

while recognizing the need to balance these efforts with safety and economic concerns. In addition, ICAO is working on measures to mitigate air traffic congestion and noise pollution. The IMO is also working to prevent pollution from ships.

Canada is also signatory to a number of international environmental agreements, such as the United Nations Framework Convention on Climate Change and the Canada–United States Air Quality Agreement, which influence our sustainable transportation actions at home.

Developing countries also face difficult challenges to sustainable transportation. In many countries, for example, congestion and air pollution are major problems. As their populations grow and their economies expand and diversify, there will be increasing pressures on transportation and on the environment. Developing countries can benefit from the experiences and expertise of each other and of industrialized nations. Organizations such as the Canadian International Development Agency (CIDA) are playing an active role, facilitating broad participation in developing countries and emerging economies to develop better transportation policies and implement cost-effective technologies that have less of an environmental impact.

For example, CIDA and the Government of Bangladesh are co-funding the Bangladesh Environmental Management Project. The project will strengthen the institutional capacity of the Bangladesh Department of Environment, enabling it to carry out its legislative powers, mandate, and functions, including reduction of emissions. Part of the project is to finance pilot projects, one of which has made rapid progress in raising awareness about the conversion of two-stroke three-wheeled auto-rickshaws in the capital, Dhaka. With the vast reserves of natural gas in Bangladesh, the project is now poised to rapidly expand the use of compressed natural gas (CNG) by two-stroke auto-rickshaws. Plans to commercialize CNG conversions in Dhaka with a government-led institution are now widely accepted. There have been numerous requests to replicate the program in other cities of Bangladesh and for other two-stroke models.

Canada will continue to work with other countries, both developed and developing, on a bilateral and multilateral basis. By sharing experiences, expertise, and resources, all countries can help move the global transportation system to a more sustainable path.

### Cooperation in Action

*BC Gas International Inc. of Vancouver has been working with two Romanian companies, Dacia Automobile and Romgaz, to use a natural gas fuel-injection system developed by the Saskatchewan Research Council to convert automobiles in Romania. Initially, Dacia plans to convert and test five vehicles and expects to begin mass-producing these vehicles in 2001. The vehicles being tested or produced as part of this project with the bi-fuel natural gas technology will reduce greenhouse gas emissions by about sixteen tonnes per year. The total projected greenhouse gas emission reductions could amount to well over eight thousand tonnes per year, with mass production of bi-fuel vehicles.*

*(Source: [http://www2.climatechange.gc.ca/ccaf/show\\_e.cfm?id=87](http://www2.climatechange.gc.ca/ccaf/show_e.cfm?id=87))*