

# **Development of a post-2015 Results Framework on Sustainable Transport**

**Final Report**

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## ACRONYMS AND ABBREVIATIONS

µg	microgram	IFAD	International Fund for Agricultural Development
ADB	Asian Development Bank	IFRTD	International Forum for Rural Transport and Development
AFCAP	African Community Access Programme (DFID-funded project). Phase 2	IHE	Department of Interventions for Healthy Environments (WHO)
ASCAP	Asian Community Access Programme (DFID-funded project)	iRAP	International Road Assessment Programme
ASEAN	Association of Southeast Asian Nations	IRF	International Road Federation
ASIF	Activity, Share, Intensity, Fuel Mix	ITF	International Transport Forum (OECD)
BRT	Bus-rapid transit	ITS	Institute of Transport Studies, Leeds, UK
BTL	Biomass to liquid	LDV	Light duty vehicle
CEO	Chief Executive Officer	LIC	Low income country
CNG	Compressed natural gas	LPG	Liquefied petroleum gas
CO	Carbon monoxide	LPI	Logistics Performance Index
CTL	Coal-to-liquids	M	million
DFID	Department for International Development, UK (UKaid)	MDB	Multilateral development bank
EURIST	European Institute for Sustainable Transport	MDG	Millennium development goal
EV	Electric vehicles	MoMo	Mobility Model
FAME	Fatty acid methyl ester	NGO	Non-governmental organisation
FAO	Food and Agriculture Organisation of the United Nations	NO <sub>x</sub>	Mono-nitrogen oxides: nitric oxide (NO) and nitrogen dioxide (NO <sub>2</sub> )
FIA	FIA Foundation is a road safety charity started by Fédération Internationale de l'Automobile (FIA)	ODI	Overseas Development Institute, UK
GDP	Gross Domestic Product	OECD	Organisation for Economic Co-operation and Development
GFEI	Global Fuel Economy Initiative	op. cit	opere citato 'see previous citation of this work'
GHG	Greenhouse gas	OWG	Open Working Group (of United Nations)
GIS	Geographic information system	PDR	People's Democratic Republic (Lao)
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit (German bilateral aid agency)	PHE	Department of Protection of the Human Environments (WHO)
GmbH	Gesellschaft mit beschränkter Haftung (limited company)	PHEV	Plug-in hybrid electric vehicles
GPS	Global positioning system	PM	particulate matter
GRSF	Global Road Safety Facility	RAI	Rural Access Index
GtCO <sub>2e</sub>	Gigatonnes (billion metric tonnes) of CO <sub>2</sub> equivalent	SDG	Sustainable development goal
GTL	Gas-to-liquids	SDSN	Sustainable Development Solutions Network
HH	Household	SLoCaT	Partnership on Sustainable Low Carbon Transport
HIC	High income country	SMART	Specific, Measurable, Achievable, Relevant and Time bound
IASS	Institute for Advanced Sustainability Studies, Potsdam, Germany	SSATP	Sub-Saharan Africa Transport Policy Program
ICCT	International Council on Clean Transportation	SUV	Sports utility vehicle (4-wheel drive station wagon)
ICE	Internal combustion engine	ToR	Terms of Reference
ICT	Information and communications technology	TRL	Transport Research Laboratory
IDA	International Development Association (World Bank)	TRL	Transport Research Laboratory, UK
IEA	International Energy Agency	TST	Technical support team (UN)
		UATP	African Association of Public Transport
		UATP	African Association of Public Transport

UITP	International Association of Public Transport	UNIFE	Union des Industries Ferroviaires
UITP	International Association of Public Transport		Européennes (European Rail Industry), Belgium.
UK	United Kingdom of Great Britain and Northern Ireland	VOC	Volatile organic compound
UN	United Nations	VTPI	Victoria Transport Policy Institute, Canada
UNDESA	United Nations Department of Economic and Social Affairs	VTPI	Victoria Transport Policy Institute, Canada
UNEP	United Nations Environment Program	WHO	World Health Organisation
UN-ESCAP	United Nations Economic and Social Commission for Asia and the Pacific	WGST	Working Group on Sustainable Transport
UN-Habitat	United Nations Human Settlement Program	ZEV	Zero-emissions vehicle

## EXECUTIVE SUMMARY

1. The final report documents progress towards the development of a Results Framework for Sustainable Transport that is integrated into the United Nations' post-2015 sustainable development agenda by: (i) initially proposing a standalone SDG for sustainable transport and associated targets and indicators as an input to the OWG process; and (ii) as the selected SDGs became known to integrate the sustainable transport targets and indicators into the SDG framework. The Results Framework focuses on land transport and addresses both passenger and freight through the following targets: (i) rural access; (ii) urban access; (iii) national access and regional connectivity; (iv) road safety; (v) air pollution and health; and (vi) greenhouse gas emissions. The third target was added during the project.
2. Sponsored by DFID, GIZ, and UN-Habitat a team of two consultants were commissioned to prepare the Results Framework, under the guidance of The Partnership on Sustainable Low Carbon Transport (SLoCaT), a multi-stakeholder partnership of over 80 organisations. The work commenced in November 2013. Consultations were undertaken with over 40 relevant organisations with an active interest in transport and sustainable development.
3. An initial draft of the Results Framework was circulated to stakeholders, and the Steering Committee on December 14, 2013. Based on comments received and directions from the Chairperson of the Steering Committee a revised draft of the Results Framework was prepared and subsequently submitted on December 23, 2013 to the co-chairs of the Seventh Session of The General Assembly Open Working Group (OWG) to Sustainable Development Goals (January 6-10, 2014) held in New York. The Seventh Session of the OWG featured 'sustainable transport' and 'sustainable cities and human settlements' on January 6 and 7 respectively. This was the second last of the OWG's 'stocktaking sessions'<sup>1</sup>.
4. The draft final version of the Results Framework was circulated for comments in June 2014. Comments were documented in a comments matrix and helped to finalize the Results Framework.
5. This final report summarises the work undertaken over the duration of the project and therefore incorporates in a concise form the more important information provided in Progress Reports 1 and 2 (December 2013 and March 2014 respectively).
6. It describes in some details the treatment of transport within the draft SDGs put forward by the 13th Session of the OWG (14-18 July) and how this relates to the Results Framework developed by SLoCaT under this project. It also provides suggestions and recommendations on how to best follow up on the Results Framework through periodic reporting on the status of Sustainable Transport.

## KEY OUTPUTS

7. The most important outputs of the SLoCaT team over the duration of the project (from November 2013 to end July 2014) were:
  - Initial draft Results Framework was prepared and circulated for comments [[http://www.slocat.net/sites/default/files/u10/draft\\_sustainable\\_transport\\_results\\_framework\\_owg\\_7\\_input-jan\\_3.pdf](http://www.slocat.net/sites/default/files/u10/draft_sustainable_transport_results_framework_owg_7_input-jan_3.pdf)] The tabulated comments and responses are available at:

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<sup>1</sup> There were eight stocktaking sessions followed by five negotiating sessions from March to July 2014.

[http://www.slocat.net/sites/default/files/u10/combined\\_review\\_form\\_draft\\_results\\_framework\\_dec23-with\\_proposed\\_responses\\_0.pdf](http://www.slocat.net/sites/default/files/u10/combined_review_form_draft_results_framework_dec23-with_proposed_responses_0.pdf)

- Submission of a draft Results Framework to the OWG Co-Chairs, Steering Committee, and other stakeholders on December 23, 2013 following comments received on the earlier draft submitted December 14, 2013.
  - Participation by the team in the Seventh Session of The General Assembly Open Working Group to Sustainable Development Goals (January 6-10, 2014) in particular the sessions on 'sustainable transport' and 'sustainable cities and human settlements.'
  - Preparation of a position paper<sup>2</sup> for the programme 'Post 2015: Enhancing Stakeholder Engagement in the Post-Rio+20/Post-2015 Process' on the case for sustainable transport as contribution to the establishment of common priorities across the positions of the nine Major Groups represented in the OWG process as a basis for subsequent advocacy<sup>3</sup>.
  - Prepared a revised draft Results Framework submitted to the OWG chairs on February 9, 2014 that exhibited three key differences to the Results Framework of December 23, 2013: (i) did not advocate a goal but instead the mainstreaming of transport targets under other (potential) goals; (ii) added a new target and indicators for 'national access and regional connectivity'; and (iii) made several other significant changes described in Section 3. Some minor changes in response to stakeholder comments were subsequently made to the Results Framework with the current version shown at: <http://www.slocat.net/resultsframework>].
  - Prepared an in-depth comparison of the SLoCaT Results Framework in relation to 19 Focus Areas proposed by the by OWG Co-Chairs (released February 21, 2014) and 10 SDGs proposed by the Sustainable Development Solutions Network (dated February 14, 2014). This comparison is shown at: <http://www.slocat.net/sites/default/files/u10/slocat-comparison-of-19-owg-focal-areas-and-sdsn-10-goals-feb-27.pdf>].
  - A variety of submissions and representations were made to the subsequent 10th to 13th OWG sessions over end March to July. A summary of the varied nature of the submissions can be found at <http://www.slocat.net/transport-open-working-group-process>].
  - Following a final call for comments, an updated Results Framework was prepared during July 2014, and is available at [www.slocat.net/resultsframework](http://www.slocat.net/resultsframework)] The tabulated responses to comments are also available at [http://www.slocat.net/sites/default/files/u10/slocat-resultsframework-commentsmatrix-2nd\\_circulation\\_-\\_final.pdf](http://www.slocat.net/sites/default/files/u10/slocat-resultsframework-commentsmatrix-2nd_circulation_-_final.pdf)]
8. These outputs are described in further detail in Section 2 of this Final Report.

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<sup>2</sup> This was prepared by SLoCaT and the following Major Groups defined below: NGOs; Scientific Community; Youth and Children and Women using the work produced by the Results Framework team.

<sup>3</sup> The nine Major Groups are: Business and Industry; Children and Youth; Farmers; Indigenous Peoples; Local Authorities; NGOs; Scientific & Technological Community; Women; and Workers and Trade Unions.

## OUTREACH ACTIVITIES AND IMPACT

9. SLoCaT made special efforts to reach out to the OWG and its members, who were responsible for developing recommendations to the General Assembly on the SDGs. The OWG strategy of SLoCaT included:

- Sending open letters to the co-chairs of the OWG and/or its members. This has been done at critical points in the OWG process, e.g. prior to publishing the stock taking report and prior and post the first announcement of the 19 Focus Areas at the start of various OWG sessions;
- Encouraging other groups and organisations to send open letters to the OWG and its co-chairs. Example of this approach is the recent effort to get rural transport included in Focus Area 1;
- Participation in meetings of the OWG. This includes direct representation by SLoCaT Secretariat or indirect representation by SLoCaT members; and
- Engagement with the Major Group process, which regulates the participation and contribution on non- country parties in the OWG process. SLoCaT is the thematic lead on sustainable transport among the Major Groups and based on this is increasingly often asked to speak on behalf of sustainable transport in the Major Group process. As part of the mainstreaming approach of sustainable transport under several potential SDGs SLoCaT is also actively reaching out to other Major Groups leading the outreach on other SDGs/Focus areas.

10. SLoCaT also made active use of opportunities to present the Results Framework in international meetings and conferences on sustainable transport. In some cases this was done through facilitating special sessions on the Results Framework, while in other cases this was merely one presentation as part of a wider range of topics.

11. An updated Results Framework was prepared during July 2014 as described above. At the Second Meeting of the Multi-Lateral Development Banks Working Group on Sustainable Transport<sup>4</sup> (WGST) that convened in London, United Kingdom on 19 May 2014, it was agreed that the WGST will study the Sustainable Transport Results Framework which is being developed by SLoCaT, and seek ways to align their monitoring and reporting frameworks to the extent possible.

## KEY ACHIEVEMENT

12. The final report of the Open Working Group (OWG) on Sustainable Development Goals (SDGs), which concluded in the early hours of 19 July in New York, represents a major breakthrough for the sustainable transport community.

13. For the first time, a very significant group of governments have agreed on a global vision for sustainable development, which specifically acknowledges the contribution that sustainable transport can make in realizing commonly agreed upon goals on food security, health, energy, infrastructure development, urban development, sustainable consumption and production as well as climate change. The fact that transport related targets are included in seven out of the seventeen proposed SDGs illustrates the cross cutting role that transport has in sustainable development.

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<sup>4</sup> The working group includes transport sector representatives from the Asian Development Bank (ADB), Development Bank of Latin America (CAF), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Interamerican Development Bank (IADB), Islamic Development Bank (IsDB) and the World Bank (WB).



14. The outcome of the OWG process will be a very large boost for the Partnership on Sustainable, Low Carbon Transport (SLoCaT) as well as the wider sustainable transport community in realizing its objective to promote the integration of sustainable transport in global policies on sustainable development. SLoCaT is very much encouraged to see that the role of multi-stakeholder partnerships like SLoCaT has been explicitly acknowledged in the final report of the OWG

15. A closer comparison of the SDG targets with those of the SLoCaT Results Framework on Sustainable Transport indicates that there is a common vision on (a) the need for sustainable transport, and (b) that sustainable transport involves an expansion of transport infrastructure and transport services, but in a manner that clearly reduces the negative economic, social and environmental externalities associated with current transport policies and investments. It is this emphasis on growing transport in a responsible manner in support of economic and social development that should make the OWG Final Report attractive to decision makers, both in the public and the private sector, and encourage them to act on the proposed Goals and Targets.

16. Although the OWG final report is most explicit in referring to sustainable transport in the urban context (SDG11), we believe that the renewed prominence of infrastructure in the goal framework (SDG 9) including its wording also has a very clear implication for the sustainability of transport at the national and regional (cross-border) level. In the case of rural transport there is still a considerable amount of unfinished business. We believe that SDG 2 and SDG 11 do provide opportunities to pursue much needed improvements in rural transport infrastructure and services. The SLoCaT partnership will continue to promote appropriate targets and indicators to help ensure that the Goal framework will be of equal value to the rural transport community as it is to the urban transport community.

17. SLoCaT is encouraged by the pertinent references to sustainable transport issues in several targets, like the ones on road safety (SDG 3), air pollution (SDG 3), energy efficiency (SDG 7), fuel subsidies (SDG 12) and climate change (SDG 13) which all cut across rural, urban, national and regional transport. The proposed framework of SDGs and targets is also well suited to develop and strengthen the sustainability of both passenger and freight transport.

18. The SLoCaT Partnership in the meantime has commenced with the development of a Financing Framework, which intends to facilitate funding strategies required for achieving the ambitious transport related targets agreed upon in the OWG as well as the SLoCaT Results Framework on Sustainable Transport.

19. Another indication of the impact of the Results Framework was the consensus of the Multilateral Development Bank (MDB) Working Group on Sustainable Transport reached at their meeting in May 2014 in London to make active use of the Results Framework in reporting on their efforts towards the implementation of the Rio+20 Joint Statement on Sustainable Transport.

20. The process to develop the Results Framework was an important step forward in the development of the SLoCaT Partnership and has helped greatly in reinforcing its position as a leading multi-stakeholder initiative on sustainable transport.

## MEASURABILITY OF TARGETS

21. The targets and indicators proposed in the current Results Framework need to be measurable now or in the near future. Appendix D of the Results Framework sets out the assessment of current measurability and what needs to be done to ensure sufficient and timely measurement to support implementation of the Results Framework. A summary of this work is contained in Appendix D of this report.

## NEXT STEPS

22. The SLoCaT Partnership will continue to build on the progress made in the integration of sustainable transport in the SDGs and associated targets under the OWG process. It will continue to advocate the role of sustainable transport once the General Assembly takes over the lead role in finalizing the SDGs. It is not yet clear what the detailed process will be leading up to the 2015 21-23 September United Nations Summit where the SDGs will be finalized.
23. Now that the Results Framework has been finalized the emphasis will need to shift to the actual reporting of the status of sustainable transport, based on the targets and indicators outlined in the Results Framework. Such reporting will be relevant as part of providing regular updates on the status of the transport related targets included in the SDGs as well as having a periodic status of the sustainability of land transport to guide the sustainable transport community in its efforts to promote sustainable transport.
24. A four-step approach is proposed to structure the reporting on sustainable transport, initially to 2015 and beyond that up to 2030. Three status reports are proposed for 2016, 2018 and 2020.

## INTRODUCTION

### BACKGROUND

1. Sustainable Transport was identified as one of 26 cross-cutting thematic areas and cross-sectoral issues in the ‘The Future We Want’, the outcome document of the 2012 United Nations Conference on Sustainable Development (Rio+20). The Open Working Group (OWG) on Sustainable Development Goals (SDGs) was established by the UN General Assembly in 2013 to develop appropriate SDGs using an inclusive and transparent process that is open to all stakeholders.
2. The Partnership on Sustainable Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organisations including UN organisations, multilateral and bilateral development organisations, NGOs and foundations, academia and the business sector<sup>1</sup>. To advance the case for the integration of sustainable transport in the goal framework of the post-2015 development agenda, SLoCaT proposed to develop a Results Framework for Sustainable Transport with suggested targets, indicators and a monitoring framework<sup>2</sup>. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH and UN-Habitat (with funding provided by the Department for International Development, UK) agreed to support this work.
3. The development of a Results Framework on Sustainable Transport was also considered a priority by SLoCaT to develop an internal consensus in the sustainable transport community on a common vision on Sustainable Transport that can guide the community in its efforts to promote sustainable transport.

### OBJECTIVE

4. The current project aimed to develop a credible Results Framework for Sustainable Transport that is integrated into the United Nations’ post-2015 sustainable development agenda by: (i) initially proposing a standalone SDG for sustainable transport and associated targets and indicators as an input to the OWG process; and (ii) as the selected SDGs become known to integrate the sustainable transport targets and indicators into the SDG framework. The Results Framework focuses on land transport and covers both passenger and freight transport and presently addresses: (i) rural access; (ii) urban access; (iii) national access and regional connectivity; (iv) road safety; (v) air pollution and health; and (vi) greenhouse gas emissions.

### ADMINISTRATIVE ARRANGEMENTS

5. Three agencies coordinated with the SLoCaT partnership on the implementation of the project. Providing financial and technical support for this project were:
  - **GIZ** – with primary focus on management of the overall technical work and associated consultative process including specialised inputs on environment, safety and security; and
  - **UN-Habitat with DFID support** – with emphasis on urban and rural access and freight.

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<sup>1</sup> See: [www.slocat.net](http://www.slocat.net)

<sup>2</sup> SLoCaT 2013. Concept paper on development of a post-2015 Results Framework on Sustainable Transport. Draft 21 August. 7p. See: [http://www.slocat.net/sites/default/files/u10/concept\\_paper\\_on\\_development\\_of\\_a\\_post\\_2015\\_results\\_framework\\_on\\_sustainable\\_transport-.pdf](http://www.slocat.net/sites/default/files/u10/concept_paper_on_development_of_a_post_2015_results_framework_on_sustainable_transport-.pdf).

6. DFID also provided resources for conducting parallel work on poverty and transport. This work was undertaken by UN-Habitat by the Overseas Development Institute (ODI) and the SLoCaT Secretariat.

7. Cornie Huizenga, Secretary General of SLoCaT provided guidance to the two consultants who were engaged to perform the main technical inputs. The two consultants were: (i) Philip Sayeg, sustainable transport consultant and Team Leader initially engaged by GIZ for 31 days (ii) Paul Starkey, sustainable transport and access consultant initially engaged by UN-Habitat (with DFID support) for 35 days. The consultants worked as an integrated team preparing common deliverables. From February 2014, UN-Habitat agreed to provide additional support from their own resources to the two consultants in view of the additional work that was identified following the January OWG session. Philip Sayeg was provided with an additional 20 days and Paul Starkey with an additional 10 days.

8. A Steering Committee was formed with Professor Tony May of the Institute of Transport Studies (ITS), Leeds University, as chair. The Steering Committee (the proposed membership and ToR are available upon request) is providing technical reviews of the key deliverables. Stakeholder consultation was facilitated by the Secretariat of the SLoCaT Partnership.

9. An Inception Report<sup>3</sup> was submitted on November 11, 2013. This laid out the approach to be taken by the project. In order to undertake the tasks outlined in the TOR (validate the SDG and targets, recommend indicators, specify ambition levels, assess country clusters, establish baseline data requirements and present the Results Framework), the team would consult with a wide range of organisations and would try to harmonise their work with that of other relevant stakeholders.

10. The first draft Results Framework<sup>4</sup> was submitted to the Steering Committee on December 14, 2013. Following comments<sup>5</sup> and revision, this was submitted to the Co-Chairs of the OWG and other stakeholders on December 23, 2014. As planned, this SLoCaT Results Framework was presented as a specific Sustainable Transport SDG. However, as envisaged, following participation of the team in the Seventh Session of the OWG held in New York during January 6-10, 2014, it became apparent that a standalone goal for transport would not succeed. Therefore all subsequent Sustainable Transport Results Framework documents were based on the promotion of transport-related targets and indicators for other SDGs.

11. Progress Report 1<sup>6</sup>, submitted on December 18, 2013, documented in detail the development of a first draft of the Results Framework. Progress Report 2 documenting work following submission of Progress Report 1 was submitted at end of March 2014. It also developed proposals for target and

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<sup>3</sup> Sayeg P, Starkey P and Huizenga C, 2013. Development of a post-2015 Results Framework on Sustainable Transport: Inception Report Final 11 November 2013. See: [[http://www.slocat.net/sites/default/files/u10/slocat\\_results\\_framework\\_inceptionreport-11\\_november\\_1.pdf](http://www.slocat.net/sites/default/files/u10/slocat_results_framework_inceptionreport-11_november_1.pdf)].

<sup>4</sup> Sayeg P, Starkey P and Huizenga C, 2014. Draft Sustainable Development Goal for Sustainable Transport and Associated Results Framework. See: [[http://www.slocat.net/sites/default/files/u10/draft\\_sustainable\\_transport\\_results\\_framework\\_owg\\_7\\_input-jan\\_3.pdf](http://www.slocat.net/sites/default/files/u10/draft_sustainable_transport_results_framework_owg_7_input-jan_3.pdf)].

<sup>5</sup> The Matrix of comments and responses for the first draft of the Results Framework can be found at [http://www.slocat.net/sites/default/files/u10/combined\\_review\\_form\\_draft\\_results\\_framework\\_dec23-with\\_proposed\\_responses\\_0.pdf](http://www.slocat.net/sites/default/files/u10/combined_review_form_draft_results_framework_dec23-with_proposed_responses_0.pdf)

<sup>6</sup> Sayeg P, Starkey P and Huizenga C, 2013. Development of a post-2015 Results Framework on Sustainable Transport: Progress Report 1. 18 December 2013. See: [[http://www.slocat.net/sites/default/files/u10/final\\_slocat\\_sdg\\_progressreport1\\_18\\_dec\\_13-1\\_1.pdf](http://www.slocat.net/sites/default/files/u10/final_slocat_sdg_progressreport1_18_dec_13-1_1.pdf)].

indicator measurement (baseline and progress towards intermediate results) that were incorporated into the Results Framework (in early July).

## PURPOSE OF THIS FINAL REPORT

12. This Final Report summarises the key outputs and rationale relating to the SLoCaT Results Framework that was prepared over the duration of the project and the degree of success in influencing the formulation of associated for the post 2015 sustainable development agenda that emerged from the 13th Session of the OWG.

13. It also sets out the SLoCaT summary of proposals for measurement and verification for targets and indicators set out in the Results Framework and the steps to bring these proposals to fruition.

14. Progress Reports 1 and 2 provided important background information and supporting rationale for the results framework not all of which is contained in this final report. These two progress reports therefore continue to remain an important part of the overall reporting.

## KEY OUTPUTS

15. The key outputs of the SLoCaT team over the duration of the project (from November 2013 to end July 2014) were:

- Initial draft Results Framework was prepared and circulated for comments early December. The tabulated comments and responses are available at the SLoCaT website<sup>1</sup>. at
- Submission of a draft Results Framework to the OWG Co-Chairs, Steering Committee, and other stakeholders on December 23, 2013 following comments received on the earlier draft submitted December 14, 2013<sup>2</sup>. As for the earlier draft it provided a case for a standalone SDG for transport with the following five targets: (i) urban access; (ii) rural access; (iii) road safety; (iv) air pollution and human health; and (v) greenhouse gas emissions.
- Progress Report 1<sup>3</sup>, submitted on December 18, 2013, documented in detail the development of the first draft of the Results Framework.
- Participation by the team in the Seventh Session of The General Assembly Open Working Group to Sustainable Development Goals (January 6-10, 2014) in particular the sessions on 'sustainable transport' and 'sustainable cities and human settlements' featured in consultations on January 6 and 7, respectively. A presentation on the draft Results Framework was made at a Side Event on January 7, 2014, co-organised by UNDESA, UN-Habitat and the SLoCaT partnership.
- Completion of a working session of the team, some Steering Committee members and key stakeholders at the Ford Foundation, New York, on January 8, 2014 at which tentative conclusions were drawn on the relevant discussions and tone of the OWG sessions. Based on a clearer understanding of the subsequent process of developing SDGs that emerged during the Seventh Session the required timing for submission of a revised Results Framework was determined to be early February 2014, as explained further in Section 3.
- Completion of a briefing note<sup>4</sup> on a possible future direction for updating the Results Framework for the Steering Committee that met in Washington D.C. on January 15, 2014 as summarised in Section 3.
- Participation in the January 15 Steering Committee meeting that confirmed the general direction and made several specific suggestions for strengthening the Results Framework as described in further detail in Section 3.
- Preparation of a position paper<sup>5</sup> for the programme 'Post 2015: Enhancing Stakeholder Engagement in the Post-Rio+20/Post-2015 Process' on the case for sustainable transport as

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<sup>1</sup> [http://www.slocat.net/sites/default/files/u10/combined\\_review\\_form\\_draft\\_results\\_framework\\_-dec23-with\\_proposed\\_responses\\_0.pdf](http://www.slocat.net/sites/default/files/u10/combined_review_form_draft_results_framework_-dec23-with_proposed_responses_0.pdf)

<sup>2</sup> [http://www.slocat.net/sites/default/files/u10/draft\\_sustainable\\_transport\\_results\\_framework\\_owg\\_7\\_input.pdf](http://www.slocat.net/sites/default/files/u10/draft_sustainable_transport_results_framework_owg_7_input.pdf)

<sup>3</sup> Sayeg P, Starkey P and Huizenga C, 2013. Development of a post-2015 Results Framework on Sustainable Transport: Progress Report 1. 18 December 2013. See: [[http://www.slocat.net/sites/default/files/u10/final\\_slocat\\_sdg\\_progressreport1\\_18\\_dec\\_13-1\\_1.pdf](http://www.slocat.net/sites/default/files/u10/final_slocat_sdg_progressreport1_18_dec_13-1_1.pdf)].

<sup>4</sup> [www.slocat.net/sites/default/files/u10/briefing\\_note\\_for\\_steering\\_committee\\_on\\_next\\_steps\\_rf\\_january\\_11.pdf](http://www.slocat.net/sites/default/files/u10/briefing_note_for_steering_committee_on_next_steps_rf_january_11.pdf)

contribution to the establishment of common priorities across the positions of the nine Major Groups represented in the OWG process as a basis for subsequent advocacy<sup>6</sup>.

- Prepared a revised draft Results Framework submitted to the OWG chairs on February 9, 2014 that exhibited three key differences to the Results Framework of December 23, 2013: (i) did not advocate a goal but instead the mainstreaming of transport targets under other (potential) goals; (ii) added a new target and indicators for 'national access and regional connectivity'; and (iii) made several other significant changes described in Section 3. Some minor changes in response to stakeholder comments were subsequently made to the Results Framework with the current version shown at: [<http://www.slocat.net/resultsframework>].
- Prepared an in-depth comparison of the SLoCaT Results Framework in relation to 19 Focus Areas proposed by the by OWG Co-Chairs (released February 21, 2014) and 10 SDGs proposed by the Sustainable Development Solutions Network (dated February 14, 2014).<sup>7</sup>
- A submission was made by SLoCaT to the Co-Chairs on March 10, 2014 at their open invitation.<sup>8</sup> Similarly a submission to the SDSN was also made on March 7, 2014.
- Progress Report 2 documenting work following submission of Progress Report 1 was submitted at end of March 2014. It also contained proposals for target and indicator measurement (baseline and progress towards intermediate results) that were incorporated into the Results Framework (in early July).
- A variety of submissions and representations were made to the subsequent 10th to 13th OWG sessions from the end of March to July 2014. A summary of the varied nature of the submissions can be found at [<http://www.slocat.net/transport-open-working-group-process>]. Key submissions made by SLoCaT on behalf of the sustainable transport community included:
  - A four part submission made on May 1, 2014 prior the 11th Session of the OWG (May 5-9, 2014) covering: (i) a letter to the OWG Co-Chairs and Member States (English) or Letter to the OWG Co-Chairs and Member States (Spanish); (ii) Policy Brief on Rural Access and Post-2015 development agenda; (iii) Policy Brief on Road Traffic Injury and the Post-2015 development agenda; and (iv) Policy Brief on Sustainable Cities and Human Settlements: Sustainable Mobility and the Post-2015 development agenda.
  - A submission on June 1, 2014 entitled "Integration of Sustainable Transport in OWG 12 Document on SDGs and Targets" prior to the 12th Session of the OWG (16-20 June, 2014) that reviewed the proposed SDGs and how they reflected the sustainable transport targets in the SLoCaT Results Framework. It was concluded that

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<sup>5</sup> This was prepared by SLoCaT and the following Major Groups defined below: NGOs; Scientific Community; Youth and Children and Women using the work produced by the Results Framework team.

<sup>6</sup> The nine Major Groups are: Business and Industry; Children and Youth; Farmers; Indigenous Peoples; Local Authorities; NGOs; Scientific & Technological Community; Women; and Workers and Trade Unions.

<sup>7</sup> This comparison is shown at: <http://www.slocat.net/sites/default/files/u10/slocat-comparison-of-19-owg-focal-areas-and-sdsn-10-goals-feb-27.pdf>.

<sup>8</sup> Refer: <http://www.worldwewant2015.org/node/424915>

- An updated submission on July 2, 2014 entitled “Integration of Sustainable Transport in OWG 13 Document on SDGs and Targets” prior to the 13th Session of the OWG (14-18 July, 2014)..
- On June 9, the draft Results Framework together with the proposals for measurement and verification were circulated to stakeholders for final comments, which were closed on July 4, 2014. As a result of these comments, an updated Results Framework was prepared, and is available at [www.slocat.net/Resultsframework](http://www.slocat.net/Resultsframework). The tabulated responses to comments are also available at [http://www.slocat.net/sites/default/files/u10/slocat-resultsframework-commentsmatrix-2nd\_circulation\_-\_final.pdf]



## KEY ACHIEVEMENTS

### HOW IS SUSTAINABLE TRANSPORT CURRENTLY ADDRESSED WITHIN THE DRAFT POST 2015 FRAMEWORK?

16. The final report of the Open Working Group (OWG) on Sustainable Development Goals (SDGs), which concluded in the early hours of 19 July in New York, represents a major breakthrough for the sustainable transport community.

17. For the first time, a very significant group of governments have agreed on a global vision for sustainable development, which specifically acknowledges the contribution that sustainable transport can make in realizing commonly agreed upon goals on food security, health, energy, infrastructure development, urban development, sustainable consumption and production as well as climate change. The fact that transport related targets are included in seven out of the seventeen proposed SDGs illustrates the cross cutting role that transport has in sustainable development.

18. The outcome of the OWG process will be a very large boost for the Partnership on Sustainable, Low Carbon Transport (SLoCaT) as well as the wider sustainable transport community in realizing its objective to promote the integration of sustainable transport in global policies on sustainable development. SLoCaT is very much encouraged to see that the role of multi-stakeholder partnerships like SLoCaT has been explicitly acknowledged in the final report of the OWG through two targets:

*17.16 enhance the global partnership for sustainable development complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technologies and financial resources to support the achievement of sustainable development goals in all countries, particularly developing countries*

*17.17 encourage and promote effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships*

19. The SLoCaT Partnership has stated its willingness to make an active contribution towards the measurement and reporting of the transport related targets for the respective SDGs. SLoCaT intends to do so through a two yearly status report on sustainable transport.

20. Table 3.1 below lists the SDGs in the final report of the OWG that have transport related targets. The SDG targets are organized according to the six proposed targets of the SLoCaT Results Framework on Sustainable Transport.

**TABLE 3.1: Transport Relevant SDGs and Targets (as presented in the OWG Co-Chairs' Outcome Document) and their linkage to the SLoCaT Results Framework Targets on Sustainable Transport.**

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	PROPOSED SUSTAINABLE DEVELOPMENT GOALS & PROPOSED TRANSPORT RELATED TARGETS IN THE OWG FINAL REPORT (19 JULY 2014)	
<b>Rural Access:</b> Secure universal access by sustainable transport for rural populations by 2030	<b><i>Proposed goal 2. End hunger, achieve food security and improved nutrition, and promote sustainable agriculture</i></b>	<p><b>Target 2.3</b> by 2030 double the agricultural productivity and the incomes from small scale food producers, particularly of women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, other productive resources and inputs, knowledge, financial services, markets, and opportunities for value addition and non-farm employment</p> <p><b>Target 2.a</b> increase investment, including through enhanced international cooperation, in <i>rural</i> infrastructure, agricultural research and extension services, technology development, and plant and livestock gene banks to enhance agricultural productive capacity in developing countries, in particular in least developed countries</p>
	<b><i>Proposed Goal 9: Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</i></b>	<p><b>Target 9.1</b> 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</p> <p><b>Target 9.a</b> facilitate sustainable and resilient infrastructure development in developing countries through enhanced</p>

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	PROPOSED SUSTAINABLE DEVELOPMENT GOALS & PROPOSED TRANSPORT RELATED TARGETS IN THE OWG FINAL REPORT (19 JULY 2014)	
		financial, technological and technical support to African countries, LDCs, LLDCs and SIDS
	<b>Proposed goal 11. <i>Make cities and human settlements inclusive, safe, resilient and sustainable</i></b>	<b>Target 11.a</b> support economic, social and environmental links between urban, peri-urban and rural areas into by strengthening national and regional development planning
<b>Urban Access:</b> Secure universal access by sustainable transport for urban populations by 2030	<b>Proposed Goal 9: <i>Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</i></b>	<p><b>Target 9.1</b> 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</p> <p><b>Target 9.4</b> by 2030 upgrade infrastructure and retrofit industries to make them sustainable, with increased resource use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, all countries taking action in accordance with their respective capabilities</p> <p><b>Target 9.a</b> facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, LDCs, LLDCs and SIDS</p>

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	PROPOSED SUSTAINABLE DEVELOPMENT GOALS & PROPOSED TRANSPORT RELATED TARGETS IN THE OWG FINAL REPORT (19 JULY 2014)	
	<p><b>Proposed goal 11. <i>Make cities and human settlements inclusive, safe, resilient and sustainable</i></b></p>	<p><b>Target 11.2</b> 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</p> <p><b>Target 11.7</b> by 2030, provide universal access to safe, inclusive and accessible, green and public spaces, particularly for women and children, older persons and persons with disabilities</p> <p><b>Target 11.a</b> support economic, social and environmental links between urban, peri-urban and rural areas into by strengthening national and regional development planning</p>
<p><b>National Access and Regional Connectivity:</b> Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030</p>	<p><b>Proposed Goal 9: <i>Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</i></b></p>	<p><b>Target 9.1</b> 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</p>
<p><b>Road Safety:</b> Halve the burden due to global road traffic crashes by halving the number of fatalities and serious injuries by 2030 compared to 2010</p>	<p><b>Proposed goal 3. <i>Ensure healthy lives and promote well-being for all at all ages</i></b></p>	<p><b>Target 3.6</b> by 2020 halve global deaths and injuries from road traffic accidents</p>
<p><b>Air Pollution and Human Health:</b> Increase 2030 share of urban population with air quality within WHO</p>	<p><b>Proposed goal 3. <i>Ensure healthy lives and promote well-being for all at all ages</i></b></p>	<p><b>Target 3.9</b> by 2030 substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water, and soil</p>

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	PROPOSED SUSTAINABLE DEVELOPMENT GOALS & PROPOSED TRANSPORT RELATED TARGETS IN THE OWG FINAL REPORT (19 JULY 2014)	
limits compared to 2010.		pollution and contamination
	<b>Proposed goal 11. <i>Make cities and human settlements inclusive, safe, resilient and sustainable</i></b>	<b>Target 11.6</b> by 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality, municipal and other waste management
<b>Greenhouse Gas Emissions:</b> 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.	<b>Proposed goal 7. <i>Ensure access to affordable, reliable, sustainable and modern energy for all</i></b>	<b>Target 7.3</b> double the global rate of improvement in energy efficiency by 2030  <b>Target 7.a</b> by 2030 enhance international cooperation to facilitate access to clean energy research and technologies, including renewable energy, energy efficiency, and advanced and cleaner fossil fuel technologies, and promote investment in energy infrastructure and clean energy technologies
	<b>Proposed Goal 9: <i>Built resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation</i></b>	<b>Target 9.1</b> 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  <b>Target 9.4</b> by 2030 upgrade infrastructure and retrofit industries to make them sustainable, with increased resource use efficiency and greater adoption of clean and environmentally sound

SLoCaT RESULTS FRAMEWORK PROPOSED TARGETS	PROPOSED SUSTAINABLE DEVELOPMENT GOALS & PROPOSED TRANSPORT RELATED TARGETS IN THE OWG FINAL REPORT (19 JULY 2014)	
		<p>technologies and industrial processes, all countries taking action in accordance with their respective capabilities</p> <p><b>Target 9.a</b> facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, LDCs, LLDCs and SIDS</p>
	<p><b>Proposed goal 11. <i>Make cities and human settlements inclusive, safe, resilient and sustainable</i></b></p>	<p><b>Target 11.2</b> 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</p>
	<p><b>Proposed goal 12. <i>Ensure sustainable consumption and production patterns</i></b></p>	<p><b>Target 12.c</b> 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 the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities</p>
	<p><b>Proposed goal 13. <i>Take urgent action to combat climate change and its impacts</i></b></p>	<p><b>Target 13.2</b> integrate climate change measures into national policies, strategies, and planning</p>

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21. A closer comparison of the SDG targets with those of the SLoCaT Results Framework on Sustainable Transport indicates that there is a common vision on (a) the need for sustainable transport, and (b) that sustainable transport involves an expansion of transport infrastructure and transport services, but in a manner that clearly reduces the negative economic, social and environmental externalities associated with current transport policies and investments. It is this emphasis on growing transport in a responsible manner in support of economic and social development that should make the OWG Final Report attractive to decision makers, both in the public and the private sector, and encourage them to act on the proposed Goals and Targets.

22. Although the OWG final report is most explicit in referring to sustainable transport in the urban context (SDG11), we believe that the renewed prominence of infrastructure in the goal framework (SDG 9) including its wording also has a very clear implication for the sustainability of transport at the national and regional (cross-border) level. In the case of rural transport there is still a considerable amount of unfinished business. We believe that SDG 2 and SDG 11 do provide opportunities to pursue much needed improvements in rural transport infrastructure and services. The SLoCaT partnership will continue to promote appropriate targets and indicators to help ensure that the Goal framework will be of equal value to the rural transport community as it is to the urban transport community.

23. SLoCaT is encouraged by the pertinent references to sustainable transport issues in several targets, like the ones on road safety (SDG 3), air pollution (SDG 3), energy efficiency (SDG 7), fuel subsidies (SDG 12) and climate change (SDG 13) which all cut across rural, urban, national and regional transport. The proposed framework of SDGs and targets is also well suited to develop and strengthen the sustainability of both passenger and freight transport.

24. The SLoCaT Partnership in the meantime has commenced with the development of a Financing Framework, which intends to facilitate funding strategies required for achieving the ambitious transport related targets agreed upon in the OWG as well as the SLoCaT Results Framework on Sustainable Transport.

25. It is important to realize that the final decision on the SDGs and associated targets will only be taken at a United Nations Summit from 21-23 September in New York. After the conclusion of the OWG process, which included a representation of countries, albeit a significant share, the finalization of the SDGs and targets will be taken up by the General Assembly. No detailed information is available presently on the approach that will be taken by the General Assembly and what possibilities will exist for groups like SLoCaT to exercise any influence directly or indirectly.

26. Another indication of the impact of the Results Framework was the consensus of the Multilateral Development Bank (MDB) Working Group on Sustainable Transport reached at their meeting in May 2014 in London to make active use of the Results Framework in reporting on their efforts towards the implementation of the Rio+20 Joint Statement on Sustainable Transport.

27. The process to develop the Results Framework was an important step forward in the development of the SLoCaT Partnership and has helped greatly in reinforcing its position as a leading multi-stakeholder initiative on sustainable transport. The positive experience in drafting the Results Framework on Sustainable Transport have contributed to the decision of SLoCaT to move forward with the development of a Financing Framework on Sustainable Transport. The latter can be instrumental in helping to increase the chances of a successful implementation of the Results Framework.

## OUTREACH

28. As part of the outreach efforts on the SLoCaT Results Framework on Sustainable Transport, regular updates were made to relevant pages on the SLoCaT website (<http://slocat.net/resultsframework> and <http://slocat.net/transport-open-working-group-process>). Furthermore a range of posters, one pagers and brochures on the Results Framework were prepared in different languages, which are all available at <http://www.slocat.net/outreachdocuments>.
29. Regular Tweets were sent out at key moments in the OWG process and the development of the Results Framework through the SLoCaT twitter account @SLoCaTcornie and @SLoCaTLac. Several of the SLoCaT members have been quite active in retweeting these messages.
30. SLoCaT made special efforts to reach out to the OWG and its members, who were responsible for developing recommendations to the General Assembly on the SDGs. The OWG strategy of SLoCaT included:
- Sending open letters to the co-chairs of the OWG and/or its members. This was done at critical points in the OWG process, e.g. prior to publishing the stock taking report and prior and post the first announcement of the 19 Focus Areas;
  - Encouraging other groups and organizations to send open letters to the OWG and its co-chairs. An example of this approach was the effort to get rural transport included in what was originally described as Focus Area 1;
  - Participation in meetings of the OWG. This included direct representation by SLoCaT Secretariat or indirect representation by SLoCaT members;
  - Engagement with the Major Group process, which regulated the participation and contribution on non- country parties in the OWG process. SLoCaT is the thematic lead on sustainable transport among the Major Groups and based on this is increasingly often asked to speak on behalf of sustainable transport in the Major Group process. As part of the mainstreaming approach of sustainable transport under several potential SDGs SLoCaT also actively reached out to other Major Groups leading the outreach on other SDGs/Focus areas.
31. SLoCaT made active use of opportunities to present the Results Framework in international meetings and conferences on sustainable transport. In some cases this was done through facilitating special sessions on the Results Framework, while in other cases this was merely one presentation as part of a wider range of topics.
32. At the Second Meeting of the Multi-Lateral Development Banks Working Group on Sustainable Transport<sup>1</sup> (WGST) that convened in London, United Kingdom on 19 May 2014, it was agreed that the WGST will study the Sustainable Transport Results Framework which is being developed by SLoCaT, and seek ways to align their monitoring and reporting frameworks to the extent possible. SLoCaT has observer status with the WGST and will be continuing to work with the WGST on how to best apply the Results Framework to the work of the MDBs.

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<sup>1</sup> The working groups includes transport sector representatives from the Asian Development Bank (ADB), Development Bank of Latin America (CAF), European Bank for Reconstruction and Development (EBRD), European Investment Bank (EIB), Interamerican Development Bank (IADB), Islamic Development Bank (IsDB) and the World Bank (WB).



**Table 4.1: SLoCaT Results Framework on Sustainable Transport Presentations**

EVENT NAME	DATE	PLACE
7 <sup>th</sup> Session of the OWG on SDGs	January 7 <sup>th</sup> , 2014	New York, USA
OWG Side-event: Results Framework for Sustainable Transport	January 7 <sup>th</sup> , 2014	New York, USA
ADD40: Transportation and Sustainability Committee, 93 <sup>rd</sup> Annual TRB Meeting	January 13 <sup>th</sup> , 2014	Washington D.C., USA
Sustainable Transportation Indicators Sub-Committee Meeting, 93 <sup>rd</sup> Annual TRB Meeting	January 13 <sup>th</sup> , 2014	Washington D.C., USA
SLoCaT Annual Meeting	January 13 <sup>th</sup> , 2014	Washington D.C., USA
ABE90: Transportation in the Developing Countries Committee, 93 <sup>rd</sup> Annual TRB Meeting	January 14 <sup>th</sup> , 2014	Washington D.C., USA
Transforming Transportation	January 17 <sup>th</sup> , 2014	Washington D.C., USA
52 <sup>nd</sup> Session for Commission on Sustainable Development Side Event: Social Development and Economical and Environmental Responsibility	February 18 <sup>th</sup> , 2014	New York, USA
IEA Technology Platform Workshop on "Gaps and strategic opportunities in international collaboration on low-carbon energy technologies".	February 27 <sup>th</sup> , 2014	Paris, France
UNFCCC Technical Expertise Meeting on Energy Efficiency	March 13 <sup>th</sup> , 2014	Bonn, Germany

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Special Session in WUF 7 as part of the Transport and Just Cities event	April 7 <sup>th</sup> , 2014	Medellin, Colombia
Joint General Assembly and ECOSOC Thematic Debate/Forum on Partnerships	April 10 <sup>th</sup> , 2014	New York, USA
Delivering Sustainable Transport: Keeping the Flame from Rio+20 Alive	May 22 <sup>nd</sup> , 2014	Leipzig, Germany
Financing Framework for Sustainable, Low Carbon Transport	July 7 <sup>th</sup> , 2014	New York, USA

## STEERING COMMITTEE

33. The Steering Committee for the SLoCaT Results Framework headed by Tony May from ITS Leeds provided key inputs to the development of the Results Framework, especially in the first phase of the project. These inputs were especially important in the formative phase, when the key messages and format of the Results Framework were being developed.

- The Steering Committee members were consulted by the authors while developing the first draft of the Results Framework in December 2013;
- First draft of the Results Framework was discussed by the Steering Committee in a meeting on December 18 (partly through a conference call and partly by email);
- Selected members of the Steering Committee took part in the side event on the Results Framework during the 7<sup>th</sup> OWG session in January 2014, as well as in the special meeting on the Results Framework at the Ford Foundation on January 8<sup>th</sup> 2014; and
- An open meeting of the Steering Committee was held on January 15<sup>th</sup> in Washington DC.

34. Following the January 15<sup>th</sup> event, the Chairman of the Steering Committee conducted consultations among the members of the Steering Committee on the detailed formulation of process indicators, implementation and enabling measures. The results of these were helpful in moving forward with the modification of the Results Framework following the 7<sup>th</sup> Session of the OWG.

35. Individual members of the Steering Committee have subsequently been involved in providing comments on specific parts of the Results Framework as well as in outreach activities on the Results Framework.

## NEXT STEPS FOR IMPLEMENTING THE RESULTS FRAMEWORK

36. The proposed SDGs, targets and wording that emerged from the recently concluded OWG process cover the main dimensions of sustainable land transport fairly well. However, the treatment of rural transport and importance of rural access to achieving the SDGs is not prominent. At the same time, while road safety is a separate target under proposed SDG 3 (Attain healthy lives for all) air pollution is combined with water and soil pollution as a target (Proposed SDG 3). GHG emissions are addressed under proposed SDG 7 (Ensure sustainable energy for all) as targets for energy efficiency and treatment of fossil fuel subsidies. The target for urban access is well addressed under proposed SDG 11 (Make cities and human settlements inclusive, safe and sustainable). Improvements in regional connectivity for expanding trade are reflected under proposed SDG 9 (Promote sustainable infrastructure and industrialization and foster innovation).

37. A full coverage of the proposed SDGs as they stood at the end of July 2013 and the correspondence to the targets in the SLoCaT Results Framework are set out in Annex C. It is clear that the formulation of some of the transport-related targets under the final SDGs may continue to be worded in a way that reflects other concerns and is not optimal for sustainable transport.

38. The detailed formulation of indicators for the six targets included in the Results Framework is expected to be important once the SDG process will start to address detailed indicators for the SDGs and associated targets that will be finally agreed upon in 2015. At present it is not expected that the indicator formulation process will be commence in detail before September 2015. This in order not to prejudge the on going negotiations on the SDGs and targets. SLoCaT will however continue to reach out to groups like SDSN, who are conducting an informal parallel process to develop a set of illustrative indicators for possible post 2015 SDGs.

39. Separately, a comprehensive results framework for sustainable transport has value in itself for the sustainable transport community as well as individual organizations like an MDB, and other development agencies, as means to comprehensively align its activities with asset of commonly agreed upon targets on sustainable transport. In this regard, transport investments usually form a major part of the value of lending operations of the MDBs (typically 30% or more). In addition, having a standalone results framework for sustainable transport is a valuable means of establishing a common understanding and means of dialogue between MDBs and their clients and mutually between all stakeholders.

40. This section therefore focusses on the actions needed to implement the proposals for measurement and verification of the SLoCaT targets and process indicators that are summarised in Annex D. Meeting this challenge means that the transport-related targets under the final SDGs to be debated, and likely adopted, by the UN General Assembly in September 2015 will also be measurable.

41. Based on our current assessment, SLoCaT have identified the main actions needed for making measurement and verification feasible over four time periods as set out below and illustrated in Table 5.1:

- **Inception** (August 1, 2014 to end December 2014)
  - Create a Steering Committee with representatives of MDBs, development agencies and other core stakeholders formed as a separate reference group.
  - Confirm SLoCaT (or another suitable body) as the chair of the Steering Committee. It is proposed that the Steering Committee would function as a stand alone group but at the same time develop a formal linkage with the MDB's Working Group on Sustainable Transport or WGST (that meets annually) but to include representation by key development partners.

Key development partners would include; DFIF; GIZ, UN-Habitat, IEA, ICCT, UNEP and WHO (and partners including UN Road Safety Collaboration key members).

- The Steering Committee should meet at six monthly intervals with considerable electronic communication in between meetings. For practical reasons it is proposed that the Steering Committee meet in conjunction with the WGST, or as part of other major transport event wherever possible. This arrangement should apply as long as it continues to meet the needs of the measurement task.
- The first meeting of the Steering Committee be set no later than end October 2014 (approximately 6 months after the recent WGST meeting in May).
- SLoCaT and relevant partners should agree on an adequate budget for the immediate work outlined below and undertake fundraising to realize the required budget – as a minimum it should cover the cost of part-time three senior professionals and two support staff and travel budgets for a period of two years.
- Prior to the meeting of the Steering Committee SLoCaT would attempt to confirm responsibilities for measurement of individual targets as indicated in Annex D.
- Meeting of Steering Committee (and subsequently)
- **Orientation** (January 2015 to end August 2015)
  - Assuming that there is sufficient support to move ahead a start can be made with the actual preparation and implementation of information collection and collation.
  - MDBs and development partners to agree to collate existing reports and data on urban access, rural access and national and regional connectivity, this to identify areas where information is readily available as well as those that present the most challenges in measurement, in their client countries and commit to doing a stocktake of data gaps by region/ country. A target of 6 months for the initial attempt at this work is envisaged.
  - MDBs and development partners to agree to collate existing reports and data on road safety, urban air pollution and associated premature deaths and injuries, global vehicle fleets and GHG estimates. This to identify areas where information is readily available as well as those that present the most challenges in measurement, in their client countries and commit to doing a stocktake of data gaps by region/ country. A target of 6 months for the initial attempt at this work is envisaged.
  - In the event targets and process indicators cannot be fully measured at the outset decide what process indicators would be initially chosen for measurement and/or identify where proxy indicators can be developed in the absence of desirable data.
  - Identify mechanisms to ensure the data pool is regularly refreshed through establishing information gathering arrangements – this may include contracting private firms to gather information and undertake surveys.
  - Identify the country/ regional baseline by target and relevant process indicator as comprehensively as possible.
  - Identify how inputs and advice from experts in each country can be facilitated using national panels to advise on data quality and coverage and provide interim estimates based on partial evidence where comprehensive data does not yet exist.

- Prepare a business plan covering subsequent periods with a detailed budgetary estimate for the two subsequent phases.

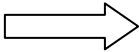
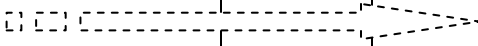
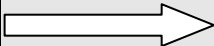

- **Phase 1: measurement and verification 2015 to 2020**






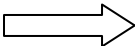






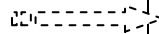
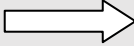

- Identify new data collection methods to improve measurement.
- Implement new data collection methods by target/ process indicator according to feasibility and budget availability including integration into national censuses and national expenditure surveys.
- Update the country/ regional baseline by target and relevant process indicator as comprehensively as possible with the aim to have a status report on sustainable transport guided by the Targets and Indicators of the Results Framework by the end of 2016.
- Mid-term review in 2017 with updated work plan and budget.
- Update the country/ regional baseline by target and relevant process indicator as comprehensively as possible with subsequent status reports by the end of 2018 and 2020.
- Continue to measure progressive achievement of targets and process indicators.

- **Phase 2: measurement and verification 2020 to 2030**

- Continued roll out.

**Table 5.1: Phased Action Plan for Measurement and Verification**

Action	August - October 2014	August - October 2014	2015 - 2020	2015 - 2020
<b>Inception</b>				
Create steering committee & reference group	○			
Confirm chair of steering committee	○			
Confirm responsibility for targets/ indicators	○			
Confirm/ secure budget for initial 2 years	○			
First meeting of steering committee (Oct 2014) & subsequent meetings at 6 monthly intervals	○			
<b>Orientation</b>				
MDBs/ development partners agree to collate reports, data and identify gaps within 6 months		○ 		

Action	August - October 2014	August - October 2014	2015 - 2020	2015 - 2020
Identify process indicators/ proxies based on identified data gaps				
Identify mechanisms for data refreshing/ expansion				
Identify baselines by region & country				
Identify how to initiate in-country panels for data collation/ data moderation/ advice				
Prepare phased-business plan to 2030				
<b>Phase 1: measurement and verification 2015 to 2020</b>				
Identify new data collection methods				
Implement new data collection methods by target/ process indicators				
First Status Report by end of 2016				
Mid-term review in 2017 with updated work plan and budget.				
Update baseline measurements				
Second and Third Status Report by 2018 and 2020				
Continue to measure progressive achievement				
<b>Phase 2: measurement and verification 2020 to 2030</b>				
Continue progressive measurement				

## ANNEX A: KEY STAKEHOLDER REFERENCE GROUPS

42. The preparation of the proposal for a sustainable development goal for transport and draft Results Framework has involved extensive consultation with the leading groups that have a stake in the dimensions of transport covered by each target as shown in the table below.

43. Our team sought out these stakeholders and have sought to incorporate their viewpoints in a coherent case for a dedicated SDG for transport and the Results Framework. In the case of safety, air pollution and health, and GHG emissions, where the leading global stakeholders already had ongoing programs, we enlisted their assistance to actively shape the goal statement and Results Framework.

44. The list below excludes the Major Groups represented in the OWG process.

Target	Stakeholder
<i>Access (Urban/Rural)</i>	
	Yssoufou Cisse, Projects Manager, <b>African Association of Public Transport (UATP)</b> . International federation affiliated to UITP.
	Ko Sakamoto, Transport Economist, Sustainable Infrastructure Division, Regional and Sustainable Development Department, <b>Asian Development Bank</b>
	Priyanthi Fernando, Executive Director, <b>Centre for Poverty Analysis, Sri Lanka</b> . Poverty-focussed think tank.
	Elizabeth Jones, Senior Infrastructure Adviser, <b>Department for International Development (DFID)</b> , UK: bilateral development agency
	Carlos Felipe Pardo, Director Ejecutivo, <b>Despacio</b> , Colombia. Urban transport consultancy.
	Manfred Breithaupt, Senior Transport Adviser; Mathias Merforth, Transport and Mobility, <b>Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)</b> , Germany: international cooperation agency
	Matthias Nuessgen, Strategy Manager, <b>European Institute for Sustainable Transport (EURIST)</b> . Transport-related NGO
	<b>John Hine</b> , Transport Economist and Consultant, UK
	Jerome Pourbaix, Senior Transport Economist; Philip Turner, Sustainable Development Manager, <b>International Association of Public Transport (UITP)</b>
	Peter Njenga. Executive Director; Nite Tanzarn, Independent Consultant, <b>International Forum for Rural Transport and Development (IFRTD)</b> . South-based network
	James Docherty, <b>Overseas Development Institute, UK</b> . Think tank and research organisation
	Dr Dieter Schwela, Senior Research Associate and Consultant on Urban Transport, <b>Stockholm Environment Institute</b>
	Jean-Noel Guillosoou, Program Manager and Camilla Lema, Senior Transport Specialist, <b>Sub-Saharan Africa Transport Policy Program (SSATP)</b> : partnership of 36 nations on transport in Africa, managed by World Bank
	Heather Allen, Programme Director Sustainable Transport, <b>Transport Research Laboratory (TRL)</b> . Transport research and consultancy organisation

Target	Stakeholder
	Rob Jong, Head, Transport Unit, Division of Technology Industry and Economics <b>(United Nations Environment Program (UNEP):</b> UN Agency for environment.
	Jeff Turner, Urban Transport Consultant contracted by <b>UN-Habitat</b>
	Marc H. Juhel, Sector Manager, Transport Division; Simon Ellis, Senior Transport Economist, South Asia Region; Virginia Tanase, Sr Transport Specialist; Andreas Kopp, Lead Transport Economist, Energy, Transport and Water Department; Roger Gorham, Transport Economist, <b>World Bank:</b> International Financial Institution
	Todd Litman, Founder and Executive Director of the <b>Victoria Transport Policy Institute</b> , Canada
<i>National Access and Regional Connectivity</i>	
	Tyrrell Duncan, Director, East Asia Transport, <b>Asian Development Bank</b>
	Nick Craven, Manager of Unit - Sustainable Development, <b>International Union of Railways</b> , France.
	Jonathan Nguyen, Public Affairs Manager, <b>UNIFE: the European Rail Industry</b> , Belgium.
<i>Road Safety</i>	
	Saul Billingsley, Acting Director General, <b>FIA Foundation</b> , UK
	Rob McInerney, CEO, <b>International Road Assessment Programme (iRAP)</b> , UK
	Alan Ross, road safety specialist/ <b>Steering Committee member</b>
	Tawia Addo-Ashong, Program Coordinator, Global Road Safety Facility, Transport, Water, Information & Communication Technologies Department, The <b>World Bank</b> Group, Washington DC, USA
	Tami Toroyant and Margie Peden, <b>World Health Organisation</b> , Geneva, Switzerland
	Charles Melhuish, <b>Independent Consultant</b> , Philippines
<i>Environment and Human Health</i>	
	Sheila Watson, Director of Environment, <b>FIA Foundation</b> , UK and Executive Secretary to the Global Fuel Economy Initiative
	Bjarne Pedersen, Executive Director and Alvin Mejia, Manager of the Low Emissions Urban Development Program, <b>Clean Air Asia</b>
	Rob de Jong, <b>Partnership on Clean Fuels</b> , UNEP, Nairobi
	Cristiano Façanha, <b>International Council on Clean Transportation</b> , San Francisco, USA
	John Dulac, <b>International Energy Agency</b> , Paris, France
	Carlos Dora, Coordinator, Interventions for Healthy Environments (IHE) Department of Protection of the Human Environment (PHE), <b>World Health Organisation</b> , Geneva, Switzerland
	Michael Replogle, Managing Director for Policy and Founder, <b>Institute for Transportation and Development Policy</b> , New York, USA
	Lew Fulton, co-director NextSTEPS, <b>Institute of Transportation Studies at UC Davis (ITS-Davis)</b> , California, USA
<i>General approach</i>	



Target	Stakeholder
	Derk de Haan, <b>Agentschap NL / NL Agency</b> , Netherlands

## ANNEX B: APPRECIATION OF CURRENT TERMS

There are several key terms that need to be clarified to ensure a common understanding. The consultants' present understanding of key terms is as follows:

**Goal.** A goal is a desired positively worded result or achievement toward which effort should be directed. Some logical frameworks, including those used by DFID and the Asian Development Bank (ADB), use the word 'impact' instead of goal. A goal can be aspirational, usually has a long-term horizon and generally has several processes that can contribute towards it.

**Target** is a specific measurable outcome. DFID considers that targets should be Specific, Measurable, Achievable, Relevant and Time bound (ie, 'SMART'). DFID and ADB use the term outcome in their logical frameworks (the word 'purpose' was used in this context before). The 'Sustainable Energy 4 All initiative'<sup>1</sup> has used the term 'objective' for the three subcomponents of its goal and these are formulated in similar ways to its goal.

**Indicator** is a means of measuring progress towards the target. One target can have several different indicators that each measure different parameters that are directly related to the target. Indicators should be relevant, valid, reliable, sensitive, measurable, ethical, appropriate, transparent, interpretable, actionable and be based on cost-effective data<sup>2</sup>. Indicators can directly measure progress towards the target, or can be '**proxy indicators**' that measure something else that is closely related to achieving the target.

**Baseline level** is the value of the target as measured by the relevant indicators at the start of the timeline (the baseline condition).

**Ambition level** is the anticipated the value of the target as measured by the relevant indicators at the end of the timeline (e.g. 2030). The **achievement level** can be used to describe the ambition level, but it could mean the progress achieved to date towards that ambition. To avoid ambiguity, the term achievement level will be avoided.

**Long term vision** is the aspiration for a higher value of the target beyond the timeline (e.g. post-2030).

**Universal access** is an aspiration that all members of society irrespective of age, gender, ethnicity, income and physical abilities should have equality of access to the transport system itself as well as the opportunities such as jobs, education and health services that are facilitated by transport infrastructure and services. '**Universal design**' in the provision of transport infrastructure and services to ensure older persons, people with disabilities and people travelling with small children and vulnerable people are not excluded by physical barriers or dangers. '**Universal access**' can be used in a relatively 'narrow' sense, in relation to transport infrastructure and services that comply with good

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<sup>1</sup> The Sustainable Energy 4 All initiative, which has developed a detailed global tracking mechanism for the three objectives it is promoting: universal access to energy; greater energy efficiency; and increased use of renewables (<http://www.sustainableenergyforall.org/tracking-progress>) (accessed 26 October 2013).

<sup>2</sup> Gudmundsson H (2010). Criteria and Methods for Indicator Assessment and Selection. Background report for Chapter 4 in *COST Action 356 Scientific Report*. Brussels. European Cooperation in Science and Technology (COST). Available from: [http://cost356.inrets.fr/pub/reference/reports/C356\\_2.2\\_report\\_criteria\\_HG\\_220410.pdf](http://cost356.inrets.fr/pub/reference/reports/C356_2.2_report_criteria_HG_220410.pdf).

‘universal design’<sup>3</sup>. However, in the Goal 8c of the High Level Panel of Eminent Persons and in the SLoCaT-supported Sustainable Development Goal, ‘**universal access**’ is used in a wider sense of equitable access by all people in society, irrespective of background and current status. The World Bank<sup>4</sup> stated “the availability of transport services for the poor, women, persons with disability and the elderly . . . requires the removal of institutional and physical barriers and the enhancement of incentives to increase the accessibility of diverse individuals and groups to transport opportunities”. ‘**Universal access for all**’ may appear to be a tautology requiring further consideration, but it may have validity in reinforcing the inclusiveness of the goal.

**Inclusive transport** is a means to ensure universal access. It is a term widely used by ADB, DFID, GIZ and World Bank and other agencies, and a recent ADB document<sup>5</sup> stated that socially inclusive transport needs to: (i) “maximise **employment and income opportunities**, especially for the poor, excluded and vulnerable; (ii) provide **access to basic social services and facilities** (education, health, markets, leisure etc.); (iii) ensure **affordability** of transport services; (iv) ensure **inclusive physical design** of infrastructure and vehicles; (v) promote **community cohesion and liveability**”; and by (vi) **minimising potential negative impacts** (safety, human trafficking, communicable diseases, health) of transport services on people, especially on the most vulnerable members of society; resettlement, exposure to noise, vibration and air pollution). Hence it is assumed ‘inclusive access’ that has the same meaning as ‘universal access.’

Concern about sustainability has led to use of concepts such as **sustainable transport** and **green transport**. While there are a variety of definitions of **sustainable transport**<sup>6</sup> is assumed here to provide access to jobs and important community services while having the features of inclusive transport above and at the same time the transport services should demonstrate: (i) efficient use of resources during implementation and operation; (ii) resilience to climate risk; (iv) financial sustainability; and (iv) institutional sustainability. Green transport is assumed to be identical to sustainable transport since for transport to be considered sustainable it needs to incorporate green concerns<sup>7</sup>. The concepts are generally used in a relative rather than an absolute sense: the aim is for progressively greater sustainability within transport systems.

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<sup>3</sup> See 1993 United Nations Standard Rules on the Equalisation of Opportunities with Persons with Disabilities and the AusAID (2013), Accessibility Design Guide: Universal design principles for Australia’s aid program.

<sup>4</sup> <http://web.worldbank.org/WBSITE/EXTERNAL/TOPICS/EXTTRANSPORT/EXTTSR/0,,contentMDK:20238928~menuPK:1328314~pagePK:210058~piPK:210062~theSitePK:463716,00.html> (accessed 23 October 2013).  
<http://web.worldbank.org/WBSITE/EXTERNAL/TOPICS/EXTTRANSPORT/EXTTSR/0,,contentMDK:20238928~menuPK:1328314~pagePK:210058~piPK:210062~theSitePK:463716,00.html> (accessed 23 October 2013).

<sup>5</sup> ADB (2012). Social Objectives paper (draft) prepared as part of the proposed Sustainable Transport Appraisal Framework.

<sup>6</sup> A very similar definition was put forward by Sustainable Transportation (CST) (2005): Defining Sustainable Transportation. Prepared for Transport Canada. Available online at: [[http://cst.uwinnipeg.ca/documents/Defining\\_Sustainable\\_2005.pdf](http://cst.uwinnipeg.ca/documents/Defining_Sustainable_2005.pdf)] that was adopted by Daniel Bongardt, Dominik Schmid, Cornie Huizenga and Todd Litman (2011), Sustainable Transport Evaluation: Developing Practical Tools for Evaluation in the Context of the CSD Process, Commission on Sustainable Development, United Nations Department of Economic And Social Affairs. [<http://www.sutp.org/component/phocadownload/category/68-td7?download=137:td-ste-en>]. This same reference recognises a standard definition of sustainable transport is needed.

<sup>7</sup> World Bank (2013), Thailand - Green Transport Policy Directions for Improved Freight and Passenger Travel Outcomes, with Lower Energy Use and Emissions. Report no. 80237. Pages 7-8.

The term **clean transport** implies minimal vehicle exhaust (e.g. particulate matter) and greenhouse gas emissions. This term is also very often used in a relative sense, with 'cleaner transport' having fewer negative impacts on the environment than previous transport types (e.g. advanced Euro 5 diesel buses compared to pre-Euro buses). Non-motorised transport such as cycling and walking do not emit harmful emissions..

## ANNEXC: MEASUREMENT OF TARGETS AND PROCESS INDICATORS

**Table C.1: Summary Assessment of Measurability of Targets and Process Indicators**

Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
<b>Rural access</b>				
<b>Target:</b> Secure universal access by sustainable transport for rural populations by 2030.	See below under process indicators			
<b>Process indicators:</b> Proportion of the rural population living within two kilometers of a road, motorable trail or other appropriate infrastructure providing all-year access for sustainable transport (desired achievement: 100% achievement of local access targets, special monitoring the poorest and remotest quintiles).	Yes. This indicator is a required IDA indicator and many countries have baseline estimates. The measurement methodology can be improved and simplified using GIS	In IDA countries, national ministries (transport or planning) have existing estimates. Most other countries would have the necessary GIS road and population data layers to allow rapid measurement of the indicators	Most countries will have the required data, but some may need to convert existing datasets into high resolution GIS 'layers'. Some LIC countries lack up-to-date assessments of prevailing condition of rural roads. This can be obtained rapidly by the local authorities when required	Designate international coordination body and national coordination bodies (eg, transport or planning authorities). Agree and test simplified methodology based on GIS technologies for more rapid measurements/estimations. The DFID AFCAP2/ASCAP programme has indicated interest in facilitating the rapid development and testing of the required data collection/measuring systems
Proportion of rural population living within 30 minutes' walk of appropriate formal or informal transport services (desired achievement: 100% achievement of local access	Yes. Measurable through HH survey or rapid stratified transport survey	National planning ministries and transport authorities.	Not all HH surveys include relevant questions and so rapid stratified transport surveys are suggested to obtain required data	As above. Agree and test the required stratified transport survey methodology to allow timely data collection

Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
targets, monitoring poorest and remotest quintile).				
Travel time, including walking, from villages to local towns with markets and medical facilities for the poorest rural income quintile (desired achievement:100% achievement of local travel-time targets)	Yes. Measurable through HH survey or rapid stratified transport survey	National planning ministries and transport authorities	Not all HH surveys include relevant questions and so rapid stratified transport surveys are proposed to obtain required data	As above. Agree and test the required stratified transport survey methodology to allow timely data collection.
<b>Urban access</b>				
<b>Target:</b> Secure universal access by sustainable transport for urban populations by 2030.	See below under process indicators			
<b>Process Indicators:</b> 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).	Yes. Measurable through HH survey and/or transport survey. Partial data exists already in many major cities of HICs, MICs and LICs.	City authorities and their household and/or transport surveys.	Not all cities have systematically collected relevant data (particularly smaller cities/towns in LICs).	Designate international coordination body and national coordination bodies (e.g. city authorities and national transport authorities). Agreement on basic datasets and methodologies for determining and using process indicators.
Proportion of income spent by urban families on transport to reach employment, education, health and community services	Yes. Measurable through HH survey.	City authorities and their household and/or transport surveys.	Not all cities have systematically collected relevant data (particularly smaller cities/towns in LICs).	As above

Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
(desired achievement: less than 20% of household income for poorest quintile).				
Proportion of households within 500 metres of good quality affordable public transport accessible by dedicated walking and/or cycling facilities (desired achievement: 100%).	Yes. Measurable through GIS with data from HH survey and transport survey	City authorities and their GIS maps and their household and/or transport surveys.	Not all cities (particularly smaller cities/towns in LICs) have the GIS planning tools with data layers with systematically collected relevant data	As above
<b>National access &amp; regional connectivity</b>				
<b>Target:</b> Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030.	See below process indicators			
<b>Process Indicators:</b> Logistics Performance Index for all countries at least 80% of countries to be a rating of 3.5.	Yes: in 2012, only 17% of countries had an LPI of 3.5. Available for individual countries and therefore by region.	World Bank's Logistics Performance Index	Nil	Nil
Passenger-kilometre shares by land public transport in major national and regional corridors	Partially today by nation and region via classified traffic	Customs and Immigration authorities; highway departments	Comprehensiveness and consistency by nation	Single agency (as for World Bank for LPI) needs to be designated. Existing data needs to be collated first, and then

Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
by 2030 (desired achievement: an increase, based on baselines & forecasts to be developed, in specific corridors by nation and region).	counts collected at national borders and in national corridors			supplemented, via effective ongoing mechanism by nation and then centrally analysed and reported; priorities for national and regional corridors need to be established and surveys organised to fill gaps. Provide funding.
Reduce the cost of national and regional bulk freight per tonne-km (desired achievement: 80% of best international practice for relevant commodities, in specific corridors by nation and region).	Yes	Logistics industry data	Data needs to be collated for major bulk commodities by nation on regular basis	Single agency (as for World Bank for LPI) arranges for logistics industry to report in agreed format
Reduce the cost of national and regional bulk freight per tonne-km (desired achievement: 80% of best international practice for relevant commodities, in specific corridors by nation and region).	Yes	As above	Data needs to be collated for major commodities by nation on regular basis	As above
<b>Road safety</b>				
<b>Target:</b> Halve the burden due to global road traffic crashes by halving the number of fatalities and serious injuries by 2030 compared to 2010.	Yes, by country, region & globe	WHO and UN Road Safety Collaboration data collation for "Decade of Road Safety"	Nil	Maintain and increase funding & extend UN road safety focus to 2030.



Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
<b>Process Indicators:</b> 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).	As above	As above	Nil	As above
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).	As above	As above	Nil	As above
Economic impact due to road crashes (desired achievement: by 2030, reduce by half the economic impact of road crashes compared with 2010 baseline of 3% of GDP per year).	As above	As above	Nil	As above
<b>Air pollution &amp; health</b>				
<b>Target:</b> Halve premature deaths from road related air pollution by 2030 compared to 2010	Yes, making use of the approach piloted in the Transport and Health Study by the World Bank.	WHO's data base of existing air quality monitoring data. UN population data.	Quality of data might be issue	Continual improvement and use of new scanning technologies for consistent measurement

Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
<b>Process Indicators:</b> Premature deaths from air pollution (desired achievement: 50% reduction compared to 2010 baseline of 184,000)	Yes, making use of the approach piloted in the Transport and Health Study by the World Bank.	WHO's data base of existing air quality monitoring data. UN population data.	Quality of data might be issue	Continual improvement and use of new scanning technologies for consistent measurement
PM10 and/or PM2.5 air pollution from passenger and freight vehicles by 2030 (desired achievement: 70% reduction compared to 2010).	Yes for major countries, regions for the globe	Able to be estimated by ICCT using their Roadmap model or IEA using their MoMo model	More refinement of inputs and numbers of countries separately identified	Continuous improvement & collaboration between IEA and ICCT
Proportion of urban dwellers engaging in adequate outdoor physical exercise according to WHO.	Not known	WHO global reporting mechanism and national ministries of health	Not known. Standardised sample surveys may need to be developed	WHO to determine
<b>Greenhouse gas emissions</b>				
<b>Target:</b> Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate and at 2030 transport-related emissions are no higher than 2010 emissions.	Yes	IEA MoMo model and input data on fleets etc. for major countries, regions for the globe	More refinement of inputs and numbers of countries separately identified	Continuous improvement & collaboration between IEA & ICCT
<b>Process Indicators:</b> Double fuel economy in all new Light Duty Vehicles by 2030,	Yes for major countries, regions for the globe	As above	As above	As above

Target/ Process Indicator	Is baseline measurable now or in immediate future?	Current Data Source	Data gap	What needs to be done
and in all Light Duty Vehicles by 2050 from a base year of 2005.				
Phase-out all motor vehicle fossil fuel subsidies by 2020.	Yes for major countries, regions for the globe	GIZ Fuel Prices Survey estimates countries with high fuel price subsidies and tracks them over time	Nil	Continue the survey every two years as current
Travel share of public transport, cycling and walking (desired achievement: double the global share by 2030).	Yes, measurable at city level through conventional transport surveys.	Data obtained from city-based transport surveys. Major cities worldwide have routine transport surveys.	Smaller towns may not carry out surveys, especially in LICs. Need to agree the specific data required to ensure compatible statistics.	Assign bodies to be responsible for national and international data coordination. Agree which city-level datasets should be used. Agree methodology for relating city-level data to national achievements/compliance.
Black carbon emissions from transport by 2030 (desired achievement: 60% reduction).	Yes for major countries, regions for the globe	Estimated by ICCT using their Roadmap model for major countries, regions for the globe	More refinement of inputs and numbers of countries separately identified	Continuous improvement & collaboration between IEA and ICCT
Zero Emission Vehicle share of light-duty 4-wheel and motorised 2-wheel vehicle sales worldwide by 2030 (desired achievement: 20%).	Yes for major countries, regions for the globe	Industry vehicle sales data by nation and fleet class	Data needs to be collated and reported at a central level	Responsible agency required