



Economic and Social Council

Distr.: General
12 December 2016

Original: English

Economic Commission for Europe

Inland Transport Committee

Seventy-ninth session

Geneva, 21-24 February 2017

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

Strategic questions of a horizontal policy nature:

Environment, climate change and transport:

Inland Transport Committee (ITC) follow-up to the 2030 Agenda

Sustainable Transport in the 2030 Agenda and the Sustainable Development Goals

Note by the secretariat

Summary

This document provides information about the main developments on the position of sustainable transport in the recently adopted 2030 Agenda for Sustainable Development and the Sustainable Development Goals.

Due to the role of the Inland Transport Committee (ITC) in addressing global transport issues, among others through the United Nations legal instruments and regulations under its purview of global and regional geographical coverage, and in light of the relevant analytical and capacity-building activities, as well as its policy dialogue, the Committee may wish to **reflect on ways to strengthen** its role and contribution in implementing of the transport-related targets of the 2030 Agenda. The Committee may also wish to **ask** WP.6 to strengthen its work and participation in activities relating to the Sustainable Development Goals (SDGs).

I. The 2030 agenda

1. On 27 September 2015 world leaders united at the United Nations Sustainable Development Summit (New York) and expressed their determination to take the bold and transformative steps which are urgently needed to shift the world onto a sustainable and resilient path.

2. To achieve this objective, they adopted a set of 17 Sustainable Development Goals and 169 targets for 2030 that aspire to help humanity revert to a virtuous path of sustainability.

3. The scale and ambition of this new universal agenda is such that its success will largely be determined by its operationalization through the creation of the indicators for measuring the SDGs. As discussed previously, the work of ITC and its subsidiary bodies relates directly to fourteen of the seventeen SDGs.

4. In March 2016, 230 indicators were created to measure the achievement of the SDGs. Subsequently, the indicators were categorized on the basis of the availability of the source data in three categories:

- Tier I: Indicator conceptually clear, established methodology and standards available and data regularly produced by countries.
- Tier II: Indicator conceptually clear, established methodology and standards available but data are not regularly produced by countries
- Tier III: Indicator for which there are no established methodology and standards or methodology/standards are being developed/tested.

5. Of these indicators, although, as mentioned above, the ITC work covers fourteen of the seventeen SDGs, only a subset of those indicators relating to three of the seventeen goals seem to have a monitoring mechanism that is relevant for the ITC. The table below identifies those which are of the most relevance to transport. The table also lists the agencies which have been identified as key players in data collection and calculation, the tier classification as indicated in para. 4 and the reasons why ITC involvement in the monitoring is of great importance.

Table

Transport-related Sustainable Development Goals, targets and indicators

Transport-related goals

Goal 3. Ensure healthy lives and promote well-being for all at all ages

3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents.

Indicator 3.6.1: Death rate due to road traffic injuries

Possible Custodian Agency: World Health Organization (WHO)

Other Involved Agencies: None provided

Tier I

Justification for ITC involvement: ITC is the only United Nations forum offering a 360° approach to road safety on the basis of its regulatory work, capacity-building and technical assistance, analytical work and policy dialogue. These cover:

- Traffic rules;
- Signs and signals;
- Road infrastructure;
- Construction and periodic inspection of vehicles;
- Driving times and rest periods for professional drivers;

- Dangerous goods;
- Mobilizing political will and resources, including support for the work of the United Nations Secretary-General's Special Envoy for Road Safety.

The ITC Working Party on Transport Statistics (WP.6) collects and disseminates significant amounts of statistics on road safety for the United Nations Economic Commission for Europe (UNECE) member States, such as in the online statistical database, and the number of statistics publications that we prepare including, but not limited to: 'Statistics of Road Traffic Accidents in Europe and North America - 2015', 'Transport Statistics Infocards' (ECE/TRANS/2017/23). Data specifically related to fatalities as set out in this indicator have been measured and collected by UNECE for decades. Furthermore, this data is already in the possession of ITC and research is not required.

Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

Indicator 9.1.1: Proportion of the rural population who live within 2 km of an all season road

Possible Custodian Agency: World Bank

Other Involved Agencies: United Nations Environment Programme (UNEP)

Tier: III

Indicator 9.1.2: Passenger and freight volumes

Possible Custodian Agency: International Civil Aviation Organization (ICAO)

Other Involved Agencies: UNECE (added in November 2016, see paragraph 9 below), Universal Postal Union (UPU), World Bank

Tier: I

ITC through its work in WP.6 gathers significant transport related statistics with particular reference to passenger and freight volumes for UNECE member States as set out in the online statistical database, and the number of statistics publications that we prepare including, but not limited to: "Bulletin of Transport Statistics for Europe and North America - 2015", "Transport Statistics Infocards" (ECE/TRANS/2017/23 and the corresponding informal document). Data specifically related to passenger and freight volumes as set out in this indicator have been measured and gathered by UNECE for decades. Furthermore, this data is already in the possession of ITC and does not need to be researched.

Furthermore, ITC through the work of the Working Party on Transport Trends and Economics (WP.5) on climate change adaptation, prepared policy-oriented recommendations that aim to improve the long-term sustainability of international transport systems and set best examples of national policies, addressing the issues of transport networks vulnerability among member Governments, including developing and landlocked countries, as well as small island States.

Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

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

Possible Custodian Agency: United Nations Human Settlements Programme (UN-HABITAT)

Other Involved Agencies: UNEP

Tier: II

The ITC provides best practices and policies for the development of sustainable urban transport systems, i.e. systems that are efficient, interconnected, affordable, safe and environmentally friendly allowing greater wider mobility and access for all within dense urban environments.

The statistical information that is available from ITC WP.6, as mentioned in relation to previous goals, could be an input for monitoring this indicator.

6. The tracking and monitoring of the progress towards achieving the SDGs is coordinated by UN DESA acting as secretariat to the Inter-Agency Expert Group on the Sustainable Development Goals (IAEG-SDG). In addition to this there are also a number of other initiatives that are being carried out in parallel to this Expert Group, including a project initiated by the World Health Organisation on the monitoring of road safety related indicators and one being pursued by the World Bank through their Global Tracking Framework.

7. From a statistics angle, UNECE through its statistics subprogramme continues to be actively involved in the process of developing the statistical monitoring framework for Sustainable Development Goals as a member of the IAEG-SDG and the United Nations Statistical Commission (UNSC) Friends of the Chair group on broader measures of progress.

8. Additionally, the ITC WP.6 is an intergovernmental body dealing with the development of appropriate methodologies and terminology for the harmonization of transport statistics as well as the collection of transport, including road safety, data from member States and the dissemination of these data. For example, in 2015 the UNECE Transport Statistics and the UNECE Road Safety Statistics papers were published electronically in the three UNECE languages and the Country Infocards are presented in document ECE/TRANS/2017/23. In addition, the secretariat has mapped the activities of ITC to the Sustainable Development Goals as well as prepared a document on the interaction between the United Nations Transport Conventions and the Sustainable Development Goals (www.unece.org/fileadmin/DAM/trans/conventn/UN_Transport_Agreements_and_Conventions.pdf).

II. Monitoring the Sustainable Development Goals and the role of ITC and its subsidiary bodies

9. The tables above show that there is a potential role that ITC can play in the monitoring of the Sustainable Development Goals. At the fourth meeting of the IAEG-SDG (17-18 November 2016, Geneva) the secretariat of ITC WP.6 was able to secure a role for UNECE in Goal 9 in relation to Indicator 9.1.2 because of the extensive data and methodological background that we have in this area.

10. The secretariat is also contributing to the development of the WHO and World Bank initiatives. This is being accompanied by ongoing discussions with other entities coordinating the development of the indicators for Goal 3 and Goal 11 with the aim of becoming close partners.

11. These activities are clearly best coordinated for ITC by the Working Party on Transport Statistics that has been following the monitoring of the SDGs to date and whose secretariat has been involved in the discussions mentioned above. WP.6 has already addressed an agenda item of its annual session to the SDGs. Greater involvement of WP.6 in all relevant activities relating to SDGs may have implications on its resources, either through the need of additional resources or through the adaptation of some of its current activities. Given the importance of the Sustainable Development Agenda, the Committee may wish to **ask** WP.6 to strengthen its work and participation in activities relating to the SDGs.

12. Based on the information included in this document and the information provided by the secretariat for the sixty-eighth session of the ITC (ECE/TRANS/2016/6) the ITC may wish to **encourage** member States to speak to their Sustainable Development Goals coordinating bodies to ensure a strong role for the ITC, its subsidiary bodies, and the UNECE/ITC secretariat, in the monitoring of the Sustainable Development Goals through a role as possible custodian agency, or other involved agency, for one or more of the indicators mentioned above.
