

**FOURTH UNECE REGIONAL IMPLEMENTATION MEETING ON
SUSTAINABLE DEVELOPMENT**

GENEVA, 1-2 December 2009

Agenda item 5. Transport

Intervention by the International Federation of Business and Professional Women¹

Thank you Chair,

congratulations with your election as co-chair. The women major group does appreciate it that the fact that you also bring a bit more gender-balance again.

We do agree with the EU statement about integrated approaches; cross-sectoral (and) policy coordination will help to bring sustainable development closer. In that respect we also refer back to some of the excellent recommendations about transport, made during CSD 14 (energy theme). During the CSD 16/17 cycle some noteworthy things have been said regarding use of biofuels. Let's repeat saying them, and more importantly "push" implementing them.

We specifically refer to decentralised planning of local infrastructure and facilities like schools, shops, medical centres: the decision-making and planning on the location and opening times should involve women (organisations) – more efficient and decentralised planning and facilities planning will influence mobility-patterns of women in a positive way.

Courses on responsible and safe behaviour in traffic, like is custom at schools in the Netherlands, are a prerequisite and effective road to for better behaviour in "traffic".

Separate bicycle path and safe pedestrian crossings etc. Contribute highly to environmental friendly transport in a safe way – great examples from Netherlands and California e.g. Thank you USA for also pointing that out.

In general, safety of public transport is a big issue for women and workers in the industry. Safe working conditions (policy against aggression), enough light, adequate sanitation facilities, cleanliness all help to make public transport acceptable and use. There are great examples in Japan (trains/metro: designated cars and space for women after hours) and Switzerland (parking close to exit with good lightening) that could easily be copied by other countries.

Yes, Armenia we agree: be realistic about the use of cars. It would be helpful if the industry is encouraged to manufacture affordable hybrid-cars so women can use them when they have no alternative in terms of public transport and do not want / can buy second-hand old technology cars. Cross subsidy policies are needed here to make it easier on especially low- income households to make an environmental friendly choice.

¹ The text is presented as received from the author.

The same holds true for public transport – being efficient and cost effective sounds fine – but when this means that no public transport is available or only at limited hours a day, cross subsidies and/ or aimed policies of government are needed to ensure that people and especially women can go about their daily duties (without having to go back to the use of cars).

on behalf of women major group

Lesha Witmer,

Chair

Standing Committee Environment, Sustainable Development & Water

International Federation of Business & Professional Women (IFBPW)