Partnership on Sustainable Low Carbon Transport

Creating Universal Access to Safe, Clean and Affordable Transport for All

SLoCaT Results Framework on Sustainable, Low Carbon Transport

The Results Framework on Sustainable Transport describes the potential contribution of sustainable land-based transport to the realisation of the United Nations (UN) Post-2015 Development Agenda and associated Sustainable Development Goals (SDGs). Proposed SDGs have been discussed and formulated by the special Open Working Group (OWG) of the UN General Assembly (UNGA). The document takes into account the proposed SDGs and associated targets that emerged from the 13th and final OWG session in July 2014 . It is expected that this Results Framework will be updated prior to September 2015 when the UNGA is expected to make final decisions on the post-2015 development framework.

Sustainable transport balances economic, social and environmental objectives, and favours 'win-win' solutions that provide multiple benefits for passenger and freight transport. Sustainable transport is affordable, safe, equitable and resource-efficient exhibiting a reduced reliance on private automobile travel, and logistics chains with sole reliance on heavy road based goods vehicles, consistent with the capacity of transportation and ecological systems. When designed to be inclusive (i.e. addressing the needs of women, children, and other vulnerable populations), transport can be a strong driver of a poverty reduction and equitable economic growth. In contrast, mainstream models of transport pose serious negative impacts, including road crashes, noise and air pollution, and greenhouse gas emissions.

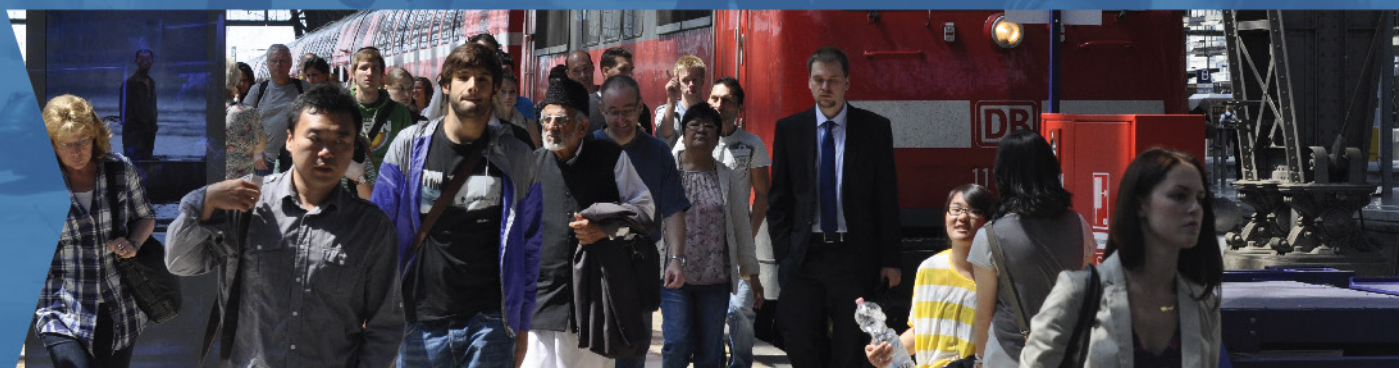
The sustainable transport community, which has come together in the Partnership on Sustainable Low Carbon Transport (SLoCaT), advocates for **large-scale implementation** of sustainable transport measures to comprehensively enhance inclusive access to education and jobs, reduce poverty, enhance economic productivity and provide a healthier environment, as called for the in "The Future We Want" document resulting from the 2012 Rio+20 Conference on Sustainable Development. The global population is projected to increase 25% by 2030, which is likely to further drive urbanisation trends and perpetuate rural and urban poverty.

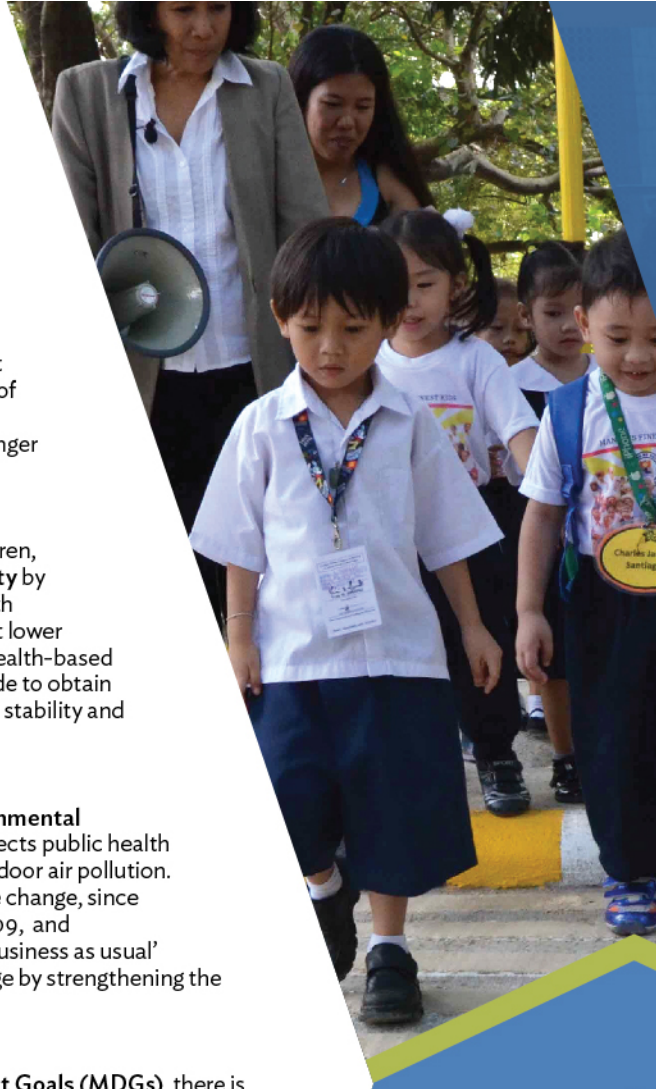
Sustainable transport offers a number of strong positive **economic, social and environmental outcomes**, as shown in the table below. By adopting policies and planning practices to ensure that all population groups and industries can conveniently access basic services, goods and activities, sustainable transport assists to maximise beneficial societal outcomes as measured against the six targets of the Results Framework, which are described further below.

Mapping Economic, Social and Environmental Benefits of Sustainable Transport

Dimensions	Economic	Social		Environmental	
		Vulnerable groups (women/children, poor)	Safety/ security	Air pollution and health	Climate change mitigation
Improving rural access	✓✓✓	✓✓✓	✓✓	✓✓	✓
Improving urban access	✓✓✓	✓✓✓	✓✓	✓✓	✓
Improving national access & regional connectivity	✓✓	✓	✓	✓	✓
Improving road safety & security	✓✓✓	✓✓✓	✓✓✓	✓	✓
Reducing air pollution	✓✓	✓✓	—	✓✓✓	✓✓✓
Reducing GHG emissions	✓✓	✓✓	✓✓✓	✓✓	✓✓✓

strong positive ✓✓✓ moderately positive ✓✓ positive ✓ negative ✗





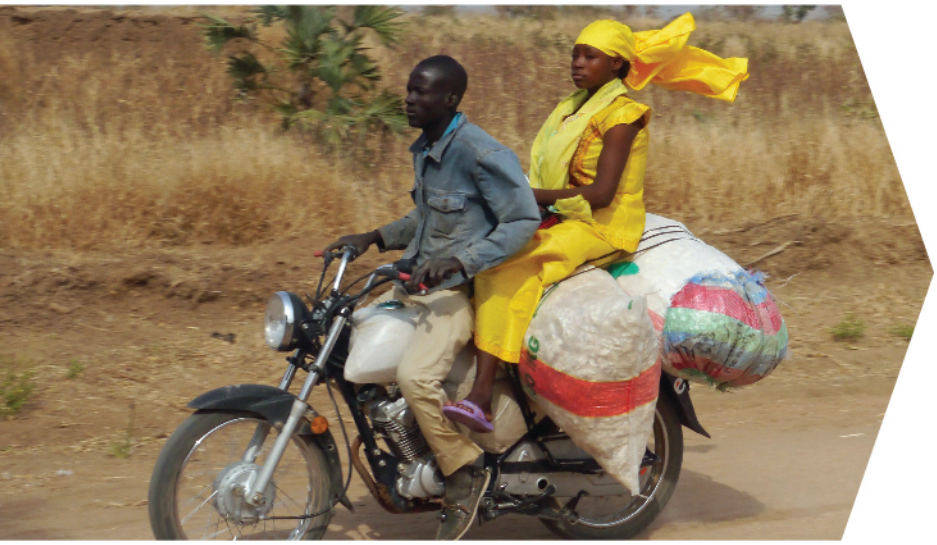
Sustainable transport is vital for **economic development** and poverty reduction by providing low-income populations with access to jobs and services and by enabling them to conduct their income-earning activities safely, affordably, conveniently and equitably. Large and small enterprises benefit from enhanced accessibility through access to a wider pool of labour that can result in expanded production, new investment and creation of new jobs. Efficient freight logistics is necessary to support the transport of farm produce to markets as well as the distribution of manufactured goods and other essential supplies within nations, and enhanced cross-border freight logistics and passenger travel is also vital to support efforts on regional economic cooperation.

Sustainable transport that takes into account various travel needs of men, women, children, older persons, youth, people with disabilities and minority groups increasing **social equity** by increasing agricultural production, school attendance, and attendance at maternal health facilities, while reducing mortality rates. Reduced road fatalities and serious injuries that lower burdens on health systems and social support services will free up resources for other health-based priorities. High-quality transport infrastructure and services allow populations worldwide to obtain vital services and exercise their democratic rights, thus promoting good governance and stability and contributing to the aspiration of 'leaving no one behind' in development.

Tackling air and noise pollution through more sustainable transport can improve **environmental conditions** and can have significant health benefits for the urban poor. Air pollution affects public health worldwide, and transport-related air pollution, often represents from 20% to 50% of outdoor air pollution. Reducing greenhouse gas emissions from transport is essential to tackling global climate change, since transport contributed about one quarter of energy-related global GHG emissions in 2009, and transport-related GHG emissions are projected to rise by nearly 50% by 2030 under a 'business as usual' scenario. There is also an urgent need for the transport sector to adapt to climate change by strengthening the resilience of transport infrastructure and services to extreme weather events.

While transport was not specifically included within the UN's **Millennium Development Goals (MDGs)**, there is widespread agreement that many of the MDGs could not have been achieved without improvements in transport. The crosscutting contribution of transport to sustainable development was emphasised in the Co-Chairs Summary bullet points for the 7th OWG session (January 2014), which stated, "It was underlined that transportation is crucial for sustainable development addressing the mobility of goods and persons. The importance of its inclusion in the SDGs was well recognized, with many calling for it to be included at the level of targets under other goals".

During the course of development of this Results Framework, it was recognised that sustainable transport had a greater chance of attracting attention and mobilising the required level of resources to dramatically scale up, by featuring transport's key dimensions as targets under a range of **Sustainable Development Goals (SDGs)** rather than attempting to achieve an SDG for sustainable transport in its own right. SLoCaT therefore adopted a flexible and pragmatic approach in reaching out to communities representing potential thematic SDGs.



SLoCaT Proposed Sustainable Transport Targets and Selected Process Indicators

Rural access target: Secure universal access by sustainable transport for rural populations by 2030

Process Indicators (2030 compared to 2010 baseline):

- Proportion of the rural population living within two kilometres of a road, motorable trail or other appropriate infrastructure providing all-year access for sustainable transport (desired achievement: 100% achievement of local access targets, special monitoring the poorest and remotest quintiles).
- Proportion of rural population living within 30 minutes' walk of appropriate formal or informal transport services (desired achievement: 100% achievement of local access targets, monitoring poorest and remotest quintile).

Urban access target: Secure universal access by sustainable transport for urban populations by 2030

Process Indicators (2030 compared to 2010 baseline):

- Mean daily travel time budget for women, men and children using sustainable transport (desired achievement: 90 minutes or less travel time per individual per day, including multipurpose trips for employment, education, health and community services, with disaggregated data and special monitoring of poorest quintile).
- Proportion of income spent by urban families on transport to reach employment, education, health and community services (desired achievement: less than 20% of household income for poorest quintile).

National access and regional connectivity target: Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030

Process Indicators (2030 compared to 2010 baseline, except where indicated):

- Logistics Performance Index for all countries (desired achievement: 80% of countries to achieve a rating of 3.5).
- Passenger-kilometre shares by land public transport in major national and regional corridors (desired achievement: increase based on baselines and forecasts to be developed in specific corridors by nation and region).

Road safety target: Halve road traffic deaths by 2030 compared to 2010

Process Indicators (2030 compared to 2010 baseline):

- Fatalities due to road crashes (desired achievement: reduce by half the number of fatalities due to road crashes compared with 2010 baseline of 1.24 million per year).
- Serious injuries due to road crashes (desired achievement: reduce by half the number of serious injuries due to road crashes compared with 2010 baseline of 12.4 million per year).

Air pollution and human health target: Halve premature deaths from road related air pollution by 2030 compared to 2010

Process Indicators (2030 compared to 2010 baseline):

- Premature deaths from air pollution (desired achievement: 50% reduction compared to 2010 baseline of 184,000 per year)
- PM10 and/or PM2.5 emissions from passenger and freight vehicles (desired achievement: 70% reduction compared to 2010 baseline).

Greenhouse Gas emissions target: 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

Process Indicators (compared to 2010 except where indicated):

- Fuel economy in all new light-duty vehicles by 2030, and in all light-duty vehicles by 2050 both from a base year of 2005 (desired achievement: double fuel economy).
- Motor vehicle fossil fuel subsidies by 2020 (desired achievement:100% phase-out).

SLoCaT has proposed these six main targets to realise the potential of the proposed SDGs, based on research and analysis by leading organisations and researchers. These targets represent a consensus in the sustainable transport community on the key ingredients to change the growth trajectory of the transport sector towards a more sustainable future. The targets aim to ensure that development of additional transport infrastructure and services is done in an economically, socially and environmentally sustainable manner, and to enhance the sustainability of existing transport infrastructure and services, along with the communities and industries that rely upon them.

The proposed six targets and selected associated process indicators are contained within the more comprehensive Results Framework on Sustainable Transport, which contains additional indicators that can be used for measuring progress in the implementation of the targets. The indicators have been chosen based on the following considerations: (a) they are a reflection of the structural transformation aimed for by the targets; (b) they respond to the "leave no one behind" appeal of the High Level Panel of Eminent Persons on the Post-2015 Development Agenda; and (c) they are being measured already or are measurable making use of available or emerging technologies. The Framework also defines key enabling measures for the implementation of the proposed targets.

All six targets and the proposed process indicators are either measurable and verifiable today or will be in the near future using: (i) existing data collection and estimation efforts that are comprehensive; (ii) existing data collection methods such as air quality monitoring on a more comprehensive basis to address information gaps; and (iii) existing methods enhanced by new technologies such as satellite imaging and meta-data technologies and could be scaled up quickly and cheaply.

The proposed targets are global in scope, and thus it is important to consider how to differentiate targets between and within countries. It is proposed that the system of classification follow the existing system of country income and geographic clusters adopted for other SDGs that would likely be based on the UN's World Development Indicators. In line with the "no one is left behind" concept that underpins the post-2015 development agenda, it is especially important to monitor the impact on low-income groups to ensure they receive a fair share of the benefits.

The development of this Results Framework, especially the wording of targets and process indicators, was an iterative process. The final formulation of targets and indicators will be guided by the SDGs that are ultimately adopted by the UNGA in September 2015 and by the willingness of stakeholders to integrate transport into related targets and indicators. Due to the need for a comprehensive Results Framework for sustainable transport to exist alongside the post-2015 Development Agenda's final SDGs and also within the development community, this document will be retained as a stand-alone document in its current structure until at least late 2015.

The targets proposed in this Results Framework, are ambitious by design and will require substantial resources if they are to be implemented successfully by 2030. In many cases this will involve a reallocation of current and planned funding for the development of transport infrastructure and services by local and national governments and by international organisations supporting transport in developing countries. This transition is underway but will need to be accelerated to realize the ambitious targets proposed. If substantially achieved, the targets would lead to a structural transformation of the land transport sector by 2030 in order to meet the needs of the 21st century.

SLoCaT has been instrumental in developing a series of Voluntary Commitments on financing sustainable transport in support of the 2012 UN Conference on Sustainable Development (along with a smaller number of commitments on the first anniversary of the conference), with a number of new commitments to be announced before or at the Secretary General's Climate Summit in September 2014. Together these commitments represent the collective resolve of the transport sector for concrete action. SLoCaT has also initiated the development of a Financing Framework for Sustainable Transport, which will outline a strategy for financing the 2030 vision laid out in the Results Framework.

The ultimate success of this Results Framework will be determined by its implementation. The SLoCaT Partnership, which represents a broad array of organisations, offers to play a major role in creating the Means of Implementation for the proposed Results Framework and producing periodic (two-yearly) updates on the status of sustainable transport as defined by the targets and indicators in this Framework. To aid such periodic reporting on sustainable transport SLoCaT will also promote the development of additional data collection methodologies.

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