MORNING SESSION

Co-Chair Daudi Taliwaku (Uganda) invited NGO representatives to make statements on the elements for a draft decision on transport. Noting that gender inequity in transport is a global problem, the WOMEN’S CAUCUS stressed the need to: revise the definition and understanding of mobility needs to reflect women’s lives and responsibilities; integrate gender impact assessments into environmental impact assessments; focus on over-consumption in developed countries, as well as on equitable access to resources and services in developing countries; and support infrastructure for non-motorized transport and pedestrians. The WORLD CIRCLE OF THE CONSSENSUS supported calls by Norway, Nigeria and Saudi Arabia for measures to address the pollution aspects of fossil fuels. The INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS highlighted the occupational and public aspects of transport safety and stressed the need to recognize and incorporate workers and workplaces into policy making, planning and implementation. The INSTITUTE FOR TRANSPORTATION AND DEVELOPMENT POLICY noted that while access to basic mobility is critical, infrastructure provision alone is seldom an effective means of alleviating poverty, and called for improvements in transportation for the poor.

ELEMENTS FOR A DRAFT DECISION ON TRANSPORT:
Section C: International Cooperation: The G-77/CHINA called for inclusion of language from Agenda 21 on the phasing out of lead in petrol as soon as possible, with technological and economic assistance; include language from Agenda 21 on the phasing out of lead in petrol. JAPAN suggested reference to railroads and inland roads and transport. SWITZERLAND suggested text on elimination of the use of lead, other metallics and aromatics in petrol, and substituting them with ethanol for octane purposes. SAUDI ARABIA suggested adding language on the removal of energy subsidies. The REPUBLIC OF KOREA called for text on pursuing policies to restrain use of private vehicles and to facilitate public transport. AUSTRALIA, with CANADA, NORWAY, TURKEY and the US, warned against emphasizing one pillar of sustainable development over the others, and called for mutually reinforcing solutions.

Section D: Regional Cooperation: The G-77/CHINA proposed deleting references to regional cooperation on transport guidelines. The EU suggested adding language on exchanging best practices and deleting references to regional cooperation on transport guidelines. SAUDI ARABIA, with ethanol for octane purposes. SAUDI ARABIA suggested adding language on the removal of energy subsidies. The REPUBLIC OF KOREA called for text on pursuing policies to restrain use of private vehicles and to facilitate public transport. AUSTRALIA, with CANADA, NORWAY, TURKEY and the US, warned against emphasizing one pillar of sustainable development over the others, and called for mutually reinforcing solutions.

The G-77/CHINA stated that proposals deviating from agreed Rio+5 language, including overemphasis of one of the three pillars of sustainable development, externalities or subsidies — would be unacceptable, as these incur unwarranted costs in developing countries. CHINA concurred, stressing the need to consider country differences in their levels of development. SAUDI ARABIA inquired how the Co-Chairs would incorporate contradictory proposals. Summing up the discussion, Co-Chair David Stuart (Australia) said delegates’ input would be used to prepare a revised draft decision for discussion on Friday, 9 March.

CO-CHAIRS’ SUMMARY ON TRANSPORT: CHINA noted the principle of common but differentiated responsibilities is not reflected, and preferred replacing “appropriate technology” with “environmentally-sound technology.” SAUDI ARABIA said references to sustainable transport should be reformulated to transport for sustainable development. The US said countervailing views were expressed in regard to the transboundary movement of nuclear waste, and proposed introducing the notion of balanced spending between the two elements.
“private, mass transit and non-motorized vehicles.” Co-Chair Stuart
preferred reflecting the language used during the discussion. INDO-
NESIA said the summary should underline the need to address trans-
portation from consumer and producer perspectives and should reflect
the fact that most environmental impacts, mainly in developed coun-
tries, are caused by unsustainable transportation.

**AFTERNOON SESSION**

**ELEMENTS FOR A DRAFT DECISION ON THE ATMO-
SPHERE:** Co-Chair Taliwaku invited comments on the elements for
the draft decision on atmosphere. No comments were raised on Section
A, Introduction, which states that the Working Group submits possible
elements for a draft decision to the CSD-9.

**Section B: General Considerations:** On decisions and policy
options, the G-77/CHINA supported language taking into account the
priority needs of developing countries for sustained economy and
poverty eradication. He called for additional text on unsustainable
patterns of consumption and production, equity and historical share in
increasing urbanization, emigration to urban areas, the lack of finan-
cial and technological resources and the interdependency of transport
and atmosphere. He also urged reference to, *inter alia:* impacts of
natural disasters on human activity; developed countries having the
greatest share in polluting emissions; and additional support by the
international community. Opposed by NORWAY, he supported
deleting a reference to the damage caused by air pollutants thousands
of kilometers from the source. The EU added a reference to impacts of
atmospheric variations on ecosystems. CANADA supported deletion
of reference to toxic substances, noting that not all toxic substances are
emissions. SWITZERLAND suggested deleting text stating that
addressing atmospheric issues is particularly burdensome on devel-
oping countries and added a reference to extreme weather. Noting that
discussions on vulnerability were not reflected, NEW ZEALAND
suggested referring to the Secretary-General’s report on the need to
develop new tools for vulnerability assessment.

**Section C: International Cooperation:** The G-77/CHINA
proposed new text on assisting developing countries to introduce
cleaner fuels, on air pollution abatement technologies and on
promoting sustainable consumption and production patterns, particu-
larly in developed countries. He said the private sector should be
mentioned in promoting the transfer of cleaner or alternative fuels and
other traffic management technologies. He also called for, *inter alia*,
references to periodic and adequate replenishment of the Multilateral
Fund and cost-effective, affordable and environmentally sound alter-
 natives. The G-77/CHINA also proposed including a paragraph calling
on the Intergovernmental Panel on Climate Change to support active
and more proportionate involvement of academics and experts from
developing countries in the preparation of its reports.

The EU called for wording on, *inter alia:* facilitating the access and
sharing of information; promoting traffic management technologies
and practices; and supporting assessments of air pollution impacts on
health, ecosystems and cultural heritage. With support from
NORWAY, but opposed by the US, she suggested a new paragraph on
avoiding the introduction and use of ozone-depleting substances
(ODS) not yet covered by international regulations and support the
expeditious addition of such ODS to Montreal Protocol provisions.

The REPUBLIC OF KOREA called for reference to effectively
implementing regional arrangements regarding transboundary air
pollution. JAPAN, with CANADA and the US, suggested text on the
integration of atmospheric observing systems at different levels. The
RUSSIAN FEDERATION called for a reference to countries with
economies in transition in paragraphs on capacity building, technology
transfer and implementation of the Montreal Protocol. NEW
ZEALAND, with SAUDI ARABIA, but opposed by AUSTRALIA
and CANADA, suggested a paragraph on promoting international
research on resilience, vulnerability and adaptation assessments. He
also called for reference to combating, *inter alia*, transboundary haze
and air pollution. AUSTRALIA, with CUBA and the US, stressed that
decisions on the Multilateral Fund should be left to the relevant inter-
national bodies. SWITZERLAND supported wording on encouraging
Parties to implement the UNFCCC and successfully finalize the nego-
tiations of the Kyoto Protocol.

**Section D: Regional Cooperation:** The G-77/CHINA suggested
referring to strengthening of cooperation on atmosphere-related issues,
“as appropriate.” The REPUBLIC OF KOREA suggested reference to
“further strengthening the development of regional agreements and
programmes,” while the G-77/CHINA preferred deleting this refer-
ence. The EU called on the Commission to encourage capacity
building, institutional strengthening and the involvement of different
stakeholders in efforts toward improved air quality and to search
actively for synergies to mitigate local, regional and global atmos-
pheric problems. JAPAN stressed improving air quality, especially in
urban areas.

**Section E: Recommendations at the National Level:** The G-77/
CHINA suggested text stating that governments, taking into account
their respective “priorities and” circumstances, are invited “with the
support of the international community, as appropriate” to consider
“improving data compilation and monitoring of air quality.” The US
supported the proposal to refer to improvement of data compilations,
noting that the UNFCCC calls for establishment of emissions invento-
ries. The EU suggested text calling on governments to: improve shelter
conditions, and promote planning and good design in human settle-
ments; bring attention to the usefulness of strategic environmental
evaluations on a programme level; avoid introduction and use of ODS
not covered by international regulations; and support conversion to
non-ODS and non-global warming substances or alternative tech-
niques.

SWITZERLAND suggested further developing and implementing
air quality strategies, including air quality indices, and stressed the
need to identify and address the adverse effects of air pollution on
human health, in particular on people living in poverty and disadvan-
taged groups. He suggested calling on governments to continue
UNFCCC implementation.

**IN THE CORRIDORS**

During discussions on the elements for a draft decision on trans-
port, some participants questioned whether the references to “sustain-
able transport” and “transport for sustainable development” signaled a
difference in perceptions of the meaning of the concepts, or repres-
ented a divergence on the application of the concepts. According to
observers these issues were extensively discussed within regional
groups prior to the plenary discussions.

While several participants shared the view that “sustainable trans-
port” integrates the three pillars of sustainability into the transport
sector, others argued that “transport for sustainable development”
could imply prioritization of social and economic concerns over envi-
enmental considerations, with the ultimate goal being the achieve-
ment of sustainable development in general. Other participants
preferred referring to “transport for sustainable development” in
developing country context, noting that this is in line with the principle
of common but differentiated responsibilities and reflects the need to
prioritize poverty alleviation in these countries.

**THINGS TO LOOK FOR TODAY**

**PLENARY:** The Working Group will meet at 10:00 am in the
ECOSOC Chamber to conclude deliberations on the first draft of the
Co-Chairs’ summary on the protection of the atmosphere and to
consider the revised elements for a draft decision on transport. In the
afternoon, delegates are expected to consider and finalize the revised
elements for a draft decision on the protection of the atmosphere and
on the revised Co-Chairs’ summary, and to conclude its work.