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Strategic questions of a horizontal policy nature:

Environment, climate change and transport:

Inland Transport Committee follow-up to the 2030 Agenda

The role of inland transport in achieving the Sustainable Development Goals: Update on monitoring Implementation

Note by the secretariat

Summary

This document provides information about the main developments in monitoring the implementation of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals. 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 effectively implementing the Sustainable Development Goals, the role of 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 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 provides updates on the three major processes for tracking progress to which the Committee contributes.

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

3. 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

4. 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).

5. Four indicators under three Sustainable Development Goals (3, 9 and 11) are directly linked to the work of ITC. The Committee contributes to the monitoring of the four indicators as a *Partner Agency*, publishes statistics that directly measure two indicators (3.6.1 and 9.1.2) and provides insight into a third (11.2.1). For a more detailed reference to the indicators and contributions from the Committee, see Annex I.

Sustainable Mobility for All (SUM4ALL)

6. 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.

7. The goal of SUM4ALL is to support the achievement of transport-related Sustainable Development Goals and keep track of progress towards these goals. The focus is on four pillars that define sustainable mobility under SUM4ALL: universal access, efficiency, safety, greening. The Economic Commission for Europe (ECE) contributes to SUM4ALL as a co-leader of the efficiency and road safety working groups that support the development of the Global Roadmap of Action (GRA), and as a member of the Steering Committee of the initiative.

8. GRA builds on the findings of the Global Mobility Report (GMR) 2017 and the Transport Data Portal produced by SuM4All. These products provided the data platform to assess where countries stand in terms of achieving the four pillars. GRA is the first

international effort to look across four pillars in a holistic and integrated way. Among the completed activities of the initiative is the first GMR prepared with contributions from ECE under the chapter on efficiency (ECE-Convener).

Voluntary global performance targets and indicators on road safety

9. The third initiative is developing 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 to reduce the number of global road traffic deaths. In September 2015, the ambitious global targets of the 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 actively participates in formulating and monitoring these targets. The list of targets is in Annex II.

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

10. The Committee is directly involved in the major global efforts to track progress in implementing the transport-related Sustainable Development Goals. Its strategic review, which is currently underway, particularly focuses on achieving the Goals. Overall, the work of ITC and its subsidiary bodies relates directly to 14 of the 17 Sustainable Development Goals. Yet serious gaps of capacity and implementation remain to be able to ensure that sustainable transport and mobility play their full role in the global efforts towards sustainability.

11. With these in mind, and considering the ongoing discussions about the repositioning of the United Nations Development System, the Committee may wish to invite member States to ensure a strong role for ITC, its subsidiary bodies, and the ECE/ITC secretariat, in monitoring the 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 by the availability of source data into 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

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: 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.

ITC collects and disseminates significant amounts of statistics on road safety for 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, UNEP

Tier: III

Indicator 9.1.2: Passenger and freight volumes

Possible Custodian Agency: ICAO, International Transport Forum-OECD

Partner Agencies: ECE, UNEP, UPU

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 are prepared include, but are 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: UN-Habitat

Partner Agencies: ECE, UNEP

Tier: II

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 and wider mobility, and access for all within dense urban environments.

Annex II

Indicators for voluntary global performance targets for road safety risk factors and service delivery mechanisms

Target¹

Global voluntary indicators for global voluntary targets²

Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

Indicators for target 1:

Number of countries with published national action plan with regularly updated time-bound targets for reductions in fatalities and injuries

Number of countries that have a national lead agency to coordinate, monitor, evaluate and implement the multi-sectoral national road safety action plan

Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.

Indicator for target 2:

Number of countries that have ratified or acceded to one or more of the core road safety-related UN legal instruments

(Footnote:

- 1949 Convention on road traffic
- 1968 Convention on road traffic
- 1968 Convention on road signs and signals
- 1958 Agreement on UN Regulations for vehicle type-approval
- 1997 Agreement on periodic technical inspection
- 1998 Agreement on UN Global Technical Regulations on vehicle construction
- 1957 Agreement on transport of dangerous goods by road (ADR))

Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.

Indicators for target 3:

Number of countries that have implemented technical standards for new roads that take into account the safety of all road users, or that are aligned with the relevant UN Conventions and regulate compliance to those standards

Number of countries using systematic approaches to assess/audit new roads

Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

Indicators for target 4:

Number of countries that have developed and implement a plan for the improvement of the existing roads that take into account the safety of all road users

Number of countries using systematic approaches to assess/audit existing roads

¹ As approved at the meeting of Member States to conclude the work on the development of voluntary global targets for road safety risk factors and service delivery mechanisms (Geneva 20 and 21 November 2017). See the annex to the meeting report, available at www.who.int/violence_injury_prevention/road_traffic/Report-of-the-meeting-of-member-states-Annex.pdf?ua=1

² Shown indicators not formally adopted. Document as shown on screen on Friday, 23 February 2018 at 14:30 at Informal consultation of member States convened by WHO (for dispatch)

<i>Target¹</i>	<i>Global voluntary indicators for global voluntary targets²</i>
<p>Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.</p>	<p>Indicators for Target 5:</p> <ul style="list-style-type: none"> Number of countries implementing high quality safety standards for new vehicles. Number of countries using systematic approaches for vehicle assessments. Number of countries implementing high quality safety standards for export of used vehicles.
<p>Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.</p>	<p>Indicators for Target 6:</p> <ul style="list-style-type: none"> Number of countries having legislation setting appropriate speed limits and effective enforcement Number of countries that have reduced by half the proportion of vehicles travelling over the posted speed limit Number of countries that have national and, where applicable, subnational data systems on speeding violations and speeding-related injuries and fatalities Number of countries that achieved reductions in speeding-related injuries and fatalities
<p>Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.</p>	<p>Indicators for Target 7:</p> <ul style="list-style-type: none"> Number of countries having legislation requiring motorcycle riders to wear a helmet properly fastened and meeting appropriate standards (FOOTNOTE: Such as UN Regulation 22 or equivalent national standard) for protection Number of countries that effectively enforce legislation on helmet use Number of countries implementing regulations on safety for child and adult helmets sold Number of countries that have national and, where applicable, subnational data systems on helmet use Number of countries in which the proportion of motorcycle riders, correctly using helmets is close to 100%
<p>Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.</p>	<p>Indicators for Target 8:</p> <ul style="list-style-type: none"> Number of countries having and effectively enforcing legislation requiring the use of safety belts for all motor vehicle occupants Number of countries having and effectively enforcing legislation requiring the use of child-restraint systems meeting appropriate standards (FOOTNOTE: Such as UN regulation No. 44 or 129 and UN Regulation No. 145 or equivalent national standard) Number of countries in which the proportion of all motor vehicle occupants using safety belts is close to 100% Number of countries in which the proportion of all child motor vehicle occupants using standard child restraints systems is close to 100% Number of countries having and effectively enforcing regulations on safety for child restraints systems sold Number of countries that have national and, where applicable, subnational data on use of safety belts, as well as the appropriate use of child restraint systems

Target¹Global voluntary indicators for global voluntary targets²

Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

Indicators for Target 9:

Number of countries having appropriate legislation and effective enforcement on driving under the influence of alcohol and/or other psychoactive substances

Number of countries that have national and, where applicable, subnational data on driving under the influence of alcohol and/or psychoactive substances and related road traffic-related fatalities and injuries

Number of countries that have reduced by half the number of road traffic injuries and fatalities related to driving under the influence of alcohol and/or other psychoactive substances

Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

Indicators for target 10:

Number of countries having and effectively enforcing legislation on restricting or prohibiting the use of mobile phones while driving

Number of countries that have national and, where applicable, subnational data systems on the use of mobile phones while driving

Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

Indicators for target 11:

Number of countries having acceded to international/regional regulation on driving time and rest periods for professional drivers

Number of countries with regulation, effective enforcement, and audit of driving time and rest periods for professional drivers

Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between a road traffic crash and the provision of first professional emergency care.

Indicators for target 12:

Number of countries that have achieved the national targets of the time interval between a crash resulting in serious injury and the provision first professional emergency care

Number of countries that have appointed agencies for effective coordination of the provisions of pre-hospital and facility-based emergency medical services