



OWG Final Report on SDGs and Targets calls for pro-growth sustainable transport

Shanghai, July 21st 2014

The final report of the Open Working Group (OWG) on Sustainable Development Goals (SDGs), which concluded in the early hours of 19 July in New York, represents a major breakthrough for the sustainable transport community.

For the first time, a very significant group of governments have agreed on a global vision for sustainable development, which specifically acknowledges the contribution that sustainable transport can make in realizing commonly agreed upon goals on food security, health, energy, infrastructure development, urban development, sustainable consumption and production as well as climate change. The fact that transport related targets are included in seven out of the seventeen proposed SDGs illustrates the cross cutting role that transport has in sustainable development.

The outcome of the OWG process will be a very large boost for the Partnership on Sustainable, Low Carbon Transport (SLoCaT)¹ in realizing its objective to promote the integration of sustainable transport in global policies on sustainable development. SLoCaT is very much encouraged to see that the role of multi-stakeholder partnerships like SLoCaT has been explicitly acknowledged in the final report of the OWG through two targets:

17.16 enhance the global partnership for sustainable development complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technologies and financial resources to support the achievement of sustainable development goals in all countries, particularly developing countries

17.17 encourage and promote effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships

In parallel to, and as an input 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

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.

impacts on road safety, air quality 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. Now that the OWG has completed its work the SLoCaT Partnership is very much looking forward to align its further work on the development and monitoring of sustainable transport related targets and indicators with the next and final steps in the deliberations on the Sustainable Development Goals that will be ultimately adopted in September 2015 by the UN General Assembly. SLoCaT also expects to contribute to the development of indicators for the final set of SDGs to be adopted in September 2015.

The SLoCaT Partnership is also stating its willingness to make an active contribution towards the measurement and reporting of the transport related targets for the respective SDGs. SLoCaT intends to do so through a two yearly status report on sustainable transport.

Table 1 below lists the SDGs in the final report of the OWG that have transport related targets. The SDG targets are organized according to the six proposed targets of the SLoCaT Results Framework on Sustainable Transport.

A closer comparison of the SDG targets with those of the SLoCaT Results Framework on Sustainable Transport indicates that there is a common vision on (a) the need for sustainable transport, and (b) that sustainable transport involves an expansion of transport infrastructure and transport services, but in a manner that clearly reduces the negative economic, social and environmental externalities associated with current transport policies and investments. It is this emphasis on growing transport in a responsible manner in support of economic and social development that should make the OWG Final Report attractive to decision makers, both in the public and the private sector, and encourage them to act on the proposed Goals and Targets.

Although the OWG final report is most explicit in referring to sustainable transport in the urban context (SDG11), we believe that the renewed prominence of infrastructure in the goal framework (SDG 9) including its wording also has a very clear implication for the sustainability of transport at the national and regional (cross-border) level. In the case of rural transport there is still a considerable amount of unfinished business. We believe that SDG 2 and SDG 11 do provide opportunities to pursue much needed improvements in rural transport infrastructure and services. The SLoCaT partnership will continue to promote appropriate targets and indicators to help ensure that the Goal framework will be of equal value to the rural transport community as it is to the urban transport community.

SLoCaT is encouraged by the pertinent references to sustainable transport issues in several targets, like the ones on road safety (SDG 3), air pollution (SDG 3), energy efficiency (SDG 7), fuel subsidies (SDG 12) and climate change (SDG 13) which all cut across rural, urban, national and regional transport. The proposed framework of SDGs and targets is also well suited to develop and strengthen the sustainability of both passenger and freight transport.

The SLoCaT Partnership in the meantime has commenced with the development of a Financing Framework, which intends to facilitate funding strategies required for achieving the ambitious transport related targets agreed upon in the OWG as well as the SLoCaT Results Framework on Sustainable Transport.

TABLE 1: Transport Relevant SDGs and Targets (as presented in the OWG Co-Chairs’ Outcome Document) and their linkage to the SLoCaT Results Framework Targets on Sustainable Transport.

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	PROPOSED SUSTAINABLE DEVELOPMENT GOALS & PROPOSED TRANSPORT RELATED TARGETS IN THE OWG FINAL REPORT (19 JULY 2014)	
<p>Rural Access: Secure universal access by sustainable transport for rural populations by 2030</p>	<p>Proposed goal 2. End hunger, achieve food security and improved nutrition, and promote sustainable agriculture</p>	<p>Target 2.3 by 2030 double the agricultural productivity and the incomes from small scale food producers, particularly of women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets, and opportunities for value addition and non-farm employment</p> <p>Target 2.a increase investment, including through enhanced international cooperation, in <i>rural</i> infrastructure, agricultural research and extension services, technology development, and plant and livestock gene banks to enhance agricultural productive capacity in developing countries, in particular in least developed countries</p>
	<p>Proposed Goal 9: Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</p>	<p>Target 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</p> <p>Target 9.a facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, LDCs, LLDCs and SIDS</p>
	<p>Proposed goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable</p>	<p>Target 11.a support economic, social and environmental links between urban, peri-urban and rural areas into by strengthening national and regional development planning</p>
<p>Urban Access: Secure universal access by sustainable transport for urban populations by 2030</p>	<p>Proposed Goal 9: Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</p>	<p>Target 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</p> <p>Target 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, all countries taking action in accordance with their respective capabilities</p>

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		<p>Target 9.a facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, LDCs, LLDCs and SIDS</p>
	<p>Proposed goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable</p>	<p>Target 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</p> <p>Target 11.7 by 2030, provide universal access to safe, inclusive and accessible, green and public spaces, particularly for women and children, older persons and persons with disabilities</p> <p>Target 11.a support economic, social and environmental links between urban, peri-urban and rural areas into by strengthening national and regional development planning</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 9: Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</p>	<p>Target 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</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. Ensure healthy lives and promote well-being for all at all ages</p>	<p>Target 3.6 by 2020 halve global deaths and injuries from road traffic accidents</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. Ensure healthy lives and promote well-being for all at all ages</p>	<p>Target 3.9 by 2030 substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water, and soil pollution and contamination</p>
	<p>Proposed goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable</p>	<p>Target 11.6 by 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality, municipal and other waste management</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, with 2030 transport-related</p>	<p>Proposed goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all</p>	<p>Target 7.3 double the global rate of improvement in energy efficiency by 2030</p> <p>Target 7.a by 2030 enhance international cooperation to facilitate access to clean energy research and technologies, including renewable</p>

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emissions no higher than 2010 emissions.		energy, energy efficiency, and advanced and cleaner fossil fuel technologies, and promote investment in energy infrastructure and clean energy technologies
	Proposed Goal 9: <i>Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</i>	<p>Target 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</p> <p>Target 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, all countries taking action in accordance with their respective capabilities</p> <p>Target 9.a facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, LDCs, LLDCs and SIDS</p>
	Proposed goal 11. <i>Make cities and human settlements inclusive, safe, resilient and sustainable</i>	Target 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
	Proposed goal 12. <i>Ensure sustainable consumption and production patterns</i>	Target 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
	Proposed goal 13. <i>Take urgent action to combat climate change and its impacts</i>	Target 13.2 integrate climate change measures into national policies, strategies, and planning