

FOR PARTICIPANTS ONLY

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ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC
in collaboration with

CONTENTS

high-level segment to four days; (vi) advocacy and outreach activities; and (vii) proposed appointment of Goodwill Ambassador.

7. Mr. Eduard Menez, Minister, Permanent Mission of Philippines to the United Nations, Philippines, briefed the participants of the discussion of the recent meeting of the CSD Bureau held in Guatemala. Mr. Menez highlighted, amongst others, the Bureau's willingness to involve not only environmental ministries, but also other relevant ministers in the CSD session, considering the cross-cutting nature of the thematic cluster. While Mr. Menez reminded countries to submit national reports on the selected CSD themes to contribute to the SG's Report, if they have not done so, he called for suggestions for nomination of appoint a goodwill ambassador for sustainable development, as well as internationally renowned experts who would be able to serve as panelists for thematic debates in the forthcoming CSD sessions.

8. Subsequently, Mr. Matthew Gubb, Senior Officer of UNEP Chemicals stated that UNEP recognizes the importance of CSD process and is pleased to collaborate with the Commissions and with ESCAP in particular. Mr. Gubb reiterated the importance of sustainable (SCP) as overall link connecting the themes of the thematic cluster and emphasised the importance of linking UNEP's Green Economy efforts with the Asia-Pacific Green Growth Approach. He elaborated that the themes of CSD 18-19 are environmentally, socially, and economically significant and told participants that the imminent climate change negotiations in Copenhagen show the thematic cluster should be seen also in light of their contribution to global warming. Finally, he reminded participants that the RIM should explore not only problems but also solutions within the thematic cluster.

9. Additionally, Mr. Masakazu Ichimura, Chief of Environment and Development Policy Section, Environment and Development Division of ESCAP outlined the discussion process as well as the expected outcome of this particular meeting.

B. Attendance

10.

13. The Meeting elected the following as members of the Bureau: Chairperson, H.E. Mr. Dana Adyana Kartakusuma, Assistant Minister for Technology and Sustainable Development, State Ministry of the Environment, Indonesia; Vice-Chairpersons: Mr. Abdul Wassay Haqiqi, Senior Advisor, Ministry of Economy, Afghanistan; Mr. Manoranjan Hota, Director, Ministry of

ANNEX I
CHAIRPERSON'S SUMMARY

7. Participants expressed their appreciation over the development of the comprehensive thematic and synthesis reports and praised their usefulness in facilitating the regional discussion in the CSD process. It was however pointed out that, due to the broad coverage of each of the five thematic areas, as well as their complex inter-linkages, the current RIM process may be insufficient to comprehensively cover all relevant aspects and priority areas for collective regional actions.
8. In order to ensure broad and detailed information base for the CSD review process, the meeting encouraged all Governments to also submit national reports to the CSD secretariat.

III. Review of Issues related to thematic areas

a. Transport

Progress and achievements

9. Considerable progress has been made in regional integration and connectivity. The benefits from improved transport, however, have mainly affected populations in coastal areas in Asia, particularly near seaports. There remains therefore a substantial transport task in reaching large populations in deeper hinterlands and rural areas as well as landlocked countries to encourage inclusive prosperity.

10. The density and quality of roads has increased over the last years, but much more needs to be done to extend adequate transport services in rural areas, including in developing feeder roads. Efficient access to markets, especially for transporting agricultural goods, is imperative for making rural economies viable. It can promote access to consumers for locally produced agricultural and other goods. Transport plays a crucial role for poverty alleviation by facilitating access to employment to low-income groups and increasing time that they can allocate to income generating activities. In rural areas the distance to schools and the quality of the roads is a major determinant in education completion rates, whereas proximity to a hospital is a significant explanatory variable in infant and child mortality, as well as maternal mortality.

11. The provision of quality transport services is intimately linked to economic performance and social equity. A socially sustainable transport system means it must support the mobility and access needs of society's most vulnerable groups, including low-income families, women, the elderly and persons with physical disabilities. In particular, sustainable transport and gender should go hand in hand. Increased mobility is crucial for women to participate in economic development. Many countries are prioritizing public transportation, and some good examples of universal access can be observed across the region. Some countries, such as the Philippines, are in the process of developing national environmentally sustainable transport strategies. At the same time, much more needs to be done in the region in order to develop socially-inclusive transport systems.

12. Air quality levels in Asia have improved in some Asian cities in recent years, primarily thanks to successes in phasing out lead gasoline, phasing out two-stroke engines in motorcycles, and improved vehicle emission and fuel quality standards. In spite of progress, air pollution levels in Asian cities are still above WHO guideline values, resulting in an estimated half a million premature deaths, and an estimated 120 million people living in cities with air quality levels above WHO guidelines.

taking steps to reduce the emissions of CO₂, for example by promoting public transportation, shifting towards lower carbon intensive modes such as rail, and through fuel efficiency. Such measures have allowed emissions from the transport sector in Japan, for example, to already decrease from a peak in 2001. In other countries, such as Bangladesh, where the carbon intensity of the transport sector is already relatively low, the priority is to maintain low intensities while expanding access.

Challenges and constraints

15. The lack of access and mobility in rural areas stifles the realization of true sustainable

are being developed and risk information on such chemicals is normally not available, or available with limited access to such information.

Policy options / Way forward

31. For sound chemical management, governments commitments are needed as follows: (1) Integrate chemicals management into national development priorities; (2) develop a sound institutional and programmatic national framework; (3) promote ratification and implementation of relevant existing international conventions; (4) encourage the implementation of existing internationally recognized standards, tools and approaches for environment and health and protection from chemicals, revise legislation and enforce existing regulations; and (5) promote participation of the private sector and non-profit civil society in chemicals management.

32. As most problems in developing countries stem from inappropriate distribution of knowledge and low capacity of human resources, technical assistance should be strengthened to train local personnel to understand impacts of chemicals and assessment methodologies.

33. National Governments and multilateral agencies should establish strong cooperation to

66. Regional green growth policy dialogues and forums have been taking place since 2005. The three regional policy dialogues that have taken place have focused on: (a) green tax and budget reform; (b) public policy and a resource-saving society; and (c) the greening of business and the environment as a business opportunity. Moreover, four meetings of the Seoul Initiative Network on Green Growth (SINGG) have been held to discuss economic instruments, sustainable consumption and production and climate change concerns, with a highlight on the third meeting held in cooperation with the Asia-Pacific Roundtable for SCP in 2008 at Cebu, Philippines.

67. Mobilizing and refocusing the global economy towards investments in clean technologies and natural infrastructure, such as forests and soils, is the best bet for real growth, combating climate change and triggering an employment boom in the twenty-first century.

68. On 22 October 2008, UNEP and leading economists launched the Green Economy Initiative (GEI). GEI, which will initially run for a period of two years, has three key expected results: The Green Economy Report, the Green Jobs Report, and the Economics of Ecosystems and Biodiversity Report. The Green Economy report will provide an overview, analysis and synthesis of how public policy can help markets accelerate the transition towards a green economy.

69. In the Asian and Pacific region, UNEP is currently working with China and the Republic of Korea on the development of national reports on the green economy. Capacity-building activities are also under implementation and discussions with Asian countries on the development of country studies are ongoing.

70. The circular economy adopted by the Government of China in the last five-year plan as the development model for China to follow also puts emphasis on the most efficient use of and recycling of its resources and environmental protection.

71. The 3R initiative was proposed by the Government of Japan, aiming to build a sound material-cycle society through the effective use of resources and materials, and agreed upon as a new initiative of the G8 during the Sea Island Summit in June 2004. The 3R platform is an implementing mechanism for activities in developing countries of the Asia-Pacific region also promoted at the 3R Ministerial Conference hosted by the Government of Japan in April 2005.

72. The ESCAP/UNEP SCP help desk was established in 2006. Its mission is to foster innovative practices of sustainable consumption and production in Asia and the Pacific. The help desk has evolved the SCP role, acted as an information hub, co-organized and hosted meetings, and developed specific partnerships with other agencies on SCP. Since June 2009, the help desk has hosted a regional training of trainers facility for the development and application of green growth policy tools.

73. A number of global and regional initiatives have found fruitful ground for application in the region, such as the joint UNIDO-UNEP Programme on "Resource Efficiency and Cleaner Production in Developing and Transition Countries" for addressing sustainable industrial development through environmental protection, the regional multi-country Programmes ADB (RETA), UNEP (NIEM and GERIAP) for cross fertilization of information and sharing of knowledge. In addition, the "Green Industry for Asia" Conference adopted a Ministerial Declaration for promotion of green growth, green industry, green jobs and sustainable productio

86. Other important constraints for Asia and the Pacific are energy efficiency, sustainable transport/mobility, integrated waste and water management, lack of financial and economic framework for SCP, need for sustainable procurement, low pickup of sustainable products and services, insufficient education and information on SCP and sustainable lifestyles, insufficient awareness of increased business competitiveness through SCP, challenges in unplanned urban and rural development, poverty alleviation.

Policy options / Way forward

87. Strategic SCP programmes, such as green public procurement, can be launched as both regulatory and market-based instruments in many economies, wherein public procurement dominates the entire commodity market. With the public sector taking the lead, it will generate a strong follower effect by the private sector and make responsible purchasing mandatory for all public authorities.

88. Clear sustainability targets with indicators (e.g. resource use intensity, emissions, green public procurement and green products) should be identified at both the national and local levels. Enforced with models and examples, these targets should be properly communicated and identified to the stakeholders.

89. There is a need to translate the policies, programmes and initiatives of the public and private sectors into public and private investments in green

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legislation to make it more suited and responsive to the multidimensional requirements of integrating the environmental and development concerns of the country related to both cross-sectoral and thematic issues.

Challenges and constraints

106. The increasing number of actions taken by member States in the region and the supportive regional and international actions highlight the growing relevance of integrating environmental sustainability into the thematic cluster for addressing the development challenges of today, as well as those of tomorrow. Recent crises have highlighted the ecological and social imbalances of current economic growth patterns are not isolated, but closely interlinked. Addressing them will require recognizing these linkages and adopting holistic and integrated approaches to increase the resilience of socio-economic systems. In order to do so, countries in the region need to focus on environmentally sustainable and socially inclusive policies and actions.

107. The main challenge in promoting sustainability in the thematic cluster is technical, i.e. to decouple economic growth from environmental degradation while preventing a rebound effect (e.g. increase resource and energy efficiency, dematerialize and move to a sustainable low-carbon economy). The major economic challenge lies in providing an enabling policy framework for the internalization of social and environmental costs to affect private and public choices through a combination of policy levers, incentives, human settlement planning and investments in infrastructure, such as transport and waste management.

108. A lack of explicit policy directions, low institutional capacities, overlapping institutional mandates, a low level of environmental expenditure, knowledge gaps, a lack of technology, inadequate research and development, and a lack of consumer traditions also pose important challenges. Further, constraints include inadequate funding resources and a lack of access to alternate financing options. Other policy (regulatory, incentive-based, social and institutional) challenges include:

- Stimulating demand for and the supply of sustainable products and services in the market, which would involve the creation of new economic activities and decent jobs, within the carrying capacity of ecosystems
- Mainstreaming the sustainable use and management of natural resources, such as minerals and chemicals, in the decision-making process of governments, the private sector and civil society organizations
- Enhancing social development through sustainable investment in people and communities, as highlighted in a Global Green New Deal
- Coupling economic development with the creation of decent jobs and increased welfare
- Adopting sustainable public procurement policies and measures universally
- Raising people's awareness of the impacts of their consumption choices and helping shape their values through information and education to support changes in consumption and production patterns
- Developing institutional capacity through knowledge management, technology transfer, education, training and awareness-raising
- Promoting cooperative frameworks and partnership incentives for actions at all levels and for international and regional cooperation
- Enhancing the participation of major groups, in particular women and local authorities, as well as the private sector and local communities, in planning, decision-making and implementation

- Maintain high growth rate and at the same time ensure environmental sustainability
- Make developed countries meet their commitments as far as common and differentiated responsibilities are concerned
- Devolution of power to local communities for enabling action at local level
- Resolution of issues on conflicting policies
- Absence of quantitative baseline information
- Specific mechanisms to address knowledge gaps as well as information dissemination
- Gender analysis and equitable approaches
- Mechanisms and strategies for scaling up best practices
- Addressing special needs of LDCs and landlocked countries

109. Among cross-sectoral issues, poverty remains one of the principal and persistent challenges in the region. In the past, the Asia-Pacific region's rapid economic growth was achieved by externalizing environmental costs. Similarly, costs related to protecting labour and providing housing and social security were also externalized. Thus, while absolute poverty has declined, relative poverty and disparities have increased.

Policy options / Way forward

110. Taking into account a number of common issues to be addressed in effectively responding to the region's challenge in different thematic areas (e.g. capacity building, technology transfer, financial resources, information gaps, it would be useful to strengthen regional fora to exchange successful practices and discuss mechanisms to replicate and scale up such commendable practices in different thematic areas. Expanding the successful cases of bilateral cooperation into multilateral programmes should be also considered. Usefulness of inter-regional cooperation, including Europe and Asia-Pacific was also highlighted.

111. The integration of environmental sustainability into various development policies, including green growth, offers tremendous

115.

Annex II: Thematic Cluster on Implementation

Thematic Cluster for CSD 18 and 19				
Transport	Chemicals	Waste management	Mining	Sustainable Consumption and Production Patterns
<p>Avoid*</p> <ul style="list-style-type: none"> • Smart planning • Mixed land use • High-density development • Transit-related development 	<p>Avoid*</p> <ul style="list-style-type: none"> • Cradle to grave • Life cycle analysis • Demand management • Check illegal traffic 	<p>Avoid*</p> <ul style="list-style-type: none"> • Cradle to grave • Life cycle analysis • Zero emission 	<p>Avoid*</p> <ul style="list-style-type: none"> • Life cycle analysis • Demand management • Use of environmental impact assessments and environmental risk management 	<p>Avoid*</p> <ul style="list-style-type: none"> • Cradle to grave • Life cycle analysis • Demand management • Dematerialized development • Clean production
<p>Shift **</p> <ul style="list-style-type: none"> • Promote non-motorized transport • Promote mass transit/public transport 	<p>Shift **</p> <ul style="list-style-type: none"> • R&D • Promote substitution • Promote IPM • Promote INM 	<p>Shift **</p> <ul style="list-style-type: none"> • Non-degradable to degradable • Waste to energy 	<p>Shift **</p> <ul style="list-style-type: none"> • R&D • Promote substitution 	<p>Shift **</p> <ul style="list-style-type: none"> • Green consumerism • Green procurement • R&D

Improve***

Regulatory measures

- Legislate
- Set standards

- Accountancy
- E23 Tw 0 10/Sy6.1EMG 1mg8586 BDC BT/TT0 1 Tf-0.010.02 -1

Fiscal measures

Incentives/disincentives

Incentives/disincentives

- Economic instruments

<p>Technological measures</p> <ul style="list-style-type: none"> • Improve energy efficiency • Switch to cleaner fuels <p>Institutional measures</p> <ul style="list-style-type: none"> • Environmentally Sustainable Transport Strategies • Capacity-building • Climate change action plans <p>Supportive</p> <ul style="list-style-type: none"> • Awareness-raising • Disseminate best practices 	<p>Institutional measures</p> <ul style="list-style-type: none"> • National plan of action on chemical management • National centres and plans on occupational health and safety • Emergency planning and response • National Census of POPs • Capacity-building <p>Supportive</p> <ul style="list-style-type: none"> • Awareness-raising • Information disclosure • Community-based programmes • Disseminate best practices 	<p>Fiscal Measures</p> <p>Incentives/disincentives</p> <ul style="list-style-type: none"> • Economic instruments <p>Institutional Measures</p> <ul style="list-style-type: none"> • National waste management plan • Capacity-building/ Training <p>Supportive</p> <ul style="list-style-type: none"> • Capacity-building • Awareness-raising • Information disclosure • Community-based programmes • Disseminate best practices 	<p>Institutional</p> <ul style="list-style-type: none"> • Capacity-building • Mine closure planning <p>Supportive</p> <ul style="list-style-type: none"> • Awareness-raising • Information disclosure • Conflict resolution • Community-based programmes • Disseminate best practices 	<ul style="list-style-type: none"> • Eco-labelling <p>Technological measures</p> <ul style="list-style-type: none"> • Improve eco-efficiency • Organic agriculture <p>Institutional measures</p> <ul style="list-style-type: none"> • NCPC • National SCP plans/programmes • Strategies • Capacity-building • Circular economy <p>Supportive</p> <ul style="list-style-type: none"> • Awareness-raising • Disseminate best practices
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* Steps to avoid problems emerging in various themes

** Measures to address challenges by a shift to appropriate technology or action

*** Measures and actions to improve situation and action

ANNEX III

Mapping tool¹ for the development of programmes in support of national and regional initiatives on sustainable consumption and production

PROGRAMMES	POLICIES AND MEASURES	MEANS OF IMPLEMENTATION, other SUPPORT MECHANISMS	LEAD ACTORS	MEASURES OF SUCCESS	REGION

¹ This mapping tool (in its empty form) has been developed by the Marrakech Process on Sustainable Consumption and Production to ensure that regional SCP priorities are presented in a common format and thus facilitate the elaboration of a Ten Years Framework of Programmes on SCP that will be under consideration at CSD 19 in May 2011.

to industrial and
environmental
management

	transport plans; -Congestion charge; -User fees; -Vehicle/fuel tax; -Subsidies on green fuel/public transport; -Vehicle inspection; -Climate change action plans;	sustainable transport choices and habits; • Disseminate best practices	-Local Governments and communities; Rural communities	Improvement in fuel efficiency; -Switch to cleaner fuels; Energy efficiency of buildings	Pacific
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Sustainable energy					
	-Enabling policy framework that improves access to reliable i BT/TT	liab reliabf(n)0.5795 T20.5795	95 T20.5795 T20.5795 TuPoo TuPrd	TuP5 116(C f(n	