



# Lessons from VNR/ NDC Reporting (2016-2018) ~ Inputs to the Successor of the Bangkok 2020 Declaration (2010-2020)



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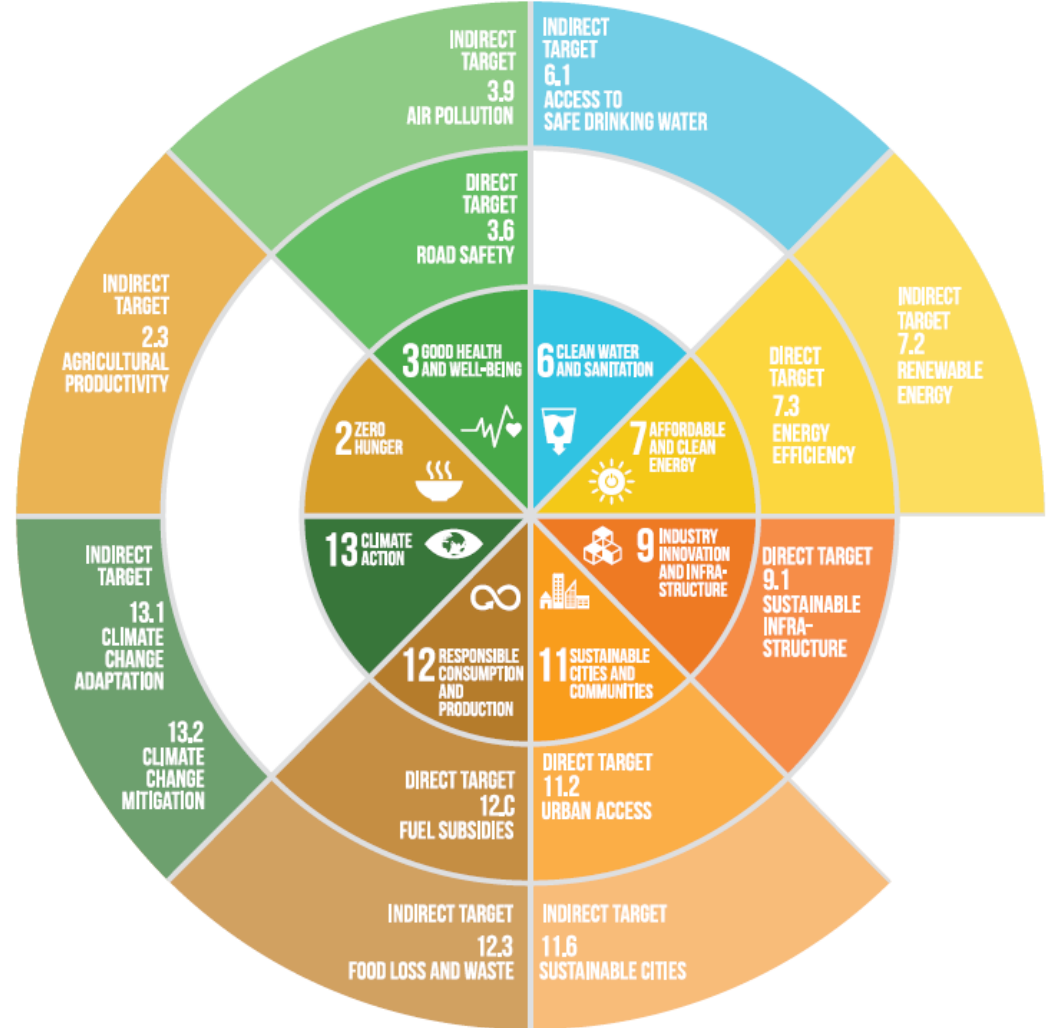
*On behalf of the Partnership on Sustainable, Low Carbon Transport*

11<sup>th</sup> Intergovernmental Regional Environmentally Sustainable Transport (EST) Forum in Asia, Ulaanbaatar, Mongolia

5 October, 2018

# Sustainable Transport and SDGs

- The 2030 Agenda states that “sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries” (para 27)
- 5 SDG targets are directly related to transport and 7 other targets are indirectly related to transport



Source: SLoCaT 2018

# SDGs, Voluntary National Reviews and Transport

The **High-level Political Forum (HLPF) on Sustainable Development** is the United Nation (UN)'s central platform for the follow-up and review of the 2030 Agenda and the 17 Sustainable Development Goals (SDGs):



A **key reporting mechanism** within the HLPF is the **Voluntary National Review (VNR)** process which aims to facilitate the **sharing of experiences** among countries, including successes, challenges and lessons learned, with a view to **accelerating the implementation** of the 2030 Agenda.

# Countries submit VNRs to review SDG Implementation (2016 – 2018)

2016

22 Countries, including 3 EST Members  
(China, Philippines, Republic of Korea)

2017

43 Countries, including 11 EST Members  
(Afghanistan, Azerbaijan, Bangladesh, India, Indonesia,  
Japan, Malaysia, Maldives, Nepal, Tajikistan and  
Thailand)

2018

47 Countries, including 5 EST Members  
(Albania, Lao People's Democratic Republic (PDR),  
Singapore, Sri Lanka, Vietnam)

2019

42 Countries, including 5 EST Members  
(Azerbaijan, Fiji, Mongolia, Pakistan, Timor-Leste,  
Turkmenistan)

# Transport-related SDG Indicators

- Transport is directly related to five SDG indicators:

Transport-Relevant SDG Indicators	
<b>3.6.1</b>	Death rate due to road traffic injuries
<b>9.1.1</b>	Proportion of the rural population who live within 2 km of an all-season road
<b>9.1.2</b>	Passenger and freight volumes, by mode of transport
<b>11.2.1</b>	Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities
<b>12.c.1</b>	Amount of fossil-fuel subsidies per unit of GDP (production and consumption) and as a proportion of total national expenditure on fossil fuels

SDG Indicators 11.2.1 on Public Transport and 12.c.1 on Fossil Fuel Subsidies are being reviewed at HLPF 2018

# Transport References in the VNRs (2016 - 2018)

- The Partnership on Sustainable, Low Carbon Transport (SLoCaT) has been tracking the references to transport in the VNRs since 2016

2016

Only 64% of the 22 VNRs contain references to transport, with not all references sustainability-specific.

98% of the 43 VNRs contain reference to transport, with 35% giving specific examples to link transport with sustainable development impacts

2017

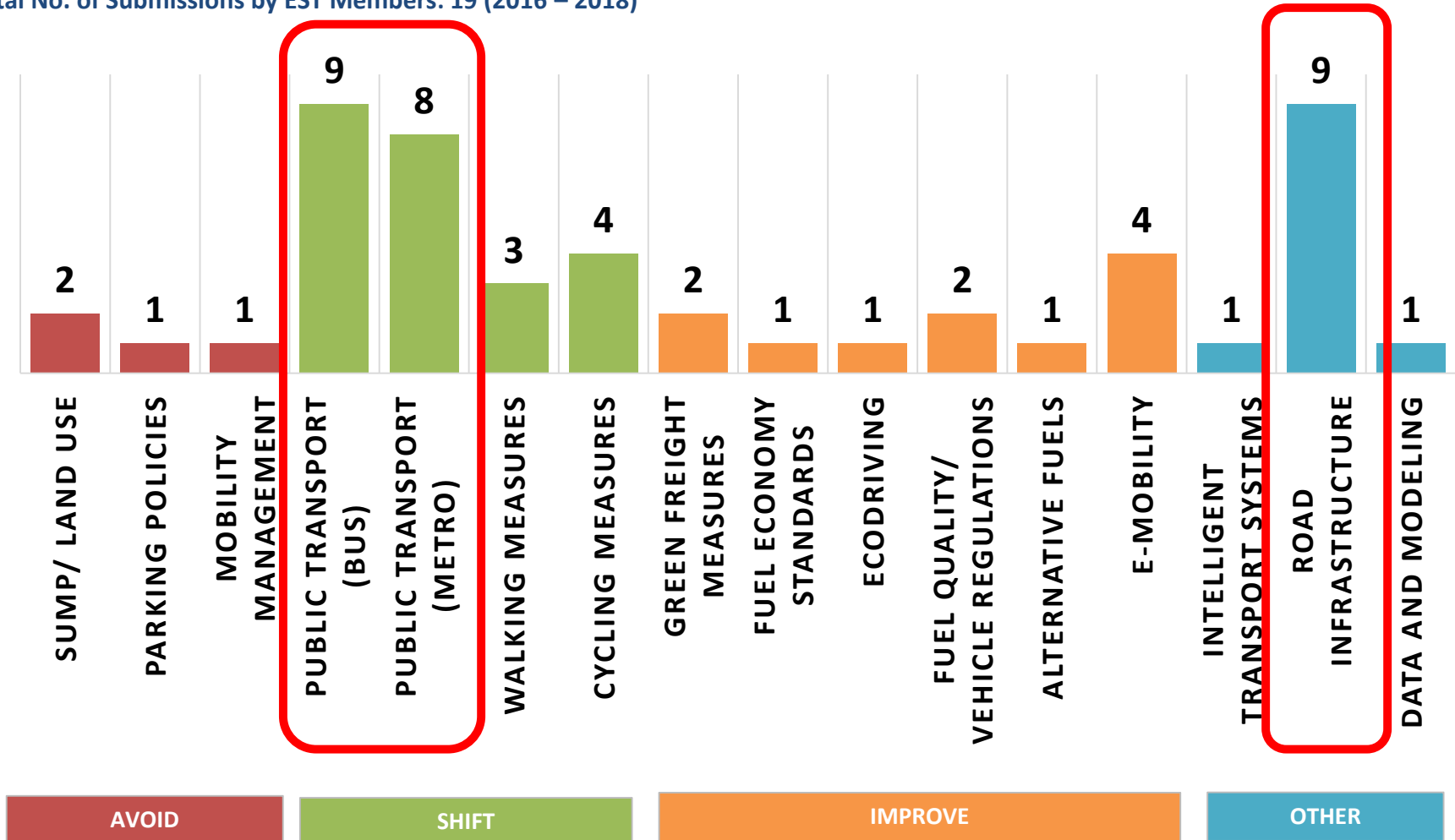
2018

94% (44 out of 47) of submitted VNRs contain references to transport. 81% refer to sustainable transport but only 36% offer considerable information with specific cases and policy examples on sustainable transport

More Info at [www.slocat.net/hlpf2018](http://www.slocat.net/hlpf2018)

# No. of EST Members Reporting A-S-I Transport Measures in VNRs

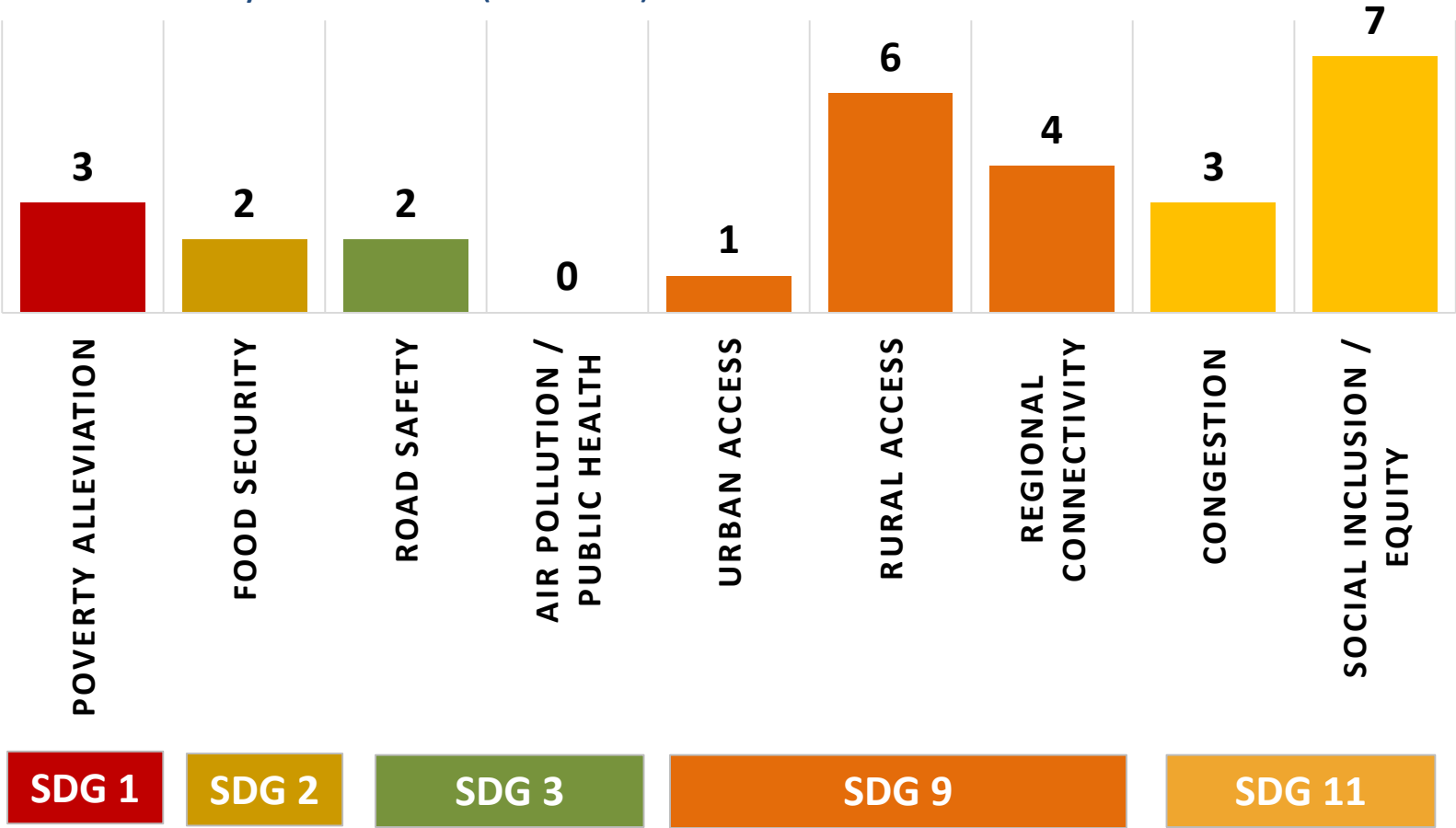
Total No. of Submissions by EST Members: 19 (2016 – 2018)



\*Pattern to emphasize public transport and road infrastructure is similar to all the VNRs submitted in 2018

# No. of EST Members Reporting Transport Development Benefits in VNRs

Total No. of Submissions by EST Members: 19 (2016 – 2018)



\*VNR submissions in 2018 tend to focus more on social inclusion and equity, road safety, and regional connectivity. EST members tend to focus their reporting the most on social inclusion, rural access, and regional connectivity



# Examples of Sustainable Transport Measures Reported by EST Members

## Bangladesh

Strategic Transport Plan (STP) for 2015 – 2035 calls for development of 5 MRT Lines and 2 BRT Lines

## Lao PDR

A total length of 8,000 km of pavements and cycle tracks will also be laid in 106 cities from 2018 to 2023 to promote non-motorized transport and reduce the carbon footprint.

## Singapore

By 2030, the rail network will expand from 230 km in 2018 to 360 km, and 8 in 10 households will be within a ten-minute walk of a train station.

## Sri Lanka

Western Region Megapolis Transport Master Plan (2016) proposed a network of light rail transits connecting central business areas with suburban areas; Gemi Sariya project (2008) provided reliable and economical passenger transport services to the public who lack access to transport facilities in rural areas.

## Thailand

Set the goal to reduce the number of road-related fatalities and injuries by no less than 50 per cent by 2020.

# Linkages between Bangkok Declaration & Transport SDG Targets/ NDCs

Bangkok 2020 Goals	Direct Transport Targets					Indirect Transport Targets						
	3.6 Road Safety	7.3 Energy Efficiency	9.1 Sustainable Infrastructure for All	11.2 Sustainable Transport System for All	12.C Fuel Subsidies	2.3 Agricultural Productivity	3.9 Air Pollution	6.1 Access to Safe Drinking Water	11.6 Sustainable Cities	12.3 Food Loss and Waste	13.1 Climate Change Adaptation	13.2 Climate Change Mitigation
Goal 1: Land-use & Transport Planning												
Goal 2: Mixed-use Development												
Goal 3: Information and Communications Technologies												
Goal 4: Non-Motorized Transport												
Goal 5: Public Transport Services												
Goal 6: Transport Demand Management												
Goal 7: Inter-city Passenger and Goods Transport												
Goal 8: Transport Fuels and Technology												
Goal 9: Fuel Economy												
Goal 10: Vehicle Inspection and Maintenance												
Goal 11: Intelligent Transport System												
Goal 12: Freight Transport												
Goal 13: Safety												
Goal 14: Health												
Goal 15: Air Quality and Noise												
Goal 16: Global Climate Change & Energy Security												
Goal 17: Social Equity												
Goal 18: Financing												
Goal 19: Information & Awareness												
Goal 20: Institution & Governance												

# Linkages between the Bangkok Declaration and the Paris Agreements

Bangkok 2020 Goals	Global Agreements					
	Paris Agreement	New Urban Agenda	Addis Ababa Action Agenda	Global Decade of Action on Road Safety	Sendai Framework 2015-2030	Nairobi Mandate
Goal 1: Land-use & Transport Planning	High	High	None	High	None	None
Goal 2: Mixed-use Development	High	High	None	High	None	None
Goal 3: Information and Communications Technologies	Low	None	Low	None	None	Low
Goal 4: Non-Motorized Transport	High	High	None	Medium	None	None
Goal 5: Public Transport Services	High	High	Low	Medium	None	None
Goal 6: Transport Demand Management	High	High	None	High	None	None
Goal 7: Inter-city Passenger and Goods Transport	High	Low	Medium	None	None	High
Goal 8: Transport Fuels and Technology	High	High	Low	None	None	None
Goal 9: Fuel Economy	High	Low	None	None	None	None
Goal 10: Vehicle Inspection and Maintenance	Low	None	None	High	None	None
Goal 11: Intelligent Transport System	Low	Low	None	None	None	None
Goal 12: Freight Transport	High	High	Low	None	None	High
Goal 13: Safety	None	None	None	High	None	None
Goal 14: Health	Low	Low	None	Medium	None	None
Goal 15: Air Quality and Noise	High	High	None	Medium	None	None
Goal 16: Global Climate Change & Energy Security	High	None	Low	None	Low	Low
Goal 17: Social Equity	Low	High	None	Medium	None	None
Goal 18: Financing	Low	Low	High	High	Low	None
Goal 19: Information & Awareness	Low	Low	None	High	Low	Low
Goal 20: Institution & Governance	High	High	None	High	Low	Low

**Level of Contribution**

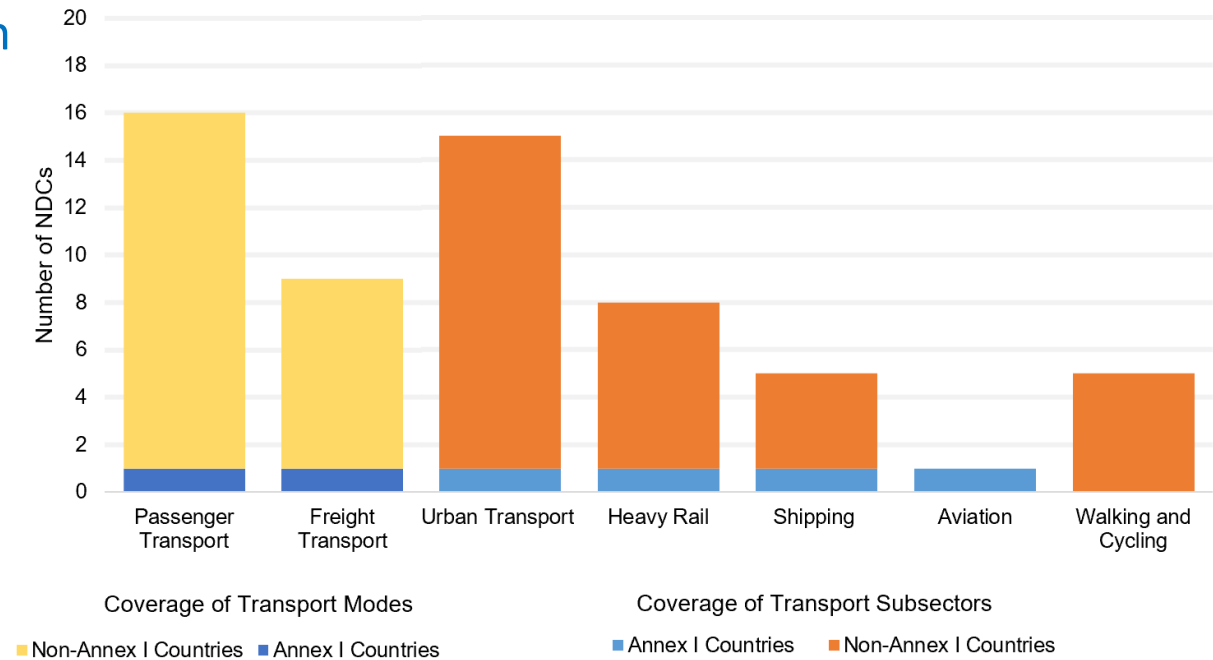
- High
- Medium
- Low
- None



# Importance of Paris Agreement and NDCs

- In 2015, global leaders agreed with the **Paris Agreement** to limit global temperature increase to well below 2 degrees Celsius
- Countries submitted **Nationally Determined Contributions (NDCs)** to outline their climate actions
- **75% of EST members'** NDCs highlight transport as a source for mitigation
- Only **3 EST countries** (Bangladesh, Brunei, Japan) have transport mitigation targets

## Modes and Subsectors covered by EST Countries



# NDCs of EST Members in Detail

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- Bangladesh:
  - Target: reduce transport emission by 24% below 2030 BAU
  - Modal shift to rail through construction of metro systems and bus rapid transit systems, reduce congestion through efficient road infrastructure
- Brunei:
  - Target: to reduce CO<sub>2</sub> from morning peak hour vehicle use by 40% by 2035
  - Increase public transport share to 22% by 2035 by developing BRT systems, implementation of integrated walking and cycling networks, parking policies and land management
- Japan:
  - Target: 27% below 2013 or 163 MT by 2030
  - Included measures are fuel efficiency, public transport promotion, modal shift to railway, car-sharing, ITS and various other

# What the next generation of NDCs needs

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- Countries are going to submit the second generation of NDCs in 2020
- next NDCs have to:
  - ➔ Include sectoral GHG mitigation targets that are in line with the 1.5 Degree Celsius target of the Paris Agreement
  - ➔ Include comprehensive, balanced and ambitious set of measures on transport
  - ➔ Cover climate change adaptation for transport with specific measures and plans
  - ➔ Explore synergies with VNRs and Sustainable Development Goals
  - ➔ Be well integrated to existing policies and investments

# Lessons Learned from VNR Reporting

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- **Despite a slight improvement from 2016 and 2017, gaps remain in reporting on sustainable transport in VNRs submitted in 2018**
  - Tendency for countries to merely report on outputs (e.g. kilometers of highways built or kilometers of rail constructed) without **demonstrating linkages to broader development goals**;
  - 80+% VNRs in 2018 refer to the role of sustainable transport in achieving the SDGs but only 26% offer **considerable information with specific cases** and policy examples on sustainable transport.
- **Sustainable transport data are not always provided in a consistent format or level of detail, which creates challenges to measure progress over time**
- **Need to set more specific, quantified targets aligned with the transport-related SDGs**
  - 32% of VNRs in 2018 include targets for sustainable transport development, which is a significant increase from 2017
- VNRs can create **a more comprehensive vision of sustainable transport** development if countries can emphasize more prominently with **specific policy examples** and case studies that transport is a vital, cross-cutting sector which enables all other sectors to implement the 2030 Agenda.

# The EST Forum and its next declaration can be **THE PLATFORM** to enhance NDC and SDG delivery in the transport sector.

3 elements to consider:

- The EST Forum provides an important platform and opportunity for member countries to enhance their reporting of SDG and NDC implementation **by exchanging good practices on sustainable transport**
- **Key Performance Indicators** established under the Bangkok Declaration also served as important tools for countries to report data related to SDG and NDC implementation (Opportunity to widen the topics)
- The follow-up declaration to the Bangkok Declaration should consider focus on helping EST Members to **set and report specific, quantified targets for sustainable transport development**



**The EST Forum and its next declaration can be THE PLATFORM to enhance NDC and SDG delivery in the transport sector.**

**Some potential future elements for Post 2020 EST:**

- **Annual country report on SDG/NDC selected transport indicators and presented at Forum**
- **Specific themes related to SDG/NDC selected by host and country member to create a theme focus**
- **Create a EST ecosystem allowing Non State Actors to support member activities**
- **Expand activities in between the Fora:**
  - **E.g. Capacity Building courses,**
  - **Theme specific workshops**
  - **Technical assistance and later finance of specific projects**

Thank you for your attention!  
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For more information, visit our website:

<http://slocat.net/>

And follow us on Twitter: [@SLoCaTOfficial](https://twitter.com/SLoCaTOfficial)



Partnership on Sustainable  
Low Carbon Transport

SLoCaT Partnership



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