

## Mobilizing effort to promote sustainable transport at HLPF 2017

### What is the HLPF ?

The [High-level Political Forum \(HLPF\) on Sustainable Development](#) is the United Nations central platform for the follow-up and review of the [2030 Agenda](#). The HLPF in 2017 will take place from 10 to 19 July under the theme, “Eradicating poverty and promoting prosperity in a changing world.” HLPF will specifically review SDG 1 (No Poverty), SDG 2 (Zero Hunger), SDG 3 (Good Health and Well-being), SDG 5 (Gender Equality), SDG 9 (Industry, Innovation, and Infrastructure) and SDG 14 (Life below Water).

#### Why is SLoCaT focusing on the HLPF?

The Partnership on Sustainable, Low Carbon Transport’s mission is to promote the integration of sustainable transport in global policies on sustainable development and climate change. Advocacy to raise the profile of sustainable transport in the 2030 Agenda and its subsequent SDG review process at the HLPF is one of the key priorities SLoCaT.

As part of its follow-up and review mechanisms, the [2030 Agenda](#) encourages member states to submit voluntary, state-led, national reports known as [Voluntary National Reviews \(VNRs\)](#) to report on the implementation of the SDGs. 22 VNRs were submitted in 2016 and 44 are going to be presented at the HLPF this year.

Transport direct targets being reviewed in HLPF 2017 include: Target 3.6 on road safety (with indicator 3.6.1 on death rate due to road traffic injuries) and Target 9.1 on sustainable infrastructure (with indicators 9.1.1 on proportion

of the rural population who live within 2 km of an all-season road and 9.1.2 on passenger and freight volumes, by mode of transport). Other indirect transport targets being reviewed in HLPF 2017 include: Target 1.2 on poverty alleviation, Target 2.3 on agricultural productivity, and Target 3.9 on air pollution.

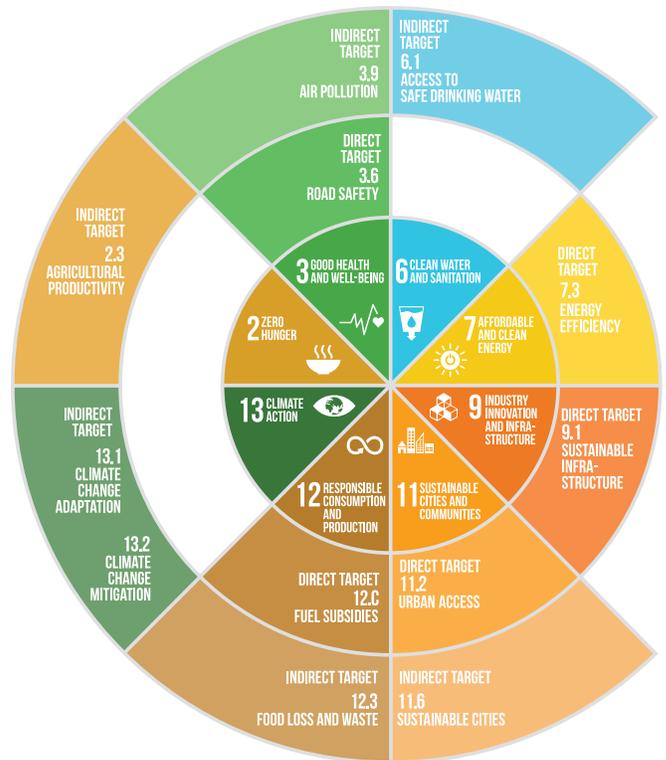


Figure 1: Transport is directly or indirectly contributing to most of the SDGs

### Sustainable Transport and SDGs

Although sustainable transport is not represented by a stand alone SDG in the 2030 Agenda, it is mainstreamed in [a direct or indirect manner into](#)

[many SDGs](#), especially those related to poverty alleviation; food security; access to health services, clean water, education, and employment; gender equality; energy; infrastructure; cities and human settlements; energy and food consumption, and climate change. Transport services and infrastructure are essential to achieving most, if not all, SDGs.

SLoCaT believes that there is further potential to demonstrate the critical role of sustainable transport in this SDG implementation and review process, to build upon the more tentative discussion of transport in HLPF 2016. VNRs can create a more comprehensive vision of sustainable transport development if countries can emphasize more prominently that transport is a vital, cross-cutting sector which enables all other sectors to implement the 2030 Agenda.

## ■ Gaps remain in reporting on transport and its contribution to sustainable development in VNRs

Following [an initial analysis on the treatment of transport in the 22 VNRs submitted in 2016](#), SLoCaT continues to [track](#) the references to transport in the 44 VNRs submitted to HLPF 2017. Only 64% of the 22 VNRs submitted in 2016 contain references to transport, with not all references sustainability-specific. In 2017, 97% of the submitted VNRs, all but one, have certain degree of references to the transport sector, with around 36% of them giving specific examples and references to link transport with sustainable development impacts.

Countries tend to report on “progress” made in the transport sector in the context of achieving their development goals, such as regional development, infrastructure expansion and economic growth; as a result, less direct emphasis was made to demonstrate how transport addresses sustainability issues, such as climate change, road safety, poverty alleviation, social inclusion and equity. This gap is evidently shown in the VNRs submitted in 2017.

There is greater effort by countries to include targets and provide data for transport related measures

and policies. Yet, inconsistent data reporting to SDG indicators across the VNRs also shows that the current VNR mechanism still lacks the proper structure and framework to guide countries to report in a comparable and coherent manner.

Despite the slight progress made in 2017 compared to 2016, it is clear that there is still much greater potential to raise the profile of sustainable transport within the VNR process. The tendency to merely report on the numbers of highways built or kilometers of rail constructed to demonstrate development in the transport sector remains in many of the VNRs.

As mentioned in previous sections, impacts of transport development to address sustainable development issues (and climate change) are not well reflected in the majority of submitted VNRs. Among the four SuM4ALL objectives, there is none where a majority of VNRs make specific references. Universal Access is mentioned in the greatest number of VNRs (43%), followed by Green Mobility (36%), Safety (25%), and Efficiency (25%), as described further below (Figure 2).



Figure 2: Improved rural transport services are key to realize SDG 2: Zero hunger

This analysis also explores how the four SuM4ALL objectives are reflected in the 2017 VNRs. The [Sustainable Mobility for All \(SuM4All\) Initiative](#) was established in 2017 as a multi-stakeholder platform to advance policies on sustainable mobility at global, national, and local levels. SuM4All aims to

facilitate the delivery of four primary objectives of sustainable transport, which include Universal Access, Efficiency, Safety, and Green Mobility.

The full report on Transport in submitted VNRs in 2017, is available [here](#).

## TRANSPORT SUB-SECTORS REFERENCES

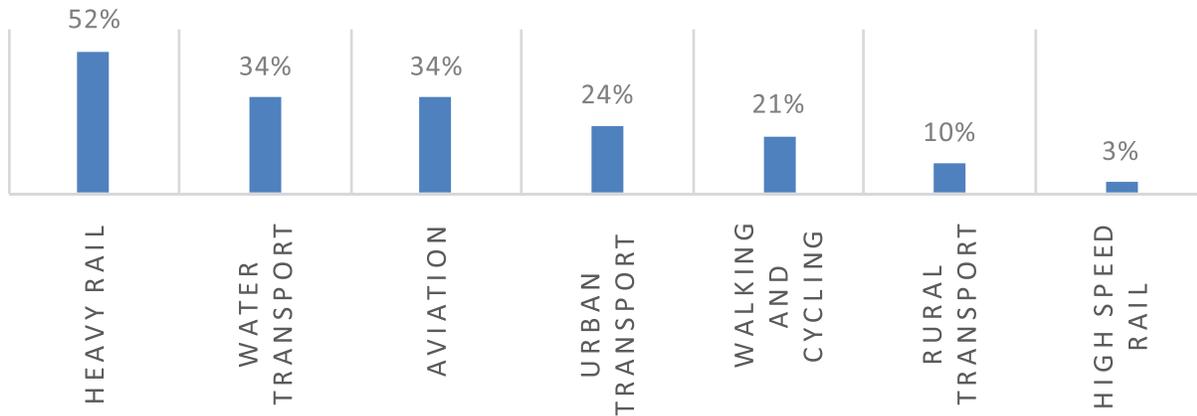


Figure 3: Shares of countries with references to transport sub-sectors

## SHARE OF COUNTRIES WITH REFERENCES TO TRANSPORT DEVELOPMENT BENEFITS

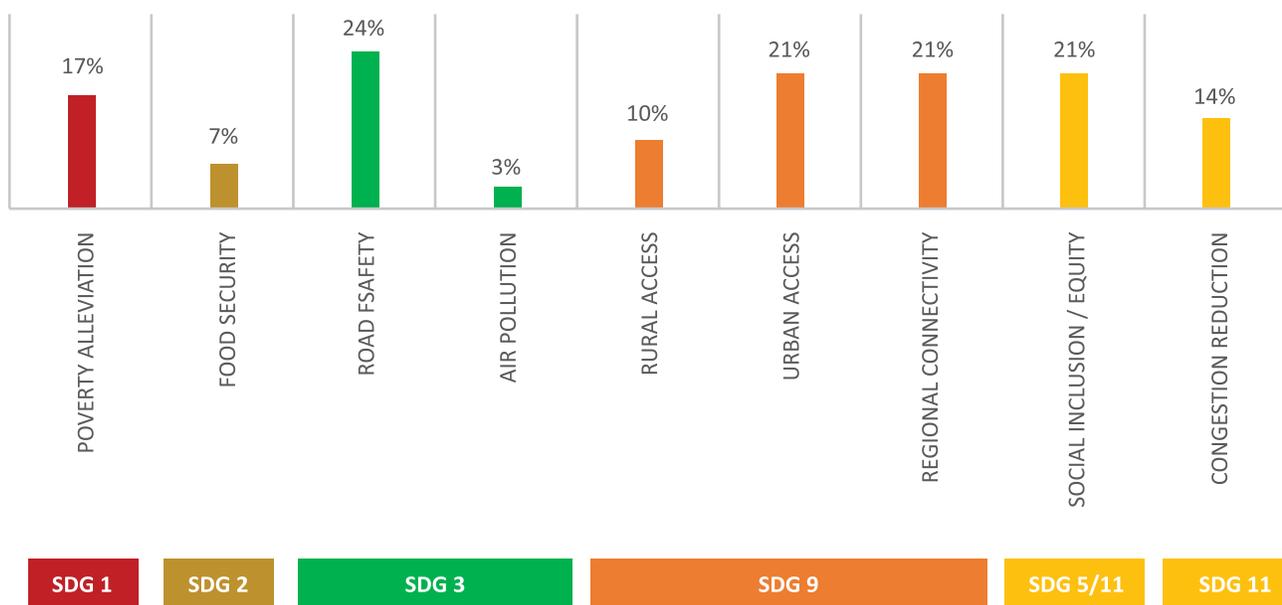


Figure 4: Share of countries with references to transport development benefits

## NUMBER OF COUNTRIES WITH REFERENCES TO SUM4ALL OBJECTIVES

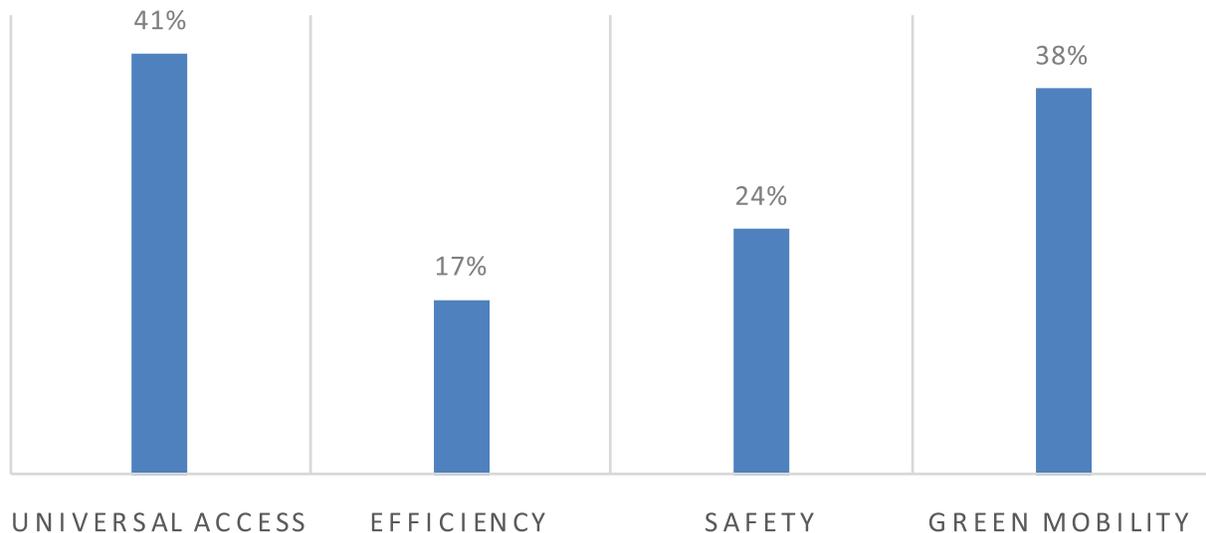


Figure 5. Share of countries with references to SuM4All objectives

### SDG Progress Report 2017 falls short in measuring progress in sustainable transport

The [second SDG Progress Report](#) was released by the [United Nations Department of Economic and Social Affairs \(UN DESA\) Statistics Division](#) in June 2017. Information on the global status on air pollution from traffic, road safety, energy consumption, employment opportunities and economic development driven by the transport sector are presented in the progress report.

Compared to the [first SDG progress report 2016](#), the second progress report has expanded its references to transport and built somewhat stronger linkages between transport and several SDG targets, such as SDG 3.6 (road safety), SDG 3.9 (public health), SDG 7.3 (sustainable energy consumption), and SDG 9.1 (economic development). However, it has not included any information on several key transport-related SDG indicators, such as SDG 9.1.1 (rural access), SDG 11.2.1 (access to public transport), and SDG 12.c.1 (fossil fuel subsidies).

The SDG progress reports from 2016 and 2017 have demonstrated effort from the sustainable development process to capture the progress made towards achieving the SDGs. However, it is clear that these reports have yet to measure progress in a structured and coherent manner, particularly in the transport sector.



Figure 6: Sidewalks are often the cheapest Infrastructure development option to improve urban access

SDG	Reference (Excerpt)
<b>SDG 3 (Good Health and Well-being)</b>	Globally in 2012...ambient air pollution from traffic, industrial sources, waste burning or residential fuel combustion resulted in an estimated 3 million deaths.
<b>SDG 3 (Good Health and Well-being)</b>	In 2013, about 1.25 million people died from road traffic injuries, the leading cause of death among males between 15 and 29 years of age. Road traffic deaths have increased by about 13 per cent globally since 2000.
<b>SDG 7 (Affordable and Clean Energy)</b>	From 2012 to 2014, three quarters of the world's 20 largest energy-consuming countries had reduced their energy intensity — the ratio of energy used per unit of GDP. The reduction was driven mainly by greater efficiencies in the industry and transport sectors. However, that progress is still not sufficient to meet the target of doubling the global rate of improvement in energy efficiency.
<b>SDG 9 (Industry, Innovation, and Infrastructure)</b>	Efficient transportation services generate employment and wealth and drive economic development. In 2015, the estimated global economic impact (both direct and indirect) of air transport was \$2.7 trillion, equivalent to 3.5 per cent of global GDP. The least developed countries, landlocked developing countries and small island developing states represent far less air travel and freight volumes, with each country group accounting for only 1 per cent to 2.7 per cent of the global total.

Table 1. References to transport in the 2nd SDG progress report 2017

## Draft HLPF Ministerial Declaration has yet to include meaningful references to scale up actions on sustainable transport

In conjunction to the HLPF 2017, a three-day ministerial meeting will be held from 17 to 19 July, 2017. A ministerial declaration outlining the commitments of the ministers and high-level representatives from UN member states to implement the 2030 Agenda is expected to be adopted towards the end of the meeting.

The [revised draft of the ministerial declaration](#) (as of June 27, 2017) gives very brief and short references to transport's role in providing access and importance of maritime transport and trade. The brief references to transport makes no clear connection on the critical role of transport in addressing the overarching themes of the 2030 Agenda on poverty alleviation, food security, and leaving no one behind.

The treatment of transport in VNRs, the SDG progress report and the draft ministerial declaration shows that much work still needs to be done in order to establish a structured framework that effectively measures the progress made in the transport sector towards sustainable development. The Declaration does not provide guidance to governments on how to take action in the transport sector for the specific SDGs under discussion in the 2017 HLPF.



Figure 7: Improvements in freight transport are often overlooked

## Other SLoCaT's inputs to HLPF 2017

### Country Reporting to Global Processes: A Case Study on Countries in the Latin America and Caribbean Region

An [assessment](#) has been developed by SLoCaT under the support of CAF - Development Bank of Latin America to evaluate the status of reporting of 18 countries in the Latin America and Caribbean (LAC) region to six global agreements. The assessment has found that most LAC countries are, in general, submitting the required reports to the six global agreements described; however, the level of useful detail in transport sector reporting leaves room for improvement. It is also clear that countries have a tendency to report on transport development in the context of infrastructure expansion and economic development, but the emphasis on transport's role in address major sustainability issues is insufficient and inconsistent.

### Factsheet: Key Messages on Rural Transport and SDGs

A [factsheet](#) was developed by the SLoCaT in partnership with, and support of the UK

Aid-funded [Research for Community Access Partnership \(ReCAP\)](#) on a set of [key messages on rural transport and SDGs](#). The five key messages outline the critical role of rural transport in achieving the SDGs. For more information on SLoCaT's engagement on rural transport, click [here](#).

### Special Blog Series HLPF 2017 of Together 2030

The SLoCaT Partnership was featured on the Special Blog Series HLPF 2017 of Together 2030, which is a civil society initiative promoting and tracking progress of the 2030 Agenda for Sustainable Development. The blog post highlights a former analysis done by SLoCaT on the main messages of the VNRs released in June 2017, which shows that only few countries have included specific references to transport. Those that have included transport confirm the linkage between transport and the achievement of the SDGs, in particular on the role of transport infrastructure (e.g. all-weather road, rail, and port facilities) and they refer to the overarching theme of the 2030 Agenda to alleviate poverty, ensure social inclusion and equity, and leave no one behind. The blog post is available [here](#) and [here](#).

## Key Messages on Rural Transport and SDGs



Improved rural transport drives sustainable rural development and national growth



Better rural transport is key for food security and zero hunger



Poor rural transport condemns the poor to stay disconnected and poor



Additional money and commitment is needed to build and maintain rural road networks and rural transport services



Improved rural transport drives sustainable rural development and national growth

Figure 8: RECAP - SLoCaT key messages fact sheet on rural transport and SDGs

## ■ Transport Events @HLPF

There will be a number of transport related side events during the HLPF 2017:



### [“How Mobility can Contribute to Eradication of Poverty & Promotion of Prosperity”](#)

**Organizer:** World Bank under the Sustainable Mobility for All initiative, United Nations Department of Economic and Social Affairs (UNDESA)

**Date and Time:** 10 July, 6:15 PM - 7:30 PM

**Venue:** Conference Room 6, UNHQ

### [“The Role of Safe and Sustainable Mobility in Eradicating Poverty and Improving Health”](#)

**Organizer:** FIA Foundation, The Global Initiative for Child Health & Mobility, The G4 Alliance

**Date and Time:** 14 July, 12:45PM (pre-drink), 1:15-2:45PM (event)

**Venue:** UN Delegates Dining Room

### [“Rural-Urban Connectivity in Integrated Regional Development: Implications towards Livelihood Security and Poverty Alleviation”](#)

**Organizer:** United Nations Centre for Regional Development (UNCRD), United Nations Human Settlements Programme (UN-Habitat), United Nations Food and Agriculture Organization (FAO), International Fund for Agricultural Development (IFAD), The Department for International Development (DFID)/ Research for Community Access Partnership(ReCAP), The German Federal Ministry for Economic Cooperation and Development (BMZ)/Deutsche Gesellschaft für Internationale Zusammenarbeit(GIZ)

**Date and Time:** 14 July, 6:15 PM - 7:30 PM

**Venue:** Conference Room B, UNHQ

### [“The Global Climate Action Agenda, a Solution Provider to Implement the SDGs”](#)

**Organizer:** France, Italy and Luxembourg

**Date and Time:** 18 July, 6:15 PM - 7:30 PM

**Venue:** Conference Room B, UNHQ

### [“Aviation Partnership for Sustainable Development: High-level Briefing on Aviation Contributions to Sustainable Development in Countries in Special Situations”](#)

**Organizer:** International Civil Aviation Organization co-organized with Department of Economic and Social Affairs, Office of the High Representative for the Least Developed Countries, landlocked Developing Countries and the Small Island Developing States (OHRLLS), World Bank Group and Air Transport Action Group (ATAG)

**Date and Time:** 19 July 8:15 AM - 9:30 AM

**Venue:** Conference Room 7, UNHQ

## ■ SLoCaT’s outreach campaign for HLPF

To engage different relevant stakeholders in the transport sector, SLoCaT outreach campaign for HLPF 2017 will run from July 6 to July 19. SLoCaT created a dedicated page on High Level Political Forum <http://www.slocat.net/hlpf2017>, and will use Twitter, LinkedIn channels to promote transport’s contribution to the SDGs in review at HLPF; share the findings from the VNR analysis; and highlight transport related side events on a daily basis.

Key topics that will be included in outreach:

- contribution of transport to SDG1 (no poverty), contribution of transport to SDG2 (zero hunger), contribution of transport to SDG 3 (road safety and good health), contribution of transport to SDG 5 (gender equality), contribution of transport to SDG 9 (urban/rural access),
- the alignment with SuM4ALL four objectives,
- the need to scale up attention to transport in VNRs,
- gaps in Ministerial Declaration.

For more information on SLoCaT Partnership and the HLPF Outreach Campaign:  
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