

UK INTERVENTION IN THEMATIC DISCUSSION ON 'ADDRESSING ENERGY, INDUSTRIAL DEVELOPMENT, AIR POLLUTION/ATMOSPHERE AND CLIMATE CHANGE IN AN INTEGRATED MANNER, FOCUSING ON INTERLINKAGES AND CROSS-CUTTING ISSUES' - 5 MAY 2006

Thank you Mr Chairman. The UK associates itself with the intervention by Austria on behalf of the EU.

Mr Chairman at the start of this session you asked what issues and sectors link the different themes were reviewing in CSD14. I should like to make the following remarks about the transport sector.

Sustainable transport is essential for social and economic development. It enables access to basic services, ensures that goods and people reach markets and enhances communications. In other words it facilitates industrial, social and economic development.

Increased demand for effective, reliable and sustainable transport is inevitable as countries develop and economies grow. But we need to deal with this in a way that is consistent with our commitment to sustainable consumption and production patterns.

Well planned and adequately serviced cities are essential for the establishment of sustainable urban systems that contribute to the growth national economies and the improvement of peoples lives.

Transport currently depends heavily on fossil fuels, with associated impacts on resources, air pollution and CO2 emissions. These have negative effects on human health, and on the local as well as global environment, particularly through climate change.

Solutions are varied and complex. Several dimensions, including the gender dimension, have to be fully considered given rights of both women and men to have access to decent work. Solutions will involve a combination of technology innovations and improvements including the use of bio-fuels and alternative fuels, economic instruments, better urban planning, improved affordable public transport, low emission vehicles and measures to reduce the need to travel.

But when we consider the link between energy use, climate change and air pollution its not sufficient to focus solely on land transport.

As land based pollution sources come under tighter control, and the intercontinental transportation of products increases, maritime shipping and aviation are becoming increasingly important areas for emission control. National governments can take action to control such emissions, but international agreements and enforcement practicalities limit the extent of any such unilateral

action. Coordinated international action is needed through, and in support of, IMO and ICAO.

An important success for European policy has been the use of product standards, particularly in the transport section (the “Euro” emission standards). With the increasingly global nature of production and distribution of products, there is an increased need for linkage and coordination of product standards to achieve emission control – aiming for the widespread adoption of best practice.

Thank you.