# Draft Results Framework for Sustainable Transport

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OWG 7th Session – side event 7 Jan 14

Department for International Development

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UN HABITAT FOR A BETTER URBAN FUTURE

Partnership on Sustainable Low Carbon Transport

# Results Framework on Sustainable Transport

**Why:**

- Transport facilitates access to jobs & essential services such as education & health
- Inclusive transport is a key enabler of poverty reduction and facilitates achievement of other SDGs and 'The Future We Want'
- Cost of inaction millions of lives and trillions of dollars

**Scope**

- Land transport, excludes international shipping and aviation

**Status**

- Draft based on SLoCaT consultations and inputs from 30+ experts. Final version by May 2014.

# Why an SDG for land transport?

Proposed SDG: **Provide sustainable transport** :

- Solutions for transport to enhance positive impacts and avoid/ mitigate negative impacts lie largely in the transport sector although beneficiaries are in other sectors e.g. economic, public health etc.
- Dividing proposed transport targets among other SDGs risks insufficient and incomplete action
- A dedicated SDG will help to marshal resources required for scaling up of sustainable transport policies, programs and projects.

*Sustainable transport (ST) – provides access; is safe, affordable, inclusive, low emission; and for all*

# 5 targets based on consultations & current research

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

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

**Road safety**: Halve the burden of global road traffic crashes by 2030 compared to 2010 (note in absolute terms doubling of the 2020 target for the 'Decade')

**Air Pollution and Human Health**: Halve years lost due to premature death and years lived with disability from transport-related air pollution by 2030 compared to 2010

**Greenhouse Gas Emissions**: Realise at least 1.6 to 2.5 GtCO2e reduction by 2020 (consistent with a 2-degree warming scenario compared to a BAU of 6-degree warming scenario)

# Target – urban access

*Secure universal access by sustainable transport for urban populations by 2030*

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|---|---|
| **Process indicators**<br>***by 2030 compared to 2010*** | • % of ST trips increased by 100%<br>• % of h/holds within 500m of ST<br>• Daily travel time<br>• % of h/hold income on transport |
| **Implementation measures e.g.** | • Increase no. of cities with sustainable land use planning<br>• Increase no. of countries with national ST policies and programs with funding |
| **Enabling measures e.g.** | • Develop land use plans that facilitate efficient land use & minimize travel |

# Target – rural access

*Secure universal access by sustainable transport for rural populations by 2030*

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|---|---|
| **Process indicators**<br>***by 2030 compared to 2010*** | • % of rural pop within 2km of all-year access road<br>• % of rural pop within 30 minutes walk of transport services |
| **Implementation measures e.g.** | • Ensure existing roads maintained to all season standards<br>• Rehabilitate / build roads to reach remote communities |
| **Enabling measures e.g.** | • Commit appropriate funding to rural road maintenance<br>• Remove regulatory impediments to efficient and effective rural pax. & freight services |

# Target – road safety

*Halve the burden of global road traffic crashes by 2030 compared to 2010 (in absolute terms doubling of the 2020 target for the 'Decade')*

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|---|---|
| **Process indicators**<br>***by 2030 compared to 2010*** | • No. of fatalities to less than 620,000 p.a.<br>• No. of serious injuries to less than 6.2 million p.a.<br>• Halve economic impact of road crashes to 1.5% of GDP<br>• Plus differentiated indicators – all determined by UN Road Safety Collaboration members |
| **Implementation measures e.g.** | • Eliminate unsafe roads<br>• Increase countries with comprehensive legislation on key risk factors |
| **Enabling measures e.g.** | • Develop institutional capacity<br>• Create consumer & industry demand for safer vehicles |

# Target – air pollution & health

*Halve years lost due to premature death and years lived with disability from transport-related air pollution by 2030 compared to 2010*

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|---|---|
| **Process indicators**<br>***by 2030 compared to 2010*** | • Urban pop within WHO guideline values<br>• PM2.5 from pax. and freight vehicles reduced by 70% |
| **Implementation measures e.g.** | • Implement Euro standards in all countries by 2030<br>• Increase % of diesel fuel that has ultra-low sulphur content |
| **Enabling measures e.g.** | • Develop institutional capacity in air quality management<br>• Build capacity for vehicle maintenance & compliance testing |

# Target – greenhouse gas emissions

*Realise at least 1.6 to 2.5 GtCO2e reduction by 2020 (consistent with a 2-degree warming scenario compared to a BAU of 6-degree warming scenario)*

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|---|---|
| **Process indicators** ***by 2030 compared to 2010*** | • Halve GHG emissions from new vehicles by 2030 & for complete global fleet by 2050<br>• Transport sector fuel consumption/ unit of GDP reduced by 60%<br>• Black carbon emissions reduced by 60%<br>• % of ST trips increased by 100% |
| **Implementation measures e.g.** | • Adopt fuel economy policies in all countries by 2020<br>• Reduce empty freight miles by 50% |
| **Enabling measures e.g.** | • Monitor travel activity for pax. & freight transport<br>• Remove barriers to dissemination of low carbon technologies |

*Targets the emission reduction potential of the transport sector rather proposing a sector wide emission reduction target. Hence, time frame for target extends to 2020 at this time.*

# Target differentiation: Example Road Safety

Desired achievement levels by 2030 by country income cluster are:

Fatality rates

< 4 per 100,000 population in high-income countries (baseline of 8.7 in 2010)

< 7 per 100,000 population in middle-income countries (baseline of 20.1 in 2010)

< 12 per 100,000 population in low-income countries (baseline of 18.3 in 2010)

Serious injury rates:

< 40 per 100,000 population in high-income countries (baseline of 87 in 2010)

< 70 per 100,000 population in middle-income countries (baseline of 201 in 2010)

< 120 per 100,000 population in low-income countries (baseline of 183 in 2010)

Economic cost of crashes:

< 1% of GDP per year in high-income countries (baseline of 2% in 2010)

< 2.5% of GDP per year in middle-income countries (baseline of 5% in 2010)

*Efforts to differentiate other targets depend on analytical work already carried out and resource availability*

# Measuring

All five targets are considered measurable and verifiable since they either are either measurable and verifiable today or will be in the near future using:

(i) existing data collation and estimation efforts that are comprehensive;

(ii) existing proven data collection methods but data sets are not available for all locations and countries but with effort could be made more comprehensive; and

(iii) using existing methods enhanced by new technologies such as satellite imaging which is done routinely for specific purposes and could be scaled-up quickly.

# Mobilising Resources for Implementation

- Targets are ambitious by necessity and will require large resources
- Reallocation of current and planned funding for the development of transport infrastructure and services by local and national governments as well as international organizations supporting transport in developing countries
- Sustainable Transport Policies can result in cost savings of $50 trillion by 2050 based on a recent International Energy Agency study
- SLoCaT TRANSPORT DELIVERS Campaign bundles:
  - *Existing voluntary Rio+20 Commitments, including MDB $175 billion for more sustainable transport*
  - *New Commitments on financing, project preparation and capacity building*

# Next Steps

Considering the discussions in the OWG do we continue pursuing transport as a dedicated SDG or do we try to unbundle the targets and find thematic hosts such as urban SDG, Health SDG etc.

If we unbundle transport targets how do we manage risk of fragmentation?

Interested in discussing this – join us tomorrow at Ford Foundation (come and see me or Cornie Huizenga to register)