



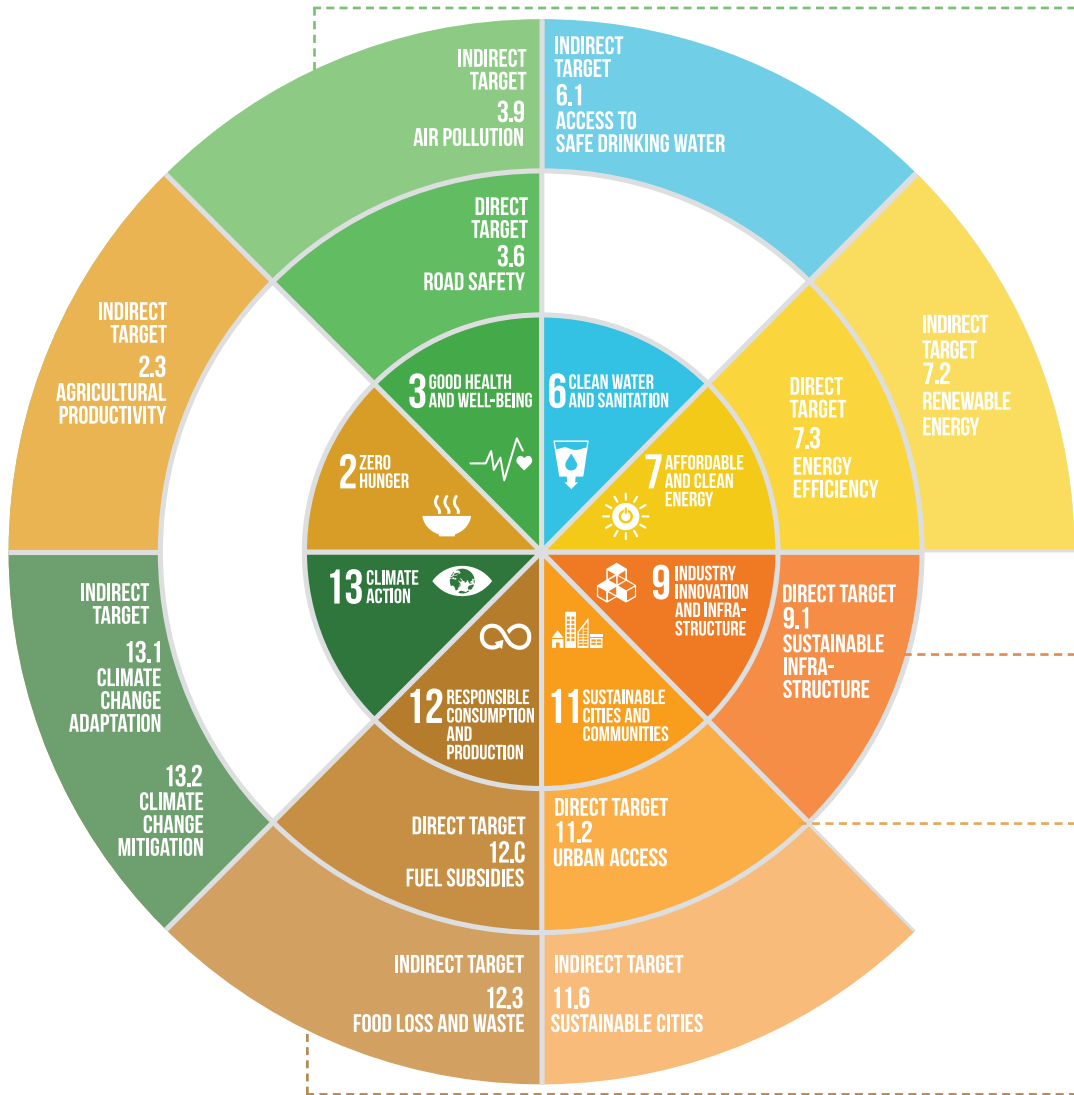
SUSTAINABLE TRANSPORT: CRITICAL DRIVER TO ACHIEVE THE SDGs

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1. TRANSPORT AND SDGs

Sustainable, low carbon transport is vital to achieving more than half of the SDGs:



Transport-related indicators:

3.6.1 Tier 1*
Death rate due to road traffic injuries

9.1.1 Tier 3
Proportion of the rural population who live within 2 km of an all-season road

9.1.2 Tier 1
Passenger and freight volumes, by mode of transport

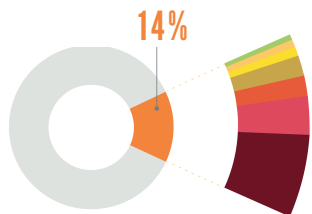
11.2.1 Tier 2
Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities

12.c.1 Tier 3
Amount of fossil-fuel subsidies per unit of GDP and as a proportion of total national expenditure on fossil fuels

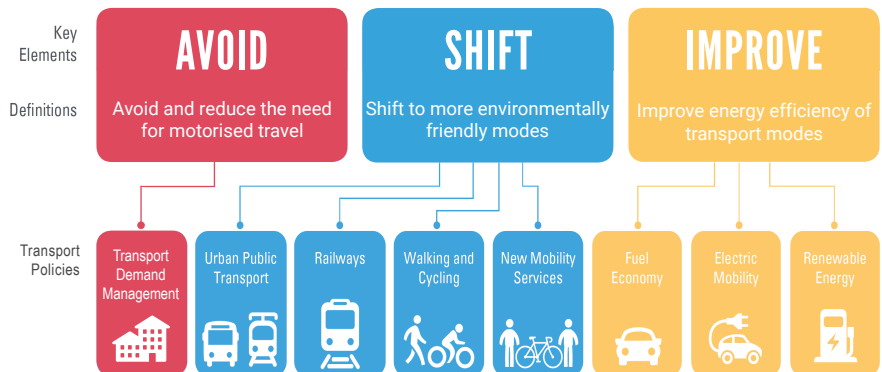
*SDG indicators are classified as Tier 1 (conceptually clear with established methodology and available data), Tier 2 (conceptually clear with established methodology but no regularly-produced data) and Tier 3 (lack of definition, standardised methodology and data). A comprehensive indicator review will be held in 2020.

2. TRANSPORT AND CLIMATE CHANGE

Transport Share of Economy-Wide Emissions (2015)



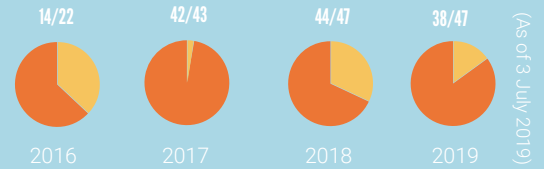
Rail	3%
Two-and-Three Wheelers	4%
Buses and Minibuses	5%
Shipping	11%
Aviation	11%
Trucks	21%
Light Duty Vehicles	45%



3. TRANSPORT AND SDGs VOLUNTARY NATIONAL REVIEWS (VNRs) 2019

- Review mechanism for SDGs since 2016
- Voluntary country-driven reporting on progress
- Sharing of experiences to accelerate implementation

No. of VNRs with transport references:



Demonstrating tangible progress on sustainable transport in VNRs requires:

Setting quantified targets

Reporting transport co-benefits

Citing specific case studies

In 2019, 4 out of 47 VNRs reported transport targets - a significant decrease from 2018 when 15 out of 47 VNRs reported transport targets

Analysis is based on the 40 submitted VNRs as of 3 July 2019

Israel
20% reduction in km travelled by private vehicles (relative to anticipated km travelled) by 2030

Palau
100% share of rural population living within 2 km of an all-season road by 2030

Vanuatu
100% share of population with access to transport by road, sea and air by 2030

United Kingdom
100% equal access for disabled people to transport system by 2030.

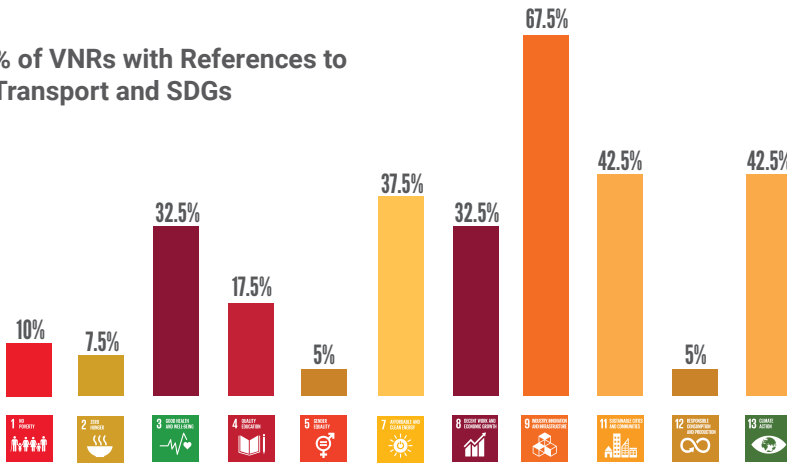


United Kingdom

Scotland:

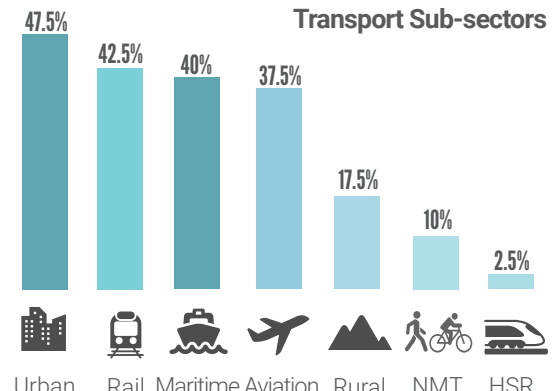
- 10% share of renewable fuels in transport petrol and diesel consumption by 2020
- 50% of transport and electricity consumption from renewable sources by 2030
- 0% new petrol or diesel cars and vans by 2032.

% of VNRs with References to Transport and SDGs



Total no. of VNRs: 40

% of VNRs with References to Transport Sub-sectors

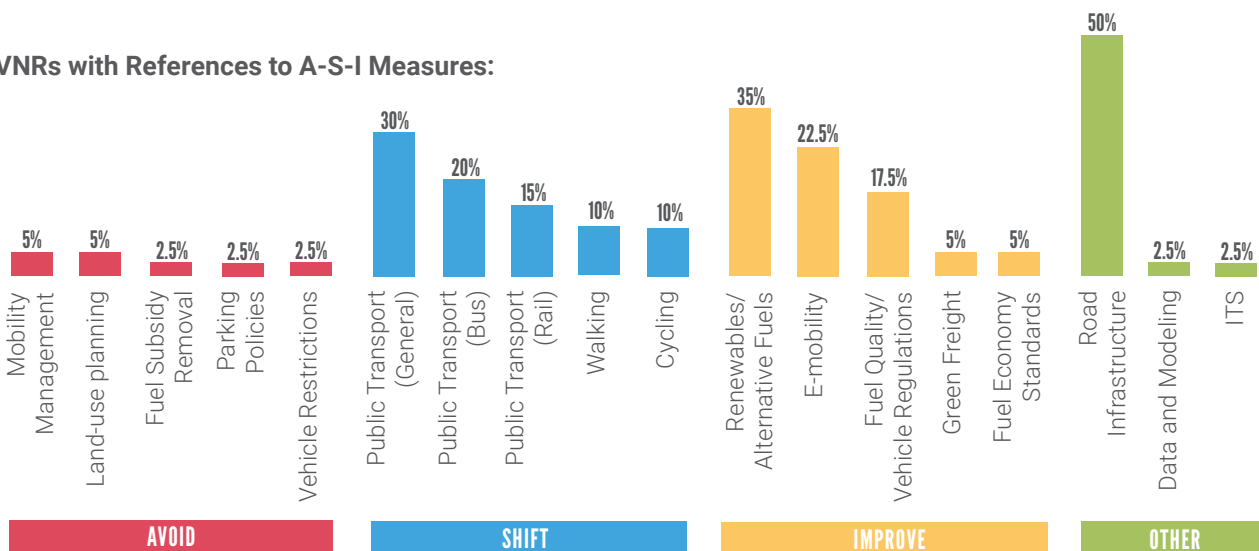


Total no. of VNRs: 40

While nearly 70% of VNRs refer to transport infrastructure development, less than half focus on transport climate actions and access to inclusive public transport. Only a third of VNRs mention road safety, energy efficiency and employment opportunities. References on rail, urban transport, aviation and maritime are plentiful due to the inclination towards transport infrastructure but soft modes such as walking and cycling are largely neglected.

There is an imbalanced attention to transport infrastructure over co-benefits, which raises issues around policy coherence and integrated approaches taken by the countries to report on SDG implementation.

% of VNRs with References to A-S-I Measures:



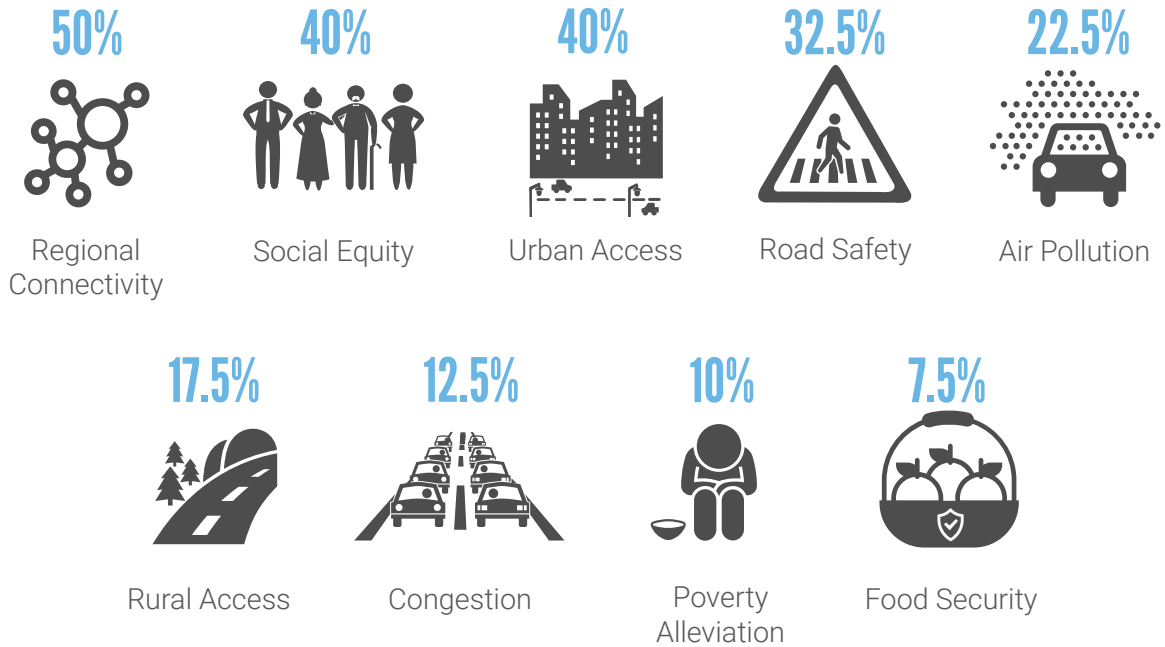
The list of A-S-I measures used in this assessment was recommended by the SLoCaT Partnership based on GIZ's Approach to Sustainable Mobility.

4. TRANSPORT CO-BENEFITS

In addition to reporting on transport outputs (e.g. number of operating airports, total length of highways built) countries should demonstrate linkages to the overarching 2030 Agenda goal of 'Leaving No One Behind' by reporting on transport co-benefits.

In 2019, 30 out of 47 VNRs reported on transport co-benefits

Analysis is based on the 40 submitted VNRs as of 3 July 2019



5. CASE STUDIES

Liechtenstein

The Mobility Concept 2015 Programme has reduced the share of motorised private transport among civil servants from 72.5% to 53%.

Bosnia and Herzegovina

Free transport is provided for students living at least three kilometres from their schools and for all students with special needs.

Israel

A US\$ 8.4million programme subsidises licensed taxi drivers up to US\$ 5,600 to buy hybrid cars with Green Vehicle Ratings of 2 or under.

Rwanda

Speed limiters in public buses, surveillance cameras and awareness campaigns have contributed to a drop in the total number of road traffic deaths from 366 in 2014 to 315 in 2017.

Palau

A proposed joint venture with Kiribati, the Marshall Islands, Micronesia and Nauru would finance 50 vessels powered by alternative energy (sails, solar power, coconut oil).

Chile

A US\$ 1.5 billion green bond, was issued to finance a range of projects including the electrification of public transport.

Mauritius

The Mauritius Light Rail Transit System reduces travel time from Curepipe to Port Louis and provided about 7,000 full-time jobs during construction.

Indonesia

A programme to enhance access to services and stimulate growth by improving road conditions has increased the share of national roads with steady road condition by 11.8% from 2010 to 2017.

6. FRAMEWORK TO ACCELERATE SDG IMPLEMENTATION IN THE TRANSPORT SECTOR *

- Translate SDGs in national sector plans, strategies and budgets
- Design policy interventions to target resources at root bottlenecks
- Provide coordinated and pooled policy support



*Based on MAPS: Mainstreaming, Accelerating and Policy Support for the 2030 Agenda, United Nations Development Group

More resources from the SLoCaT Partnership:

- **VNR Analysis Reports in 2016, 2017 and 2018** - <http://www.slocat.net/vnr>
- **Transport and Climate Change 2018 Global Status Report** - <http://www.slocat.net/tcc-gsr>
- **IsDB-SLoCaT Report on Low Carbon Transport for Development** - <http://bit.ly/ISDBREPORT>
- **Critical Role of Transport in Achieving the SDGs: Report on the UN HLPF First Cycle** (September 2019)
- **Infographics on Transport and Climate Change in Africa, Asia, and Latin America and the Caribbean:** <http://www.ppmc-transport.org/regional-climate-week-infographics/>

The Partnership on Sustainable, Low Carbon Transport (SLoCaT) is an international multi-stakeholder partnership that enables knowledge and action towards the implementation of sustainable, low carbon transport, with a focus on land transport and a geographical footprint targeted at developing countries in Asia, Latin America and Africa. SLoCaT develops its mission through knowledge and data analysis, policy advocacy and multi-stakeholder dialogue and coalition building. Founded 10 years ago, today it includes over 90 members, representing transport sector organisations, UN entities, multilateral and bilateral development organisations, NGOs, philanthropy, academia think tanks and the private sector.



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#TransportSDGs
#HLPF2019
#WeAreTransport