

Statement to the Ministerial Roundtable on Transport by LJ (with input from MB)

Thank you Mr. Chair for the floor.

As a global citizen, I take the bus and subway a lot in Paris, New York, Japan and I walk a lot in Singapore and Melbourne but I drive a lot when I'm in the Middle East.

So here, we see different countries in various stages of their transport infrastructure. Thus, we would like to acknowledge the different stands taken by all parties (there will not be any one-size-fits-all solution/blueprint).

We especially echo the comments made by the distinguished representatives of Hungary / Germany / China and Panelist Allison Davies.

1) Equal access

Addressing the Roundtable Theme, we would like to say that "enhancing" access implies improving "existing" infrastructure. We recognize that sustainable transport is a vital component to create sustainable economies, but progress has been very slow. We need to give priority to investment in infrastructure, which is the backbone of urban transport systems, this being the only alternative to the undeniable sharply-rising level of motorization in the developing world.

Therefore we applaud the UIC Declaration on Sustainable Mobility & Transport (<http://www.railway-sustainability.org/spip.php?article76>) for the global railway sector.

2) Accessibility definition

Echoing the MGCY & Panelist Allison Davies, transportation systems should only be considered accessible if they are safe, affordable, appropriate and strategically linked to regional economies.

3) Customization

Echoing Hungary, we need to customize solutions for different economic and cultural factors.

But first, we need to recognize the VALUE of sustainable infrastructure, so emphasis on investment in sustainable masterplanning would naturally follow.

We must thus use deliberative co-learning processes with citizens and experts to:

- a) Analyze transport patterns differentiating between men's and women's economic roles and adjust planning to remove gender disadvantages.
- b) Ensure sound planning of transportation infrastructure to reduce impacts on biodiversity.
- c) Collect sound data on all relevant levels and realize capacity building programs. and with that learning....
- Implement fiscal frameworks that remove barriers and allow the internalization of external costs.

We note that improved fuels and cleaner transport bring local improvements to air quality but do not reduce the dependence of the developing world on fossil fuels for their transport needs.

4) Technology

This brings us to consider Technology solutions: they should predominantly be sought in the social and planning realm, as strictly technical fixes may produce detrimental side effects.

Mis-use of Biofuels may lead to tremendous problems like landgrabbing, food insecurity and loss of livelihoods and biodiversity.

Echoing China, there needs to be more capacity-building between governments with R&D, education, and sharing of best practices and technology transfer between and within countries.

5) Civil Society Participation

Rio will be the place to raise global concerns on the increasing challenges on producing better transportation. We **MUST** be heard and a ROADMAP to implementation **MUST** be made available at Rio.

There needs to be broad consultation with community input, including citizen advisory panels and participatory budgeting with debate on incentives and disincentives.

We urge all governments to agree on the broad concept/vision. Lowering *global* carbon emissions via the implementation of country-*appropriate* transport infrastructure is necessary to give Small Island Developing States a *chance* of survival. Accordingly, achieving this requires the application/use/implementation of appropriate economic instruments.

6) Economic

How can this be done?

Huge potential exists to fund sustainable transport. A "cap and share" system can be implemented for emissions, extraction and use of depletable resources permissible annually. Permits would be auctioned, payable at source, so that costs are passed on to all subsequent users.

This could be managed by a Climate Trust, linked to National Trusts in each country, with designated funds within the trust network to finance development projects, such as ecologically sound transport.

Global Level Trusts could be housed in the Trusteeship Council and administered by the UN. Drawing on the concept of "common but differentiated responsibilities", thus natural resources -- in this context, fossil fuel use, and reducing the global carbon cap -- would be in trust of the international community while Governments retain jurisdiction locally.

A Global Trust in charge of a descending cap would help remove volatility from markets, and ease the global community towards a carbon-safe limit and thus sustainable development.

Thank you very much.