



# Bridges Trade BioRes

*News, events and resources at the intersection of trade and biodiversity*

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## **Climate Change & International Transport**

### **BUNKER FUELS UNDER SCRUTINY AT SHIPPING, CLIMATE MEETINGS**

Greenhouse gases emitted by ships — which carry the majority of the world's traded goods — have recently come into the spotlight, and pressure is mounting for action to address the contribution to climate change from this sector.

At climate change negotiations under the auspices of the UN Framework Convention on Climate Change (UNFCCC) in Bangkok, which wrapped up on 4 April (see Bridges Weekly, 11 April 2008), negotiators re-engaged with the issue of bunker fuels — fuels used for international transport, including both shipping and aviation. The topic had been held in abeyance for several years in this forum.

Meanwhile, the Marine Environmental Protection Committee (MEPC) of the International Maritime Organisation (IMO) tackled climate issues head-on at a meeting in London, also held from 31 March to 4 April.

### **Bunker fuels back on the agenda**

During the Bangkok negotiations, participants discussed bunker fuels during an in-session workshop focusing on emissions sectors. They considered whether, and what, action should be taken in the second Kyoto commitment period after 2012. Norway, a country that has been an active player in this area, proposed considering emissions trading schemes or carbon taxes for bunker fuels, with revenues channelled to adaptation in developing countries.

While many participants agreed on the need to act on shipping and aviation emissions, some countries in remote geographic locations raised

specific concerns. Some of the most vulnerable developing countries might be disproportionately affected by higher transport fuel prices, as they rely on long-distance freight to participate in international trade. Tourism represents a significant source of income in some countries, and is also sensitive to increases in travel costs. Some participants raised the issue of how the principle of common but differential responsibilities could be operationalised in this context.

In the discussions, countries disagreed on whether the UNFCCC was the correct venue to address the issue, with the EU, Norway, Brazil, Panama and India in favour of discussions at the UNFCCC. Others, including Australia, Japan and China were of the opinion that the IMO and ICAO should deal with bunker fuels. Participants agreed to continue discussions on possible mitigation efforts by Annex I (developed) parties in this area, recognising the roles of the IMO and ICAO (International Civil Aviation Organisation) however.

### **IMO moving ahead**

Meanwhile in London, the IMO Marine Environmental Protection Committee MEPC discussed a report prepared by an inter-sessional Correspondence Group on Greenhouse Gas-related issues. Participants also considered proposals set forth by members and observer organisations on climate change. IMO Secretary-General Mr. Efthimios E. Mitropoulos suggested that the IMO expedite its work in this area, with the aim of establishing a coherent and comprehensive future IMO regulatory framework on greenhouse gas emissions from ships.

In terms of such a framework, the MEPC agreed on its basic principles. The framework should, among other, be binding and “equally applicable to all flag states in order to avoid evasion.” It should be based on sustainable environmental development “without penalising global trade and growth.” In the short term, members would consider a global levy scheme on marine bunker fuel. Other options could include harnessing wind power and reducing shipping speeds to burn less fuel, as well as measures to improve shipping

control and operations from an energy-efficiency point of view.

In terms of next steps, Norway will host an inter-sessional workshop on greenhouse gas emissions from shipping from 23-27 June this year. The Correspondence Group on Greenhouse Gas-related issues will continue to operate. The IMO MEPC will complete its study of greenhouse gases next year, allowing for the preparation of an IMO position paper for the UNFCCC Copenhagen Conference in December 2009.

Commenting on the progress made at the meeting, Mitropoulos said “I am confident that, as we look beyond Kyoto, we should be able to put in place a robust regime that will apply fairly to shipping while, at the same time, achieving our main objective of protecting the marine and atmospheric environment.”

The MEPC also approved new standards on emissions of sulphur oxides, particulate matter and nitrogen oxides from ships, following on from a meeting in February this year (see Bridges Trade Biores, 22 February 2008). Parties will now gradually reduce sulphur dioxides in shipping fuels. In 2012, allowed concentration will be at 3.5 percent maximum, dropping to 0.5 percent in 2020. Fuels used in certain sensitive areas will be subject to even stricter limits. Based on stricter standards for engines, nitrous oxides pollution from ships will also be reduced.

“This is a real ocean-sized change for the IMO,” said Eelco Leemans of the North Sea Foundation. “After a decade and a half of discussion and pressure from environmentalists around the world, the IMO has recognised the need for clean shipping fuels.”

### **Background**

The worldwide fleet of 90,000 ships transports 90 percent of the world's goods. Shipping has grown by three percent annually on average over the last three decades, and shipping emissions are projected to grow by more than 70 percent by 2020, as global trade expands.

In the last couple of decades, the international community has taken steps to reduce emissions

from other sectors, but the shipping industry has been left behind. Efficiency and environmental standards on shipping fuel have been largely ignored due to the distance between the ships and the externalities they create.

According to recent estimates, carbon dioxide emissions from ships are three times higher than previously calculated. According to Intertanko, the global association of tanker owners, annual emissions from the world's merchant fleet have already reached 1.12 billion tonnes of carbon dioxide, or nearly 4.5 percent of all global emissions. In addition, emissions are set to rise by a further 30 percent by 2020, and shipping will become one of the main sources of greenhouse gas emissions, following transport, housing, agriculture and industry.

ICTSD reporting; "IMO environment meeting approves revised regulations on ship emissions," IMO RELEASE, 9 April 2008; "Summary Of The First Session Of The Ad Hoc Working Group On Long-Term Cooperative Action And The Fifth Session Of The Ad Hoc Working Group On Further Commitments For Annex I Parties Under The Kyoto Protocol," EARTH NEGOTIATIONS BULLETIN, 7 April 2008.

## Biofuels

### ENVIRONMENTAL GROUPS: STRONG SUSTAINABILITY CHECKS NEEDED FOR BIOFUELS

Environmental groups in Europe are concerned that measures to ensure the sustainability of biofuels will fail to do the job. Meanwhile, a panel established under the European Environment Agency has recommended that the EU hold off on its ten percent biofuels target.

After an EU Council working party document on sustainability criteria for biofuels was leaked, environmental groups BirdLife International, European Environmental Bureau (EEB), Friends of the Earth Europe (FOEE) and Greenpeace wrote to EU officials in early April expressing their concerns about the ability of EU to ensure the sustainable production and use of biofuels. The letter called on EU officials to "reject weak

proposals [] and [to] ensure that adequate time [was] taken to reflect the latest scientific evidence [in order to] avoid exacerbating the current climate and ecological crises and to prevent detrimental human impacts."

The leaked document included proposed revisions to the sustainability requirements set forth by the European Commission in January 2008 as part of a broader directive to promote the use of renewable energy in the EU (see Bridges Trade BioRes, <http://www.ictsd.org/biores/08-01-25/story1.htm>, 25 January 2008). The environmental groups considered these revisions "cosmetic," and wanted, among other, stronger measures to ensure that real greenhouse gas reductions are achieved, as well as a full consideration of indirect land use change.

Adrian Bebb of FOEE said "these negotiations show that the EU is prepared to dress biofuels up as green when in fact they are instead causing widespread environmental damage and creating havoc for wildlife and people." Ariel Brunner of BirdLife International added, "it's time the EU were brave enough to admit that currently proposed biofuel standards and targets are unacceptable, and risk exacerbating the climate crisis and devastating wildlife habitats."

Meanwhile, an advisory panel to the European Environment Agency said on 10 April that the EU should suspend its ten percent biofuel target, calling the target "overambitious [and an] experiment [whose] unintended effects are difficult to predict and difficult to control." Although not all biofuels are bad, nor are biofuels the only reason for soaring food prices, Laszlo Somlyódy, the panel's chair said "the idea was that we felt we needed to slow down, to analyze the issue carefully and then come back at the problem. The starting point was correct [] but the basic problem is [the EU] thought of transport alone, without considering all these other effects."

### Draft sustainability requirements

The draft EU directive proposed a series of environmental sustainability requirements, including a greenhouse gas emission savings requirement of 35 percent, and a prohibition on the use of raw materials cultivated from land with

high biodiversity or high carbon stock. Domestically produced raw materials would also have to comply with EU environmental requirements for good agricultural practices. EU member states would have the option of considering other grounds of sustainability.

There were few substantive changes made to the draft environmental sustainability requirements in the most recent working party document. Primary changes were to the greenhouse gas emission savings requirement, which would be increased to 50 percent beginning 1 January 2015, adjustable within a range of 40 to 50 percent in order to ensure an adequate supply of biofuels and to avoid undue trade distortions. It was noted however, that disagreement remained over figures and dates.

Compliance with social sustainability requirements, such as the protection of human rights and labour rights, was not included in the Commission's proposal; although it did require the Commission to monitor and report on commodity price changes and their effects on food security, the availability of foodstuffs in exporting countries, the ability of developing countries to afford foodstuffs and broader development issues, and to propose any necessary corrective action.

EU environment commissioner Stavros Dimas recently said that the sustainability requirements "must address both environmental and social concerns in order to be able to help us protect the environment and respect social justice." Development Commissioner, Louis Michel added, "I have long said that the fashion for biofuels could be a catastrophe especially in countries which are not self-sufficient in food."

The revised text has offered two alternative sections which would require third countries to be in compliance with treaties dealing with various civil, political, economic and social rights, and the environment. A Commission source said that these social requirements which were supported by Dimas and Michel, were slighted the first go around by Energy Commissioner Andris Piebalgs and Trade Commissioner Peter Mandelson.

## Additional Resources

The civil society letter can be found at: [http://www.foeeurope.org/agrofuels/documents/Letter\\_to\\_ambassadors\\_02Apr08.pdf](http://www.foeeurope.org/agrofuels/documents/Letter_to_ambassadors_02Apr08.pdf)

The European Commission's January 2008 draft directive can be found at: [http://ec.europa.eu/energy/climate\\_actions/doc/2008\\_res\\_directive\\_en.pdf](http://ec.europa.eu/energy/climate_actions/doc/2008_res_directive_en.pdf)

The Council of the European Union working party document can be found at: [http://www.foeeurope.org/agrofuels/documents/Proposal\\_sustainability\\_criteria\\_biofuels\\_27Mar08.pdf](http://www.foeeurope.org/agrofuels/documents/Proposal_sustainability_criteria_biofuels_27Mar08.pdf)

ICTSD Reporting; "Environmental Groups Call for Credible Biofuel Safeguards," Friends of the Earth Europe - Press Release, 4 April 2008; Letter to Ambassadors, Birdlife International, EEB, FOEE, Greenpeace, 2 April 2008; "The Legality of PPMs under the GATT," Jason Potts, IISD, 2008; "EU Can Hit Biofuels Goal Without Conflicts-Germany," Reuters, 14 April 2008; "EU Environment Chief Raises New Biofuels Condition," Reuters, 16 April 2008; "An Appeal to Slow Down on Biofuel," International Herald Tribune, 16 April 2008.

## In Brief

### DEBATE ON SECTORALS CONTINUES AT MAJOR EMITTERS MEETING

On 16 April, US President Bush unveiled national plans for addressing climate change, timed to coincide with the third round of discussions on mitigation among 'major emitters,' a process the US has initiated.

The major emitters meeting took place in Paris from 16-18 April. It brought together 17 countries that account for 80 percent of global carbon dioxide emissions — namely, the Group of Eight industrialised nations, China, India, Australia, Brazil, Indonesia, Mexico, South Africa, South Korea and the EU. The meeting included a workshop on sectoral approaches to mitigation, focusing on trade-exposed, energy-intensive industrial sectors.

US President Bush's climate mitigation plans got a cool reception, with his counterparts awaiting his departure from the White House and hoping to engage with the next US president. Bush's proposals included halting the growth of carbon dioxide emissions by 2025. He opposed carbon taxes, while supporting nuclear power and the use of current coal reserves. In line with US Trade Representative Susan Schwab, he opposed erecting carbon barriers against trade (see Bridges Trade BioRes, 7 March 2008, <http://www.ictsd.org/biores/08-03-07/story3.htm>). Overall, his proposals emphasised technological fixes and economic expansion.

France called the proposals 'a bit late' and Germany described the proposals as 'disappointing'.

The major emitters meeting kicked off with a workshop on sectoral approaches for achieving greenhouse gas emission reductions. The focus was on global industrial benchmarks, such as targets for greenhouse gas emissions per tonne in the production of steel, aluminium and cement. Developing-country participants said that sectoral approaches would harm their less efficient industry, adding that the burden of mitigation should fall on the North. Instead, India requested the transfer of technology to help developing countries to modernise their industrial sectors. France concluded that sectoral approaches should be complementary, and not an alternative, to national targets. Highlighting a private-sector and industry perspective, other participants said that any agreements should be international to reduce competitiveness concerns.

ICTSD Reporting; "Paris Talks On Global Warming April 16 -18", "Industry Curbs Seen Possible Extra In Climate Deal", "Poorer Nations Object To Industry Greenhouse Curbs", "Bush Urges Halt Of CO2 Emission Growth By 2025", "Bush Emission Plan Adds To Environmental Legacy", "Bush Offers Principles For CO2 Emission Growth Cuts", PLANET ARK, 16/17April 2008; "Top emitters meet in Paris, worries on UN overlap", ENN, 15 April 2008, "Bush Climate Plan Said Too Little, Too Late", PLANET ARK, 18 April 2008.

## **WTO COMMITTEE AGREES TO CONSIDER REGIONS IN AGRICULTURAL DISEASE CONTROL**

A recent meeting of the WTO Sanitary and Phytosanitary (SPS) Committee agreed on new rules that allow exports to continue from disease-free regions within countries in events of disease outbreaks. At its meeting from 3-4 April, the Committee also agreed on new and updated transparency requirements with regard to Members' notifications.

The new agreement on regionalism modifies the framework for ensuring disease and pests do not spread from region to region and country to country. It is the result of five years of talks, led by New Zealand. Previously, if disease or pests were present in a country, all exports of the affected products would be barred from the country. The new rules state that regions are liable to be barred from international trade. This means that countries can still engage in trade, while barring relevant exports from a disease or pest-infected region. If no objections are raised the agreement will go into force on 15 May.

Members also continued addressing private sector standards in a debate that has been on going since 2005 (see Bridges Weekly, 6 July 2005, <http://www.ictsd.org/weekly/05-07-06/story3.htm>). During the latest round of talks, Egypt and Uruguay were highly critical of the use of private sector standards by companies, saying they reduce the efficacy of the SPS regime by creating higher standards outside of government control. Some participants felt that the private sector standards are arbitrary and end up penalising developing countries exporting to the North. They said that government should take responsibility for standards set by private-sector actors within their boundaries. The committee decided to consider, at their next meeting in June, whether to set up a small working group on the topic of private sector standards.

ICTSD reporting: "Members set to agree on regionalization, improved SPS transparency", WTO RELEASE, 3 April 2008.

## RUSSIA TO INTRODUCE NEW TIMBER CONTROLS

Russian officials have said they are planning to install a new monitoring system in order to stem rampant illegal logging.

A new unified information system for the timber sector in Russia is set to be operational starting in 2011. The system will track timber from harvest to processing to export. It also will ensure the compulsory accounting of timber entering in and out of wood processing plants.

Illegal logging is a major problem in Russia, with around ten percent of logs estimated to be illegally felled. The illegal activities can be divided into three categories. The first involves criminal activities such as the use of false documentation, logging without permission and corruption. Second, people living in poverty often deplete forests to cut trees for fuel. Finally, there is often a lack of law enforcement, and alternatively law-breaking by official agencies. Examples include issuing permits for felling in areas where felling is prohibited or not envisioned in current legislation, and issuing logging permits with violations of the existing procedure for permit issuing, or without the assessment of the real logging capacity required in current legislation. Large volumes on timber from the Russian Far East cross the border to China, which is one of the main global manufacturers of basic wood products, such as plywood, furniture and flooring. From China, these products are exported to consumers worldwide.

Alexey Morozov of civil society group Russian NGOs Forest Club stressed the responsibility of companies that import from Russia to ensure their supplies are legal. He said it doesn't "seem possible to solve the problem of illegal forest felling operations until both buyers and sellers of forest products close the illegally logged timber from entering the market."

Russia is also hoping to process more of its rich forest resources domestically, and has been phasing in export tariffs on raw timber.

ICTSD Reporting, "Russia Plans Timber Tracking to Control Illegal Logging", ENVIRONMENT

NEWS SERVICE, 10 April 2008; "Survey of Illegal Forest Felling Activities in Russia", RUSSIAN NGOS FOREST CLUB.

## Events & Resources

### EVENTS

For a more comprehensive list of events in trade and sustainable development, please refer to ICTSD's web calendar, <http://www.trade-environment.org/page/calendar.htm>.

### Coming up in the next two weeks

5-18 April, Geneva, Switzerland: 17th MEETING OF THE PLANTS COMMITTEE. Organized by Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). Internet: <http://www.cites.org/eng/news/calendar.shtml>

19 April, Geneva, Switzerland: JOINT MEETING OF THE ANIMALS AND PLANTS COMMITTEE. Organised by Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). Internet: <http://www.cites.org/eng/news/calendar.shtml>

21-24 April, Geneva, Switzerland: 23RD MEETING OF THE ANIMALS COMMITTEE. Organized by Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES). Internet: <http://www.cites.org/eng/news/calendar.shtml>

20-25 April, Accra, Ghana: TWELFTH SESSION OF THE UNITED NATIONS CONFERENCE ON TRADE AND DEVELOPMENT (UNCTAD XII). The theme of UNCTAD XII is addressing the opportunities and challenges of globalisation for development. The conference will look at enhancing coherence at all levels for sustainable economic development and poverty reduction in global policy making; key trade and development issues in the world economy; enhancing the enabling environment at all levels to strengthen productive capacity, trade and investment; and strengthening UNCTAD. Internet: <http://www.unctadxii.org/en/>

21-25 April, Hanoi, Viet Nam: ASIA-PACIFIC FORESTRY COMMISSION (22nd SESSION). The members of the APFC (currently comprised of 32 countries in Asia and the Pacific) meet every two years in a general session to review forestry developments in the region, discuss problems of mutual concern, and set new agendas for inter-sessional work. An Asia-Pacific Forestry Week is organised in conjunction with the session. Internet: <http://www.fao.org/forestry/site/33592/en/>

22-24 April, Abuja, Nigeria: WEST AFRICAN BIOFUELS SUMMIT 2008. The summit is being planned to evaluate and chart a brighter future for West Africa in the biofuels world. West Africa is well positioned to be the biofuels centre for Africa, if she maximizes the potentials inherent in biofuels. The summit has been designed as an annual event to discuss and chart a new course for biofuels development and sustainability in West Africa. Internet: <http://www.scidev.net/en/events/west-african-biofuels-summit-2008.html>

22-24 April, Phoenix, US: TRADE AND ENVIRONMENT IN NORTH AMERICA 2008. The three day event is open to the public and will feature discussions on reducing the environmental impact of trade corridors and evaluating what has been learned from 10 years of research on trade and the environment. Internet: <http://www.cec.org/symposium>

23-24 April, Buenos Aires, Argentina: THIRD ROUNDTABLE CONFERENCE ON RESPONSIBLE SOY. Soy producers, traders, the finance sector, and civil society are invited to attend this conference, entitled "Food, Feed and Fuel for a Future World." The first day's session will focus on the development process of the RTRS Principles and Criteria (P&C). The second day's programme explores in more depth the conference theme of "food, feed and fuel." Internet: <http://www.responsiblesoy.org>

23-25 April, Paris, France: OECD-UNEP CONFERENCE ON RESOURCE EFFICIENCY. This meeting will discuss how improved resource efficiency can reduce negative environmental impacts while sustaining economic activity. Internet:

[http://www.oecd.org/departement/0,3355,en\\_2649\\_33713\\_1\\_1\\_1\\_1\\_1,00.html](http://www.oecd.org/departement/0,3355,en_2649_33713_1_1_1_1_1,00.html)

28 April-2 May, Ottawa, Canada: CODEX COMMITTEE ON FOOD LABELLING (36th SESSION). The Committee will, among other, discuss issues related to biotechnology labelling as well as organically produced foods. Internet: <http://www.codexalimentarius.net/web/current.jsp?lang=en>

### Other upcoming meetings

5-9 May, Mexico City, Mexico: CODEX COMMITTEE ON FRESH FRUITS AND VEGETABLES (14TH SESSION). Organised by the Food and Agricultural Organisation. Internet: <http://www.fao.org/events/index.asp>

17-18 May, Bonn, Germany: AFRICAN, LATIN AMERICA AND THE CARIBBEAN, ASIA AND THE PACIFIC REGIONAL PREPARATORY MEETINGS FOR THE NINTH MEETING OF THE CONFERENCE OF THE PARTIES TO THE CONVENTION ON BIOLOGICAL DIVERSITY. Organised by the Convention on Biological Diversity. Internet: <http://www.cbd.int/meetings/>

30 May, 2008, Guildford, U.K.: FROM PRODUCTION TO CONSUMPTION: LEGAL AND POLICY CHALLENGES FOR A NEW APPROACH TO CLIMATE CHANGE. In this workshop, three main issues will be debated; 1) Sustainable Consumption, Policy and Regulation; 2) Sustainable Consumption and Trade Law; 3) Sustainable Consumption and Emissions Trading. Internet: <http://www.surrey.ac.uk/errg>

3-5 June, Rome, Italy: HIGH-LEVEL CONFERENCE ON WORLD FOOD SECURITY AND THE CHALLENGES OF CLIMATE CHANGE AND BIOENERGY. The UN Food and Agriculture Organisation (FAO) is organising this conference, which will address food security and poverty reduction in the face of climate change and energy security. The conference will seek to contribute to the UN system efforts in the field of climate change. A series of expert meetings and stakeholder consultations have taken place during the January-

April 2008 period as part of the preparatory process.

Internet:

[http://www.fao.org/foodclimate/home.html?no\\_cache=1&L=7](http://www.fao.org/foodclimate/home.html?no_cache=1&L=7)

## RESOURCES

If you have a relevant resource (books, papers, bulletins, etc.) you would like to see announced in this section, please forward a copy for review by the Bridges staff to Malena Sell at [msell@ictsd.ch](mailto:msell@ictsd.ch).

**TRANSPORT REVOLUTIONS: MOVING PEOPLE AND FREIGHT WITHOUT OIL.** By Richard Gilbert and Anthony Perl (Earthscan, 2008). This book sets out the challenges to our growing dependence on transport fuelled by low-priced oil. These challenges include an early peak in world oil production and profound climate change resulting in part from oil use. It proposes responses to ensure effective, secure movement of people and goods in ways that make the best use of renewable sources of energy while minimising environmental impacts. Transport Revolutions synthesises engineering, economics, environment, organisation, policy and technology, and draws extensively on current data to present important conclusions. The authors argue that land transport in the first half of the 21st century will feature at least two revolutions. One will involve the use of electric drives rather than internal combustion engines. Another will involve powering many of these drives directly from the electric grid - as trains and trolley buses are powered today - rather than from on-board fuel. They go on to discuss marine transport, whose future is less clear, and aviation, which could see the most dramatic breaks from current practice. For further information see <http://www.earthscan.co.uk/?tabid=1099>

**THE BRIDGE AT THE EDGE OF THE WORLD: CAPITALISM, ENVIRONMENT AND CROSSING FROM CRISES TO SUSTAINABILITY.** By James Gustave Speth (Yale University Press, 2008). How serious are the threats to our environment? Here is one measure of the problem: if we continue to do exactly what we are doing, with no growth in the human population or the world economy, the world in the latter part of this century will be unfit to live in. Of course human activities are not holding at

current levels-they are accelerating, dramatically, and so, too, is the pace of climate disruption, biotic impoverishment, and toxification. In this book Gus Speth, author of *Red Sky at Morning: America and the Crisis of the Global Environment*, begins with the observation that the environmental community has grown in strength and sophistication, but the environment has continued to decline. Something is badly wrong, and a deeper critique is needed. Speth contends that this critique leads to a severe indictment of today's economic and political system - capitalism as it now actually operates. Our vital task is to change the operating instructions for the modern economy before it is too late. The book is about how to do that. For further information visit <http://www.thebridgeattheedgeoftheworld.com/>

**ROUNDTABLE ON SUSTAINABLE PALM OIL; ANNUAL COMMUNICATION OF PROGRESS BOOKLET 2007.** The annual RSPO report is now available, featuring the achievements on sustainable palm oil by member companies and organisations for 2007. To access the report, visit [http://www.rspo.org/resource\\_centre/RSPO\\_Annual\\_Communications\\_Booklet\\_2007.pdf](http://www.rspo.org/resource_centre/RSPO_Annual_Communications_Booklet_2007.pdf)

**THE WORLD FOOD SITUATION: NEW DRIVING FORCES AND REQUIRED ACTIONS.** By Joachim van Braun (IFPRI, December 2007). Income growth, climate change, high energy prices, globalization, and urbanization are transforming the world food situation. Food prices are rising and are becoming increasingly linked with energy prices. Why are food prices rising? What are the implications for food production, markets, trade, and consumption? What are the consequences for the livelihoods of the poor and food-insecure? This report is available at <http://www.ifpri.org/media/20071204agm.asp>

**EU EMISSIONS TRADING: INITIATION, DECISION-MAKING AND IMPLEMENTATION.** By Skjærseth, Jon Birger and Jørgen Wettstad (Fridtjof Nansen Institute, 2008). This new book digs deep to find out why the EU changed its position from leading skeptic to leading proponent of greenhouse gas emissions trading, how it managed so rapidly to establish the world's first international emissions trading scheme (ETS), and what its consequences so far



are. For more information see  
<http://www.fni.no/news/080313.html>

"Technology Transfer In The Clean Development Mechanism" in CLIMATE POLICY 7 (5, 2007) : 444-456. By Heleen De Coninck, Frauke Haake and Nico Van Der Linden. Technology transfer is often mentioned as an ancillary benefit of the Kyoto Protocol's Clean Development Mechanism (CDM), but this claim has hardly been researched or substantiated. The question of technology transfer is important, both for developing countries in need for new technology and knowledge and for industrialized countries, as it provides export potential for climate-friendly technologies. To determine what technology transfer means, whether it is occurring through the CDM, and what the value of the associated capital flows is, this article examines technology transfer in the 63 CDM projects that were registered up until 1 January 2006.

"Evaluating Technology Transfer In The Clean Development Mechanism And Joint Implementation" in CLIMATE POLICY 7 (6, 2007) : 488-499. By Rob Youngman, et al. To what extent do the Kyoto Protocol's flexible mechanisms facilitate technology transfer to reduce greenhouse gas emissions? This analysis reviews the Clean Development Mechanism (CDM) and Joint Implementation (JI) project portfolios, sample sets of projects, and the technology transfer (TT) literature to address this question. Criteria were developed to assess whether TT occurred relating to the origin of technologies, whether they differ from business-as usual (BAU), and whether knowledge to implement the technology was imported.