



Integration of Sustainable Transport in OWG 12 Document on SDGs and Targets

Shanghai, 11 June 2014

The Partnership on Sustainable, Low Carbon Transport (SLoCaT)¹ welcomes the progress made by the [Open Working Group \(OWG\)](#) of the UN General Assembly in developing proposals for a comprehensive set of Sustainable Development Goals (SDGs). We have taken note of the proposals of the co-chairs of the OWG made in preparation of the 12th OWG meeting (June 16-20, 2014), which for the first time lists [17 proposed SDGs](#) supported by a wide range of targets. We are grateful to see that earlier suggestions on e.g. road safety have now been integrated in a more comprehensive manner.

In parallel to the OWG process the SLoCaT Partnership has initiated the development of a [Results Framework on Sustainable Transport](#), which defines the 2030 vision of the Sustainable Transport community on what should be achieved in terms of improving rural, urban as well as national and regional access to goods, markets, jobs and services while minimizing the negative impacts on road safety, air pollution and climate change. The SLoCaT Results Framework consists of 6 targets (3 on access and 3 on negative externalities) supported by a series of indicators.

Mainstreaming of Sustainable Transport in SDGs

[The 7th session of the OWG](#) recommended that there should not be a dedicated SDG on transport and that the cross-sectoral nature of transport is best served by integrating transport in a range of SDGs. We welcome in this context the proposals of the co-chairs, which include key elements of sustainable transport in 8 out of the 17 proposed SDGs. We take note that in the current proposals of the co-chairs all the six targets of the proposed SLoCaT Results Framework are addressed.

While we support the proposed mainstreaming of sustainable transport across the proposed SDGs we would like to emphasize the importance of maintaining the proposed SDG on Sustainable Cities and Human Settlements. If it were decided to mainstream the cities and human settlements SDG into other SDGs like energy, water, health or education, it would become very difficult, if not impossible, for the transport sector to take meaningful guidance from the SDG framework in the development of the transport sector.

¹The Partnership on Sustainable Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organizations including UN organizations, multilateral and bilateral development organisations, NGOs and foundations, academia and the business Sector which promotes the integration of sustainable transport in global policies on sustainable development and climate change. See: www.slocat.net.

Transport is as much about services as it is about infrastructure

An area of concern is that many of the references in the SDGs and target proposals refer to the realization of infrastructure, while limited or no references are being made to transport services, including no mention of rural transport services. This is in contrast with the growing consensus in the transport and development community (as documented in the SLoCaT Results Framework) that it is the improved transport services (and not the transport infrastructure as such) that will generate most of the developmental impact required to realize elimination of poverty; the overarching theme of the post 2015 sustainable development framework. Transport infrastructure is a necessary but not sufficient condition for sustainable development.

A secondary area of concern is the omission to make specific references to the importance of freight transport. It is increasingly clear that freight transport including freight for small-scale farmers is of key importance in realizing sustainable transport.

TABLE 1: Transport Relevant SDGs and Targets and their linkage to the SLoCaT Results Framework Targets on Sustainable Transport.

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	OWG CO-CHAIR'S PROPOSED GOALS WITH CURRENT OR PROPOSED TRANSPORT RELATED TARGETS (JUNE 2014)	
	Proposed refinement of the OWG Co-Chairs' Proposed Targets are highlighted in yellow <i>italics</i> .	
Rural Access: Secure universal access by sustainable transport for rural populations by 2030	Proposed Goal 2: <i>End hunger, achieve food security and adequate nutrition for all, and promote sustainable agriculture</i>	Target 2.4: By 2030 achieve access to adequate inputs, knowledge and productive resources, financial services, <i>safe reliable and affordable transport</i> , and markets, especially for small and family farmers, pastoralists, and fishers, with a particular focus on women
	Proposed Goal 8: <i>Promote strong, inclusive and sustainable economic growth and decent work for all</i>	Target 8.11: support the development of quality, reliable, sustainable and resilient infrastructure <i>and services</i> for transport, energy, water and communications, in particular in developing countries with a focus on <i>safe, reliable, and affordable, all-season</i> access for the rural and urban poor
	Proposed Goal 11: <i>Build inclusive, safe and sustainable cities and human settlements</i>	Target 11.4: strengthen positive economic, <i>transport</i> and social links <i>and services</i> between cities and peri-urban and rural areas
	Proposed goal 17: <i>Strengthen and enhance the means of implementation and global partnership for sustainable development</i>	Target 17.9: increase investment in rural infrastructure, <i>efficient and affordable transport</i> , agricultural research, technology development, institutions and capacity building in developing countries to enhance agricultural productive capacity <i>and logistics</i> , particularly in countries that are net food importers
Urban Access: Secure universal access by sustainable transport for urban populations by 2030	Proposed Goal 5: <i>Attain gender equality, empower women and girls everywhere</i>	Target 5.7: ensure women's equal access to, control and ownership of assets and natural and other productive resources, as well as non-discriminatory access to essential services and infrastructure, including financial services <i>as well as transport</i> and ICT

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	<p>Proposed Goal 8: <i>Promote strong, inclusive and sustainable economic growth and decent work for all</i></p>	<p>Target 8.11: support the development of quality, reliable, sustainable and resilient infrastructure and <i>services</i> for transport, energy, water and communications, in particular in developing countries with a focus on <i>safe, reliable, and affordable, all-season</i> access for the rural and urban poor</p>
	<p>Proposed goal 11. <i>Build inclusive, safe and sustainable cities and human settlements</i></p>	<p>Target 11.2: by 2030, provide access to safe, affordable, accessible and sustainable transport for all, expand public transport and improve road safety <i>and transport sector efficiency</i></p> <p>Target 11.4: strengthen positive economic, <i>transport</i> and social links <i>and services</i> between cities and peri-urban and rural areas</p> <p>Target 11.8: by 2030 ensure that all cities are accessible and offer opportunities to persons with disabilities</p>
	<p>Proposed goal 17: <i>Strengthen and enhance the means of implementation and global partnership for sustainable development</i></p>	<p>Target 17.29: facilitate investments in developing countries in infrastructure such as roads, railways, ports, water supply and treatment, and ICT, <i>and introduce sound asset management practices</i></p>
<p>National Access and Regional Connectivity: Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030</p>	<p>Proposed goal 8: <i>Promote strong, inclusive and sustainable economic growth and decent work for all</i></p>	<p>Target 8.12: improve regional and trans-border infrastructure <i>and associated transport services</i> to promote effective regional economic integration and facilitate trade</p>
<p>Road Safety: Halve the burden due to global road traffic crashes by halving the number of fatalities and serious injuries by 2030 compared to 2010</p>	<p>Proposed goal 3: <i>Attain healthy life for all at all ages</i></p>	<p>Target 3.4: by 2030 reduce by x% premature deaths from non-communicable diseases (NCDs), reduce deaths from injuries, including halving road traffic deaths <i>and serious injuries</i>, promote mental health and wellbeing, and strengthen prevention and treatment of narcotic drug and substance abuse</p>
<p>Air Pollution and Human Health: Increase 2030 share of urban population with air quality within WHO limits compared to 2010.</p>	<p>Proposed goal 3: <i>Attain healthy life for all at all ages</i></p>	<p>Target 3.9: by 2030 decrease by x% the number of deaths and illnesses from indoor and outdoor air pollution</p>
<p>Greenhouse Gas Emissions: Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate,</p>	<p>Proposed goal 7: <i>Ensure access to affordable, sustainable, and reliable modern energy services for all</i></p>	<p>Target 7.3: double the global rate of improvement in energy efficiency by 2030</p> <p>Target 7.5: by 2030 phase out inefficient fossil fuel subsidies that encourage wasteful consumption, with</p>

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with 2030 transport-related emissions no higher than 2010 emissions.		Proposed refinement of the OWG Co-Chairs' Proposed Targets are highlighted in yellow <i>italics</i> . solutions that aim to secure affordable energy for the poorest
	Proposed goal 11. Build inclusive, safe and sustainable cities and human settlements	Target 11.2: by 2030, provide access to safe, affordable, accessible and sustainable transport for all, expand public transport and improve road safety <i>and transport sector efficiency</i>
	Proposed goal 13: Promote actions at all levels to address climate change / Build a climate change goal based on the outcome of COP21 of the UNFCCC	Target 13.4: by 20xx introduce instruments and incentives for investments in low-carbon solutions in all relevant sectors
	Proposed goal 17. Strengthen and enhance the means of implementation and global partnership for sustainable development	Target 17.29: facilitate investments in developing countries in <i>resilient</i> infrastructure such as <i>safer</i> roads, <i>pedestrian and cycling infrastructure</i> , railways, ports, and associated transport services; water supply and treatment; and ICT, <i>and introduce sound asset management practices</i>
