DRAFT FOR DISCUSSION

SLoCaT Partnership Comments on Revised IAEG-SDGs Indicators
Partnership for Sustainable Low Carbon Transport (SLoCaT Partnership)
Updated August 13, 2015

Note: The United Nations Statistical Commission's (UNSC) Inter-Agency and Expert Group on SDG Indicators (IAEG-SDGs) – composed of Member States and including regional and international agencies as observers – has published a list of proposals for global indicators for the goals and targets of the post-2015 development agenda based on inputs from international agencies and entities.

This proposed list updates the list of proposed indicators issued by the Partnership on Sustainable Low Carbon Transport (SLoCaT) in May 2015 in advance of the first meeting of the IAEG-SDGs held June 1-2, 2015, which produced an updated set of proposed indicators (dated July 7, 2015). According to the work plan of the IAEG-SDGs, an open consultation on the current list with all countries, regional and international agencies, civil society, academia and the private sector opened on 11 August 2015 and will close on 7 September 2015.

1. Context

The current list of proposals (released July 7, 2015) is a detailed list of indicators that address the proposed targets for each SDG. It contains suggested indicators that are based upon an assessment of feasibility, suitability and relevance carried out by Member States. These indicators have also been assessed by the IAEG-SDGs on the basis of their rated according to a three tier system: a first tier (Tier I) for which an established methodology exists and data are already widely available; a second tier (Tier II) for which a methodology has been established but for which data are not easily available; and a third tier for which an internationally agreed methodology has not yet been developed. Suggested indicators are assessed as either Tier I or Tier II, and suggested priorities for the indicators are also presented (though 'priority' is not clearly defined in this context.

Also included in the list of proposed indicators, are additional or alternative indicators proposed by relevant agencies and entities that had been invited to suggest priority indicators for targets.

2. SLoCaT Partnership Involvement in Transport-Relevant Indicators

The SLoCaT Partnership has been active in proposing targets and indicators relevant to transport starting with the Open Working Group process that concluded in July 2014. Since then SLoCaT has provided comments on indicators to the United Nations Statistical Commission (UNSC) directly and through members of the IAEG-SDGs.

In February and March 2015, SLoCaT made an extensive analysis of the proposed Sustainable Development Goals (SDGs) and their targets, and transport-related indicators proposed by others (including SDSN and UN Agencies), to examine how sustainable transport could be better positioned in the proposed SDGs and targets and to identify potential gaps (refer to the following link).

The SLoCaT secretariat has made an initial review of IAEG's updated proposals for transport indicators and relevance of transport within the proposed list of indicators (as described below), and is now seeking further inputs from its members. A final set of comments (integrating SLoCaT member input) will be forwarded through the IEAG-SDGs portal by September 4 as an input to the coming consultation.

The approach taken in this review is as follows:

- Assess the coverage of the suggested indicators (and those proposed as alternative or additional priority indicators by the IAEG-SDG members) from a transport perspective;
- Identify areas where sustainable transport may not be adequately addressed in suggested and alternate indicators;
- Determine key inter-linkages between transport-relevant targets (and indicators) and other targets can be strengthened; and
- Identify based on suggested indicators and where several other priority indicators have been proposed by the IAEG-SDG members their advantages and disadvantages, to ensure that the most relevant indicators are retained.

The results of our initial review are shown in Table 1 (starting on page 5 of this document). The seven columns on the left of the table summarize the key information for relevant targets and indicators contained in the current IAEG-SDGs List of Proposals. The eighth column on the far right of the table shows SLoCaT's key comments and observations to date.

3. Key conclusions
SLoCaT's key conclusions to date are as follows:

- Sustainable transport is reasonably well covered in the current proposals for targets and indicators (i.e. there are no significant gaps at present) and it is essential that this coverage be maintained as the indicator list is expected to be reduced in future
- The cross-cutting nature of transport continues to be underemphasised. The linkages between transport-related targets and indicators are relevant to more targets than are currently identified. For example, Target 9.1 "Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all" and 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" are also relevant to Target 3.8 on access to health services, Target 4.a on (access to) education facilities, and Target 6.1 on access to clean water.
- There is still no specific target that highlights the importance of rural access despite that fact that roughly 30% of the global population is expected to continue to live in non-urban areas

at 2030. While the well known Rural Accessibility Index (RAI) is proposed[1] as a key means of measuring Target 9.1, it is not very relevant to regional and transborder infrastructure. A second indicator proposed to more fully measure Target 9.1 is defined as "Passenger and freight volumes" as published in World Development Indicators. However, given the use of the RAI as a key means of measuring Target 9.1, and the absence of a direct reference to rural access in the proposed SDGs and associated indicators, it is suggested that the indicator for Target 9.1 be reworded to read "Develop quality, reliable, sustainable and resilient infrastructure, including *rural,* regional, transborder infrastructure *and services*, to support *improved logisitics,* economic development and human well-being, with a focus on affordable and equitable access for all"

- There are several proposals for indicators to measure or supplement the current suggested indicator for Target 11.2, each with their own advantages and disadvantages. Subsequently refinement of the number and possible formulation of these indicators needs to be carefully done to achieve the best appropriate result as indicated by the discussion below:

  o Currently, the suggested indicator 11.2.1 ("Percentage of people living within 0.5 km of public transit [running at least every 20 minutes] in cities with more than 500,000 inhabitants") measures access to transport services, rather than access to jobs, education, health facilities etc. However, it is a valuable Tier II indicator (indicating it should be measured where and when feasible). Sources of data are stated as "administrative city information and private/public transport companies. Community-based information' indicating that definitions are not always likely to be directly comparable, and thus that quality control would be needed to ensure comparability.

  o World Bank propose a complementary or alternative formulation of the indicator (11.2.2) to measure Target 11.2 as "Share of jobs in the metropolitan area an 'average' household can access within 60/75 minutes without a private car i.e. using walking, cycling and public transport." The methodology measures access to jobs by sustainable transport modes – in so doing, it can also measure Indicator 11.2.1 access to public transit. This proposed indicator is superior to 11.2.1 as it measures access to activities (jobs in this case) directly and is also a valuable Tier II indicator (indicating it should be measured where and when feasible).

  o UN-Habitat propose for indicator 11.2.2 "Km of high capacity (BRT, light rail, metro) public transport per person for cities with more than 500,000 inhabitants". The main advantage of this indicator is it can be measured relatively easily at the national level and serve as an easy comparative measure of progress across nation-states. It is likely a Tier I indicator (not a Tier II indicator as currently assessed). However, "Km of facilities…" does not necessarily provide much information about access – e.g. even with cities with extensive mass transit systems the majority, or a comparable

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[1] It was first proposed in the May 2015 version of the List of Proposals.

volume of passengers, are carried on ordinary public transport[2]. Measuring change in rapid transit will be an important metric, though, because most cities already have regular public transport and more investment in rapid transit is needed as there currently is a deficit. Rapid transit helps keep people in transit when they have a choice or alternatives, it can guide development, and it has a much bigger impact on improving accessibility than ordinary public transport. Thus, this is a valuable indicator but only in conjunction with IAEG-SDG's current proposal for the indicator 11.2.1 or the World Bank's proposed indicator 11.2.2 "Access to Jobs etc."

- The following proposed targets have clear transport implications and comments are made in Table 1:
    - Target 7.3 "By 2030, double the global rate of improvement in energy efficiency – sectoral targets should be mentioned in particular for transport that is a significant source and the fastest growing sector in terms of energy use."
    - 12.3 "By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses" – transport contributes to efficient supply chains and hence Target 9.1 is relevant.
    - Target 12.c "Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies…." – is highly relevant to transport. Without subsidies being significantly reduced or removed altogether, indicator 7.3.1 on energy efficiency will be harder to achieve.
    - Target 13.2 "Integrate climate change measures into national policies, strategies and planning" Highly relevant to cities and SDG 11. Target mainly focuses on adaptation. Transport is relevant to mitigation and adaptation, but there is no specific target related to transport or acknowledgement of the role of transport.

4. Next steps

As noted above, the SLoCaT Partnership will submit more detailed feedback on the current list of proposed IAEG indicators in Table 1 below. It is our hope that the above and below suggestions will be incorporated into the final set of indicators to be adopted early in 2016, to ensure that sustainable transport is able to optimize its cross-cutting role in supporting the achievement of a broad range of sustainable development goals. The SLoCaT Partnership also offers to play a major role in producing periodic updates on the status of sustainable transport as defined by the targets and indicators proposed in this document. To aid such periodic reporting on sustainable transport SLoCaT will also promote the development of additional data collection methodologies.

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[2] In cities with a first line of rapid transit, the volume of public transport passengers carried is not normally more than 5% of total public transit trips. Further, a small proportion of cities with fewer than 500,000 inhabitants have rapid transit systems and these cities represent around 50% of urban population (World Urbanization Trends 2014).

Table 1: SLoCaT comments on currently proposed IAEG-SDG indicators (dated July 7, 2015)

No.	Main SDG and Target & Suggested Indicators by IAEG-SDGs	Other proposed Target	Proposed Indicator	Proposed Entity	Proposed Tier	Proposed Priority	SLoCaT Comments
3.	**Ensure healthy lives and promote well-being for all at all ages**						
	Suggested Indicators						
	Target 3.6 Number of road traffic fatal injury deaths per 100 000 population (age-standardized)	11.2	3.6.1 Number of road traffic fatal injury deaths per 100 000 population (age-standardized)	WHO and UN Road Safety Collaboration	I	Not stated	An established and important indicator Measured on a 2-3 year cycle already in virtually all countries on a consistent basis Priority should be '1' as proposed by WHO Disaggregation by sex and age is supported where data permits and/or by mode of transport (e.g. pedestrian, bus etc)
	Target 3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination	6.3, 11.6 and 12.4	3.9.1 Population in urban areas exposed to outdoor air pollution levels above WHO guideline values	WHO	I	Not stated	An established and important indicator Measured directly in many locations already Can use satellite imaging and other data in short term to determine the index Transport and other sectoral contributions should be identified as Tier II indicator where data exists
4.	**Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all**						

No.	Main SDG and Target & Suggested Indicators by IAEG-SDGs	Other proposed Target	Proposed Indicator	Proposed Entity	Proposed Tier	Proposed Priority	SLoCaT Comments
	Suggested Indicators						
	Target 4.a Build and upgrade education facilities that are child, disability and gender sensitive and provide safe, non-violent, inclusive and effective learning environments for all	6.1, 6.2, 7.1, 9.c, 17.8	4.a.1 Percentage of schools with access to (i) electricity; (ii) Internet for pedagogical purposes (iii) basic drinking water and (iv) basic sanitation facilities; and (v) basic handwashing facilities (as per the WASH indicator definitions)	UNESCO-UIS and UNICEF	II	Not stated	Access to schools by safe/reliable transport is critical and should be mentioned Also, relevant to Target 11.2 and Target 9.1
7.	**Ensure access to affordable, reliable, sustainable and modern energy for all**						
	Suggested Indicators						
	Target 7.3 By 2030, double the global rate of improvement in energy efficiency	Not stated	7.3.1 Rate of improvement in energy intensity (%) measured in terms of primary energy and GDP	Not stated	I	Not stated	Sectoral targets should be mentioned in particular for transport that is a significant source and the fastest growing sector in terms of energy use. As stated in comments by IFAD, UPU and WB in the document, the Global Fuel Economy Initiative 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.
9.	**Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation**						

No.	Main SDG and Target & Suggested Indicators by IAEG-SDGs	Other proposed Target	Proposed Indicator	Proposed Entity	Proposed Tier	Proposed Priority	SLoCaT Comments
	Suggested 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	2.3, 11.2	Share of the rural population who live within 2km of an all season road (i.e. the Rural Accessibility Index RAI)	Not stated	II	Not stated	The RAI is a valuable index that is being further developed by 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 30% of global population will be non-urban Although the RAI index is included the wording of the indicator does not refer to rural access and rural access despite its importance is not mentioned in the overall indicator list – it is suggested that the indicator for Target 9.1 be reworded to read "Develop quality, reliable, sustainable and resilient infrastructure, including regional, transborder and rural transport infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all" 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 9.1	2.3, 11.2	Passenger and freight volumes (from World Development Indicators)	Not stated	II	Not stated	Pax and freight transport volumes by road-based transport within countries are unlikely to be reliable in most countries 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) The World Bank's Logistics Performance Index (LPI) already exists and is measured on a regular 1-2 year

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							cycle – can also be disaggregated for infrastructure condition by country and other aspects
	Indicators proposed by relevant agencies and entities						
	Target 9.1		Indicator 9.1.2. Transport by air, road and rail (millions of passengers and ton-km and % population with access to all season road)	Not stated	Not stated- assumed to be II	Not stated	Usage is valuable but says little about % of population with access etc.
			ICAO support measuring usage of infrastructure as a measure of effectiveness	Not stated	Not stated- assumed to be II	Not stated	Usage is valuable but says little about % of population with access etc.
			UNIDO propose "Percentage of paved road in total"	Not stated	Not stated- assumed to be II	2	Indicator is already measured by several agencies It is a useful indicator but says little about % of population with access etc.
			UNEP propose "Kilometres of walking and cycling facilities, and kilometresof mass transit systems per million residents]"	Not stated	Not stated- assumed to be II	1	Km of facilities does not necessarily say much about access (e.g. even in cities with extensive mass transit systems the majority or a comparable volume of passengers are carried on ordinary public transport) Better suited as a supporting indicator for Target 11.2 under Urban Goal
	Suggested Indicators						

No.	Main SDG and Target & Suggested Indicators by IAEG-SDGs	Other proposed Target	Proposed Indicator	Proposed Entity	Propose d Tier	Propose d Priority	SLoCaT Comments
	Target 9.a Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, Least Developed Countries, Landlocked Developing Countries and Small Island Developing States		Amount of investments in infrastructure as a % of GDP	Not stated	II	Not stated	Would be useful to incorporate transport as subset of total infrastructure investment to determine whether transport infrastructure is sufficient
11.	**Make cities and human settlements inclusive, safe, resilient and sustainable**						
	Suggested Indicators						
	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	3.9.1, 7.3.2	11.2.1 Percentage of people living within 0.5 km of public transit [running at least every 20 minutes] in cities with more than 500,000 inhabitants It is also stated as the "Proportion of the population that has a public transit stop within 0.5 km"	Potential lead Agency UN-Habitat	II	Not stated	Proposed indicator measures access to transport, not access to jobs, education etc. It is a valuable Tier II indicator (indicating it should be measured where and when feasible) Sources of data are stated as "administrative city information and private/public transport companies. Community-based information' indicating definitions are not always likely to be directly comparable. Quality control would be needed to ensure comparability. (Note: Formal public transit stops do not exist in many cities.) 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

No.	Main SDG and Target & Suggested Indicators by IAEG-SDGs	Other proposed Target	Proposed Indicator	Proposed Entity	Proposed Tier	Proposed Priority	SLoCaT Comments
	Indicators proposed by relevant agencies and entities						
		3.9.1, 7.3.2	UN-Habitat propose for 11.2.2 Km of high capacity (BRT, light rail, metro) public transport per person for cities with more than 500,000 inhabitants	Potential lead Agency UN-Habitat	I	1	'Km of facilities' does not necessarily provide much information about access – e.g. even with cities with extensive mass transit systems the majority, or a comparable volume of passengers, are carried on ordinary public transport. Further, a small proportion of cities with fewer than 500,000 inhabitants have rapid transit systems and these cities represent around 50% of urban population (World Urbanization Trends 2014). But this will serve a good comparative indicator and proxy indicator for comparing progress across different countries and it will be easy to measure and implement. It is a valuable Tier I indicator (Methodology exists and data are readily available) and should be linked to proposed indicator 11.2.1 and WB's proposed 'Access to Jobs' indicator – refer below
		9.1, 11.7	WB propose for 11.2.2 'Share of jobs in the metropolitan area an 'average' household can access within 60/75 minutes without a private car i.e. using walking, cycling and public transport.'	Not stated but WB seems likely	Not stated-assumed to be II	1	Methodology measures access to jobs by sustainable transport modes – in so doing, it also measures Indicator 11.2.1 (access to public transit). Index is desirable as it measures one form of access to activities directly and is a valuable Tier II indicator (indicating it should be measured where and when feasible). Measuring access, though, can be data and/or labor intensive. Also linked to Indicators 3.9.1 & 7.3.2 The relationship between the other 11.2.2 indicator (Share of jobs than an average household can reach

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							etc) & indicator 11.2.1 (access to public transit) needs close consideration as there is some overlap with each having their own advantages and disadvantages. Further, a formulation using km of rapid transit or a similar measure for non-motorized transport (NMT) alone is not considered sufficient to inform access
		Not stated but 9.1 and 11.7 are applicable	WB propose in addition for 11.2.2 'Proportion of income spent by urban families on transport to reach employment, education, health and community services'	Not stated	Not stated- assumed to be II	2	It is a valuable Tier II indicator (indicating it should be measured where and when feasible)
	Suggested Indicators						
	Target 11.3 By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries	2.1, 3.9, 6.4, 6.6, 11.a, 11.1, 11.b, 12.1, 13.2, 15.3, 15.4	Efficient land use – 11.3.1 Ratio of land consumption rate to population growth rate at comparable scale	Not stated	I	Not stated	Transport is an important influence on the efficiency of land use – with hierarchical transport systems integrated with land use plans, and other infrastructure, more efficient land use outcomes can be facilitated

No.	Main SDG and Target & Suggested Indicators by IAEG-SDGs	Other proposed Target	Proposed Indicator	Proposed Entity	Proposed Tier	Proposed Priority	SLoCaT Comments
	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	6.3, 11.6 and 12.4	Level of ambient particulate matter (PM 10 and PM 2.5)	UNEP, UN-Habitat	I	Not stated	Duplicates 3.9.1 but is less useful, since it does not indicate % of population exposed
	Target 11.7 By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities	12.b, 16.1	The average share of the built-up areas of cities in open space in public ownership and use.	UN-Habitat	III	Not stated	Endorse World Bank's comments as follows: "This target should not only target the total number of green and public spaces, but also the distribution of those spaces along the city. This proposed indicator fails to highlight the spatial distribution of green and public spaces. We note the critical importance of public spaces, which include the street network, for providing the main channel through which infrastructure such as water pipes can be laid. Intersections per km is one way to measure the adequacy of the street network". World Bank propose this indicator as Priority 2
	Target 11.a Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning	Not stated	11.a.1 Cities with more than 100,000 inhabitants that implement urban and regional development plans integrating population projections and resource needs	UNFPA, UN-Habitat, DESA	I	Not stated	Transport confers accessibility and is an important driver of efficient land use outcomes particularly where management of land development is weak. Water and power infrastructure are also important. Suggest indicator be reworded to read "Cities with more than 100,000 inhabitants that implement urban and regional development plans integrating population projections, resource needs, transport, water, energy and other infrastructure."

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							Cities with more than 100,000 inhabitants that implement urban and regional development plans integrating population projections and resource needs

Linked to Targets 11.2 and 11.3 |
| 12. | **Ensure sustainable consumption and production patterns** | | | | | | |
| | **Suggested Indicators** | | | | | | |
| | 12.3 By 2030, halve per capita global food waste at the retail and consumer levels and reduce food losses along production and supply chains, including post-harvest losses | Not stated | 12.3.1 Global Food Loss Index (GFLI) | FAO | II | Not stated | Transport is a key component of supply chains

Hence, Target 9.1 and related indicators are relevant |
| | Target 12.c   Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account their specific needs and conditions of developing countries and minimizing the | 13.2 | 12.c.1 Amount of fossil fuel subsidies, per unit of GDP (production and consumption), and as proportion of total national expenditure on fossil fuels | IEA | Not stated-assumed to be II | 1 | IEA measure in line with World Energy Outlook on annual basis

GIZ undertake transport fuel prices survey every 2-3 years that is land transport-specific

Without subsidies being significantly reduced or removed altogether, indicator 7.3.1 on energy efficiency will be harder to achieve |

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	possible adverse impacts on their development in a manner that protects the poor and the affected communities						
13.	**Take urgent action to combat climate change and its impacts**						
	Suggested Indicators						
	Target 13.2 Integrate climate change measures into national policies, strategies and planning	Target 17.16	13.2.1 Number of countries that have formally communicated the establishment of integrated low-carbon, climate-resilient, disaster risk reduction development strategies (e.g. a national adaptation plan process, national policies and measures to promote transition to environmentally-friendly substances and technologies).	Not stated	II	Not stated	Highly relevant to cities and several targets under Goal 11

Target mainly focuses on adaptation. Transport is relevant to mitigation and adaptation, but there is no specific target related to transport or acknowledgement of the role of transport |