

# Concept Paper on development of a post 2015 Results Framework on Sustainable Transport

---

Draft 21 August 2013

## Background

The sustainable transport community has successfully advocated the importance of sustainable transport in the 2012 United Nations Conference on Sustainable Development (Rio+20). Sustainable Transport was one of 26 cross cutting thematic areas and cross-sectoral issues in which action are required so as to accelerate sustained, inclusive and equitable economic growth in developing countries, which is key for eradicating poverty and hunger and achieving the Millennium Development Goals.

Since then, the Partnership on Sustainable, Low Carbon Transport (SLoCaT) has been advocating the adoption of a sustainable transport related Sustainable Development Goal (SDG): “Universal Access to Clean, Safe and Affordable Transport for All”. SLoCaT’s outreach efforts are aimed at the Open Working Group (OWG), which on behalf of the UN General Assembly is developing recommendations on SDGs and associated targets.

The SLoCaT partnership is proposing three main targets linked to the sustainable transport SDG.

- *Access*: Urban households are on average able to access jobs, goods and services within 30 minutes by quality public transport and/or quality walking and cycling infrastructure and rural households have access to paved or all-weather roads to take products to markets and reach essential services;
- *Safety*: Traffic related deaths are cut in half by 2030, compared to 2010, with an ultimate vision of near zero fatalities;
- *Environment*: Air pollution from passenger and freight transport is halved by 2030, compared to 2005, and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels.

These three targets represent collectively the economic, social and environmental dimension of sustainable transport. The targets cover major areas of the sustainable transport agenda but cannot represent all.

For a sustainable transport related SDG and targets to be seriously considered by the OWG it is important to have a credible results framework in place that can be used to

track progress in the implementation of the proposed SDG and its associated targets.<sup>1</sup> Failure to develop a dedicated Results Framework makes it less likely that sustainable transport will be able to move its agenda forward within the highly competitive discussion on possible SDGs.

In addition to the direct influencing of the discussion on SDGs by the OWG a results framework on sustainable transport is also of importance for:

- Providing direction to the implementation of the Voluntary Commitments (VC) on Sustainable Transport at Rio+20.<sup>2</sup> This includes the \$175 billion Multilateral Development Bank VC for more sustainable transport systems;
- The convening of stakeholders on sustainable transport by the UN Secretary General;<sup>3</sup>
- The integration of sustainable transport in a possible new Global Agreement on Climate Change.<sup>4</sup>

## Timing of Development post 2015 Sustainable Transport Results Framework

The OWG will discuss sustainable transport in its January 2014 session. In March 2014 it will commence with developing concrete recommendations for SDGs and associated targets for consideration of the General Assembly by September 2014. This makes it imperative that the initial contours of a sustainable transport Results Framework can be presented at the January 2014 OWG meeting and that a more complete draft is available by September 2014.

## Core elements development post 2015 Sustainable Transport Results Framework

### 1. Validation proposed SDG

Although the main emphasis in the Result Framework is expected to be on the targets associated with the proposed sustainable transport SDG it is important to validate the currently proposed SDG: “Universal Access to Clean, Safe and Affordable Transport for All”. If it turns out that for methodological or other reasons one or more of the proposed targets needs to be changed it might also be required to make changes to the SDG.

---

<sup>1</sup> Important lessons can be derived from the Sustainable Energy 4 All initiative, which has developed a detailed global tracking mechanism for the three objectives it is promoting: universal access to energy; greater energy efficiency; and increased use of renewables (<http://www.sustainableenergyforall.org/tracking-progress>)

<sup>2</sup> <http://sustainabledevelopment.un.org/index.php?menu=1570>

<sup>3</sup> [http://www.un.org/sg/priorities/sustainable\\_development.shtml](http://www.un.org/sg/priorities/sustainable_development.shtml)

<sup>4</sup> <http://unfccc.int/resource/docs/2013/smsn/ngo/294.pdf>

## 2. Validation proposed Targets

Currently the proposed targets focus on access, safety and environmental performance of transport infrastructure and systems. Do these three areas fully capture the overall developmental impact of sustainable transport as well as the specific economic, social and environmental dimensions of sustainable transport? Is there a clear causal linkage between the three targets and the proposed SDG?

It is recommended that in the validation of the proposed sustainable transport targets attention is given whether and how these targets relate to goal frameworks developed by other organizations, and especially transport related targets in these frameworks. This would include but not be limited to the High Level Panel or Eminent Persons on the post-2015 Development Agenda; the Sustainable Development Solutions Network and the Overseas Development Institute.<sup>5</sup>

In validating the proposed targets it will be important to consider these not just in the context of the proposed SDG on sustainable transport but also in the context of other proposed SDGs. An example of this is the Global Dashboard approach proposed amongst others by Colombia under which targets at the national and international level can contribute to more than one SDG.<sup>6</sup>

In validating the proposed targets it will be important to consider the work that has been done on the development of indicators for sustainable transport.<sup>7</sup> This can help in selecting the most appropriate targets.

## 3. Specifying ambition levels of proposed SDG and associated targets

One of the most challenging parts will be to determine the ambition level for the proposed SDG and the associated targets. The discussions leading up to the Rio+20 conference on sustainable transport showed a clear divide between the group which considered possible goal and targets on sustainable transport as an opportunity to define an ambitious vision that should guide policy making and the group which argued for a more realistic and achievable set of goals and targets.

It will be important that a goal and targets for sustainable transport follow a similar conceptual approach as other sectors in the post-2015 development framework. In other words if other sectors opt for a visionary approach it is suggested that the transport sector does likewise.

---

<sup>5</sup> For an overview of all the proposed SDG and targets see <http://tracker.post2015.org/information.html>

<sup>6</sup> <http://sustainabledevelopment.un.org/content/documents/3621colombia.pdf>

<sup>7</sup> See for example Daniel Bongardt, Dominik Schmid, Cornie Huizenga and Todd Litman (2011), Sustainable Transport Evaluation: Developing Practical Tools for Evaluation in the Context of the CSD Process, Commission on Sustainable Development, United Nations Department Of Economic And Social Affairs. <http://www.sutp.org/component/phocadownload/category/68-td7?download=137:td-ste-en>, and previous work of the World Bank (<http://www.worldbank.org/transport/transportresults/home.html>).

For some of the proposed targets the ambition levels has been set in specific, dedicated discussions in a UN context. This applies for example to road safety. For other targets, e.g. on Greenhouse Gas emissions discussions are ongoing in the UNFCCC on a new global agreement on climate change and although these are most likely not going to recommend specific sector emission reduction targets, there is a direct relevance to the proposed ambition level of a post 2015 environmental target for land transport.

Based on the currently proposed SDG and targets there is a need to validate/specify the following:

Goal:

- Universal Access
- Clean
- Safe
- Affordable
- For ALL

Access:

- Urban households are on average able to access jobs, goods and services within 30 minutes by quality public transport and/or quality walking and cycling infrastructure and
- Rural households have access to paved or all-weather roads to take products to markets and reach essential services;<sup>8</sup>

Safety:

- Traffic related deaths are cut in half by 2030, compared to 2005,
- Ultimate vision of near zero fatalities;

Environment:

- Air pollution from passenger and freight transport is halved by 2030, compared to 2005, and
- GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels.

In defining the ambition levels for the SDG and the associated targets it will be important to have a substantial involvement of SLoCaT member organizations that have a specific focus on either access, safety or environment. This will help to ensure that recommendations are well grounded.

While these targets are global in nature it is to be expected that there will be considerable differentiation between, and even within, countries for some of the targets.

To communicate the sustainable transport in a quick manner to a broad public it could be considered to select one or two lead indicators.

---

<sup>8</sup> It could be considered to incorporate access to basic services, such as health or markets.

#### **4. Establishing base-line data**

Directly linked to the issue of the ambition levels for the proposed goal and associated targets is the question of existing base-line data. In this context it is important to look at the availability of data on access, safety and environment. This should take account of the detailed proposals for targets. If for example a separate target is proposed for air pollution from passenger and freight transport it is important that comparable base line data is available for passenger and freight transport at the national level. If no direct data are available, are there reliable proxy data available that can be used to measure performance for a given target?

In determining the availability of such data it is important to consider whether data is available at both the global and the national level. It is probably outside the scope and reach of the results framework to come up with data at the city level.

#### **5. Reporting Format**

The post-2015 SDGs and associated targets will most likely have a lifespan of 15 years, up to 2030. Annual reporting can be helpful in determining whether the implementation of the proposed SDG and targets is on track. It is quite well possible that reporting starts of quite simple and as data availability improves becomes more complex. It will be helpful to have an overview of the areas where data availability is currently strong or weak and what further improvements can be realistically expected in the coming years.

### **Complexity of the post 2015 Sustainable Transport Results Framework**

The post-2015 Sustainable Transport Results Framework needs to reflect the current institutional reality and capacities in the sustainable transport community. The proposed global tracking mechanism of the SE4ALL initiative is impressive but its detailed nature makes it less suitable for sustainable transport, where institutional development is still considerably behind that of the sustainable energy community.

### **Process for the development of post 2015 Sustainable Transport Results Framework**

To ensure that the post-2015 sustainable transport results framework has broad ownership in the sustainable transport community it is important that its development is done in a participatory manner. At the same time there is urgency to its development that could possibly compromise a participatory approach. Care should be taken to ensure that the sustainable transport community is fully consulted at key decision moments in the development of the results framework. Making specific groups within

the sustainable transport community responsible for developing specific parts of the results framework can also enhance ownership. Some of the SLoCaT members working on road safety have indicated interest to be actively involved. Similarly, there has been a strong interest among SLoCaT members to work on transport and climate change. The most challenging part of the results framework will be the “access” component. There is an interest among International Forum on Rural Transport and Development (IFRTD) to work on the rural access component but this will include a large range of organizations. Similarly, a large number of organizations in SLoCaT work on urban access. The World Bank has also indicated an interest to be part of the development of the Results Framework.

The German International Cooperation (GIZ) and the UK Department for International Development (DfID) have already signaled their potential interest to support the development of the post 2015 Results Framework for Sustainable Transport by making resources available to recruit one or more consultants who would (a) facilitate and coordinate the involvement of SLoCaT members and other interested organizations in the development of the results framework, and (b) provide substantive inputs in the development of the results framework.

The following stepwise approach is proposed in the development of the results framework:

#### *Circulation of the Concept paper – comments by September 10*

The circulation of the concept paper will make the wider sustainable transport community aware of the ongoing effort to draw up the results framework. It will enable more organizations to come forward and volunteer to be actively involved in specific components of the results framework. This will help to determine the optimal level of effort that can be mobilized on the development of the Results Framework. The consultation process will also provide important information as well for the finalization of the ToR for consultant(s) to be engaged.

It is proposed under the SLoCaT umbrella to have a core group of about 4-5 organizations, who have an interest to be actively involved in the process of developing the results framework who will, together with the consultants to be recruited, as well as the organizations supporting recruitment of the consultants, and the SLoCaT Secretariat, to manage the development of the results framework. Such a group can grow in time and based on that the level of effort in the development of the Results Framework can also grow in time.

#### *Presentation Plan of Approach – recruitment consultants – by September 26-27*

On 26-27 September a Senior Officials Expert Group Meeting (SO-EGM) will be conducted in New York, which will be expected to focus on:

- a) Integration of sustainable transport in the goal framework for the post 2015 development agenda;
- b) Convening of stakeholders on Sustainable Transport by the Secretary General;

- c) Establishment of a supportive global institutional mechanisms on sustainable transport.

The proposed results framework is an important contribution to these objectives.

The outcome of the consultations on the concept paper will be used to develop a more detailed Plan of Approach. Participants in the SO-EGM will be asked to comment on the proposed plan of approach in developing the results framework.

The Plan of Approach will also form the basis for the recruitment of consultant(s). It is suggested to start of with one consultant who can help manage the process and to bring additional consultants on board when and as resources become available. The Plan of Approach will outline a possible phasing of tasks and associated inputs, which can guide organizations who would like to contribute to the process.

#### *Development draft Results Framework October 2013 – mid January 2014*

It is important to have an initial draft that can be presented to the OWG in the week of January 6, 2014 in New York when the OWG will be discussing Sustainable Transport. It can be assumed that the willingness of countries to include sustainable transport in the post 2015 goal framework will be positively influenced by the likely availability of a demonstrated appropriate tracking mechanism.

Also, it is possible that the SG High Level Group on Sustainable Transport will have its first meeting during that week as well in New York.

The draft Results Framework can also be presented and discussed in Transforming Transportation and the SLoCaT annual meeting, both of which will be in Washington DC in the week of January 13 2014.

#### *Finalization Results Framework – May 2014*

It is suggested that the Results framework be completed by May 2014.