



Statement by
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Permanent Representative of the Republic of Indonesia
to the United Nations in New York
on behalf of the Association of Southeast Asian Nations (ASEAN)

at the General Statement / Opening
Intergovernmental Preparatory Meeting
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Mr. Chair,

1. Speaking on behalf of ASEAN – namely Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand, and Vietnam, allow me to congratulate you as Chair of this session's CSD, and the respective members of the bureau on their election.
2. I join other delegations in thanking the Secretary-General for the reports before us.
3. We also associate our statement with the statement delivered by the distinguished representative of Argentina speaking on behalf of the Group of 77 and China.

Mr. Chair,

4. ASEAN would like highlight the following points for each cluster. We do hope that ASEAN's position and experiences could be integrated into the IPM zero outcome document, and could be replicated as activities for cooperation at a broader level, supported by the international community.

Transport

5. Transport is a key sector in achieving connectivity among countries, and is important in supporting the realization of the three-pillars of sustainable development. In ASEAN, transport linkages are instrumental in narrowing development gaps, and strengthening regional cooperation and integration.
6. However, we recognize that basic transport infrastructure and services are still lacking or inadequate in many developing countries; both in urban and rural areas. In ASEAN itself, the physical connectivity between ASEAN's Archipelagic States and ASEAN's Mainland States is still inadequate. Furthermore, despite the transport sector playing a significant role in sustainable development globally and regionally, there are ecological concerns linked to transportation, not only in terms of energy security, but also pollution, and greenhouse gas (GHG) emissions.
7. The consideration of policy options should therefore take into account the multi-dimensional development challenges that transportation can help to address, but also the challenges it faces.
8. There is a need to promote the development of sustainable and integrated transport systems in support of economic activity. It is also crucial to take into account the current environmental challenges, which underscore the use of alternative energy sources which are cleaner. In contributing to global climate change abatement, it is important to ensure mitigation of greenhouse gas emissions by means of effective policies and measures, including in transportation.
9. Cognizant of such needs, we recognize the useful goals and objectives set in the Bangkok Declaration for 2020 – Sustainable Transport Goals for 2010-2020, adopted at the 5th Regional

Environmentally Sustainable Transport (EST) Forum in Asia, held in Bangkok, Thailand on 23-25 August, 2010.

10. Furthermore, it would be productive if the meeting support as policy options to CSD-19: the promotion of sustainable and low-carbon- transport; addressing and identifying opportunities for collaborative actions and partnerships, including an international financial mechanism for implementing affordable, economically viable, socially acceptable and environmentally sound transport systems in developing countries; promote innovative initiatives, achievements, and good practices for improving the public transportation system; and increasing fuel efficiency.
11. It would also be constructive to promote the sharing of experiences by highlighting regional efforts. In ASEAN, we are embarking on a new phase of cooperation on transportation guided by the Master Plan on ASEAN Connectivity, and the Brunei Action Plan of 2011 – 2015 that covers land, air, and maritime transport, and transport facilitation. We also support the development of a nautical highway through the ASEAN Roll-on-Roll-off (ASEAN Ro-Ro) Connectivity Initiative, for which ASEAN seeks the private sector's valuable inputs in enhancing connectivity not just in terms of financing but in determining key connectivity points. Those platforms aim to enhance ASEAN integration and the Community building process; promote economic growth; narrow the development gap; connect archipelagic ASEAN with Mainland ASEAN, strengthen competitiveness of ASEAN, and facilitate deeper social and cultural understanding as well as greater people mobility in the region.

Chemicals and Waste

Mr. Chair,

12. The chemical sector plays a vital role in the economic development of every country. Sound management of chemicals thus play a crucial role in ensuring that adverse impacts on both the environment, and the health of the people can be avoided. Likewise, the sound management of transboundary movement of hazardous chemicals and waste, as well as solid waste needs to be promoted.
13. In the context of solid waste, it's important to develop an effective management method, focusing less on end pipe solutions that mainly use disposal methods, which is generating its own unique problems. The 3R's – reduction, reuse and recycling of waste, which ASEAN has adopted, should be further supported. ASEAN has embarked on various programmes to encourage 3R, including awareness campaigns, and engaging local communities in waste management.
14. ASEAN also considers the importance of promoting transparency for transboundary movement of waste and chemicals. This is a measure that all regions should promote. We have therefore established a regional guideline for assessing highly pollutive industries, and safe handling of potentially harmful chemicals entering the ASEAN region; regional coordination and exchange of information; and strengthening the information network on the transboundary movement of toxic chemicals and hazardous waste.

15. Being cognizant of the different capacities countries' and region's possess to effectively manage chemicals and waste, ASEAN would like to stress that there needs to be a particular policy focus by the CSD on strengthening capacity, including research and development. The pooling of experiences, expertise and technology, among others in areas such as sanitation and waste management, chemical safety and risk reduction, safe alternatives and pest management, and land pollution control should be supported.
16. Coordination and cooperation among interlinked conventions would also make implementation more effective. ASEAN has noted the outcome of the Extraordinary Conferences of the Parties for the Basel, Rotterdam and Stockholm Conventions (Ex-COPs) on the synergies between the three conventions held in Bali, in February 2010. This conference and the process to enhance cooperation and coordination among the three conventions provides an encouraging example to other parts of the global environmental agenda that enhanced international environmental governance can take place within a cluster of related multilateral environmental agreements. In the implementation of the conventions in our region, we will optimise the Basel Convention Regional Centre for Training and Technology for Southeast Asia (BCRC-SEA) to strengthen regional capacity.

Mining

Mr. Chair,

17. The minerals sector plays a crucial part in the global economy. It underpins global economic activity through the provision of primary materials on which both industry and society at large depend.
18. ASEAN views the minerals sector as an important and fundamental platform for economic development. Globally and regionally, we should plan together and work purposefully to improve its economic contribution. Achieving sustainable development of these mineral resources is one key to continued strong economic growth.
19. To achieve any measurable success, the effort of the public sector alone is by no means sufficient. Public-Private Partnership for sustainable mining should be encouraged. Due to the mining industry's negative impacts over the years on the environment, including damage to river systems and farmlands from mine tailings and waste; socio-economic dislocations of families and local peoples; there is a need to establish strong corporate social and environmental responsibility.
20. ASEAN therefore supports the promotion of sustainable management and efficient use of mineral resources and environmentally-sound mining practices. We encourage well-coordinated and sustainable national management of mineral resources and promote environmentally-sound and efficient mining practices;

Sustainable Consumption and Production

21. ASEAN views sustainable patterns of consumption and production as a crucial building block of the green economy. Given the overwhelming support for the need to move towards a green economy, there is a unique opportunity at this juncture to take concrete action to promote SCP. More effort should also be invested in bridging the disconnect between policies and effective transformative actions, including through the creation of a voluntary trust fund to support developing countries in their implementation of SCP initiatives.
22. In this connection, ASEAN has supported the Marrakesh process, recognizing its bottom up approach. We consider it a ripe moment to elevate the process into political commitment. ASEAN therefore supports the adoption of a strong and ambitious 10 year framework on SCP at CSD-19 as a first step to promoting cleaner production and efficient use of materials at all levels. The Framework should be based on a common understanding built on Agenda 21, the JPOI and the Rio principles. The Framework should focus on programs and activities, and be based on ongoing work in this area. It should also recognize existing programs and priority areas indicated by the various regions through the Marrakesh Process. Furthermore, the criteria for the activities and programs should be broad, flexible and dynamic. The 10 YFP would also require a dedicate secretariat to support its work.

Cross cutting issues and Means of Implementation

Mr. Chair,

23. Before concluding, let me just emphasize that no country can achieve any of the thematic objectives alone. ASEAN would like to therefore reiterate the need for efforts to be supported by a conducive international environment. This should translate to the transfer of sound technology; predictable and sustainable funding, including innovative financing, debt swap mechanism; public-private partnerships through investment from private sector; and no conditionalities and trade protectionism.
24. There should be no further delay in reaching a common understanding to spur effort that would ultimately save present and future generations from environmental perils that could jeopardize economic and social development.
25. The principles contained in the Rio Declaration should guide us in reaching a concensus, particularly in relation to common but differentiated responsibilities.

Thank you.