

Statement by Mr. Masaya Sagawa
Delegation of Japan
Transport
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Thank you Mr. Chairman,

Introduction

Transport is an essential foundation of our society, supporting a wide range of people's socioeconomic activities, and is indispensable to achieve sustainable development. In this regard, Japan welcomes CSD-19's focusing on transport as its thematic issue, and hopes that the meeting in May would indicate future directions of policies for the global transport sector to develop along a new growth path toward sustainable transport.

First, we would like to attract your attention to the "big picture" of changes in the global transport sector since CSD-9 in 2001. Developed countries have yet to sufficiently achieve the transition to environmentally-friendly transport systems, while Least Developed Countries have yet to successfully ensure people's mobility and accessibility. In addition, the arising situation is rapid motorization in emerging economies .

Taking this "big picture" into consideration, the main messages from CSD-19 should focus on the following three points: (1) recognition of a vision of sustainable transport that supports the three pillars of sustainable development: namely, economic, social and environmental aspects; (2) proposals of policy packages to address rapid motorization; and (3) enhancement of international cooperation to share best practices and to strengthen capacity building.

Mr. Chairman,

Transport Strategies

As is appropriately indicated by Paragraph 84 of the Report of the Secretary-General, there is no “one-size-fits-all” policy approach applicable to all countries and regions. However, it is also true that policymakers must deal with transport as a system of all modes, noting that a series of partially optimized policies could not necessarily achieve the system-wide efficiency.

In this respect, each government should establish a comprehensive transport strategy as the basis for better policies: the strategy should take into consideration all modes of transport including motor vehicles, trains, ships, airplanes and non-motorized transport; the strategy must also take an integrated approach where various policy measures and instruments are utilized, from regulations and subsidies to information provision.

Mr. Chairman,

Public Transport

Rapid urbanization, especially in developing countries, would require much greater emphasis on the establishment of public transport systems for passenger transport within and between urban areas. This is because transport infrastructure has lock-in effects, and once automobile-dependent transport systems are established, people’s lifestyle and economic activities would evolve on the basis of such systems, which would make it more difficult to shift later towards sustainable transport systems.

In this respect, the final document should articulate the importance of establishing public transport systems from mid- to long-term perspectives. Sustainable transport systems consisting of BRT, LRT and MRT within cities and high-speed rail between cities would contribute to achieving the three pillars of sustainable development.

Mr. Chairman,

Harmonization of Automobile Standards

As Paragraph 78 of the Report suggests, the ongoing rapid and large-scale motorization, especially in emerging economies, requires enhancing international cooperation in the harmonization of vehicle standards and regulations through UNECE/WP.29 and other regional or international fora, which should also be emphasized in the final text.

Transport Statistical Data

It has been pointed out that transport statistical data have not been sufficiently gathered and compiled in developing countries. In particular, rapidly growing intra-city transport necessitates effective and robust policy planning based on voluntary and continuous development of transport data, including the number of vehicles, traffic volume, and so on. Therefore, the importance of transport data development cannot be exaggerated.

Offsetting and Crediting in the Transport Sector

The importance of creating incentives for GHG emission reduction in the transport sector should be emphasized. It should be encouraged to generate credits or offset emissions within the transport sector, by further utilizing CDM.

Mr. Chairman,

Various Partnerships

In order to address various issues in the transport sector, it is not enough to rely on unilateral efforts by each government. Multilayered intergovernmental partnerships should be promoted among developed countries, among developing countries, between developed and developing countries, and among local governments. In addition, transport officials and experts are encouraged to enhance sharing of information and exchanges of views to foster a global transport community, utilizing existing organizations and meetings. For example, The Government of Japan in cooperation with United Nations Centre for Regional Development (UNCRD) established the "Regional EST Forum in Asia" in 2005 as a place to hold high-level policy dialogues among governments in Asian nations with the objective of achieving environmentally sustainable transport (EST) in Asian region. Also, transport ministries of G8 countries and other major countries are working actively to enhance international cooperation in the transport sector to tackle climate change and air pollution via the Ministerial Conference on Global Environment and Energy in Transport (MEET). Such efforts should be recognized and further encouraged in the final text.

Thank you, Mr. Chairman.