DFID, GIZ, UN-Habitat, SLoCaT

Development of a Post 2015 Results Framework on Sustainable Transport

Inception Report

Final
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Prepared by

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The views in this report are those of the authors
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Acronyms and Abbreviations

µg	microgram
ADB	Asian Development Bank
DFID	Department for International Development, UK (UKaid)
FIA	Foundation Road safety charity started by Fédération Internationale de l'Automobile (FIA)
GHG	Greenhouse gas
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit (German international cooperation)
GmbH	Gesellschaft mit beschränkter Haftung (limited company)
GRSF	Global Road Safety Facility
ICCT	International Council on Clean Transportation
ICT	Information and communications technology
IEA	International Energy Agency
IRF	International Road Federation
ITF	International Transport Forum (OECD)
LPI	Logistics Performance Index
NGO	Non-governmental organisation
OECD	Organisation for Economic Co-operation and Development
ODI	Overseas Development Institute
op. cit	opere citato 'see previous citation of this work'
OWG	Open Working Group (of United Nations)
PM	particulate matter
RAI	Rural Access Index
SDG	Sustainable development goal
SLoCaT	Partnership on Sustainable Low Carbon Transport
SMART	Specific, Measurable, Achievable, Relevant and Time bound
SSATP	Sub-Saharan Africa Transport Policy Program
ToR	Terms of Reference
UITP	International Association of Public Transport
UK	United Kingdom of Great Britain and Northern Ireland
UN	United Nations
UNEP	United Nations Environment Programme
UN-Habitat	United Nations Human Settlement Programme
WHO	World Health Organisation

1.   Introduction

1.1   Background

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). UK Prime-Minister David Cameron co-chaired the UN Secretary General's High Level Panel of Eminent Persons on the Post-2015 Development Agenda[1] aimed at eradicating absolute poverty by 2030. The High Level Panel produced a report, which included a suggested goal framework. Transport targets are included under two of the proposed 12 goals (see Box 1).

Box 1: Suggested inclusions of transport in the post-2015 development agenda

The High Level Panel of Eminent Persons [1]

Goal 7. Secure Sustainable Energy
- Target 7c. Double the global rate of improvement in energy efficiency in buildings, industry, agriculture, and transport
- Target 7d. Phase out harmful and inefficient fossil fuel subsidies that encourage wasteful consumption

Goal 8. Create Jobs, Sustainable Livelihoods, and Equitable Growth
- 8c. Strengthen productive capacity by providing universal access to financial services and infrastructure, such as transportation and ICT

Sustainable Development Solutions Network Recommendations [2]

Goal 6 Improve agriculture systems and raise rural prosperity
- Target 6c. Ensure universal access in rural areas to basic resources and infrastructure services (land, water, sanitation, modern energy, transport, mobile and broadband communication, agricultural inputs, and advisory services).

Goal 7: Empower inclusive, productive, and resilient cities
- Target 7b. Ensure universal access to a secure and affordable built environment and basic urban services including housing; water, sanitation and waste management; low-carbon energy and transport; and mobile and broadband communication.

The Open Working Group 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. The forthcoming session of the OWG that covers sustainable transport will be held during January 6-10, 2014. To advance the case for the integration of sustainable transport in the goal framework of the post 2015 development agenda requires the translation of the Rio+20 consensus on the importance of sustainable transport for achieving sustainable development. Concrete proposals for a Results Framework for Sustainable Transport with suggested targets, indicators and a monitoring framework is required.

The Partnership on Sustainable Low Carbon Transport (SLoCaT[3]) has been advocating the adoption of a Sustainable Development Goal (SDG) on sustainable transport: 'Universal Access to

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[1] High Level Panel of Eminent Persons on the Post-2015 Development Agenda (2013), A New Global Partnership: Eradicate Poverty and Transform Economies Through Sustainable Development.
[2] Sustainable Development Solutions Network 2013, Action Agenda for Sustainable Development, Prepared for the UN Secretary General, October 2013. Available at: http://unsdsn.org/files/2013/10/An-Action-Agenda-for-Sustainable-Development.pdf

Clean, Safe and Affordable Transport for All'. SLoCaT's outreach efforts are aimed at the Open Working Group (OWG) which is developing recommendations on SDGs and associated targets on behalf of the UN General Assembly. The SLoCaT partnership is proposing three main targets linked to the sustainable transport SDG. These are listed in Annex A.

The 2013 Report 'Planning and Design for Sustainable Urban Mobility' of the United Nations Human Settlement Programme (UN-Habitat) focused on sustainable urban mobility. UN-Habitat, at its 24th Governing Council Meeting in April, 2013 decided to strengthen its work on sustainable urban mobility. In addition to its activities on knowledge management and national and local policy facilitation on sustainable transport it is expected that UN-Habitat will play a lead role in convening stakeholders on sustainable transport by UN Secretary General Ban Ki-moon. This may include a lead role in an Advisory or High Level Group on Sustainable Transport.[4]

UNEP have taken the lead in preparing an Issues Brief on Sustainable Transport on behalf of all UN Agencies as their input to the January meeting of the OWG which was prepared in consultation with a small range of outside groups including SLoCaT. This includes draft targets, indicators and ambition levels (see targets in Annex A).

1.2   Objective

The current project aims to develop a credible Results Framework for Sustainable Transport that confirms the goal statement, sets targets and the means to measure them and provides the basis for monitoring progress in the implementation of the proposed SDG building from the work done by SLoCaT, UNEP and others. The Terms of Reference for the project (see Annex F) identify a progressive process by which technical considerations relevant to sustainable transport are integrated with key stakeholder inputs to converge on a suitable goal statement, targets and indicators, future achievement levels and linkages to other goals. The Results Framework will focus on land transport and cover both passenger and freight transport.

1.3   Administrative Arrangements

Providing financial and technical support for this project are:
- **Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH** – 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. DFID will also provide resources for conducting parallel work on poverty and transport.

They will closely coordinate and cooperate with the SLoCaT partnership on the implementation of the proposed project. Cornie Huizenga, Joint Convener, SLoCaT is providing guidance to the two consultants who have been engaged to perform the main technical inputs. The consultants are:

- Philip Sayeg, sustainable transport consultant and Team Leader engaged by GIZ and responsible for safety and environment, overall reporting and production of an integrated and harmonised Results Framework; and
- Paul Starkey, sustainable transport and access consultant engaged by UN-Habitat (with DFID support) with focus on urban and rural passenger access and freight transport.

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[3] The Partnership on Sustainable Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organizations including UN organizations, multilateral and bilateral development organizations, NGOs and foundations, academia and the business Sector. See: [www.slocat.net].

[4] The Secretary-General's Action Agenda includes transport as one of six building blocks for the post 2015 framework on sustainable development. He plans "to convene aviation, marine, ferry, rail, road and urban public transport providers, along with Governments and investors, to develop and take action on recommendations for more sustainable transport systems that can address rising congestion and pollution worldwide particularly in urban areas.

The consultants will work as an integrated team with the GIZ consultant nominated as the Team Leader[5]. The two consultants will prepare common deliverables with this Inception Report being the first such example. Further details of the precise allocation of responsibilities between the consultants are provided in Table D1 and Table D2 in Annex D.

It is anticipated that a Steering Committee will be formed to provide technical reviews of key deliverables. The proposed ToR are shown in Annex E. The ToRs for the consultants' work (Annex F) have been designed to be interlocking and produce an integrated and harmonised proposal for a Results Framework so that Annex F shows a single set of tasks to be performed by the consultants. Stakeholder consultation will be facilitated by the Secretariat of the SLoCaT Partnership.

1.4   Purpose of this Inception Report

This Inception Report[6] sets out:
- Consultation process to ensure as wide as possible inputs by stakeholders;
- The consultants' understanding of the technical aspects of the work already identified in their ToRs (that are harmonised) including initial appreciation of key issues; and
- The envisaged schedule of deliverables and the dates.

2.   Proposed Approach and Comments on Tasks

2.1   Facilitation of Stakeholder Inputs

During the Inception Period a preliminary list of the key stakeholders for each target area were identified as shown in Annex B. The aim is to contact them following the Inception Phase with a view to seeking their inputs in developing the draft proposal for the Results Framework. The initial email contact would be customised to be relevant to the target area and stakeholder and would:

- Explain the purpose of the Results Framework and identify project sponsors;
- Describe the process of producing the Results Framework;
- Identify the progressive reporting schedule;
- Seek information on their current and planned relevant work, databases, observations on what might be suitable indicators etc., and any relevant work done by others;
- Request their further inputs and advice linked to the progressive reporting schedule;
- Initiate voice contact and discussions when relevant.

The SLoCaT Partnership will create a dedicated section on its website (www.slocat.net) to document the on-going efforts on the Results Framework. It will also solicit inputs from its membership through a dedicated email. Updates will be provided through the quarterly SLoCaT newsletter. Use will also be made of SLoCaT twitter account and other social media to stimulate a broader discussion on the Results Framework. The SLoCaT partnership will also help in identifying suitable international events to present the draft Results Framework as it evolves.

2.2   Comments on Technical Tasks

The priority will be to develop a set of proposed targets that are simple, impactful, concise and easy to communicate and understand.

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[5] Sayeg is expected to be contracted by GIZ to provide 31 days of input and Starkey by Habitat for 36 days.

[6] Due to the short lead time available for preparation of the key deliverables it is assumed that any comments on the Inception Report be taken account of in the consultant's subsequent work and would not lead to a revision of the Inception Report. The same approach is necessarily required for Progress Reports 1 and 2.

There are several key terms that need to be clarified to ensure a common understanding. The consultants' present understanding of key terms is set out in Annex C.

2.2.1 Defining key tasks

Comments, with an appreciation of relevant issues, are made below on key technical tasks identified in the planning MOU and the consultants' ToR (refer Annex F):

- Task A: Validate proposed SDG
- Task B1: Validate proposed targets
- Task B2: Recommend indicators and proxy indicators
- Task C: Specify ambition levels of proposed targets and indicators
- Task D1: Assess the desirability and feasibility of country cluster classification for targets
- Task D2: Establish and document baseline data requirements and availability
- Task E: Present and report Results Framework (output)

First, as indicated above the technical tasks are sequential and logical, and with the process of stakeholder engagement identified, provide a clear means of arriving at a proposal for an integrated and harmonised Results Framework that can claim to have broad support within the transport community (Task E, above). A fundamental assumption is that the work to be undertaken will build from the base of recent work by SLoCaT, as well as UNEP and the activities by others[7].

2.2.2 Task A: Validate proposed SDG

As indicated in the TORs for the consultant, the formulation and precise wording proposed SDG will need to be considered at various stages in development of draft proposal for the Results Framework because the components of the goal and how they are expressed are dependent on what the subsequent technical analysis will conclude. Work on this will follow two tracks; first, that of a dedicated Goal for Transport and second, transport being integrated in a (limited) number of other goals. In support of this the consultants will monitor the overall discussion on SDGs. An initial assessment of wording as currently used in SLoCaT's formulation of the goal was made as shown in Annex C where it is assumed that 'universal access' has a broad meaning and is facilitated by 'inclusive transport' which is a concept supported by many organisations including World Bank, ADB and the UN. The attributes of 'inclusive transport' have been usefully defined recently by ADB who provides a good working definition that is set out and discussed in Annex B.

2.2.3 Task B1: Validate proposed targets

The key activities under this task will require:

- **A review of coverage of proposed targets** by SLoCaT, UNEP (as Annex A) and others[8] across transport and its realm of influence: are all significant effects captured by the current definition of targets? This will require for each target area a review of the extent to which the proposed focus on access, safety and environmental performance capture the specific economic, social and environmental dimensions of sustainable transport and its overall development impact;

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[7] High Level Panel of Eminent Persons on the post-2015 Development Agenda; the Sustainable Development Solutions Network (http://unsdsn.org/) putting forward the need for an urban SDG; the report on perspectives from UN Global Compact participants where transport infrastructure is seen as a necessary part of the enabling environment for poverty eradication and other higher goals; the Overseas Development Institute's web hub of information of what should follow the MDGs post 2015 (http://post2015.org/) and the 'My World' consultation.

[8] See for example: European Environment Agency (2011), Laying the Foundation for Greener Transport, TERM 2011, Transport Indicators, Towards Tracking Progress Towards Environmental Targets in Europe. Daniel Bongardt, Dominik Schmid, Cornie Huizenga and Todd Litman (2011), op. cit.

- **Review and discussion of coverage within the scope of each target.** The aim would be to identify and consider the most relevant and significant dimensions (refer below) and to consider how they might be incorporated into targets and indicators. It is likely not all dimensions will be able to be addressed completely in the proposed Results Framework and if that is the case, the reasoning would be described.
- **Assess appropriate indicators** for each target; and
- **Present clear causal links** between the **indicators, targets and the proposed SDG.**

The **dimensions of each target** that would be considered could include:

- **Access (urban and rural persons):**
  - **'inclusive access' for all groups in society** including the vulnerable (covering poverty, gender, older persons, young, ethnicity), difference between mobility and accessibility; preconditions for access (e.g., affordable, timely, safe, secure, comfortable, convenient and healthy travel environment).
  - **Access to opportunities.** Improving access is the principal motivation for improving transport: the transport system provides a means to the end (opportunities which remain to be defined but could include jobs, education, health centres and markets. Improving access may require altering the proximity to opportunities and services as well as improving transportation.
  - **Access by which modes?** Cities have different traditions and transport technologies (including motorcycles and three-wheelers). The potential for walking is often constrained by the poor condition of facilities, heavy traffic and poor air quality and other factors. In some rural areas motorcycle taxis are the only form of 'public transport'. The aim may be an appropriate mix of sustainable transport modes.
  - **Presence of infrastructure is no guarantee of adequate public transport (and freight transport) services being provided.** This issue will need careful consideration.
- **Access for freight transport:** urban and rural and linkage to other sectors (e.g. industry, agriculture, and broader economy).
- **Safety:** Globally, 1.24 million people die on roads every year. Deaths and injuries from road use is a very significant public health, social and economic issue:
  - **WHO (2013) reports that fatalities from road use in 2010 have remained stable since 2007** while the global vehicle fleet has grown 15%. Much remains to be done.
  - **General Road safety policies/strategies/capacities in a country** (traffic rules, enforcement, vehicle security and maintenance, consideration of safety aspects in planning, road safety on political agenda, institutions dealing with road safety).
  - **Security of transport operators and passengers is crucial for rural and urban access.**
- **Environment:**
  - **Ambient air quality in urban areas** as likely measured by fine particulate matter such as particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) is likely t**o be a focus of discussions on air** quality although reliable data are limited.
  - **Road dust** along unpaved roads is a serious problem for many people in developing countries (rural and urban) and ma need some recognition.
  - **Noise** is a localised problem that may require some recognition.
  - **Greenhouse Gas emissions**: Transport is a growing contributor to GHG emissions often representing between 20% and 30% of a nation's total GHG emissions but in countries with little industry transport is a much more significant contributor. GHG emissions from transport are mainly created by middle and high income countries.
  - **Climate resilience and resource efficiency:** the targets and goals refer to the outcomes and effects provided by transport (good and bad) but the organisation, design, implementation and operation of transport can be done in ways that are resource efficient (eg, minimise GHG emissions) or provide useful climate resilience.
- **Linkages between targets and other sectors:** between (i) 'target' areas: for example, between all weather access and community and economic resilience in times of severe

natural events in rural[9] and urban areas; and (ii) between (sustainable) access and other sectors e.g. democratic process and human rights.

- **The appropriateness of 'average' measures** for a target for an individual city or rural area or between different sized cities or rural areas with quite different characteristics need to be considered. Averages may conceal wide disparities.

The ToRs also require examination of a set of targets and indicators that could be integrated into other proposed SDGs in case of a scenario under which a dedicated transport SDG is not finally adopted. The work under this task will be contained in Progress Report 1.

2.2.4 Task B2: Recommend indicators and proxy indicators

Technically sound indicators would exhibit the characteristics of being 'specific, measurable, assignable, realistic and time-related' (SMART). But it is recognised that indicators need to have wide support from expert communities and regional/ country stakeholders.

The first activity under this task will therefore be to review what indicators are being proposed by different proponents in relation to a proposed SDG or target, if any. The second activity requires formulation or selection of indicators that as far as possible are SMART but that integrate other proponents' indicator formulations tempered by practical constraints imposed by current databases taking account of their potential for progressive upgrading (envisaged in Progress Report 1). Some indicators may measure the defined 'target' quite precisely (e.g. child mortality rates) but some may be proxy indicators that measure something correlated with or associated with the target.

2.2.5 Task C: Specify ambition levels of proposed targets

The ToR (Annex F) identifies that proposed ambition levels for 2030 for each target need to be carefully considered and ultimately must be framed in ways that are consistent with the conceptual approach adopted by other sectors in the post-2015 development framework (e.g. 'realistic or visionary'). They also need to be consistent with efforts in other relevant global initiatives e.g. the UN Global Decade of Action on Road Safety (2010-2020); and implications for Greenhouse Gas emissions that may emerge under new global agreement on climate change. Ambition levels will be proposed in Progress Report 2. The expression of the achievement level would also depend on:

- **formulation of the index:** a common formulation of indicators such as in the Sustainable Energy 4 All initiative, the World Bank's The Little Green Data Book 2013 and the Rural Access Index is to express an index as the percentage of persons with a given level of the desired attribute. Achievement level will express the desired change in percentage of persons with this attribute by 2030 compared to the actual 'observed' value of the index at the start of the program.

- **how the 'baseline' is defined.** The assumption in most Results Frameworks is that the 'baseline' is a concept applied to a situation 'before' an intervention or program (as referred to above) and is therefore different to a dynamic baseline or 'Business as Usual' also known as the 'counter factual' and 'base case' which feature in economic evaluations and GHG emission calculations. The target for the decade of action on road safety[10] is five million lives saved from 2010 to 2020 (against a dynamic BAU).

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[9] Abla Safir, Sharon Faye Piza, Emmanuel Skoufias, 2013 "Disquiet on the weather front: the welfare impacts of climatic variability in the rural Philippines". Policy Research Working Paper, World Bank. Washington DC, August. Page 5.
[10] WHO (2013), Global Status Report on Road Safety 2013 – Supporting a Decade of Action.

2.2.6 Task D1: Assess the desirability and feasibility of a country cluster classification

The ToRs recognise the wide variation in incomes, growth rates, technical capacity and data resources of among nations and regions. Accordingly, it is proposed to consider ambition levels suitable for different 'categories' of countries. The concept of 'country clusters' is considered. This would involve develop a 'country-cluster' approach allowing the targets and/or indicators to be made appropriate to groups of countries. Such groups may reflect differences in data availability and/or differences in appropriate or achievable targets or sub-targets for different countries. The clusters might reflect different levels of motorisation, wealth or general development state. This approach would be consistent with the approach set out by the UN System Task Team on the Post-2015 UN Development Agenda.[11]

A useful country and regional income classification system is contained in World Bank's The Little Green Data Book 2013[12] and World Development Indicators. This classification will possibly be adopted for other sectors and will be considered seriously.

In proposing an approach of organising targets at sub-global level it will be important to assess whether a proposed country classification works equally well for all of the proposed targets or whether this would apply to only one or more of the targets. It is important to ensure that the proposed country classification system does not clash with the manner in which other goals and targets are being developed. It is most likely that the SDGs will contain global level targets and that these are subsequently detailed at a lower abstraction level, e.g. country clusters or countries. A suitable 'country cluster' classification system will be included in Progress Report 1.

2.2.7 Task D2: Establish and document baseline data requirements and availability

There is vast amount of data on transport, energy and climate change. Some of it is 'actual' (observed) and other is 'simulated' (as in the case of IEA's estimates of GHG emissions). Significant global efforts have been made to compile some data. Some data is collected occasionally (e.g. travel data in cities and rural accessibility). Some data are rarely collected systematically and directly (e.g. road freight data from farm to local market) but may be measured by industry perception surveys[13].

It appears that the choice of baseline year may vary by target and by 'level' in the country cluster classification system (by country or region). This should be done in consultation with respective communities working on these specific topics. Proposals for baseline years will be made in Progress Report 2 but implications identified in Progress Report 1.

2.2.8 Task E: Prepare and present draft and final Results Framework

Proposals for the Results Framework will be prepared jointly by the access consultant and the environment and safety consultant (Team Leader) to ensure that the framework is integrated and harmonised. The work will include the steps described in the ToRs under 'outputs' summarised below for convenience:

- **Identify and describe** possible changes that may be needed to the formulation of the SDG;
- **Propose** detailed formulations for proposed targets and indicators;
- **Describe** the typical types of baseline data that are available;
- **Recommend and define** Indicators and proxy indicators;
- **Discuss** the strengths and weaknesses of the data bases and quality of baseline measurements for tracking target indicators;

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[11] UN System Task Team on the Post-2015 UN Development Agenda (2012) op. cit. Page 35.
[12] 200 countries classified into six regions and three income levels (low, middle (3 sub-levels) and high income.
[13] Eg. World Bank's Logistics Performance Index (LPI). Connecting to Compete 2012: Trade Logistics in the Global Economy.

- **Identify gaps** in data availability and what could be done to backfill the gap during the period in which the SDGs are active;
- **Anticipate improvements** in databases during the period in which the SDGs are active; and
- **Propose potential frequency of reporting** (annual or other) related to state of the databases.

3.   Work Program

3.1   Schedule and Consultant Inputs

This project is output driven and is being conducted with a limited lead time. The description of the work program and deliverables is therefore oriented around the reporting schedule. The consultants commenced work on the Inception Report at the end of October 2013. Submission of progress report 1 that is a key technical output in draft is to be made in advance of the OWG meeting on 8 January 2013 and report 2 is required following the OWG meeting. The final report is required by 16 June 2014.

The consultants' inputs to the preparation of the planned reports including all related activities including consultation and presentations are expected to be distributed as shown in Table D.2 in Annex D. This table shows that the majority of the technical inputs and stakeholder consultation will be incorporated into Progress Report 1 that is a key input to the OWG meeting in January 2014 in New York. Table D.2 also shows that current available inputs for both Sayeg and Starkey to finalise a developed and consensus-driven results framework may be constrained.

3.2   Report Preparation

- An **Inception Report by 8th November 2013** setting out the results of the consultants' review of the current status of transport in the post-2015 negotiations and a detailed plan of work for the remainder of the programme (to June 2014).
- A **Progress Report by 18th December 2013** setting out outputs from the programme that will feed into the January OWG meeting (findings from the literature review; and implications for a results framework including targets and indicators). This date will allow GIZ, DFID and UN Habitat and stakeholders to comment and allow the report to be circulated to the OWG parties by Christmas.
- A **Progress Report by 29th January 2014** setting out progress to date including key achievements and expected changes , a brief report on the outcomes of the 6th/7th January OWG meeting and any changes to the work plan due to progress / changes between October and January.
- A **Final Report by 16th June 2014** setting out the outcomes of the programme: a developed and consensus-driven results framework (proposed goal, target and indicators); an update on the status of transport in discussions on post-2015; an objective description of how the work carried out with DFID and GIZ funding contributed to this outcome; and next steps.

The reports be clear and succinct with key information concisely presented may be 25 pages in length excluding Annexes and will be accompanied by an Executive Summary. The reports will be co-authored and the identical reports will be sent to GIZ, Habitat and DFID. The SLoCaT Partnership will facilitate the discussion between DFID, GIZ and UN-Habitat to ensure that the consultants will have the benefit of clear guidance. SLoCaT will also facilitate commenting by its membership and the wider sustainable transport community and other groups outside transport where the opportunity arises.

To promote transparency of the development process of the Results Framework and to ensure broad support from among the transport community it is suggested that all the draft reports will be made available for public comment while being sent to DFID, UN-Habitat and GIZ, as well as

the Steering Committee. Considering the short overall time frame – limited time will be given for comment.

3.3 Presenting Progress and Results Framework

The project sponsors with the assistance of SLoCaT Secretariat will prepare by November 30 a communications plan for explaining to all relevant groups the rationale for a transport SDG and results framework and all ancillary aspects. This will also describe the possible role of the project sponsors in the implementation of the communication strategy.

The draft framework will be presented at several relevant international gatherings/forums including, but not limited to:
- Sub-Saharan Africa Transport Policy Program (SSATP) meeting, Senegal, 11 December 2013
- OWG meeting on 8 January 2014, New York, as well as in side event to the OWG meeting organized by UN-DESA
- Transforming Transportation January 2014, Washington DC

Annex A: Summary of SLoCaT and UNEP Proposals for Targets

Table A.1: Summary of the SLoCaT and UNEP proposals for Targets

SLoCaT's Concept Paper on Results Framework	UNEP Issues Brief on sustainable Transport
Access: Urban households are on average able to access jobs, goods and services within 30 minutes by quality public transport and/or quality walking and cycling infrastructure and rural households have access to paved or all-weather roads with appropriate services[1] to take products to markets and reach essential services	**Proposed mass transit SDG target:** double the number of urban citizens that have access to integrated mass transit systems by 2030.
Safety: Traffic related deaths are cut in half by 2030, compared to 2005 (now often stated as 2010), with an ultimate vision of near zero fatalities	**Proposed health and road safety SDG target:** to reduce road fatalities by half by 2030.
Environment: Air pollution from passenger and freight transport is halved by 2030, compared to 2005, and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels	**Proposed air quality and health SDG target**: bring urban air pollution within WHO limits for an additional 1.5 billion urban residents by 2030 **Proposed energy and climate SDG target:** double the efficiency of the global fleet, in 2030 for all new vehicles and by 2050 for the complete global fleet.

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[1] The phrase 'with appropriate services' has been inserted provisionally to make the urban and rural targets more similar. This followed discussions at ODI in September 2013 involving UK Friends of Sustainable Transport,

Annex B: Key Stakeholder Reference Groups

Table B.1: Preliminary List of Key Stakeholder Reference Groups

Target	Stakeholder / Type	Identified Contact Person
Urban access	**The International Association of Public Transport (UITP):** international network for public transport	**Jerome Pourbaix**, Senior Transport Economist (jerome.pourbaix@uitp.org) **Philip Turner**, Sustainable Development Manager, (philip.turner@uitp.org)
	Habitat: UN agency for human settlements *(sponsor of this project)*	**Andre Dzikus**, Coordinator, Urban Basic Services Branch (Andre.Dzikus@unhabitat.org)
	United Nations Environment Program (UNEP): UN Agency for environment	**Rob Jong**, Head, Transport Unit Division of Technology Industry and Economics (rob.jong@unep.org)
	Asian Development Bank (ADB): International Financial Institution	**Ko Sakamoto**, Transport Economist (ksakamoto@adb.org)
	World Bank: International Financial Institution and **SSATP**	To be determined
	Department for International Development (DFID), UK: bilateral development agency *(sponsor of this project)*	**Elisabeth Jones**, Senior Infrastructure Adviser (e-jones@dfid.gov.uk)
	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Germany: international cooperation agency *(sponsor of this project)*	**Mathias Merforth** (mathias.merforth@giz.de) Coordinating the involvement of GIZ specialists.
Rural access	**Sub-Saharan Africa Transport Policy Program (SSATP):** partnership of 36 nations on transport in Africa / World Bank	**Jean-Noel Guillossou,** Program Manager SSATP (Jguillossou@worldbank.org)
	World Bank: International Financial Institution	**Marc H. Juhel**, Sector Manager, Transport Division (Mjuhel@worldbank.org)
	Department for International Development (DFID), UK: bilateral development agency *(sponsor of this project)*	**Elisabeth Jones**, Senior Infrastructure Adviser (e-jones@dfid.gov.uk)
	International Forum for Rural Transport and Development (IFRTD)	Peter Njenga Email: peter.njenga@ifrtd.org (and peternjenga@wananchi.com).
	ADB	**Ko Sakamoto**, Transport Economist (ksakamoto@adb.org)
Freight (urban/rural)	**ITF**	To be determined
	Clean Air Asia	
	Smart Freight Partnership	
Safety	**FIA Foundation:** UK Charity promoting road safety, the environment and sustainable mobility	**Saul Billingsley,** Acting Director (s.billingsley@fiafoundation.org)
	Global Road Safety Facility (GRSF), a global partnership program administered by the World Bank	**Tawia Addo-Ashong** Program Coordinator (taddoashong@worldbank.org)
	International Road Assessment Programme (iRAP) a UK charity dedicated to prevention of road deaths	**Rob McInerney**, CEO (rob.mcinerney@irap.org)
Environment Air pollution	**World Health Organisation (WHO):** United Nations public health arm	**Dr Carlos Dora,** Coordinator (dorac@who.org)
	Health Effects Institute (HEI)	**Robert O'Keefe** (rokeefe@healtheffects.org) **Aaron Cohen** (acohen@healtheffects.org)
	Clean Air Asia	**Glynda Bathan,** Acting Executive Director Glynda-bathan@cleanairasia.org
	Partnership on Clean Fuels and Vehicles	**Rob de Jong** rob.jong@unep.org
	International Council on Clean Transportation	**Christiano Facanha,** Transportation Engineer

Target	Stakeholder / Type	Identified Contact Person
	(ICCT): improve the environmental performance and energy efficiency of road, marine, and air transportation, in order to benefit public health and mitigate climate change.	(cristiano@theicct.org)
Environment GHG/ energy	**International Energy Agency:** International Energy Agency (IEA) is an autonomous organisation working on energy security and related economic and environmental issues	**Jean Francois Gagne,** Energy Technology Policy Division head / **Francois Cuenot** (Francois.Cuenot@iea.org)
	Global Fuel Economy Initiative: Partnership of IEA, ITF, UNEP and ICCT	**Sheila Watson,** Director of Environment (s.watson@fiafoundation.org)
	World Bank, ADB and GIZ	To be determined
	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Germany: international cooperation agency *(sponsor of this project)*	**Mathias Merforth** (mathias.merforth@giz.de) Coordinating the involvement of GIZ specialists.

Annex C: Initial 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[1]' 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[2]. 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 'universal design'[3]. 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.

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[1] 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).

[2] 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].

[3] See 1993 United Nations Standard Rules on the Equalization of Opportunities with Persons with Disabilities and the AusAID (2013), Accessibility Design Guide: Universal design principles for Australia's aid program.

The World Bank[4] 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[5] stated that socially inclusive transport needs to: (i) "maximize **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) **minimizing 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**[6] 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[7]. The concepts are generally used in a relative rather than an absolute sense: the aim is for progressively greater sustainability within transport systems.

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.

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[4]http://web.worldbank.org/WBSITE/EXTERNAL/TOPICS/EXTTRANSPORT/EXTTSR/0,,contentMDK:20238928~menuPK:13 28314~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:132 8314~pagePK:210058~piPK:210062~theSitePK:463716,00.html (accessed 23 October 2013).

[5] ADB (2012). Social Objectives paper (draft) prepared as part of the proposed Sustainable Transport Appraisal Framework.

[6] 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] 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.

[7] 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.

Annex D: Allocation of responsibilities between consultants

Table D.1: Allocation of Responsibilities between the Consultants

Task	Responsible consultant	What report?	SLoCaT Inputs
Task A: Validate Proposed SDG	Sayeg (with Starkey contribution)	Progress report 2 (in draft) – 29 January	Stakeholder, facilitation, technical guidance
Task B1: Validate Proposed Targets	Sayeg for safety and environment Starkey for urban and rural passenger access and freight transport	Progress report 1 – 18 December	Ditto
Task B2 Proxy Indicators	Sayeg for safety and environment Starkey for urban and rural passenger access and freight transport	Progress report 1 – 18 December	Ditto
Task C: Specify Ambition Levels of Targets and Indicators	Sayeg for safety and environment Starkey for urban and rural passenger access and freight transport	Progress report 2 – 29 January	Ditto
Task D1: Developing a Country Cluster Classification	Sayeg (with Starkey contribution)	Progress report 1 – 18 December	Ditto
Task D2: Establish Baseline Data Requirements/Availability	Sayeg for safety and environment Starkey for urban and rural passenger access and freight transport	Progress report 2 – 29 January	Ditto
Task E: Results Framework (Output)	Sayeg for safety and environment and overall harmonisation/ integration Starkey for urban and rural passenger access and freight transport	Progress report 2 (in draft) – 29 January	Ditto
Reporting	Sayeg (with Starkey contribution)	Refer Section 3.2.	Review and input as necessary

Table D.2: Expected schedule of consultants' inputs

Report	Sayeg	Starkey
Inception Report	4 days	4 days
Progress report 1 including initial stakeholder consultation	14 days	14 days
Progress report 2 (including travel to New York etc. and consultation with OWG)	8 days	8 days
Final Report	5 days	9 days
Total	31 days*	35 days

Annex E: Proposed Terms of Reference for Steering Group

A steering committee consisting of representatives of the project sponsors and experts on the three topic areas is being formed under a distinguished chairperson.

Key activities for the steering committee would include providing at key points, including but not limited to:

- Technical guidance to the consultants including theoretical and practical aspects of topics such as access and safety.

- Advice on role of a country cluster classification system

- How achievement levels could be established

- Selection of indicators (balancing theoretical and data availability issues)

- Identification of additional databases along with their advantages and disadvantages

- Advice to consultants on additional stakeholders

These inputs will be provided through:

- Members' comments (email) on the inception report that will be absorbed into the progress report 1. Similar processes will be adopted for subsequent reports

- In response to requests from the consultants (email / voice)

- Unsolicited ideas and inputs provided by members (some of whom are both sponsors and stakeholders)

- Conference calls / discussions arranged at an appropriate time(s) by the chairperson, facilitated by the SLoCaT Secretariat, with the consultants and available steering committee members

- Formal reviews of progress reports 1 and 2 etc.

The proposed composition of the Steering Committee includes:

- Professor Tony May, ITS, Leeds (Chair)
- Representative from DFID, GIZ and UN-Habitat[8]
- Todd Litman, Victoria Transport Policy Institute
- Representative Road Safety group – MDBs
- Representative Rural Transport (tbd)
- Carlos Dora, WHO
- Michael Replogle, ITDP
- Rob de Jong, UNEP
- Cornie Huizenga, SLoCaT Partnership (Secretariat)

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[8] It is suggested to have one member from the project sponsors who will coordinate inputs from within their organizations