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vehicles from other EU states. Noone forced the Czech government to make the agreement.

The situation is typical of the attitude of the CEE countries that joined the EU in 2004: that is, agree to everything and then argue later. The same attitude applies to other environmental and non-environmental issues.

The majority (if not all) eight-year-old cars re-registered from western EU countries are in much better condition—environmentally and from a roadworthiness point of view—than Czech vehicles 4–8 years old.

There appears to be a very high level of corruption in the assessment of roadworthiness/exhaust emissions, etc. and the enforcement of regulations in the Czech Republic—Czech vehicles being subject to very little scrutiny and seldom subject to appropriate payment.

British cars are subject to roadworthiness/exhaust tests every year; in the Czech Republic it is every two years. Also, British cars are penalised because they are right-hand drive, but not penalised in Western Europe.

The generally accepted view by people whose opinions I value is that the Czech Republic's obstructive attitude is to protect its car industry (including second-hand cars), coupled with corruption.

Many Czechs, Slovaks and Romanians buy older cars (say 8–12 years old) in Western Europe because they are safer, more reliable, etc. than cars of equivalent age and younger (say five years) in their own countries.

Finally, your statement “the Czech Republic is now awash in outmoded cars” is seriously inaccurate. If anything, the reverse is true: The roads of CEE (including the CR) are awash with motor vehicles that are seriously detrimental to road safety and the environment, and neither the vehicle examiners nor the police care.

Yours sincerely,
John G. Kelcey



WORTH THE COST: Addressing changing energy needs involves expensive choices that have to be made, Tanaka argues.

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Nobuo Tanaka serves as executive director of the Paris-based International Energy Agency (IEA). Tanaka spoke recently with *Green Horizon* at the Asia-Europe Environment Forum Sixth Roundtable in Dublin, and explained what he means by an ‘energy revolution.’

Energy for change, power for the future

By Pavel Antonov

How do you envision a revolution in the utilisation and production of energy?

What I mean by ‘energy revolution’ is that, because of climate change challenges and the current state of supply and demand, we have to significantly alter our approach to energy efficiency. High levels of energy efficiency are necessary, but not enough. We have to reform the power sector through carbon capture power storage, nuclear or renewable energy, but this is also not enough. We need to revolutionise the transport sector by switching from gasoline-combustion engines to

things that run on de-carbonised power, whether electricity, biofuels, advanced hybrid or hydrogen fuel cells.

All of this is very costly, by the way, so energy will be very expensive. So the ways of using energy will change, and even distribution channels could be different. Put simply, business or government regulation should focus more on these facts, and profit and investment targets should be changed accordingly, depending on which new elements emerge in the future.

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