



Annex 2
SUMMARY OF PROPOSED SDG INDICATORS ON SUSTAINABLE TRANSPORT
DRAFT in PROGRESS¹

The following tables summarize proposed sustainable transport-related indicators (as well as proposed modifications to associated targets) by the SLoCaT Partnership, which are based on the SLoCaT Results Framework, other existing resources (e.g. SDSNproposed SDG indicators, UN agency documents on indicators), and direct input from SLoCaT Partnership members.

In the following tables, indicators marked ‘measurable today’ imply existing data sets for a broad set of developing countries, and ‘measurable in short term’ implies feasibility of collecting data at a reasonable cost using available methodologies and technologies. ‘Main indicators’ indicate those with direct bearing on sustainable transport, and ‘supportive indicators’ indicate those that indirectly measure effectiveness of sustainable transport solutions to meet specified targets. Supportive indicators could be considered if sufficient resources are available and could either be implemented by individual countries or industry groups.

Methodology for compiling these indicators is described more fully in the “Review of Existing and Potential Indicators on Transport to Support the SDGs – Draft in Progress”².

SDG 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture

Target 2.3	By 2030 double the agricultural productivity and the incomes of small-scale food producers, particularly women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, access to basic services, <i>including transport</i> , other productive resources and inputs, knowledge, financial services, markets, and opportunities for value addition and non-farm employment Related Targets: 9.1, 3.8, several SDG 4 targets (access to education), 6.1	
Proposed Indicators:	<p><i>Measurable today³:</i></p> <p><u><i>Main Indicator:</i></u></p> <ul style="list-style-type: none"> • Rural Accessibility Index (RAI) - Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access for sustainable transport (<u>desired achievement:100% achievement of local access targets, monitoring the poorest</u>) 	<p><i>Measurable in short term:</i></p> <p><u><i>Main Indicator:</i></u></p> <ul style="list-style-type: none"> • Indicator to assess presence of a conducive regulatory environment for rural transport (e.g. in-country expert panels)

¹As indicated in the letter, this is work in progress but shared at this point in time to help inform the discussions on indicators in the March 23-27th Session

²http://slocat.net/sites/default/files/background_document_on_transport_indicators-draft_march_12.pdf

³‘Measurable today’ means the indicator exists and has been measured for virtually all countries although data sets may be out of date. ‘Measurable in the short team’ means that the indicator has been, or could be, measured in specific cases but has not yet been applied on a comprehensive basis for every country.

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SDG 3: Ensure healthy lives and promote well-being for all at all ages

Target 3.6	By 2020, halve the number of global deaths and injuries from road traffic accidents Related SDGs and Targets: SDG11 & Target 11.2	
Proposed Indicators:	<p>Measurable today: <u>Main Indicator:</u></p> <ul style="list-style-type: none"> Fatalities due to road crashes (<u>desired achievement</u>: reduce by half the number of fatalities due to road crashes compared with 2010 baseline of 1.24 million per year). 	Measurable in short term: NA
Target 3.9	By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination <i>Related SDG and Targets: SDG 11 & Target 11.6</i>	
Proposed Indicators:	<p>Measurable today: <u>Main Indicators:</u></p> <ul style="list-style-type: none"> Proportion of population exposed to 'above guideline' values for ambient PM10 and PM2.5 Number of premature deaths from road related air pollution by 2030 compared to 2010 (<u>desired achievement</u>: 50% reduction from 2010 baseline) <p><u>Supporting Indicator:</u></p> <ul style="list-style-type: none"> PM10 and/or PM2.5 from passenger vehicles (<u>desired achievement</u>: 70% reduction) 	Measurable in short term: NA

SDG 7: Ensure access to affordable, reliable, sustainable and modern energy for all

Target 7.3	By 2030, double the global rate of improvement in energy efficiency <i>Related/Linked SDG and Targets: SDG 13</i>	
Proposed Indicators:	<p>Measurable today: <u>Main Indicator:</u></p> <ul style="list-style-type: none"> Fuel economy in all new Light Duty Vehicles by 2030, and in all Light Duty Vehicles by 2050, from a base year of 2005 (<u>desired achievement</u>: double fuel economy) 	Measurable in short term: NA

SDG 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

<p>Target 9.1</p>	<p>Develop quality, reliable, sustainable and resilient infrastructure, including <i>rural</i>, regional and trans-border infrastructure <i>and services</i>, to support <i>improved logistics</i>, economic development and human well-being, with a focus on affordable and equitable access for all <i>Related/Linked SDG and Targets:SDG 17, Target 17.11</i></p>	
	<p><i>Measurable today:</i></p> <p><i>Main Indicators:</i></p> <ul style="list-style-type: none"> • Logistics Performance Index (LPI) (<u>desired achievement: 80% of countries to achieve rating of 3.5</u>) • Rail and airline passenger data • Data on trade volumes by air/sea <p><i>Supportive Indicator:</i></p> <ul style="list-style-type: none"> • Delays at border crossings for goods 	<p>Measurable in short term:</p> <p>Main Indicators:</p> <ul style="list-style-type: none"> • Volume and value of transborder land-based trade as a share of total trade⁴ • Volume of transborder person volumes by land based modes of total international passenger volumes

SDG 11: Make cities and human settlements inclusive, safe, resilient and sustainable

<p>Target 11.2</p>	<p>By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons <i>Related SDG and Targets: SDG 11 & Target 11.7</i></p>	
<p>Proposed Indicators:</p>	<p><i>Measurable today:</i></p> <p><i>Main Indicator:</i></p> <ul style="list-style-type: none"> • Proportion of households within 500 metres of good quality affordable public transport accessible by dedicated walking and/or cycling facilities (measured in conjunction with accessibility indicator⁵ – refer Target 11.2) <p><i>Supportive Indicator:</i></p> <ul style="list-style-type: none"> • Length (km) of high capacity (BRT, light rail, metro, bus) public transport per person for cities with more than 500,000 inhabitants 	<p><i>Measurable in short term</i></p> <p><i>Supportive indicators:</i></p> <ul style="list-style-type: none"> • City-level indicators on affordability (several cities) • Public transport passenger satisfaction surveys in cities where accessibility is measured to assess the quality of public transport
<p>Target 11.7</p>	<p>By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities <i>Related SDG and Targets SDG 11 & Target 11.2</i></p>	

⁴In terms of volume of trade, land and sea based trade comprise most of the total trade volumes. Accordingly, this indicator provides information on the changes in sea-based trade also.

⁵This indicator has often been calculated in major cities in many countries at different times and may not include informal modes.

Proposed Indicators:	Measurable today: <u>Main Indicator:</u> <ul style="list-style-type: none"> Travel times by traveller type and purpose⁶ 	Measurable in short term: NA
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SDG 12 Ensure sustainable consumption and production patterns

Target 12.c	Rationalize inefficient fossil fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities <i>Related SDG and Targets:SDGs 9 & 13</i>	
Proposed Indicators:	Measurable today: <u>Main Indicator:</u> <ul style="list-style-type: none"> Motor vehicle fossil fuel subsidies by 2020 (desired achievement: 100% phase-out) 	Measurable in short term: NA

SDG 13: Take urgent action to combat climate change and its impacts

Target	<i>Note: Targets under SDG 13 mainly focus on adaptation. Transport is relevant to both mitigation and adaptation but there is no specific target related to transport</i>	
Proposed Indicators:	Measurable today: <u>Main Indicator:</u> <ul style="list-style-type: none"> Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate, with 2030 transport-related emissions no higher than 2010 emissions <u>Supportive Indicators:</u> <ul style="list-style-type: none"> Black carbon emissions from transport by 2030 (desired achievement: 60% reduction) Zero Emission Vehicle share of light-duty 4-wheel and motorised 2-wheel vehicle sales worldwide by 2030 (desired achievement: 20%) 	Measurable in short term: NA

⁶Even those this indicator does not fully meet the requirements for being measurable today as set out in the text, wherever a major transport study has been undertaken, in effect the indicator could be calculated. Most major cities of the world have undertaken major transport studies and developed associated transport models.