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Report of the Inter-sessional Ad Hoc Working Group on Transport and Atmosphere

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I. Matters calling for action by the Commission on Sustainable Development or brought to its attention

Introduction

1. The role of the Ad Hoc Inter-sessional Working Group on Transport and Atmosphere was to serve as a preparatory meeting for the ninth session of the Commission on Sustainable Development and to facilitate the Commission in achieving tangible results on the issues of transport and protection of the atmosphere. As agreed during the meeting, the issues were considered separately and the Working Group produced possible elements for a draft decision and Co-Chairpersons' summaries of discussion on each topic. All were prepared by the Co-Chairmen of the Working Group on the basis of discussions held during the meeting and comments made and proposals submitted by the participants on the preliminary drafts, but were not formally negotiated.

A. Transport

1. Possible elements for a draft decision

2. The Working Group submits to the Commission on Sustainable Development at its ninth session possible elements for a draft decision on transport, as set out below.

Possible elements for a draft decision on transport

General considerations

1. The Commission could reiterate the continuing relevance and importance of all the principles agreed in the Rio Declaration on Environment and Development, including the principle that, in view of the different contributions to global environmental degradation, States have common but differentiated responsibilities, as set out in principle 7, and could emphasize that:

(a) Financial resources and mechanisms play a key role in the implementation of Agenda 21. In general, the financing for the implementation of Agenda 21 will come from a country's own public and private sectors. For developing countries, official development assistance (ODA) is a main source of external funding, and substantial new and additional funding for sustainable development and the implementation of Agenda 21 will be required. Hence, all financial commitments of Agenda 21, particularly those contained in chapter 33, and the provisions with regard to new and additional resources that are both adequate and predictable need to be urgently fulfilled. Renewed efforts are essential to ensure that all sources of funding contribute to economic growth, social development and environmental protection in the context of sustainable development and the implementation of Agenda 21;

(b) There is a need for favourable access to and transfer of environmentally sound technologies, in particular to developing countries, through supportive measures that promote technology cooperation and that should enable transfer of necessary technological know-how as well as

building up of economic, technical and managerial capabilities for the efficient use and further development of transferred technology. Technology cooperation involves joint efforts by enterprises and Governments, both suppliers of technology and its recipients. Therefore, such cooperation entails an iterative process involving government, the private sector and research and development facilities to ensure the best possible results from transfer of technology. Successful long-term partnerships in technology cooperation necessarily require continuing systematic training and capacity-building at all levels over an extended period of time.

2. Decisions concerning transport issues should ensure a balance between economic development, social development and environmental protection as these are interdependent and mutually reinforcing components of sustainable development.

3. Transport services and systems should contribute to economic and social development as efficient and environmentally sound activities. They need to be affordable and accessible to ensure mobility on an equitable basis to all sectors of society.

4. The challenges of policy-making in the transport sector are complex and multidimensional. Transport-related activities affect economic growth, social development and the environment in many diverse ways. They pose particular problems in the context of urbanization and a separate set of challenges in rural and remote areas, including in mountainous areas. Land, maritime and aviation transport present different issues for resolution but also need to be considered. The social dimensions of transport include affordability and the impact on, inter alia, community health and safety, infrastructure, gender aspects, employment and labour conditions and providing for those with special needs.

5. There are many facets to the impact on the environment of transport-related activities. Damage caused by accidents and pollution is evident and extensive. Emissions from vehicles and other modes of transport are harmful to human health and the broader environment. The demand for transport services is significant and likely to rise. Transport systems affect human settlements in various ways, including urban conditions and land use, and may result in ecosystem and habitat fragmentation.

6. A further challenge facing policy makers is the wide variety of stakeholders whose input is relevant in formulating policies and whose assistance is often essential in implementing them effectively. Within and between Governments, coordination and consultation are essential in moving towards sustainable development. Dialogue with communities and cooperative approaches with industry are encouraged.

7. The Commission could note that there is a strong need for adequate and efficient, economically viable, socially acceptable and environmentally sound transport systems, especially in developing countries where accessibility and affordability are important for the eradication of poverty, improving access to social services and access to employment opportunities. Prospects for achieving sustainable development depend on taking transport into account in urban and rural planning, public infrastructure decisions, and policies and measures to eradicate poverty and promote gender equality.

8. The Commission could emphasize that progress towards achieving sustainable development can be facilitated by technical innovations, and could encourage research and development on cleaner technologies up to and including the commercialization stage.

9. Aware of the risk to human health, safety and the environment from transboundary movements of hazardous substances, including nuclear wastes, States should act in a manner consistent with their respective obligations under relevant international agreements.

International cooperation

10. The Commission could emphasize the importance of international cooperation within the framework of Agenda 21 in ensuring that transport is considered within the general framework of sustainable development. Recognizing that achieving sustainable development will require international cooperation and actions specific to national circumstances and seeking to provide assistance to developing countries and countries with economies in transition to achieve sustainable development, the Commission could recommend that the international community agree to:

(a) Ensure that sufficient financing is available for, inter alia, the facilitation of transfer of cleaner technologies, promotion of energy efficiency and improvement of transport systems using all relevant financial institutions and mechanisms;

(b) Encourage international financial institutions to consider making transport projects for sustainable development a priority;

(c) Promote capacity-building, including through human resource development programmes for developing countries based on training programmes to expand the technical and planning skills;

(d) Support partnerships between public and private sectors to promote investment in the transport sector that will facilitate the introduction of appropriate technologies and infrastructure consistent with sustainable development goals based on national priorities;

(e) Develop endogenous capacity for both development and production of appropriate technologies;

(f) Improve the compilation, assessment and analysis of transport-related information and knowledge of developments in policy-making and planning at the national, regional and international levels, and encourage the use of the latest technologies to facilitate the sharing of information and databases;

(g) Promote efforts to raise public awareness;

(h) Promote transport policies aimed at improving transport sector safety;

(i) Promote projects for the construction, modernization and maintenance of transport and communication infrastructure in mountainous areas;

(j) Implement recommendations of the General Assembly at its nineteenth special session on the progressive phasing out of the use of lead in gasoline;[1]

(k) Undertake measures to promote the use of cleaner fuels.

11. The Commission could encourage the work of international organizations, such as the International Civil Aviation Organization (ICAO), the International Maritime Organization (IMO) and the United Nations Industrial Development Organization (UNIDO), as well as Governments, in fostering transport systems that further improve safety and reduce pollution and other negative impacts on the environment. The Commission might also advocate closer cooperation and coordination among existing organizations involved in transport activities with the goal of enhancing complementarity and minimizing duplication.

Regional cooperation

12. At the regional level, it may be appropriate for the Commission to encourage regional cooperation through the better utilization of the regional commissions, existing regional development banks and existing regional organizations and mechanisms, as follows:

(a) Exchange of best practices and data collection and sharing are possible areas of cooperation at the regional level, both between and within regions;

(b) Examine the possibility of instituting or strengthening transboundary pollution agreements in accordance with the needs and characteristics of each region;

(c) Financing transport projects for sustainable development may also be appropriate at the regional level.

Recommendations at the national level

13. At the national level, Governments, taking into account their priorities and respective national circumstances, are encouraged to consider:

(a) Improving incentives as part of an affordable, effective mix of approaches, to reduce pollution and improve energy efficiency;

(b) Integrating economic, social and environmental considerations in decision-making in the transport sector;

(c) Developing transportation systems which are responsive to development needs and, where affordable, reduce negative environmental impacts, including through measures to rationalize traffic flows and road structures, to manage transportation demand and facilitate the flow of and access to goods;

[1] In paragraph 47 (f) of its resolution S-19/2, the General Assembly recommends accelerating the phasing-out of the use of leaded gasoline as soon as possible, in pursuit of the objectives of reducing the severe health impacts of human exposure to lead. In this regard, technological and economic assistance should continue to be provided to developing countries in order to enable them to make such a transition.

(d) Encouraging countries to take further steps to promote the development and use of better vehicle technology and improved conventional fuels, as well as the development and promotion of alternative fuels;

(e) Encourage the involvement of the private sector in improvements in the efficiency and emission control of each mode of transportation;

(f) Continuing efforts to gradually phase out the use of lead in gasoline;

(g) Promoting fuel efficiency;

(h) Promoting capacity-building and appropriate use of information technology, including efforts to improve local institutional capacity and coordination on transport issues and issues that have an impact on transport;

(i) Facilitate, wherever possible, an environment conducive to research, development and technological innovation;

(j) Promoting links between different modes of transport with a view to making more efficient use of existing infrastructure and increasing use of more efficient modes of transportation;

(k) Promoting access to efficient, safe, affordable and environmentally sound public transport systems, including for urban and interurban services;

(l) Undertaking further measures aimed at promoting road safety;

(m) Maintaining and promoting access to affordable transport systems, and examining the potential for increasing reliance on low-cost, readily available modes of transport, including safe non-motorized transport;

(n) Developing policies on transport services and systems which recognize the potential that integrated land use and infrastructure planning, public transport networks and road planning have as tools for managing demand for transport services and creating more environmentally sound patterns of transport usage;

(o) Promoting gender-sensitive planning for transport services and systems, and increasing participatory, inclusive transport planning approaches which address social needs, including those of persons with special needs;

(p) Promote public participation in decision making, involving all stakeholders, and access to information, inter alia, to enable consumers to make informed choices; and

(q) Invite Governments and relevant organizations to consider measures to enhance fair and efficient pricing in transport and infrastructure use, and develop, where appropriate, strategic tools that could gauge environment and health impacts.

2. Co-Chairpersons' summary of the discussion

Introduction

3. The debate on transport issues was based on the report of the Secretary-General on transport (E/CN.17/2001/3), which was prepared in accordance with General Assembly resolution S-19/2 on the Programme of Work for the Further Implementation of Agenda 21.

4. The report noted that while the ability to transport goods and services is a prerequisite to economic growth and development, emissions from the transportation sector pose a threat to human health and to the environment. Emissions from the transport sector contribute to global levels of greenhouse gases, most notably carbon dioxide, as well as to local pollutants, such as lead, particulate matter, nitrogen oxides and sulphur oxides. Activity in the transport sector is expected to increase with economic and population growth, urbanization and globalization.

5. Transport investment decisions can promote sustainable development if they are undertaken with land-use regulations that limit urban sprawl. There is a need in many countries to redirect public spending away from promoting private vehicle use to mass transit systems, as well as to encourage the use of cleaner fuels, transfer of cleaner technologies and the better maintenance of vehicles. The encouragement of non-motorized transport, including walking, has been undertaken in some urban areas with success.

6. The transport needs of the poor deserve special mention. Access to transport services by the poor affect the cost of basic necessities and services needed for healthy living, as well as the ability to earn income. Poor people generally depend on public transportation systems, when available and affordable, bicycles, animal power and walking.

7. Special transport needs of urban areas and rural areas are highlighted in the report, as well as the potential effects of globalization. The growth in air transport has implications for sustainable development. The impact of investment decisions in the transport sector on sustainable development is long term in nature and deserves to be carefully considered by policy makers, urban planners and all stakeholders involved.

General considerations

8. Many delegations pointed out that the consideration of the issue of transport should be guided by the principle of common but differentiated responsibilities.

9. It was generally agreed that the enhancement of mobility of people and the ability to transport goods and services are essential for economic growth and development and that the transport sector contributes significantly to gross domestic product (GDP). However, to contribute fully to economic and social development, the transportation sector must be efficient and environmentally sound, must be safe and must provide mobility and accessibility on an equitable basis to all sectors of society. Affordable access to jobs, homes, health, education and other social amenities is vital to the well-being of people in rural and urban areas. Poor transportation systems constrain development in many developing countries, particularly the least developed countries.

10. There was general agreement that demand for transportation services will continue to increase worldwide given the increasing pace of globalization and the rapid increase in urbanization in the developing world. The transport sector has been the major source of growth in energy demand and that demand is expected to continue to increase for the foreseeable future. The worldwide increase in demand of transportation services has been accompanied by a range of environmentally significant problems. It is becoming increasingly important to address and mitigate these problems.

11. Many delegations stated that access to affordable transport remains of prime importance to developing countries. Meeting the demand for transport involves high costs, bearing heavily on public spending, business expenditures and family budgets, and affects low-income families in particular, adding to their burden of poverty. The delegations also cited the report of the Secretary-General, which identified inadequate or unaffordable transport as factors contributing to excessive building and population congestion, causing deterioration of local environments, and noted that inadequate urban transport systems are also associated with increased incidence of accidents and adverse impacts on human health.

12. The importance of the role of consumers and consumer groups and the success or failure of promoting transport policies that support sustainable development was noted. However, the role of producers, including the automobile industry, is similarly crucial in helping to promote sustainability goals in the transport sector.

13. Many delegations called for increased international cooperation in financial and other assistance in capacity-building and transfer of environmentally sound transportation technology to developing countries. They noted that assistance to developing countries in promoting transportation projects to meet the requirements of transportation for sustainable development could be pursued, inter alia, through energy efficiency projects. Many delegations noted that their countries have taken steps not only with respect to the improvement of transportation systems but also with regard to policies that shift to less polluting transportation fuels, such as the use of natural gas in buses and taxis, as well as the use of ethanol as an alternative and cleaner fuel. They also noted that there is a need for developing an integrated system of land, air, inland waterway and maritime transport. In this regard, they noted that substantial investment and transfer of environmentally sound technologies are needed to promote and support the development of a transport system that could connect all major urban centres, and in many countries, islands — a network which is crucial in supporting sustainable development. It was also pointed out that the cost of international transport of goods needs to be kept low to assist developing countries efforts in improving their welfare and eradicating poverty.

14. Delegations also pointed out that it is incumbent on all to exercise a gender-perspective approach with regard to transport, especially addressing the special needs of women in rural areas.

15. Some delegations noted that the expansion of the transport system has clearly brought about not only many social and economic benefits but also a number of problems, and thus there is a need to take action to shift transportation trends in a more sustainable direction and to take an integrated approach to transport planning and provision of services. Such actions need to be taken at all levels and by a variety of players, including Governments, international and intergovernmental organizations, international financial institutions, NGOs, the private sector and

consumers. It was noted that greenhouse gas emissions from the transport sector largely originate in developed countries. It was also stated that attention must be given to providing equitable access to transport for people with special needs and that those considerations must be taken into account in transport planning and decision-making.

16. The same delegations took note of the significant impacts of the transportation sector on human health: many people worldwide face health difficulties as a result of air pollution and high levels of particulate matter, and emissions of lead from the transportation sector can have a serious effect on children's health and development. They also cited the occurrence of a large number of deaths and injuries, especially from the road transport sector. Some argued that, as an indefinite continuation of current trends in the growth of transportation demand is unsustainable, measures are needed to reduce the need to travel and influence the choice of transportation mode to more sustainable forms of transport. Non-car transport needs to be improved and encouraged, particularly in the developed countries.

17. Some delegations pointed out that technology developments have a key role to play in the mitigation of environmental impacts from the transportation sector. Improving vehicle standards and fuels could significantly reduce vehicle emissions, with substantial benefits for the environment and the health of people. They also noted that in those parts of the world with considerable ship movements in coastal areas, emissions from ships represent a significant share of total transport emissions. They also raised their concern over the contribution of aircraft emissions to global warming, and noted that efforts must be made to reduce emissions and noise and that they attach great importance to technical and market-based instruments. ICAO was urged to expand its efforts to abate emissions and noise from aircraft, while taking note of the anticipated increased contribution from air traffic to global warming due to high altitude emissions. IMO was also urged to continue work on improving maritime safety through reducing accident risk and to further reduce environmental pollution by international shipping. It was also noted that there is a high risk to human health, safety and the environment from transboundary movements of nuclear waste. Such movements, especially maritime transport, need to be done in compliance with international law and regional agreements. It was also noted that technologically sound and safe means of transporting such hazardous wastes are available in practice.

18. The third assessment report of the Intergovernmental Panel on Climate Change was cited, which underscored that human activities are affecting the Earth's climate, with potentially significant ecological and economic effects, and that it would be necessary to understand the interrelationships between transportation systems, technology and local and global atmospheric effects as the way forward is being planned. It was noted that in one country federal law has been used to prohibit the sale of leaded gasoline for use in highway motor vehicles since 1996, and recently further standards had been issued for both light and heavy-duty vehicles and the sulphur content of gasoline and diesel fuel. The delegation also noted that it is essential to include multiple stakeholders in any effort to address transportation and related issues, and that building a consensus among the private sector, NGOs, government agencies and other major groups is the best way to ensure that agreed actions are fully implemented.

19. A number of delegations stated that sustainable transportation is a long-term goal and its achievement will depend on an effective mix of approaches and the active involvement and cooperation of many partners, domestically and internationally, and the integration of economic, social and environmental considerations into decision-making. It will not be easy to balance these three pillars of sustainable development and trade-offs will have to be made, at times resulting in a winning situation. The delegations also noted the need to address the issues and concerns of rural areas, which are often of a different nature to that of urban centres, but both rural and urban areas face growing pressures to finance and expand transportation infrastructure.

20. Some delegates expressed caution about elaborating a comprehensive international action programme aimed at sustainable development in the transport sector. The varying circumstances and priorities of countries will require countries and regions to be able to choose proven or promising options, taking into account their own situations.

21. The NGO Caucus on Sustainable Transport stated that the characterization of the problems for the environment and for the poor created by existing transport policies is accurate and the scope of the problem reasonably rendered. The focus on transport system technologies creates the misleading impression, however, that both the problem and the solution are reducible to the dissemination of more sustainable technologies. Rather, the international NGO community believes that the unsustainable nature of the global transport system reflects generally higher-income consumers responding to price signals that are heavily distorted by government subsidies and the difficulties of internalizing the costs of environmental externalities and road use.

B. Protection of the atmosphere

1. Possible elements for a draft decision

22. The Working Group submits to the Commission on Sustainable Development at its ninth session possible elements for a draft decision on protection of the atmosphere, as set out below.

Possible elements for a draft decision on protection of the atmosphere

General considerations

1. The Commission could reiterate the principle of common but differentiated responsibilities and the importance for developing countries of additional international financial support, support for capacity-building and transfer of environmentally sound technologies, in accordance with the provisions of Agenda 21.

2. Decisions concerning atmosphere should ensure a balance between economic development, social development and environmental protection, since these are interdependent and mutually reinforcing components of sustainable development.

3. The Commission could emphasize that the Earth's atmosphere must be considered, with the oceans and the land surface, as one of the three basic

interacting domains that comprise the global life-support system, and that sustainable development is inextricably linked with the impact that variations in the atmosphere itself can have on human activity, ecosystems and natural disasters. It could also note that human activities contribute to the atmospheric build-up of air pollutants, which has implications for climate change, for the depletion of the stratospheric ozone layer and for air pollution, in particular, transboundary, urban and indoor air pollution.

4. Air pollution on a large scale has negative impacts on human health, ecosystems and agriculture. Many countries face major challenges in managing the impact of pollution, especially in big cities. Since air pollutants may cause damage, in some cases thousands of kilometres from the source, national efforts to reduce pollutants could be complemented by appropriate regional and international cooperation.

5. It is quite evident that the developed countries have the greatest share in historical and current polluting emissions and must take the lead in this regard. The Commission could point out that addressing atmospheric issues involves dealing with many issues and problems, such as unsustainable patterns of consumption and production, equity and historical share, increasing population, rapid growth of urbanization, migration to expanding urban areas, lack of financial and technological resources and the interdependency of energy, transport and atmosphere. In this regard, the Commission could reiterate the importance of provision of support by the international community. The Commission could also draw attention to the problems of climate variability and their impact on sustainable development.

International cooperation

6. The Commission may wish to recommend that the international community cooperate, including through the provision of assistance to developing countries and economies in transition, in order to:

(a) Assist in capacity-building, research, education and training in preventing and combating air pollution, including through human resource development;

(b) Assist in improving the compilation, evaluation and analysis of data on atmospheric emissions and knowledge of developments in policy-making and planning at the national, regional and international levels, and promote the use of appropriate information technology to facilitate access to and sharing of information;

(c) Assist in the development and introduction of cleaner fuels and air pollution abatement technologies and practices;

(d) Promote sustainable consumption and production patterns, particularly in developed countries;

(e) Promote the transfer of cleaner fuels, including advanced fossil fuel technologies, alternative fuel and traffic management technologies and practices, including through the involvement of the private sector;

(f) Provide adequate financing for, inter alia, the transfer of environmentally sound technologies;

(g) Promote the identification of financial, technological and institutional barriers and constraints that all countries, in particular developing countries, are facing in combating air pollution, especially in metropolitan areas, with a view to addressing and removing them;

(h) Encourage the continuing close collaboration of the United Nations Environment Programme (UNEP), the United Nations Centre for Human Settlements (Habitat) and other relevant international organizations with Governments in order to assist them to develop strategies to combat indoor air pollution.

7. Noting the importance of several international legal instruments for global cooperation to protect the atmosphere, the Commission could also decide to:

(a) Encourage further cooperation of relevant international bodies in the implementation of multilateral environmental agreements, including cooperation between the Montreal Protocol, the United Nations Framework Convention on Climate Change, the Convention on Biological Diversity and the International Convention to Combat Desertification in Those Countries Experiencing Serious Drought and/or Desertification, particularly in Africa;

(b) Note the ongoing negotiation under the Convention on Climate Change and the Kyoto Protocol;

(c) Stress the importance of adequate replenishment of the multilateral fund under the Montreal Protocol, and encourage the Parties to the Montreal Protocol to meet their obligations to contribute to the multilateral fund promptly;

(d) Encourage countries that are not yet party to the Montreal Protocol to consider ratifying or acceding to the Montreal Protocol and its amendments as soon as possible;

(e) Support the efforts of parties to the Montreal Protocol to further examine ways of promoting the use of cost-effective, affordable and environmentally sound alternatives to ozone-depleting substances, in particular provision for their use in developing countries.

8. With respect to monitoring of the Earth's atmosphere, the Commission could emphasize the importance of:

(a) Strengthening systematic observation of the Earth's atmosphere, including the increased use of satellites and the improvement of land-based monitoring stations;

(b) Supporting the critical ground-based measurement programme for total column ozone coordinated by WMO over the remainder of the decade in order to determine the potential net effects of ozone depletion;

(c) Supporting, as appropriate, established international monitoring programmes, such as the Global Climate Observing System.

Regional cooperation

9. At the regional level, the Commission could encourage:

(a) Strengthening, as appropriate, cooperation on atmosphere-related issues, according to each region's needs and characteristics;

(b) Supporting existing regional agreements for improved air quality and control of transboundary air pollution;

(c) Improving, as appropriate, atmospheric monitoring and data compilation on air pollution.

Recommendations at the national level

10. At the national level, Governments, taking into account their respective national priorities and circumstances, could be invited, with the support of the international community, as appropriate, to consider:

(a) Improving data compilation and monitoring of air quality;

(b) Publicizing the work of the World Health Organization (WHO) to develop guidelines for air quality and working to ensure that these recommendations are implemented;

(c) Further developing and implementing air quality strategies that include air pollution control and management;

(d) Identifying and addressing the adverse effects of air pollution on human health;

(e) Improving policies that reduce environmental health hazards, including through plans and strategies to prevent, mitigate and respond to diseases resulting from indoor air pollution;

(f) Increasing public participation and access for all persons, including workers, to information on how to reduce health risks caused by atmospheric pollution and ozone depletion;

(g) Encouraging the coordination of national activities on atmospheric issues;

(h) Promoting and giving incentives to the dissemination of best available and affordable techniques to improve air quality;

(i) Improve shelter conditions, bearing in mind that this will be particularly beneficial to the health of women and children.

2. Co-Chairpersons' summary of the discussion

Introduction

23. The debate on protection of the atmosphere issues was based on the report of the Secretary-General on the protection of the atmosphere (E/CN.17/2001/2), which was prepared in accordance with General Assembly resolution S-19/2 on the Programme of Work for the Further Implementation of Agenda 21.

General considerations

24. It was generally agreed that every effort should be made to avoid injecting climate change issues into the work of the Commission, and that discussions at its ninth session should not in any way pre-empt or prejudge the outcome of the ongoing negotiations under the Convention on Climate Change and the sixth meeting of the Conference of Parties to the Convention.

25. Some delegations urged all States to ratify and implement all relevant conventions, protocols and regional agreements related to the protection of the atmosphere and climate change.

26. Many delegations noted that increase in population, rapid growth of urbanization leading to agglomeration of mega-cities, lack of financial and technological resources, unsustainable patterns of consumption and interrelationships of energy, transport and atmosphere issues, among others, require a holistic approach to address protection of the atmosphere, including local air pollution. Given the magnitude of the problem, it was pointed out that all potential means must be explored, including initiation and enhancement of regional cooperation aimed at combating air pollution. They emphasized the importance of transferring appropriate environmentally sound technologies to developing countries as an effective tool for the abatement of air pollution.

27. Many delegations noted the necessity of an adequate replenishment of the multilateral fund of the Montreal Protocol, and emphasized that the implementation of the Protocol and its amendments would be strengthened through provision of additional financial resources to the fund, along with sound and affordable alternatives to ozone-depleting substances. They pointed out the very high costs, particularly for developing countries, of replacing ozone-depleting substances. However, some delegations noted that the fund had been an effective mechanism for providing support to developing countries to meet their obligations under the Protocol. One delegation said that prompt payment by all States parties of their financial obligations would benefit the fund's operation.

28. Many delegations called for increased international cooperation in financial and technology assistance in building capacity, education, training and raising public awareness, particularly in systematic observations of the Earth's atmosphere and of the oceans and the land surface, including satellite data.

29. Some delegations noted that air pollution by particulate matter and toxic substances has serious health impacts in urban and rural areas, as well as on ecosystems, food crops and architectural heritage. National efforts to reduce emissions must be complemented by international action and cooperation to be effective. They also took note of the disproportionate health impacts on women and children from adverse indoor air pollution, and noted that those health and safety risks can be mitigated by improvements in shelter conditions, technology and fuel types, and the promotion of planning and good design in human settlements, along with public participation.

30. Some delegations commented that although increased pollution has been an inevitable consequence of economic growth, the link between economic growth and deteriorating air quality can and must be broken through, inter alia, encouraging use of cleaner fuels, air pollution abatement technologies and sustainable consumption and production patterns.

31. The clear links between local, regional and global air pollution problems, such as transboundary air pollution, climate change and the depletion of the ozone layer, were pointed out by some delegations, and thus to address those links efforts should be made to select measures at the local, regional and global levels that are beneficial and serve several goals at the same time. Those delegations cited their strong commitment to the regional Economic Commission for Europe (ECE) Convention on Long-Range Transboundary Air Pollution, to which they were parties, and noted that that experience could serve as an example of regional cooperation for other regions. A number of delegations also noted that the historic transboundary air pollution agreement between Canada and the United States of America significantly reduced smog-causing pollutants.

32. In the area of transboundary air pollution, one delegation pointed out its active contribution to the Acid Deposition Monitoring Network in East Asia; the Network's centre has been established in its country. Another delegation pointed out that it is premature to establish a global acid deposition-monitoring network with common methodologies due to scientific uncertainties. Another delegation mentioned the initiatives taken in the East Asian region with respect to transboundary air pollution, such as those undertaken within the framework of a tripartite environment ministers' meeting between China, Japan and the Republic of Korea and the North-East Asian Subregional Programme of Environmental Cooperation. The delegation also felt that there is a need for an in-depth analysis of the correlation between the effectiveness of regional arrangements against transboundary air pollution and the availability of financial resources and technologies. Another delegation pointed out that the establishment of a programme to address the transboundary smoke and haze problem in the South-East Asia region needs to be followed up by concrete action, with assistance from relevant international organizations and donor countries. Some delegations noted that development of legal instruments in this area would at this point be premature.

33. Some delegations pointed out that it is crucial to use sound science and systematic observations to identify the issues and provide assessment of risks, and a number of delegations felt that the best way to communicate information about air quality is through emission inventories and thus to encourage action on such inventories and related programmes. It was also stated that there is a strong need for ground-based measurement of total column ozone to determine the net effects of ozone depletion, and thus the programme in this area coordinated by WMO be strongly supported over the next decade. The role of systematic observations was emphasized to better understand the atmosphere, it was noted that improvements in integrated global observation from both satellite and in situ systems are essential, and it was suggested that efforts such as the Integrated Global Observing Strategy be included. It was also noted that there is a need to involve scientists from developing countries fully in the assessment process, including by providing resources to facilitate their participation.

34. Some delegations felt that the introduction and use of ozone-depleting substances not yet covered by international regulations should be avoided and that those substances be expeditiously brought under the control of the Montreal Protocol. They also commented on the need to pay greater attention to the phase-out goals and processes in developing countries in the consideration of climate change and to strategies to reduce or phase out pollutants with harmful effects on air quality and the ozone layer.

35. Some delegations indicated their full support of the global agreement on persistent organic pollutants (POPs), and urged other countries to be party to this agreement, which will be beneficial to all countries; they further urged that countries in a position to assist the capacity of developing countries and economies in transition in this area to contribute funds to help those countries reduce and eliminate POPs.

36. The NGO Caucus on Energy and Climate Change suggested that while disaster planning and management are very important, the most important focus for the Commission, as far as atmospheric issues, such as climate change and air pollution, are concerned, is prevention. It also stated that if all loopholes in the implementation mechanisms for the Kyoto Protocol were eliminated, an important 5 per cent reduction for greenhouse gases would be achieved, but this would not effectively address the extent of the climate change that could negatively impact, even possibly devastate every country on Earth. It also noted that some scientists have indicated that 60 to 80 per cent reduction of greenhouse gas emissions will be needed to avert climate change, but felt that such reduction will not occur soon enough within the Convention on Climate Change, and therefore the Commission is the proper intergovernmental body to take the lead with proposals and recommendations to Governments in this regard.

II. Other matters

37. No matters were discussed by the Working Group under this agenda item.

III. Adoption of the report of the Working Group

38. At its 7th meeting, on 9 March 2001, the Working Group had before it its draft report (E/CN.17/ISWG.I/2001/L.1) as well as informal papers.

39. At the same meeting, the Working Group took note of the informal papers and adopted its report.

IV. Organizational and other matters

A. Opening and duration of the session

40. The Inter-sessional Ad Hoc Working Group on Transport and Atmosphere of the Commission on Sustainable Development met in New York from 6 to 9 March 2001 in accordance with Economic and Social Council decision 1999/280 of 29 July 1999. The Working Group held 7 meetings (1st to 7th) and a number of informal meetings.

41. The session was opened by the Vice-Chairperson of the Commission on Sustainable Development, Madina B. Jarbussynova (Kazakhstan).

42. The Director of the Division for Sustainable Development of the United Nations Secretariat made an introductory statement.

B. Election of officers

43. At its 1st meeting, on 6 March, the Working Group elected David Stuart (Australia) as Co-Chairperson, by acclamation.

44. At its 2nd meeting, on 7 March, the Working Group elected Daudi Taliwaku (Uganda) as Co-Chairperson, by acclamation.

C. Agenda and organization of work

45. At its 1st meeting, on 6 March, the Working Group adopted its provisional agenda and approved its organization of work, as contained in document E/CN.17/ISWG.I/2001/1. The agenda was as follows:

1. Election of officers.
2. Adoption of the agenda and other organizational matters.
3. Transport.
4. Atmosphere.
5. Other matters.
6. Adoption of the report of the Working Group.

D. Attendance

46. The session was attended by representatives of 36 States members of the Commission on Sustainable Development. Observers for other States Members of the United Nations and for the European Community, and representatives of organizations of the United Nations system and secretariats of treaty bodies, as well as observers for intergovernmental and non-governmental organizations, also attended.

E. Documentation

47. The Working Group had before it the following documents:

(a) Report of the Secretary-General on the protection of the atmosphere (E/CN.17/2001/2);

(b) Report of the Secretary-General on transport (E/CN.17/2001/3);

(c) Statement submitted by the International Federation on Ageing, a non-governmental organization in general consultative status with the Economic and Social Council (E/CN.17/2001/NGO/1);

(d) Background paper on protection of the atmosphere — addressing the uncertainties: improving the scientific basis for decision-making;

(e) Background paper on protection of the atmosphere — impacts of climate change and variability: assessment and adaptation;

(f) Background paper on the role of urban transport in sustainable human settlements development;

(g) Background paper on transport and sustainable development in the Economic and Social Commission for Western Asia region;

(h) Background paper on aviation and sustainable development;

(i) Background paper entitled “Tendencias y politicas referente a los sistemas de transporte de las Ciudades de America Latina, y las implicancias para su sostenibilidad”;

(j) Background paper on transport and sustainable development in the Economic Commission for Europe region.

Annex

List of participants

States members of the Commission on Sustainable Development

Algeria	Abdallah Baali, M. Ali Redjel
Angola	
Australia	Mark Hyman, David Stuart, Kathleen Mackie, Robert Alderson, Patricia Kaye, Howard Allen, Clare Walsh, Guy O'Brien
Belarus	Sergei Ling, Uladzimir Vantsevich, Igor Kachanovsky, Andrei Popov
Belgium	Nadine Gouzée, Günther Sleeuwagen, Ulrich Lenaerts, Jean-Paul Charlier
Bolivia	
Brazil	Maria Luisa Escorel de Moraes
Cameroon	
China	Sun Zhen, Liu Deshun, Zhang Megheng, Zhang Xiaoan, Chen Zhenlin, Shi Weiqiang, Wang Ling
Colombia	Alfonso Valdivieso, Andrea Alban, Maria Cristina Cardenas, Mauricio Baquero
Côte d'Ivoire	
Cuba	Bruno Rodríguez Parrilla, Rafael Dausá Céspedes, Ileidis Valiente L. Diaz , Teresita Borges, Mercedes Mostelier, Antonio Villasol, Pedro Abella, Hilda Ortiz Garcia
Czech Republic	Jan Kára, Jiří Bendl, Dagmar Sucharovova
Democratic People's Republic of Korea	Sin Song Chol, Rim Song Chol
Democratic Republic of the Congo	
Denmark	Torben Mailand Christensen, Peter Gebert, Thure Christiansen, Niels P. Heltberg, Jens Erik Rasmussen, Annette Samuelsen, Sune Schou
France	Raymond Quereilhac, Genevieve Verbrugge, Daniel Le Gargasson, Laurence Vuillaume
Germany	Gila Altmann, Martin Lutz, Stephan Contius, Reinhard Krapp, Gert Kemper, Kristina Steenbock, Karl-Heinz Wittek, Rene Schaarschmidt, Peter Christmann, Uwe Taeger, Jessica Suplie, Hedwig Verron
Greece	Elias Gounaris, Alexios-Marios Lyberopoulos, Andreas Kambitsis
Guatemala	Gert Rosenthal, Silvia Corado

Guyana	Alison Drayton, George Talbot
Hungary	Zita Geller, Sandor Mózes
Iran (Islamic Republic of)	Bagher Asadi, Mohammad Reza Salamat, Hussein Moeeni, Mohsen Esperi
Italy	Sergio Vento, Massimo Macchia, Pier Benedetto Francese, Corrado Clini, Giovanni Brauzzi, Fabio Cassese, Valeria Rizzo, Massimo Martinelli, Gloria Visconti, Antonio Strambaci Scarcia, Roberto Binatti
Japan	Koichiro Seki, Masatoshi Sato, Jyotaro Horiuchi, Kazuo Yagi, Kazuhiko Kokubu, Shunichi Nakada, Toru Nagayama, Ko Koiso, Kotaro Kawamata, Toshiyuki Matsui, Kuniko Uchida, Naomasa Murakoshi
Kazakhstan	Madina B. Jarbussynova
Lebanon	
Madagascar	
Mali	
Mauritania	
Mauritius	
Mexico	Mauricio Escanero, Jose Ramon Lorenzo, Arturo Ponce
Mozambique	Carlos dos Santos, Nuno Tomás, Fernando Juliao
Netherlands	Pieter Verbeek, Vincent van den Bergen, Ralph Brieskorn, Gerard Snel, Alexandra Valkenburg, Wim C. Turkenburg
New Zealand	Don Mackay, Trevor Hughes, Andrew Mathews, Grant Robertson, Danny Burkhard
Nicaragua	
Pakistan	Shamshad Ahmad, Aizaz Ahmad Chaudhry, Imrain Ahmad Siddiqui
Paraguay	
Peru	
Philippines	
Poland	Andrzej Dworzak, Izabela Kurdusiewicz
Portugal	Nuno Brito, Joao Pedro Fins-do-Lago, Cristina West, Susana Teixeira de Sampayo, Isabel Mertens, Isabel Raposo, Patricia Gaspar

Republic of Korea	Lee Ho-jin, Choi Seok-young, Yoon Jong-soo, Chung Bok-young, Oh Hyun-joo, Lee Kyung-chul, Han Jin-hyun, Kim Sang-do, Jeong Young-dae
Russian Federation	Y. N. Isakov, Oleg Y. Kobyakov, Dmitriy I. Maksimitchev, Sergei F. Bulgatchenco
Spain	Inocencio F. Arias, Juan Luis Flores, Jose Luis Rosello, Angel Aparicio, Carlos Lopez
Sri Lanka	
Sudan	Mubarak Rahmtalla, Ilham Ibrahim Mohamed Ahmed, Anas Eltayeb Elgailani Mustafa
Thailand	Kulkumut Singhara Na Ayudhaya, Suvat Poopatanapong
The former Yugoslav Republic of Macedonia	Naste Calovski, Donka Gligorova, Goran Stevcevski, Vasko Grkov
Tunisia	Nejib Osman
Uganda	Daudi Taliwaku
United Kingdom of Great Britain and Northern Ireland	
United States of America	Jonathan Margolis, Franklin Moore, David Moses, Adela Backiel, Ko Barrett, David Berry, Thomas Brennan, Ann Carey, Roger Conway, John Davison, Mark G. Hambley, Lisa Hanle, John Kavanagh, Melissa Kehoe, Daniel Magraw, Duncan Marsh, John Matuszak, Patrick Mendis, Alfreda Meyers, Camille Mittelholtz, Marina Morgenegg, Daniel Rochberg, Arthur Rypinski, Cynthia Saddy, Claudia Serwer, Ann Stewart, David Van Hoogstraten

States Members of the United Nations represented by observers

Andorra, Argentina, Austria, Azerbaijan, Bangladesh, Canada, Chile, Dominican Republic, Ecuador, Egypt, Finland, Haiti, Indonesia, Kyrgyzstan, Lesotho, Malta, Morocco, Nigeria, Norway, Panama, Saudi Arabia, South Africa, Sweden, Turkey, Tonga, Ukraine, United Republic of Tanzania, Venezuela

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Entities represented by observers

European Community

Intergovernmental organizations

International Federation of Red Cross and Red Crescent Societies at the United Nations

Non-governmental organizations

International Chamber of Commerce, International Council of Environmental Law, International Federation on Ageing, the NGO Caucus on Sustainable Transport and the NGO Energy and Climate Change Caucus

Non-member States maintaining permanent observer missions at Headquarters

Switzerland

Specialized agencies and related organizations

Food and Agriculture Organization of the United Nations, World Meteorological Organization, World Intellectual Property Organization, United Nations Industrial Development Organization, International Atomic Energy Agency

United Nations and related programmes

Economic Commission for Europe, Economic Commission for Asia and the Pacific, United Nations Development Programme, United Nations Environment Programme