

Comparison of Co-chairs 19 focal areas, SDSN 10 goals and SLoCaT's Results Framework

OWG Co-chair Focal Areas <i>(Summary dated 21 Feb 2014)</i>			SDSN Proposed goals <i>(as Table 1, dated 14 Feb 2014)</i>		SLOCAT	
Focal Area	Relevance to transport as mentioned in text	Linkage to other focal areas	Related SDSN goals	Transport linkages in SDSN Goal - Indicators	Related SLoCaT RF Targets and indicators	
1	Poverty eradication	General language on protection and rights for vulnerable	All other focus areas	GOAL 01: End Extreme Poverty including Hunger	<ul style="list-style-type: none"> Secure universal access by sustainable transport for rural populations by 2030 Secure universal access by sustainable transport for urban populations by 2030 	
<p><i>SLoCaT Observations and Recommendations:</i></p> <ul style="list-style-type: none"> No mention is made in the OWG summary that poor access is a poverty issue, however urban and rural isolation is major poverty issue and improved urban and rural access is likely to be particularly important for reducing poverty SLoCaT to propose that access is listed as key issue with respect to urban and rural poverty 						
2	Food security and nutrition	Food supply chains	Poverty eradication, health, water, energy, climate change, gender equality, oceans and seas, ecosystems and biodiversity	Target 01b. End hunger and achieve food security, appropriate (under Goal 1) GOAL 06: Improve Agriculture Systems and Raise Rural Prosperity	<ul style="list-style-type: none"> Target 06c. Ensure universal access in rural areas to basic resources and infrastructure services (land, water, sanitation, modern energy, transport, mobile and broadband communication, agricultural inputs, and advisory services). Indicator #59 Access to all-weather road (% access within [x] km distance to road) 	<ul style="list-style-type: none"> Secure universal access by sustainable transport for rural populations by 2030 Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access. Proportion of rural population living within 30 minutes' walk of appropriate formal or informal transport services.
<p><i>SLoCaT Observations and Recommendations:</i></p> <ul style="list-style-type: none"> OWG does not mention transport but improved rural transport is essential for improved agriculture and food security. An additional phrase could be: 'ensuring year-round access for all to appropriate passenger and freight rural transport services'. SDSN Goal 6 does stress the importance of rural access, but its #59 indicator only measures infrastructure provision and not transport services but rural transport services are vital to farmers (particularly smallholder farmers) for marketing and access to inputs. #59 indicator uses the phrase 'all-weather' when 'all-season' may be a more affordable solution (it notes that paved all-weather rural roads are important for trucks carrying agricultural produce). SLoCaT should advocate that OWG provide specific mention of improved rural access for improved food security. 						

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<ul style="list-style-type: none"> SLoCaT should advocate that SDSN includes mention of rural transport services (including freight); roads by themselves are not enough (particularly in countries where most rural people do not own motorised transport). 					
3	Health and population dynamics	Improving outdoor air quality Reducing road accidents Promoting healthy lifestyles	Food security and nutrition, water and sanitation, economic growth, sustainable consumption and production, climate change, promoting equality, and gender equality	GOAL 05: Achieve Health and Wellbeing at all Ages	<ul style="list-style-type: none"> Halve the burden due to global road traffic crashes by halving the number of fatalities and serious injuries by 2030 compared to 2010 Fatalities due to road crashes Serious injuries due to road crashes Increase share of urban population with air quality within WHO limits PM10 and/or PM2.5 air pollution from passenger and freight vehicles Proportion of urban dwellers engaging in adequate outdoor physical exercise
<p><i>SLoCaT Observations and Recommendations:</i></p> <ul style="list-style-type: none"> SDSN Goal 5 has a target 5c that mentions (among other things 'implement policies to promote physical activity' but there is no indicator associated with this. SDSN Goal 5 and its targets do not mention road safety. SLoCaT will promote the integration of road safety and air pollution target + indicators in OWG Health Goal. It is important to understand that this is both for urban and rural transport. SLoCaT will advocate the inclusion of road safety and air pollution indicators in SDSN Health Goal 					
4	Education	Focus is 'access to education' but physical access is not mentioned	Poverty eradication, nutrition, health, gender equality, economic growth, employment, and sustainable consumption and production	GOAL 03: Ensure Effective Learning for All Children and Youth for Life and Livelihood	<ul style="list-style-type: none"> Secure universal access by sustainable transport for rural populations by 2030 Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access. Proportion of rural population living within 30 minutes' walk of appropriate formal or informal transport services. Secure universal access by

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					sustainable transport for urban populations by 2030 <ul style="list-style-type: none"> • Mean daily travel time for individuals to reach employment, education, health and community services. • Proportion of income spent by urban families on transport to reach employment, education, health and community services.
<i>SLoCaT Observations and Recommendations:</i> <ul style="list-style-type: none"> • OWG Focal Area 4 does not mention the importance of physical access, through rural roads and rural and urban transport services • SDSN GOAL 03 and its targets and indicators do not mention the importance of physical access, through rural roads and rural and urban transport services 					
5	Gender equality and women's empowerment		Poverty eradication, food security, water, energy, health, education, employment, and economic growth	GOAL 04: Achieve Gender Equality, Social Inclusion, and Human Rights	
<i>SLoCaT Observations and Recommendations:</i> <ul style="list-style-type: none"> • OWG Focal Area 5 does not mention the importance of physical access as a gender issue, but transport is important for gender equity. Rural transport is a particular gender issue, strongly influencing women's access to education, health services, markets and income-generating opportunities. • SDSN GOAL 04 and its targets and indicators do not mention the importance of physical access, through rural roads and rural and urban transport services to help achieve gender equality and social inclusion. • SLoCaT has no specific target or indicator on gender but calls for gender specific monitoring of a number of indicators 					
6	Water and sanitation		Poverty eradication, food security, education, health, economic growth, industrialization, energy, sustainable cities, resilience of ecosystems and biodiversity	GOAL 07: Empower Inclusive, Productive and Resilient Cities Target 07b. Ensure universal access to a secure and affordable built environment and basic urban services including housing; water, sanitation	

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			and waste management; low-carbon energy and transport; and mobile and broadband communication.			
<i>SLoCaT Observations and Recommendations:</i> <ul style="list-style-type: none"> Sustainable transport is relevant to water and sanitation, but SLoCaT is not proposing any target or indicator in this context 						
7	Energy	Improving energy efficiency ... transport; phasing out inefficient fossil fuel subsidies that encourage wasteful consumption	Poverty eradication and economic growth, food security, education, health, water, gender equality, sustainable consumption and production, and climate change.	GOAL 08: Curb human induced climate change and ensure sustainable energy Target 08a: Decarbonize the energy system, ensure clean energy for all, and improve energy efficiency, with targets for 2020, 2030 and 2050.	<ul style="list-style-type: none"> Target 08a: Decarbonize the energy system, ensure clean energy for all, and improve energy efficiency, with targets for 2020, 2030 and 2050. Indicator #73, National deep decarbonisation strategies GHG emission reduction Indicator #76: CO2 intensity of the transport sector (gCO2/vkm), and of new cars (gCO2/pkm) and trucks (tCO2/tkm) 	<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 Double fuel economy in all new Light Duty Vehicles by 2030, and in all Light Duty Vehicles by 2050 from a base year of 2005. Travel share of public transport, cycling and walking
<i>SLoCaT Observations and Recommendations:</i> <ul style="list-style-type: none"> OWG Focal Area 7 specifically mentions improving energy efficiency in transport as well as the need to phase out inefficient wasteful subsidies, and is in line with SLoCaT's targets and indicators SLoCaT to promote fuel economy as energy related target in OWG, and propose to SDSN to take over SLoCaT fuel economy indicator. 						
8	Economic growth	Key enabling factors include investments in infrastructure such as roads	Poverty eradication, education, health, employment, industrialization, infrastructure and sustainable consumption and production	GOAL 02: Achieve Development within Planetary Boundaries, Target 02a. Each country reaches at least the next income level and promotes decent work		
<i>SLoCaT Observations and Recommendations:</i> <ul style="list-style-type: none"> OWG Focal Area 8 is directly relevant to transport issues and sustainable transport is key to economy growth and the importance of transport infrastructure and services should be stressed. 						

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<ul style="list-style-type: none"> SLoCaT to emphasize the need to ensure that new road investments take into account road safety 					
9	Industrialization	Provision of adequate and reliable infrastructure for ..., transport and communications is necessary for social and economic development and improvement of quality of life	Poverty eradication, education, employment, economic growth, infrastructure, energy and sustainable consumption and production	Target 07b. Ensure universal access to a secure and affordable built environment and basic urban services including housing; water, sanitation and waste management; low-carbon energy and transport; and mobile and broadband communication	<ul style="list-style-type: none"> Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030 Logistics Performance Index for all countries at least 80% of countries to be a rating of 3.5.
SLoCaT Observations and Recommendations: <ul style="list-style-type: none"> OWG Focal Area 9 is directly relevant and sustainable transport is key to industrialisation and the importance of transport infrastructure and services should be stressed. SLoCaT to promote national inclusion and regional connectivity target 					
10	Infrastructure	Provision of infrastructure for access to modern energy services, as well as provision of reliable transport and communications, including road and rail links, ports and ICT connectivity. accessibility to persons with disabilities; proper use of urban space and related infrastructure planning	Poverty eradication, food security, water and sanitation, health, energy, economic growth, industrialization, sustainable cities, sustainable consumption and production and climate change	Target 06c. Ensure universal access in rural areas to basic resources and infrastructure services (land, water, sanitation, modern energy, transport, mobile and broadband communication, agricultural inputs, and advisory services). Target 07b. Ensure universal access to a secure and affordable built environment and basic urban services including housing; water, sanitation and waste management; low-carbon energy and transport; and mobile and	<ul style="list-style-type: none"> Secure universal access by sustainable transport for rural populations by 2030 Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access. Secure universal access by sustainable transport for urban populations by 2030 Mean daily travel time for individuals to reach employment, education, health and community services. Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030 Logistics Performance Index for all countries at least 80% of countries

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			broadband communication.		to be a rating of 3.5. <ul style="list-style-type: none"> Double national long distance passenger mode shares by public transport and ensure half of future growth in regional passenger travel is accommodated by public transport on a global basis by 2030. 	
<p><i>SLoCaT Observations and Recommendations:</i></p> <ul style="list-style-type: none"> OWG Focal Area 10 is directly relevant to sustainable transport and relevant rural, urban and inter-urban/regional transport infrastructure should be stressed. SLoCaT acknowledges the importance of infrastructure for rural, urban and national access but it is important that the creation of infrastructure takes into account the services and that it minimizes negative impacts. The danger of standalone Infrastructure goal is that these are overlooked SLoCaT to advocate that transport infrastructure creation is linked to access, road safety, health, energy, environment targets and indicators 						
11	Employment and decent work for all	Physical access is also necessary (not in text)	Poverty eradication, food security, education, economic growth, industrialization, sustainable consumption and production, and oceans and seas.	GOAL 02: Achieve Development within Planetary Boundaries, Target 02a. Each country reaches at least the next income level and promotes decent work.		<ul style="list-style-type: none"> Secure universal access by sustainable transport for rural populations by 2030 Secure universal access by sustainable transport for urban populations by 2030
<p><i>SLoCaT Observations and Recommendations:</i></p> <ul style="list-style-type: none"> OWG Focal Area 11 is directly relevant to sustainable transport and the importance of transport to allow access to employment for urban and rural people could be stated here. SLoCaT is not proposing any target or indicator in this context 						
12	Promoting equality		Education, industrialization, infrastructure, energy and means of implementation.			
<p><i>SLoCaT Observations and Recommendations:</i></p> <ul style="list-style-type: none"> OWG Focal Area 12 is directly relevant to equality of access, which is key to the urban and rural sustainable transport access targets and indicators. Equality of access to transport could be specifically mentioned here. SLoCaT is not proposing any target or indicator in this context but is addressing this in monitoring, e.g. focus on lowest quintile 						
13	Sustainable cities and human settlements	Affordable housing, infrastructure and basic services; access to safe public space and	Poverty eradication, food security, economic growth, infrastructure, sustainable consumption and	GOAL 07: Empower Inclusive, Productive and Resilient Cities	Target 07b. Ensure universal access to a secure and affordable built environment	<ul style="list-style-type: none"> Secure universal access by sustainable transport for rural populations by 2030

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	services; enhancing capacities for urban planning; strengthening positive economic and social links between cities and peri-urban and rural areas; providing access to safe, affordable, accessible and sustainable transport, improving road safety and urban air quality.	production, climate change and gender equality		<p>and basic urban services including housing; water, sanitation and waste management; low-carbon energy and transport; and mobile and broadband communication.</p> <ul style="list-style-type: none"> • Indicator# 67 Proportion of urban households with access to reliable public transportation • Optional indicators: <ul style="list-style-type: none"> ○ Mean daily travel time for individuals to reach employment, education, health and community services. ○ Proportion of income spent by urban families on transport to reach employment, education, health and community services. ○ Travel share of public transport, cycling and walking. • Target 07c. Ensure safe air and water quality for all, and integrate reductions in greenhouse gas emissions, efficient land and resource use, and climate and disaster resilience into investments and standards. • Indicator# 68 Mean urban air 	<ul style="list-style-type: none"> • Mean daily travel time for individuals to reach employment, education, health and community services. • Proportion of income spent by urban families on transport to reach employment, education, health and community services. • Increase share of urban population with air quality within WHO limits • PM₁₀ and/or PM_{2.5} emissions from passenger and freight vehicles by 2030 (desired achievement: 70% reduction compared to 2010) • Phase out all transport related fossil fuel subsidies by 2020

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				<p>pollution of particulate matter (PM10 and PM2.5)</p> <ul style="list-style-type: none"> Indicator #56 Vulnerability to extreme climate events 		
<ul style="list-style-type: none"> OWG Focal Area 13 includes important phrases relating to urban access, air quality and road safety, that are all compatible with SLoCaT targets OWG Focal Area 13 does not sufficiently stress pedestrian facilities (only mentions of infrastructure and access for people with disabilities). OWG Focal Area 13 does not mention importance of cycle infrastructure in urban settlements. SDSN GOAL 07: Includes the importance of the larger means of public transportation. It does not mention informal services or cycle transport. It does not adequately address the needs of pedestrian and cycle infrastructure. SLoCaT to advocate urban access and road safety as part of urban goal discussion in OWG, but emphasize active transport (walking and cycling) in addition to public transport. SLoCaT to advocate urban air quality as part of urban goal discussion in OWG SLoCaT to reach out to SDSN to ensure that active transport is part of urban transport indicator 						
14	Sustainable Consumption and Production	Sustainable supply chains, improvements in energy efficiency	food security, education, health, economic growth, industrialization, infrastructure, energy, sustainable cities and human settlements, climate change, oceans and seas, ecosystems and biodiversity.			
<ul style="list-style-type: none"> OWG Focal Area 14 does not mention transport but 'develop sustainable transport systems' would fit in very well into the ideas already expressed. SLoCaT is not proposing any target or indicator in this context, but if Sustainable Consumption and Production ends up as a SDG SLoCaT will be able to propose target and indicators 						
15	Climate Change	Building resilience and adaptive capacity in developing countries; with a view to reducing global emissions of greenhouse gases, introducing inter alia economic incentives for investments in low-carbon solutions in	Food security, water, education, health, energy, sustainable consumption and production, sustainable cities, oceans and seas, ecosystems and biodiversity	GOAL 08: Curb human induced climate change and ensure sustainable energy	<ul style="list-style-type: none"> Target 08a: Decarbonize the energy system, ensure clean energy for all, and improve energy efficiency, with targets for 2020, 2030 and 2050. Indicator #73, National deep decarbonisation strategies GHG emission reduction 	<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 Double fuel economy in all new Light Duty Vehicles by 2030, and in all Light Duty Vehicles by 2050 from a base year of 2005.

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	infrastructure and industry; developing low-carbon, climate-resilient development strategies			<ul style="list-style-type: none"> Indicator #76: CO2 intensity of the transport sector (gCO2/vkm), and of new cars (gCO2/pkm) and trucks (tCO2/tkm) 	<ul style="list-style-type: none"> Travel share of public transport, cycling and walking
<ul style="list-style-type: none"> OWG Focal Area 15 is directly relevant to sustainable transport and the SLoCaT GHG target SLoCaT to promote fuel economy target, but also emphasize that GHG emission reduction from transport requires a broader approach that also includes promotion of public transport (e.g. doubling of public transport share). 					
16	Marine resources, oceans and seas		Food security, water, employment, economic growth, climate change, ecosystems and biodiversity.	GOAL 09: Secure Ecosystem Services and Biodiversity, and Ensure Good Management of Water, Oceans, Forests and Natural Resources	
<ul style="list-style-type: none"> Sustainable transport is relevant to marine resources, oceans and seas, but this is not a priority area for SLoCaT 					
17	Ecosystems and biodiversity		Poverty eradication, food security, health, water, employment, sustainable consumption and production, climate change, and the rule of law	GOAL 09: Secure Ecosystem Services and Biodiversity, and Ensure Good Management of Water, Oceans, Forests and Natural Resources	
<ul style="list-style-type: none"> Sustainable transport is relevant to ecosystems and biodiversity, but this is not a priority area for SLoCaT. 					
18	Means of implementation	Integral component in achieving sustainable development, including trade, financing for sustainable development, capacity building, and development and transfer of environmentally sound technologies		GOAL 10: Transform Governance and Technologies for Sustainable Development	Target 10c. Accelerate adoption of new technologies for the SDGs. Indicator #69, Sustainable Technologies and ICT (not developed yet)
<ul style="list-style-type: none"> OWG Focal Area 18 concentrates on processes. These will be needed to achieve sustainable transport, but there is no need to focus on transport here. 					
19	Peaceful and non-violent societies,		Poverty eradication, economic growth, sustainable cities,		

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capable institutions		promoting equality, gender equality.			
<ul style="list-style-type: none"> OWG Focal Area 19 mentions provision of public services for all, and this could be taken to include access for all (sustainable transport). Sustainable transport can facilitate equity, stability and peace. Transport security is not mentioned but is a relevant issue. 					