Partnership on Sustainable Low Carbon Transport

Why is a results framework for sustainable transport being prepared?

The Results Framework on Sustainable Transport is being prepared to help ensure the integration of sustainable transport in the post-2015 development agenda that is currently being discussed by a special Open Working Group of the United Nations General Assembly.

It explains to policy makers the need to put in place enabling policies for sustainable transport, provide adequate financing and build capacity to realize sustainable transport.Transport infrastructure and services facilitate urban and rural dwellers to participate in economic opportunities and to access essential services such as education and health. When designed to be inclusive, transport is a strong driver of economic growth and poverty reduction. But transport also has serious negative impacts that need to be addressed- including road crashes resulting in loss of life and injuries, air pollution that harms human health, noise and greenhouse gas emissions that contribute to global warming.

What are the key targets and process indicators?

The Results Framework on Sustainable Transport combines three targets related to improving access for rural and urban populations, as well as national access and regional connectivity with three targets on road safety, air pollution and climate change, which if realized can significantly reduce the negative externalities of transport.

Proposed targets to improve access:

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

Process Indicators (2030 compared to 2010 baseline):
• Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access (desired achievement:100% achievement of local access targets, special monitoring the poorest and remotest quintiles).
• Proportion of rural population living within 30 minutes' walk of appropriate formal or informal transport services (desired achievement:100% achievement of local access targets, monitoring poorest and remotest quintile).

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

Process Indicators (2030 compared to 2010 baseline):
• Mean daily travel time for individuals to reach employment, education, health and community services (desired achievement: less than 90 minutes per day for a return trip. Special monitoring poorest quintile).
• Proportion of income spent by urban families on transport to reach employment, education, health and community services (desired achievement: less than 20% of household income for poorest quintile).

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National access and regional connectivity target:
Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030

Process Indicators (2030 compared to 2010 baseline):
• Logistics Performance Index for all countries at least 80% of countries to be a rating of 3.5.
• Double national long distance passenger mode shares by public transport and ensure half of future growth in regional passenger travel is accommodated by public transport on a global basis by 2030.

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Proposed targets to reduce negative externalities:

Road safety target: Halve the burden due to global road traffic crashes by halving the number of fatalities and serious injuries by 2030 compared to 2010

Process Indicator (2030 compared to 2010 baseline):
• Fatalities due to road crashes (desired achievement: by 2030, reduce by half the number of fatalities due to road crashes compared with 2010 baseline of 1.24 million per year).
• Serious injuries due to road crashes (desired achievement: by 2030, reduce by half the number of serious injuries due to road crashes compared with 2010 baseline of 12.4 million per year).

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Air pollution and human health target: Increase share of urban population with air quality within WHO limits

Process Indicators (2030 compared to 2010 baseline):
• PM10 and/orPM2.5 emissions from passenger and freight vehicles by 2030 (desired achievement: 70% reduction compared to 2010)
• Phase out all transport related fossil fuel subsidies by 2020

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Greenhouse Gas emissions target: Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate, with 2030 transport-related emissions no higher than 2010 emissions

Process Indicators:
• Double fuel economy in all new Light Duty Vehicles by 2030, and in all Light Duty Vehicles by 2050 from a base year of 2005.
• Travel share of public transport, cycling and walking (desired achievement: double the global share by 2030).

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Who prepared the results Framework on Sustainable Transport?

The Results Framework is prepared on behalf of the Partnership on Sustainable, Low Carbon Transport by a small team of consultants working with the SLoCaT Secretariat with support from the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH and UN-Habitat (with funding provided by the Department for International Development, UK). Over 100 persons representing more than 30 organizations were consulted in the development of the Results Framework.

How can I find out more about the results framework?

The Results Framework is a "living" document that will be updated from time to time up to September 2015 when the UN General Assembly is expected to make a final decision on the post-2015 development framework. All updates of the Results Framework are posted at www.slocat.net/resultsframework. If you would like to contribute to the further development of the SLoCaT Results Framework please write to cornie.huizenga@slocatpartnership.org.

The Partnership on Sustainable Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organizations including UN organizations, multilateral and bilateral development organisations, NGOs and foundations, academia and the business Sector which promotes the integration of sustainable transport in global policies on sustainable development and climate change.

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