

**STATEMENT BY AMBASSADOR BAGHER ASADI, CHAIRMAN OF THE GROUP OF 77
(ISLAMIC REPUBLIC OF IRAN), AT THE HIGH-LEVEL SEGMENT OF THE NINTH SESSION
OF THE COMMISSION ON SUSTAINABLE DEVELOPMENT**

New York, 19 April 2001

Mr. Chairman,
Distinguished Delegates,
Ladies and Gentlemen,

It is indeed a great pleasure for me to present to this august gathering the views of the Group of 77 and China. Here at CSD-9, we have before us a set of issues which are important in their own right as well as in inter-relationships. All of them require commensurate attention. Since we have dealt with them in the inter-sessionals, I will address each of them rather briefly.

Let's start with "Energy". The Group of 77 and China deeply appreciates the excellent work done by the Ad-Hoc Open-ended Group of Experts. I would like to take the opportunity right here to register our words of gratitude to the distinguished Co-chairs for their joint commendable enterprise. We consider the product of the process, as accomplished in February and presented here on Monday morning, a very good and well structured text. On our part, we stand ready to continue further negotiation on the document and look forward to see the final resolution of all outstanding issues and bracketed paragraphs. All of us should make every effort to finalize the deliberations on energy at CSD-9, as mandated by 190th UNGASS.

With regard to the agenda item on Transport, and as indicated back in February, we believe that the transport sector and mobility in general play an essential and positive role in economic and social development of societies. The rapid pace of urbanization in past decades, a rather global phenomenon which does not seem to abate, presents a real challenge for all our countries. For us, in the developing world, the challenge assumes particular dimensions. How can developing countries meet the ever increasing demands for urban transport and simultaneously ensure least possible adverse impact on environment? The problem is not theoretical. Rather, a very real and actual problem of how to respond to the challenge under the overall conditions of limited capacity and resources and yet in an adequate and effective manner commensurate with both the long-term development objectives of the society and the requirements for sustainable development. Within such a broad framework, access to affordable transport, instrumental as it is to a healthy living, is a major concern for the developing world in general.

The problems related to the transport sector in developing countries becomes all the more acute when it comes to the question of providing access to transport services by the poor. The overall situation is much more exacerbated in a fast globalizing world with its attendant increasing demand for transport services world-wide. Simultaneously, the ever expansion in the volume and pace of trade on a global scale - although not distributed equitably or in a balanced manner - requires a well functioning international transport system, in all its aspects and inclusive of all the modes of transportation. Moreover, we all know and seem to agree that the existence of an efficient transport system is also a necessary condition for foreign direct investment (FDI). But, and this an important but, as we all tend to agree the question of provision of such services finally comes down to the all too familiar areas of capacity building, technology transfer and provision of financial resources. I should hardly need to emphasize the importance of due attention for applicability of technologies to country specific situations and flexibility in transport development approaches. As for the interrelationship I referred to earlier, assistance to developing countries towards meeting the requirements of transport for sustainable development could be pursued, inter alia, through energy efficiency projects.

Turning to the agenda item "atmosphere", the Group of 77 and China consider it as one of the important

components of the earth ecosystem. The interrelationship between energy, transport and atmosphere, as well as the direct impact of atmosphere on the national economy in general and in particular on poverty eradication, make this topic of paramount importance for the Group. In this regard, the Group of 77 and China would like to emphasize the importance of transferring EST, adaptable to the local conditions, to the developing countries, as an effective tool for abatement of air pollution. Here, as in the previous topic, I have to underline the imperative of promotion of capacity building, training, and public awareness in developing countries and provision of financial resources, and more emphasis on adaptive measures. On the scientific activities on "atmosphere", we urge the IPCC to support active and more proportionate participation of experts and academics of the developing countries in preparation of its reports. These are the key issues under this topic. I suppose we all can agree that our discussions on "Transport" and "Atmosphere" during the inter-sessionals were very constructive and productive. As a matter of fact, general agreement has already been achieved on substantial parts of the papers presented to the CSD-9. The Group believes that the outstanding differences could be resolved rather easily and quite comfortably during next week negotiations.

As for the consideration of "information for decision-making" and the specific discussion on "Indicators", the Group has shown maximum flexibility and has presented its wording to the negotiating partners, and hopes to see them agreed upon.

As regards the promotion of an enabling environment, let me underscore, on behalf of the Group of 77 and China, the imperative of substantial progress in the wide range of areas of priority to the developing community. Avoiding any repetition of a rather long and yet familiar catalogue of areas, I merely suffice to draw attention to the still unfolding process of globalization and emphasize the need to ensure a fair and equitable distribution of its benefits across the board, particularly in the developing world where we have been receiving the shorter end of the deal.

In conclusion, allow me, Mr. Chairman, to express, once again, our readiness for active and constructive participation in the deliberations of CSD-9 and assure you of our utmost cooperation with you and all the distinguished members of the Bureau.

I thank you very much, Mr. Chairman.