Sustainable Transport: A Critical Driver to Achieve the Sustainable Development Goals

An analysis of 2016 - 2019 Voluntary National Reviews
SUSTAINABLE TRANSPORT: A CRITICAL DRIVER TO ACHIEVE THE SUSTAINABLE DEVELOPMENT GOALS

SLoCaT Partnership on Sustainable, Low Carbon Transport

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List of abbreviations

**ECOSOC** United Nations Economic and Social Council

**GHG** Greenhouse Gas

**HLPF** United Nations High-Level Political Forum on Sustainable Development

**IAEG-SDGs** Inter-agency and Expert Group on the Sustainable Development Goal Indicators

**MAPS** Mainstreaming, Acceleration, Policy Support

**MRV** Measuring, Reporting and Verification

**SDG** Sustainable Development Goal

**SLoCaT** Partnership on Sustainable, Low Carbon Transport

**SUMPs** Sustainable Urban Mobility Plans

**UAE** United Arab Emirates

**VNR** Voluntary National Review
Executive summary

Safe, efficient, low carbon, and affordable mobility for all is essential to sustainable human development and must be enabled in all sustainable development policies. Transport is central to powering lives and livelihoods. It is the engine of the global economy and helps spur human development. Every day, people all over the world depend on a variety of transport modes to make a living, go to school, access essential goods and services, and ultimately, enhance equal opportunities for participation in society. With growing transport demand and impacts, the sustainability of the transport sector must improve to meet sustainable development and climate action targets.

Sustainable transport is a cross-cutting theme in the 2030 Agenda for Sustainable Development. It supports the achievement of at least 8 of the 17 Sustainable Development Goals (SDGs) and makes direct and indirect contributions to at least 13 SDG targets. In addition, transport is directly related to five SDG indicators (Figure i):

![Figure i: Direct and indirect transport targets and indicators](image-url)
The 2030 Agenda encourages member states to submit Voluntary National Reviews (VNRs) to the United Nations High-Level Political Forum on Sustainable Development (HLPF), which has been convening annually since 2016 under the auspices of the United Nations Economic and Social Council (ECOSOC). The VNR process aims to facilitate the sharing of experiences among countries, including successes, challenges and lessons learned, with a view to accelerating the implementation of the 2030 Agenda.

During the first quadrennial reporting cycle from 2016 to 2019, 92% of the submitted VNRs have highlighted progress made in the transport sector.

This shows that there has been a general consensus that the sector is a key contributing factor to SDG implementation. Nonetheless, only 30% of VNRs have included explicit references to transport sustainability impacts. The linkages between transport and infrastructure- and energy-oriented SDGs are clear, but further attention must be paid to the social dimension of sustainable development, thus establishing a stronger case as to how transport contributes to the overarching goals of the 2030 Agenda on poverty alleviation, food security, social equity and ‘Leaving No One Behind’.

A more balanced, long-term vision for sustainable transport planning is needed. Countries should better demonstrate tangible progress on sustainable transport in their VNRs by:

- Setting specific, quantified transport targets to establish clear visions and facilitate progress-tracking;
- Reporting on transport sustainability impacts to enable linkages across SDGs; and
- Identifying specific case studies to facilitate cross-country learning and exchange of knowledge.
18% of the submitted VNRs reported specific targets covering 12 areas in sustainable transport. The majority of targets are short-to-medium term targets (2020 and 2030), with five countries setting long-term targets for 2050.

Robust coordination and support from SDG-lead agencies are required to maximise the contribution of the transport sector within the national development framework for short-/medium- and long-term planning. Establishing such a harmonised long-term strategy with ambitious vision and specific targets could enable the implementation of transport measures to maximise wide sustainability impacts.

The full potential of the transport and wider mobility sector to contribute to a balanced achievement of the SDGs remains untapped. VNRs can unleash a more comprehensive vision and assessment of sustainable, low carbon transport development. This would require countries to further understand and enable this cross-cutting sector, as well as its capacity to foster interlinkages across the SDGs and hence integrated and systemic policy approaches. HLPF formats can further facilitate thematic discussions and learning about interconnecting topics and measures.

The SLoCaT Partnership on Sustainable, Low Carbon Transport has developed a framework with a step-by-step methodological approach to assist transport sector policy-makers in translating SDGs in national sector plans, strategies and budgets; designing policy interventions to target resources at root bottlenecks; and providing coordinated and pooled policy support for sustainable transport development. The framework helps transport sector decision makers take long-term policy and investment decisions to make transport sector infrastructure and operations more sustainable and low-carbon. Taken together, these elements can contribute to a comprehensive transformation of the transport sector and accelerate the implementation of all SDGs.
Transport is central to powering lives and livelihoods.

It is the engine of the global economy and helps spur human development.
Section 1. Introduction

1.1. Report background

Safe, efficient, low carbon, and affordable mobility for all is essential to sustainable human development and must be enabled in all sustainable development policies. Transport is central to powering lives and livelihoods. It is the engine of the global economy and helps spur human development. Every day, people all over the world depend on a variety of transport modes to make a living, go to school, access essential goods and services, and ultimately, enhance equal opportunities to participation in society. With growing transport demand and impacts, the sustainability of the transport sector must improve to meet sustainable development and climate change action targets.

As economies grow, especially in the Global South, transport greenhouse gas (GHG) emissions continue to rise, impacting the successful implementation of the 2030 Agenda for Sustainable Development and Sustainable Development Goals (SDGs). Business-as-usual growth implies a three-fold rise in transport emissions, more dependence on private motorisation, and more congestion in rapidly urbanising regions around the world. Nevertheless, a more sustainable pathway for mobility is possible with strengthened policy measures, increased mitigation investments, accelerated technological innovation, and widespread behaviour change.
Transforming Our World: The 2030 Agenda for Sustainable Development

Year of adoption: 2015
Signatories: 193 UN Member States

The 2030 Agenda for Sustainable Development is a set of 17 aspirational goals with 169 targets stimulating actions to shift the world onto a sustainable and resilient development path (Figure 1). As one of the most important roadmaps guiding policy actions for sustainable development, the 2030 Agenda mobilises efforts to end all forms of poverty, fight inequalities and tackle climate change, while ensuring ‘no one is left behind’.

The 2030 Agenda states that ‘sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries’.

Sustainable transport is a cross-cutting theme in the 2030 Agenda. It supports the achievement of at least eight of the 17 SDGs and makes direct and indirect contributions to at least 13 SDG targets. In addition, the Inter-agency and Expert Group on the Sustainable Development Goal Indicators (IAEG-SDGs) has developed a framework of 230 indicators and statistical data to monitor the progress of SDG implementation. Transport is directly related to five SDG indicators (Figure 2):
Transport is essential to the realisation of the 2030 Agenda. Sustainable cost-effective solutions for road, rail, air, and maritime passenger and freight transport modes are available and have been tested at scale across regions of the globe. Improving access to economic, social and cultural opportunities with low-cost, low-emission transport options across urban-rural linkages can deliver social and economic progress, especially for marginalised groups. Concerted national, regional, and urban policy frameworks, together with private sector action, can help to Avoid unnecessary motorised trips, Shift transport trips to more efficient modes, and Improve transport vehicles and energy sources (more information on the A-S-I Framework is provided in Section 2.3). It is thus critical that more is done to ensure that the transport sector contributes to, rather than detracts from, the success of the SDGs.
1.2. Report objectives

As part of its follow-up and review mechanisms, the 2030 Agenda encourages UN member states to ‘conduct regular and inclusive reviews of progress at the national and sub-national levels, which are country-led and country-driven’.

This mechanism, known as the Voluntary National Review (VNR), has served as a basis for the regular reviews by the High-Level Political Forum on Sustainable Development (HLPF), which has been convening annually since 2016 under the auspices of the United Nations Economic and Social Council (ECOSOC). The VNR process aims to facilitate the sharing of experiences among countries, including successes, challenges and lessons learned, with a view to accelerating the implementation of the 2030 Agenda.

Since the first HLPF in 2016, the SLoCaT Partnership on Sustainable, Low Carbon Transport has been assessing transport references in the VNRs submitted each year. The assessment aims to:

- Provide a useful resource for policy-makers to better understand the role of transport in achieving the SDGs;
- Outline recommendations to policy-makers on goal-setting, implementing and reporting on sustainable transport progress;
- Help the transport community (and other relevant sectors e.g. energy, health) better understand the pattern, gaps and opportunities in reporting sustainable transport in the VNR process.

Throughout the lifespan of the HLPF, countries have been reporting on transport as a vital sector to implement SDGs, showcasing on-the-ground implementation and best practices. Through the VNRs, countries contribute to offer leverage and momentum for the transport sector to move along a more sustainable path.

This report gives a summary of how transport has been reflected in the first quadrennial VNR reporting cycle from 2016 - 2019.
Section 2. Transport references in Sustainable Development Goals reviews

By determining our access to socio-economic opportunities, transport plays a pivotal role in shaping equitable and inclusive societies and wellbeing. It has a direct effect on the liveability of our shared habitats and the human and environmental health in them, whether they are urban or rural. As countries around the world contend with the adverse impacts of climate change and air pollution, it is imperative that the transport sector is used to advance low carbon development pathways. This would not only reduce emissions and fossil fuel dependency, but it would also improve the everyday lives of all people by sustainably securing access to goods, services, and each other.

During the first reporting cycle, 156 VNRs were submitted by 143 countries, with more than 90% highlighting progress made in the transport sector (Figure 3):

![Figure 3: Number of VNRs with transport references (2016 - 2019)](image)

Countries have reported the progress achieved in the transport sector with different levels of detail as they are not required to report SDG implementation in a sectoral context. While some countries have cited considerable information on the transport sector with specific policy examples and case studies, other countries have mentioned transport briefly in the context of other sectors (e.g. 'The national plan focuses on the provision of affordable energy and improvement in transport infrastructure'). In either case, transport has been recognised as a key sector contributing to the successful implementation of SDGs in the majority of VNRs.
2.1. Linkages between transport and the SDGs

Sustainable transport, though related to various goals and represented in specific targets, does not have its own goal where it can be discussed in-depth. The format of the HLPF, where only a fraction of the goals are under review in any given year and limited time is left to explore in detail interlinkages, means there is little space for examining cross-cutting topics like transport.

Nonetheless, the linkages between transport and the SDGs are clear. Labourers and farmers who cannot afford the bus to access the market and economic opportunities will languish in poverty and thus stunt achievement of Goals 1, 2 and 8; young girls who have to walk for miles on unsafe paths to access a classroom will not attain the quality education envisioned by Goals 4 and 5. Achieving SDG 13 on climate change action will not be possible if cities are congested and roads are dangerous and overcrowded thanks to ever increasing personal motorisation.
Figure 4 shows how countries connected transport infrastructure and services to different SDGs in the VNRs submitted between 2016 to 2019:

No. of VNRs Connecting Transport with Different SDGs

The majority of references focused on transport infrastructure development in the context of passenger and freight activities (SDG 9), all-season rural roads (SDG 9), and accessible public transport systems (SDG 11). Significant attention has also been given to increase the share of renewable energy and reduce final energy consumption in the transport sector (SDG 7); curbing mobile-source GHG emissions (SDG 13) and reducing traffic fatalities and injuries (SDG 3).

Among other SDGs, relatively greater attention has been given to how transport subsidies lead to better school enrolment (SDG 4) and how transport development contributes to improved employment rates, boosts household income (SDG 8) and reduces poverty (SDG 1). Little has been done to demonstrate how transport can improve market access and increase agricultural productivity (SDG 2) and how transport can empower women through access to jobs and education opportunities, health facilities and cultural activities (SDG 5).
Last but not least, global fossil fuel subsidies totalled about USD 302 billion in 2017. Fossil fuel subsidy reform (SDG 12) in the transport sector can help reduce and shift vehicle trips and improve transport fuels by eliminating market distortions for renewables penetration, thus significantly curbing emissions and air pollution, contributing to SDG 13 and linking to the goals of the Paris Agreement. However, very few countries have reported progress in this area.

The linkages between transport and infrastructure- and energy-oriented SDGs are clear, but further attention must be paid to the social dimension of sustainable development, thus establishing a stronger case as to how transport contributes to the overarching goals of the 2030 Agenda on poverty alleviation, food security, social equity and ‘Leaving No One Behind’.

2.2. Transport modes and sub-sectors

The 2030 Agenda has established a vision to move the world along a sustainable and resilient path through an interdisciplinary and multifaceted approach, as exemplified by the wide range of subjects covered by the 17 SDGs. Likewise, driving sustainable and inclusive growth requires a balanced package of sustainable mobility measures focusing on various segments of the sector (e.g. passenger and freight; road, railway, aviation, maritime; urban and rural transport, cycling and walking, new micro-mobility) as well as their operational functions and intended impacts.

The movement of people and goods is at the core of human economic activity. Passenger and freight transport respectively accounted for about 59% and 41% of global transport energy consumption and transport emissions in 2015. Movement in cities is on the rise: urban freight accounts for 16% of surface freight CO₂ emissions while urban passenger transport represents over a third of global transport CO₂ emissions.7 Transport references reported in the VNRs were skewed towards passenger transport, and slightly less attention has been given to freight transport (Figure 5). The disproportionate references should not undercut the fact that sustainable freight measures are essential to addressing a number of urban challenges, such as traffic safety, congestion, productivity loss, air and noise pollution, and CO₂ emissions.
There was also a significant imbalance of urban and rural transport in VNR reporting. The number of VNRs reporting on urban transport is more than twice the number for rural transport (Figure 5). Urban transport is an imperative component of sustainable development strategies as more than half of the world’s population lived in urban areas in 2017, with projection to add another 2.5 billion people by 2050.\textsuperscript{6} 24 of the world’s 31 megacities were located in developing countries by 2016, as are all 10 of the cities projected to become new megacities by 2030.\textsuperscript{9} Nonetheless, rural communities are expected to represent 30% of the global population in 2030\textsuperscript{10} and it is vital that they are not ‘left behind’.

Regarding the transport sub-sectors, there has been a general balance among the high-volume transport modes (e.g. maritime, rail and aviation), which are the key enabling sub-sectors to ensure access and connectivity within and beyond state borders. The demand for long-distance rail journeys is also growing in many countries, a trend that is expected to increase further in Europe and Asia;\textsuperscript{11} however, only a handful of countries have reported on high-speed rail development.

Active mobility solutions have also been largely overlooked in the VNRs. Globally, more than one-third of all trips are made on foot or by bicycle.\textsuperscript{12} Walking and cycling are space- and cost-efficient modes that require minimal infrastructure and capital investment. They also offer a variety of sustainability impacts that include health and economic gains (e.g. improving property values, increasing revenues for businesses). Countries must not lose sight of how walking and cycling can strengthen social cohesion and improve the overall quality of life in cities.
2.3. Transport intervention types

The Avoid-Shift-Improve Framework\textsuperscript{13} entails three main avenues to promote mobility solutions in achieving sustainable and inclusive transport systems (Figure 6):

- **Avoid** passenger trips and freight movement or reduce travel distance by motorised modes of transport through regional and urban development policies, integrated transport and spatial planning, logistics optimisation and travel demand management.

- **Shift** passenger and freight travel to more environmentally- and socially-sustainable modes, such as public transport, walking and cycling (in the case of passenger transport), and railways or inland waterways (in the case of freight transport).

- **Improve** the energy efficiency of transport modes through low carbon fuel and vehicle technologies, increased vehicle load factors, and better managed transport networks, with non-petroleum, low carbon fuels playing a more significant role, particularly before 2030.

During the first VNR reporting cycle, much attention has been paid, particularly by developing countries, to develop road infrastructure to improve urban-rural and regional linkages, accessibility (for both vehicles and pedestrians), and road safety (Figure 7). These measures include improving the conditions and coverage of rural roads, building sidewalks to mitigate pedestrian traffic accidents, and expanding and maintaining other road assets. While road infrastructure development has little positive impact on GHG mitigation, it is vital to resolve accessibility and connectivity challenges.
Considerable attention has also been paid in VNRs to report on *Improve* measures of electric mobility and the use of clean fuels and renewables in transport. Four-wheel personal electric vehicles have grown globally from almost zero before 2010 to approximately five million in 2018.\(^\text{(15)}\) The growth in fleet size, however, does not necessarily yield significant sustainability impacts if the electricity for powering electric vehicles is based on mostly non-renewable energy sources. An electric motor is more efficient than an internal combustion engine vehicle, but CO\(_2\) savings can only be achieved if the electricity grid is decarbonised. These two issues have received a similar degree of attention in the VNRs, a possible implication that countries did recognise both interventions go hand-in-hand to reach full decarbonisation potential and achieve SDG 13 (Climate Action) and the Paris Agreement.

Many countries have also reported on *Shift* measures to create sustainable and inclusive public transport systems (e.g. metro, bus and bus rapid transit), a direct contribution to SDG indicator 11.2.1 (‘proportion of population that has convenient access to public transport, by sex, age and persons with disabilities’) to reduce congestion, global and local pollution, crashes, and noise. It should however be noted that there have been very limited references in VNRs to acknowledge the role of other mass transport modes such as paratransit\(^\text{(16)}\) and tricycles in cities. These modes are essential to provide services where there may be gaps within the public transport network. Cycling measures, including the launch of bike sharing schemes and construction of dedicated lanes, are also relatively more represented compared to walking measures.
In general, attention to Avoid measures has been quite limited in the VNRs. Less than 10% of the submitted VNRs referred to the development of Sustainable Urban Mobility Plans (SUMPs) and mobility management measures. These measures are strategies to meet the mobility needs of people and businesses in cities, building on the principles of urban integration, inclusive participation, and evaluation.

More efforts must be made to promote the implementation and reporting of Avoid measures, as Shift and Improve measures - and the overall decarbonisation of the transport sector - are most effective when combined with Avoid measures. Avoid measures allow cities to limit vehicle traffic to the roadway capacity, and reward travellers who use resource-, space- and energy-efficient modes. They require a human-centred transport planning approach and aim to actively influence the behaviour of citizens by using management measures such as congestion charging, or implementation of transport sector-wide carbon pricing, thus achieving true transformative changes in mobility.
Transformative sustainable transport requires a human-centred planning approach
Section 3. Unleashing the contribution of the transport sector to the SDGs: Goals and actions

The full potential of the transport and wide mobility sector to contribute to a balanced achievement of the SDGs remains untapped. VNRs can unleash a more comprehensive vision and assessment of sustainable, low carbon transport development. This would require countries to further understand and enable this cross-cutting sector, as well as its capacity to foster interlinkages across the SDGs and hence integrated and systemic policy approaches. HLPF formats can further facilitate thematic discussions and learning about interconnecting topics and measures.

In order to effectively demonstrate tangible progress on an integrated vision for sustainable transport and mobility, it is essential that countries (Figure 9):

- Set specific, quantified targets related to the transport sector (and sub-sectors) to establish clear visions and facilitate progress-tracking;
- Report on sustainability impacts across SDGs such as poverty alleviation (SDG 1), food security (SDG 2), road safety (SDG 3), air pollution (SDG 3), gender equality (SDG 5), renewable energy and energy efficiency (SDG 7), urban/rural access and regional connectivity (SDG 9), social inclusion and equity (SDG 11);
- Identify specific case studies to facilitate cross-country learning and exchange of knowledge.

Figure 9: Three key factors to demonstrate tangible progress

This section summarises the ambition and impacts reported in the VNRs during the first reporting cycle.
3.1. Setting transport targets

The VNRs focus on an ex-post approach to examine challenges and report on the progress of SDGs implementation. Nonetheless, some countries have taken an ex-ante approach and have reported on targets set in their national strategies and sectoral plans to show their ambition and commitment to achieve the SDGs.

Establishment of a common vision is key in integrating the ambition of the 2030 Agenda with the transport sector. Transport targets can frame the implementation of SDG processes at the national level and can influence and enable local transport development priorities, activities, timings and responsibilities.

During the first reporting cycle, 18% of the VNRs reported specific targets covering 12 areas in sustainable transport (Figure 10 and examples below).

A list of reported transport targets can be found in Appendix 1.

Figure 10: Number of VNRs reporting transport targets (2016-2019)

SDG 3.6 Road Safety

Cameroon and Thailand set a target to halve the number of deaths and injuries from road traffic accidents by 2020. Malta has broken down the SDG3 target to reduce fatalities caused by road accidents by 50%, grievous injuries by 30% and slight injuries by 20% by 2024. Georgia aims to reduce the number of car accidents, deaths and injuries due to road traffic by 25 - 30% by 2030. Belgium and Saudi Arabia aim to limit the death rate by a maximum value by 2020.

SDG 3.9 Congestion

Niger aims to reduce the cost and travel time along major corridors by 50% and Saudi Arabia aims to reduce the congestion in five major cities (from 235 peak hours in 2018 to 15 peak hours in 2020 and 10 peak hours in 2030), which are key steps to curb air pollution and contribute to reducing the number of deaths and illnesses from hazardous air pollution.
SDG 7.2 Renewable Energy

Although Target 7.2 ('increase substantially the share of renewable energy in the global energy mix by 2030') does not have a specific indicator for the transport sector, seven countries have set targets to increase the share of renewable energy in the final energy consumption in transport, namely Cyprus, Estonia, Ireland, Latvia, Lithuania, Malta, and Slovenia.

SDG 9.1 Access

Niger has set a target to cut the cost and travel time along major corridors by 50% and hence increase trade flows and facilitate access to urban centres for agricultural products. Palau and Senegal set targets to have 100% of the rural population living within 2km of an all-season road by 2030. Guinea aims at 4.2% of national roads paved roads by 2020. Vanuatu has set a target for 100% of its population to have access to transport by road, sea and air by 2030.

SDG 11.2 Public transport

Cyprus, Denmark, Estonia, Lebanon, and Singapore have set targets to increase the modal shift to public transport. Senegal set a target that 50% of population will have easy access to public transport (by age group, sex and type of disability) by 2030. Singapore indicated that by 2020, all public buses will be wheelchair-accessible. Although not explicitly indicated in any SDGs, Cyprus, Estonia, and Luxembourg set targets to increase the modal shift to cycling and soft mobility.

SDG 13.2 Transport Mitigation

Germany, Romania, Saudi Arabia and the United Kingdom have set targets to reduce the final energy consumption in the sector. Lebanon, Lithuania and the UK set targets to increase the share of fuel-efficient vehicles in fleet and phase out fossil-fuel driven vehicles. Canada, Slovenia, Switzerland, and Thailand have shown their commitment to reduce GHG emissions in the transport sector through interventions including public transit expansion, shifting to rail freight, and clean technology innovations in transport. Ireland, Luxembourg, the Netherlands, Singapore, and the UK have set targets to increase the number of electric vehicles in their vehicle fleet. Singapore aims to provide 1,000 shared electric vehicles and 2,000 charging points by 2020 and Uruguay also aims to introduce electric vehicles in public transport (110 buses and 550 taxis by 2025).

The majority of targets are short-to-medium term targets (2020 and 2030), with five countries setting long-term targets for 2050. Robust coordination and support from SDG-lead agencies are required to maximise the contribution of the transport sector within the national development framework for short-/ medium- and long-term planning. Establishing such a harmonised long-term strategy with ambitious vision and specific targets could enable the implementation of transport measures to maximise wide sustainability impacts.
3.2. Reporting on transport and sustainability

Figure 11 shows the number of VNRs that have outlined how transport addresses wide sustainability aspects. Most attention has been given to create socially equitable, inclusive transport systems by giving transport subsidies for vulnerable groups, enhancing safety measures for women and children, and installing accessible facilities. Considerable attention has also been paid to increasing regional and cross-border connectivity, which helps to stimulate economic growth by reducing time and costs for trade and logistics.

There were references to road safety and urban access, which are key elements of the SDG targets 3.6 and 11.2, in about 25% of VNRs. Less than 20% of VNRs have referred to other key developmental benefits (rural access, poverty alleviation and food security) and environmental impacts (air pollution, congestion).
As mentioned in Section 2, 92% of submitted VNRs have referred to progress made in the transport sector in the first reporting cycle (Figure 3); however, only about 30% have included references to the wide sustainability impacts of transport measures.

The gap is likely due, among other reasons, to the difficulty of quantifying these impacts in local terms, the lack of local low carbon targets for transport, and the need for more awareness raising with key stakeholders. There is still a major concern among many developing countries that climate mitigation actions impose costs, and quantitative emission reduction targets will adversely affect economic development. If the sustainability aspects of transport interventions are not understood as an important driver for action at the local level, proponents will have a difficult time achieving the buy-in from policy-makers and mainstreaimg them into existing national and local development policies.
3.3. Case studies from around the world

There are ample case studies and best practices from around the world showcasing how transport plays a key role in improving social conditions (e.g. poverty, food security, and social equity), facilitating economic development (e.g. urban and rural access, regional connectivity), alleviating adverse environmental impacts (e.g. road accidents, air pollution and traffic congestion) and combating the climate emergency.

Below are examples of case studies on sustainable, low carbon transport actions presented in the VNRs submitted in 2016-2019:

**Australia (2018)**

Under the Plan Melbourne (2017 - 2050), the city is developing ‘20-minute neighbourhoods’ that offer accessible, safe and attractive local areas where people can meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip. The plan has been piloted in three existing neighbourhoods (Croydon South, Strathmore and Sunshine West) and the government is now exploring strategies to scale up the approach to other neighbourhoods and developing tools to support broader implementation.

**Brazil (2017)**

The Life Protection Program was launched in São Paulo in 2013 to introduce city-wide speed limit reductions, diagonal crossings and pedestrian-only zones. The number of traffic fatalities in the city fell by 20.6% from 2014 to 2015, resulting in 257 saved lives, being the lowest rate since 1998.

**Côte d’Ivoire (2019)**

Côte d’Ivoire conducted a rehabilitation programme for the entire country’s dirt roads and rural tracks to reinvigorate the control of transport costs on foodstuffs. This measure has resulted in higher efficiency in the transport of agricultural products to urban centres and reduced food loss.
**Colombia (2016)**

Under the National Agenda for Competitiveness and Innovation (2014 - 2019), new project management tools and institutional framework were introduced to enhance public-private collaboration for transport logistics and other sectors. The agenda aimed to enhance territorial integration and boost economic productivity by reducing travel times between production centres and ports by 30% and reducing vehicle operating costs by 20%.

**Egypt (2016)**

The ‘Sekketak Khadra’ (‘Your Path is Green’) initiative was launched in 2016 to install up to 100 bicycle racks to raise awareness on the cycling culture as an alternative to private cars. The initiative challenged social taboos and encouraged women to ride bicycles on public streets. In addition, the use of alternative transport solutions is estimated to save an average of USD 0.56 for citizens and USD 1.12 for the government per a 20-km travel distance.

**Kiribati (2018)**

The Kiribati Road Rehabilitation Project reduced travel time of South Tarawa residents by 50% and improved air quality and health outcomes of the local communities. The decrease in dust level motivated small entrepreneurs (mainly women) to open food stalls along the main road and causeways. A 50% increase in registered food stall owners from 2017 to 2018 has been reported. Vehicle operating costs are reported to be lower in 2018 compared to 2011 pre-road reconstruction. Bus companies spent less on maintenance and repairs (bearing, shock absorbers, tires).

**Latvia (2018)**

In Latvia, persons with disabilities, orphans and other vulnerable groups are entitled to free public transport services. Families with three or more children are entitled to a 25% discount for public transport costs. Studies have shown that the public transport subsidy scheme has contributed to a lower the risk of poverty for families with three or more children (19.8% in 2016).
Mauritius (2019)

Mauritius faces acute traffic congestion, which costs approximately USD 112 million annually. In 2017, the country had more than half a million vehicles for a population of 1.3 million. The first light rail transit system is planned for launch in the end of 2019 to connect five major towns and reduce the journey time from Curepipe to Port Louis to 41 minutes, significantly reducing traffic congestion along the corridors between the towns.

Portugal (2017)

In Portugal, transport accounts for 15% of household spending (the largest expenditure after housing) as it is the enabling factor to obtain jobs, education and public services. The government recognised that public transport is one of the fastest ways to combat isolation, promote inclusion and reduce the cost of transport and thereby increase the disposable income of households.

Rwanda (2019)

In Rwanda, speed limiters in public buses, surveillance cameras and awareness campaigns have contributed to a drop in the total number of road traffic deaths from 366 in 2014 to 315 in 2017. Anti-bribery policies were introduced to deter driving while drunk, phone usage and violation of road safety signposts.

Tanzania (2019)

The Tanzania Rural and Urban Roads Agency was established in 2017 to improve road infrastructures in order to enhance access for farmers, boost agricultural productivity and facilitate the transport of crops to markets. Medium to long-term investments were made in roads, railways and other infrastructure to facilitate movement of goods and people with other neighbouring land locked countries (e.g. Burundi, Rwanda, Uganda and the Democratic Republic of the Congo), thus improving trade and economic development.
Thailand (2017)

Thailand launched a road safety programme (e.g. installing road signs, warning lights and road surface markings) and rolled out road safety outreach campaigns to more than 700 schools. A cyclist safety programme was also launched to construct dedicated bicycle paths and tighten traffic laws enforcement.

Singapore (2018)

Singapore is implementing 50 ‘Silver Zones’ from 2014 to 2023 to make streets safer for the older persons and persons with disabilities. Silver Zones have road safety features, such as lower speed limits, centre dividers, and road humps and chicanes that slow down motorists and remind them to look out for pedestrians. By 2018, 15 Silver Zones were completed. Accident rates involving older persons in these Silver Zones have been reduced by almost 75% from 2014 to 2019.

Slovenia (2017)

In 2019, Slovenia introduced a nation-wide integrated ticketing scheme to offer discounts and subsidies in order to boost the use of public transport. Slovenia has become one of the first countries to introduce a uniform multi-operator (i.e. valid with all transport operators) and multi-modal (i.e. valid for train, bus and urban traffic in cities) ticket at the national level.

United Arab Emirates (2018)

The UAE Government Accelerators is a platform for cross-sectoral government teams to achieve ambitious goals in a short period of time. One of the first accelerators set goal to reduce traffic accident deaths by 21% on the five most dangerous roads within 100 days. By the end of the challenge, the death rate was reduced by 63% and 24 lives were saved. This solution is now being rolled out across the other main roads in the country.

United Kingdom (2019)

The Future of Mobility Grand Challenge aims that all new cars and vans in the UK to be effectively zero-emission by 2040. Nearly USD 1.65 billion would be invested between 2015 and 2021 into zero emission vehicles, with grants available for plug-in cars, vans, lorries, buses, taxis and motorcycles, and schemes to support charge points at homes, workplaces, and on residential streets. 11 countries signed the UK’s new international declaration on low emissions at the Zero Emissions Vehicle Summit in Birmingham in September 2018. In 2015 - 2017, there was a decrease in air pollutants from road transport (decrease by 9.5% for nitrogen oxides, 6.3% for PM10 and 9.9% for PM2.5).
Voluntary National Reviews can unleash a more comprehensive vision and assessment of sustainable, low carbon transport development.

This would require countries to further understand and enable this cross-cutting sector, as well as its capacity to foster interlinkages across the SDGs and hence integrated and systemic policy approaches.
4. Conclusions and recommendations

4.1. Summary of observations

Transport is vital for balanced SDG implementation

Transport plays a pivotal role in shaping human lives and ensuring well-being. It has a direct effect on the liveability of our shared habitats, and the human and environmental health in them, whether they are urban or rural. Sustainable transport is a cross-cutting issue in the 2030 Agenda, supporting the achievement of at least 8 of the 17 SDGs, and making direct and indirect contributions to at least 13 SDG targets. In addition, transport is directly related to five SDG indicators on road safety, urban and rural access, inclusive public transport, and fossil fuel subsidy removal.

During the first quadrennial reporting cycle from 2016 to 2019, 92% of the submitted VNRs have highlighted progress made in the transport sector, showing that there has been a general consensus that the sector is a key contributing factor to SDG implementation and hence sustainable human development.

Nonetheless, countries must note that the ultimate goal of transport development should focus on improving human lives and moving people, not just cars. Although 92% of the VNRs submitted to date have highlighted transport, only 30% of VNRs have included explicit references to sustainability impacts (e.g. poverty alleviation, zero hunger, women empowerment and access to education). The majority of references have focused on transport infrastructure, energy use and road safety.

The gap is likely due, among other reasons, to the difficulty of quantifying sustainability impacts in local terms and the lack of local low carbon targets for transport. There is also the need for more awareness raising with key stakeholders in order to diminish the concerns that climate mitigation actions impose costs, and quantitative emission reduction targets will adversely affect economic development.

It is therefore imperative for sustainability assessment to be increasingly prioritised in decision-making processes for transport policies. A broader incorporation of social sustainability impacts (including air quality, travel time, road safety, and fuel savings) into GHG emission methodologies offers the potential to improve cost-benefit ratios of sustainable transport investments, and to better reflect the contribution of such investments toward a range of SDGs.
A more balanced, long-term vision for sustainable transport planning is needed

While many countries have reported their efforts in rehabilitating and expanding road infrastructure, shifting to public transport and improving the energy and fuels used in transport, only a handful have reported efforts to adopt a human-centred, integrated transport planning approach (i.e. the ‘avoid’ measures) to influence user behaviour. Moreover, only 20% of VNRS reported on specific transport targets, with the majority of them being short-to-medium term targets (2020 and 2030 targets) focusing mostly on shift and improve measures, implying a general lack of long-term vision and balanced strategic planning for sustainable transport development.

Sustainable transport planning should take into account the travel needs of various demographic groups (especially youth, women, older persons and persons with disabilities) with a balanced approach to apply the Avoid-Shift-Improve Framework. The framework assists policy-makers in identifying a range of mobility solutions that can shape land use and management favourably, modify travel behaviour, thus avoiding or minimising the need for travel, and improve the mix of transport modes and influence their efficiency. These mobility solutions may also enhance welfare and social inclusion through improvements to accessibility enabled by transport at the national or sub-national levels.

To better demonstrate tangible progress on sustainable transport, countries should:

- **Set quantified transport targets** to establish clear visions and facilitate progress-tracking;
- **Report on the wide sustainability impacts** of transport and mobility interventions to enable inter-linkages across SDGs; and integrated and systemic policy-making.
- **Identify specific case studies** to facilitate cross-country learning and exchange of knowledge.
Do not leave transport behind in the next phase of SDG review

Sustainable transport, though related to various goals and represented in specific targets, does not have a standalone goal where it could be discussed in-depth. The format of the HLPF, where only a fraction of the goals is under discussion in any given year, means there is little space for examining cross-cutting topics like transport. With many other worthy goals on the agenda, sustainable transport can seem fringe, perhaps of secondary importance. Focusing the HLPF and SDG reviews on single issues may lose sight of the interconnections between goals and the positive feedback loops. Such is a risk that might arise in the Paris Agreement on Climate Change process, with discussion of transport likely to focus on carbon emissions alone, leaving out issues such as land use policy, road safety, and even infrastructure.

Likewise, the political nature of the HLPF means topics are discussed in broad and general terms, with many platitudes such as ‘enhancing progress’ or ‘meaningful participation’ and little attention to the technicalities of actual implementation. When the methods for achieving sustainable transport are well-established (for instance, the Avoid-Shift-Improve Framework), the sector gains little from generalities - what is necessary is to talk about how to start implementing these measures consistently around the globe.

The current VNR framework leaves reporting on transport goals up to the member states, who understandably focus on easily measured indicators such as road length. Obligating or at least encouraging reporting on indicators such as non-motorised travel would not only improve the relevance of VNRs to sustainable mobility, it would also stimulate data collection in member states, with benefits far beyond the VNRs alone.

The full potential of the transport and wide mobility sector to contribute to a balanced achievement of the SDGs remains untapped. VNRs can unleash a more comprehensive vision and assessment of sustainable low carbon transport development. This would require countries to further understand and enable this cross-cutting sector, as well as its capacity to foster interlinkages across the SDGs and hence integrated and systemic policy approaches. The HLPF format can further facilitate thematic discussions and learning about interconnecting topics and measures.
4.2. Recommendations to accelerate SDG implementation in the transport sector

The SLoCaT Partnership has adapted a framework based on the Mainstreaming, Acceleration, Policy Support (MAPS) approach adopted by the United Nations Sustainable Development Group in 2015. The framework presents a step-by-step methodological approach to assist transport sector policy-makers in:

- Translating SDGs in national sector plans, strategies and budgets;
- Designing policy interventions to target resources at root bottlenecks; and
- Providing coordinated and pooled policy support for sustainable transport development.

The framework presents a comprehensive set of eight elements for mainstreaming the 2030 Agenda objectives within the transport sector (Figure 12). The framework could be applied across different modes such as urban transport and rural transport, across different sub-sectors such as road, railways, inland waterways, sea freight, and aviation in passenger and freight transport.
The eight elements are summarised below:

Step 1: Gap analysis and diagnosis

- Define the key problems and externalities of the transport sector, including evidence of the nature and scale of the problem;
- Conduct a stakeholder mapping to identify the actors, sectors and social groups that are primarily affected;
- Review the current mitigation policy landscape and assess possible interactions among various transport sector challenges over time;
- Map SDGs (goals and targets) against sectoral and sub-sectoral plans, policies and strategies to determine the current status of SDG alignment with the country’s development priorities;
- Map existing monitoring frameworks and the availability of data and relevant information;
- Assess the current institutional architecture within the transport sector to support SDG implementation.

Step 2: Consultations

- Begin consultations within transport stakeholders identified in Step 1 as early as possible;
- Focus consultations on the main challenges and difficulties in implementing and integrating the SDGs;
- Identify ways in which the diverse transport sector requirements can best be integrated into the sustainable low-carbon transport planning process;
- Institutionalise stakeholder consultations by establishing roundtables and task forces with adequate representation from state and non-state actors (including local stakeholders);
- Carry out consultations across the eight steps with feedback loops to inspire ownership from various stakeholders.

Step 3: Visions and targets

- Develop long-term vision and targets with multi-year sectoral development strategies and plans;
- Combine the transport sector’s long-term vision with the vision of the government;
- Recognise the synergies and differences in timelines between SDGs and traditional transport sectoral development strategies;
- Illustrate how the targets contribute to local development priorities;
- Outline the details of the proposed activities, timings and responsibilities;
- Coordinate with SDG-lead agencies to maximise the contribution of the transport sector within the national development framework for short-/medium- and long-term planning.
Step 4: Policy coherence and prioritisation

- Revise (partial or completely redeveloped) transport long-term strategies to achieve a satisfactory trade-off between the transport development objectives and wide sustainability objectives targeted by the SDGs;
- Use multi-criteria analysis tools such as Political, Economic, Social, and Technological analysis (PEST) or Societal, Technological, Economical, Environmental, and Political analysis (STEEP) to develop evidence on sustainability;
- Link sustainability impacts with the diverse interests of stakeholders and develop targeted communication strategies;
- Set mid-term policy implementation milestones;
- Address policy coherence across all modes and assessed from national to local levels (vertically) and across all sectors (horizontally – considering the transport sector link with other sectors). For example, fleet electrification must be achieved in parallel with the decarbonisation of power generation to generate maximum sustainability impacts.

Step 5: Financing

- Assess finance requirements for the proposed SDG-related transport activities;
- Consider mobility, accessibility, safety, air quality and productivity in the cost-benefit analysis of transport projects;
- Develop catalytic financing propositions for the identified priority projects and initiatives;
- Increase private sector engagement and provide an enabling regulatory environment for public private partnerships;
- Establish institutional arrangements for the oversight and coordination of innovative finance activities.

Step 6: Awareness and capacity building

- Incorporate training and capacity building mechanisms into institutionalised structures for long-term sustainability;
- Develop capacity building for policy design, implementation, statistics and data and monitoring, as well as financing based on the needs identified in Step 1 (gap analysis and diagnosis);
- Initiate peer-to-peer exchange program and awareness raising particularly for local stakeholders.
Step 7: Institutional framework

- Establish a robust institutional arrangement that responds efficiently and effectively to transport sector challenges;
- Require consistent political leadership horizontally (with different sectors) and vertically (i.e. within the transport sector) to ensure buy-in across economy-wide sectors (lead agencies for SDGs) and along different transport-related ministries, institutions and other stakeholders;
- Focus on enhancing accountability, predictability, transparency and collaboration across diverse institutions and platforms through technical working groups, multidisciplinary advisory expert groups and national fora gathering various interest groups, steering committees, etc.;
- Reform existing institutional frameworks with strengthened capacities that reduce fragmentation, increase effectiveness, efficiency and transparency or by introducing entirely new coordination mechanisms.

Step 8: Measuring, Reporting and Verification (MRV)

- Review current MRV activities, identify causes of inefficiency and assess data gaps and needs;
- Define, standardise, and develop sustainable low-carbon transport indicators;
- Establish data management processes and design the MRV system;
- Establish institutional arrangements for the oversight and coordination of MRV activities by fostering inter-institutional cooperation and public-private cooperation;
- Develop national sustainable low-carbon transport observatories;
- Build transparency, i.e. generating and disseminating information;
- Build MRV capacity by gathering and developing expert knowledge;
- Improve the MRV system over time;
- Monitor impact of policies and investments.

It is essential to recognise that each country is at a different stage of sustainable development, climate change action and transport sector development and thus will approach its SDG implementation plan as appropriate to its national circumstances. This framework helps decision-makers take long-term policy and investment decisions to make transport sector infrastructure and operations more sustainable and low-carbon. Taken together, these elements can contribute to a comprehensive transformation of the transport sector and accelerate the implementation of the 2030 Agenda.
## Appendix 1:
List of transport targets reported in VNRs (2016 - 2019)

<table>
<thead>
<tr>
<th>Country</th>
<th>Year</th>
<th>Transport Target(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>2017</td>
<td>Limit death rate from traffic accidents to under 420 by 2020.</td>
</tr>
<tr>
<td>Cameroon</td>
<td>2019</td>
<td>Halve numbers of road deaths and injuries by 2020.</td>
</tr>
<tr>
<td>Canada</td>
<td>2018</td>
<td>Reduce 66 Mt (from 583Mt to 517 Mt) of GHG emissions from public transit and clean technology innovations by 2030.</td>
</tr>
<tr>
<td>Cyprus</td>
<td>2017</td>
<td>Increase the share of renewable energy used in transport to 10% by 2020.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increase the share of trips made by public transport from 3% to at least 10% by 2020 and also increase the share of cycling to 3%.</td>
</tr>
<tr>
<td>Denmark</td>
<td>2017</td>
<td>Increase the share of trips made by collective transport to 65% in 2030.</td>
</tr>
<tr>
<td>Estonia</td>
<td>2016</td>
<td>Increase the share of renewable energy used in transport to 50% by 2030.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increase the share of urban population using public transport, cycling, or walking in daily commute to work from 42.3% in 2015 to 50% by 2020.</td>
</tr>
<tr>
<td>Georgia</td>
<td>2016</td>
<td>Reduce numbers of car accidents, deaths and injuries due to road traffic by 25 - 30% by 2030.</td>
</tr>
<tr>
<td>Germany</td>
<td>2016</td>
<td>Reduce the final energy consumption in the transport sector by 40% by 2050.</td>
</tr>
<tr>
<td>Guinea</td>
<td>2018</td>
<td>Increase the share of paved roads of national roads to 42% by 2020.</td>
</tr>
<tr>
<td>Ireland</td>
<td>2018</td>
<td>Half of the vehicle fleet (including private vehicles and urban public bus fleet) to be fully electric by 2030.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increase the share of renewable energy used in transport to 10% by 2020.</td>
</tr>
<tr>
<td>Latvia</td>
<td>2018</td>
<td>Increase the share of renewable energy in transport to 10% by 2020.</td>
</tr>
<tr>
<td>Country</td>
<td>Year</td>
<td>Transport Target(s)</td>
</tr>
<tr>
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</tr>
<tr>
<td>Lebanon</td>
<td>2018</td>
<td>Increase the modal share of public transport to 36% (unconditional) and 48% (conditional) by 2030. 20% of vehicle fleet to be fuel-efficient vehicles by 2020.</td>
</tr>
<tr>
<td>Lithuania</td>
<td>2018</td>
<td>Increase the share of renewable energy used in transport to 15% and reduce the number of vehicles on conventional fuels (petroleum and diesel) in cities by 50% by 2030. Increase the share of renewable energy used in transport to 50% and completely phase out fossil-fuel vehicles in cities by 2050.</td>
</tr>
<tr>
<td>Luxembourg</td>
<td>2017</td>
<td>Achieve a 25/75 modal share for soft mobility as well as 25% of motorised journeys by 2020. Construct 800 public charging stations with two outlets for electric cars by 2020. Transform mobility into a mobility-as-a-service approach with a fleet of 100% electric vehicles by 2050 (public and individual vehicles).</td>
</tr>
<tr>
<td>Malta</td>
<td>2018</td>
<td>Reduce 50% in fatalities, 30% in grievous injuries, and 20% in slight injuries by 2024. Increase the share of renewable energy used in transport to 10% by 2030.</td>
</tr>
<tr>
<td>Netherlands</td>
<td>2017</td>
<td>10% of newly purchased cars to be electric vehicles by 2020.</td>
</tr>
<tr>
<td>Niger</td>
<td>2018</td>
<td>Reduce the cost and travel time along major corridors by 50% in order to increase national and international trade flows and facilitate access to urban centres for agricultural products.</td>
</tr>
<tr>
<td>Palau</td>
<td>2019</td>
<td>100% of the rural population to live within 2 km of an all-season road by 2030.</td>
</tr>
<tr>
<td>Romania</td>
<td>2018</td>
<td>Reduce final energy consumption of the transport sector from 22% in 2010 to 31.5% by 2030.</td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>2018</td>
<td>Reduce the number of deaths and injuries per 100,000 inhabitants (from 26 in 2018 to 20 in 2020 and 8 in 2030). Reducing energy consumption in the transport sector from 1.42 per capita tonne oil equivalent per capita in 2018 to 1.32 in 2020 and 1.02 in 2030. Increase International Logistics Performance Index score from 3.16 to 3.38 in 2020 and 3.7 in 2030. Reduce congestion in five major cities (from 235 peak hours in 2018 to 15 peak hours in 2020 and 10 peak hours in 2030).</td>
</tr>
<tr>
<td>Country</td>
<td>Year</td>
<td>Transport Target(s)</td>
</tr>
<tr>
<td>--------------</td>
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</tr>
<tr>
<td>Senegal</td>
<td>2018</td>
<td>Increase access to public transport by 2/3 by 2030. 100% of rural population to live within 2km to a practicable road all year. 50% of population to have easy access to public transport by 2030.</td>
</tr>
<tr>
<td>Singapore</td>
<td>2018</td>
<td>Increase the share of public transport trips to 75% in morning and evening peak journeys by 2030, and to 85% by 2050 (baseline: 67% in 2017). Provide 1,000 shared electric vehicles and 2,000 charging points island-wide by 2020. All public buses to be wheelchair-accessible by 2020.</td>
</tr>
<tr>
<td>Slovenia</td>
<td>2017</td>
<td>Increase the use of renewable energy in transport to 10% by 2020. Limit transport emissions increase to under 18% by 2030. Reduce transport emissions by 90% by 2050.</td>
</tr>
<tr>
<td>Switzerland</td>
<td>2018</td>
<td>Switzerland exceeded its interim targets for 2015 in the building sector (-26% versus only -22%) and industry (-17% versus only -7%), but did not achieve the target of stabilising emissions from transport compared with 1990 (+4% versus 0%). Reduce GHG emissions by 20-25% from the projected business-as-usual level by 2030, with 5.58% to be cut from the transport sector. Reduce GHG emissions in the shipping sector by no less than 7%. Reduce shipping and transport costs on the GDP from 7.4 to 6.9%. Reduce the number of road-related fatalities and injuries by no less than 50% by 2020. Reduce the rate of fatal accidents from 6.34% to 4.07%. Increase the ratio of rail shipping volume to overall shipping volume from 1.4 to 4.0%.</td>
</tr>
<tr>
<td>Thailand</td>
<td>2017</td>
<td>Reduce GHG emissions by 20-25% from the projected business-as-usual level by 2030, with 5.58% to be cut from the transport sector. Reduce GHG emissions in the shipping sector by no less than 7%. Reduce shipping and transport costs on the GDP from 7.4 to 6.9%. Reduce the number of road-related fatalities and injuries by no less than 50% by 2020. Reduce the rate of fatal accidents from 6.34% to 4.07%. Increase the ratio of rail shipping volume to overall shipping volume from 1.4 to 4.0%.</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>2019</td>
<td>Scotland: increase the share of renewable fuels in transport petrol and diesel consumption to 10% and phase out the need for new petrol and diesel-powered cars or vans by 2032. UK: Create a transport system offering equal access for disabled people by 2030.</td>
</tr>
<tr>
<td>Uruguay</td>
<td>2018</td>
<td>Introduce 110 electric buses and 550 electric taxis by 2025.</td>
</tr>
<tr>
<td>Vanuatu</td>
<td>2019</td>
<td>100% of the population to have access to transport by road, sea and air by 2030.</td>
</tr>
</tbody>
</table>
About the SLoCaT Partnership

The SLoCaT Partnership on Sustainable, Low Carbon Transport is an international multi-stakeholder partnership that enables knowledge and action towards the implementation of sustainable, low carbon transport, with a focus on land transport and a geographical footprint targeted at developing countries in Asia, Latin America and Africa. SLoCaT develops its mission through knowledge and data analysis, policy advocacy and multi-stakeholder dialogue and coalition building. Founded 10 years ago, today it includes over 90 members, representing transport sector organisations, UN entities, multilateral and bilateral development organisations, NGOs, philanthropy, academia, think tanks and the private sector.

Additional Resources

VNR Analysis Reports in 2016, 2017 and 2018
http://www.slocat.net/vnr

Transport and Climate Change 2018 Global Status Report

Infographics on Transport and Climate Change in Africa, Asia, and Latin America and the Caribbean
http://www.ppmc-transport.org/regional-climate-week-infographics/

IsDB-SLoCaT Report on Low Carbon Transport for Development
4 A list of countries which have submitted VNRs during the first reporting cycle is available at: https://sustainabledevelopment.un.org/vnrs/
5 The Voluntary Common Reporting Guidelines were initially prepared by the United Nations Secretary-General in 2015 to provide a structural framework for countries to formulate the VNRs. In 2019, the United Nations Department of Economic and Social Affairs released the Handbook for the Preparation of Voluntary National Reviews. Both guidelines emphasise the need for countries to report on how they have incorporated SDGs into national policy framework and present ‘snapshots’ of good practices. Countries are advised to structure their reports by themes (e.g. Leaving no one behind) and by SDGs, but not by sectors or industries.
14 The list of measures used in this assessment was recommended by the SLoCaT Partnership based on GIZ’s Approach to Sustainable Mobility.
16 Special transportation services for people with disabilities, often provided as a supplement to fixed-route bus and rail systems by public transit agencies.
18 The share of people at risk of poverty in Latvia fell by 10% between 2010 (38.2%) and 2016 (28.2%). http://www.baltic-course.com/eng/analytics/?doc=146586