SLoCaT Partnership Recommendations for the Third Meeting of IAEG-SDGs

March 2016

The Partnership on Sustainable Low Carbon Transport (SLoCaT) has been engaged throughout the process of SDG indicator development, as summarized in the following box:

Background on SLoCaT Partnership Involvement in Indicator Development to Date

- In August 2015, SLoCaT compiled (with input by SLoCaT members) recommendations on the proposed global SDG indicators from the first meeting of the United Nations Statistical Commission's (UNSC) Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs). In September 2015, SLoCaT submitted formal comments through the UNSC portal.

- In October 2015, SLoCaT was represented at the second meeting of the IAEG-SDGs in Bangkok, Thailand (by Tali Trigg, GIZ). SLoCaT provided talking points for proposed inclusion among civil society inputs to the session. In November 2015, SLoCaT submitted comments to the Open Consultation on IAEG-SDGs Indicators.

- SLoCaT participated as an observer at the 47th session of the UNSC, held in New York from 8-11 March 2016. The session finalized the indicator framework for the post-2015 development agenda. SLoCaT created a summary report for the session to provide inputs to the proposed sustainable transport global tracking framework.

Civil society involvement is enshrined in the IAEG-SDGs process, and thus the Third Meeting of the IAEG-SDGs (Mexico City, 30 March – 3 April 2016) presents further opportunities for engagement from the sustainable transport community. Based on the following provisional meeting agenda items (**in bold**, based on the agenda numbering), SLoCaT offers the following interventions (*in italics*):

- **4. Establishment of a tier system for indicators**

The SLoCaT Partnership is facilitating ongoing efforts to build consensus within the global transport community on how transport-relevant indicators are to be categorized into tiers. See Annex I for a proposed distribution of tiers, proposed lead transport sector entities, and detailed comments for each of the proposed transport-relevant indicators, which are offered for consideration in any relevant discussion of these indicators.

- **4a. Review of the data availability for Tier I and Tier II indicators**
- **4b. Development of a work plan for increasing the data coverage of Tier II indicators**

SLoCaT is prepared to coordinate among key transport organizations named in the Annex I table, and to work with UN regional commissions to provide detailed accounts of data availability for transport-related indicators at national/regional levels.

SLoCaT and its partner organizations can also play an important role in helping to define metadata for Tier II indicators (as also noted in agenda item 6 below).

- **4c. Establishment of a work plan for further development of Tier III indicators**

SLoCaT and the sustainable transport community are poised to contribute to proposed methodologies for transport-relevant indicators currently determined to fit under Tier III
For example, see Annex I for proposed methodology development for Indicator 11.2.1 ("Proportion of population that has convenient access to public transport, by age, sex and persons with disabilities.")

- **5. Establishment of procedures for the methodological review of indicators, including approval mechanisms of needed revisions**

SLoCaT is prepared to coordinate with IAEG-SDGs members and observers to give the transport community a key role in ongoing review of transport-relevant indicators.
A recent Secretary General report on reporting by major groups and other stakeholders provides guidance on the role of non-governmental actors in monitoring the SDG process, and the SLoCaT Partnership and its members can play a central role in the review and refinement of transport-relevant indicators, and in continuing to solicit needed inputs from the global sustainable transport community.

The SLoCaT Partnership is willing to help facilitate global monitoring efforts on sustainable transport indicators in forthcoming re-evaluation periods (e.g. for indicators which overlap with those indicators proposed in the SLoCaT Results Framework), and is prepared to help to highlight areas of need to evaluate these indicators (e.g. data disaggregation), as noted in the final column of the table in Annex I.

- **6. Definition of the format for the compilation and dissemination of metadata**

The SLoCaT Partnership is willing to collaborate with stated lead entities to fill gaps in metadata for transport-related indicators.
SLoCaT has noted gaps in metadata for direct and indirect transport-relevant indicators that could be filled by the transport community in concert with lead agencies. For example, Indicator 9.1.1 ('Share of the rural population who live within 2km of an all season road') is described as having no current metadata, and stated lead agencies could benefit from input from SLoCaT partners. (See also agenda items 4a/4b above).

- **7. Development of global reporting mechanisms, including identifying entities responsible for compiling data for global reporting on individual indicators and discussing data flow from the national to the global level**

SLoCaT members and the global sustainable transport community are well positioned to monitor indicators, in collaboration with the stated lead entities noted in Annex I.
The sustainable transport community can play a crucial role in extending the capacity of National Statistical Organizations (NSOs) by compiling required transport data from non-state actors.

For example, UITP currently encourages and builds capacity for its members to report non-financial information related to the SDGs through its Sustainability Charter reporting framework. This information includes proxy indicators related to target 11.2, which can be used to support consistent national reporting on indicator 11.2.1. Other SLoCaT members are similarly well positioned to compile and provide data in key monitoring areas such as road safety (e.g. WHO, FIA Foundation), air quality (e.g. WHO, Clean Air Asia), and fuel economy (e.g. Global Fuel Economy Initiative).

SLoCaT Partnership members can provide guidances for tracking (proxy) indicators based on comments in Annex I.
UITP has proposed to develop information sheets on proxy Charter indicators, which would offer a menu of options for countries to report on 11.2 and provide a means of guidance, partnership and consistency to national reporting, in both developed and developing countries. UNDESA and UN Habitat have signaled their support for working with UITP on this effort with the justification that it can be used to help Parties develop their own complementary national indicators to supplement the global framework and help build national statistical capacity and reporting on SDG 11.[1]

In addition, in support of Indicator 11.2.1, ITDP has developed guidelines for defining "rapid transit" as BRT, LRT, and metro, and EMBARQ is developing a "Bus with High Level of Service" (BHLS) definition to define improved bus service that may not qualify as BRT in support of measuring this indicator.

- **8. Establishment of a baseline for the tracking of indicators, with special attention paid to those cases where data are still unavailable**

The sustainable transport-focused organizations listed in Annex I can play a central role in establishing baselines for sustainable transport-relevant indicators.
As described in the previous point, SLoCaT members can help to compile crucial data for monitoring transport-related indicators, including establishing data baselines.

- **9. Development of further guidance on issues related to the global indicator framework such as data disaggregation, inter-linkages across goals and targets, multipurpose indicators and the** SDMX working group for SDGs

The SLoCaT Partnership and like-minded civil society organizations can contribute to transport sector-focused components of cross-sector monitoring tools and help to address issues of data disaggregation needs and sectorial interlinkages.
In a recent IISD webinar on indicator development[2], the Earth Institute stated that "the search for bridge-building and boundary organizations is actively underway,"[3] suggesting a potential role for the SLoCaT Partnership and member organizations to provide constructive inputs through the IAEG-SDGs process. This would be facilitated through the IAEG-SDGs's commitment to continued meaningful engagement with the SLoCaT Partnership and other non-state entities with expertise in the field, and with continued transparency about the IAEG-SDGs process to ensure that the discussion and decision-making process are easily understood by civil society participants.

[1] Philip Turner, UITP. Personal communication, March 17, 2016.
[2] https://www.iisd.org/event/webinar-beyond-sdg-indicators
[3] https://www.iisd.org/event/webinar-beyond-sdg-indicators

The webinar also described tools in use for monitoring linkages across SDGs[4], and the sustainable transport community can contribute crucial inputs to efforts to better integrate transport considerations into relevant sub-components of these modeling tools.

[4] These tools include the Sustainable Development Goals Interface Ontology (SDGIO) and the CLEW Model – Developing an integrated tool for modeling the interrelated effects between Climate, Land use, Energy, and Water (CLEW).

Annex 1: Transport Relevant SDG indicators				
SDG Target	**Indicator(s)**	**Currently Proposed Tier**	**Proposed Leads for Transport Sector**	**Additional Comments**
3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents	3.6.1 Death rate due to road traffic injuries	I	WHO, UN Road Safety Collaboration, FIA Foundation	• An established and important indicator, which is measured on a 2-3 year cycle already in virtually all countries on a consistent basis • Priority should be '1' as proposed by WHO • Disaggregation by sex and age is supported where data permit and/or by mode of transport (e.g. pedestrian, bicycle, bus). • If these data were available by city and by mode, we could use this a measure of safety and proxy of investment in infrastructure and policies for pedestrians and cyclists
3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination	3.9.1 Mortality rate attributed to household and ambient air pollution	I	WHO, Heath Effects Institute (transport focus)	• Global burden of disease studies can provide relevant information. For transport, estimates of premature deaths from air pollution are available for 2012 in "Transport for health: the global burden of disease from motorized road transport" prepared by the Institute for Health Metrics and Evaluation for the Global Road Safety Facility) World Bank (2014) • For transport-focused air quality impacts, transport experts from the Health Effects Institute should also be engaged.
7.3 By 2030, double the global rate of improvement in energy efficiency	7.3.1 Energy intensity measured in terms of primary energy and gross domestic product (GDP)	I	Global Fuel Economy Initiative	• The Global Fuel Economy Initiative measures average fuel economy regularly to enable measurement of the overall CO2 emissions of the global fleet. Data are available for major countries, regions and the globe. • Sectorial targets should be mentioned in particular for transport, which is a significant source and the fastest growing sector in terms of energy use.

9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	9.1.1 Proportion of the rural population who live within 2 km of an all-season road	II	World Bank	• The Rural Access Index (RAI) is valuable for measuring rural access but is inadequate for trans-border/inter-urban contexts. Indicator wording should include 'rural access', which is missing from the overall indicator list. • RAI was measured for most countries circa 2003-2005, and it is important to ensure that countries are actively applying this methodology (i.e. that is not only being measured by external organizations). • The World Bank is currently working with UK DFID on a refined methodology that has been applied in several countries to date.
9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	9.1.2 Passenger and freight volumes, by mode of transport	II	World Bank, International Road Transport Union (TBD)	• This indicator is likely to be quite challenging to measure for less wealthy countries and would require good quality control and strong definitions in order to be meaningful. • Domestic pax/freight land transport volumes are unreliable in most countries; land-based trans-border trade volumes are more likely to be measured directly. • The WB's Logistic Performance Index (LPI) is measured on a 1-2 year cycle, and can be disaggregated by country infrastructure condition.
9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities	9.4.1 CO2 emission per unit of value added	II	IEA (transport focus), country National Communications and Biennial Reports	• Relies on data on national economic performance, and related to incremental (energy-related) CO2 emissions. • It is necessary to reduce lag time in data reporting from member countries in UNFCCC National Communications and Biennial Reports • Consideration must be given to whether a more transport-relevant indicator (even if Tier II or III) can be identified.

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons	11.2.1 Proportion of population that has convenient access to public transport, by age, sex and persons with disabilities	III	UITP, ITDP, EMBARQ	• It is crucial to develop widely accepted definitions about what "public transport" refers to, and to make sure those definitions only include meaningful mobility services (as opposed to symbolic and ineffective transport). • The proposed indicator measures access to transport, not access to jobs, education etc., but absent these data, access to high-quality transport can be a decent proxy measure, if "convenient access" is defined in a consistent and meaningful manner. • There is no currently agreed global methodology; thus, these data are not being collected on an ongoing basis with a systematized approach. A proposed Population Near rapid Transit (PNT) indicator, which is the number of people within 1km of rapid transit (i.e. BRT, LRT, & Metro) could provide a Tier I solution for large cities (>500k) as other methodologies are being developed. • Walking and cycling (as well as public transport) should be explicitly measured under 11.2, in addition to 9.1. ITDP has started measuring access to bicycle infrastructure in many cities, which could be useful as a proxy for bicycle access to destinations. • Quality control would be needed to ensure comparability (noting that formal public transit stops do not exist in many cities). It is critical that non-state entities – including transport non-profits and other experts – be involved in discussion of definitions and QA processes.
11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management	11.6.2 Annual mean levels of fine particulate matter (e.g. PM2.5 and PM10) in cities (population weighted)	I	WHO, Clean Air Asia, Health Effects Institute, UNEP	• This is a complement to current indicator 3.9.1. • Original Indicator 3.9.3 expressed the % of population exposed to unsafe air, and was the more useful than current Indicator 11.6.2,

12.c Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities	12.c.1 Amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels	I	IEA, GIZ, IMF	• IEA measures these data on an annual basis in line with its World Energy Outlook report • GIZ undertake transport fuel prices survey every 2-3 years that is land transport-specific through IISD's Global Subsidies Initiative • Without fossil-fuel subsidies being significantly reduced or removed altogether, Indicator 7.3.1 on energy efficiency will be harder to achieve