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Inland Transport Committee

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Item 4 (b) (i) of the provisional agenda

Strategic questions of a horizontal policy nature:

Environment, climate change and transport – ITC follow-up to Rio+20

Sustainable transport in the post-2015 Sustainable Development Agenda

Note by the secretariat

Summary

The importance of transport and mobility for accelerating the pace of achieving sustainable development had been affirmed in 2014 with the inclusion of key aspects of sustainable transport in the new sustainable development framework for the post-2015 era. The proposed Sustainable Development Goals provide an opportunity for placing transport and mobility challenges high on the global political and development agenda, in a way that facilitates solutions for the safe, clean and efficient development of the sector as a whole.

The Inland Transport Committee is invited to:

- exchange information on Government views on and expectations for transport-related decisions in the post-2015 process. It may wish to express its support for including transport priorities in a coherent and comprehensive way in the Sustainable Development Goals framework;
- consider the messages and outcome of the policy segment on sustainable urban transport and mobility at its seventy-seventh session in the context of the SDG negotiations; and
- decide on the best use of the global study on Transport for Sustainable Development to bring it value to the ongoing negotiations.



I. Introduction

1. Transport is central to economic and social development and a driver for sustainable growth by providing access to markets and supply chains. As such, transport affects, and is a precondition for, social, economic and environmental sustainability. Transport's position in the post-2015 sustainable development agenda is therefore of paramount importance. However, sustainable transport was not included in the Millennium Development Goals (MDGs) framework and, therefore, is not visible as a political or financial priority for development policies. As a result, many people still do not have access to affordable, safe and clean transport. More than one billion people worldwide live in rural areas without adequate access to transport — around 48 million people in Europe and Central Asia. Many countries lack efficient and affordable access to world markets. By making mobility safer, cleaner and more efficient, the transport sector can address these challenges, while ensuring the shift to sustainable low-carbon societies. However, to meet its full potential in contributing to sustainable development and poverty alleviation, a high level of political will is needed to decouple economic growth from impacts such as air pollution and traffic accidents.

II. Post-2015 development agenda

2. In preparation for the final intergovernmental negotiations on the post-2015 agenda in 2015, United Nations Secretary-General Ban Ki-moon continued the extensive consultation process that started in 2013 and involved all stakeholders into 2014: United Nations Member States, the United Nations system, civil society, national and international organizations, industry, science and academia. The process should ultimately lead to the definition of a single and comprehensive post-2015 development agenda, with sustainable development in the form of Sustainable Development Goals (SDGs) at its core.

3. The most concrete contribution in 2014 to formulating the SDG framework was the outcome document of the Open Working Group (OWG) with 17 proposed SDGs. This document was based on intensive negotiations and consultations in 2014 with Member States, specialized agencies and related organizations, and non-governmental organizations (NGOs) in consultative status with the United Nations Economic and Social Council (ECOSOC), the United Nations System Task Team (UNTT) on the post-2015 UN Development Agenda, and the Technical Support Team (TST).

4. On 10 September 2014 the General Assembly adopted the report of OWG. Out of the 17 proposed SDGs in the Outcome Document, sustainable transport features most prominently under proposed SDGs 3 and 11. The complete list of SDGs with relevance for sustainable transport is included in the Annex.

GOAL 3	Ensure healthy lives and promote well-being for all at all ages
3.6	<i>By 2020, halve the number of global deaths and injuries from road traffic accidents</i>
GOAL 11	Make cities and human settlements inclusive, safe, resilient and sustainable
11.2	<i>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.</i>

5. The next big steps involve the Secretary-General's Synthesis Report in December 2014,¹ which will offer more clarity on the role of the High-level Panel of Eminent Persons on the Post-2015 Agenda, the UN Special Advisor, and the UN System Task Team.

6. Intergovernmental negotiations on the final form of the SDGs will culminate with the UN Summit on SDGs, which will take place in New York on 28–30 September 2015.

III. Transport for sustainable development in the ECE region and beyond

7. In 2011, UNECE published a study entitled *Transport for Sustainable Development in the ECE Region* that presented transport's role and contribution to achieving sustainable development. The study aimed at linking the general dimensions of sustainability — economic, social and environmental — with transport sector goals and policies. In particular, it discussed individual and societal access and affordability, safety, security and environmental externalities.

8. As a contribution to the ongoing negotiations on the post-2015 development agenda and using the 2011 UNECE study as a starting point, a global paper had been developed in cooperation with the United Nations regional commissions and key NGOs such as the International Road Transport Union, the International Union of Railways and the International Road Federation.

9. Additionally, the policy segment of the seventy-seventh session of the Inland Transport Committee (ITC) discusses sustainable urban transport and mobility. Given the focus of proposed SDGs 3.6 and 11.2 on road safety and urban transport and mobility, the conclusions of the policy segment may contribute valuable insights into the ongoing negotiations.

IV. Consideration for the Inland Transport Committee

10. The final negotiations for a new sustainable development framework for the post-2015 era in the form of the SDGs provide an opportunity to highlight transport and mobility challenges in a way that allows feasible action or safe, clean and efficient development.

11. Although the importance of transport and mobility for accelerating the pace of achieving sustainable development is undeniable, the inclusion of transport priorities in the SDG framework will be subject to the outcome of the above-mentioned final negotiations. Their proper inclusion in the SDG framework would send the global development community a strong signal that would offer much-needed direction for deliberate and coordinated actions. The stakes are high. Without strong direction, the necessary transport priorities could be further diluted or even excluded from the SDG framework, thus compromising their potential for change and transformation.

12. The ITC is invited to exchange information about Governments' positions and expectations during the final intergovernmental negotiations on the SDGs that will take place during 2015. It may wish to express its continued support for the inclusion or even strengthening of transport priorities within the SDG framework.

13. The ITC is also invited to consider messages from and the outcome of the policy segment of its seventy-seventh session.

¹ The Synthesis Report was not available at the submission deadline of this document.

14. Furthermore, the ITC is invited to decide on the use of the global study on Transport for Sustainable Development so that it brings value to the ongoing negotiations.

Annex

Sustainable Transport in the proposed SDG Framework and the role of ITC and its subsidiary bodies

<i>SDG</i>	<i>Specific Focus</i>	<i>Mechanism</i>	<i>Legal Instruments</i>
3.6	Road safety	UNECE Inland Transport Committee (ITC); UNECE Road Safety Forum (WP.1); Working Party on Transport of Dangerous Goods (WP.15); Working Party on Road Transport (SC.1); Road-Rail Level Crossing Expert Group; World Forum for Harmonization of Vehicle Regulations (WP.29); ECOSOC Subcommittee of Experts on Transport of Dangerous Goods	<p>Convention on Road Traffic of 1949; Convention on Road Traffic of 1968 (Vienna); Convention of Road Signs and Signals (Vienna); Protocol on Road Signs and Signals, of 19 September 1949; European Agreement supplementing the 1968 Convention on Road Traffic, of 1 May 1971; European Agreement supplementing the Convention on Road Signs and Signals (1968), of 1 May 1971; Protocol on Road Markings, Additional to the European Agreement supplementing the Convention on Road Signs and Signals, of 1 March 1973; Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958; Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections, of 13 November 1997; European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), of 1 July 1970 (Consolidated text dated 20 September 2010); Protocol amending article 1 (a), article 14 (1) and article 14 (3) (b) of the European Agreement of 30 September 1957 concerning the International Carriage of Dangerous Goods by Road (ADR), of 28 October 1993; Convention on Civil Liability for Damage caused during Carriage of Dangerous Goods by Road, Rail and Inland Navigation Vessels (CRTD), of 10 October 1989</p> <p>European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), of 30 September 1957</p> <p>Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, of 25 June 1998</p>

<i>SDG</i>	<i>Specific Focus</i>	<i>Mechanism</i>	<i>Legal Instruments</i>
9.1	Sustainable and resilient infrastructure development, including regional and trans-border infrastructure	UNECE Inland Transport Committee (ITC); Working Party on Transport Trends and Economics (WP.5); Europe-Asian Transport Linkages Project (EATL); Trans-European Motorways project (TEM) and Trans-European Railways Project (TER); SPECA Working Group on Transport and Border-crossing Facilitation	European Agreement on Main International Traffic Arteries (AGR) of 1975; European Agreement on Main International Railway Lines (AGC) of 1985; European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) of 1991; European Agreement on Main Inland Waterways of International Importance (AGN) of 1996
10.7	Orderly, safe, regular and responsible mobility of people (migration)	UNECE Inland Transport Committee (ITC)	
11.1	Access to basic services	UNECE Inland Transport Committee (ITC)	
11.2	Public transport	ITC; WP.5; Transport Health and Environment Pan-European Programme (THE PEP)	[INSTRUMENT]: For Future Inland Transport Systems (ForFITS)
17.12	Facilitate market access	ITC; WP.30; SC.1; SC.2; SC.3; WP.5; WP.11	International Convention on the Harmonization of Frontier Controls of Goods of 1982; Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) of 1959; Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 1975; International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952; International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail of 1952; Customs Convention on Containers of 1956; Customs Convention on Containers of 1972; Convention on Customs Treatment of Pool Containers Used in International Transport of 1994.
17.18	Data/monitoring	Working Party on Transport Statistics (WP.6)	N/A
17.19	Data/monitoring	Working Party on Transport Statistics WP.6	N/A