UNECE Transport Statistics Activities, including COVID-19 impact

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Secretary, Working Party on Transport Statistics (WP.6)

Presentation to Working Party on Transport Trends and Economics (WP.5). Geneva, 7-9 September 2020

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Overview

- COVID19-relevant activities: short-term data and new indicator methodology
- New Tram and Metro Data
- SDG Measuring and Monitoring

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COVID19 transport impact

During Covid: Record improvements in air quality, CO_2, noise, road safety: a unique opportunity to rethink mobility in cities?

After Covid: Public transport down, car use up (with a few more bikes)?

Huge interest in how transport **has changed** under lockdown and **will change** post-lockdown.

New opportunities

Google, Tomtom, Apple, phone data: Timely (daily data) and hugely detailed.

Sometimes unclear concepts: measuring congestion (≠traffic), footfall at transit stops, journey searches etc.

Really interesting data sources, but big questions about scope, completeness, sustainability.

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COVID19 Data Collation on transport impacts

- To maintain relevance, we wanted quick data from **official sources** on a fast evolving situation. This included provisional data and experimental statistics.

- Waiting 20 months for official, annual data will not help.

- An emergency questionnaire would not have been popular…

- Most data from NSOs, but also from Ministries of transport, police forces etc.

- Data collated and published at https://wiki.unece.org/display/DSOCIOT/Data+Sources+on+Coronavirus+impact+on+transport.

- Found some interesting proxies. E.g. traffic camera fines for monitoring traffic speeds.

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Data Sources on Coronavirus impact on transport

Created by Hakan VOLKAN, last modified by Heini Amanda SALONEN on 04 Jun, 2020

This page collates data sources for all inland transport modes (including public transport, road and rail network traffic, inland freight transport, vehicle registrations, road safety) as well as maritime and/or port traffic, produced on a short-term basis that give insights into the Coronavirus impact on transport systems. Most sources come from UNECE member State official sources.

See
avail

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The Executive Secretary's Blog

Time to rethink the way we work and travel

Like so much else in our societies that we had taken for granted before the COVID-19 crisis, the daily commute has for many been temporarily set aside in a makeshift home office.

After weeks of lockdown and confinement, the priority now is to relaunch the economy, while maintaining the necessary health measures.

The economic impact of this crisis will be like no other before: the IMF projects GDP to fall by some 6-7% this year in advanced economies. Given the uncertainty around how long the pandemic will last, it could be far worse. Entire sectors of the economy are at risk. Millions of people have already lost their source of income. The ILO now estimates that 1.6 billion workers in the informal economy, amounting to nearly half of the global workforce, are at risk of losing their livelihoods.

Notes	Next update
Freight volumes by rail and sea	
Passenger transport by rail and sea	
Export/import by mode of transport	

"En France, celle-ci a chuté de 40%. 40% seulement si j'ose dire, car je m'attendais à ce que les chiffres soient encore meilleurs tant les déplacements en véhicule individuel ont été très réduits."
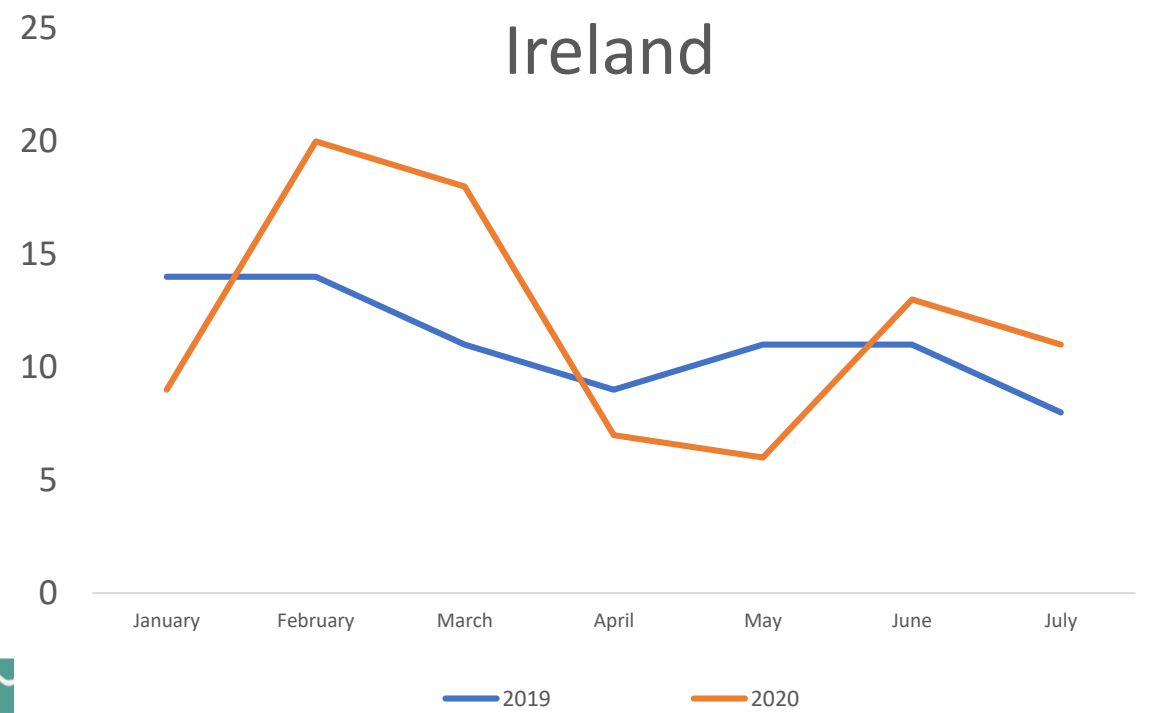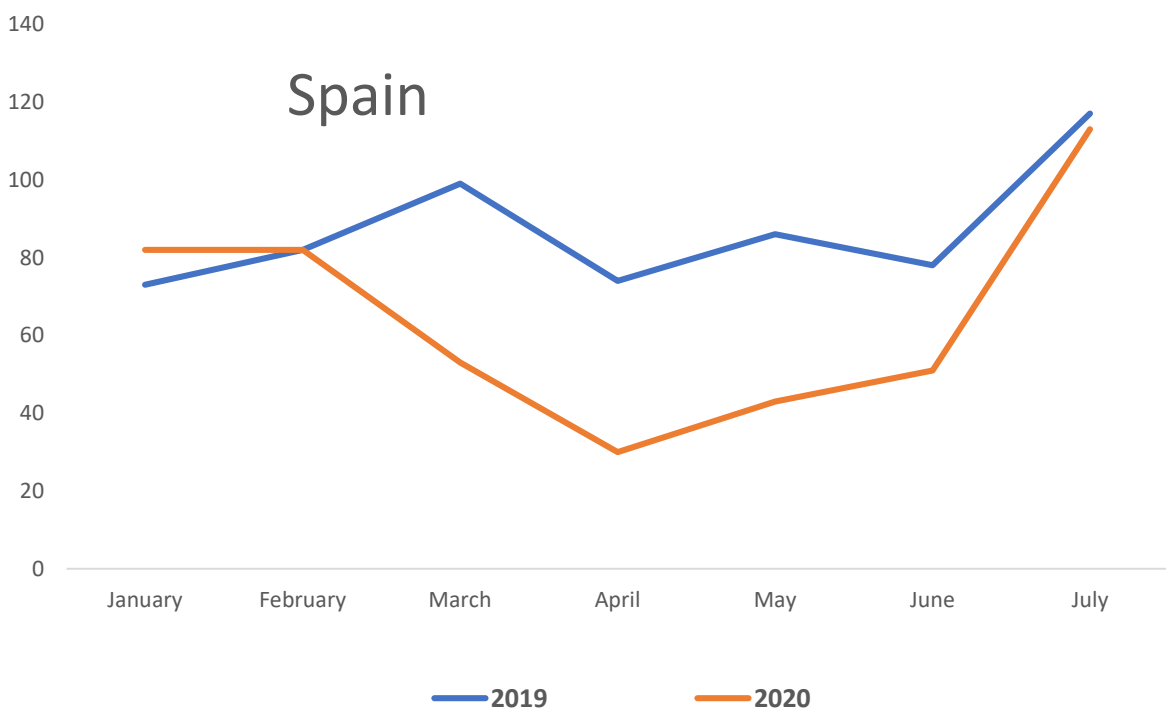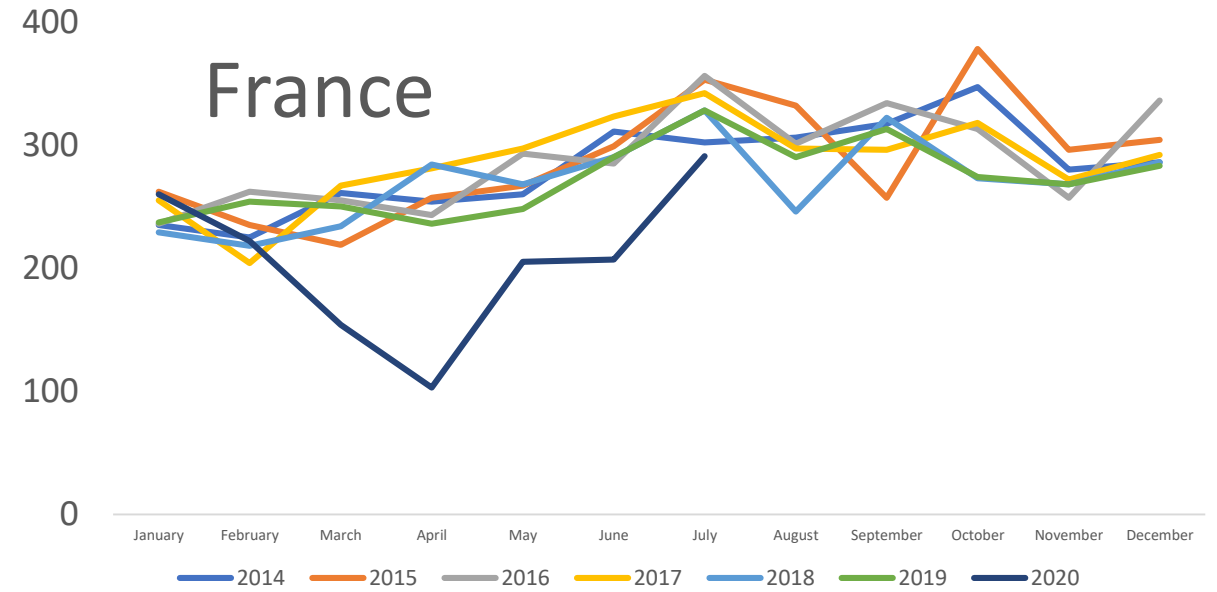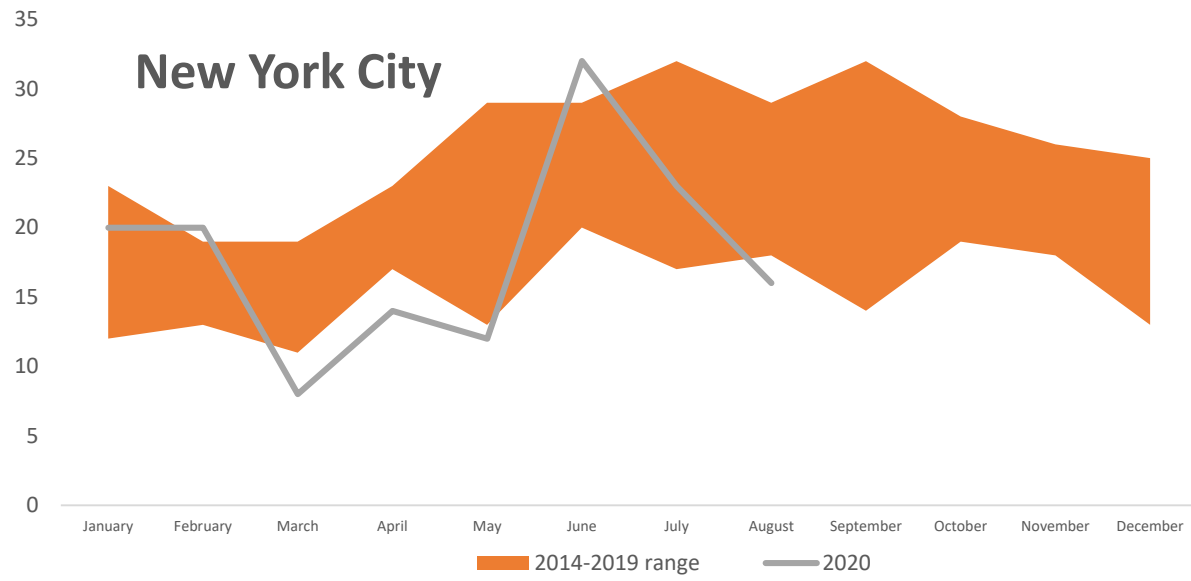
Jean Todt, UN Special Envoy for Road Safety

emissions. The global slowdown has also offered welcome respite to pressured ecosystems. For road safety, March 2020 saw a year-on-year reduction in road deaths of around 40% in France and Sweden, and 56% for New York City.

Olga Algayerova, UNECE Executive Secretary

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New York City

2014-2019 range
2020

France

2014 · 2015 · 2016 · 2017 · 2018 · 2019 · 2020

Spain

2019
2020

Ireland

2019
2020

Urban mobility

- Understanding urban mobility crucial to achievement of SDGs.

- City-specific data **lose value** when combined at the national level.

- No tram or metro statistics collected at the international level, despite being principal mode of transport in many cities.

- Data for buses are hard to split between urban/local and inter-urban/long distance. Tram and metro systems don't have this problem.

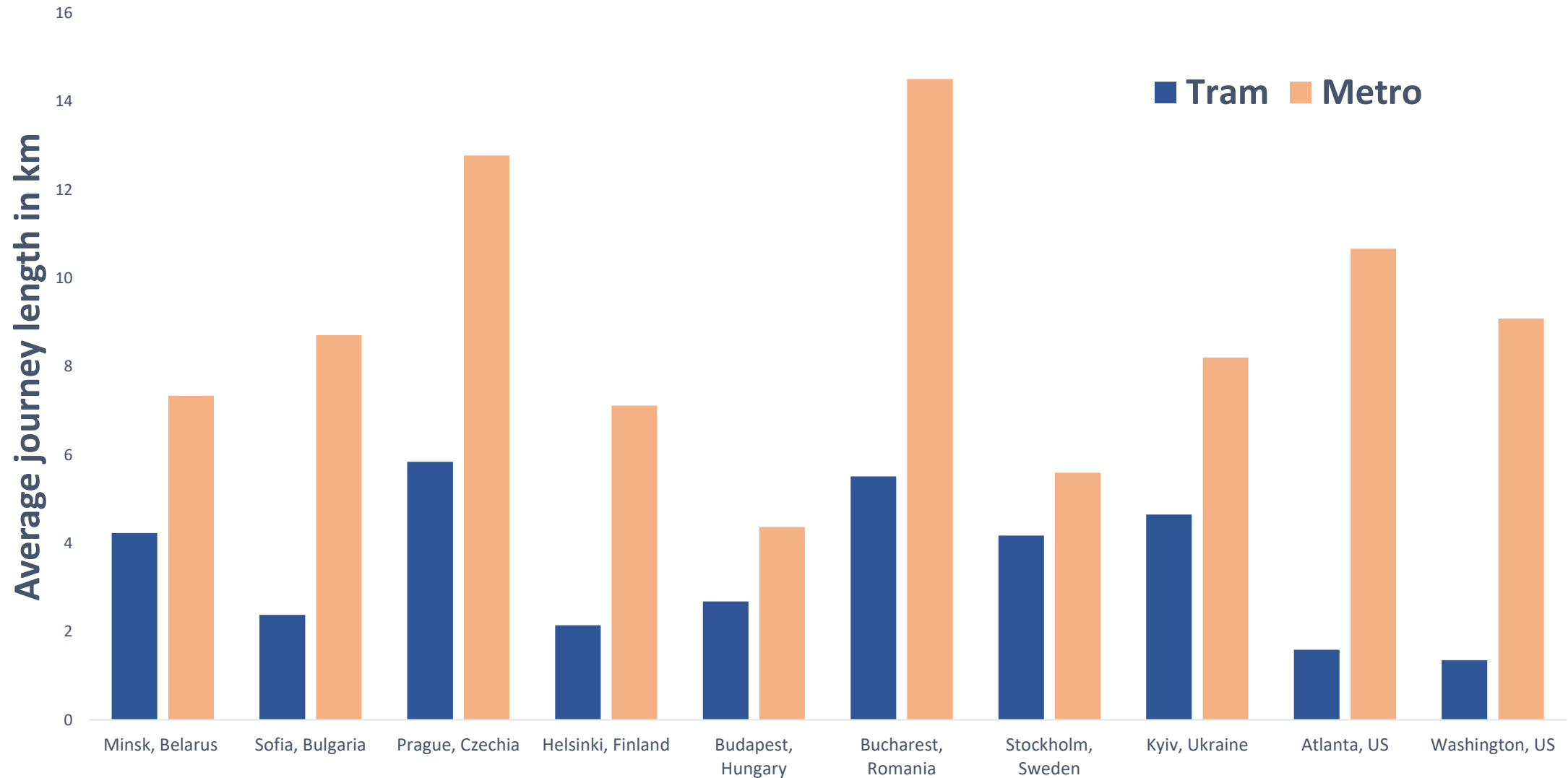- Timely public transport data **even more crucial in post-lockdown world.**
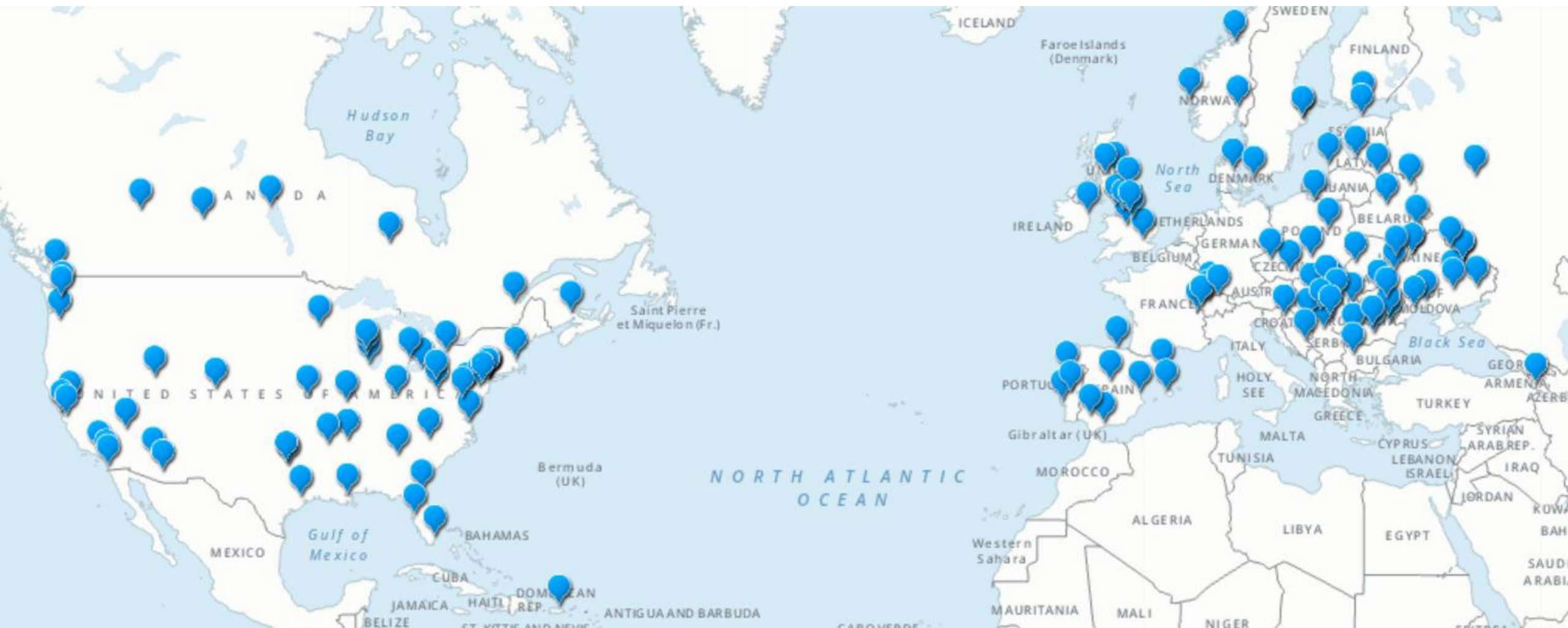
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- Data for 140 countries or regions available

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Cities with both tram and metro systems, passenger distances

Transport SDGs

- Covid sometimes means less fatalities, but increased fatalities per vehicle-km (quieter roads=more speeding).
- These exceptional decreases may mean that SDG 3.6 is (briefly?) met for some countries in 2020.

- Important to collect disaggregated data to monitor safety of vulnerable road users (pedestrians and cyclists), especially in context of post-lockdown city space reallocations.

3 GOOD HEALTH AND WELL-BEING

3.6.1: to halve the number of road fatalities ~~by 2020~~ by 2030

- Indicator 9.1.2 is a ready-made tool for monitoring how transport modal split changes post-lockdown.
- UNECE was already trying to increase awareness of this indicator, with a guidance framework [now developed](#).
- Work on new mobility indicators together with ITF.

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

9.1.2: passenger and freight volumes, by mode of transport

- Questions around popularity of mass transit (but not aviation?). New tram and metro data to monitor this.

- Cycling and walking data are not available internationally. An area where simple bike counter info can be useful to construct an index?

11 SUSTAINABLE CITIES AND COMMUNITIES

11.2.1: proportion of urban population that has convenient access to public transport

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