



Thank you Mr. Chair.

I take part of the Women's Major Group. In a broad scope, we believe that structural causes of inequalities and a failing development model must be tackled by a strong focus on changing the patterns of consumption and production, with a gendered approach.

Transport is representative of that model because the priority given to private transport and its surrounding infrastructure is a sign of concentration of wealth rather than of development or growth. In that framework we recommend measuring the concentration of wealth and the existing provision of services (in access as well as quality) to understand better what GDP growth masks. For example: Develop targets for Macroeconomic and fiscal policies, including gender budgets, to increase equity and redistribution of resources and wealth via progressive tax reforms and social protection (national to local)

to facilitate robust decentralized decision making and public finance systems that catalyze sustainable, inclusive cities and sustainable transport.

In that sense, public measures by national and local governments are essential. States should be robust enough so as to not be held hostages by the interests of an unregulated private sector. Automotive and construction industries are good examples, because the promotion of public transportation and non-motorized mobility in a people-centered approach is a way to ensure sustainability, whereas the industries may resist those changes and threat states to retire their

labour provisions or investments. It is in this regard that social and environmental safeguards are a priority. We support targets that promote the expansion of transport services to facilitate mobility, connection and accessibility (to pedestrian, cycling and non-motorized transport ways) and the guaranteeing of safe, affordable quality transportation, because this is determinant to women and men in all their diversity across the life course. The trends are clear: women use public transportation in a ratio of 60:40 in relation to men. Also, women's mobility is linked to children, youth, ill people, people with disabilities and elderly's mobility.

This is why disaggregated time use indicators in mobility are also useful, to avoid adding extra burden of unpaid domestic and care work on the shoulders of women due to the sexual division of labour. In the face of all that, women face sexual harassment in their different modalities of mobility. This is why good practices such as gender budgeting have made a substantive input to differentiated practices in public transport, i.e. Mexico City.

Thanks,  
Emilia