by many companies in the port and elsewhere in the city. Another is retrofitting buildings to use less energy. We need to consider solutions that are affordable and socially acceptable. We also want to preserve Hamburg's heritage of characteristic brickwork architecture. The city will employ various funding options and solutions tailor-made for specific neighbourhoods. Since 2011 an alliance between the government and the construction industry has provided a platform for innovative, practical and exemplary solutions.

In collaboration with many private and municipal partners, the city is very active in sectors such as energy generation and storage, energy grids and virtual power plants, combining heat and power production. In the future, such innovative private-public partnerships will play a crucial role, in particular those involving municipal corporations (e.g. Hamburg Energie GmbH the waste disposal corporation Stadtreinigung and others). They are already developing the technologies needed for tomorrow.

The Port of Hamburg, home to energy-intensive logistics and industrial companies, can also contribute significantly to the energy turnaround. It works with numerous partners to transform the harbour into a showcase for renewable energy usage. It is to become a global trailblazer for innovative eco-technology, in the process substantially reducing CO2 emissions. There will be rapid increases in renewable energy production. Wind energy capacity, for example, is to be doubled to more than 100 megawatts, mainly in the port and on agricultural land. The potentials of solar energy and bio-energy (from waste and sewage sludge) are also to be exploited.

The energy turnaround also favours creative approaches to urban mobility, which are welcomed by the residents. Hamburg currently tries and tests new tech solutions for managing urban traffic, e-mobility in combination with clean energy production and the replacement of old vehicles by ecologically friendly cars in both private and business contexts.



Algae House, Wilhelmsburg
水藻屋·禮特布克



Greenpeace head office, HafenCity
綠色和平總部·漢堡港城



Energy Bunker, Wilhelmsburg
能源倉庫·威廉氏堡

Image below: Algae cultivation plant, Hamburg Reitbrook
下圖：水藻養植屋·威廉氏堡

C5 HAMBURG'S ENERGY TURNAROUND

革新 能源生產模式



提升能源效益可以大大降低能源消耗及浪費。現有的建築物需要大量能源提供暖氣和熱水，漢堡市嘗試調配鄰近海港及其他城區的企業所過量生產的能源，供應到其他建築物，又嘗試對樓宇進行翻新改裝等。不論採取任何方法，都要考慮成本，以及平衡社會利益。在修葺過程中，城市致力保留具象徵意義的古舊磚石建築特色。為了保持各個社區的固有特色，市政府提供不同的資助計劃，度身訂造合適計劃。漢堡市政府於2011年與建築業建立合作關係，共同研發有創意而可行的模範方案。

漢堡市與私人公司及市內不同單位合作，積極發展能源生產及儲備的新科技、成立「虛擬發電廠」、重整能源網絡，以及結合電力和熱能生產。公、私聯手的合作模式將會成為大趨勢，共同發展未來所需的技術；公營企業例如「漢堡能源有限公司」(Hamburg Energie GmbH) 便是其中一個關鍵的合作伙伴。

漢堡港有大量物流及工業公司，對能源的需求甚大，換言之，他們的能源使用模式對漢堡的能源發展舉足輕重。漢堡港決心在創新環保科技方面作國際先驅，透過與眾多機構

合作，把港口改造成以可再生能源作主導，減少二氧化碳排放量。漢堡市的再生能源產量將會快速增長，風力發電量比以往高出一倍，高達100兆瓦，主要來自海港一帶及農地。另外，太陽能及生物能源(利用廢物及污水處理後所產生的淤泥)仍有發展空間。

上述有關生產能源的革新措施，對漢堡市的交通流動性亦有所貢獻，深受市民支持。現時漢堡市正嘗試使用新科技管理市內交通、推動電子化交通系統，並配合潔淨能源的使用、鼓勵以環保汽車取代舊有的私人及商業汽車。



D

URBAN DEVELOPMENT IN THE BUSINESS METROPOLIS

商業大都會的
城市發展

Hamburg's signature title "Gateway to the World" is rooted in its history as a port. In the globalized world of the 21st century, Hamburg remains the internationally recognized center of the entire North German economic area. It is above all Hamburg's business community that creates and manages the city's global relationships.

長久以來，漢堡市的海港有「通向世界之門」的美譽。時至21世紀，全球化步伐急促，漢堡市在國際間仍保持舉足輕重的地位，同時為德國北部的經濟重鎮。漢堡獲得此成就，有賴於商界為她與各國際城市建立了良好關係。



To strengthen Hamburg's metropolitan function, we need to seize all opportunities that a changing economy and the multicultural urban society can offer. Migrants must be able to call Hamburg home. Rising commuter numbers also show the interdependence of city and region.

為了鞏固國際大都會的位置，在迅速改變的營商環境及多元文化社會中，漢堡市把握不同機會增值。於是，漢堡市希望吸引移民人士長期居留於市內，對城市產生歸屬感。近年更多市外人士通勤往返漢堡市上班，投入漢堡市的生產力中，顯示城市與區域互相依賴的關係。

The strength of Hamburg's stable, diversified economy and the success of new business ventures are based on the availability of a large pool of skilled and unskilled labour in the region. City planning must take this mutually beneficial relationship into account.

漢堡市具有穩定而多元化的經濟體系，新興企業在當地得以成功經營，有賴區域內足夠的勞動力，不論是技術勞工或未經專門訓練的人士。未來的城市規劃必須確保兩者之間的互利關係得以延續。

It must allow room for new economic developments and skilfully balance this objective with that of guaranteeing a good quality of life in the city and the region. In the future, technical innovations will offer even more options to integrate home and work life.

在發展經濟同時，亦要同時兼顧居民的生活質素。將來，科技發展令生活越趨方便，期望市民可以有更多自由選擇把家庭生活與工作更好整合。



Köhlbrand Bridge 居禮賓橋

Hamburg has a diverse economy with a strong industrial base. Even though the number of people working in the service sector will continue to rise, Hamburg remains committed to maintaining its industrial core.

those related to manufacturing. Linking production and services remains Hamburg's specialty. The city has secure central locations for manufacturing companies – in the port, near the airport and in dedicated industrial areas. It works on improving them for coming needs. Wind energy, in particular, could become a new industrial growth sector for the region, offering many different job opportunities.



Billbrook industrial area 標布工業區

Concentration on strategic business networks in city and region is at the heart of future economic policy. Hamburg has already achieved great success in fostering industry clusters for IT & media, aviation, maritime industries, logistics and life sciences.

These efforts need to be further intensified and extended to other sectors of the economy mature enough for further growth, for example the renewable energies cluster (wind power) or Hamburg's creative industry.



Industry, Wilhelmsburg 工業區·威廉氏堡區

This is a central element of the city's economic strength and the essential basis for industry-related services such as advertising, finance and logistics. There is considerable growth potential in the ICT and knowledge services sectors, especially

Hamburg will keep sites available for strategic clusters and monitor the metropolitan region for further cooperative arrangements that will help their development.

Image below: Aurubis works, Peute
下圖：歐魯比斯工場·製銅廠·漢堡般迪區

D1

漢堡市工業核心的將來 A FUTURE FOR HAMBURG'S INDUSTRIAL CORE



漢堡市的穩健工業基礎，是當地多元經濟的重要根基。越來越多人投身於服務業，但漢堡市依然會保留工業作為核心行業。

工業是漢堡市的經濟支柱，為附帶行業如物流業、金融業、廣告業等帶來商機。漢堡市將生產業及服務業連結起來，可謂當地的特色。近年，工業同時帶動了與製造業有關的資訊溝通技術行業以及其他知識型專科行業

急促發展。為滿足未來的發展需要，市政府為工業區預留了特定的位置設廠，包括碼頭一帶以及鄰近機場的工業區。風力發電預料會成為重要產業之一，提供可再生能源外，又製造大量就業機會。

集中發展策略性經濟網絡將成為未來經濟政策重點。漢堡已成功鞏固資訊科技及創意媒體、航空業、海上運輸、物流業及生命科學等產業群。

對於新興工業如可再生能源相關行業，及創意工業等，過去數年已經漸趨成熟，將會更廣泛而深入地發展。

漢堡會為以上行業準備好發展的空間，促進整個大都會區域的合作，同時帶動其發展。



World Commercial Park, Wilhelmsburg
國際商貿園·威廉氏堡



Eiffertwerk, hub for networks and innovative start-ups, St. Pauli
艾夫拿工場·新興企業及經濟網絡中心·聖保利區



Airbus site, Finkenwerder
空中巴士工作間·菲勒韋達

Image below: HafenCity University, HafenCity
下圖：港城大學·漢堡港城

An international metropolis needs an open and internationally competitive education sector, providing courses of internationally competitive high-quality programmes for a very wide range of knowledge sectors. Hamburg will therefore invest in new construction and extension work for its universities. The expansion of academic facilities will help improve knowledge transfer between the academic and business sectors.

Hamburg's government will try to establish greater physical proximity between research and development. Together with partners in the Innovation Alliance, the Senate plans to establish a network of dedicated research and innovation parks. Three research and innovation centres are already being set up close to existing universities and research facilities. The Energy Campus of the University of Applied Sciences (HAW), the Innovation Campus for Green Technologies (CGT) and the planned Desy Incubator will help attract innovative start-ups.

Around 80,000 Hamburgers work in cultural and creative industries. They prefer lively inner-city districts. Hamburg therefore preserves, protects and promotes al-

ready popular areas (such as its famous Reeperbahn club land) and develops new and centrally located creative quarters such as the HafenCity.

Changing life styles, new types of working environments and environmental improvements help bring homes and workplaces closer to each other, with the inclusion of smaller manufacturing and service enterprises supplying the city. Hamburg will lobby for a revision of federal regulations, which so far mandate separation: We need a much greater mix of urban functions on district and neighbourhood levels.

Hamburg's large-scale transport hubs (harbour, airport, rail) and industrial sites (such as Airbus, Arcelor Mittal, Beiersdorf or Mercedes Benz), however, cannot operate in small-scale mixed-use urban districts and will be kept safely in separate areas. Hamburg still has harbour sites and suburban land for future industrial development, both private and municipally owned. Overall, the city will have to ensure the vitality and economic viability of its urban center by greater but also eco-friendly densification. The management of scarce land resources will require even closer regional cooperation.

SPACE FOR EDUCATION AND WORKPLACES IN THE METROPOLIS



任何一個國際大都會都應該擁有開放而具知名度的教育機構，提供高質素而多元化的課程，於國際上具競爭力，讓學生涉獵不同的知識範疇。因此，漢堡市繼續投資教育，擴建大學，增設學術設施，希望提升城市整體知識水平，增加學術界和商界之間的知識轉移。

漢堡市政府致力拉近學術研究及經濟發展兩者之間的距離。聯同「創意聯盟」，市政府計劃建立創新科技園，設立一個專屬科研和創新的網絡，其中包括在大學附近興建三個创新中心及科研設施。漢堡應用科學大學的能源系 (HAW)、綠色科技學院的創新學系 (CGT)、聯同計劃中的德國電力發展實驗室 (DESY Incubator) 將會鼓勵有創意人士創業。

約8萬名漢堡市民從事文化及創意工業，大都會希望擁有一個充滿活力的內城區。於是，漢堡市會保留了位處市中心的傳統熱門消遣地方繩索街 (Reeperbahn) 一帶，以及把位於中心地帶的「港城區」(HafenCity) 發展為創業工業區。

生活模式轉變，現代的工作方式與城市空間不斷改進，縮短住所與工作地點的距離。當中包括小型手工業工廠和服務業等等。漢堡市議會正考慮游說政府修改聯邦法例，讓漢堡市更自由地建立混合用途的社區。

漢堡作為大規模的交通樞紐，集合海陸空三路運輸，集許多國際工業企業於一身，如空中巴士、平治汽車、金屬製造商拜爾斯道夫及安賽樂米塔爾等。可是基於安全問題和空間不足，這些工業將會被設置在其他合適地點。有潛質作工業用途的土地，分別位於港口或近郊，一部分為政府擁有，一部分為私人地。只有透過更善用現有空間，同時兼顧環保，才能確保市內經濟的蓬勃發展。城市和區域必須更緊密合作，共同為土地供應有限的問題尋求解決方案。



City with port 貨櫃港口



Historic Warehouse District "Speicherstadt"
歷史的貨倉區域·倉庫城



Elbjazz Festival at the Blohm + Voss works 易北爵士節

Image below: Harburger Schlossinsel
下圖：城堡島·哈堡

In Hamburg urban improvements cannot be seen in isolation from port development. Since 1888, when the city established a separate duty-free port area, this symbiosis has weakened gradually. Hamburg learned to live with two adjacent yet apparently disconnected areas. But in fact, they remain mutually dependent, and the 21st century will demand that we view port and city ever more as a whole.

There are several reasons for this. Harbour-bound traffic congests the city. Necessary harbour improvements reach deep into city territory and the urban hinterland. The logistics sector needs more space. On the other hand, sustainable redevelopment of Hamburg's waterfront is a precondition for keeping the city clean and attractive for citizens and businesses alike.

At first sight, the objectives of port and city development seem to be incompatible. But in fact, the revival of Hamburg's age-old tradition of having the port in its midst lends the city its unique urban qualities. In 2013 the free-port status came to an end, made redundant by European integration and economic globalization. This offers great chances to reconnect port and city areas – to the benefit of both.

The projects initiated by the International Building Exhibition IBA in the Wilhelmsburg port district further demonstrate huge potential, not least by opening up more port areas to tourism and other interested parties.

D3

A CITY WITH A PORT - A PORT WITH A CITY

港口·城市 唇齒相依



漢堡市的發展與海港不可分割。自1888年起，設立獨立的免稅港口區後，城市與海港的共生關係逐漸減弱。漢堡亦習慣了這個跟自己地理上相連但又獨立運作的地區。踏入21世紀，發展再次把它們緊緊連結一起，城市和海港將被視為一體。

海港一帶的交通系統已經飽和，所以現時必需將海港有關的事務延展向城市，往內陸發

展，為物流和運輸業尋找更多空間。此外，可持續地發展港區可以提供更潔淨、有吸引力的住宅和商業地段。

乍看之下，漢堡城與海港的發展目標並不相同。不過，保留海港於市中心正正為漢堡城的傳統，使漢堡與別不同。2013年開始，隨著歐盟發展及經濟全球化，漢堡港不再享有以往的自由港地位，重新配合漢堡城整體政策，與城市互惠互利。

由國際建築展 IBA 策劃的項目，以威廉氏堡海港區為例，展現海港轉營的無比潛力，配合城市其他行業運作，例如開放更多空間予旅遊業用途。

Space constraints for harbour facilities and the desired urban densification will necessarily lead to more efficient land usage. Over the last decade already, the big cargo handling companies have already been successful in significantly expanding container terminal capacity by using efficient IT handling systems. Their future growth now requires just modest space increases. At Hamburg's biggest HHLA terminal Burchardkai, for example, innovative technology has doubled container throughput. Besides container handling, shipyards and other services, the port is also the city's biggest industrial area and home to global players in the copper and aluminium-producing industries.

The "Port Development Plan 2025", approved in late 2012, foresees growth in container trans-shipments, improvements in internal and trans-regional traffic infrastructure. It also wishes to attract more port-related businesses, high-tech start-up firms and enterprises of the fast growing renewable energy sector (wind

power). Thus the port will remain crucially important to Hamburg industry as a place for logistics services and a site reservoir for manufacturing companies.



Container port 貨櫃港口



Queen Mary 2 in port 瑪麗皇后2號·停泊於漢堡港

Image below: concert in the Hamburg Port
下圖：在漢堡港舉辦的戶外音樂會

D3

A CITY WITH A PORT - A PORT WITH A CITY

港口·城市 唇齒相依



由於港口擴展空間有限，加上城市發展密集化，漢堡港必須以提升土地效益為發展前題。作為市內最大的工業區，漢堡港除了貨櫃、船塢等業務外，亦是銅和鋁企業的國際基地。於2000年起，貨櫃碼頭開始電子化處理大型貨櫃，加速處理龐大的貨運量，預料未來只需要少量的土地作擴展之用。漢堡港最大集裝箱碼頭 HHLA Terminal Burchardkai 率先透過創新科技處理貨物，令整體貨櫃吞吐量提升一倍。

於2012底，漢堡市正式通過「2025海港發展計劃」，預測漢堡港的貨櫃吞吐量將繼續上升，計劃改善市內的配套設施，以及跨地區交通的基礎建設，保持港口的競爭力。另外，港口一帶會用於發展相關事務，鼓勵投資高科技的創業公司，以及以風力為主的可再生能源業在此立足。港口地區提供的物流服務將繼續支撐著漢堡的工業，同時為製造業預留了日後發展所需的空間。



Stintmarkt, Hanseatic City of Lüneburg
海洋市場街·呂納堡



Extension of the S4 train service towards Ahrensburg
擴展 S4 線，通往阿倫氏堡

Image below: Biosphere reserve, Elbe riparian landscape
下圖：生態保護區·易北河畔

Hamburg is Germany's second-largest city and the dynamic heart of a northern German metropolitan region with five million residents. Hamburg formulates its structural policies and objectives in consultation with neighbouring federal states and municipal governments. In an increasingly globalized world with growing megacities, it is vital for the urban region to maintain a distinct identity.

The Hamburg metropolitan region must develop a stronger vision of itself as an interconnected system of locations competing at an international level. It needs to sharpen its profile as a European region of the future in direct comparison to neighbouring metropolitan zones like Amsterdam/Rotterdam, Copenhagen/Malmö or St. Petersburg.

At the same time, Hamburg needs to cooperate with other cities. The exchange of experiences among them will be crucial to attain both national and European common goals.

It is of great importance to upgrade inter-regional transport links (e.g. across the Baltic Sea to Copenhagen) and port-hinterland traffic routes, especially towards Central and Southern Europe. The resulting increase in road, rail and waterway traffic will be a big challenge, which we can meet only by wider North German cooperation and coordination.

Hamburg will also try to expand local-regional train services – not least because the city needs to draw on the pan-regional reservoir of skilled labour.

The Lower Elbe region (between the city proper and the North Sea) has special development needs. Here, the objectives of nature protection, tourism and recreational use collide head-on with plans for further industrialization of the Elbe estuary. A "Master Plan Lower Elbe", coordinated with the integrated Elbe Estuary management plan (IBP), will enable us to work out an integrated development strategy and use the region's potential to the fullest.

Hamburg forms the core of a densely populated region of five million inhabitants, characterized by interconnected urban spaces, held together by various transport modes. The region needs close cooperation in intra-regional planning and infrastructure development.

Residents expect regional solutions for regional problems, such as coordinated development of recreation areas or the regional Hamburg Transport Association HVV. Good examples of growing cooperation are inter-state regional parks, coordinated development of business parks or subsidized housing, or the extension of suburban rail lines to municipalities in neighbouring federal states.

D4 POTENTIAL FOR REGIONAL COOPERATION 區域發展的潛力



漢堡市是德國第二大城市，整個都會區擁納 5 百萬居民，為北部經濟重鎮。於制定結構性政策與目標時，漢堡市對鄰近的州份和各個市政府作出諮詢，達成共識。全球化促使國際大城市間的競爭加劇，漢堡必須與整個區域建立穩健的合作關係，鞏固城市的獨特優勢。

為保持國際競爭力，漢堡必須以自己為中心，把區域內的不同地點有系統地連繫起來，擴闊發展視野。藉此，令漢堡市於國際上的定位更加明顯、獨特，而不至於被鄰近的哥本哈根、馬模、鹿特丹、阿姆斯特丹、聖彼得堡等大城市取代。

同時，漢堡需要加強與其他城市的協作，促進城市間的經驗交流；帶動其他城市發展，實踐國家與歐盟的共同發展目標。

漢堡市將會提升現有的跨區交通系統，如通過波羅的海到哥本哈根的海上航線，與港口腹地的交通，特別是通往歐洲中、南部地區的路線。如此一來，交通流量將會節節上升，要應付自如，漢堡必須跟其他德國北部的城市合作和協調。

漢堡市將會擴展連接其他地區的鐵路服務，藉此方便外地的技術性勞工到市內工作。

於易北河下游流域，則漢堡市至北海之間的地區，具有特別的發展需要。易北河口落實進一步發展之前，必須化解保育大自然、旅遊業與消閒休憩用地等不同發展目標的矛盾。「易北河下游總體規劃」與「易北河口管理計劃」兩者互相協調，制定全面的發展策略，使易北河流域能發揮最大潛能。

現時，漢堡市容納 5 百萬居民，分佈在互相緊扣的社區之中，由緊密的交通網絡連接起來。當制定城市規劃藍圖或基建發展時，區域內的各個社群將需要更頻繁的交流和合作。

有需要時，漢堡市會擴闊計劃規模，與鄰近地區共同尋找解決方案，漢堡交通協會 (HVV) 便是一個好例子。漢堡與其他市政府合作越見頻繁，包括合作發展休憩用地，設立跨州份的大型公園，共同發展商貿園和資助房屋等，並擴展近郊鐵路，把漢堡跟毗鄰州份的城市接駁。



Hamburg main station
漢堡中央火車站



Hamburg Airport
漢堡國際機場

Image below: "Roof" on the A7 at Altona
下圖：阿東拿A7公路上蓋

Hamburg is the main North German transport hub where international transit traffic overlaps with regional and municipal traffic. The result is heavy congestion on all routes. In the coming years numerous large infrastructure projects will address this problem and directly affect urban development.

This will include extensions and upgrades for the regional motorway system (A1, A7, A26) and the re-location of other major highways. The overall goal is foremost to optimize the road network's capacity to cope with rush hour traffic. But we also have to improve the quality of life for residents, especially in districts with particularly heavy traffic. The city will therefore, for example, roof over inner-city sections of the A7 motorway.

Hamburg is a major rail hub. It will continue to prioritize rail services as the most environment-friendly mode of transport.

The current rail network is heavily congested because of growing freight volumes originating in the port. To preserve Hamburg's position as Europe's biggest rail-served seaport, the city will strengthen port-bound rail lines towards handling areas in the hinterland. It will separate freight

and passenger services, reduce congestion at the main train station and maintain decentralized stations for inter-regional and international ICE express trains.

Traffic patterns in the Hamburg metropolitan region are changing rapidly. There are growing passenger volumes between Hamburg and other cities in the region. Towns like Stade, Lübeck or Lüneburg (site of the new Leuphana University) have long since become commuter centres.

Regional public transport has to be adjusted accordingly. The extension of suburban rail services (S4 and S21) will be a key project for the period up to 2030. In the city, the underground line U4 will be extended, linking HafenCity with the centre and new urban developments further to the south and east.

The city also enlarges its airport in Fuhlsbüttel in expectation of growing traffic volumes. The upgrade and strict rules for aircraft allowed to fly into Hamburg will reduce noise pollution in the northern city districts and neighbouring municipalities. Hamburg will maintain building restrictions in the airport vicinity and also maintain its ban on night flights.

D5 NORTH EUROPEAN TRANSPORT HUBS AND TRANSIT THROUGH HAMBURG

北歐交通樞紐



漢堡市作為德國北部最重要的交通樞紐，國際運輸網絡連接鄰近城市，令現時交通系統幾近飽和。因此，漢堡市將與其他鄰近城市共同發展大型基礎建設，改善區內外的交通系統。

計劃包括改善及擴展A1、A7及A26公路，並重置某幾條主要公路，希望增加道路網絡的容量，以應付繁忙時間的交通。另一方面，漢堡市亦希望繁忙的交通不會降低附近居民的生活質素，於是決定替A7公路設置上蓋，把影響減至最低。

漢堡市為重要的鐵路樞紐，將繼續把發展鐵路放置首位，配合環保需要。

鐵路網絡因為港口不斷上升的貨運量，負荷越來越重。為維持全歐洲最大型運輸中心的地位，漢堡市計劃將會加強港口的鐵路運輸系統，連接內陸的裝卸區。此後，貨運鐵路與客運火車將會分流，又會安排更多跨城市高速列車分散於其他主要車站停泊，以減低中央車站的負擔。

每天往返漢堡市及鄰近市鎮的人數陸續上升，令當地的交通模式漸漸變得多元化。熱門通勤地點包括呂貝克、斯達迪和呂納堡（區內主要學府萊芬娜大學所在地）。

整個區域的運輸網絡亦會相應調整，預料直至2030年，S4和S21兩條路線將會是擴展鐵路網絡的重點項目。另外，市內的地下鐵路U4都會延伸，把漢堡港城、城東及城南的新發展地段跟市中心串連起來。

空運輸量預料會繼續上升，漢堡將會繼續擴建位於市中心北部福斯特比爾區的國際機場。有賴先進的航空科技和嚴謹的高空管制，對於北部的城鎮而言，仍不會造成太大的噪音問題。漢堡亦會維持現有對機場附近建築物的限制，同時禁止晚上航行，減低滋擾。

Publisher:

Free and Hanseatic City of Hamburg
Ministry of urban Development and Housing
Neuenfelder Straße 19, 21109 Hamburg

State: 2014

Text version (both English and Chinese) edited by
the European Union Academic Programme
at Hong Kong Baptist University (EUAP)



Hamburg

Ministry of urban
Development
and Housing