

# **FIFTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT FORUM.**

**August 23-25, 2010 BANGKOK, THAILAND**  
**Dr. Luis Alberto Ferraté Felice**

His Excellency Pimuk Simaraj, Vice Minister of Natural Resources and Environment of the Kingdom of Thailand

Honorable Osami Sagisaka, Director General, Ministry of the Environment of Japan

Honorable Kazunobu Onogawa, Director, United Nations Centre for Regional Development (UNCRD)

His Excellency Saugata Roy, Minister of State for Urban Development of India

Honorable Mr. Bindu Nath Lohani, Vice-President of the Asian Development Bank

His Excellency Mr. Mohamed Aslam, Minister of Housing and Environment, Maldives

His Excellency Mr. Rohana Kumara, Ministry of Transportation, Sri Lanka.

His Excellency Mr. Paljor Jigmie, Deputy Minister and Special Advisor, Bhutan

His Excellency Abdul Bari Abdulla, Minister of State for Health and Faculty, Maldives

His/Her Excellencies, distinguished delegates and participants, special guests, and ladies and gentlemen

Following the outcome of UNCSD 18, which I chaired, I have been analyzing the chair's summary, specially the conclusions and recommendations for the five topics discussed: waste management, chemicals, mining, sustainable production and consumption, and transportation, recognizing that transportation activities are complex and have an impact world-wide.

The issues of the transport sector in the Asian-Pacific region which were addressed in the *Aichi Statement* at the First Regional EST Forum held in Nagoya, Japan in February 2005 and in the *Seoul Statement* at the Fourth Regional EST Forum hosted in Seoul, Republic of Korea in February 2009, were very good inputs for CSD18 held in New York in May-June 2010. I will share my reflections and thoughts of its outcome with you at this forum.

First of all, the transport sector alone cannot produce a sustainable development process that can improve the quality of life and, in some cases, has been a limitation via the social and environmental negative impacts of road construction and urban growth. It is furthermore one of the most important producers of CO<sub>2</sub> (25 percent of fossil fuel emissions worldwide) and is emerging as the fastest-growing source of global GHG emissions, currently 13 percent.

The transport sector is expected to increase CO<sub>2</sub> emissions by 57 percent over the next twenty years at the planetary level. This problem should be addressed as part of climate change solutions, recognizing that climate change is a crisis for civilization and a limitation for economic growth, social justice, and equity and overall for protection of the quality of life on Earth.

If we only try to deal with transport sector problems and solutions, it will not be enough to attain safe, healthy, and long-lasting integrated human development. Therefore we also have to link transportation issues with climate change, urban growth energy efficiency, institutional development, infrastructure and services design and operation, air and noise pollution, safety and health standards, environmental impacts assessments and, above all, transparent and corruption-free governance through intelligent policies, strategies, integrated territorial planning and policies, environmental security, and social equality and justice.

For this reason, transportation is no longer an end or a goal to be achieved or a way to move persons, goods, and services from one place to another, but one of the avenues for economic growth and social equity and is part of the solutions of climate change issues via the design and implementation of far-reaching and long-lasting flow carbon models in transport infrastructure, fuel and lubricant efficiency,

machine and engine technological improvements, public transportation models, and non-motorized transportation.

Transportation decisions are political based upon good scientific and updated information, especially for the improvement of the quality of life. Social, economic, and environmental issues are part of the political decisions that we make.

I strongly believe that the transport sector should be under the umbrella of the basic guidelines for integrated sustainable development that is safe, healthy, and has ecological equilibrium, such as:

- 1) Transportation activities should be designed to protect life and improve its quality, as well as to protect the environment and the natural goods and services that nature provides humanity for satisfying all its vital and essential needs. These natural goods and services are water, air, biodiversity, soils, food, shelter, and others.
- 2) It should provide a safe, good, efficient, long-lasting infrastructure, and vehicles and services to satisfy basic human needs and rights, especially related to food security, health, social services, and the conditions for economic growth, mainly in rural areas in such a way that diminishes poverty and exclusion, and therefore migration to urban centres.
- 3) Transportation and safety are interrelated and part of a common goal. Risks analysis should be performed in all the programmes and projects of the transport sector to make it sustainable.
- 4) Climate change is happening at such a rapid pace that these guidelines should always be included in the design, operation, maintenance, and products of the transport sector, especially those related to infrastructure and services, integrated urban and rural planning, low-carbon solutions, fuel efficiency, technological improvements in engines and machines, energy produced by renewable natural resources, and others. The effects of El Nino and El Nina will affect the transportation system world-wide, and over many decades and centuries we will have to adapt to those changes.
- 5) The activities of the transport sector should have minimal impacts or positive impacts on the environment and natural goods and services. Transportation infrastructure, especially roads and ports, and vehicles have been a continuous source of environmental problems such as deforestation, pollution, erosion, sedimentation, health and social problems, migration, and the change in natural drainage patterns. Most of these problems can be resolved by a good design and operation based upon political will and good scientific data and appropriate technology.
- 6) The successes and failures of the transport sector are a product of our economic models and lifestyles, all reflected in our own ecological footprint. We should leave a very small ecological foot-print at the individual and family levels, and should start doing so as soon as possible.
- 7) Development of a new “transportation ethics” will be a permanent solution to the transport sector-related problems. We need to change our attitudes and behaviors which are based upon consumption patterns and greed. We have to modify our principles and values. Our values pertaining to education and religion should incorporate bioethics in their goals and programmes. Science and technology are part of the solutions as long as they incorporate bioethics principles.
- 8) If we want to prevent and reduce environmental, social, economic, and climate change problems, we should reduce the carbon footprint of the transport sector. Public transportation must be made more safe and attractive and provide high quality services as well as incentives for hybrid vehicles and others that use renewable energy sources, improve fuel efficiency, recycle materials, and create non-motorized routes for bicycling and walking.

9) There is a need for setting better standards for the design, construction, and operation of vehicles, infrastructure, services, fuels, lubricants, freight, and private and public transport. These standards should be implemented and be legally binding. If persons, companies, government officials, and passengers do not comply with them, the polluter's pay principle should be applied with respect to entities that create health, social, and other environmental problems.

These are my thoughts following the outcome of United Nations CSD18 that I chaired. I try to follow these guiding principles in my life and with my family. They are political and bioethical decisions. I encourage the scientific community to participate in political decisions at the highest level. Please, do so. Thank you your time and patience.