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Strategic questions of a horizontal policy nature:

Environment, climate change and transport:

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

The role of inland transport in achieving the Sustainable Development Goals: implementation, monitoring and United Nations system repositioning

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. Among them, there are three major global processes/initiatives to track progress: the Sustainable Development Goals and targets and indicators, the Sustainable Mobility for All (SUM4ALL) Initiative, and the initiative to develop voluntary global road safety performance targets and indicators. The Inland Transport Committee (ITC) directly contributes to all three processes through its regulatory, analytical, capacity-building and policy-relevant work.

In light of the ongoing efforts to reposition the United Nations Development System and gear it toward the effective implementation of the Sustainable Development Goals, the role of the ITC in addressing global transport issues, among others, through its regulatory, analytical, capacity-building and policy-relevant work becomes even more important. The Committee may wish to **reflect on ways to strengthen** its role and contribution in implementing the transport-related targets of the 2030 Agenda.

I. The 2030 Agenda and the role of sustainable transport

1. Global leaders adopted in 2015 a set of 17 Sustainable Development Goals and 169 targets for 2030 that aspire to help humanity revert to a virtuous path of sustainability. Sustainable transport and mobility are key elements in achieving the Sustainable Development Goals, as the mapping of ITC activities against the Sustainable Development Goals has shown. In fact, the Committee's work relates directly to fourteen of the seventeen Sustainable Development Goals, mainly through the United Nations legal instruments and regulations of global and regional geographical coverage under its purview, relevant analytical and capacity-building activities, as well as policy dialogue.

2. The ability to achieve the Sustainable Development Goals will also be largely determined by their operationalization in order to track progress. The importance of tracking progress and setting performance targets for the achievement of the Sustainable Development Goal targets was highlighted in United Nations General Assembly resolution A/70/260, adopted in April 2016. Section II of this document discusses the three major processes for tracking progress to which the Committee contributes.

3. The scale and ambition of this new universal agenda is such that its success will also largely require that the United Nations system is "fit for purpose" in delivering the desired results and supports the efforts of the global community by tracking progress in achieving the Sustainable Development Goals. Section III discusses ongoing developments of high importance.

II. Three global processes/initiatives for tracking progress in the achievement of transport-related Sustainable Development Goals

4. Currently there are three major global processes/initiatives of tracking progress towards achieving the transport-related aspects of the Sustainable Development Goals and the Committee is directly involved in all three of them.

Indicators of Sustainable Development Goals

5. First, the tracking of progress towards achieving the 17 Sustainable Development Goals and relevant indicators is coordinated by United Nations Department of Economic and Social Affairs (UN DESA) as secretariat to the Inter-Agency Expert Group on the Sustainable Development Goals (IAEG-Sustainable Development Goals).

6. Four indicators under three Sustainable Development Goals (3, 9 and 11) are directly linked to the work of ITC¹, as table 1 shows. The Committee contributes to the monitoring of the four indicators as a *Partner Agency*.

7. For a more detailed reference to the indicators and related contributions from the Committee, see Annex I.

Sustainable Mobility for All (SUM4ALL)

8. The second major global initiative is the Sustainable Mobility for All (SUM4ALL) initiative, pursued by the World Bank and a number of key partners, involving among other things the development of a Global Tracking Framework.

¹ See also ECE/TRANS/2017/6, ECE/TRANS/2016/6 and ECE/TRANS/2015/4.

9. The goal of SUM4ALL is to support the achievement of transport-related Sustainable Development Goals and keep track of progress towards these goals. Its focus is on four pillars that define sustainable mobility under SUM4ALL: universal access, efficiency, safety, greening. The Economic Commission for Europe (ECE) is directly involved with SUM4ALL as convener of the efficiency pillar.

10. Among the completed activities of the initiative is the first Global Mobility Report (GMR) prepared with contributions from ECE under the chapter on efficiency (ECE-Convener).

Voluntary global performance targets and indicators on road safety

11. The third initiative is the development and monitoring of voluntary global performance targets and indicators on road safety. In recognition of the scale of the road safety crisis, in 2011 the United Nations declared a Decade of Action for Road Safety, with the aim of reducing the number of global road traffic deaths. In September 2015, the ambitious global targets of the United Nations Decade of Action were further reinforced with the Sustainable Development targets 3.6 and 11.2. The process of developing voluntary global performance targets on road safety aims to complement the relevant Sustainable Development Goal targets. ECE is actively participating in the formulation and monitoring of these targets.

Table 1

Transport-related Sustainable Development Goal indicators

Transport-related Sustainable Development Goal indicators

Indicator 3.6.1: Death rate due to road traffic injuries

Possible Custodian Agency: World Health Organization (WHO)

Partner Agencies: ECE

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

Possible Custodian Agency: World Bank

Partner Agencies: ECE; United Nations Environment Programme (UNEP)

Indicator 9.1.2: Passenger and freight volumes

Possible Custodian Agency: International Civil Aviation Organization (ICAO); International Transport Forum - Organization for Economic Cooperation and Development (ITF-OECD)

Partner Agencies: ECE, Universal Postal Union (UPU), UNEP

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)

Partner Agencies: ECE; UNEP

III. “Fit for purpose”: A call to reposition the United Nations development system

12. The scale and ambition of the 2030 Agenda suggests that the United Nations development system needs to adapt to the circumstances with a sense of purpose in order to

become “fit for purpose” in delivering the desired results and supporting Member States in their efforts. To underline this, on 30 June 2017 the Secretary-General released his report “Repositioning the United Nations development system to deliver on the 2030 Agenda - Ensuring a Better Future for All” (A/72/124-E/2018/3) to be followed by a second one in December 2017 with more concrete reform proposals. In preparation for this report, Dalberg, an international consultancy, prepared a document on the system-wide functions and capacities of the United Nations development system.²

13. At the centre of the Secretary-General’s vision is strengthened leadership, accountability, transparency and cohesion, to better support to the 2030 Agenda. To enable this, the Secretary-General has outlined concrete changes that need to happen at all levels — including in terms of skillsets, coordination mechanisms, planning tools, funding incentives, accountability lines and oversight.

14. In anticipation of the new report, it is likely that the call of the Secretary-General for repositioning the United Nations development system will entail increased focus on the link between work accomplished on the one hand and the achievement of the Sustainable Development Goals.

15. In light of the potential reform of the United Nations development system, the Committee has positioned itself strategically. In terms of high-level political support and mandates, the 2017 ministerial resolution, that was signed on the occasion of the seventieth anniversary of the Committee on 21 February 2017, and endorsed by the Committee on 24 February 2017 contains multiple references to the Sustainable Development Goals and links with the work of the Committee and its subsidiary bodies (see Annex II to this note). Additionally, the Committee expressed its support to the implementation of the Sustainable Development Goals in numerous decision at its annual sessions since 2015 (not reproduced in this note).

16. At the same time, in terms of implementation and monitoring, the Committee is directly involved in global efforts to track progress in the implementation of the Sustainable Development Goals discussed earlier in this paper. To better illustrate the Committee’s direct contribution to the Sustainable Development Goals, in addition to the mapping of its activities in terms of Sustainable Development Goals impacted by its work, this year’s annual report (ECE/TRANS/2018/18) explicitly shows the links of the Committee’s work with the achievement of the Sustainable Development Goals.

17. Last but not least, the strategic review of the Committee is geared towards ensuring that its mission is fully compatible with and contributes to the achievement of the Sustainable Development Goals.

III. Conclusion: Enhancing the role of the Committee in achieving the transport-related Sustainable Development Goals

18. The Committee is directly involved in the major global efforts to track progress in implementing the transport-related Sustainable Development Goals. Its strategic review currently underway pays particular attention to the achievement of the Sustainable Development Goals. Overall, the work of ITC and its subsidiary bodies relates directly to fourteen of the seventeen Sustainable Development Goals. Yet serious gaps of capacity and

² sg-report-dalberg_unds-outline-of-functions-and-capacities-june-2017.pdf

implementation remain to ensure that sustainable transport and mobility play their full role in the global efforts towards sustainability.

19. With these in mind, and considering the ongoing discussions about the repositioning of the United Nations development system, the Committee may wish to invite members States to ensure a strong role for the ITC, its subsidiary bodies, and the ECE/ITC secretariat, in monitoring the Sustainable Development Goals and request the secretariat to further enhance its contribution in the ongoing Sustainable Development Goal tracking frameworks.

Annex I

Transport-related Sustainable Development Goals, targets and indicators

In March 2016, 230 indicators were created to measure the achievement of the Sustainable Development Goals. 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
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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)

Partner Agencies: ECE

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;
- Road signs and signals;
- Road infrastructure;
- Construction and periodic inspection of vehicles;
- Driving times and rest periods for professional drivers;
- Transport of 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 collects and disseminates significant amounts of statistics on road safety for the United Nations Economic Commission for Europe (ECE) member States, such as in the online statistical database, and statistics publications such as: 'Statistics of Road Traffic Accidents in Europe and North America' and 'Transport Statistics Infocards'. Data specifically related to fatalities as set out in this indicator have been measured and collected by ECE for decades. Furthermore, this data is already in the possession of ITC and research is not required.

Transport-related goals

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

Partner Agencies: ECE; United Nations Environment Programme (UNEP)

Tier: III

Indicator 9.1.2: Passenger and freight volumes

Possible Custodian Agency: International Civil Aviation Organization (ICAO); ITF-OECD

Partner Agencies: ECE, Universal Postal Union (UPU), UNEP

Tier: I

ITC through its work in WP.6 gathers significant transport related statistics with particular reference to passenger and freight volumes for ECE 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” and “Transport Statistics Infocards”. Data specifically related to passenger and freight volumes as set out in this indicator have been measured and gathered by ECE 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)

Partner Agencies: ECE; 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.

Annex II

Ministerial Resolution on *Embracing the new era for sustainable inland transport and mobility*

We the Ministers, having come together to celebrate the seventieth anniversary of the ECE Inland Transport Committee on 21 February 2017.

Fully aware of the new era for transport and mobility — marked by the fourth industrial revolution — as well as the adoption of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals, the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, and the Paris Agreement under the United Nations Framework Convention on Climate Change,

(...)

Maintaining that accessions to the United Nations transport Conventions are positively associated with better performance in the implementation of transport-related Sustainable Development Goals and targets,

(...)

Urging Member States of the United Nations to further improve intermodal transport services and to effectively integrate transport modes in order to achieve the Sustainable Development

(...)

Committing to the advancement and fulfilment of the Sustainable Development Goals as these are inextricably linked to transport; also in relation to the challenges that we are facing as a consequence of climate change,

(...)

Decide:

(...)

2. *To address* the challenges of sustainable development of mobility and inland transport, particularly within the context of the 2030 Sustainable Development Agenda and the Sustainable Development Goals, by supporting intergovernmental transport and transport related multi-disciplinary cooperation within the platform of the Inland Transport Committee and by placing due emphasis on the importance of mobilizing resources and aligning financing flows with sustainable development objectives,
