



STATEMENT ON BEHALF OF THE GROUP OF 77 AND CHINA BY MINISTER MARCELO SUAREZ SALVIA, PERMANENT MISSION OF ARGENTINA TO THE UNITED NATIONS, DURING THE INTERACTIVE THEMATIC DISCUSSION ON TRANSPORT AT THE INTERGOVERNMENTAL PREPARATORY MEETING FOR THE NINETEENTH SESSION OF THE COMMISSION ON SUSTAINABLE DEVELOPMENT (New York, 1 March 2011)

Mr. Chairman,

1. I have the honor to deliver this statement on behalf of the Group of 77 and China. We wish to thank the distinguished panelists for their important presentations on the theme under discussion.
2. Transportation is a central component of sustainable development and economic growth. Adequate, affordable, safe and sustainable transport options and infrastructure are a condition for eliminating poverty and achieving the internationally agreed development goals.
3. Success stories from developing countries can be pointed out in many areas such as rural transportation, clean fuels, bus-rapid transport, and multi-modal systems. These advances have contributed to eradicating poverty and promoting development. However, developing countries still face considerable barriers and challenges in harnessing adequate and affordable transportation means and networks.
4. Local challenges in developing countries are compounded by a global scenario of decreased financing for infrastructure development; increased volatility in global energy markets and the need to respond to climate change challenges.
5. In this policy year of the current cycle of the Commission on Sustainable Development, Member-States have the opportunity to identify policy options that can foster sustainable transport policies in developing countries by stimulating national initiatives while unlocking the global support required for such.
6. Under the Johannesburg Plan of Implementation of the World Summit on Sustainable Development (JPOI), transport is addressed under the section on changing unsustainable patterns of consumption and production. This section calls on all countries to promote sustainable patterns, with developed countries taking the lead and all countries benefiting from the process, taking into account the Rio Principles, including the principle of common but differentiated responsibilities. Action in developed countries is thus central to achieving the goal of sustainable transport.
7. Policy recommendations should respect national ownership and priorities. The objectives of our discussions should be to ensure safe, affordable and efficient transportation; increasing fuel and energy efficiency; reducing pollution, congestion and adverse health effects and limit urban sprawl, as called for in the JPOI. Key areas for action include:
 - a) the expansion of all-weather road networks in rural areas in order to reduce poverty;
 - b) establishing and improving multi-modal transportation systems, taking advantage of different local conditions, including support to alternative modes such as cycling and pedestrianization;
 - c) broadening coverage and improving affordability of public mass transit, such as bus rapid transit

systems and, when feasible, rail, including high-speed rail;

d) increasing financial resources and providing technology transfer and capacity-building and the diffusion of environmentally-sound technologies to developing countries in the area of transportation, including for cleaner fossil fuel and other fuel technologies, in order to reduce pollution, including reducing health-harming substances, and greenhouse gas emissions;

e) massively improving transportation infrastructure both in rural and urban areas of developing countries, bearing in mind that different countries will use different models for their transport infrastructure, but common to all is the key role of governments;

f) adopting policies to promote and stimulate fleet modernization while reducing waste streams;

g) substantially increasing investments in the transport sector.

Mr Chairman,

8. The G-77 and China thanks you for presenting the "Resource paper for the CSD19 decision prepared by the Bureau", which summarizes many elements presented in the Secretary-General reports and other reports from intersessional meetings. However, the G77 is concerned that the issue of the means of implementation is not reflected. This paper is an important part of the relevant background documentation in preparation for our negotiations at CSD-19.

Thank you.