

## Next Steps for SLoCaT Sustainable Transport Results Framework

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The purpose of this note is to brief the Steering Committee of the SLoCaT Results Framework on discussions relating to sustainable transport at the “Seventh Session of The General Assembly Open Working Group to Sustainable Development Goals.” It then goes on to make suggestions on how to adjust the draft Results Framework in a manner that enhances the likelihood that it will be integrated in the post-2015 development framework, either in whole, or more likely in parts.

### OWG Summary

Sustainable Transport featured in OWG consultations on 6 and 7 January on ‘sustainable cities and human settlements’ and ‘sustainable transport’ respectively. Statements made by co-chairs highlighted the important signal that the choice of goals and targets would provide to all. There is likely to be not more than 10 goals and possibly a limited number of targets per goal.

The initial Co-Chairs Summary bullet points for OWG7 says about sustainable transport:

- It was underlined that transportation is crucial for sustainable development addressing the mobility of goods and persons. The importance of its inclusion in the SDGs was well recognized, with many calling for it to be included at the level of targets under other goals;
- Many called for the SDGs to ensure access to safe, affordable and environmentally friendly forms of transport for all. This entails avoiding unnecessary transport with smarter land use planning and improved access to ICT, shifting to public transportation systems, rail and waterway freight modes and safe convenient non-motorized transport where appropriate; improving environmental performance of existing forms of transport through innovation, the application of ICT, and improved engineering and design.

Transport’s enabling role in poverty eradication and its crosscutting nature were recognised by many member states, representatives of major groups and other participants. Its crosscutting nature in fact appears to diminish the case for a dedicated goal.

Given this situation, there is broad support for sustainable transport but less so for a dedicated goal on transport as part of the post 2015 sustainable development agenda.

### Implications for SLoCaT’s Results Framework for transport

Following the SDG consultations, key SLoCaT members met at the Ford Foundation, to discuss the implications of the consultations. Key conclusions are:

If crosscutting issues such as transport were to be highlighted in the SDG framework then it may well be possible to feature transport prominently by including the SLoCaT proposed targets under a range of SDGs.

However, as for MDGs, it appears there will be only vertical reporting on SDGs, targets and indicators. There is a risk that transport would be fragmented, there remains a need therefore to prepare an updated overall results framework with a proposed goal for the purposes of SLoCaT members – e.g. MDBs, foundations, and NGOs etc., to present an integrated and common approach to sustainable transport to external parties plus for internal consensus building and strategic direction, and for dialogue with client countries. This updated results framework for sustainable transport would be commended to the proposed High Level Advisory group on Sustainable Transport (idea supported by UN agencies) for the UN Secretary General.

This approach corresponds to that followed by the Sustainable Energy for All (SE4ALL) initiative who in 2012 adopted a Sustainable Energy Results Framework and who are now promoting to have this, either in whole or in parts integrated in the post-2015 Development Framework.

SLoCaT will use the to be revised Results Framework on Sustainable Transport 'market' sustainable transport to key constituencies with the aim to have all proposed targets under other goals. Our proposed targets would potentially align well with:

- an urban goal (sustainable cities and human settlements) – urban access target as well as air pollution and climate change targets;
- a rural/ agriculture oriented goal – rural access target;
- public health oriented goal – Road safety target as well as air pollution target;
- energy related goal – climate change target.

However, given that the targets may be few in number also, there is a risk that proposed transport targets may be fragmented by: (i) inclusion in multi-dimensioned targets thus losing their potential impact; (ii) be represented at a lower indicator level; and (iii) or not be included at all.

The discussions in the OWG as well as internal SLoCaT follow-up discussion in Ford Foundation made it clear that SLoCaT will have to intensify its outreach to the main groups advocating an urban, rural, health and energy related SDG. Initial discussions on this were started in New York. Connections were also established with a range of major groups (representing e.g. youth and children, scientific community, women, and NGOs) who help to shape the discussions on the post-2015 development framework.

### **Specific considerations on tone and coverage for updated RF**

In updating the Results Framework it will be important to:

- Emphasize its universal nature. This was brought out time and time again in the OWG discussions.
- Clarify the ambition level chosen in the proposed targets. There is a demand for an ambitious document. It will be helpful if we can: (a) explain the level of ambition by providing information on historic progress for respective target areas, and/or (b) specify the base line for respective targets.
- Where possible, use indicators and language that appeal to motor industry, rail, land locked countries & major groups (women, youth, other vulnerable groups) – who have shown support for the proposed RF.
- Refer to the new report to the Secretary General – “A Life of Dignity for All’ – to check where we can reflect particular concerns e.g. women, gender, food security etc. Stress equity/ equitable /inclusive aspects of sustainable transport.
- Refer to collective impact of the framework on leading to a structural change in transport we could add “that is fit for the 21<sup>st</sup> century”.
- Be careful to emphasise urban – rural linkages to overcome rural poverty issues.
- Integrate findings of DFID’s work on a poverty and transport literature review undertaken by Overseas Development Institute – for section on access.
- Give consideration to wording on – may need to use the UN-Habitat’s terminology of human settlements covering cities to villages in rural settings rather than only ‘urban’ and ‘rural’.

### **Specific addition of new topics to RF**

While our focus will remain on land transport, we have neglected inter-urban and inter-regional transport (meaning cross-border), and freight transport logistics to date. Hence, it is proposed to add another target build around “National access and regional connectivity”. This could be divided as follows:

- Inter-urban and regional passenger rail;
- Transport and trade facilitation – incorporates freight transport logistics (either by road or waterways, or rail)

It will be necessary to talk to key stakeholders on these topics such as the International Union of Railways (UIC), ESCAP and ADB/ World Bank. Both UIC and ADB were present at post consultation discussions on these next steps, and have agreed to provide feedback on the proposed new target and indicators. ADB via Tyrell Duncan provided a new ADB strategy for their CAREC region on transport and trade facilitation that provides a useful checklist of considerations.

A possible new member of SLoCaT the “International Federation of Freight Forwarders Associations – FIATA” a trade association representing freight forwarding and logistics firms could also be consulted.

## **Specific technical considerations/ revisions for RF**

### Urban and rural access

- Include ‘informal’ transport as ‘sustainable transport’ provided it is safe/secure and employees are covered by locally appropriate employment conditions.
- Need to consider how to address human head loads – human carried freight –from human health perspective.
- Treatment of ICT – bring in as appropriate e.g. EDI for trade and transport, where there is an ‘avoid’, ‘shift’, ‘improve’ linkage – ditto for GHG indicators where appropriate
- Add some consideration of transport security

### Road safety

- Ok as is.

### Air pollution and health

- Check with WHO on measurability of target for DALYs for transport related air pollution.
- Introduce a physical fitness indicator – 150 minutes of physical activity per week.
- Re-introduce indicator on ‘access to public space for sustainable urban settlements’ – as originally proposed in earlier draft. Use “Urban green space per capita” as could be reported by UN-Habitat and as proposed by SDSN and advocated by Carlos Dora of WHO.

### GHG

- Target is set at 2020 – need to extend to 2030 – approaching IEA for inputs
- Target needs a footnote that would say that aviation and shipping need similar targets consistent with a substantive reduction in GHG emissions compared to a 6 degree C BAU leading to a 2 degree C scenario .

Utilize Global Fuel Economy Initiative data as source of measurement – check with FIA Foundation.

## **Measurement, reporting and verification**

- Refer to (UN-Pulse’s) Big Data/ meta data initiative & potential for automating measurement of key access indicators by combining mobile phone data, geo-spatial data and other meta-data related to health and education.

## Next Steps and Timing

The OWG will finalize its stock taking exercise with one last session from 3-7 February. Following this the OWG Co-chairs will oversee the preparation of a stocktaking report that incorporates the Co-Chairs conclusions of the 8 OWG sessions that took place over the last year.

It is likely that the Co-Chairs will also prepare a first draft of the post-2015 goal framework for the negotiations that will cover 23 days divided over 5 sessions:

- 3-5 March
- 31 March – 4 April
- 5-9 May
- 16-20 June
- 14-18 July

The first session from 3-5 March will be likely be largely procedural as well as an initial run through of the proposals prepared by the Co-Chairs. This will then kick off an iterative process of revised drafts etc.

It will be important for SLoCaT to link its continued process with that of the OWG. To accomplish this it will be important to:

- Have a revised version of the RF (which incorporates a possible new Target Section on 'National access and regional connectivity') ready for circulation to the OWG Co-chairs by February 14<sup>th</sup> and the OWG members by February 28<sup>th</sup>. This timeframe would allow the RF to be taken in consideration by the Co-Chairs in drafting the stocktaking report and more importantly the draft SDG framework;
- Build support among Major Groups and submit joint thematic paper on sustainable transport before February 17, which builds on the revised SLoCaT Results Framework;
- Build alliances with organizations and initiatives who are leading the advocacy on SDGs on urban, rural, health, and energy.
- Adjust the SLoCaT Results Framework on the basis of 3-5 March discussions in the OWG and send out this version of the SLoCaT Results Framework to the UN Missions as basis for discussion by the Friends of Sustainable Transport meeting which has been tentatively planned for mid-March with the Netherlands Mission to the UN, which is co-chairing the Friends of Sustainable Transport;
- Following the Friends of Sustainable Transport meeting and further meetings of the OWG we will need to be flexible in responding to the circumstances with respect to further refining or detailing specific parts of the Results Framework that could be integrated in the post-2015 SDG framework;
- The development of the overall SLoCaT Results Framework (document that combines Goal + Targets) will follow the original timeframe and be ready by May of 2014.