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**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Statistics****Seventy-first session**

Geneva, 17-19 June 2020

Item 2 of the provisional agenda

**Workshop on the Transport-Related Sustainable Development Goals****Workshop on the Transport-Related Sustainable Development Goals****Note by the secretariat****I. Background**

1. At its seventieth session, the Working Party on Transport Statistics (WP.6) started its meeting with a half-day workshop dedicated to urban public transport statistics. Three member States (Canada, Denmark and the United Kingdom of Great Britain and Northern Ireland; Germany was scheduled to present but could not attend), the United Nations Human Settlements Programme (UN-Habitat) and Transports Publics Genevois (TPG) presented their work, which provoked discussions on using public transport statistics to measure the Sustainable Development Goals, and different ways that data can be produced (typically either tickets or on-board sensors). The secretariat wrote a report of the workshop which is available on the UNECE website<sup>1</sup>. This followed similar workshops on rail statistics held in 2017<sup>2</sup>, and inland waterway statistics in 2018<sup>3</sup>.

2. The Working Party agreed to continue the practice of holding a workshop. After consultations with the chair and vice-chair of the Working Party, the topic of statistics on the transport-related Sustainable Development Goals was decided upon for the seventy-first session. This is a logical follow-up to last year's workshop covering public transport statistics to monitor Goal 11 to make cities and human settlements inclusive, safe, resilient and sustainable.

**II. Purpose of workshop**

3. The purpose of this workshop is to share information on how countries and organisations are monitoring the transport-related Sustainable Development Goals, with a focus on transport statistics-related indicators (principally indicators 3.6.1, 9.1.1, 9.1.2 and 11.2.1) but also on interconnectedness between these transport indicators and other

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<sup>1</sup> [https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp6/Urban\\_public\\_transport\\_workshop\\_summary\\_final.pdf](https://www.unece.org/fileadmin/DAM/trans/doc/2019/wp6/Urban_public_transport_workshop_summary_final.pdf)

<sup>2</sup> [https://www.unece.org/fileadmin/DAM/trans/doc/2017/sc2/Workshop\\_on\\_Rail\\_Statistics\\_article.pdf](https://www.unece.org/fileadmin/DAM/trans/doc/2017/sc2/Workshop_on_Rail_Statistics_article.pdf)

<sup>3</sup> [https://www.unece.org/fileadmin/DAM/trans/doc/2018/wp6/Workshop\\_on\\_inland\\_waterway\\_Statistics\\_article.pdf](https://www.unece.org/fileadmin/DAM/trans/doc/2018/wp6/Workshop_on_inland_waterway_Statistics_article.pdf)

indicators. For example, public transport access (11.2.1) impacts access to jobs, education and services with an important gender angle to consider, with corresponding impacts on other indicators. Participants are invited to present their own experiences in producing a framework for monitoring the indicators for their country or organisation.

### III. Proposed discussion points

4. It is hoped that member States will present their experiences in monitoring the Sustainable Development Goals in general, through Voluntary National Reviews and National Reporting Platforms, and then go into detail on the transport-related aspects of this. Voluntary National Reviews aim to facilitate the sharing of experiences, including successes, challenges and lessons learned, with a view to accelerating the implementation of the 2030 Agenda. National Reporting Platforms meanwhile are a tool that allow all relevant indicator data to be collated in a single location. In both cases, the global indicators can be combined with national-level relevant indicators. Sharing experiences of how to integrate sustainable transport, an overarching sector that is necessary to achieve all goals but does not have its own stand-alone goal, should be beneficial to all stakeholders.

5. It is also worth noting that many international organisations also have their own monitoring systems for the Sustainable Development Goal indicators. Two notable examples are the European Commission, with indicators selected to be relevant for European countries<sup>4</sup>, and the United Nations Conference on Trade and Development (UNCTAD), that takes a trade and development-relevant approach to monitoring the indicators<sup>5</sup>. The workshop will also be an opportunity to explain and discuss these monitoring activities in the context of transport.

6. Among other issues raised by participants, the Working Party may wish to consider the following questions regarding reporting on statistics for the Sustainable Development Goals:

- What are the biggest challenges faced by statistics offices when producing statistics for indicators 3.6.1, 9.1.1, 9.1.2 and 11.2.1? How can statistics offices address or work around such challenges?
- How relevant are the global Sustainable Development Goal targets and indicators in achieving “sustainable transport” in your country? Are there additional indicators that your National Statistics Office is currently producing data for that are more relevant for monitoring progress in the transport and mobility sector towards the spirit of the Goals?
- What interlinkages between transport indicators and other domains is your country or organisation exploring?

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<sup>4</sup> <https://ec.europa.eu/eurostat/web/products-statistical-books/-/KS-02-19-165>

<sup>5</sup> <https://sdgpulse.unctad.org/>

## IV. Desired Outcome and Future Work

7. This workshop topic relates closely to the work that the secretariat is undertaking in the context of a framework for better monitoring of indicator 9.1.2 on passenger and freight volumes (see ECE/TRANS/WP.6/2020/1, ECE/TRANS/WP.6/2020/2, ECE/TRANS/WP.6/2020/3). To date, there has not been a concerted international cooperation effort in monitoring the transport-related Sustainable Development Goals. With the adoption of the Inland Transport Committee Strategy to 2030 (ECE/TRANS/288/Add.2), the secretariat is positioning itself as the UN platform for inland transport. In this regard the Working Party is a natural forum for discussing how countries can better share practices and experiences in monitoring the indicators. The desired outcome of the workshop is thus: i) that transport statistics specialists become more involved in the monitoring efforts towards the 2030 Agenda, ii) that these specialists can easily learn how other countries are monitoring both the transport-related Sustainable Development Goal indicators, and how they have chosen additional national indicators for measuring progress towards the Sustainable Development Goals for their own circumstances.

### Documentation

ECE/TRANS/WP.6/2020/1, ECE/TRANS/WP.6/2020/2, ECE/TRANS/WP.6/2020/3,  
ECE/TRANS/288/Add.2

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