



Key Messages from the Major Groups'
Discussion Paper for the Regional
Implementation meeting for the 8th
Session of the CSD – 18/19

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- The issues on the agenda of CSD18 are very much interrelated and all mirror the huge problem of our unsustainable patterns of consumption and production
- The ever increasing and irresponsible consumption and production is putting a catastrophic strain on our world, by causing pollution and climate change, destroying the ecosystem, and undermining sustainable lifestyles. In general it has extremely serious and environmental impacts worldwide.

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- Inequality and deprivation are increasing at an alarming pace and disparities in income and consumption has become a feature in all countries



- We believe it is essential that governments and the business sector everywhere commit to implementing policies that will guide towards a sustainable course.
- It is equally essential that citizens everywhere are empowered to act in relation to sustainable production and consumption, and can assume their rights and responsibilities in this respect.



- It is clear that technological advances and efficiency gains will not bring about the desired scale of changes required to lead to sustainable development.
- This has been witnessed by the scale of the global financial crisis and the need shift to a “sustainable and fair economy” paradigm and not a mere wasteful pursuit of financial development with little regard to social development, poverty reduction, redistribution of use of natural resources and protection of the environment.



- It is a fact that social and environmental trends have worsened since Rio a fact that was acknowledged at both the UN's 5- and 10-year reviews of progress on sustainable development.
- Part of the problem has been the increasing unsustainable production and consumption patterns and the uneven pressures of globalization.



- It is important that the CSD's two-year review and policy cycle be used to deepen and operationalize the evolving understanding and objectives of sustainable consumption and production including deciding progress towards the objectives of sustainable production and consumption, poverty eradication, social and ecological justice and natural resource protection.
- A serious review of "implementation" requires a system approach, clearly defined, concrete and measurable targets, timetables and monitoring.



- We suggest that more research work is done at national and international level on material flows, impact of consumption and production patterns on the environment, poverty reduction and equity.
- We also suggest that GDP as a national indicator is insufficient and would urge to progress toward a debate "beyond the GDP" with special attention being paid to sustainable and fair economy thinking.



- Research also suggests that few countries have progressed in establishing and implementing national plans on SCP, nor integrated SCP in a NSSD or PRSP.
- In addition it is clear that not enough emphasis has been put on proven instruments that drive SCP changes such as taxation, product norms and choice editing and empowerment of citizens for sustainable lifestyles.



- A continuing priority must be for governments to implement their long-standing commitment to prioritize and integrate sustainable production and consumption policies into their National Sustainable Development Strategies, that this policy integration will help to overcome many of the obstacles impeding overall progress on sustainable development

The Marrakech Process and the CSD



- We support the current draft proposal that the 10 YFP but insists that the 10 YFP includes a visionary declaration on SCP combined with the template identifying specific programmes at the national, regional and global levels.
- However we feel that the 10YFP is not clear on a number of issues including:



- The link between the Marrakech Process and the CSD two-year cycle.
- The time frame that the 10 YFP corresponds to: we support the 10 years as beginning in 2012 and continuing to 2022.
- The lack of review based facts and figures on social and environmental trends which need to be reversed within the "lifespan" of the 10 YFP.
- A comprehensive review of the various SCP initiatives and their impacts.



- On mining, we believe that most of the products exploited are for the development in the North. Here is where we see a strong interlinkage with the unsustainable patterns of production and consumption.
- We are therefore calling for the development of a comprehensive global corporate social responsibility framework
- Integrating women into the decision making on mining.



- With regard to Chemicals, Chapter 19 of Agenda 21 emphasizes that, “The broadest possible awareness of chemical risks is a prerequisite for achieving chemical safety.”
- However, nearly two decades later, very little information exists for nearly 80,000 – 100,000 chemicals currently in use.
- In contrast to Rio Principle 14, 20 – 50 million tonnes of electronic waste is transferred to developing countries each year, much of it illegally. This has resulted in an influx of toxic waste and resulting contamination of land, water, and humans.



- Chemical safety has not been successfully integrated into sustainable development planning
- In 2006, Ministers of Environment and Health from more than 100 countries along with the private sector and civil society representatives finalized the Strategic Approach to Chemicals Management (SAICM) and re-affirmed that there is a critical link between chemical safety, sustainable development, and poverty eradication in the Dubai Declaration.



- To date, this commitment has not been fulfilled “The sound management of chemicals is essential if we are to achieve sustainable development, including the eradication of poverty and disease, the improvement of human health and the environment and the elevation and maintenance of the standard of living in countries at all levels of development.”
- The Polluter Pays Principle, and its application to the internalization of costs related to chemicals management is widely supported but not broadly implemented.
- **Pollution Prevention Pays**



- The global chemical industry has an annual turn-over of approximately USD \$3.1 trillion per year.
- If a global cost recovery scheme yielded only 0.1% of the industry's annual turnover more than USD \$3 billion would be available for sound chemicals management.



- We are also concerned about the growing use of nanomaterials and yet;
- No country has yet introduced nanotechnology-specific regulation that requires mandatory safety assessment tailored to the new risks of nanoparticles.
- The overwhelming majority of workers handling nanoparticles are not informed of the fact.
- No products are labelled indicating use of nanomaterials.



- Lack of recycling is a major challenge for sustainable development.
- With less than 5% of plastic being recycled, much of the waste ends up joining the ocean vortices, either from direct dumping, river transport or via unsecured landfills
- The Pacific Ocean plastic patch alone is twice the size of France.
- The UN estimates that marine plastic kills over a million seabirds and 100,000 mammals and sea turtles each year.



- There is no waste in nature, and human systems need to work this way also.
- In a world where sustainability, fairness, and measures to end poverty have a real influence on how cities govern themselves, what do we do with two billion tonnes of waste generated last year, this year, and in 2011, when it will have grown by 37% to nearly two and a half billion?
- Who will bear the cost of the contamination, disruption, and pure nuisance that they cause?



- With regard to transport, we all know too well the inexorable rise in greenhouse gas emissions from transport, urban congestion, accidents, air pollution, and noise.
- Moreover, transport system development often exacerbates social inequality by prioritizing, explicitly or implicitly, car users over vulnerable road users especially in the rural areas.



- Demand for energy (almost all of it oil) and with it emissions of CO₂ have more than quadrupled between 1950 and 2005.
- CO₂ emissions remain stubbornly around 100 g/pkm.
- There has been little or no improvement in the energy efficiency of global passenger transport, despite all the technological innovation that has taken place in these 55 years.



- Greater technological innovation in modes of transport has been used to increase power, speed and comfort, rather than to reduce fuel consumption and CO₂. Cars are much more powerful than before and can go much faster, same story for ships.
- Fuel consumption for aircraft increased threefold with the introduction of the jet aircraft in the early 1960s.



- Global transport trends are not sustainable
- Governments have a key role to play – for it's primarily governments that have the tools to correct unsustainable trends through regulatory action, pricing, planning and education measures.
- Emissions, air pollution, noise and accident problems will not be solved by market forces as they all require government intervention to be solved.



- There is not one silver bullet solution for transport's many challenges .
- One thing is clear however – the sum of transport decisions by individuals do not add up to a sustainable transport system.
- It is clear that governments have a critical role to play in policy setting regarding infrastructure planning and access, transport pricing and safety.



- Standard setting for cleaner and safer transportation and fuels started in the 1960s.
- Many of these standards have been extremely effective. Lead has now been almost completely globally phased out from petrol, a situation deemed unthinkable only 10 years ago.



- The greatest challenge in setting standards is overcoming industry resistance.
- The vehicle and oil industries are among the most powerful vested interests in the world.
- It requires political courage and stamina to overcome their objections.
- Social arguments keep vehicles and fuels affordable while economic ones keep the industry in business.



- Lastly, aviation and shipping are often forgotten in discussion on sustainable transport – largely because aircraft and ships are much less visible in everyday life.
- But together they account for a about a quarter of fuel use and greenhouse gas emissions from transport, and both modes are growing more quickly than other forms of transport.
- The challenge the global community faces in ensuring sustainable transport is in coming up with a comprehensive approach in dealing with the ever growing demand for more power, speed and comfort.

Thank you

