



COUNTRY REPORTING TO GLOBAL PROCESSES: A CASE STUDY ON COUNTRIES IN THE LATIN AMERICA AND CARIBBEAN REGION

Interim Results

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List of Abbreviations

AAAA	Addis Ababa Action Agenda on Financing for Development
A-S-I	Avoid-Shift-Improve
BR	Biennial Report
BRT	Bus Rapid Transit
BUR	Biennial Update Report
CAF	CAF – Development Bank of Latin America
CNG	Compressed natural gas
CSD	Commission on Sustainable Development
ECOSOC	United Nations Economic and Social Council
FfD3	Third International Conference on Financing for Development
GHG	Greenhouse gas
GSR	Global Status Report
HFA	Hyogo Framework for Action
HLPF	High Level Political Forum
IATF	Inter-agency Task Force
ITS	Intelligent transport system
LAC	Latin America and Caribbean
LPG	Liquefied petroleum gas
MDG	Millennium Development Goal
NAP	National Adaptation Plan
NAPA	National Adaptation Programme of Action
NC	National Communication
NDC	Nationally Determined Contribution
NUA	New Urban Agenda
SDGs	Sustainable Development Goals
SLoCaT	Partnership on Sustainable Low Carbon Transport
SuM4ALL	Sustainable Mobility for All Initiative
UN	United Nations
UNCRD	United Nations Centre for Regional Development
UNCTAD	United Nations Conference on Trade and Development
UNFCCC	United Nations Framework Convention on Climate Change
UNGA	United Nations General Assembly
UN-Habitat	United Nations Human Settlements Programme
UNISDR	United Nations Office for Disaster Reduction
VNR	Voluntary National Review

WHO

World Health Organization

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I. Introduction

A. Background

The post-2015 development agenda, [Transforming our world: the 2030 Agenda for Sustainable Development \(2030 Agenda\)](#),¹ with 17 Sustainable Development Goals (SDGs) and 169 related targets at its core, was adopted by 193 United Nations (UN) Member States in September 2015. The 2030 Agenda reflects the commitment of countries to shift the world on to a more sustainable and resilient path. In addition to the 2030 Agenda, a number of agreements at the global level have been adopted in recent years with the same purpose. These global agreements include the [Paris Agreement on climate change \(2015\)](#),² the [New Urban Agenda \(2016\)](#),³ the [Addis Ababa Action Agenda on Financing for Development \(2015\)](#),⁴ the [UN Decade of Action for Road Safety 2011-2020](#),⁵ the [Sendai Framework for Disaster Risk Reduction 2015-2030](#),⁶ and the [Nairobi Mandate \(2016\)](#).⁷ These global processes, coupled with strong support at regional and national levels, will help set the direction for sustainable development and climate change action in the next decades.

2016 was a time of transition for global agreements on sustainable development, climate change, and sustainable urban development, as governments and non-state actors alike prepared to shift from the development phase to the implementation phase of these long-range agreements. As 2017 progresses, it is increasingly necessary to track progress on sustainable transport in the context of the above global agreements. Despite the evident need for tracking, there is currently no common methodological framework to measure, report and verify progress toward each of these processes; thus, a comprehensive and

¹ United Nations. 2015. Transforming our world: the 2030 Agenda for Sustainable Development.

<http://bit.ly/1Y3D3sN>

² United Nations Framework Convention on Climate Change. 2015. Paris Agreement. <http://bit.ly/2i5tQE8>

³ United Nations Human Settlements Programme. 2016. Adopted Draft of the New Urban Agenda.

<http://bit.ly/2cQpBec>

⁴ United Nations Department of Economic and Social Affairs. 2015. Addis Ababa Action Agenda of the Third International Conference on Financing for Development. <http://bit.ly/1MsNqU6>

⁵ World Health Organization. 2016. Resolution Adopted by the General Assembly on 15 April 2016: Improving Global Road Safety. <http://bit.ly/2ifmEWs>

⁶ United Nations Office for Disaster Risk Reduction. 2015. Sendai Framework for Disaster Risk Reduction.

<http://bit.ly/1Hz4I0j>

⁷ United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. <http://bit.ly/2iIktqS>

coherent framework to account for transport sector greenhouse gases (GHGs) and sustainable development impacts across all of these global processes has never been more crucial.

B. Assessment Objectives

An assessment has been developed by SLoCaT to evaluate the status of reporting by 18 countries in the Latin America and Caribbean (LAC) region⁸ to the six global agreements discussed in this project.⁹ This assessment builds on existing work in monitoring global processes in the Asia region through United Nations Centre for Regional Development (UNCRD).

A qualitative matrix includes a binary assessment on whether transport modes, sub-sectors, measures, related development benefits, and transport targets are included in country reporting. Based on the matrix, this document aims to answer the following principal questions:

1. Are LAC countries submitting the required reports to global agreements? If so, how is transport being reflected in this reporting?
2. What are the countries that have a comparatively high degree of reporting on transport-relevant topics and/or key reporting gaps?
3. How are the four objectives of Sustainable Mobility for All Initiative (SuM4ALL) (i.e. Universal Access, Efficiency, Safety, and Green Mobility) being reflected in the reporting?

II. How are LAC countries reporting to global agreements?

Global agreements have set out qualitative and quantitative targets and indicators to guide sustainable development and climate change action in the next decades. Tracking and

⁸ The 18 countries selected for this assessment are: Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Jamaica, Mexico, Panama, Paraguay, Peru, Trinidad and Tobago, Uruguay, and Venezuela.

⁹ This assessment is part of an output under the joint project between CAF - Development Bank of Latin America (CAF) and the Partnership on Sustainable Low Carbon Transport (SLoCaT). For more information, please contact Cornie Huizenga at cornie.huizenga@slocatpartnership.org.

monitoring the progress made toward these targets is vital to the overall success of the global agreements not only because it helps to quantify impacts and measure outcomes, but also because it contributes to the evaluation and refinement of future actions and commitments. Annex I describes the various reporting mechanisms set up to track and monitor progress towards the achievement of these global agreements.

Most global agreements have set up some form of reporting mechanism to track implementation progress, monitor how their goals and targets are integrated in national policies, and to provide a platform for policy-makers to exchange experience and knowledge to improve their actions. The overarching agreements of the sustainable development and climate change agendas (i.e. the 2030 Agenda and the Paris Agreement) both call for bottom-up, national-level reporting as the primary source of tracking progress mainly through the submission of Voluntary National Reviews (VNRs), Nationally Determined Contributions (NDCs) and other national reports. Other global agreements adopt a more top-down approach to track and monitor progress and impacts in a global context. For example, under the NUA, a report by the United Nations Human Settlements Programme (UN-Habitat) is expected to be presented to the United Nations General Assembly (UNGA) by September 2018 on the progress made to implement the agenda (and every four years thereafter).¹⁰ The NUA also requires another report to be released by the UNGA in 2026 to take stock of progress made and challenges faced in the implementation of the Agenda since its adoption, and to identify further steps to address these challenges. The World Health Organization (WHO), under the Global Decade of Action for Road Safety, releases a global status report on road safety on a biennial basis. The United Nations Office for Disaster Reduction (UNISDR), under the mandate of the Sendai Framework, also releases its global assessment report on disaster risk reduction on a biennial basis. The Inter-Agency Task Force set up under the AAAA also submits an annual report at the United Nations Economic and Social Council (ECOSOC) forum on Financing for Development (FfD) to present the monitoring framework and data sources that will allow for annual assessments of progress.

The following sections summarize the status of report submissions of the 18 LAC countries selected for this assessment to each respective global agreement.

¹⁰ “We invite the General Assembly to request the Secretary-General, with voluntary inputs from countries and relevant regional and international organizations, to report on the progress of the implementation of the New Urban Agenda every four years, with the first report to be submitted during the 72nd session.”

http://citiscopes.org/sites/default/files/h3/Habitat_III_New_Urban_Agenda_10_September_2016.pdf

A. 2030 Agenda on Sustainable Development

The [2030 Agenda for Sustainable Development](#) is a set of [17 aspirational goals with 169 targets](#) stimulating actions to shift the world onto a more sustainable and resilient path.

The reporting mechanism under the 2030 Agenda is still under development, with countries submitting initial VNRs in 2016 to report how they integrate actions for the SDGs into their national policies. This bottom-up approach for reporting is gradually picking up pace. The first review of the VNRs at the 2016 High Level Political Forum (HLPF) received 22 submissions, among which were three LAC countries (Colombia, Mexico, and Venezuela). The total number of VNR submissions for HLPF has increased to 44 countries in 2017. LAC countries are expected to play a more active role in the HLPF process, as seven LAC countries (Argentina, Brazil, Chile, Costa Rica, Panama, Peru, and Uruguay) have committed to submit their VNRs in 2017 and Jamaica has committed to submit its VNR in 2018 (Table 1).¹¹

TABLE 1. LAC COUNTRY REPORTING UNDER THE 2030 AGENDA ON SUSTAINABLE DEVELOPMENT

Reporting	List of participating LAC countries*	Total no. (%) of participating LAC countries
VNRs (2016-2018)	2016: Colombia, Mexico, and Venezuela 2017: Argentina, Brazil, Chile, Costa Rica, Panama (anticipated), Peru, and Uruguay¹² 2018: Jamaica (anticipated)	11 (61%)
National Report to CSD (2010-2011)	Argentina, Barbados, Chile, Colombia, Costa Rica and Mexico	5 (28%)

*Countries highlighted in bold include specific reference to transport in their reporting

From 2010 to 2011, countries also submitted national reports at the [18th](#) and [19th](#) Sessions of the Commission on Sustainable Development (CSD). The sessions aimed to develop a 10-year framework of programs on sustainable consumption and production patterns on the issues of transport, chemicals, waste management, and mining in the context of achieving the Millennium Development Goals (MDGs), the predecessor of SDGs. Among the 18 LAC countries, Argentina, Barbados, Chile, Colombia, Costa Rica and Mexico submitted their

¹¹ United Nations. No date. High Level Political Forum. <https://sustainabledevelopment.un.org/hlpf>.

¹² As of July 11, 2017, Argentina, Brazil, Chile, Costa Rica, Peru, and Uruguay have uploaded full VNR reports on the HLPF online platform.

national reports to the CSD with a detailed section reporting on the status of the transport sector, challenges faced, and policy measures taken to enhance sustainable transport development in the country.¹³ Although national reporting to the CSD took place before the adoption of the 2030 Agenda, it remains an important and relevant source of reporting on the transport sector. The information collected shows that LAC countries have taken greater initiative to submit their national report under the new SDG process (i.e. 61% have submitted or have plans to submit VNRs, compared to only 28% submitting national reports to the CSD). However, unlike the CSD national reports, VNRs do not have a standard reporting structure, and thus transport progress (and sectoral evaluation in general) are not always included in VNRs. Although there have been more countries that have submitted VNRs (as compared reporting to the CSD), there are proportionally fewer countries with transport references in their reporting.

B. Paris Agreement on Climate Change

The Paris Agreement aims to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. It calls for ambitious goals to set up appropriate financial flows, a new technology framework and an enhanced capacity building framework to support actions taken by countries based on their own national objectives.

Under the United Nations Framework Convention on Climate Change (UNFCCC) mechanism, countries are expected to set sectoral targets and identify specific measures of action through a number of reports and communications, including the Nationally Determined Contributions (NDCs), Communication of Long-Term Strategies, Biennial Reports (BRs), Biennial Update Reports (BURs), National Communications (NCs), National Adaptation Plans (NAPs) and National Adaptation Programmes of Action (NAPAs). These communications cover both mitigation and adaptation actions, with some focusing on Annex I countries (BRs and NAPs), some for non-Annex I countries or Least Developed Countries only (BURs, NCs, and NAPAs), and some welcoming submissions from countries at all levels of development (NDCs and Communication of Long-Term Strategies).

¹³ With the exception of Chile, which does not contain a dedicated section on transport in its national report to the CSD.

TABLE 2. LAC COUNTRY REPORTING UNDER THE PARIS AGREEMENT

Reporting	List of participating LAC Countries	Total no. of participating LAC countries
NDC	Argentina, Barbados , Bolivia, Brazil, Chile , Colombia, Costa Rica , Dominican Republic, Ecuador , Jamaica, Mexico , Panama, Paraguay , Peru, Trinidad and Tobago, Uruguay , Venezuela	17 (94%)
Communication of long-term strategies	Mexico	1 (5%)
NAPs	Brazil , Chile, and Colombia	3 (17%)
NCs	1st NC: Venezuela 2nd NC: Barbados, Bolivia, Brazil, Colombia, Cuba, Dominican Republic, Ecuador, Jamaica, Panama, Paraguay, Trinidad and Tobago 3rd NC: Argentina, Chile, Costa Rica, Peru 4th NC: Mexico, Uruguay	18 (100%)
BURs	1st BUR: Argentina, Colombia, Costa Rica, Ecuador, Jamaica, Mexico, Paraguay, Peru, and Uruguay 2nd BUR: Brazil, and Chile	11 (61%)

**Countries highlighted in bold include specific reference to transport in their reporting.*

Almost all LAC countries have submitted their NDCs to outline specific measures and targets to be taken in order to implement the Paris Agreement (Table 2). All 18 LAC countries have also submitted at least one NC to provide information on their GHG inventories and identify measures to mitigate and to facilitate adequate adaptation to climate change. Mexico and Uruguay are the two LAC countries that have submitted the 4th NC, which gives the most updated GHG emissions data. The majority of LAC countries have only submitted their second NC.

Relatively fewer LAC countries (61%) have submitted BURs to give updates of national GHG inventories, which includes a national inventory report and information on mitigation actions, needs and support received. GHG emissions data and emission projections for the transport sector are often included in the BURs, with suggested completion of two rounds of reporting to date. The majority of LAC countries have submitted their first BURs and only

Brazil and Chile have completed their second BURs. In the context of adaptation reporting, only three LAC countries (17%) have submitted their NAPs to identify medium- and long-term adaptation needs and to develop and implement strategies to address those needs.¹⁴

Lastly, Mexico is the only LAC country that has developed a long-term strategy for low GHG emission development strategies. The strategy prioritizes actions to increase efficiency and use of clean energy and electric vehicles in public transport. It also proposes actions to reduce fossil fuel subsidies to discourage private motorized vehicle use. Mexico will also prioritize the needs of pedestrians and cyclists in transport planning. To enhance transport system efficiency, the country aims to develop multimodal freight transport and rail transport infrastructure while optimizing public transport routes to reduce congestion and travel times, and to strengthen regional and national connectivity.

C. New Urban Agenda (NUA)

The [NUA](#)¹⁵ provides a framework that lays out how cities should be planned and managed to best promote sustainable urbanization. The NUA outlines the emerging challenges and opportunities as the global urban population is expected to nearly double by 2050.

As the NUA was only adopted in October 2016, its reporting mechanism is still being developed. The agreement provides that periodic follow-up to and review of the NUA will be carried out by UN-Habitat in order to track progress on implementation. A two-day high-level meeting of the UNGA will be convened at the UNGA's 72nd session in September 2017 to further discuss the effective implementation and the positioning of UN-Habitat as the focal point of the review of the NUA.

National-level reporting to track progress towards implementation of the NUA is not yet in place; nonetheless, countries were requested by the UN-Habitat Governing Council to form National Habitat Committees to prepare national reports to outline the challenges and opportunities for sustainable urban development. Although the National Reports were submitted prior to the adoption of the NUA (and thus are not official reports to track implementation progress), they are key documents which contain detailed information on

¹⁴ As there are no LDCs among the countries investigated, none is eligible for submission of NAPAs.

¹⁵ United Nations Human Settlements Programme. 2016. Adopted Draft of the New Urban Agenda.

<http://bit.ly/2cQpBec>

the priorities, policy measures, and actions taken to improve urban mobility on the national-level, and they provide evidence of country commitments to the NUA process.

TABLE 3. LAC COUNTRY REPORTING UNDER THE NEW URBAN AGENDA

Reporting	List of participating LAC Countries	Total number of participating LAC countries
Habitat III National Report	Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Jamaica, Mexico, Paraguay, Peru, and Uruguay	15 (83%)

**Countries highlighted in bold include specific reference to transport in their reporting*

The majority (83%) of LAC countries have submitted National Reports to the Habitat III process, all of which contained substantial information on the status of sustainable urban transport and mobility improvement under report sections on land and urban planning, and environment and urbanization (Table 3).

D. Addis Ababa Action Agenda on Financing for Development

The [AAAA](#)¹⁶ was the outcome document adopted at the Third International Conference on Financing for Development (FfD3), which was held in July 2015 in Addis Ababa, Ethiopia. The agreement calls for action on more than 100 concrete measures to widen revenue base, improve tax collection, and combat tax evasion and illicit financial flows.¹⁷ Countries have committed to increase official development assistance particularly for the least developed countries and have pledged to increase South-South cooperation. The AAAA also stresses the importance of aligning private investment with sustainable development, supported by public policies and regulatory frameworks to set the right incentives.

As of June 2017, the global agreement did not have any form of national-level reporting mechanism set up. An [Inter-agency Task Force \(IATF\)](#)¹⁸ was established and inaugurated in

¹⁶ United Nations Department of Economic and Social Affairs. 2015. Addis Ababa Action Agenda of the Third International Conference on Financing for Development. <http://bit.ly/1MsNqU6>

¹⁷ United Nations Department of Economic and Social Affairs. 2015. Countries reach historic agreement to generate financing for new sustainable development agenda. <http://bit.ly/1gCxaT1>

¹⁸ United Nations Department of Economic and Social Affairs. 2016. Inter-agency Task Force. <http://bit.ly/29yTQ2N>

March 2016 as the entity to provide recommendations to the ECOSOC FfD forum to follow-up in setting up a monitoring framework with data sources for annual assessments of progress. Thus, this analysis does not make a comparison of country reporting under the AAAAA, and this remains a topic for future study.

E. Global Decade of Action on Road Safety

The UN Global Decade of Action on Road Safety was officially launched in March 2010 with the objective to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels. A supporting resolution calls on UN Member States to set road safety targets to be achieved during the decade and adopts a multi-sectoral approach to allow non-state players, such as academia, private sector, civil society, and the media to participate in its activities.

The [Global Status Report \(GSR\) on Road Safety](#) is the key output under the Decade of Action to track the progress and status of road safety around the world, including on topics such as road traffic deaths; laws on seat belts, drink-driving, speed, motorcycle helmets and child restraints; and vehicle regulations. The reports are issued on a biennial basis by the WHO.

Although there is currently no national-level reporting required under this global agreement, the WHO Global Status Report on Road Safety contains country profiles which shows the progress of road safety improvement in each country through a number of indicators in the areas of institutional frameworks, safe roads and mobility, safer vehicles, post-crash care, fatalities data, and laws and regulations on road safety.

TABLE 4. LAC COUNTRY REPORTING UNDER THE GLOBAL DECADE OF ACTION ON ROAD SAFETY

Reporting	List of participating LAC Countries	Total number of participating LAC countries
GSR on Road Safety country profile (2015)	All LAC countries except Venezuela	17 (94%)

All LAC countries assessed in this document, except Venezuela, have submitted required road safety data for their country profiles for the latest report, published in 2015 (Table 4).

F. Sendai Framework for Disaster Risk Reduction 2015-2030

The Sendai Framework for Disaster Risk Reduction 2015-2030, adopted by UN Member States in March 2015, aims for “the substantial reduction of disaster risk and losses in lives, livelihoods and health and in the economic, physical, social, cultural and environmental assets of persons, businesses, communities and countries.”¹⁹ The Framework contains a set of seven global targets aiming to substantially reduce the global mortality rate and the number of affected people while reducing damages caused by disasters by 2030.

Currently there is no national-level reporting under the Sendai Framework required to track progress on implementation. However, countries are encouraged to set up a national platform with national focal points for the exchange of experiences and expertise in implementation of the Framework. UNISDR provides guidance to national platforms and equivalent mechanisms on governance, coordination mechanisms and peer reviews as well as in national reporting indicators and targets to improve the strategic capacity in, and quality of, national planning and priority-setting in risk reduction and resilience. Eight of the LAC countries investigated have set up national platforms (Table 5):

TABLE 5. LAC COUNTRY REPORTING UNDER THE SENDAI FRAMEWORK

Reporting	List of participating LAC Countries	Total no. of participating LAC countries
National Platform	Argentina, Brazil, Costa Rica, Ecuador, Panama, Paraguay, Peru, and Trinidad and Tobago	8 (44%)
HFA National Progress Report	All 18 LAC countries: Argentina , Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba , Dominican Republic, Ecuador , Jamaica, Mexico, Panama, Paraguay, Peru , Trinidad and Tobago, Uruguay , and Venezuela	18 (100%)

**Countries highlighted in bold include specific reference to transport in their reporting*

¹⁹ United Nations Office for Disaster Risk Reduction. No date. Sendai Framework for Disaster Risk Reduction. <http://www.unisdr.org/we/coordinate/sendai-framework>

As a predecessor to the Sendai Framework, the Hyogo Framework for Action (HFA) (2005 to 2015)²⁰ was the first plan to explain, describe and detail the work that is required from different sectors and actors to reduce disaster losses. Countries have submitted progress reports to assess strategic priorities in the implementation of disaster risk reduction actions and establish baselines on levels of progress achieved in implementing the HFA's five priorities for action.²¹ All 18 LAC countries have submitted progress reports under the HFA Framework.

G. Nairobi Mandate at the 14th United Nations Conference on Trade and Development (UNCTAD)

UNCTAD supports developing countries in accessing the benefits of a globalized economy more effectively and in dealing with the potential drawbacks of greater economic integration.²² The 14th UNCTAD was convened in Nairobi in July 2016, producing as an outcome document the [Nairobi Maafikiano \(Mandate\)](#),²³ which built on the Doha Mandate of UNCTAD 13 in 2012. UNCTAD 14 secured critical mandates to continue research on trends in the global financial system, and its work on the linkages between international trade, financial and macroeconomic issues. The organization will be able to continue its work on South-South cooperation, as well as on the development of regional mechanisms to facilitate the mobilization of financial resources for inclusive and sustainable development.²⁴

²⁰ Hyogo Framework for Action. <https://www.unisdr.org/we/coordinate/hfa>

²¹ The five priority actions are as follows:

Priority Action 1: Ensure that disaster risk reduction is a national and a local priority with a strong institutional basis for implementation.

Priority Action 2: Identify, assess and monitor disaster risks and enhance early warning.

Priority Action 3: Use knowledge, innovation and education to build a culture of safety and resilience at all levels.

Priority Action 4: Reduce the underlying risk factors.

Priority Action 5: Strengthen disaster preparedness for effective response at all levels.

²² United Nations Conference on Trade and Development. No date. About UNCTAD.

<http://unctad.org/en/Pages/aboutus.aspx>

²³ United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. <http://bit.ly/2iiktqS>

²⁴ United Nations Conference on Trade and Development. 2016. Nairobi Maafikiano. <http://bit.ly/2iiktqS>

Although there is no national-level reporting mechanism established, the UNCTAD Stat database²⁵ provides detailed country profiles on maritime transport, including information on liner shipping, container port, merchant fleet, and seaborne trade. All 18 LAC countries assessed in this document have set up their maritime profiles through UNCTAD (Table 6).

TABLE 6. LAC COUNTRY REPORTING UNDER THE NAIROBI MANDATE

Reporting	List of participating LAC Countries	Total number of submitted LAC countries
UNCTAD Maritime Profile	All 18 LAC countries	18 (100%)

III. What are LAC countries reporting on transport?

Although global agreements are adopted to tackle different issues, they share common concerns and a common urgency to address environmental and sustainability issues such as climate change mitigation and adaptation, urban and rural access, road safety, poverty alleviation, social equity, and food security. Their emphasis on these themes have helped steer directions of policy-makers in the LAC region to accelerate actions for sustainable transport development in the context of implementing these global agreements.

This section gives an overview of what LAC countries are reporting on transport modes, sub-sectors, policy measures, development benefits, and adaptation measures in the transport sector. It also shows whether LAC countries have set specific quantitative targets for the transport sector in their reporting.

A. References to transport targets

It is crucial that countries set specific, quantitative targets to accelerate sustainable transport development to reach the goals set by global agreements, particularly the ambitious goal of the Paris Agreement to keep the global temperature rise well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. The transport sector is likely to be placed on a

²⁵ <http://unctadstat.unctad.org>

trajectory that makes it increasingly unlikely to achieve a 1.5DS by 2030 or 2050 if countries do not establish more ambitious mitigation targets.

Only two out of the 18 LAC countries considered here have set specific targets for the transport sector in their NDCs, which come in the form of either direct reduction of GHG emissions, or indirect reductions in energy (or other inputs) that in turn can lead to GHG reductions.²⁶ Trinidad and Tobago sets a direct transport target to reduce GHG emissions in the public transport sector by 30% by the end of 2030 (from a 2013 baseline) compared to a BAU scenario. Barbados sets an indirect transport target to achieve “a 29% reduction in non-electric energy consumption including transport, compared to a BAU scenario in 2029.”

Transport targets are not limited to direct or indirect reductions in GHG emissions. The 2030 Agenda sets out five transport-related SDG indicators on road safety, rural access, passenger and freight transport, access to public transport, and fossil fuel subsidies (Table 7):

TABLE 7. TRANSPORT-RELATED INDICATORS UNDER THE 2030 AGENDA

SDG Targets	SDG Indicators
3.6 Road Safety	3.6.1 Death rate due to road traffic injuries
9.1 Sustainable Infrastructure	9.1.1 Proportion of the rural population who live within 2 km of an all-season road
	9.1.2 Passenger and freight volumes, by mode of transport
11.2 Universal Access	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
12.c Fuel Subsidies	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

Therefore, in addition to encouraging LAC countries to set specific GHG reduction targets for the transport sector, more attention can be focused on diversifying transport targets to scale up actions in other sustainable mobility issues in order to address the above SDG indicators on road safety, universal rural and urban access, and fuel subsidy elimination.

²⁶ Partnership on Sustainable, Low Carbon Transport. 2016. Nationally Determined Contributions (NDCs) offer Opportunities for Ambitious Action on Transport and Climate Change. <http://bit.ly/2njvgKW>

B. References to transport modes

Most LAC countries have made references to both passenger and freight transport in their reporting, as nearly all countries have submitted Habitat III national reports (which contain detailed sections on urban mobility and access) and have set up their UNCTAD maritime profiles on shipping and trade data (Figure 1).

Passenger and freight transport are also common themes among NDCs with transport references. For example, Argentina discusses a measure on reactivation of passenger and cargo railways, and Costa Rica commits to developing an integrated public transport system and multi-modal freight network.

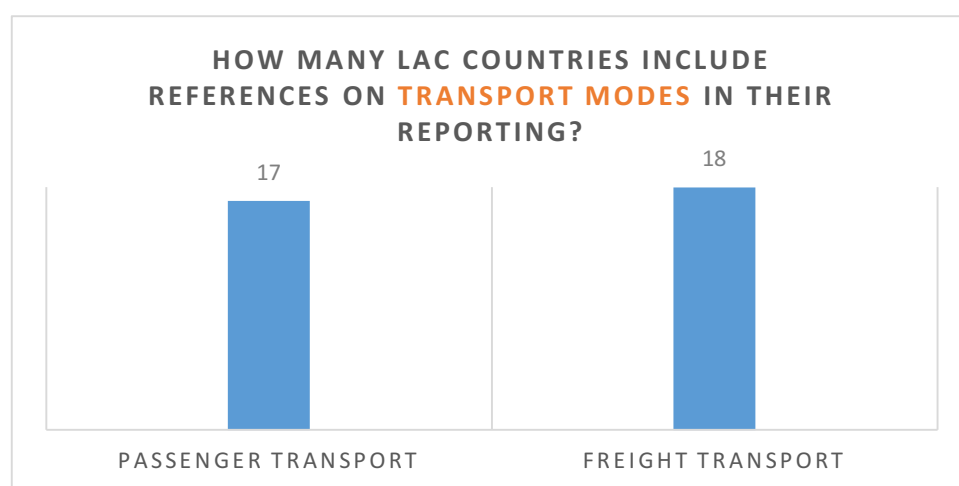


FIGURE 1. NUMBER OF COUNTRIES WITH REFERENCES ON TRANSPORT MODES

Panama is the only LAC country which has not submitted either a CSD national report or a Habitat III national report; it also makes no reference to transport in its VNR or its NDC, thus making it the only LAC country that does not include any reference to passenger transport in the reporting mechanisms described.

C. References to transport sub-sectors

Urban transport is the most frequently mentioned transport sub-sector in LAC country reporting, with 16 countries citing policy measures to improve urban transport systems, cycling and pedestrian-friendly infrastructure, Bus Rapid Transit (BRT), metro, and other forms of urban transport (Figure 2). This trend may be attributed to the high degree of urbanization in the LAC region and the fact that more than 80% of LAC countries have

submitted national reports with detailed sections on urban mobility to the Habitat III process; though urban transport is also a common theme in the NDCs of LAC countries.²⁷

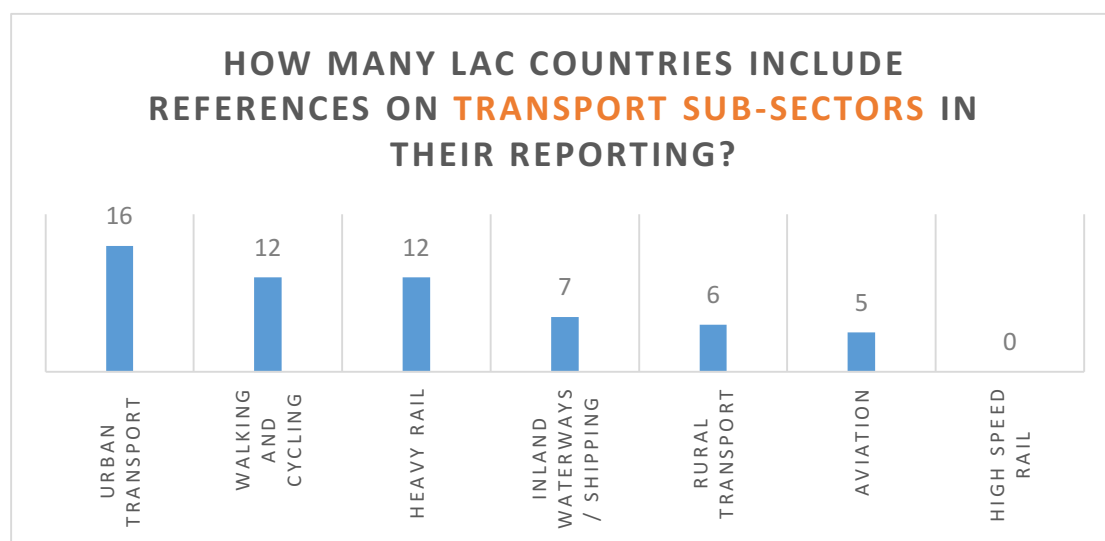


FIGURE 2. NUMBER OF LAC COUNTRIES WITH REFERENCES ON TRANSPORT SUB-SECTORS

12 countries have mentioned measures on walking and cycling infrastructure in the context of improving urban access, reducing pedestrian and cyclist fatalities and accidents, and decarbonizing the transport sector through active modes of transport. Twelve LAC countries have mentioned improving efficiency and reducing GHG emissions in the heavy rail sector. Seven countries refer to improving efficiency for the shipping sector, port facilities, and water freight. Six LAC countries mention measures to improve rural access through provision of rural transport services, with Mexico specifically stressing the importance of rural transport in enhancing mobility of women in rural areas. Five LAC countries include measures to modernize airports or air fleets, or to make other improvements in the aviation sector. No LAC countries have made reference to high speed rail development.

D. References to Avoid-Shift-Improve measures

The Avoid-Shift-Improve (A-S-I) framework is an alternative approach to defining sustainable mobility solutions in the context of GHG emission reduction, reduced energy consumption, less traffic congestion, and more livable cities.

²⁷ A SLoCaT analysis shows that urban transport measures are mentioned in 74% of all NDCs. More information at: http://www.ppmc-transport.org/overview_indcs/

“Avoid” measures seek to reduce the impact of the transport system as a whole through integrated land-use planning and transport-demand management to reduce the need to travel and reduce the average length of trips.

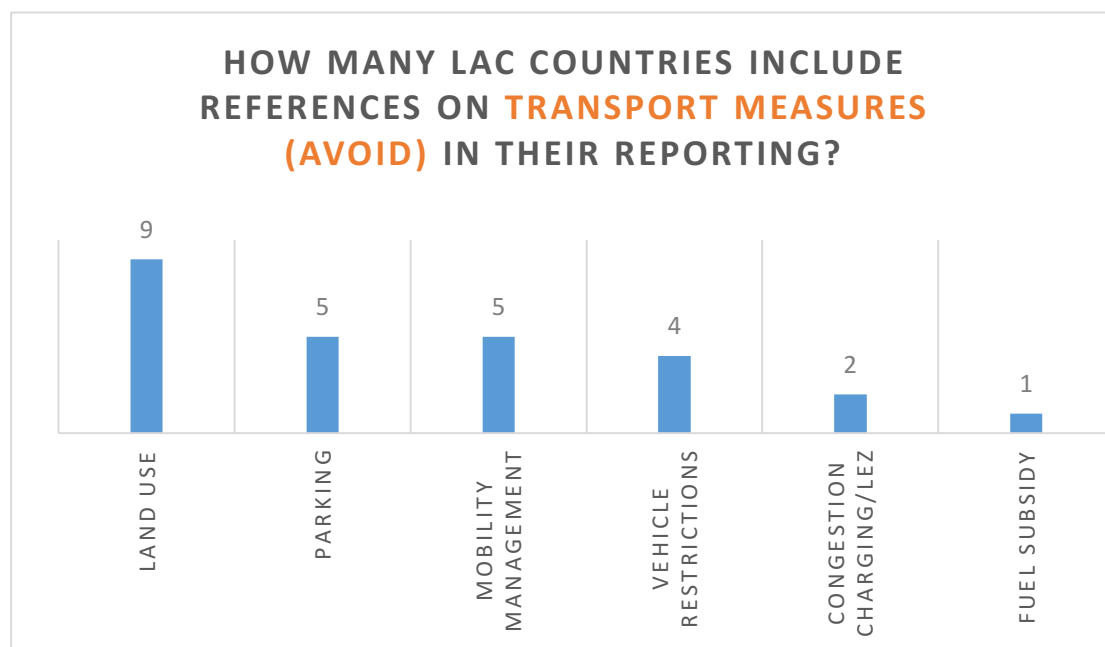


FIGURE 3. NUMBER OF COUNTRIES WITH REFERENCES TO TRANSPORT MEASURES (AVOID)

Half of the LAC countries have taken measures to incorporate sustainable transport development in land-use planning (Figure 3). At least four countries have cited experiences in each of the categories of parking policies, vehicle restriction policies (e.g. road pricing and taxation) and other mobility management tools to discourage motorized trips. Two LAC countries have indicated specific measures to reduce traffic congestion through improved connectivity of road infrastructure and public transport development.

Although the removal of fuel subsidies is one of the direct transport SDG targets, only one LAC country has made reference to this action in global agreement reporting to date.²⁸

²⁸ According to study by the International Energy Agency, fuel subsidies have been phased out in Colombia and El Salvador; while oil subsidies still exist in Argentina, Bolivia, Ecuador, Mexico, Trinidad and Tobago, and Venezuela. Source: IEA Fossil Fuel Subsidy Database <http://bit.ly/1Muu2ll>

“Shift” measures seek to improve trip efficiency by increasing modal shift from the most energy consuming transport modes (e.g. private motorized vehicles) to more environmentally friendly modes (e.g. public transport and active transport).

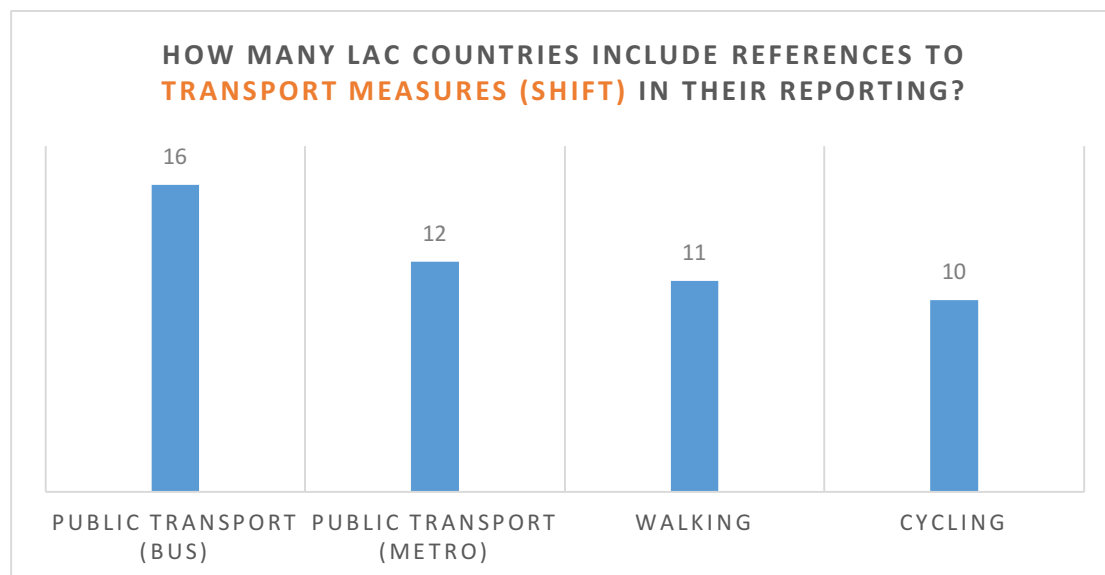


FIGURE 4. NUMBER OF COUNTRIES WITH REFERENCES TO TRANSPORT MEASURES (SHIFT)

The majority of LAC countries have made reference to bus-based public transport modes, such as public bus services and/or BRT (Figure 4). 12 LAC countries have included measures to increase efficiency of metro systems or to modernize rail public transport. Walking and cycling are Shift-oriented transport measures, and at least 10 LAC countries each include measures to develop pedestrian and cyclist friendly infrastructure to encourage active transport trips.

“Improve” measures focus on vehicle and fuel efficiency as well as on the optimization of transport infrastructure through improved technology and/or alternative energy use.

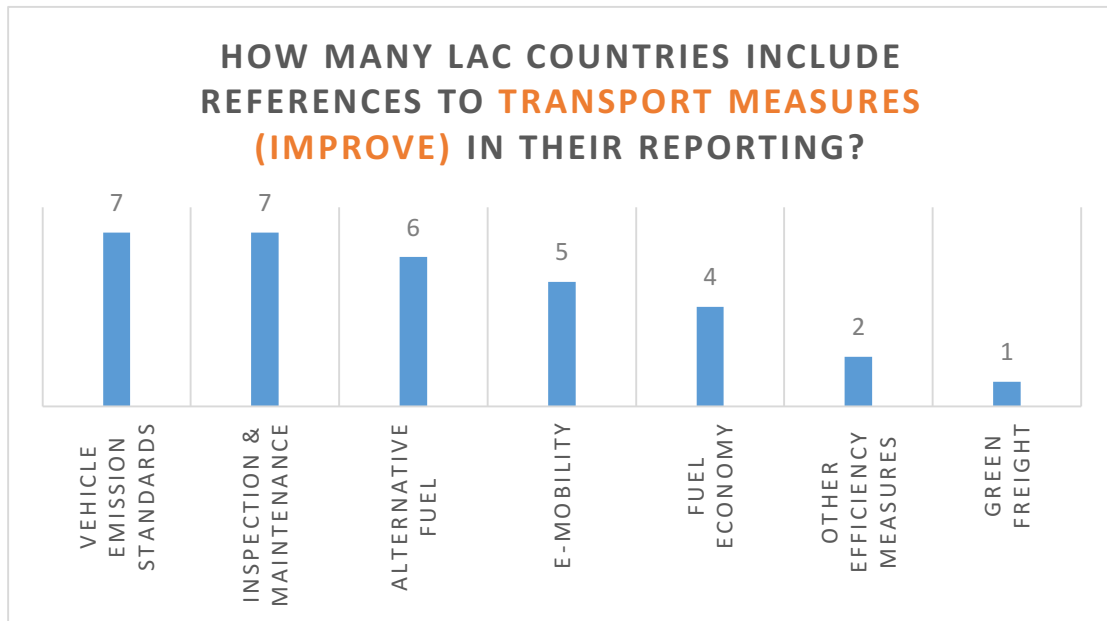


FIGURE 5. NUMBER OF COUNTRIES WITH REFERENCES TO TRANSPORT MEASURES (IMPROVE)

Seven LAC countries have mentioned actions to reduce GHG emissions through vehicle emission or fuel quality standards (Figure 5). The same number of countries have enhanced inspection and maintenance of vehicles, public transport, and rail transport infrastructure in order to improve transport efficiency. Six countries have reported on actions to promote the use of alternative fuels, such as biofuels, liquefied petroleum gas (LPG), and compressed natural gas (CNG). Five countries have specified measures to promote the development of electric vehicle and four countries have implemented fuel economy standards to reduce transport emissions and improve air quality. Three countries have cited other efficiency measures, such as a national program to support purchase of efficient vehicles (Costa Rica) and the use of low-emission vehicles in public transport (Argentina). Only Mexico has reported measures to promote green freight, including port and maritime transport development and a freight vehicle renewal program.

Other transport measures that are not included in the A-S-I framework have also been mentioned by several LAC countries. These measures include road infrastructure development (e.g. road network expansion, asset management, highway and toll roads), application of intelligent transport systems (ITS), motorized two and three wheelers (e.g. regulations on motorcycles), and improvements in transport data collection and modelling.

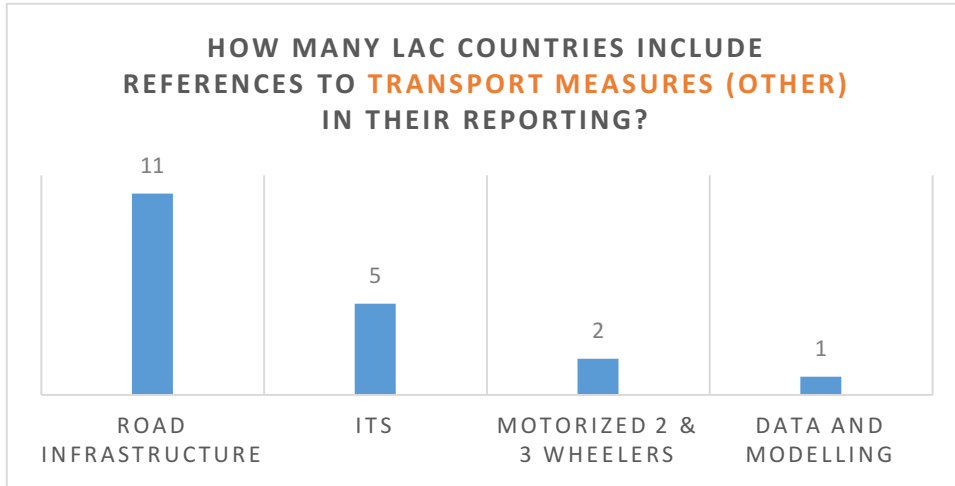


FIGURE 6. NUMBER OF LAC COUNTRIES WITH REFERENCES TO OTHER TRANSPORT MEASURES

More than 60% of LAC countries have reported on measures to improve road infrastructure, to develop more connected and efficient road networks to reduce congestion, and to improve asset management (Figure 6). Five countries have included examples to apply ITS in transport development. Two countries have mentioned measures to regulate the use of motorized two and three wheelers and other forms of transport. Only Argentina has mentioned the use of electric fare system to collect data for transport planning.

E. References to transport adaptation measures

In addition to mitigation measures to avoid unnecessary motorized trips, to shift to more efficient modes of transport, and to improve transport efficiency, LAC countries have also included adaptation measures to increase resilience and reduce vulnerability of transport systems in their reporting on global agreements.

Nine LAC countries have included transport adaptation measures through different reporting mechanisms, including the CSD national report under the 2030 Agenda: NDCs and NAPs under the Paris Agreement; national reports under the NUA, and progress reports submitted to the HFA (Table 8).

TABLE 8. LAC COUNTRIES WITH REFERENCES TO ADAPTATION IN THE TRANSPORT SECTOR

Global Agreements	Reporting document	LAC countries reporting transport adaptation measures
2030 Agenda	National Report to CSD	Barbados
Paris Agreement	NDC	Costa Rica

Global Agreements	Reporting document	LAC countries reporting transport adaptation measures
	NAP	Brazil, Colombia
NUA	National Report	Chile
Hyogo Framework of Action (Sendai Framework)	HFA Progress Report	Dominican Republic, Ecuador, Peru, Uruguay

Most transport adaptation measures reported by LAC countries are in the context of increasing the resilience of road infrastructure (e.g. better drainage for road networks, reducing roadway vulnerability to sea-level rise) and public and active transport infrastructure; enhancing inter-modal integration and system resilience; conducting vulnerability studies and implementing technical standards for transport infrastructure.

The assessment also shows that there still lacks a centralized, consistent framework for countries to report on their progress in adaptation in the transport sector. Although the Sendai Framework is the major global agreement focused on adaptation and disaster risk reduction, countries are not required to submit reports to evaluate progress made towards achieving the agenda. The submission of NAPs and NAPAs under the Paris Agreement offer dedicated adaptation-oriented reporting mechanisms, yet submission turnout rate is very low among the LAC countries. Therefore, it is crucial that the Sendai Framework set up a national-level reporting mechanism similar to the HFA progress report in order to help countries evaluate their progress towards transport adaptation measures.

F. References to transport development benefits

Adequate, efficient, affordable, safe, low-carbon and climate resilient transport services and infrastructure are important enabling conditions to address the key issues of sustainability, including access (urban and rural) and regional connectivity; road safety; air pollution and public health; and congestion. Transport also plays a critical role in achieving the overarching goals of the 2030 Agenda to alleviate poverty, enhance food security, and ensure social inclusion and equity. Thus, it is crucial that countries in their reporting on global agreements not only list actions taken in the transport sector, but also link transport measures with their respective development benefits to amplify the impact of the transport sector in implementing these global agreements.

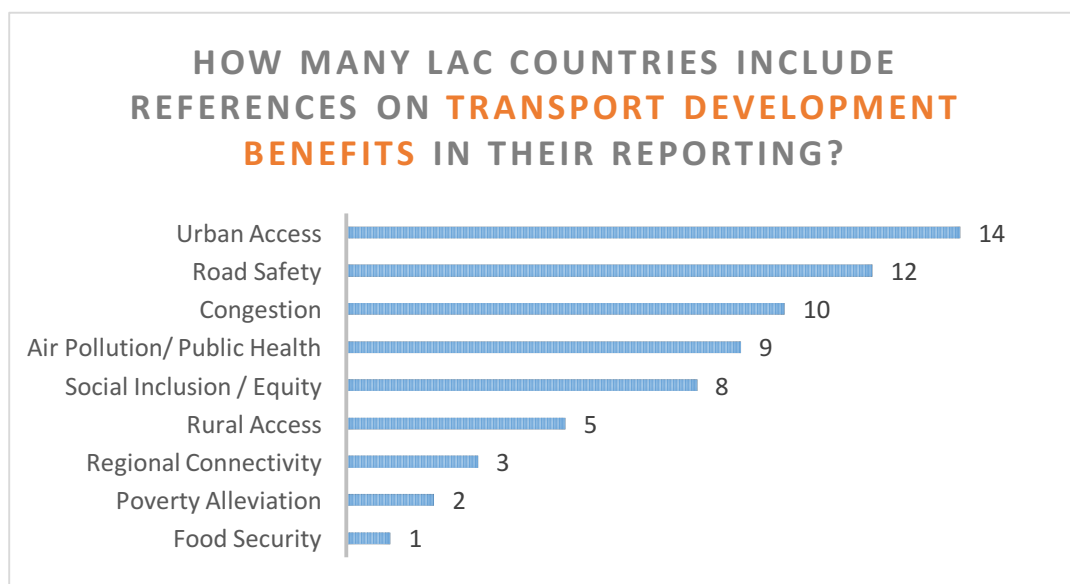


FIGURE 7. NUMBER OF LAC COUNTRIES WITH REFERENCES ON TRANSPORT DEVELOPMENT BENEFITS

The majority of LAC countries have included detailed measures to improve urban access, particularly through public transport, walking, and cycling infrastructure development, which complements the achievement of SDG target 9 (sustainable infrastructure) and SDG target 11 (universal access) (Figure 7). Although rural access is linked directly to the SDG indicator 9.1.1, only five LAC countries have identified measures to address the issue. Only three LAC countries have made reference to transport’s role in enhancing regional connectivity.

Although LAC countries refer to a wide range of transport modes, sub-sectors, and policy measures in their reporting on global processes, it is clear that there still much room to reinforce linkages between transport and sustainability issues. Only half of the LAC countries stated that provision of sustainable transport infrastructure and services is a social equity issue. Brazil and Costa Rica are the only two countries investigated that have discussed how transport can contribute to the ultimate sustainable development goal to alleviate poverty (SDG 1), and only Brazil has noted the linkage between transport and food security (SDG 2).

IV. How are the four objectives of SuM4ALL reflected in the reporting of LAC countries?

A Global Mobility Report (GMR) is currently being developed under the Sustainable Mobility for All (SuM4All) Initiative, which intends to act as a platform for advocacy to influence policies on sustainable mobility at global to local levels. SuM4All aims to facilitate the

delivery of four primary objectives of sustainable transport, which include Universal Access, Efficiency, Safety, and Green Mobility. Figure 8 shows that among the four objectives, Universal Access has been mentioned in LAC countries’ reporting most, followed by Safety and Green Mobility, with Efficiency being mentioned the least (though still being mentioned by half of the LAC countries).

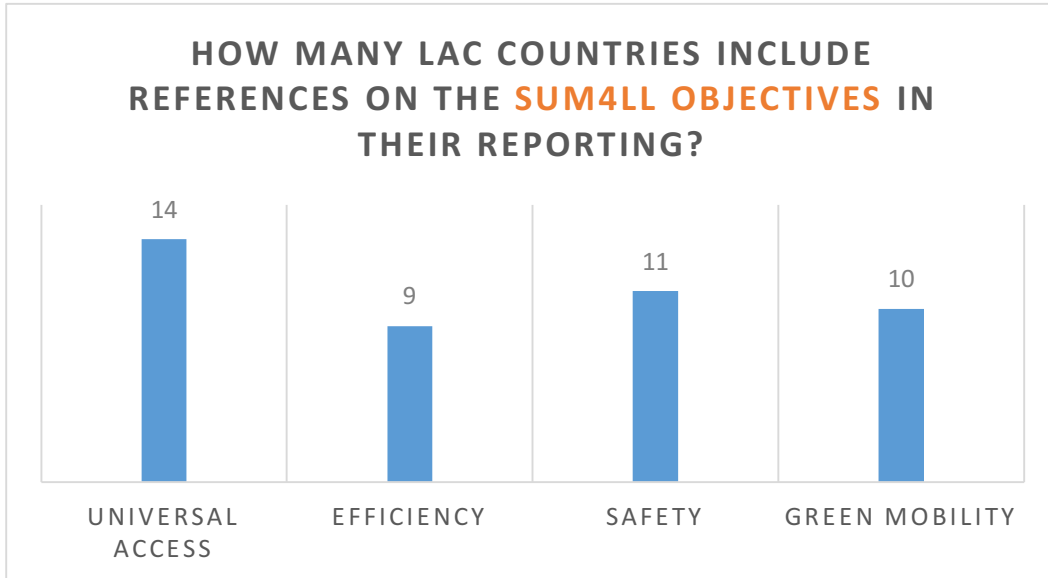


FIGURE 8. HOW SUM4ALL OBJECTIVES ARE REFLECTED IN LAC COUNTRY REPORTING

A. Universal Access

This objective ensures that all people are provided transport that meets their basic needs—their own travel and the shipment of goods upon which they place a high value and priority—such as, commuting to work, and access to schools, medical care, and commerce. Inclusivity is at the heart of this objective. Pursuing this global objective will ensure that access is provided across income groups (affordability), gender, age, disability status and geographical areas (urban/rural). It will ensure that the poor, women and children, seniors and disabled people, those living in remote areas, and other vulnerable groups have appropriate access to transportation.

Universal access is reflected by the greatest number of LAC countries compared to other Sum4ALL objectives, although there is a very imbalanced treatment between urban and rural access. Urban access has been reflected in 14 LAC countries, which is more than three times than that of rural access (Figure 2).

A number of countries emphasized the importance of developing sustainable transport infrastructure particularly for vulnerable groups. For example, Barbados and Colombia are developing disability-friendly transport infrastructure; Brazil highlights road safety issues for the elderly, children, and the disabled; and Mexico reports on rural transport development to improve the mobility of rural women.

B. Efficiency

This objective will ensure that transport demand is met effectively and at a reasonable cost across geographic areas. It captures concepts such as regional connectivity and logistics to support trade, resource efficiency (energy and land use) to minimize wastage, and spatial efficiency to ensure that the transport system is organized in a manner that fosters economic densities and provides the most appropriate mode of transport and seamless inter-modality.

Half of the 18 LAC countries have reported on measures relating to improve transport efficiency. These countries have emphasized the integration of transport mobility needs in land-use planning in order to optimize system performance and efficiency. For example, Argentina refers to a measure to use an electronic fare system to collect data for more streamlined transport planning.

About one third of LAC countries considered here have included measures to increase energy efficiency of vehicles and transport fleets through regulations on vehicle emissions standards, promoting the use of alternative fuels such as biofuels, LPG and CNG, as well as the modernization of port facilities, rail fleets, and public bus fleets.

Three countries, including Argentina, Colombia, and Mexico, made reference to improving port facilities and airports to reduce travel time, lower operation costs, and increase regional connectivity.

C. Safety

This objective relates to avoiding crashes, injuries, and fatalities in the transport sector, and can benefit both transport users and providers. On the demand side, transport users such as motorists have little knowledge about the implications of unsafe driving behavior for themselves or for other motorists. This leads to an increase in risk-taking attitudes and reckless driving. Because the costs of a crash are partly borne by third parties (including

employers, government, and society) individual motorists do not fully account for the total cost of dangerous driving behavior. On the supply side, safety features built into the design of transport infrastructure and services can be costly, so governments may decide to underinvest in road safety, choosing to allocate resources to more visible infrastructure improvements.

Safety is the second most frequently referenced SuM4ALL objective in LAC country reporting. A number of countries have prioritized safety of pedestrians and cyclists in land-use and transport infrastructure development (e.g. Cuba, Mexico, and Paraguay). Barbados, in its Habitat III national report, states that contributing factors to road safety issues include poor road quality, poor driving culture and the lack of safety regulations. Mexico has applied information and communication technologies to improve responses to traffic accidents and to notify road users to avoid and prevent accidents. In the context of increasing adaptation in the rail sector, Argentina focuses on improving rail infrastructure to reduce fatalities.

D. Green Mobility

This objective relates to addressing climate change (mitigation and adaptation) and pollution (air and noise). Both of these dimensions are typically thought of as externalities of the transport system and individuals do not take into consideration when making their mobility choices. While it may not be possible to completely eliminate emissions and pollution because of cost and efficiency tradeoffs, emissions and pollution must be reduced to societally optimal levels.

More than half of LAC countries have identified transport measures related to the Green Mobility objective. The NDCs submitted under the Paris Agreement have provided the major channel for countries to identify actions to reduce GHG emissions in the sector. For example, Barbados has adopted a taxation policy to encourage the use of alternative fuel vehicles and clean fuels; Chile has developed a black carbon reduction plan in the transport sector; Argentina has focused on the modernization of its public rail transport system; and Mexico has prioritized the development of “soft transport modes” such as cycling and walking.

V. Overall Assessment

A. Key Observations

This assessment has found that LAC countries are, in general, submitting the required reports to the six global agreements described; however, the level of useful detail in

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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 addressing a broader set of sustainable development issues is still insufficient and inconsistent.

Major national-level submissions, such as the NDCs and NCs under the Paris Agreement; National Reports under the NUA; country profiles on road safety; national progress reports to the HFA; and the maritime data profile of the UNCTAD Database have seen participation by at least 80% (and in some cases, 100%) of LAC countries. More than 60% of LAC countries submitted their VNRs under the 2030 Agenda and BURs under the Paris Agreement. However, key gaps remain in submitting national reports to the CSD, developing long-term strategies and NAPs under the Paris Agreement, and setting up national platforms under the Sendai Framework.

However, reporting on progress achieved in the context of *sustainable* transport has not been well reflected in their reporting, particularly in the most recent and highest priority reporting mechanisms. The majority of references to sustainable transport measures are found in national reports to the CSD, which took place in 2010 – 2011, prior to the adoption to the 2030 Agenda. The majority of references to urban mobility is found in the National Reports to the Habitat III, which also took place prior to the actual adoption of the NUA. Thus, these reports are more indicative of the state of the art of sustainable transport in LAC countries, and less focused on the implementation of their respective global processes.

As the new phase of VNRs is being released for HLPF 2017, we see that the six LAC countries that have submitted full VNR reports have all referred to improvements made in the transport sector, with Costa Rica, Peru, and Uruguay presenting specific data to show trends of improvement in the context of SDG indicator 3.6.1 (road safety), 9.1.1 (sustainable transport), and 9.1.2 (rural access). The level of detail on sustainable transport development given in the 2017 VNRs suggests that the VNR mechanism has great potential to encourage countries to present up-to-date sectoral information on progress made in transport.

Actions on climate adaptation in the transport sector are also not well reported. The two major reporting channels are the NAPs under the Paris Agreement and the national progress reports under the HFA. Only three LAC countries have submitted their NAPs so far, with two of them referring to measures in the transport sector. Although all 18 LAC countries have submitted their HFA national progress reports, only five have mentioned specific actions on adaptation in the transport sector. Furthermore, the HFA is a predecessor to the Sendai

Framework and thus the reporting does not reflect the most up-to-date adaptation actions of LAC countries under this process, and thus the absence of an actual national reporting system under the Sendai Framework does not sufficiently motivate countries to report on more recent progress in transport adaptation.

There is also a greater need for LAC countries to set specific, quantified targets for action on sustainable transport. The assessment finds that only two out of the 18 LAC countries have set specific targets for the transport sector in their NDCs. LAC countries could also consider developing specific targets in other reporting channels, such as the VNRs, on road safety, urban/rural access, passenger and freight transport, access to public transport, and fossil fuel subsidies, all of which are directly related to transport-relevant indicators and SDGs under the 2030 Agenda. Without setting concrete targets, LAC countries are less likely to reach the ambitious goals set by these global processes.

B. Need for a monitoring framework for sustainable transport

It is clear that national reporting mechanisms under the global processes have yet to offer a full picture of what LAC countries have accomplished in the context of sustainable transport. While LAC countries have reported on a wide range of transport modes, sub-sectors, and policy measures, they do not always report on how these measures contribute to addressing sustainability issues in a structured, consistent manner.

However there are additional opportunities for other relevant stakeholders in the transport community to work with national governments to help monitor and evaluate progress in the transport sector in the context of sustainable development and climate change, in part through the forthcoming Transport and Climate Change Global Status Report and the Sustainable Mobility for All Global Tracking Framework and Global Mobility Report.

Transport and Climate Change Global Status Report (TCC-GSR)

The Partnership on Sustainable, Low Carbon Transport is leading development a Transport and Climate Change Global Status Report (TCC-GSR),²⁹ which is intended to be a resource for national and sub-national policy-makers to measure progress on transport mitigation and adaptation and increase transport ambition in their country reporting to global processes, especially the NDCs and long-term strategies. The report will provide a central data

²⁹ The TCC-GSR is scheduled to be released in May 2018. For more information, please contact Cornie Huizenga at corniehuizenga@slocatpartnership.org.

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repository for monitoring transport and climate-relevant indices in global agreements (e.g. Paris Agreement, SDGs, NUA). The TCC-GSR aims to achieve the following:

- Bring together information streams on transport and climate change from various sectors and subsectors that haven't been linked previously
- Provide compilation of policies, instruments, and methodologies on transport and climate change and offer big-picture analysis to tie together work of individual organization.
- Provide key inputs to develop and refine assumptions for medium- to long-term macro roadmap on transport decarbonization at global and regional levels;
- Provide a channel for greater private sector participation in climate action in the transport sector by incorporating industry data alongside national statistics.
- Provide linkages for measuring impact of climate actions on sustainable development co-benefits (e.g. air quality, health, energy efficiency).

The TCC-GSR will be an important resource for national and sub-national policy makers to assess their own progress and raise ambitions in the transport sector through a compilation of comparative data for individual countries in across a range of topics (e.g. historic and projected GHG emissions, transport renewable energy targets, profiles of national transport policy frameworks). It can also assist the UNFCCC and other UN organizations in monitoring the contribution of sustainable transport to global processes. Transport-related industries and consultants can benefit from the GSR by identifying opportunities and gaps for investment and research. Finally, development organizations and societal groups can benefit from the TCC-GSR through its focus on needs and targets for potential advocacy.

Sustainable Mobility for All (SuM4ALL) Global Mobility Report

As discussed previously in this report, the [Sustainable Mobility for All \(SuM4All\)](#) initiative is currently developing a Global Tracking Framework (GTF) with the attempt to examine performance of the transport sector globally, and its ability to support sustainable mobility. This assessment of mobility is conducted across developed and developing countries, using global targets, supporting indicators, and country data. The GTF intends to cover the mobility of goods, and people, across all transport modes, including land, air and maritime transport.

The corresponding Global Mobility Report (GMR) 2017 establishes a baseline for data and indicators built around three components: a vision for sustainable mobility articulated around four global objectives (Universal Access, Efficiency, Safety, and Green Mobility);

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global targets drawn from international agreements; and transport-relevant indicators supported by country data and agreed methodologies.

The assessment shows that 16 out of the 18 LAC countries make references to at least one of the four SuM4ALL objectives. There is however a continuing need to raise the profile of sustainable transport in the context of these objectives, and the GTF has the potential to drive progress in this area by encouraging countries to shift from merely identifying issues and challenges in the transport sector to producing a more quantitative and impact-oriented evaluation on how transport measures contribute to ensure universal urban and rural access, increase transport efficiency, enhance road safety and public health, and promote green mobility.

Annex I: Reporting Mechanisms for Primary Global Agreements

Global Process	Reporting Agency	Report Title	Indicator Framework	Frequency	Report Level	Related Meeting
2030 Agenda	ECOSOC UNDESA*	Voluntary National Review (VNR)	N/A	Annual	National	- HLPF (Ministerial-level; July 2017 in New York); - Head of State Meeting (every 5 years) - Regional preparatory meetings for the HLPF
	UNSC, IAEG-SDGs	Sustainable Development Goals Report	SDG Indicators by the IAEG-SDGs	Not clear	Global	- HLPF - 2 nd World Data Forum (late 2018 or early 2019 in Dubai)
	UNSC, HLG-PCCB	Global Action Plan for Sustainable Development Data		Annual	National	- HLPF - 2 nd World Data Forum (late 2018 or early 2019 in Dubai)
	CSD	National report to the Commission on Sustainable Development (CSD)	N/A	On-time submission	National	18th and 19th sessions of the Commission on Sustainable Development (2010 to 2011)
AAAA	UNDESA, IATF, ECOSOC	Reporting by the IATF	To be developed	Annual	Global	ECOSOC Forum on Financing for Development follow-up (FfD Forum) (May 2017), Global Infrastructure Forum (April 2017, D.C)
Decade of Action on Road Safety	WHO	Global Status Report on Road Safety	N/A	Biennial	Global	23rd Meeting of the UNRSC: Nov 2016

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Global Process	Reporting Agency	Report Title	Indicator Framework	Frequency	Report Level	Related Meeting
Nairobi Mandate	UNCTAD	No official reporting mechanism yet (as of Feb 2017)		Quadrennial	Global	UNCTAD 15 (2018), World Investment Forum (2018), Global Commodities Forum (2018)
New Urban Agenda	UN-Habitat, UNGA	Report by UN-Habitat to be presented to the UNGA before Sep 2018. A report will be released by the UNGA in 2026 to take stock of the progress made and challenges faced in the implementation of the Agenda.	N/A	Quadrennial		HLPF; 2-day High-level meeting at the 72nd Session of the UNGA (Sep 2017); Habitat IV meeting in 2036 (TBC)
Paris Agreement	UNFCCC	Nationally Determined Contribution (NDC)	N/A		National	COP 23 (Nov 2017 in Bonn), CMA, APA
Paris Agreement	UNFCCC	Communication of long-term strategies	N/A	Annual	National	COP 23 (Nov 2017 in Bonn), CMA, APA
Paris Agreement	UNFCCC	Facilitative Dialogue on Enhancing Ambition and Support	N/A		National	COP 23 (Nov 2017 in Bonn), CMA, APA
Paris Agreement	UNFCCC	A global stocktake to assess the collective progress towards	N/A	Every 5 years	National	COP 23 (Nov 2017 in Bonn), CMA, APA

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Global Process	Reporting Agency	Report Title	Indicator Framework	Frequency	Report Level	Related Meeting
		achieving the purpose of the Agreement and to inform further individual actions by Parties.				
Sendai Framework for Disaster Risk Reduction	UNISDR	Global Assessment Report on Disaster Risk Reduction	Open-ended Intergovernmental Expert Working Group on Indicators and Terminology Relating to Disaster Risk Reduction	Biennial	Global	2017 Global Platform for Disaster Risk Reduction (May 2017 in Mexico)
UNFCCC	UNFCCC	Biennial Reports (BR, Annex I)	N/A	Biennial	National (Annex I)	Meeting of Lead Reviewers for the review of Biennial Reports and National Communications (March 2017 in Bonn)
UNFCCC	UNFCCC	Biennial Update Reports (BUR, non-Annex I)	N/A	Biennial	National (Non-Annex I)	Consultative Group of Experts on National Communications from Parties not included in Annex I to the Convention (CGE)

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Global Process	Reporting Agency	Report Title	Indicator Framework	Frequency	Report Level	Related Meeting
UNFCCC	UNFCCC	National Communication (NC, non-Annex I)	N/A	Quadrennial	National (Non-Annex I)	COP 23 (Nov 2017 in Bonn)
UNFCCC	UNFCCC	National Adaptation Plan (NAP)	N/A		National	AC, SBI, NAP Expo, Least Developed Countries Expert Group (LEG) Training Workshop
UNFCCC	UNFCCC	National Adaptation Programmes of Action (NAPA)	N/A		National	AC, SBI, NAP Expo, Least Developed Countries Expert Group (LEG) Training Workshop