

Energy

Committee on Sustainable Energy will discuss securing sustainable energy supply

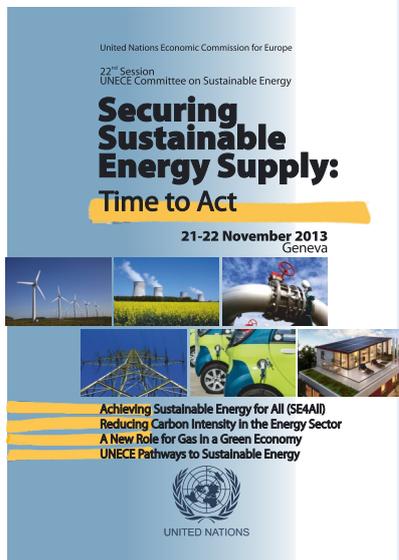
The 22nd Session of the Committee on Sustainable Energy will focus on "Securing Sustainable Energy Supply: Time to Act". The meeting will take place in Geneva at the Palais des Nations from 21-22 November 2013. The opening keynote statement will be made by Kandeh Yumkella, Special Representative of the Secretary-General and Chief Executive for the Sustainable Energy for All Initiative (SE4All).

In order to limit the average global temperature increase to no more than 2°C as decided by governments, UNECE countries must act if the world is to attain sustainability in the energy sector and thereby contribute to a sustainable future. The three components of the SE4All initiative include energy access, energy efficiency, and renewable energy. In the UNECE region, improving efficiency and enhancing the contribution of renewables are most relevant, whereas access has different implications than in other regions of the world. Globally, 1.3 billion people lack access to energy. Within the UNECE region the figure has not been determined precisely, but is thought to lie in the range of 3 million. Each country should adopt technology suited to its situation, but all must deploy energy efficiency. Increasing the share of renewables in the energy mix is one way to reduce the carbon intensity of the energy sector.

In line with the objectives of the Secretary-General's initiative, the dialogue at the 22nd Session of the Committee will consider how sustainable energy for all may be achieved in the UNECE region. Specific panel discussions will focus on "Reliable and Stable Transit of Energy Resources and its Role in Ensuring Sustainable Development and International Cooperation: Contribution of UNECE", "Reducing Carbon Intensity in the Energy Sector" and "A New Role for Gas in a Green Economy".

Sustainable energy is the key parameter for sustainable development in a number of different fields, from health, through trade, food security, water management and to gender equality. In line with these intentions, the UNECE Committee on Sustainable Energy will review its work during its annual session with the aim of carrying out concrete and results-oriented activities for a sustainable, reliable and affordable energy for all. □

For further information, please consult: <http://www.unece.org/index.php?id=31774> or contact Gianluca Sambucini at: gianluca.sambucini@unece.org.



Water and Health

Meeting of the Parties to the Protocol on Water and Health takes place in Oslo

The third session of the Meeting of the parties to the Protocol on Water and Health will be held from 25 to 27 November 2013 in Oslo, Norway. The meeting is being hosted by the Government of Norway and co-organized by UNECE and the WHO Regional Office for Europe. It will be opened by the Minister of Health and Care Services of Norway, Mr. Bent Høie.

The Protocol on Water and Health, with its obligation for Parties to pursue access to drinking water and sanitation for everyone, provides a sound framework for the translation of the human right to water and sanitation into practice in the pan-European region. A high-level segment of the meeting will feature a special session on equity of access so that participants can assess progress in the pan-European region in advancing equity of access to safe drinking water and adequate sanitation.

As the meeting is taking place amidst the global debates on the post-2015 development agenda, including on possible water- and sanitation-related Sustainable Development Goals, another focus of discussions will be how the mechanism of setting national water and health targets and reporting under the Protocol can contribute to this global initiative.

The third session of the Meeting of the Parties will also be an opportunity to review activities implemented by Parties over the past three years and discuss future endeavours in different areas of work under the Protocol. Parties will review the work of the Protocol's mechanisms to support implementation and discuss how to enhance compliance in the coming years, and also consider the programme of work for 2014–2016. □

More information on the meeting is available on the website: http://www.unece.org/env/water/3rd_mop_protocol_water_and_health_2013.html.



UNECE adopts three new Regulations to improve the safety and environmental performance of motor vehicles

The World Forum for Harmonization of Vehicle Regulations (WP.29) adopted three new Regulations at its 161st session (12 - 15 November).

1. **A new global technical regulation (UN GTR – 1998 Agreement)** will significantly improve the safety of motor vehicles' occupants in the event of an **impact against pole size objects** (i.e. telegraph poles, signposts and trees, cf. image).

The UN GTR introduces requirements on lateral crash tests simulating this type of accident before vehicles are put on the market. It is expected that manufacturers will react by, amongst others, installing wider side airbags in order to increase passenger safety.

This new UN GTR, the first harmonized, international vehicle safety legislation addressing this issue, introduces improvements in the protection of drivers' and passengers' heads. It will complement UN Regulation No. 95 dealing with car to car lateral collision, by addressing brain and spinal cord injuries more directly.

It has the potential to prevent a high number of fatalities and serious brain injuries occurring in pole side impacts worldwide. In the nine countries for which data is available (Australia, Canada, France, Germany, Great Britain, Japan, Netherlands, Republic of Korea and United States) more than 10,000 people died in pole or other side impacts in 2009.

Pole side impact tests exist today in Canada and the United States of America. The other 31 contracting Parties to the 1998 Agreement, which spread across the 5 continents, are expected to adopt the new Regulation.

2. **A new Regulation (1958 Agreement) on the recyclability of motor vehicles** will significantly limit the waste production from end-of-life vehicles (ELV).

The Regulation requires that:

- **85% of the total mass** of end-of-life vehicles be **reusable** (i.e. that components of end-of-life vehicles are used for the same purpose for which they were conceived) **and/or recyclable** (i.e. reprocessed in a production process of waste materials for the original purpose or for other purposes but excluding energy recovery); and
- at the same time, **95% of the total mass** shall be **reusable and/or recoverable** (i.e. reprocessed in a production process of the waste materials for the original purpose or for other purposes, together with processing as a means of generating energy).

The Regulation stipulates that manufacturers shall demonstrate that their vehicles meet these requirements, based on the calculation method prescribed in ISO standard 22628:2002, before they can be put on the market.

In Europe, the adoption of national legislation in several countries in the 1990s and the European Directive adopted in 2000 have led to significant improvements in the treatment of end-of-life vehicles in an environmentally-friendly manner.

Japan also introduced similar legislation in 2002 (Act No. 87 of July 12, 2002).

Whereas some aspects of ELV-recycling – for example the minimum requirements for dismantling companies – depend on the regional or even local situation, this new Regulation provides a globally harmonized framework for all the elements which deal with the design of the vehicles. The Regulation could provide the basis for the introduction of such measures for ELV in a number of countries, including Brazil, Canada, China, India, Mexico and Russia.

3. **A new UN Regulation (1958 Agreement) on Retrofit Emission Control (REC) devices.** This will enable the retrofit of heavy duty vehicles and non-road mobile machinery in order to reduce the emissions of local air pollutants.

In practice, this will allow to equip existing buses (and other vehicles covered by this new Regulation) with a new tailpipe so that they emit less PM and NO_x, aligning their emissions of these two pollutants to a lower target level (for instance: retrofitting from norm Euro I to Euro II, Euro II to Euro III, etc.), according to the specifications of relevant UN Regulations on the emission of air pollutants of heavy duty vehicles and non-road mobile machinery: UN Regulations No. 49 and 96. For other air pollutants, the Regulation stipulates that retrofitting shall not result in increased emissions.

This will open a new policy option for local governments to obtain significant reductions in the emissions of PM and NO_x from buses operating in city centres, for a fraction of the cost of the investment in new buses

The global target audience for the UN Regulation and its wide applicability have the potential, when combined with specific retrofit requirements in national and local legislation, to enable the achievement of a quicker containment of the emissions of air pollutants, speeding up the results delivered by the progressive replacement of vehicles and engines that are scrapped from the vehicle stock. □

For more information, please visit: <http://www.unece.org/index.php?id=34079>.

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