



Open Consultation on Indicators Proposed by IAEG-SDGs

SLoCaT Partnership Comments

November 6, 2015

Instructions: For each of the indicators listed below, please provide any comments you have on the proposed indicator. In your response, please begin by providing the name of your country or organisation.

- **Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents**
- *Proposed Indicator 1: Number of road traffic fatal injury deaths per 100,000 population (age-standardized)*
 - The Partnership on Sustainable Low Carbon Transport (SLoCaT) submits the following comments:
 - This is an established and important indicator, which is already measured on a 2-3 year cycle in virtually all countries on a consistent basis.
 - Disaggregation by sex and age is supported, as well as disaggregation by mode of transport (e.g. pedestrian, bus), where data permits.
 - We agree with classification as a 'green' indicator.
- **Target 7.3: By 2030, double the global rate of improvement in energy efficiency**
- *Proposed Indicator 1: Rate of improvement in energy intensity (%) measured in terms of primary energy and GDP*
 - The Partnership on Sustainable Low Carbon Transport (SLoCaT) submits the following comments:
 - Sectoral targets should be mentioned, in particular for the transport sector, which is a significant source and the fastest growing sector in terms of energy use.
 - As stated in supporting documents of the IAEG-SDGs, the Global Fuel Economy Initiative (GFEI) measures average fuel economy regularly to enable measurement of the overall CO₂ emissions of the global fleet. Data are available for major countries, regions and the globe.
 - It is suggested that sectoral contributions be considered in later discussions on the other 'non-green' indicators.
- **Target 9.1: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all**
- *Proposed Indicator 1: Share of the rural population who live within 2km of an all season road.*
 - The Partnership on Sustainable Low Carbon Transport (SLoCaT) submits the following comments:
 - The Rural Access Indicator (RAI) is a valuable index that is being

further developed by the World Bank and is good for measuring rural access, but is inadequate for transborder and many inter-urban situations.

- RAI is highly supported for its own sake since at 2030, around 25% of the global population will be non-urban.
 - Although the RAI index is included, the wording of the indicator does not refer to rural access, and despite its importance to achieving other goals, rural access is not mentioned in the overall indicator list.
- *Proposed Indicator 2: Passenger and freight volumes.*
 - The Partnership on Sustainable Low Carbon Transport (SLoCaT) submits the following comments:
 - The World Bank's Logistics Performance Index (LPI) listed in the supporting documents of the IAEG-SDGs is an existing indicator and is measured on a regular (1-2 year) cycle; this index can also be disaggregated by country for infrastructure condition and other variables.
 - Passenger and freight transport volumes by road-based transport within countries are unlikely to be complete in most countries, and furthermore a superior index (LPI) already exists.
 - Land-based transborder trade volumes are likely to be better measured directly (e.g. volume and value of transborder land-based trade as a share of total trade).
 - It is our opinion that the LPI has been misclassified in earlier documents, and that it should be re-classified as 'green'.
 - **Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.**
 - *Proposed Indicator 1: Proportion of the population that has convenient access to public transport.*
 - The Partnership on Sustainable Low Carbon Transport (SLoCaT) submits the following comments:
 - The proposed indicator only measures access to transport (i.e. not access to jobs, education, nor does it measure affordability of transport).
 - Sources of data have been stated as “administrative city information and private/public transport companies [and] community-based information,” indicating definitions are not always likely to be directly comparable (e.g. formal public transit stops do not exist in many cities). Thus, quality control would be needed to ensure comparability, and these constraints mean it would take some time to have universal and accurate measurements.
 - In forthcoming consultations, it is considered worthwhile to specifically consider the use of ‘complementary’ indicators for voluntary adoption by countries that measure ‘access to jobs’ and the ‘proportion of income spent by urban families on transport to reach employment, education, health and community services’ (as proposed by World Bank) and other relevant indicators to capture the full dimensions of

- transport's contribution to sustainable development.
 - Other complementary indicators that should be considered are 'km of rapid transit,' as proposed by various bodies.
 - This indicator is also relevant to Target 3.8 on access to health services; Target 4.a on (access to) education facilities; Target 3.8 on access to health; and Target 6.1 on access to clean water.
- **Target 11.6: By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management**
 - *Proposed Indicator 2: Annual mean levels of fine particulate matter (i.e. PM2.5 and PM10) in cities (population weighted).*
 - The Partnership on Sustainable Low Carbon Transport (SLoCaT) submits the following comments:
 - This indicator duplicates proposed indicator 3.9.1, but is less useful since it does not indicate the percentage of population exposed to PM, nor does it indicate contributions from transport and other sectors.
 - We agree with classification as a 'green' indicator.