

Letter dated 14 September 1995 from the Head,  
International Affairs Division, Ministry for  
the Environment, to the Executive Secretary

With reference to the conclusion of the first meeting of the Ad-hoc Group on the Berlin Mandate, Iceland would like to identify the following issues that would benefit from analysis and assessment:

1.

Fishing and fish processing is the main pillar of the Icelandic economy. Emissions from fishing vessels constitute over one third of the total emission of CO<sub>2</sub> in Iceland. Thus, comprehensive efforts to curb the emission of greenhouse gases in Iceland are likely to seriously affect the fishing sector and will have significant consequences for the economy as whole.

Technical development concerning vessel design and fuel efficiency are brought forward by forces outside Iceland's jurisdiction. This fact limits the scope of action that can be taken with the aim of improving the energy efficiency of the fishing fleet.

In view of this, Iceland would like to request an assessment of the current technical potential for increasing fishing vessel's energy efficiency. Further, there is a need to analyse the feasibility of an internationally co-ordinated action that could promote the use of more energy efficient technology in fisheries.

2.

Soil erosion in Iceland has resulted in significant loss of vegetated cover and soil. Through a comprehensive programme of action, the National Soil Conservation Strategy initiated in 1991, this process is about to be reversed. In light of the potential for binding CO<sub>2</sub> in plants and soil, the reclamation and reforestation has become a high priority task for Iceland. Consequently, Iceland would like the quantification of increasing carbon sink capacity, including the effect of different soil reclamation practises, addressed in the assessment process.

3.

Transportation by motor vehicles is a major source of emission of greenhouse gases in Iceland. Due to the geography and the size of the country, the distribution of human habitat as well as the economic structure, the prospect for reducing current emissions from transportation are bleak, given the technology currently available. Consequently, Iceland would like to see the AGBM assess how technological development can be expected to have an impact on the energy efficiency of transport by motor vehicle in the years to come. Further, there is a need to assess if co-ordinated international action could promote the development of cleaner technology for motor