



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

Background

One of the main outcomes of the United Nations Conference on Sustainable Development (Rio+20), held in Rio de Janeiro in June 2012, was the agreement by Member States to launch a process to develop a set of sustainable development goals (SDGs). The SDGs should be limited in number, aspirational and easy to communicate. The goals should address in a balanced way all three dimensions of sustainable development and be coherent with and integrated into the UN development agenda beyond 2015. A 30-member [Open Working Group \(OWG\)](#) of the General Assembly was established on 22nd of January 2013 and the OWG is tasked with preparing a proposal on the SDGs. This OWG has been meeting 11 times since its establishment. The co-chairs of the OWG have in preparation of the 12th OWG meeting (June 16-20, 2014) published [a document](#), which for the first time lists 17 SDGs supported by a wide range of targets.

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.

Alignment of SLoCaT Results Framework with Proposed SDGs and Targets

[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.

The table below indicates that: (a) all six of the proposed SLoCaT targets on sustainable transport are reflected in the proposed SDGs and targets, and (b) transport is reflected in 5 out of the 17 proposed SDGs.

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. This is in contrast with the SLoCaT Results Framework, which underscores that it is the transport services that

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will generate most of the developmental impact required to realize elimination of poverty; the overarching theme of the post 2015 sustainable development framework. 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 is of key importance in realizing sustainable transport.

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	OWG CO-CHAIR'S PROPOSED GOALS (JUNE 2014)	OWG CO-CHAIR'S PROPOSED TARGETS (JUNE 2014)
Rural Access: Secure universal access by sustainable transport for rural populations by 2030	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 for transport, energy, water and communications, in particular in developing countries with a focus on access for the rural and urban poor
	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, agricultural research, technology development, institutions and capacity building in developing countries to enhance agricultural productive capacity, 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 and ICT
	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 for transport, energy, water and communications, in particular in developing countries with a focus on access for the rural and urban poor
	Proposed goal 11. <i>Build inclusive, safe and sustainable cities and human settlements</i>	Target 11.2: by 2030, provide access to safe, affordable, accessible and sustainable transport for all, expand public transport and improve road safety Target 11.8: by 2030 ensure that all cities are accessible and offer opportunities to persons with disabilities
	Proposed goal 17. <i>Strengthen and enhance the means of implementation and global partnership for sustainable development</i>	Target 17.29: facilitate investments in developing countries in infrastructure such as roads, railways, ports, water supply and treatment, and ICT
National Access and Regional Connectivity: Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030	Proposed goal 8: <i>Promote strong, inclusive and sustainable economic growth and decent work for all</i>	Target 8.12: improve regional and trans-border infrastructure to promote effective regional economic integration and facilitate trade

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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	Proposed goal 3: <i>Attain healthy life for all at all ages</i>	Target 3.4: by 2030 reduce by x% premature deaths from non-communicable diseases (NCDs), reduce deaths from injuries, including halving road traffic deaths, promote mental health and wellbeing, and strengthen prevention and treatment of narcotic drug and substance abuse
Air Pollution and Human Health: Increase 2030 share of urban population with air quality within WHO limits compared to 2010	Proposed goal 3: <i>Attain healthy life for all at all ages</i>	Target 3.9: by 2030 decrease by x% the number of deaths and illnesses from indoor and outdoor air pollution
Greenhouse Gas Emissions: 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.	Proposed goal 7: <i>Ensure access to affordable, sustainable, and reliable modern energy services for all</i>	Target 7.3: double the global rate of improvement in energy efficiency by 2030 Target 7.5: by 2030 phase out inefficient fossil fuel subsidies that encourage wasteful consumption, with solutions that aim to secure affordable energy for the poorest
	Proposed goal 13: <i>Promote actions at all levels to address climate change / Build a climate change goal based on the outcome of COP21 of the UNFCCC</i>	Target 13.4: by 20xx introduce instruments and incentives for investments in low-carbon solutions in all relevant sectors

Note to SLoCaT members and other stakeholders on sustainable transport and sustainable development. This is an initial assessment of the proposed SDGs and targets from the perspective of sustainable transport. A more detailed assessment will be prepared, which will serve as the basis for formal SLoCaT comments to the Co-chairs of the OWG and its members and as input to the Major Group and other Stakeholders Process. SLoCaT welcomes your comments, which should be sent to Cornie.Huizenqa@slocatpartnership.org before June 7, 2014. This will enable SLoCaT to make an input to the informal consultations, which are scheduled from 9-13 June, preceding the formal 12th OWG session from 16-20 June.