UNECE Transport Statistics Activities, including COVID-19 impact

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

• COVID19-relevant activities: short-term data and new indicator methodology
• New Tram and Metro Data
• SDG Measuring and Monitoring
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.
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](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.
“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
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.
• Data for 140 countries or regions available
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.

- 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.

- 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?

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

9.1.2: passenger and freight volumes, by mode of transport

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